



The Lamborghini Murciélago LP640 Roadster

More aggressive design, improved technology, more power

The Lamborghini Murciélago LP640 Roadster benefits from the same extensive modifications to the bodywork and mechanics as the LP640 Coupé, as well as delivering its own distinct character.

As with the Coupé, the designers of the Lamborghini Centro Stile have remained true to the original style principles of purism, sportiness and functionality. Like the Coupé it has now assumed a more aggressive appearance.

The asymmetrical design of the car's sides externally is echoed internally: from its forerunner, the Lamborghini Murciélago LP640 Roadster has inherited the characteristic asymmetrical interior arrangement. The whole interior is tailored to the driver and arranged in such a way that a true driver-focused experience is offered; a car which challenges yet at the same time is entirely geared to the driver. This is illustrated in the use of perforated leather for the chair cushions, the dashboard tunnel console and the door lining on the driver's side.

Changes to the rear-view mirror make the Murciélago Roadster more aerodynamic, with other features including new windscreen wipers and the option of new Hermera alloy wheels.

Like its predecessor, the Murciélago LP640 Roadster can be customised through special equipment packages. The 'Ad Personam' individualisation program offers even more scope to create a personal, unmistakably individual sports car.

As with the Coupé the new 6.5 litre (6.496 cm³) 60° V-engine and 640 ps (471 kW) at 8,000 min⁻¹ is now used also in the Lamborghini Murciélago Roadster. At 6,000 min⁻¹ the 12-cylinder engine reaches the maximum torque of 660 Nm. Naturally the Lamborghini Murciélago meets all the current valid European and North American emission standards.

The increased power naturally leads to increased road performance. The maximum speed now lies at 330 km/h (205 mph) compared to 320 km/h



(199 mph). The standard sprint from 0 to 100 km/h (62 mph) is now reached by the Murciélago LP640 Roadster in an excellent 3.4 seconds making it 0.4 seconds faster than its forerunner.

Although the Lamborghini Murciélago Roadster LP640 is principally based on the Murciélago Coupé, it has further distinguishing features beyond its distinctive appearance. First and foremost, newly designed frame structure parts made of steel and carbon fibre guarantee an unswerving torsion resistance even without a roof. A special reinforcement structure in the engine area makes a major contribution to this aspect. This optically distinctive reinforcement can also be delivered in carbon fibre on request. Without impairing the extreme character of a typical roadster, a canvas roof (R.top) can be fitted which, true to the design tradition of this type of vehicle, is principally conceived for temporary use (for example in a sudden shower of rain) and for speeds of up to 200 km/h.

With its characteristic wing doors, the bodywork of the Murciélago LP640 Roadster is still made from an extremely high quality combined structure of sheet steel and carbon honeycomb. The combination of these materials is achieved by bonding and riveting.

It goes without saying that a super sports car such as the new Lamborghini Murciélago LP640 Roadster goes hand-in-hand with a high level of safety, including passive safety. With two front-seat air bags, a 60-litre airbag on the driver's side and a 130-litre airbag on the passenger side, it meets all existing world-wide standards in the event of head-on and side crashes, impact against poles, occupant safety in the case of accident, fuel supply integrity and fuel combustibility. The luggage compartment also complies with childproof safety regulations. The Murciélago LP640 Roadster has automatically lowered roll bars; if the electronic control of this device detects a critical situation, the roll bars shoot out behind the seats within just a few milliseconds.



Technical Data

Frame

High strength tubular steel structure with carbon fibre components.

Bodywork

In carbon fibre, except roof and door external panels (steel)

Steering

Type	Mechanical (rack and pinion) power-assisted
Right-hand turning circle	12.55 m (41.17 ft)

Wheels and tyres

Front	245/35 ZR 18
Rear	335/30 ZR 18

Engine

Type	12 cylinders at 60°
Bore and stroke	88 mm x 89 mm (3.46 in x 3.50 in)
Displacement	6496 cc (396.41 in ³)
Compression ratio	(11 ± 0.2):1
Maximum power	631 hp, (640 ps, 471 kW) at 8000 rpm
Maximum torque	660 Nm (487 lb-ft) at 6000 rpm
Engine position in vehicle	Longitudinal central-rear
Cylinder heads and engine block	Aluminium
Intake system	Variable geometry with 3 operating modes

Timing

4 valves per cylinder, 4 overhead camshafts	
Timing gear transmission	2 chains
Continuous timing variation (int. and ex.)	Electronically controlled



Ignition system

Static type ignition system with individual coils (one for each spark plug).

Firing sequence 1-7-4-10-2-8-6-12-3-9-5-11

Fuel system/injection

Lamborghini LIE electronic engine control unit, multipoint, sequential timed, DRIVE BY WIRE

Lubrication system

Type	Dry sump
Recovery pumps	2 gear pumps
Delivery pump (high pressure)	1 gear pump

Cooling system

Type	Liquid cooled, with pressurized circuit
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Transmission

Type of transmission	Permanent all-wheel drive with Viscous Traction system
Gearbox	6-speed mechanical gearbox
Clutch	Dry single disc
Clutch disc diameter	272 mm (10.7 in)
Disengagement	With self-adjusting hydraulic control

Transmission ratios

Gearbox:	
I st	1:3.091
II nd	1:2.105
III rd	1:1.565
IV th	1:1.241
V th	1:1.065
VI th	1:0.939
Reverse	1:2.692



Brakes

4 self-ventilated rotors with pedal control, hydraulic transmission with dual independent circuits, one for each axle with vacuum servo. ABS antilock device + DRP function.	
<u>Steel brake lines</u>	
Front rotor	Ø 380 x 34 mm (14.96 in x 1.34 in)
Front calliper cylinders	N. 8 (32-28 mm/32-28 mm) (1.26 in-1.10 in/1.26 in-1.10 in)
Rear rotor	Ø 355 x 32 mm (13.98 in x 1.26 in)
Rear calliper cylinders	N. 4 (40-44 mm) (1.57 in-1.73 in)
Handbrake Ceramic rotors system (Optional)	Mechanical, acting on rear wheels
Front rotor	Ø 380 x 38 mm (Ø 14.96 in x 1.5 in)
Front calliper cylinders	N. 6 (32-36-38 mm) (1.26 in-1.42 in-1.5in)
Rear rotor	Ø 380 x 38 mm (Ø 14.96 in x 1.5 in)
Rear calliper cylinders	N. 6 (32-36-38 mm) (1.26 in-1.42 in-1.5in)

Suspension

4-wheel independent articulated quadrilateral system. Hydraulic shock absorbers and coaxial coil springs. Suspension with dual front and rear struts, anti-roll, anti-dive and anti-squat bar.
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Performance data

Top speed	330 km/h (205 mph) - (before: 320 km/h)
Acceleration 0-100 km/h (0-62 mph)	3.4 s (before: 3.8 s)

Dimensions

Wheelbase	2665 mm (104.92 in)
Total length	4610 mm (181.50 in)
Total width	2058 mm (81.02 in)
Total height	1132 mm (44.57 in) (without roof) 1135 mm (44.69 in) (with roof)
Dry weight (no fuel)	1690 kg (3725.8 lb)
Front track width	1635 mm (64.37 in)



Rear track width	1695 mm (66.73 in)
Front overhang	1035 mm (40.75 in)
Rear overhang	910 mm (35.83 in)
Maximum overall width with external rear-view mirrors	2240 mm (88.19 in)

Liquid capacities (litres)

Fuel tank	100 litres (26.4 gal)
Engine oil	12 litres (3.17 gal)
Gearbox oil	3.5 litres (0.92 gal)
Front differential oil	1 litre (0.26 gal)
Rear differential oil	2.5 litres (0.66 gal)
Cooling circuit	15 litres (3.96 gal)

Consumption (according to DIR 1999/100/CE)

Urban	32,3 l/100km
Extra-urban	15,0 l/100 km
Combined	21,3 l/100 km
CO2 emissions	495 g/km

(following EPA regulation)	Manual (Coupé and Roadster)	City	9 mpg
		Highway	14 mpg
		Combined	11 mpg
	e.gear (Coupé and Roadster)	City	10 mpg
		Highway	16 mpg
		Combined	12 mpg