AVENTADOR SV

Product Information

August 3RD 2018

NR. 11/2018

“THE NEW AVENTADOR SVJ, WHERE SV HISTORICALLY STANDS FOR SUPERVELOCE (=SUPERFAST), TAKES THE ‘JOTA’ SUFFIX, DENOTING ITS TRACK AND PERFORMANCE SUPERIORITY.”

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THE UNCOMPROMISING MATCH: STUNNING DESIGN MEETS EXTREME AERODYNAMICS

No other hypercar combines a stunning design with such performance-oriented shapes.

THE FOUR MASTERPIECES, PLUS ONE

The first Lamborghini combining the four Masterpiece technologies with state-of-the-art Active Aerodynamics & ALA 2.0 to deliver the most exciting driving experience.

MORE THAN EXCLUSIVE, JUST UNIQUE

A dedicated choice of specific contents and the infinite possibilities of customization of Ad Personam program. Make it your own masterpiece.

TOP 5 REASONS TO BUY

01

THE FASTEST LAMBORGHINI EVER
6:44:97
NÜRBURGRING LAP TIME

The fastest road legal Supersport Car

02

IMPRESSIVE PERFORMANCES

770 CV
Max Revs 8500rpm
WtP 1.98
0-100 km/h in 2.8 s
0-200 km/h in 8.6 s

03

ALA 2.0

The only car in the segment combining stunning design with functional aerodynamic

04

EXTENDED USAGE OF CARBON FIBER INSIDE AND OUTSIDE

Windshield frame, roof, engine bonnet, front splitter, rocker cover, side mirrors, air intakes, rear diffuser, ALA, door panels, visible monocoque, center tunnel, cluster cover

05

LIMITED EDITION

A limited production of 900 cars

1.1 AERO BEAUTY

There are several competitors in the world of hypercars that know how to build a track-oriented performance super sports car.
All of them are extremely fast. All of them have sophisticated aerodynamics. But when it comes to style, many of them put performance before design.
This formula doesn't apply to Aventador SVJ.

A clever usage of lightweight materials has been combined with the perfection of every functional detail: the redesigned front & rear bumpers, the bigger air intakes, the front flap, the front side deviator fins, the new rocker covers, the high-mounted exhaust tip and, for the first time on Aventador model, the rear wing with ALA system and its dedicated air duct.

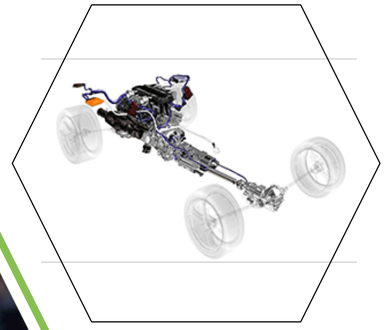
"THE AVENTADOR SVJ IS THE RESULT OF THE RESTLESS WORK OF OUR ENGINEERS AND DESIGNERS, CONSTANTLY CHALLENGING THEMSELVES IN THE RACE BETWEEN BEAUTY AND FUNCTIONAL AERODYNAMIC SHAPES."

1.2 A VISCERAL DRIVING EXPERIENCE

Max Power	Weight to Power	0-100 km/h	0-200 km/h
770 CV	1.98	2.8 s	8.6 s

The meaning of these impressive figures is that only Aventador can challenge Aventador. This is what defines SVJ.
The reason of its compelling performance, besides adding 30 extra horsepower to its iconic V12,
lies behind what can be called: “the four Masterpieces, plus one”.

4 WHEEL STEERING



4 WHEEL DRIVE

ALA 2.0

4 DRIVING MODES

4 ACTIVE SUSPENSION

“THE AVENTADOR SVJ EMBODIES ALL THE LATEST TECHNICAL SOLUTIONS DEVELOPED FOR THE BRAND’S PRODUCT RANGE.”

1.2 A VISCERAL DRIVING EXPERIENCE

All the vehicle dynamics algorithms focus on the integration with ALA system strategies.

The higher downforce level required a complete refinement of all vehicle dynamics passive and active systems in order to exploit the higher physical boundaries of the car.

This is the recipe to provide the most daring and thrilling driving experience in the Exclusive Super Sports car Market.

“ALL OF THESE TECHNOLOGIES ARE MANAGED BY ONE BRAIN, THE EVOLUTION OF “LAMBORGHINI ACTIVE VEHICLE DYNAMICS”: LDVA 2.0”

1.3 UNIQUENESS OUT OF TIME

Can the Aventador SVJ be even more special? The answer is yes, of course.

If the exclusive selection of dedicated SVJ contents such as rims, exterior paints and interior combinations might even possibly not be enough, an extra touch of exclusivity can be added to Aventador SVJ to suit even the owners with the most sophisticated taste.

“THANKS TO THE AD PERSONAM DESIGN STUDIO, THIS IS THE MOST CUSTOMIZABLE LAMBORGHINI IN THE PRODUCT RANGE.”

AERO BEAUTY CONCEPT

AVENTADOR SVJ

2.1 Exterior design

When it comes to Aventador SVJ, the greatest challenge for Lamborghini designers has been to conceive a car that looked extreme and, at the same time, aerodynamically perfect. The natural source of inspiration has been sought into the aeronautical world of jet fighters.

A REDESIGNED FRONT BUMPER: the front of the car has been emphasized to appear even wider. One of the most eye-catching features are the tri-dimensional air outlets guiding the airflow through the front bonnet of the car.

B ALA SYSTEM: the lower lip is equipped with active aerodynamic technology to maximize the downforce.

C NEW FRONT SIDE: besides giving the whole front a more aggressive and wider appearance, they extend towards the wheel arch to deflect the flow ahead of the wheels outwards.

D NEW LIGHTWEIGHT RIMS: both very thin, they provide a touch of further exclusiveness. The customer can choose between two styles: one representing the essence of Lamborghini or another combining "Y-spokes" and hexagonal shapes.

E COMPLETELY NEW ROCKER: with a new "Y-shape" design is a homage to the jet fighter tradition.

F LARGER SIDE AIR INTAKES: a more functional design to bring more cooling to the engine is enriched with precious details such as the Italian flag on the side.

"NOT ONLY AVENTADOR SVJ STANDS OUT OF THE SUPER SPORTS CAR CROWD, BUT IT'S ALSO WELL DIFFERENTIATED FROM ITS SIBLING, AVENTADOR S."

2.1 DESIGN – Exterior design

A NEW ENGINE BONNET: for the first time on Aventador, the engine bonnet has been completely redesigned and now features an impressive "Y" from which the engine can be spotted.

B REAR SPOILER WITH ALA SYSTEM: the high rear wing is in full carbon and integrates, in its center pillar, the ALA duct.

C NEW EXHAUST: in order to free up space for the diffuser, the exhausts have been mounted in a higher position, taking inspiration from high performance motorbikes.
The system is also lighter, with a new, higher performance muffler.

D NEW REAR BUMPER: the rear of the car is characterised by the brand new, omega shaped rear bumper, completely redesigned to house the exhaust system and the rear diffuser.

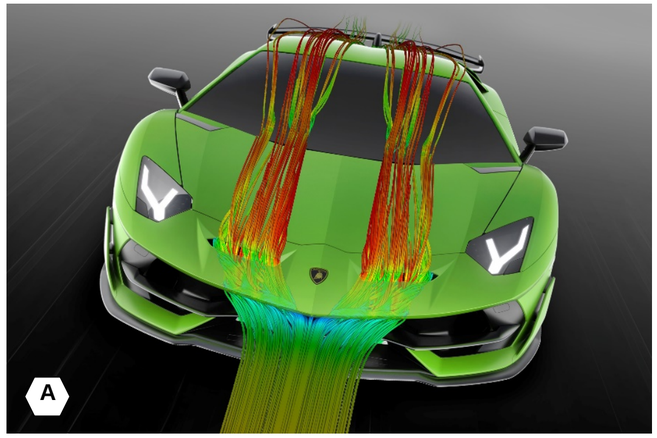
E REAR DIFFUSER: impossible not to notice the introduction of this fundamental aerodynamic feature, especially for its functional beauty, with some clear hints from the Lamborghini Centenario.

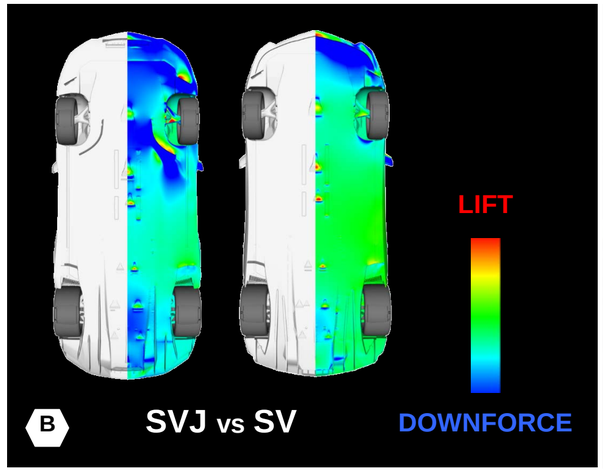
2.2 DESIGN – Aerodynamics

The new Lamborghini Aventador SVJ represents a step forward in terms of Aerodynamic efficiency.

THIS RESULTS HAVE BEEN ACHIEVED THROUGH THE FOLLOWING IMPROVEMENTS:

- **A** **Introduction of Front Bumper slots and Side Fins for optimal flow control**
- **B** **Underbody design with vortex generators, increased rear diffuser with integrated fins**
- **C** **Rear Wing Design based on high load airfoil with integrated side plates for reduction of tip vortex**





The overall improvement in downforce is provided for the 70% by the upper body optimization and for the 30% by the underbody optimization.

Also the cooling of the car has been improved and, most importantly, for the first time on Aventador model, the Active Lamborghini Aerodynamic has been introduced.

“THIS NEW AMAZING SUPERCAR, COMPARED TO THE AVENTADOR SV, HAS INCREASED THE DOWNFORCE BY 40% AND REDUCED THE DRAG BY -1%.”

2.2 DESIGN – Aerodynamics

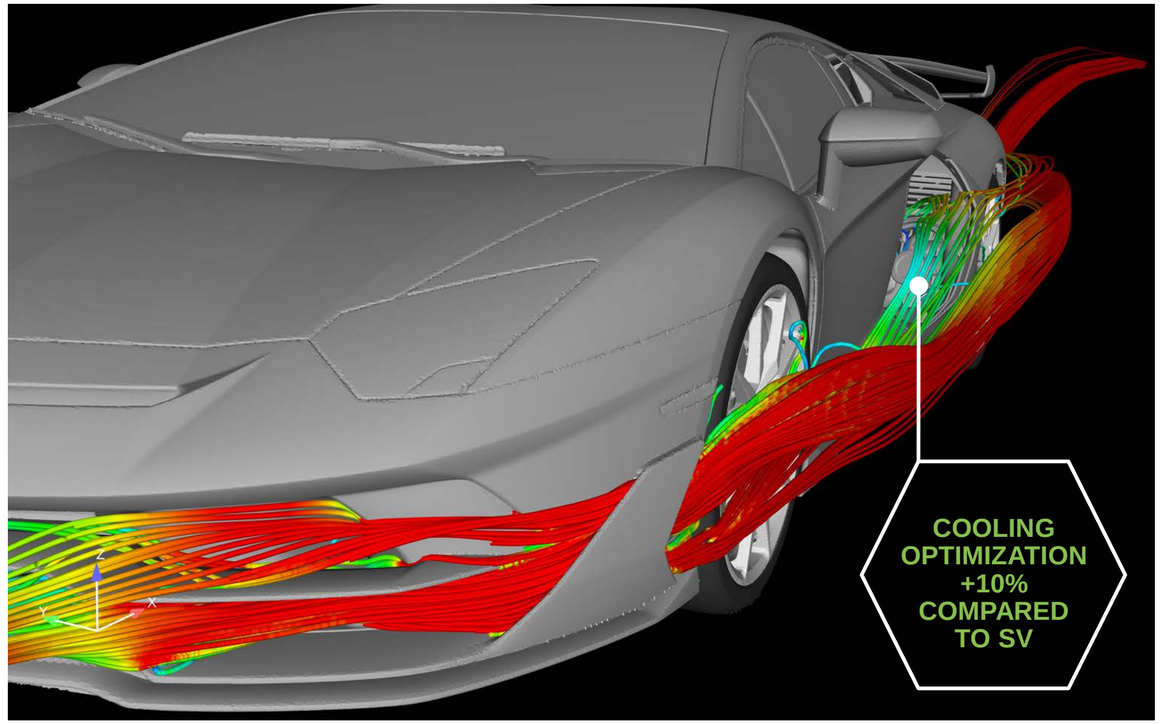
ENGINE COOLING

A new, more powerful engine would not be possible without an improved cooling efficiency.

The main goal when designing the Aventador SVJ has been to bring more fresh air to the engine. This was achieved through a redesigned engine bonnet, and the larger side and bonnet air intakes. The front side fins provide precious support to better convey the air flow towards the intakes.

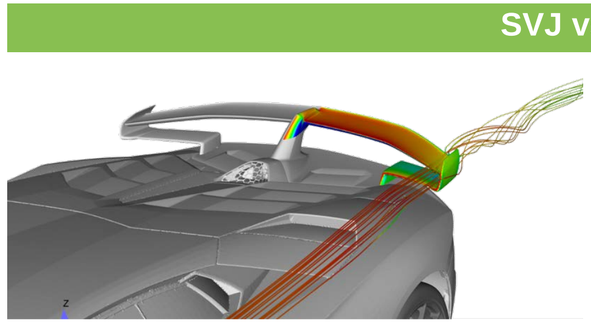
On the front, the disc ventilation system has been optimised with the introduction of new air ducts on the underbody, blowing the airflow on the inner part of the wheels, thus improving track performance and brake fading resistance.

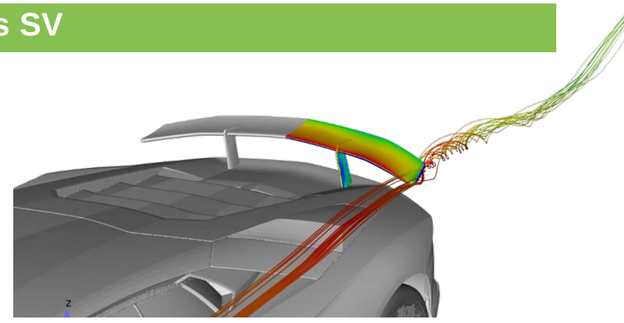
On the rear, the introduction of the air winglets on the side ends of the spoiler grant a reduction of the air turbulence, while the low drag pilons help the air flow remaining attached to the wing.



“THE COOLING HAS BEEN IMPROVED BY +10% COMPARED TO AVENTADOR SV”

SVJ vs SV





2.2 DESIGN – Aerodynamics

ACTIVE AERODYNAMICS - AERODINAMICA LAMBORGHINI ATTIVA (ALA 2.0)

For the first time on Aventador Model, the SVJ adopts Aerodinamica Lamborghini Attiva (ALA) and ALA is the Italian word for “wing”.

This patented active aerodynamic system, developed by Lamborghini firstly for the Huracán Performante and now specifically re-engineered for the Aventador SVJ, provides an active variation of aero load for high down force or low drag.

IN PARTICULAR, THE NEW ALA 2.0 SYSTEM FEATURES:

- **New air inlet optimized design**
- **New calibration of system based on enhanced vehicle lateral accelerations**
- **Aero vectoring effect improved by 30%**

The system is completely integrated into the vehicle in terms of design, weight and performance and driven by LDVA 2.0.

The front splitter integrates the power unit of the front ALA system, built in a carbon fiber frame with active flaps on the top exterior surface.

The rear bonnet is designed around the central air duct to the rear wing as well as the wing pylon.

Lamborghini’s Dinamica Veicolo Attiva (LDVA 2.0) governs all the car’s electronic systems in ‘real time’ and works perfectly integrated with the ALA system.

A specific control unit activates the ALA 2.0 system flaps in less than 500 milliseconds
to ensure the best aerodynamic set-up of the car in every driving condition.

ALA 2.0 PATENTED BY LAMBORGHINI

+40%
TOTAL DOWNFORCE INCREASE
(vs. SV)

-1%
DRAG
REDUCTION
(vs. SV)

+30%
IMPROVEMENT
IN AERO VECTORING EFFECT
(vs. Huracàn Performante)

-80%
WEIGHT REDUCTION COMPARED
TO TRADITIONAL ACTIVE
AERO SYSTEM

2.2 DESIGN – Aerodynamics

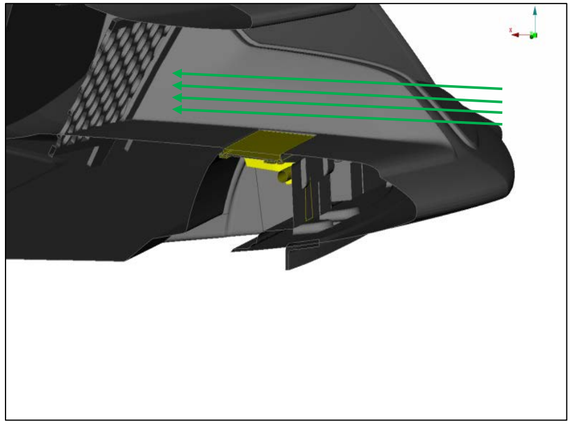
FRONT ACTIVE AERODYNAMIC

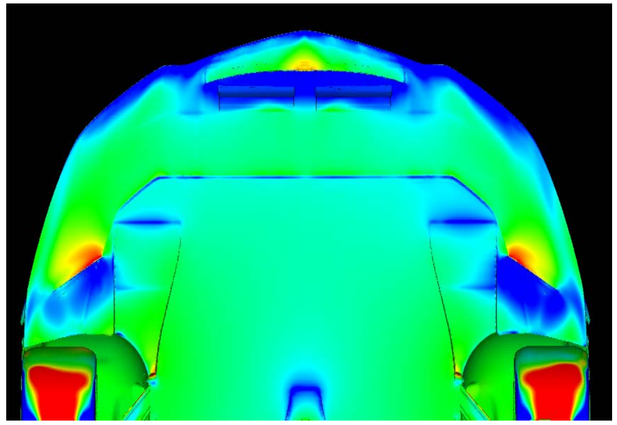
The active flaps inside the front splitter are closed when ALA is off, generating the desired high downforce for high speed cornering and stability.

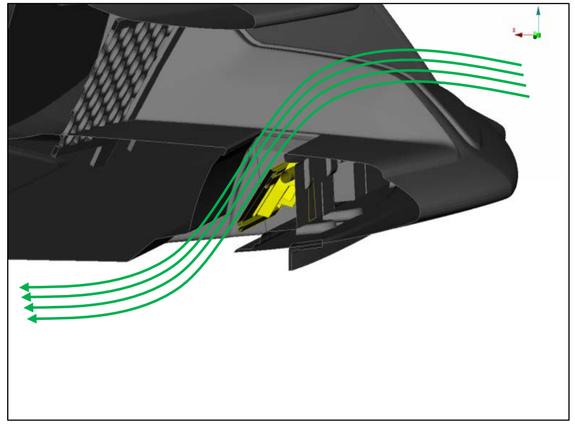
When ALA is on, the flaps open via a small electric motor, reducing air pressure on the front spoiler and directing air flow via an inner channel and through the specially shaped underbody of the car. This drastically reduces drag and optimizes conditions for maximum acceleration and top speed.

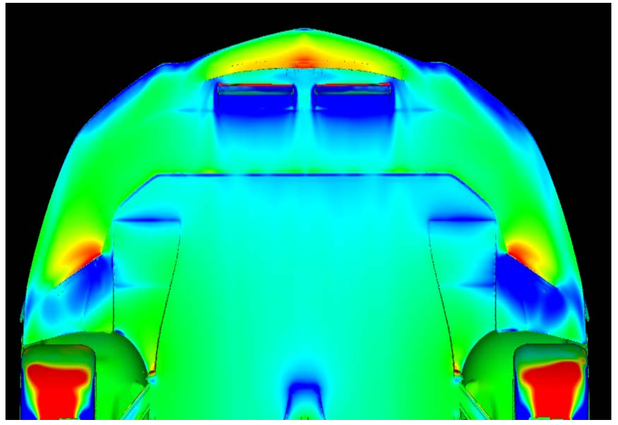
When maximum braking is required the ALA is switched off, and flaps are closed to generate vertical load for maximum stability.

FRONT









ALA® OFF – Closed Flaps | SUCTION REDUCTION

> high Speed Cornering
> high Stability

ALA® ON – Flaps Open | LOW DRAG

> top Acceleration
> top Speed

2.2 DESIGN – Aerodynamics

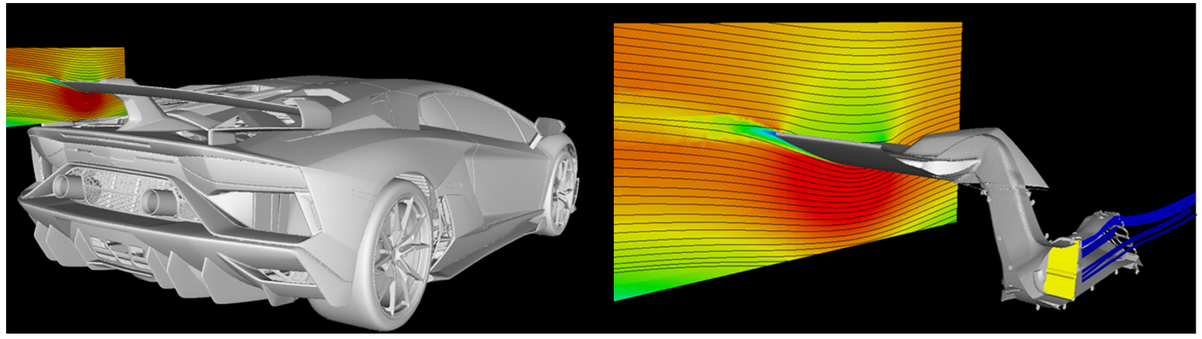
REAR ACTIVE AERODYNAMIC

In the Aventador SVJ, the rear duct is installed below the rear bonnet. The central duct is divided in two smaller ducts that bring the air to the left and the right part
of the rear wing. The air flow through these rear wing channels is controlled by two electro-actuated flaps. The entire system is 80% lighter than a traditional hydraulic system.

In normal driving conditions, ALA is off and the flaps are closed, permitting the rear wing to act as a traditional fixed wing.
Stability is enhanced in high speed cornering by creating maximum vertical downforce; 40% more than a Aventador SV.

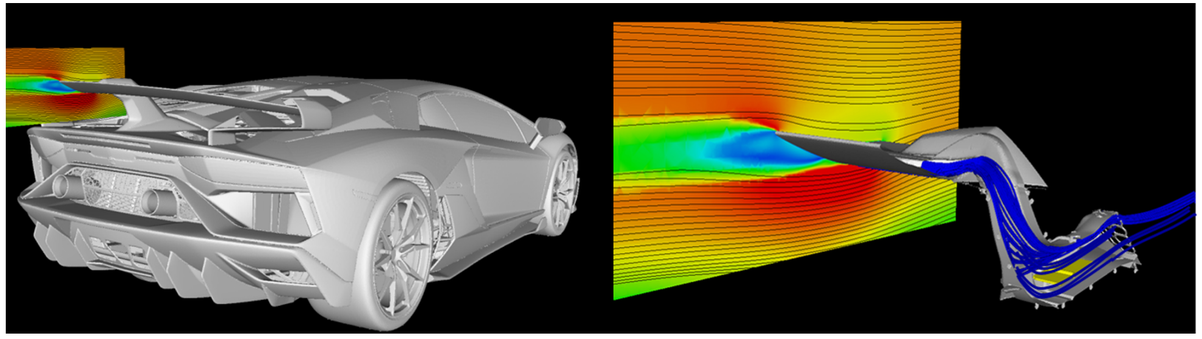
The LDVA turns on the ALA in high throttle conditions, opening the flaps to allow air through the rear wing's inner channels and directing air flow through ridges underneath the wing. This reduces vertical load, or downforce, reduces drag and maximizes the car's acceleration and top speed capabilities.

REAR



ALA® OFF | HIGH DOWNFORCE

> high Speed Cornering
> high Stability



ALA® ON | LOW DRAG

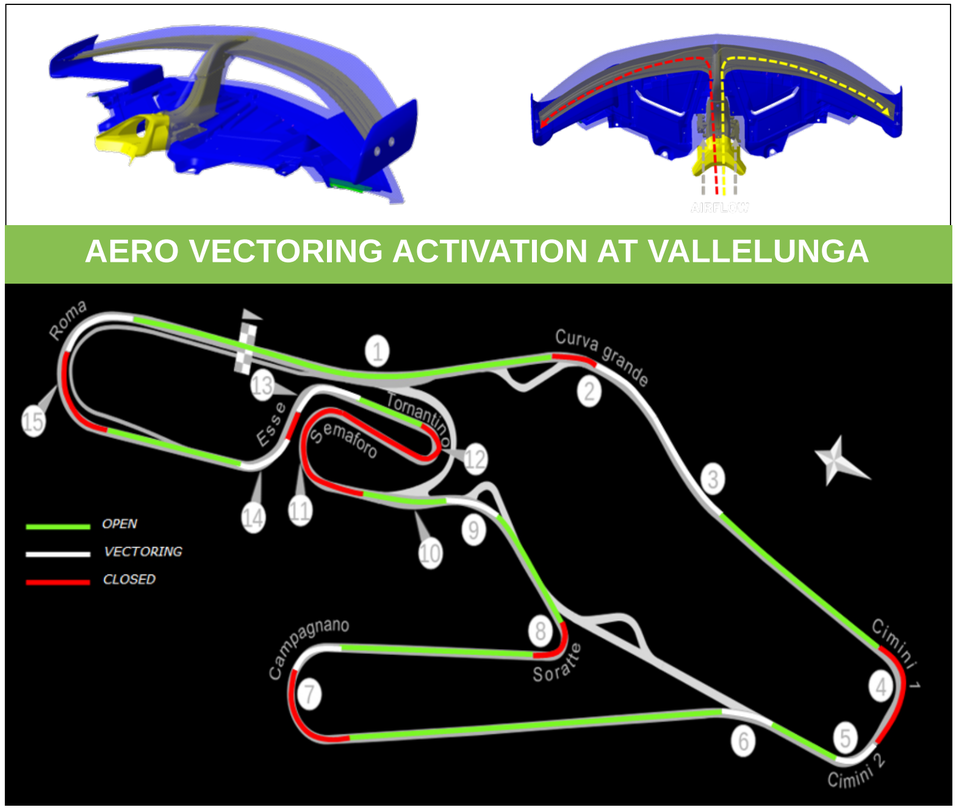
> top Acceleration
> top Speed

2.2 DESIGN – Aerodynamics

AERO-VECTORING

In addition, the rear wing's inner air channel is split right and left, allowing aero vectoring for high speed cornering. Depending on the direction of the turn, the LPI instructs LDVA 2.0 to be switched on in either the right or left side of the spoiler, generating low drag on the external wheel and high downforce on the inner wheel to maximize the car's cornering performance. This, in turn, optimizes the chassis' momentum, requiring a reduced steering angle and improving the car's overall dynamic stability.
Active aerodynamics at the front of the Aventador SVJ balance the effect of ALA at the rear in every driving condition.

	STRADA		SPORT		CORSA	
	FRONT FLAPS	REAR FLAPS	FRONT FLAPS	REAR FLAPS	FRONT FLAPS	REAR FLAPS
70-180 KM/H	OPEN	OPEN	OPEN	OPEN	REAL TIME LDVA 2.0 CONTROLLED	REAL TIME LDVA 2.0 CONTROLLED
	MINIMUM DRAG		MINIMUM DRAG		CLOSED IN BRAKE CONDITIONS (HIGH DOWNFORCE) OPEN IN FULL THROTTLE (MINIMUM DRAG)	
180-280 KM/H	OPEN	OPEN	CLOSED	CLOSED	REAL TIME LPI CONTROLLED	REAL TIME LPI CONTROLLED
	MINIMUM DRAG		HIGH DOWNFORCE		CLOSED IN BRAKE CONDITIONS (HIGH DOWNFORCE) OPEN IN FULL THROTTLE (MINIMUM DRAG)	
280-310 KM/H	CLOSED	OPEN (ON STRAIGHT)	CLOSED	OPEN (ON STRAIGHT)	CLOSE	OPEN (ON STRAIGHT)
	AERO-VECTORING FOR HIGH SPEED CORNERING		AERO-VECTORING FOR HIGH SPEED CORNERING		AERO-VECTORING FOR HIGH SPEED CORNERING	
>310 KM/H	CLOSED	OPEN	CLOSE	OPEN	CLOSE	OPEN
	V-MAX CONFIGURATION		V-MAX CONFIGURATION		V-MAX CONFIGURATION	



A VISCERAL DRIVING EXPERIENCE

AVENTADOR SV

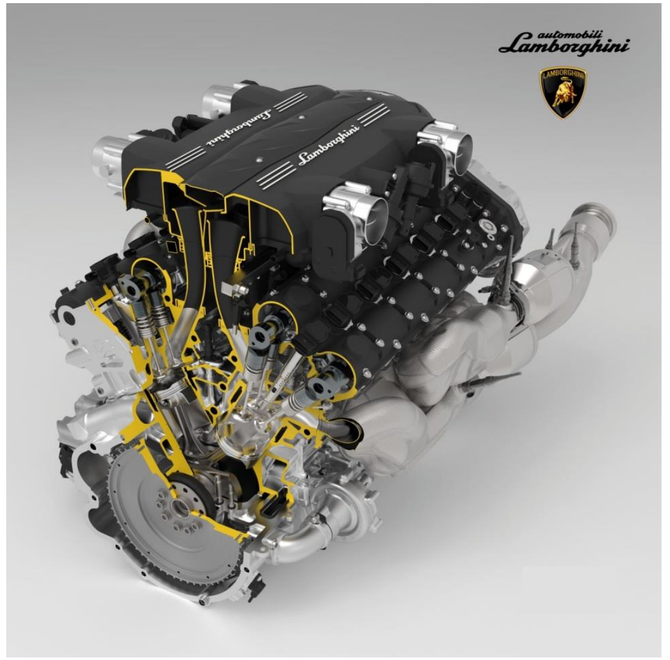
3.1 ENGINE

With the Aventador SVJ Lamborghini pursued the celebration of the V12. Aiming at providing the ultimate performance, the entire engine has been redesigned in many of its components.

All the changes that have been made aimed at increasing the revolutions of the engine in order to provide more performance.

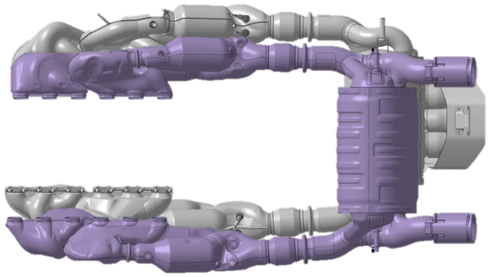
Specifically:

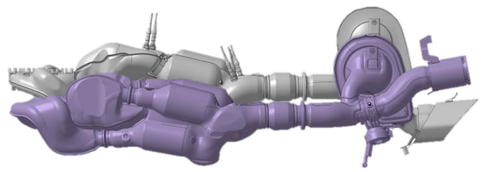
- The **intake valves** have been **redesigned** and now are in **titanium**
- The **intake runner changed** in shape and length
- Also the **intake cylinder head duct has been modified** to achieve a higher flow coefficient
- The **flywheel** has been optimised to be **13% lighter vs. Aventador S**
  The **inertia** has been consequently **reduced by 20%** vs. the same model
- From the experience gained on the Super Trofeo and Performante, the exhaust system has been shortened to be more compact and lighter and features the new muffler with high mounted exhaust tips, also recognisable from its unique sound.



AVENTADOR S EXHAUST

AVENTADOR SVJ EXHAUST





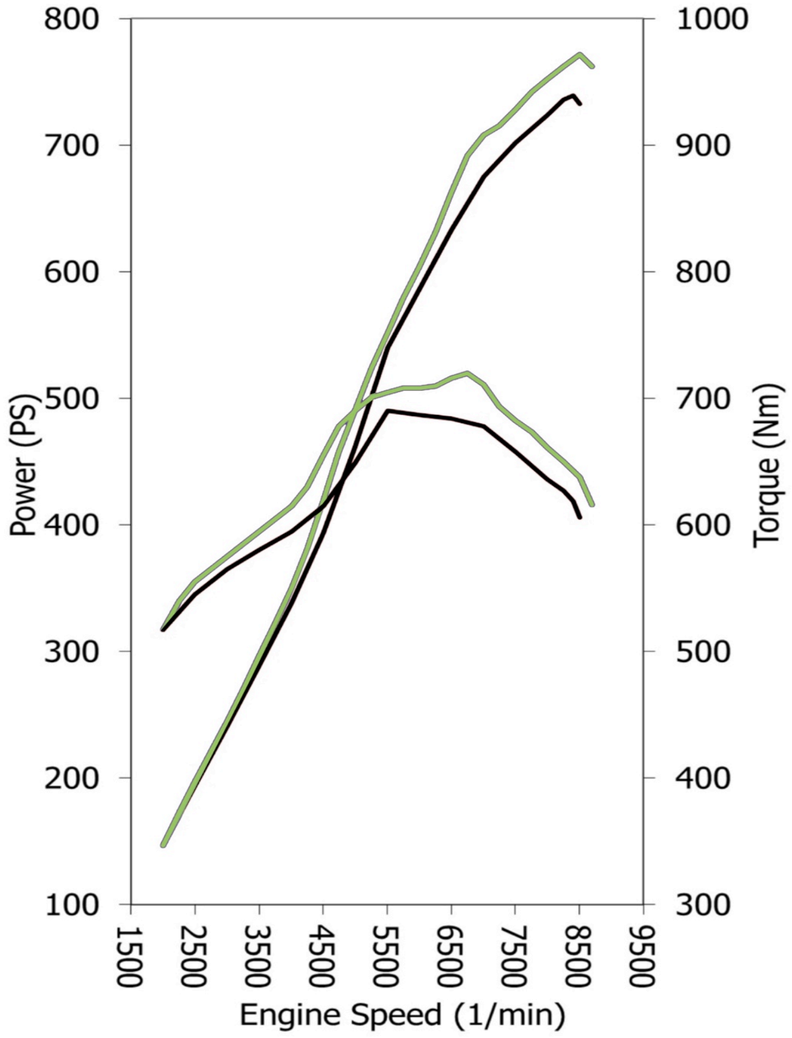
As a result, the performances compared to the Aventador S can be summarized as below:

	AVENTADOR S	AVENTADOR SVJ
MAX REVS.	8.500	**8.700**
MAX POWER	740 CV @ 8.400 rpm	**770 CV @ 8.500 rpm**
MAX TORQUE	690 nm @ 5.500 rpm	**720 nm @ 6750 rpm**

“THE ENTIRE ENGINE HAS BEEN REDESIGNED IN MANY OF ITS COMPONENTS.”

3.1 ENGINE

The gear ratios calibration of the ISR transmission has been optimised for the new lighter flywheel that, being much quicker in losing revs, allows for a shifting 20% faster in Sport and Corsa mode compared to Aventador S.

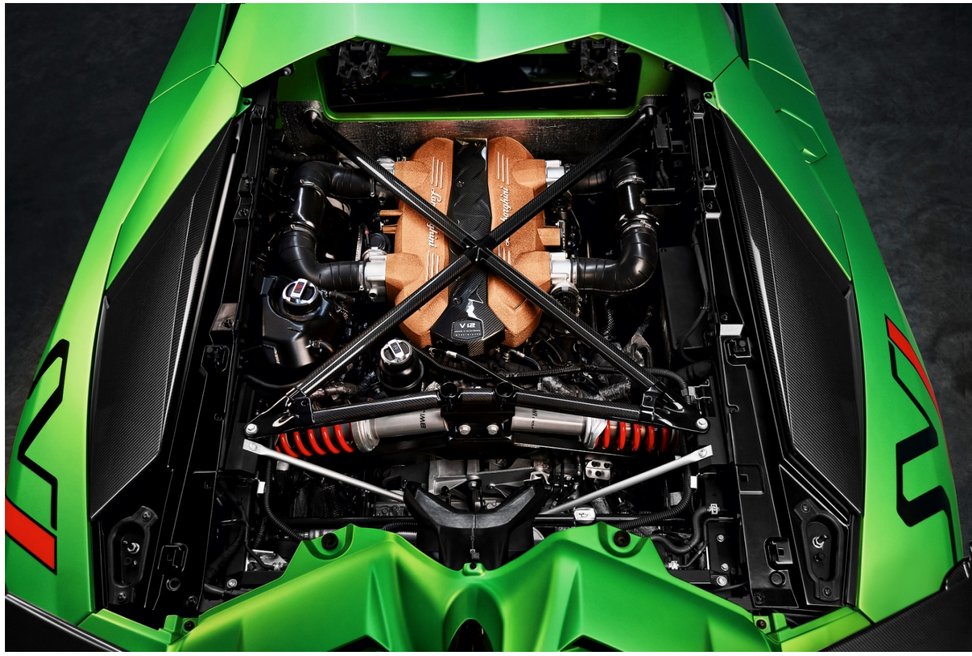


Aventador SVJ

Max Power = 770 CV @ 8500 rpm
Max Torque = 720 Nm @ 6750 rpm

Aventador S

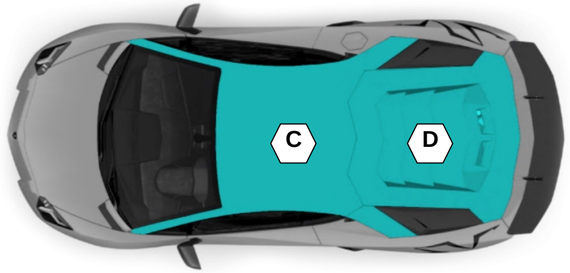
Max Power = 740 CV @ 8400 rpm
Max Torque = 690 Nm @ 5500 rpm

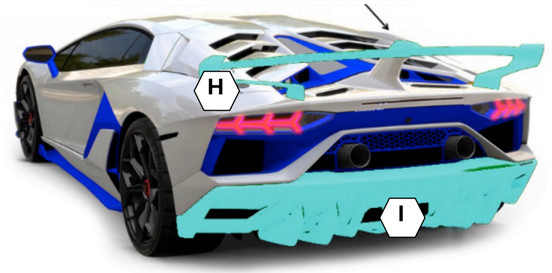


“THE NEW LIGHTER FLYWHEEL ALLOWS FOR A SHIFTING 20% FASTER IN SPORT & CORSA MODE VS. AVENTADOR S”

3.2 WEIGHT REDUCTION

The application of carbon fiber is massive. Starting from the carbon fiber monococque, this stiff and lightweight material is visible in many parts of the exterior body, providing the car an extremely distinctive look.





CARBON TWILL SHINY

CARBON TWILL MATT

A FRONT SPOILER

B MONOCOCQUE (VISIBLE CARBON FIBER ON THE INTERIOR)

C ROOF & WINDSHIELD FRAME

D ENGINE BONNET

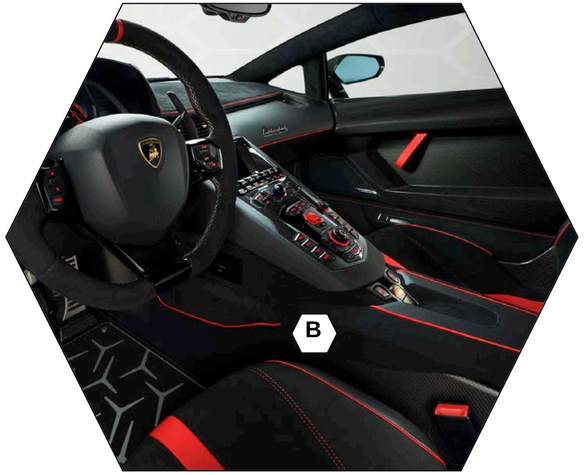
E ROCKER COVER

F SIDE MIRRORS

G AIR INTAKES

H REAR SPOILER

I REAR BUMPER & DIFFUSER



"AS A RESULT OF ALL THE WEIGHT OPTIMIZATIONS, THE AVENTADOR SVJ PERFORMS AN IMPRESSIVE WEIGHT TO POWER OF JUST 1.98 KG/CV."

3.2 WEIGHT REDUCTION

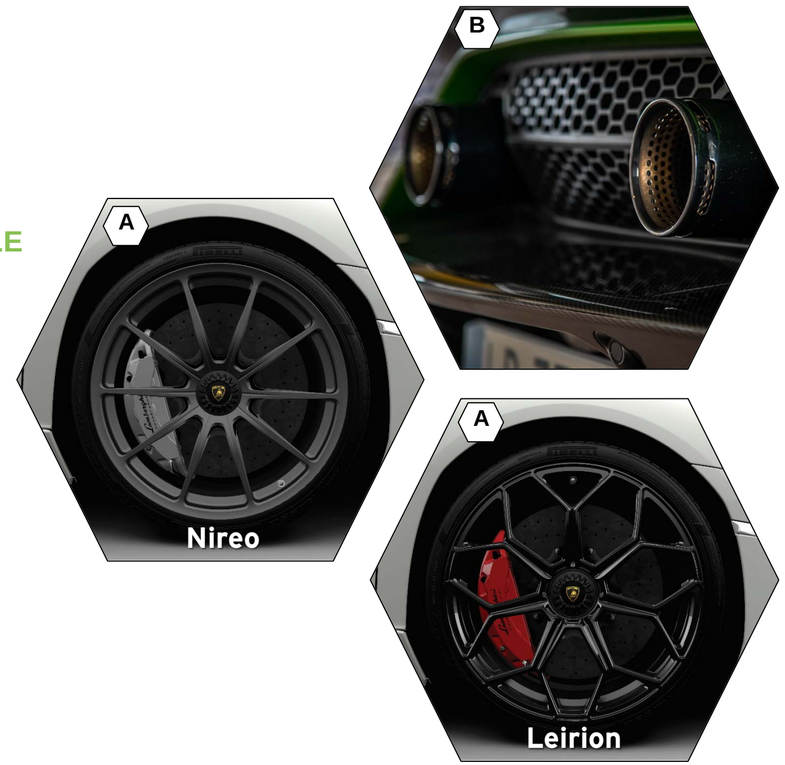
On the Aventador SVJ, the usage of lightweight material has been so extensive like never before. The dry weight of the Aventador SVJ is 1.525 kg, 50 kg less than the Aventador S, and the same weight of its predecessor Aventador SV, that didn't feature active aerodynamics.

IN ORDER TO REDUCE THE WEIGHT TO THIS EXTENT, EVERY DETAIL HAS BEEN TAKEN INTO ACCOUNT:

- **the new rims with monolock allowed for an overall weight reduction of 7 kg (1.2 kg on the front and 2.3 kg on the rear wheels)**
- **the shorter, more compact exhaust system contributed to save extra kilograms**
- **the carbon fiber door panels, together with the carbon fiber sport bucket seats, allowed an overall weight reduction of 24.5 kg**

→ AS A RESULT THE WEIGHT TO POWER RATIO IS JUST 1.98 KG/CV

A NEW RIMS WITH MONOLOCK
B NEW SHORTER EXHAUST SYSTEM
C CARBON FIBER DOOR PANELS
D CARBON FIBERCENTER TUNNEL & CONSOLE
E CARBON FIBER CLUSTER COVER



"ON THE AVENTADOR SVJ THE USAGE OF LIGHTWEIGHT MATERIAL HAS BEEN SO EXTENSIVE LIKE NEVER BEFORE"

3.3 VEHICLE DYNAMICS & INTEGRATION WITH ALA 2.0

On the Aventador S, there has been the debut of what Lamborghini calls "the four Masterpieces". On the Aventador SVJ, the Active Lamborghini Aerodynamics adds to the systems specifically developed for this new model.
What makes the entire package so unique to be called "the four Masterpieces plus one" is the integration between all the systems.
This in only possible thanks to the Lamborghini Dinamica Veicolo Attiva 2.0.

Capitalizing on the experience from the Huracán Performante, the strategies of activation of the ALA have been developed in combination with the ones of the magneto-reological suspension in order to grant costant ground clearance both on the straights, in pitching conditions, and in corners, in rolling conditions.

Also the logic of the dampers has been adapted to optimize the downforce applied in acceleration and braking conditions.
As a result a higher cornering speed is possible on the Aventador SVJ.

In terms of lateral dynamics, another improvement is the introduction of stiffer anti-roll bars, that dramatically reduce lateral load transfer making the car more precise and stable on the corners.

- **SUSPENSION: set for a higher mechanical and aerodynamic grip**
- **ANTIROLL BAR: Higher antiroll-bar stiffness (+50% vs SV) to compensate roll and improve aero efficency**
- **DAMPING FORCE: Improved range (+15% vs SV) to support increased performance**
- **LAMBORGHINI MAGNETO RHEOLOGICAL DAMPER: specific calibration to improve body and wheel control focusing on track performance**

"THE STRATEGIES OF ACTIVATION OF THE ALA HAVE BEEN DEVELOPED IN COMBINATION WITH THE ONES OF THE MAGNETO-REOLOGICAL SUSPENSION, IN ORDER TO GRANT COSTANT GROUND CLEARANCE"

3.4 FOUR WHEEL DRIVE

The changes made to the Four Wheel Drive system are focused on bringing more torque to the rear of the car. Especially in Sport & Corsa mode, the chances made on the four wheel steering calibration permitted to move the torque balance towards the rear axle by +3% compared to SV.

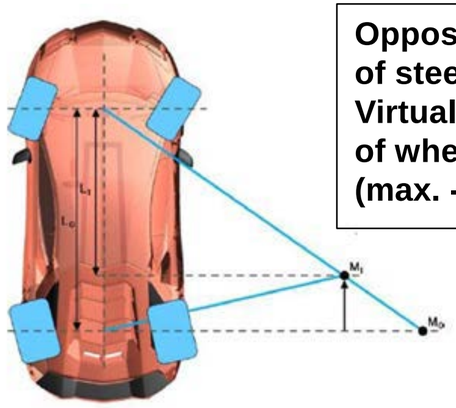
At the same time, the intervention on the front aerodynamic increased the downforce making possible to transfer, when needed, more torque to the front wheels. This provides optimal traction and allows higher speed when exiting fast corners without generating understeering.

"THE TORQUE BALANCE HAS BEEN MOVED TOWARDS THE REAR AXLE BY +3% COMPARED TO SV"

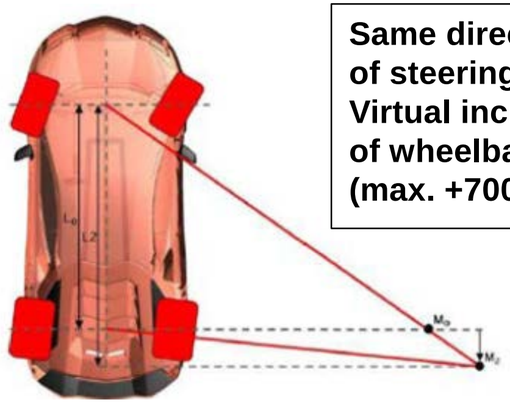
3.5 FOUR WHEEL STEERING & DYNAMIC STEERING

This system has been set up specifically for the Aventador SVJ in order to be integrated at best with the ALA and to improve the vehicle dynamic also in the light of the increased performances of the car.
In particular, following what has been done on the Huracán Performante, the effort to be applied to the steering wheel has been reduced for medium speeds (between 120 & 140 km/h).
The Aventador SVJ features a more direct steering, thanks to the revised servotronic strategy.

"SPECIFIC CHANGES WERE MADE TO LAMBORGHINI DYNAMIC STEERING TO ADAPT TO THE NEW AERODYNAMIC LOAD, IN ORDER TO ALWAYS GRANT THE OPTIMAL MOMENTUM ON THE STEERING WHEEL."



Opposite direction of steering angle. Virtual reduction of wheelbase (max. -500 mm @ 3°)

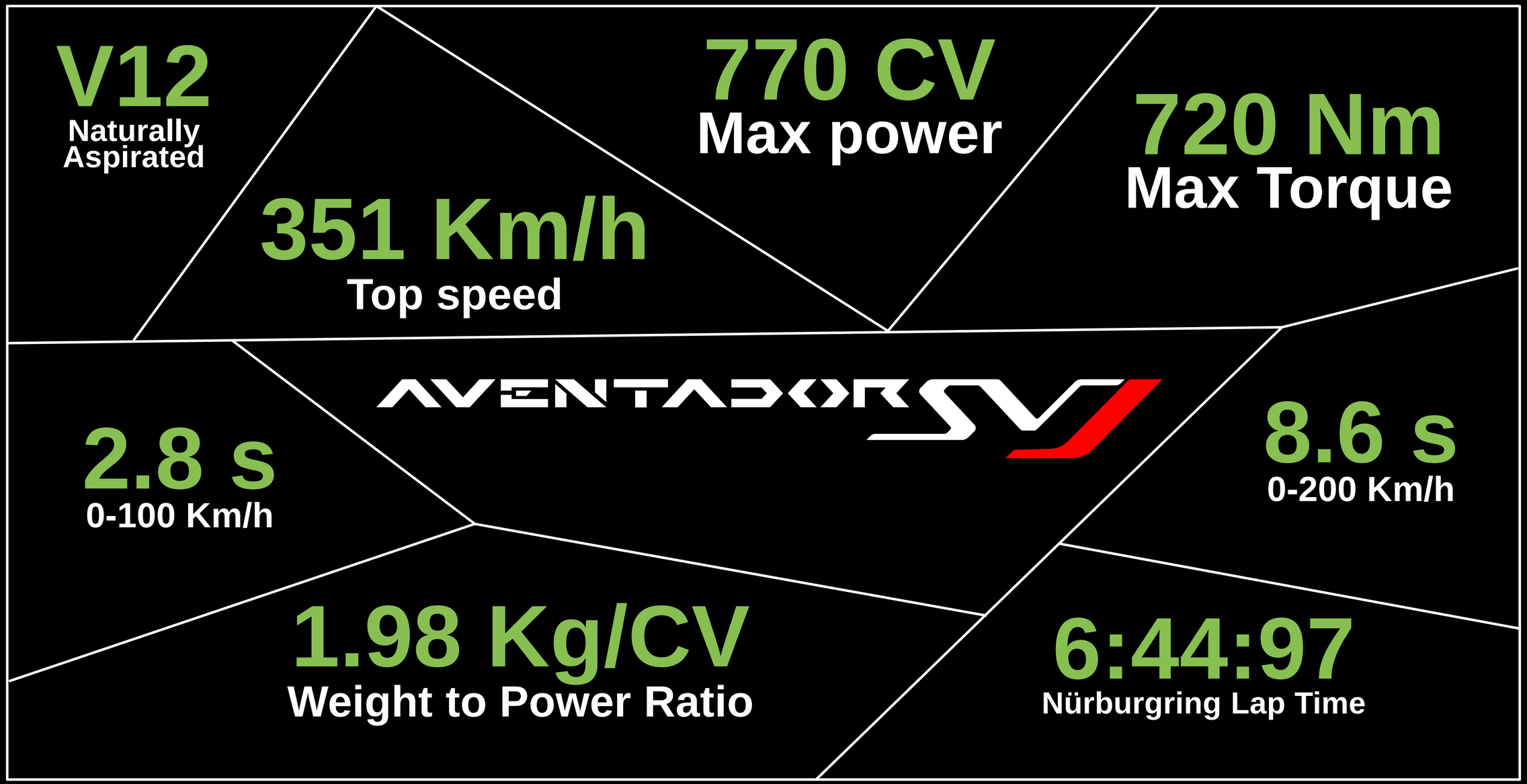


Same direction of steering angle. Virtual increase of wheelbase (max. +700 mm @ 1,5°)

3.6 ELECTRONIC STABILITY CONTROL

The ESC features a new 2-way sensor capable to adapt to the higher performances of Aventador SVJ.
In Corsa mode, the intervention of the electronics is extremely limited, as the Aventador SVJ is extremely stable.

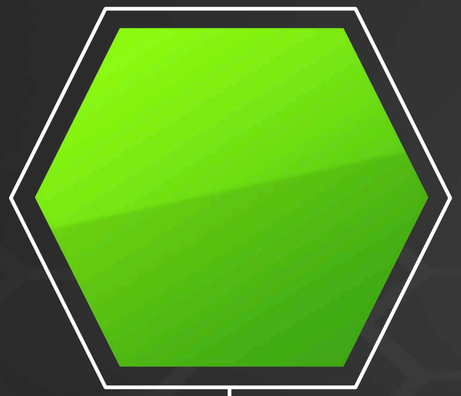
On the ABS side, the focus of the interventions has been to increase the maximum pressure before its intervention, so to allow an even more aggresive approach entering turns.


V12
Naturally Aspirated
770 CV
Max power
720 Nm
Max Torque
351 Km/h
Top speed
AVENTADOR SV
2.8 s
0-100 Km/h
8.6 s
0-200 Km/h
1.98 Kg/CV
Weight to Power Ratio
6:44:97
Nürburgring Lap Time

UNIQUENESS OUT OF TIME

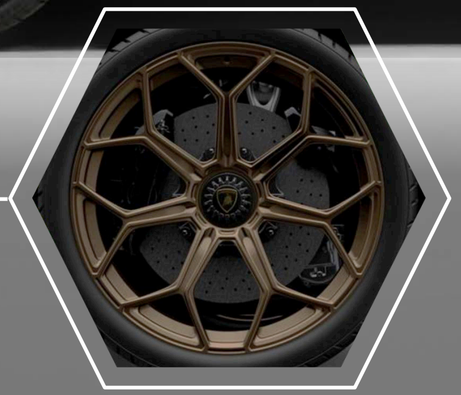
AVENTADOR SV

4.1 Exterior design



NEW
VERDE ALCEO
MATT

SVJ LOGO
(Sticker or Painted)



NEW FORGED 20”/21” LEIRION RIMS
WITH MONOLOCK – BRONZE FINISH

4.2 Interior Color Combinations

"THE VASTEST CHOICE OF COMBINATIONS EVER HAD ON THE AVENTADOR RANGE"

There are 6 dedicated Interior color combinations available upon choice and 6 more available as codified Ad Personam.

OPTIONAL COLORS

Leather Bianco Leda
Alcantara Nero Cosmus

Leather Giallo Taurus
Alcantara Nero Cosmus

Leather Blu Amon
Alcantara Nero Cosmus

Leather Verde Fauns
Alcantara Nero Cosmus

Alcantara Arancio Leonis
Alcantara Nero Cosmus

Leather Grigio Cosmus
Alcantara Nero Cosmus
STANDARD

AD PERSONAM SELECTION

Leather Rosso Alala
Alcantara Nero Cosmus

Leather Arancio Argos
Alcantara Nero Cosmus

Leather Bianco Polar
Alcantara Nero Cosmus

Leather Verde Ulysses
Alcantara Nero Cosmus

Leather Blu Sideris
Alcantara Nero Cosmus

Leather Blu Cepheus
Alcantara Nero Cosmus

The cabin is upholstered with an extensive usage of luxurious and technical materials such as leather, Alcantara and carbon fiber.

LEATHER

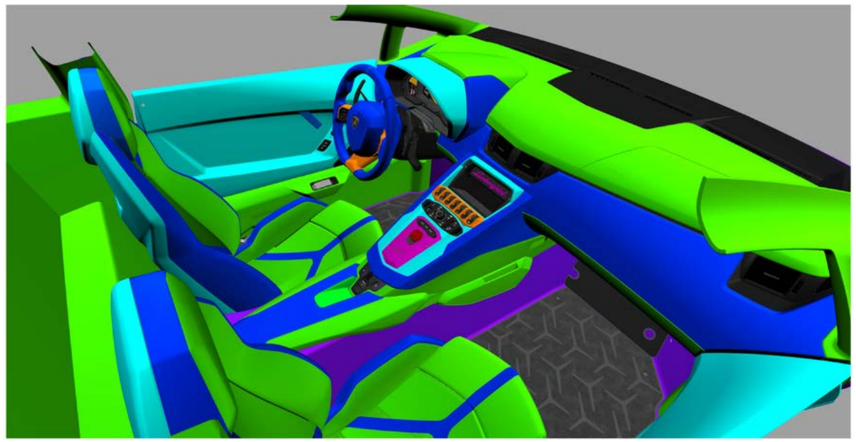
CARBON TWILL SHINY

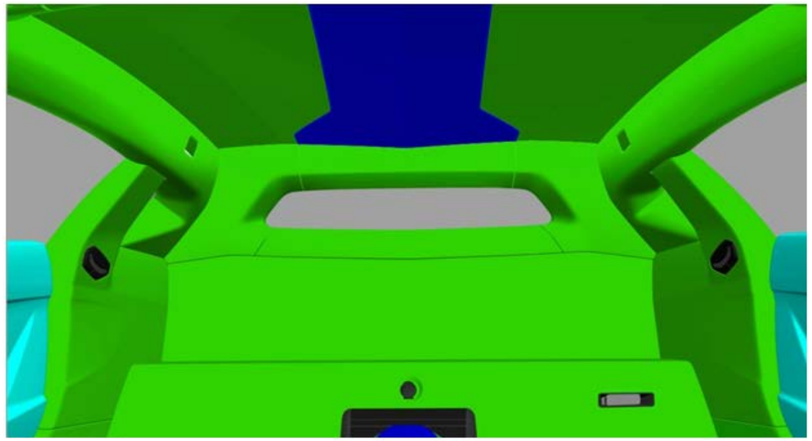
ALCANTARA

CARBON TWILL MATT

SHINY BLACK

CARBON FORGED SHINY



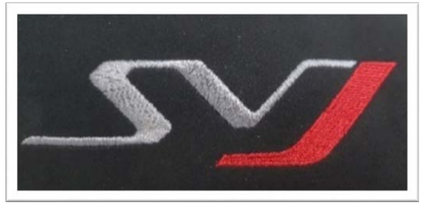


4.2 Interior details

The Interiors of the Aventador SVJ are characterised by a set of unique dedicated features that enrich the cabin in many different details:

SPORT BUCKET SEATS

Standard sport bucket seats in Alcantara with leather inserts and contrast stitching (Comfort seats are available as an Optional)



SVJ LOGO

The exclusive SVJ logo on the exterior side bolster of the seats

ROOF LINING

A dedicated roof lining upholstery, combining a central part in leather with Alcantara sides and finished with a contrast color piping

CROSS STITCHING

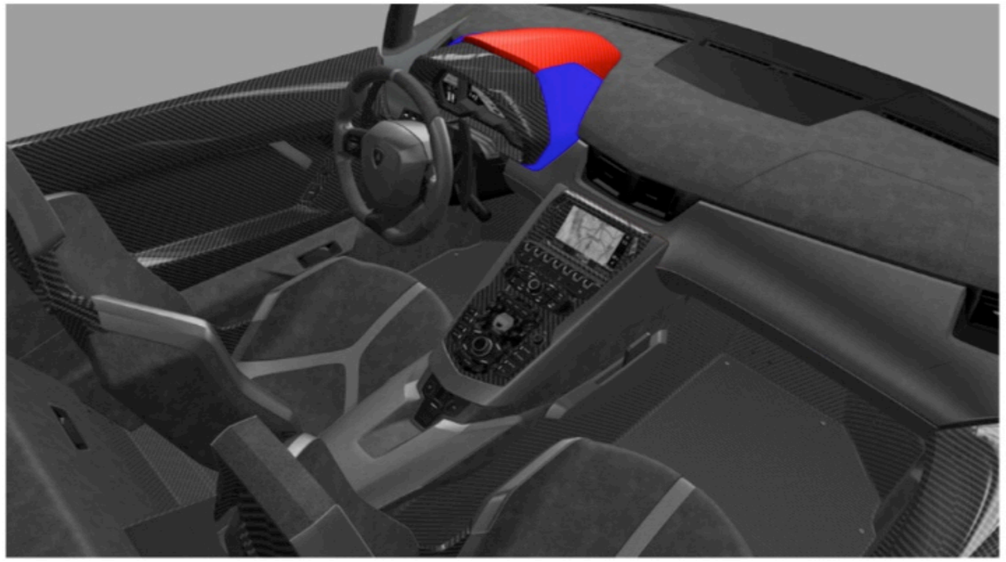
The Optional cross stitching firstly introduced on Lamborghini Centenario, adorning

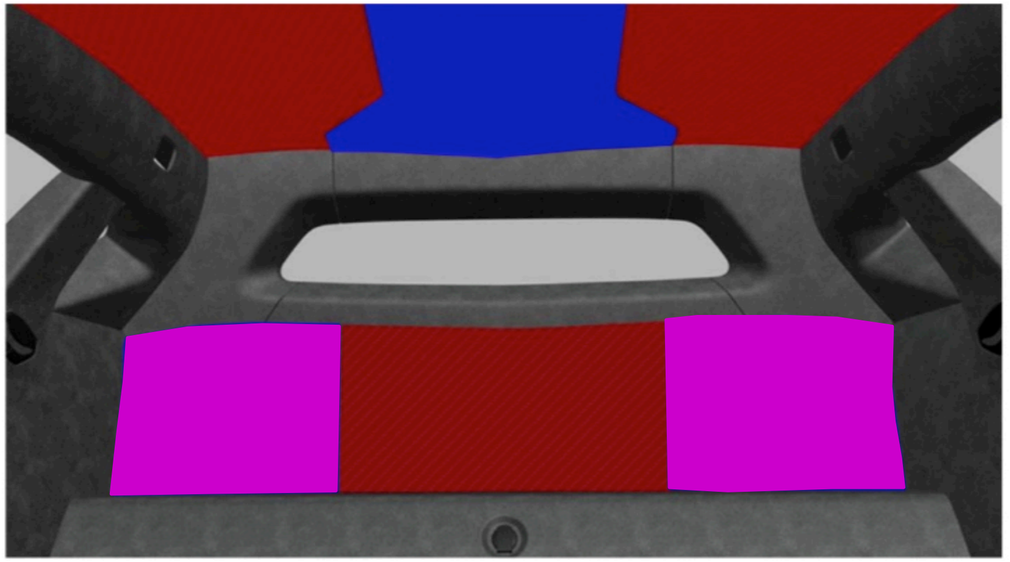
- Dashboard
- Rocker cover
- Steering wheel
- Seat bolsters

4.2 Interior details

CARBON SKIN

The carbon skin provides an even sportier look, adding carbon fiber trim to the center part of the rear wall, the roof lining sides and the upper part of the instrument panel.





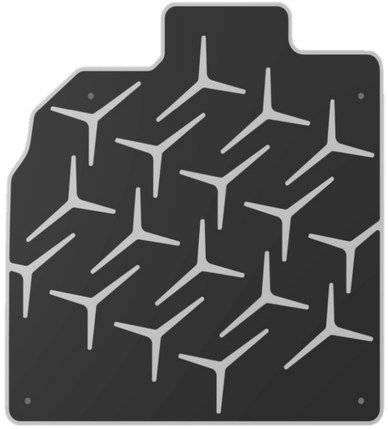
ALCANTARA

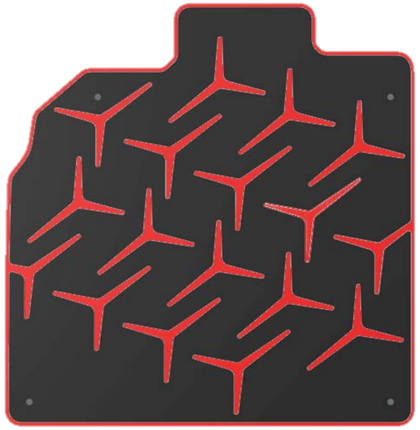
LEATHER

CARBON SKIN

“THE CARBON SKIN® IS A SOFT YET VERY HARD-WEARING CARBON MATERIAL WHICH IS 28% LIGHTER IN COMPARISON TO ALCANTARA”

4.2 DESIGN – Interior design





COLORED FOOTPLATES

The matt carbon twill floor is protected
by the standard aluminium floor mats,
whose graphics can be upgraded in their color
as an Optional to match the one in the cabin.
Also a carbon fiber version is available.

LAMBORGHINI INFOTAINMENT SYSTEM

For the customers seeking maximum lightness,
the infotainment system can be deselected.
In this case, a forged shiny carbon fiber Lamborghini
logo and a small storage box will replace
the infotainment housing. In the lower part, replacing
the infotainment controls, a forged shiny carbon fiber
plate with the SVJ logo on takes place.

CARBON TWILL SHINY

CARBON FORGED SHINY

SHINY BLACK

WITHOUT MMI (COP SV)

WITH MMI (COP SV)

The Ad Personam Team has designed 6 new compositions to inspire our customers during the configuration process of the Aventador SVJ in order to maximize their individual experiences.
The combinations have been conceived to characterize the car in a very distinctive way in order to suit each peculiar customer taste.
Our proposals are related mainly to the interior configurations and the customer can choose between comfort or sport bucket seats.
The six configurations' names are:

MERCURIO	GIOVE	SATURNO	VENERE	URANO	MARTE

SPORT SEAT

COMFORT SEAT

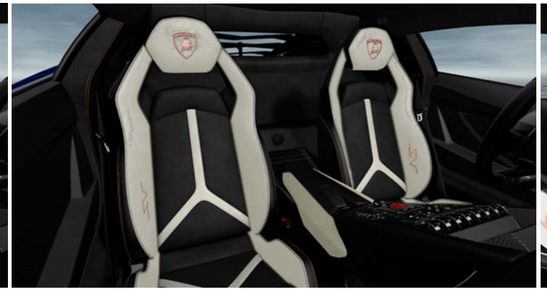
“A NEW DEDICATED ADPERSONAM OFFER TO MAKE EACH AVENTADOR SVJ TRULY UNIQUE”

MERCURIO

EXTERIOR		
EXTERIOR COLOR	VERDE ALCEO (Q0M4)	AD PERSONAM
RIMS	20"/21" OPTIONAL SHINY BLACK LEIRION (CR9)	
BRAKE CALIPERS	RED (PC1)	
EXTERIOR PACK	ROCKER COVER IN CARBON SHINY (KN4) MIRROR HOUSINGS IN CARBON SHINY (6FI) EXT. DETAILS, Y BONNET AND FIXED AIR INTAKE IN CARBON SHINY (KN4)	
INTERIOR		
INTERIOR TYPE	MERCURIO (0UD)	AD PERSONAM
INTERIOR COLOR	NERO ADE - ROSSO ALALA	AD PERSONAM
STITCHING	IN CONTRAST ROSSO ALALA (NU4)	AD PERSONAM
STEERING WHEEL	MULTIFUNCTION IN FULL ALCANTARA (1XR)	
SEATS	SPORT BUCKET	
SEAT BELTS	RED (CL)	AD PERSONAM
OTHERS	BRANDING, FULL CARBON, COLORED FOOTPLATE	

SATURNO

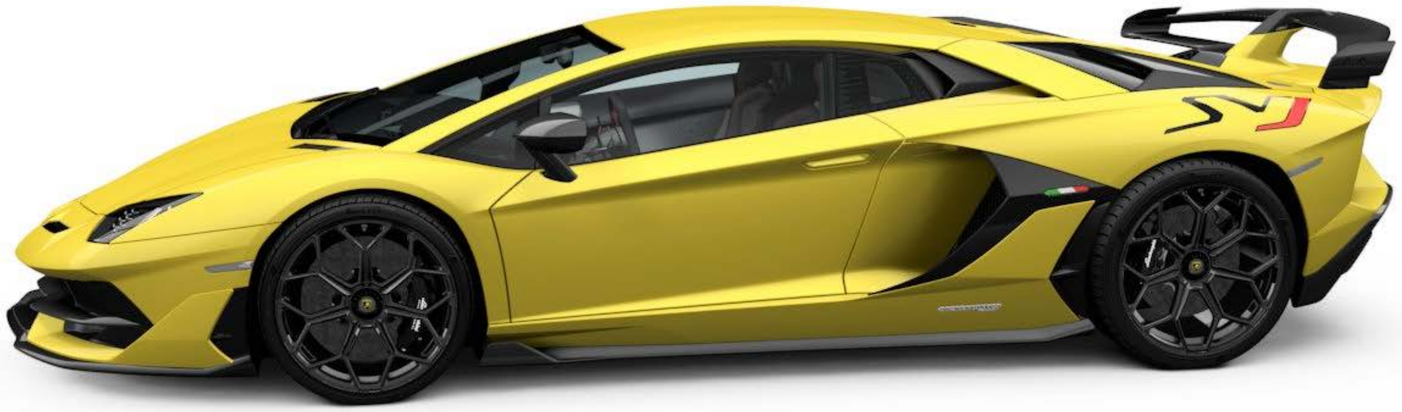
EXTERIOR	
EXTERIOR COLOR	BIANCO PHANES (MATT) (Q0L7) AD PERSONAM
RIMS	20"/21" OPTIONAL SHINY BLACK LEIRION (CR9)
BRAKE CALIPERS	BRONZE (PC6)
EXTERIOR PACK	ROCKER COVER IN CARBON SHINY (KN4) MIRROR HOUSINGS IN CARBON SHINY (6FI) EXT. DETAILS, Y BONNET AND FIXED AIR INTAKE IN CARBON SHINY (KN4)
INTERIOR	
INTERIOR TYPE	SATURNO (0UD) AD PERSONAM
INTERIOR COLOR	NERO ADE - BIANCO LEDA
STITCHING	IN CONTRAST BRONZO OREADI AD PERSONAM
STEERING WHEEL	MULTIFUNCTION IN ALCANTARA WITH SMOOTH LEATHER INSERTS (2ZA)
SEATS	COMFORT FULL ELECTRIC (WV3)
OTHERS	BRANDING, FULL CARBON, COLORED FOOTPLATE



MARTE

EXTERIOR	
EXTERIOR COLOR	ROSSO MIMIR (9996) AD PERSONAM
RIMS	20"/21" STANDARD TITANIUM NIREO (CK9)
BRAKE CALIPERS	BRONZE (PC6)
EXTERIOR PACK	ROCKER COVER IN CARBON SHINY (KN4) MIRROR HOUSINGS IN CARBON SHINY (6FI) EXT. DETAILS, Y BONNET AND FIXED AIR INTAKE IN CARBON SHINY (KN4)
INTERIOR	
INTERIOR TYPE	MARTE (0UD) AD PERSONAM
INTERIOR COLOR	NERO ADE - ROSSO ALALA AD PERSONAM
STITCHING	IN CONTRAST ROSSO ALALA (NU4) AD PERSONAM
STEERING WHEEL	MULTIFUNCTION IN ALCANTARA WITH PERFORATED LEATHER INSERTS (2ZM)
SEATS	SPORT BUCKET
OTHERS	BRANDING, FULL CARBON, CARBON FOOTPLATE

GIOVE



EXTERIOR	
EXTERIOR COLOR	GIALLO TENERIFE (Q0A6) AD PERSONAM
RIMS	20"/21" OPTIONAL SHINY BLACK LEIRION (CR9)
BRAKE CALIPERS	BLACK (PC5)
EXTERIOR PACK	ROCKER COVER IN CARBON SHINY (KN4) MIRROR HOUSINGS IN CARBON SHINY (6FI) EXT. DETAILS, Y BONNET AND FIXED AIR INTAKE IN CARBON SHINY (KN4)
INTERIOR	
INTERIOR TYPE	GIOVE (0UD) AD PERSONAM
INTERIOR COLOR	NERO ADE - GIALLO QUERCUS AD PERSONAM
STITCHING	IN CONTRAST GIALLO QUERCUS AD PERSONAM
STEERING WHEEL	MULTIFUNCTION IN FULL ALCANTARA (1XR)
SEATS	SPORT BUCKET
OTHERS	BRANDING, FULL CARBON, CARBON FOOTPLATE

URANO

EXTERIOR	
EXTERIOR COLOR	GRIGIO TELESTO (6Z6Z) AD PERSONAM
RIMS	20"/21" OPTIONAL BRONZE LEIRION (CT9)
BRAKE CALIPERS	ORANGE (PC2)
EXTERIOR PACK	ROCKER COVER IN CARBON SHINY (KN4) MIRROR HOUSINGS IN CARBON SHINY (6FI) EXT. DETAILS, Y BONNET AND FIXED AIR INTAKE IN CARBON SHINY (KN4)
INTERIOR	
INTERIOR TYPE	URANO (0UD) AD PERSONAM
INTERIOR COLOR	NERO ADE - ARANCIO LEONIS - GRIGIO OCTANS
STITCHING	IN CONTRAST ARANCIO LEONIS
STEERING WHEEL	MULTIFUNCTION IN FULL ALCANTARA (1XR)
SEATS	SPORT BUCKET
OTHERS	BRANDING, FULL CARBON, COLORED FOOTPLATE

VENERE

EXTERIOR	
EXTERIOR COLOR	VIOLA ALETEIA (9996) AD PERSONAM
RIMS	20"/21" OTIONAL BRONZE LEIRION (CT9)
BRAKE CALIPERS	BLACK (PC5)
EXTERIOR PACK	ROCKER COVER IN CARBON SHINY (KN4) MIRROR HOUSINGS IN CARBON SHINY (6FI) EXT. DETAILS, Y BONNET AND FIXED AIR INTAKE IN CARBON SHINY (KN4)
INTERIOR	
INTERIOR TYPE	VENERE (OUD) AD PERSONAM
INTERIOR COLOR	NERO ADE - BLU SIDERIS - BIANCO LEDA
STITCHING	IN CONTRAST BIANCO LEDA
STEERING WHEEL	MULTIFUNCTION IN ALCANTARA WITH PERFORATED LEATHER INSERT (2ZM)
SEATS	COMFORT FULL ELECTRIC (WV3)
OTHERS	BRANDING, FULL CARBON, COLORED FOOTPLATE

CHASSIS AND BODY	
Frame	Carbon fiber monocoque with aluminium front and rear frames
Body	Removable Carbon fiber engine bonnet, fixed side air inlets, fixed spoiler with ALA system included and with Aero Vectoring system; Aluminium front bonnet, front fenders and doors; SMC rear fender and rocker cover with increased air inlets.New front and rear lightweight bumper. New front diffuser with ALA system included.
Suspension type	Push rod magneto-rheologic active front and rear suspension with horizontal dampers and springs
Suspension geometry	Aluminium double-wishbone fully independent front and rear suspension;
ESC	ESC/ ABS Bosh 8.0 with different ESP charecteristics managed by drive select mode
Brakes	Dual hydraulic circuit brake system with vacuum brake booster; front and rear CCB, (6-cylinder brake calipers, 4-cylinder brake calipers)
Ventilated disc (front – rear)	Carbo-ceramic discs (Ø 400 x 38 mm – Ø 380 x 38 mm)
Steering	Hydraulic assisted power steering, with 3 different servortonic charcteristics coupled with Lamborghini Dynamic Steering (LDS) and Rear Wheel Steering (RWS), managed by drive select mode
Steering ratio	10:1-18:1
Steering wheel turns lock to lock	2,1 - 2,4
Steering wheel diameter	358 mm
Tires standard (front – rear)	New Pzero Corsa 255/30 ZR 20 92Y - 355/25 ZR 21 107Y
Wheels standard (front – rear)	9"J X 20" H2 ET32.2 - 13"JX21" H2 ET 66.7
Tire optional (front – rear)	Pzero 255/30 ZR 20 92Y - 355/25 ZR 21 107Y
Front tire pressure (base - full load)	2,3 bar - 2,7 bar
Rear tire pressure (base - full load)	2,1 bar new PzeroCorsa - 2,3 bar Pzero2 - 2,7 bar
Convergenza (front - rear)	10' - 20'
Camber (front - rear)	1° - 1° 30'
Mirrors	External mirrors heated, electrically adjustable and foldable
Rear spoiler	Fixed spoiler with ALA system included and with Aero Vectoring system
Airbags	Front dual stage driver airbag and front adaptive passenger airbag; seats with side "head-thorax" airbags; knee airbags in selected markets

ENGINE	
Type	V12, 60°, MPI
Displacement	6498 cc
Bore and stroke	Ø 95 mm x 76,4 mm
Valve per cylinder	4
Valve gear	Variable valve timing electronically controlled
Compression ratio	11.8 ± 0.2
Maximum power	566 kW (770 CV) at 8.500 rpm
Specific power output	87,1 kW/l (118,5 CV/l)
Maximum torque	720 Nm at 6.750 rpm
Weight to power ratio	1,98 kg/CV
Engine speed, idling	900 rpm
Engine speed, maximum	8700 rpm
Emission class	EURO 6 - LEV 3
Emission control system	Catalytic converters with lambda sensors
Cooling system	Water and oil cross flow cooling system with variable air inlets
Engine management system	Lamborghini Iniezione Elettronica (LIE) with Ion current analysis
Lubrication system	Dry sump
Fuel	98 octane (RON) Super unleaded gasoline

DRIVETRAIN	
Type of transmission	4WD with Haldex generation IV
Gearbox	7 speed ISR, shifting characteristic depending on drive select mode
Standard	AMT
1st gear ratio / Top speed at gear in km/h (mph)	3,909
2nd gear ratio / Top speed at gear in km/h (mph)	2,438
3rd gear ratio / Top speed at gear in km/h (mph)	1,81
4th gear ratio / Top speed at gear in km/h (mph)	1,458
5th gear ratio /Top speed at gear in km/h (mph)	1,185
6th gear ratio / Top speed at gear in km/h (mph)	0,967
7th gear ratio / Top speed at gear in km/h (mph)	0,844
Reverse ratio	2,929
Final drive ratio (rear – front)	2,867 - 3,273
Clutch n.1	Dry double plate clutch, Ø 235 mm (9,25 in.)
PERFORMANCE	
Top speed	351 km/h
0-100 km/h [0-62 mph]	2,8 sec
0-200 km/h [0-124 mph]	8,6
BRAKING	
100-0 km/h [62-0 mph]	30

EXTERIOR DIMENSIONS	
Wheelbase	2700 mm
Overall length	4943 mm
Front overhang	1226 mm
Rear overhang	1017 mm
Overall width (excluding mirrors)	2098 mm
Overall width (including mirrors)	2273 mm
Overall height	1136 mm
Overall height with door open	1953 ± 2 mm
Track (front – rear)	1720 mm - 1680 mm
Approach angle (std – lifting)	7° - 9,9°
Departure angle (std – lifting)	16,3°
Ramp breakover angle (std – lifting)	10,5° - 12,1°
Kerb-to-kerb turning circle	11,5 m (10,5 m - 12,5 m)
Ground clearance (std – lifting)	115 ± 2 mm (front with lifting 155 mm)
WEIGHT	
Dry weight	1525 kg (3362 lb)
Total weight permitted	2050 kg (4519 lb)
Max. weight on axle (front – rear)	930 kg - 1130 kg (2050 lb - 2491 lb)
Weight distribution (front – rear)	43% - 57%

INTERIOR DIMENSIONS	
Interior length - driver's side	935 mm - 1438 mm
Shoulder room (W3)	1438 mm
Elbow room (W10)	1519 mm
Effective headroom (H61)	930 mm
Luggage compartment (front)	140 l
TANK CAPACITIES	
Fuel tank	85 l
Engine oil	13 l
Engine coolant	25 l
CONSUMPTION ROW	
Urban cycle	31,0 l/100km (NEDC cycle)
Extra urban cycle	13 l/100km (NEDC cycle)
Combined	19,6 l/100 km (NEDC cycle)
CO2 emission	452 g/km (NEDC cycle)
CONSUMPTION USA	
City	9
Highway	15
Combined	11

Thank You

Product Information

August 3RD 2018

NR. 11/2018