



The Lamborghini Huracán EVO Rear-Wheel Drive Spyder: Celebrating life in the open air

- **Huracán EVO Rear-Wheel Drive (RWD) for open air driving fun and freedom**
- **610 hp (449 kW) and 560 Nm of torque, accelerating from 0-100 km/h in 3.5 s with a top speed of 324 km/h**
- **Spyder design enhancements optimizes drag reduction and downforce**
- **Lightweight soft-top in true Spyder form delivers pure lines and aerodynamic efficiency with roof both open and closed**
- **Roof operable up to 50 km/h: open-air driving enhanced by sound of naturally aspirated V10 Lamborghini engine**

Sant'Agata Bolognese, 7 May 2020 - Automobili Lamborghini reveals the new Huracán EVO Rear-Wheel Drive Spyder virtually, using for the first time Augmented Reality (AR) on its official website [lamborghini.com](https://www.lamborghini.com). The new V10 model provides drivers with an open-air celebration of lightweight engineering, with rear-wheel drive and a specially tuned Performance Traction Control System (P-TCS). Roof up or down, daily driving and high-performance fun are accompanied by the inimitable sound of the V10 aspirated power plant, delivering the same 610 hp (449 kW) and 560 Nm of torque as the coupé version. With a 0-100 km/h acceleration of just 3,5 seconds and a top speed of 324 km/h, like its coupé stablemate the Spyder is an instinctive driver's car, delivering a fun-to-drive experience via hardware rather than software.

The Huracán EVO RWD Spyder's design optimizes the integration and function of the extremely lightweight soft top. The Spyder is a true Lamborghini with roof open and closed, sporting inimitable lines from every profile that confirm it is as dynamic in both looks and performance whether roof on or off. The Spyder's exterior lines ensure drag reduction and downforce matches that of the coupé without requiring additional aerodynamic appendages, while enhancing the rear-wheel drive car's balance and dynamism with roof both up and down.

Stefano Domenicali, Chairman and Chief Executive Officer of Automobili Lamborghini, comments: *"The Huracán EVO Rear-Wheel Drive Spyder doubles the driving fun, delivering raw driving pleasure with the opportunity to celebrate life outside. The driver is perfectly in touch with Lamborghini's engineering heritage, experiencing the feedback and engagement from the set-up of a rear-wheel drive car where electronic intrusion is minimized, while enjoying the sense of freedom and spirit of life that only open-top driving provides."*

Driving fun in the open air

The Huracán EVO RWD Spyder is specially engineered as an instinctive driver's car, still producing top performance figures but focused on the pilot's skills and the set-up of the rear-wheel drive powertrain, providing unfiltered physical feedback and maximum engagement. The specially tuned P-TCS traction control system is designed for adrenalin-producing performance in all conditions, consistently delivering torque and assuring traction even as the Spyder is realigning after sharp cornering or drifting. Especially with the roof down, the driver's senses are further aroused by the sound of the V10 aspirated engine responding to the throttle during maneuvers.



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The Huracán EVO Spyder's ANIMA button on the steering wheel puts the pilot in control of driving modes, with the P-TCS calibrated to suit. STRADA provides stability and safety in all conditions by minimizing rear-wheel slippage, and more proactively managing torque delivery on low-adhesion surfaces. In SPORT mode, the driver enjoys drifting fun, allowing the rear wheels to slide and skate during acceleration, with torque limited when oversteer angles increase rapidly so the driver can stabilize and control the car. CORSA mode optimizes the car's traction and agility when exiting a corner in high-performance conditions, maximizing dynamics and speed.

The Huracán EVO RWD Spyder's aluminum and thermoplastic resin body sits on a lightweight hybrid chassis in aluminum and carbon fiber, with a dry weight of 1,509 kg and a weight-to-power ratio of 2.47 kg/hp. Front/rear weight distribution of 40/60, with double wishbone suspension with overlapped quadrilaterals and passive shock absorbers, providing optimized driver feedback. Ventilated and cross-drilled steel brakes are fitted to 19" Kari rims with specially-developed Pirelli P Zero tires, with optional 20" rims and carbon ceramic brakes.

Designed for life

The Huracán EVO RWD Spyder continues the V10 Lamborghini's powerful design with new front and rear features, clearly differentiating it from its Huracán EVO 4WD Spyder stablemate. Characterized by a new front splitter and vertical fins within the larger, framed front air intakes characterize, the rear bumper in high gloss black incorporates a new diffuser unique to the Huracán EVO RWD Spyder.

The Spyder's soft-top roof stows within 17 seconds under the rear hood, even while driving up to a speed of 50 km/h (31 mph). In a range of color options, the soft-top perfectly complements the rear-wheel drive car's body lines and color options, while ensuring a quiet cockpit for easy conversation and entertainment with roof up or down. With soft top both up and down the driver can also electronically open the rear window, which functions as a windshield when up and highlights the V10 engine's unique sound when down. Two removable lateral wind shields dampen lateral aerodynamic noise in the cabin, permitting conversations even at high speeds.

An HMI 8.4" touchscreen in the Spyder's center console controls the car's functions as well as providing comprehensive connectivity for telephone calls, internet access and Apple CarPlay.

The Huracán EVO RWD Spyder is a driver's car and a lifestyle choice, complemented by virtually limitless colour and trim options through Lamborghini Ad Personam, allowing owners to personalize their car to their exacting tastes.



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Price and market delivery of the Lamborghini Huracán EVO RWD Spyder

The first customers will take delivery of the new Lamborghini Huracán EVO RWD Spyder in summer 2020 at suggested retail prices as follows:

Europe	EUR 175,838 (suggested retail price taxes excluded)
UK	GBP 151,100 (suggested retail price taxes excluded)
USA	USD 229,428 (suggested retail price taxes/GST excluded)
China	RMB 2,794,000 (suggested retail price taxes included)
Japan	YEN 26,539,635 (suggested retail price taxes excluded)

Technical Data - Lamborghini Huracán EVO RWD Spyder

CHASSIS AND BODY

Chassis	Hybrid chassis made from aluminum and carbon fiber
Body shell	Outer skin made from aluminum and composite material, High quality soft top
Suspension	Aluminum double-wishbone suspension
Springs and dampers	Steel springs and hydraulic dampers. "MagneRide" electromagnetic damper control available as an option
Electronic Stability Control (ESC)	ESC/ABS characteristics can be adjusted via ANIMA, ESC can be deactivated
Steering	Electromechanical power steering, LDS steering with variable steering ratio as an option
Brakes	Hydraulic dual-circuit brake system with vacuum brake servo unit, 8-piston aluminum calipers at the front, 4-piston aluminum calipers at the rear
Brake discs	Specially contoured steel discs, ventilated and cross drilled Ø 365 x 34 mm front, Ø 356 x 32 mm rear
Tires (standard)	Pirelli P Zero 245/35 ZR19 (front) - 305/35 ZR19 (rear)
Wheels (standard)	8.5J x 19" (front) - 11J x 19" (rear)
Mirrors	Electrically controlled exterior mirrors
Airbags	Full size dual-stage front airbags and front adaptive passenger airbag. Seats with side "head-thorax" airbags.

ENGINE

Type	V10, 90°, IDS+MPI dual injection
Displacement	5204 cm ³ (317.57 cu in)



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Bore / stroke	Ø 84,5 mm x 92,8 mm (3.33 x 3.65 in)
Valve control	Intake and exhaust camshafts with continually variable adjustment
Compression	12.7 : 1
Max. power	449 kW / 610 hp at 8,000 rpm
Max. torque	560 Nm (413 lb. ft.) at 6,500 rpm
Emissions class	EURO 6
Exhaust treatment	Two catalyts with lambda regulation
Cooling system	Water and oil cross flow cooling
Engine Management	Bosch MED 17 Master Slave
Lubrication	Dry sump

DRIVETRAIN

Type	Rear-wheel drive
Transmission	7-speed LDF dual-clutch transmission, shift characteristics variable via ANIMA
Clutch	Double plate clutch Ø 187 mm (7.36 in)

PERFORMANCE

Top Speed	324 km/h
0-100 km/h	3.5 s
0-200 km/h	9.6 s
Braking (100-0 km/h)	32.2 m

DIMENSIONS

Wheelbase	2,620 mm (103.15 in)
Length	4,520 mm (177.95 in)
Width	1,933 mm (76.10 in)
Width (incl. ext. mirrors)	2,236 mm (88.03 in)
Height	1,180 mm (46.46 in)
Track front	1,668 mm (65.67 in)
Track rear	1,620 mm (63.78 in)
Turning circle	11.5 m
Weight (dry)	1,509 kg (3,326 lbs)
Weight/power	2.47 kg/hp (5.45 lbs/hp)
Weight Distribution	40% (front) - 60% (rear)



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CAPACITIES

Fuel 83 liters

Trunk 100 liters

CONSUMPTION WLTP Cycle

Combined 13,9 l/100 km

CO₂ emissions 335 g/km

Photos and videos: media.lamborghini.com

Information on Automobili Lamborghini: www.lamborghini.com



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