

Lamborghini's new supercar

The Lamborghini Huracán features an all-new chassis, suspension and controlling electronics, new steering system, and a heavily revised engine from the Gallardo, mated to a new seven-speed dual-clutch gearbox

0-100km/h: **3.2 seconds**

Top speed: Above **325km/h**

0-200km/h: **9.9 seconds**

CO₂ emission: **290g/km**

Angular design: Full-width honeycomb air intake and slim horizontal LED headlamps echo hexagonal theme that runs throughout car

Engine: 5.2 litre, naturally aspirated V10, 449kW (602hp, 610PS) at 8,250RPM

Iniezione Diretta Stratificata: Combined direct and indirect injection boosts power under high work loads while decreasing fuel consumption and emissions under part-throttle conditions

Electronic Stability Control: Three gyroscopes – one for each dimension – and three accelerometers near car's centre of gravity allow near-instantaneous adjustment of dynamic steering, steering ratio, and magnetic ride control

Hybrid chassis: Made from carbon fibre and aluminium

Windshield curves to road just in front of driver's feet

Wheelbase: 2,620mm

All-wheel drive: Features new hydraulic multi-plate clutch and carbon-ceramic disc brakes

Underbody: Ducts direct airflow to radiators

Instrument cluster: LCD can be configured to show speed, revs, sat-nav or audio information

Air intake: Lower contours jut forward to form splitter, increasing down pressure on front axle

Magnetic ride control: Dampers filled with magneto-rheological (MR) fluid – mixture of easily magnetized iron particles in synthetic hydrocarbon oil

1. MR fluid in non-magnetic state

Electromagnet

2. Magnetic field aligns iron particles in fluid...

...increasing viscosity of MR, resulting in stiffer suspension

ANIMA drive select switch: Three different driving modes from road to race track, **Strada, Sport, and Corsa**

Start-stop engine button: Inspired by military aircraft weapons release trigger