





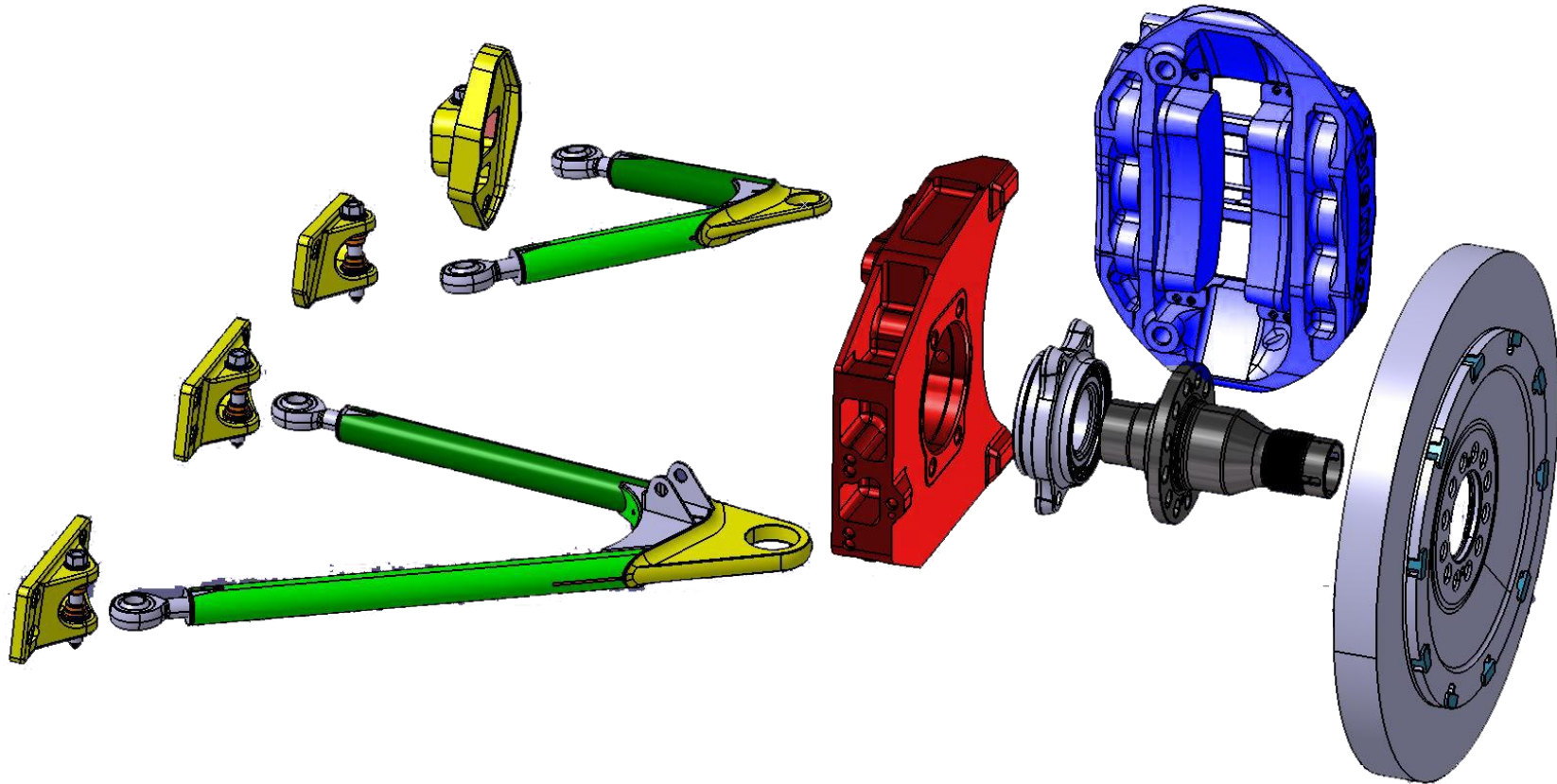
Reiter Engineering



| REITER Lamborghini LP600+



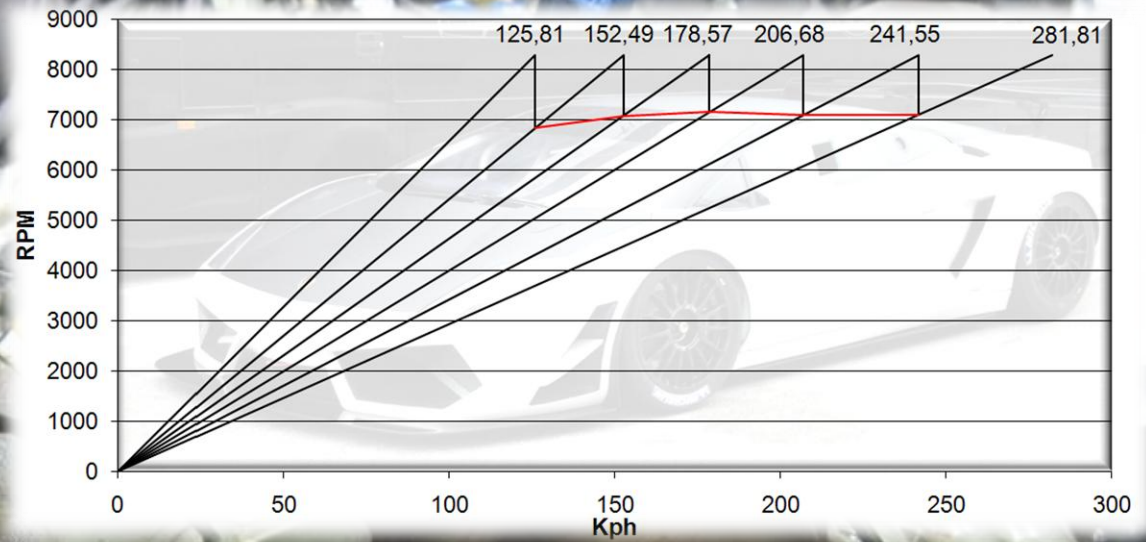
| New exhaust system



| Overall suspension concept based on the REITER Murciélago R-GT / new AP brake system



| Switch Panel



| Paddle shift system + new gear ratio



| Electronic power management system (OBR)



Technical data - REITER Lamborghini LP600+ (1/3)

Price:	288.500 EUR (+ VAT)
Engine	
Type:	V-10 90 degree, mid mounted (longitudinal)
Distribution:	Four overhead camshafts
Capacity:	521l cc
Bore & stroke:	84.51 x 92.8 mm
Intake system:	Variable geometry
Valve gear:	Chain driven, intake and exhaust continuously variable valve timing, electronically controlled
Max. power:	600+hp at 8000 rpm
Cooling system:	Three water radiators with new air exit ducts forward of front wheels, improved cooling efficiency, gearbox oil cooling through heat exchanger system, engine oil cooler
Engine management:	EFI Euro 12
Power management	Fully programmable, electronic power management (OBR)
Up-Dates 2011:	Race engine, new front splitter, new gear ratio, new exhaust system, new engine bonnet design





Technical data - REITER Lamborghini LP600+ (2/3)

Dimensions

Wheelbase:	2560 mm (100.7 in)
Overall length:	4345 mm (169.3 in)
Overall width:	1920 mm
Overall height:	1100 mm
Front track:	1643 mm
Rear track:	1592 mm (62.7 in)
Ground clearance	40 mm
Weight:	1190 kg
Distribution:	43/57 % front/rear

Air intake system:	Revised engine air intake system
Electrical system:	12 V
Lubrication:	Racing dry sump system
Compression ratio:	12.5: 1
Fuel cell	FT3 specification 130 lt racing fuel cell
Cockpit	Carbon look Interior Door windows in Makrolon Makrolon windscreen Carbon inner door panel Large racing display replacing original display



FIA homologation under progress



Technical data - REITER Lamborghini LP600+ (3/3)

Chassis

Structure:	Lightweight, structural aluminium space frame, based on aluminium extruded parts welded to aluminium caster joint elements, structural reinforcements at suspension pick up points
Body:	Aluminium with thermoplastic 'retro-fit' parts, racing front fenders, Air exit-ducts in front bumper,
Suspension:	REITER Engineering double wishbone front and rear suspension, anti-roll bar, anti-dive and anti squat, racing shocks and springs, race front and rear uprights based on GT1
ABS:	Racing ABS system
Traction control:	Engine control/cut
Brakes:	Ventilated racing discs, AP brake system
Steering type:	Electric-Power-assisted steering, rack and pinion
Front tyre:	300/650 - 18 Racing slick
Rear tyre:	310/710 - 18 Racing slick
Front rim size:	11 x 18 inch magnesium wheel
Rear rim size:	12.5 x 18 inch magnesium wheel
Rear spoiler:	High down force racing wing
Front spoiler:	Front splitter with integral double under floor diffusers, Splitter covers complete frontal under floor
Under body:	Flat under floor with rear diffuser

FIA homologation under progress

