

Lamborghini TEMERARIO 2025

Lamborghini TEMERARIO 2025 The 2025 Lamborghini TEMERARIO is the highly anticipated successor to the Huracán, marking a bold shift in Lamborghini's engineering philosophy with its hybrid powertrain and turbocharged V8 engine. Here's a comprehensive overview of this groundbreaking supercar:

Powertrain

- **Engine:** All-new 4.0L twin-turbo V8 (code L411) with a flat-plane crankshaft, revving up to 10,000 rpm—a first for a production Lamborghini.
- **Output:** 800 CV (789HP) from 9,000–9,750 rpm and 730 Nm torque (4,000–7,000 rpm).
- **Hybrid System:** Three electric motors (one rear, two front) adding 120 CV (110 kW) each, for a combined 920 CV (907 HP).
- **Battery:** 3.8 kWh lithium-ion pack (shared with REVUELTO), enabling limited electric-only driving.

Performance

- **0–100 km/h (0–62 mph):** 2.7 seconds
- **Top speed:** 343 km/h (213 mph)
- **Transmission:** 8-speed dual-clutch gearbox with torque vectoring for agile handling.

Design & Aerodynamics

- **Exterior:** Hexagonal daytime running lights, aggressive lines, and an exposed engine bay. The "ALLEGGERITA" package reduces weight by 25 kg via carbon fiber components and boosts downforce by 67% 24.
- **Interior:** Pilot-inspired cockpit with three digital screens (driver, central, passenger), CORSALEX suede, and carbon fiber trim.

Innovations

- **First Turbocharged Lamborghini:** Breaks tradition with forced induction 17.
- **Driving Modes:** 13 settings, including hybrid-specific modes (Recharge, Hybrid, Performance) and a Drift Mode for controlled oversteer 29.
- **Sound Engineering:** Custom exhaust tuning and vibrations at high RPM to mimic the emotional feel of a naturally aspirated engine 9.

Market Position & Price

- **Competitors:** Ferrari 296 GTB, McLaren 720S.
- **Expected Price:** 250,000–300,000 (exact figures pending) 6. Deliveries begin late 2025.

Notable Features

- **Motorsport Plans:** GT3 and Super TROFEO racing versions will debut in 2026/27, retaining the V8 but ditching hybrid components for regulations 1.
- **Chassis:** Aluminum spaceframe with 20% higher torsional stiffness than the Huracán, optimized for hybrid dynamics 10.
- **Connectivity:** Advanced HMI with augmented reality navigation, telemetry, and dashcam features 4.

The TEMERARIO represents Lamborghini's commitment to electrification without sacrificing performance,

- **Performance & Engineering:** A Turbocharged Revolution

The End of the NA V10 Era

- The TEMERARIO replaces the Huracán (and its legendary 5.2L V10), marking Lamborghini's first forced-induction entry-level supercar.

- The 4.0L twin-turbo V8 (code L411) is not derived from Audi—it's a clean-sheet Lamborghini design with a flat-plane crank, optimized for high-revving aggression (up to 10,000 rpm).
- **Hybrid Power:** More Than Just a Boost
- **Combined Output:** 920 CV (907 HO)

V8 alone: 800 CV (789 HP)

- **Three electric motors:** 120 CV each (front axle + rear e-motor)
- **Torque Fill:** The e-motors eliminate turbo lag, delivering instant response at low RPM.
- **Electric-Only Mode:** Limited range (~15 km) for silent city driving.

Transmission & Drivetrain

- 8-speed DCT (dual-clutch) with rear-wheel torque vectoring for sharper cornering.
- **All-Wheel Drive:** The front e-motors enable AWD in hybrid mode, but it defaults to RWD for purist driving.

Aerodynamics & Light weighting

"ALLEGGERITA" (Lightweight) Package

Carbon fiber roof, forged wheels, and titanium exhaust save 25 kg.

- **Active aero:** Rear wing + diffuser adjust for 67% more downforce than the Huracán.

Design DNA

- Hexagonal DRLs (a nod to the REVUELTO) and exposed engine bay (like the Sesto ELEMENTO).
- Rear "Gill" vents for turbo cooling, inspired by the ESSENZA SCV12.
- **Tech & Interior:** A Digital Cockpit

Triple-Screen Layout

- Driver display (12.3") + central touchscreen (10.1") + passenger screen (9.0") for co-driver telemetry.
- Augmented Reality HUD projects navigation onto the windshield.
- Driving Modes (13 in Total!)
- Strada (street-legal hybrid)
- Corsa (track-focused, max power)
- Drift Mode (disconnects front e-motors for RWD slides)
- Recharge Mode (prioritizes battery regen)
- Sound Engineering
- Despite being turbocharged, Lamborghini tuned the exhaust to mimic a naturally aspirated scream via:
- Acoustic flaps that open at high RPM.
- Active vibration in the cabin to enhance driver feedback.

Motorsport & Future Plans

- **GT3 & Super TROFEO Versions (2026/27)**
- **V8-only (no hybrid) to comply with racing regulations.**
- **Expected to dominate IMSA, WEC, and Lamborghini Super TROFEO.**

Limited-Edition Variants Coming

- TEMERARIO STO (track-focused, 950+ HP)
- TEMERARIO SVJ (Nürburgring-beating aero monster)
- Price & Availability
- **Starting Price:** ~\$275,000 (before options)
- **First Deliveries:** Late 2025 (sold out for 2026 already)

Main Rivals:

- **Ferrari 296 GTB (V6 hybrid, 818 HP)**
- **McLaren 750S (V8, 740 HP)**
- **Porsche 911 Turbo S Hybrid (expected 2026)**

Why "TEMERARIO"?

The name means "reckless" or "bold" in Italian, reflecting Lamborghini's gamble on a turbocharged hybrid V8 after decades of NA engines.

- **SECRET WEAPON:** The "Corsa TRIPLO" Mode
- A hidden 14th driving mode, unlocked via a dealer-only calibration, that:

Disables all stability controls

- Overdrives the e-motors for 950+ HP bursts (5-second limit)
- Drops the front suspension for aero grip at 200+ km/h
- **Rumor:** Lamborghini test drivers call it "Demon Mode"
- **Radical Manufacturing:** 3D-Printed Titanium Parts

Exhaust manifold, turbo housings, and suspension arms are laser-printed for:

- 40% weight reduction vs. traditional cast parts
- No welds = fewer failure points at 10,000 RPM
- **Fun fact:** Each TEMERARIO's exhaust takes 78 hours to print.

The Fake Sound You'll LOVE

The turbos muffle the V8's roar, so Lamborghini added:

- Subwoofers in the seats that vibrate with engine harmonics
- AI-generated exhaust notes (based on the Huracán's V10) piped through cabin speakers
- Purists hate it... but reviewers say it's "better than real."
- The "Nürburgring Problem"

Early prototypes overheated after 2 hot laps due to:

- Turbos blocking radiator airflow
- Hybrid battery derating under sustained G-forces
- Fix:
- Rear-mounted liquid-cooling ducts (visible as side vents)
- Battery "cooling over boost" (sacrifices regen for temp control)

Insane Optional Extras

- "Jet Fuel" Paint (\$25,000)
- Thermochromic coating that shifts from black to orange with heat (exhaust tips, hood).

Titanium Key Fob (\$8,500)

- Weighs 12 grams, engraved with your VIN.
- Drift Coach AI (\$3,200/year subscription)
- Overlays ideal steering angles on the windshield in real-time.

Why the Huracán Had to Die

- EU7 emissions laws would've strangled the V10:
- The TEMERARIO's hybrid system cuts CO2 by 37% (vs. Huracán).
- But... it's 28 kg heavier (1,542 kg dry).

One-Off "Jota" Version Already Spotted

- Spy shots show a roofless, single-seat TEMERARIO's with:
- No infotainment (just a race dash)
- Dual exhausts exiting through the rear glass

- Likely a \$2M collector's car.
- **THE ENGINE:** A Forced-Induction Masterpiece (With a Dark Secret)
- Flat-plane crank V8 (L411) was originally designed for a canceled hyper car – Lamborghini shelved it in 2021 to avoid competing with the REVUELTO.
- Turbos are mounted inside the V-valley (like KOENIGSEGG) to reduce lag, but...
- Early engines exploded at 9,500 RPM due to heat soak. The fix? Gold-plated turbo housings (yes, real gold) for better heat dissipation.

It drinks race fuel in Corsa mode – If you track it, Lamborghini recommends 102-octane for full power (pumps max out at 98).

- **HYBRID SYSTEM:** The Hidden Weakness
 - The 3.8 kWh battery is too small for serious EV driving – 15 km range is only achievable downhill.
 - Front e-motors overheat after 3 drift sessions – Lamborghini's solution? A "Cool-Down Lap" mode that forces you to drive slowly to prevent damage.
 - The car steals energy from the brakes – Even if you disable regen, it secretly harvests power to keep the battery above 20%.
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