

COUNTACH LPI 800-4

PRE-PURCHASE PROTOCOL · BUYER CHECKS · SPECIALIST PPI · RED FLAGS

Compiled from public sources, the Countach LPI 800-4, its Model File and specialist review · Personal use only · v2.1

WHAT THIS CHECKLIST IS, AND WHAT IT IS NOT

This checklist is written for enthusiasts who want a base of knowledge: enough context to follow what a PPI specialist tells them, to read an inspection report a dealer hands over, and to understand what is being discussed in videos and forums. It does not replace the diagnosis or judgement of a qualified specialist or workshop, and it is not a tool for saving the cost of one. If you are not deeply familiar with these cars technically and are unsure about a vehicle's condition, our standing recommendation is simple: commission and pay a qualified PPI specialist of your choice, whether an official dealership, a marque specialist, or an experienced supercar specialist who knows the brand. The checklist gives you context; the specialist gives you the verdict.

A · BUYER CHECK · PROVENANCE & PAPERWORK

- ☐ Build number and factory build spec first: 112 cars, every one reconstructable: missing history on this young a few-off is a red flag, not a discount.
- ☐ 22V848 rear-bonnet glass: not "done = yes" but the documented pull-test result, glass replaced yes/no, work order and campaign papers.
- ☐ Complete Lamborghini history: dealer records, original invoice, delivery documentation, warranty, software/campaign status.
- ☐ Original paint vs PPF vs respray established; body repairs disclosed with photos.
- ☐ Modification status: exhaust, suspension, tune, wheels: strongly negative unless original parts are completely present.
- ☐ Colour against build sheet: heritage or Ad Personam: FACTORY BUILD SPEC decides, rare colour is not an edition.
- ☐ Original delivery and collector items complete (welcome/art materials).
- ☐ Clutch file: wear values and any replacement documented: never inferred from mileage.
- ☐ Date-stamped items: tyres by DOT (age beats wear here), 12-volt battery, brake fluid.
- ☐ Accident history by zone: any chassis-area damage means geometry, rear-steer calibration and subframe verification on record.

B · BUYER CHECK · AT THE CAR

- ☐ 12-volt first: age, resting and cranking voltage, maintainer history: a weak 12 V fakes gearbox, steering and hybrid-communication faults.
- ☐ Hybrid function observed: no warnings, supercap charges on deceleration, assist present: with 34 CV you will not feel it: the scan decides.
- ☐ True cold start: oil pressure, idle, misfire, chain and injector noise, fuel smell: standing-fleet logic, not mileage logic.
- ☐ ISR cold: R, 1st, R, slow pull-away: delay, judder, smell. Warm: reverse parking, crawling, medium-load and Corsa shifts: the Corsa jolt is normal.
- ☐ Rear bonnet glass on campaign cars: alignment, adhesive line, tool marks, seals, rattles around all four panels.
- ☐ Front lift several cycles cold and warm; underbody and splitter inspected despite the lift.
- ☐ Centre-lock wheels: nut and hub condition, tool damage; wheel finish originality.
- ☐ CCM and tyres read for event/track heat: discoloration, oxidation, edge chips; flat spots and storage deformation.
- ☐ Rear steer and LDS: no warnings, symmetric behaviour on slow full lock.
- ☐ Body panels walked as few-off parts: every intake, deck and diffuser edge: small damage, big logistics.
- ☐ Road test warm through modes: then the second scan.

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C · SPECIALIST PPI SCOPE (MINIMUM)

- ☐ Scan order: stabilise 12 V, full scan BEFORE the road test (engine, ISR, hybrid ECU, 48V/DC-DC, ABS/ESC, suspension, lift, LDS, rear steer, cluster, TPMS), again after heat soak.
- ☐ Hybrid block: supercap voltage, charge/discharge function, thermal status, DC/DC, motor operation, isolation, connectors: pass/fail plus trend capture: no fleet thresholds exist.
- ☐ 12V_BATTERY_HEALTH and 48V_SUPERCAP_HEALTH recorded as separate results.
- ☐ Clutch by diagnosis: wear value, adaptations, kiss point, engagement quality: low mileage proves nothing.
- ☐ Carbon structure: tub zones, sills, apertures, suspension interfaces, subframe connections: NDT on suspicion.
- ☐ After any chassis-area damage: full geometry, rear-steer zero calibration, actuator mounts.
- ☐ Pushrod/MagneRide: leaks, response, mode changes by diagnosis.
- ☐ CCM with wear/mass data; centre-lock hardware and torque records.
- ☐ Rear-glass campaign audit: documentation cross-checked against the physical result.
- ☐ Software levels across all systems against factory status: a few-off carries every update.
- ☐ PPF/paint survey: edges, knife marks, hidden repair, carbon beneath; original paint documented.
- ☐ Typical full specialist PPI cost, rounded orientation by market (2026): ≈€850–1,700 / ≈£750–1,500 / ≈\$900–1,800 including hybrid diagnostic time. Indications, not conversions; obtain current local quotes.

D · PRICE & INVESTIGATION ITEMS

At 112 cars every sale is its own event: structure, provenance and documentation are the price. Nothing is assumed.

- ☐ Open or undocumented 22V848: resolved and documented before purchase, with the physical repair audited.
- ☐ Any body or carbon finding: bespoke-parts logistics priced before, not after: never from Aventador part prices.
- ☐ Clutch near end: price the job (€8,000–15,000+), not the fear.
- ☐ Hybrid or 48-volt faults: OEM diagnosis completed before purchase: fleet maturity is unknown.
- ☐ PPF over unknown paint: inspect or price as unknown.
- ☐ Missing delivery items or incomplete papers: collector impact, priced hard.
- ☐ Negotiate from named, quantified findings: the odometer is nearly irrelevant here.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- Carbon or structural repair without complete documentation.
- 22V848 unresolved, or a glass repair with visible tool marks and no papers.
- Missing Lamborghini history on a factory-accompanied 112-car few-off.
- Active hybrid, ISR or rear-steer fault, undiagnosed.
- Aftermarket modifications without the complete original parts.
- Mileage discrepancies or diagnostics cleared just before viewing.
- A car whose findings cannot be named, quantified and priced.

F · FIRST WEEK OF OWNERSHIP

- ☐ Battery maintainer from night one: this is a standing fleet.
- ☐ Campaign, software and warranty status confirmed with Lamborghini; purchase file, glass-test documentation and PPI report archived.
- ☐ Storage plan set (tyres, fluids, supercap-system health at next service): and the car actually driven warm at intervals.

“Under the most dramatic body of the modern era sits well-known late V12 technology. Buy the structure, the papers and the glass documentation: the drivetrain is the easy part.”

Deep dive: Supercar Models Paper 25 · Model File 25 · Owner's Intelligence series.