

LAMBORGHINI HURACÁN FAMILY

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

Compiled from public sources, the Lamborghini Huracán family, 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

- ☐ Variant truth first: exact model against build sheet: AWD or RWD, Performante/STO/Tecnica/Sterrato branch, edition authenticity (an Avio-striped LP610 is not an Avio).
- ☐ Recall VIN check against all five: 21V466, 22V081, 22V220 (CRITICAL where applicable), 22V422, 23V826: plus the full campaign history.
- ☐ Biography: rental, exotic-experience, track-rental, wedding/event use, wrap count, ECU tune: the real Huracán risk.
- ☐ Twin-turbo forensics: FORMER_TWIN_TURBO yes/no/unknown: invoices, engine internals, returned-to-stock evidence.
- ☐ Launch/track evidence: diagnostic operating history and launch-control counts where the Lamborghini scan provides them.
- ☐ DCT and service file: fluids on interval (shorter on track cars), software campaigns current.
- ☐ STO/STJ: Cofango and carbon repair history, wing hardware records, CCM-R and magnesium wheel documentation.
- ☐ Sterrato: offroad history honestly declared, underbody work, filter changes, correct Dueler tyres.
- ☐ Accident file: aluminium/carbon repairs documented; windscreen replacement with ADAS calibration evidence.
- ☐ Date-stamped items: tyres by DOT and variant-correct spec, battery, brake fluid.

B · BUYER CHECK · AT THE CAR

- ☐ Battery first: age, resting voltage, maintainer history: low voltage fakes lift, dynamics and sensor faults.
- ☐ Cold start: stable idle, no smoke or fuel smell: the V10 is loud, an injector tick alone is not a finding.
- ☐ DCT cold: D, R, R→D, slow manoeuvring. Warm: stop-and-go, reverse, gradient, full load, manual downshifts: shudder, slip, delay.
- ☐ Front lift: several cycles cold and warm, hold test: on faults think battery → sensor → hydraulics, in that order.
- ☐ AWD: tight full lock both directions: no grinding or binding. RWD: rear-tyre state and age read as a usage document.
- ☐ Performante: ALA function and flaps; forged-composite surfaces for cracks and repairs.
- ☐ STO: Cofango alignment and underside; wing position and hardware; PPF is not an inspection.
- ☐ Sterrato: underbody plates (use marks vs heavy impact), roof scoop and duct, Rally mode function, correct Duelers.
- ☐ Spyder: two cold cycles, one warm: latches, rear glass, water traces.
- ☐ Wheels inside and out (kerb life); CCM surfaces; brake-fluid history on track cars.
- ☐ Road test warm through modes, then the second scan.

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C · SPECIALIST PPI SCOPE (MINIMUM)

- ☐ Full scan before the drive and again after heat soak: engine, DCT, AWD, ESC/ABS, steering, MagneRide, lift, rear steer, LDVI, infotainment, camera, TPMS.
- ☐ Misfire counters bank 1/2, fuel trims, cam-sensor faults: sensor causes separated from mechanical ones.
- ☐ DCT: mechatronic data, adaptation, temperatures: launch-control and operating history stored when readable.
- ☐ Rear steer (EVO/STO/Tecnica/STJ): LH/RH position values and calibration: mandatory after rear damage or suspension work.
- ☐ ALA (Performante) by diagnosis: actuators, valves, channel integrity: after any front/rear repair.
- ☐ Underbody on the lift, always: splitter, floor, ducts, tow hook: a ground-only PPI is incomplete.
- ☐ Structure: front rails, shock towers, sills, rear frame, carbon regions: aluminium repair quality assessed.
- ☐ CCM by wear data; CCM-R on STO/STJ as its own component class; magnesium wheels by NDT on suspicion.
- ☐ Manifolds and exhaust valves: leaks, function, cats, O2 readiness; tune traces.
- ☐ Sterrato: air filter out after offroad use (sand, dust, moisture); plate mounting points behind any bent guard.
- ☐ STJ: damper settings documented and symmetric; Squadra Corse aero originality.
- ☐ Typical full specialist PPI cost, rounded orientation by market (2026): ≈€650–1,300 / ≈£550–1,150 / ≈\$700–1,400. Indications, not conversions; obtain current local quotes.

"The Huracán has no Achilles heel: it has a biography. Read the launch counters, the underbody and the carbon: the V10 and the DCT will outlast the paperwork."

Deep dive: Supercar Models Paper 28 · Model File 28 · Owner's Intelligence series.

D · PRICE & INVESTIGATION ITEMS

The platform is robust: the price sits in the biography and the special hardware. Name it, quantify it, then negotiate.

- ☐ Open recalls: resolved with written confirmation: 22V220 before any money moves.
- ☐ DCT findings: mechatronic/clutch event priced (€5,000–12,000+), not feared.
- ☐ Carbon parts (Cofango, wing, panels): OEM quote before purchase: never estimated from standard prices.
- ☐ Sterrato underbody findings: impact assessment first, then price: expected use is not damage.
- ☐ Lift, MagneRide and valve findings: age-normal, quantifiable: quote and negotiate.
- ☐ Rental/turbo/tune biography: its own risk class even when the car presents stock.
- ☐ Edition originality deficits: collector impact, priced hard.
- ☐ Negotiate from the documented biography: never from the odometer.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- Structural repair without documentation.
- Open 22V220, or gearbox-oil traces near hot exhaust parts, undiagnosed.
- Welded or doubtful magnesium wheels on STO/STJ.
- Concealed rental, twin-turbo or tune past contradicting the story.
- Active ALA, rear-steer or DCT fault, undiagnosed.
- Sterrato with heavy-impact evidence sold as "normal gravel patina".
- STJ/edition claims without build documentation.
- Diagnostics cleared before viewing, or wear contradicting claimed mileage.
- A car whose findings cannot be named, quantified and priced.

F · FIRST WEEK OF OWNERSHIP

- ☐ Battery maintainer from night one; software and campaign status brought current.
- ☐ Baseline scan stored: DCT data, misfire counters, operating history: purchase file and PPI report archived.
- ☐ Variant-correct tyres confirmed and dated: and the car driven warm regularly — this platform is built for use.