

MODEL FILE 25 · V12 FLAGSHIP LINEAGE · LAMBORGHINI FEW-OFF

COUNTACH LPI 800-4

L539 V12 + 48V SUPERCAPACITOR · 2022 · 112 CARS

THE MODEL IN BRIEF

ONE VARIANT, 112 CARS

A few-off, not a model family: 112 cars, the number a deliberate tribute to the original Countach's internal type code LP112. Ad Personam specifications are configurations, not technical variants: there is no Roadster, no SV/SVJ sub-series, no performance edition. The car is first a historical tribute and collector asset: this file is therefore a FEW-OFF TECHNICAL AUDIT, not a classic used-car checklist. The 1974–90 original carries its own file (Model File 24).

FACTORY DATA

6,498 cc L539 V12 with 780 CV plus a 34 CV electric motor: 814 CV system output at 8,500 rpm, 720 Nm V12 peak torque: 0–100 km/h in 2.8 s, 355 km/h. The e-motor sits directly on the gearbox with a mechanical connection to the wheels: e-motor plus supercapacitor together weigh just 34 kg. AWD with dynamic torque distribution, rear-wheel steering, Lamborghini Dynamic Steering, pushrod suspension with magnetorheological dampers, CCM, front lift, centre-lock wheels. All figures verified against Lamborghini factory data, September 2026.

WHY IT MATTERS

Mechanically the LPI 800-4 is less mysterious than its rarity suggests: under the unique bodywork sits well-known late Lamborghini V12 technology from the Aventador/Sián world, plus the Sián-type 48-volt supercapacitor hybrid. The buying weight accordingly: STRUCTURE → PROVENANCE → ORIGINALITY → MECHANICAL → MILEAGE, with the mileage penalty deliberately low.

HYBRID · SUPERCAPACITOR, NOT BATTERY

THE LAFERRARI CONTRAST

Probably the most important classification of the file: this is NOT a hybrid like Revuelto, LaFerrari or SF90. There is no large lithium-ion traction battery: the system pairs a 48-volt supercapacitor with the 34 CV motor, and Lamborghini cites very high power density against comparable lithium-ion technology. Database, explicitly: HYBRID_STORAGE = SUPERCAPACITOR, LITHIUM_TRACTION_BATTERY = N/A. Ageing behaviour is fundamentally different from a battery (time, state of charge, temperature, cycles): that does not mean “lasts forever”: it means the Countach does NOT carry the LaFerrari-style long-term battery-SOH risk that dominates collector storage economics. No LaFerrari SOH block is run: instead supercapacitor voltage, charge and discharge function, temperature, DC/DC, hybrid ECU, motor operation, isolation and connectors.

DIAGNOSIS OVER BUTT-DYNO

With only 34 CV of assist, a buyer can barely feel whether the e-motor works completely correctly: the diagnostic tool outranks the seat of the pants. PPI: no hybrid warnings, supercap charges on deceleration, assist present, no DC/DC faults, no thermal faults, no 48-volt communication faults. No usable failure-threshold database exists yet at 112 cars: findings run as pass/fail plus trend capture.

TWO ELECTRICAL LEVELS

12 V and 48 V are recorded strictly separately: 12V_BATTERY_HEALTH and 48V_SUPERCAP_HEALTH are different fields, and a car can have perfect hybrid function with a dead 12-volt battery, or the reverse. A weak 12-volt battery can fake gearbox, steering, suspension, hybrid-communication and TPMS faults: the 12-volt side is stabilised FIRST, then the full scan runs.

DRIVETRAIN · AVENTADOR HERITAGE

V12 & COLD START

The 780 CV L539 is no new development: Ultima power region, known architecture: V12 CORE FAILURE = NO COUNTACH-SPECIFIC PATTERN. Attention goes to what was done to the car: events, cold revving, track use, aftermarket, service gaps: not to an inherent weakness. Cold start genuinely cold: start speed, oil pressure, idle, misfire, chain and injector noise, exhaust, fuel smell. Few-off reality: many cars barely drive: a 500 km car may have spent four years being started, moved at events and parked again: standing-fleet logic applies.

ISR & CLUTCH

Despite hybridisation the car stays in the Aventador/Sián world: ISR 7-speed automated single-clutch, NOT a DCT, with the e-motor coupled directly into this drivetrain: the Aventador gearbox PPI carries over largely unchanged, including the rule that aggressive Corsa shift jolts are a design characteristic. Clutch: LOW MILEAGE ≠ LOW CLUTCH WEAR: a 700 km car can have seen hundreds of slow trailer-loading, garage and dealer-positioning manoeuvres: the wear value is READ, never inferred from the odometer. Protocol cold: R, 1st, R, slow pull-away: warm: reverse parking, crawling, medium-load and Corsa shifts: judder, delayed engagement, clutch smell, warnings.

CHASSIS SYSTEMS

AWD with dynamic distribution, rear-wheel steering with two electromechanical actuators and LDS: the PPI mirrors the late Aventador S/SVJ: actuator values left and right, zero calibration, steering angle, distribution, faults: after any rear or suspension damage a full geometry plus rear-steer calibration. Pushrod/MagneRide: leaks, rockers, joints, wiring, mode changes: no Countach-specific failure population. Front lift cold and warm: and on a car this low, underbody and splitter damage is possible DESPITE the lift. Centre-lock wheels: nut, hub, threads, tool damage, torque records, cracks, runout: refinished wheels documented separately on a few-off. Tyres: more often OLD than worn: homologation, matching set, flat spots, storage deformation: DOT age grows relevant from here on. CCM: full protocol: low mileage does not exclude event or track heat.

STRUCTURE & BODY · THE FEW-OFF RISK

CARBON STRUCTURE

The Aventador-based carbon monocoque makes **STRUCTURAL INTEGRITY** probably the single biggest value factor at 112 cars: tub, sills, door apertures, floor, suspension interfaces, underbody, subframe connections: composite NDT on suspicion. The accident audit goes far deeper than “painted yes/no”: with AWD, rear steering and carbon structure, any chassis-area damage triggers geometry, calibration, actuator-mount and subframe verification.

COUNTACH-SPECIFIC BODYWORK

The mechanics are Aventador/Sián-related: the bodywork is not. Every panel: front panels, bonnet, side intakes, rear deck, engine cover, diffuser: is a **FEW-OFF PARTS RISK**, and a relatively small body damage can be logistically worse than a mechanical defect. Bespoke Countach body parts are never priced from normal Aventador part prices.

ORIGINALITY & SURFACES

The car is a collector asset first: aftermarket exhaust, suspension, tune, wheel or body modifications are rated strongly negative unless the original parts are completely present. PPF is near-universal: film age, edges, knife marks, paint pull, hidden repairs, carbon underneath: **ORIGINAL PAINT** carries high MI value. Heritage colours exist (Giallo Countach, Impact White, Viola Pasifae, Blu Uranus) but Ad Personam builds are equally legitimate: a rare colour is never auto-classified as an edition: **FACTORY BUILD SPEC** decides. Abuse profile is still captured (Cars & Coffee, launch events, showroom standing, static revving) but weighted below a normal LP700: this fleet was rarely a rental car.

RECALLS · ONE PRECISE CAMPAIGN

22V848 · REAR BONNET GLASS

The one truly model-specific safety recall, verified September 2026 as the sole campaign returned for the MY2022 vehicle query: NHTSA 22V848 / Lamborghini L734-R.01.22. Due to a supplier bonding error the rear-bonnet glass panels could adhere insufficiently and in the extreme detach completely: a hazard for following traffic. Population: 81 cars worldwide per Lamborghini's FAQ (9 US cars per NHTSA): production January to July 2022, VIN range ZHWEA9ZD2NLA10980 to ZHWEA9ZD0NLA11450: a remarkable share of a 112-car run. The bulletin is unusually concrete: all four rear glass panels physically pull-tested with suction cup and dynamometer under defined load: movement or damage = replacement, with documented results.

PER-FIELD STORAGE &
AUDIT

Never RECALL_DONE = YES: the file stores REAR_HOOD_GLASS_TEST_RESULT, GLASS_REPLACED YES/NO, work order and campaign documentation per car. On completed cars the repair itself is audited: glass alignment, adhesive line, carbon and paint around the glass, scratches, tool marks, seals, rattles: on a few-off a sloppy recall repair is collector-value-relevant. Otherwise the sheet is quiet: the VIN check against Lamborghini and authority databases runs anyway: at 112 cars, small service actions can stay publicly near-invisible.

PROVENANCE · UNUSUALLY RECONSTRUCTABLE

THE PAPER STANDARD

Only 112 cars, factory-accompanied through a dedicated owner-experience programme: the expectation is COMPLETE: dealer history, original invoice, build specification, delivery documentation, recall documentation, warranty records: missing history on this young a few-off is a RED FLAG, not a discount. Original delivery and collector items (personalised welcome and art materials) run as ORIGINAL_DELIVERY_MATERIAL_COMPLETE: Icona doctrine. Software: a few-off should carry every factory update: LATEST SOFTWARE/CAMPAIGNS is a required field across engine, ISR, hybrid, steering, rear steer and suspension.

NO FLEET STATISTICS, EVER

At 112 cars there will never be an F12-style weakness database: even five identical failures would barely surface publicly. The file therefore leans on Lamborghini technical campaigns, dealer history and cross-platform Sián/Aventador data: with strict transfer discipline: architecture risks carry over (ISR clutch, pushrod/MagneRide, lift, LDS/LRS, AWD, CCM, 12-volt sensitivity): campaigns do NOT (the Aventador EVAP, SV wheel and SVJ hood recalls are not Countach issues, and the rental-abuse population is not this fleet). Related hardware does not mean the same campaign or failure rate.

COST DISCIPLINE · MI RISK BANDS

WORKING RANGES

Risk bands, not workshop quotes (Sep 2026): annual service €2,500–5,000 · larger catch-up €5,000–12,000+ · ISR clutch €8,000–15,000+ · ISR major €15,000–30,000+ · lift/suspension €3,000–15,000+ · CCM axle €10,000–20,000+ · complete CCM event €20,000–40,000+ · 48V/hybrid electronic repair: OEM quote, unknown fleet maturity · bespoke Countach bodywork: potentially very high · carbon structural repair: collector-level, potentially six figures.

BUYING NOTES · THE TWO CHECKS THAT MATTER

1 · STRUCTURE, THEN PAPERS

The PPI weighting in order: carbon and accident history → recall and rear-glass documentation → originality and provenance → ISR and clutch → 48-volt hybrid function → chassis, rear steer, AWD → CCM → normal service. An 8,000 km accident-free, fully documented car is likely the better asset than an 800 km car with carbon or body repair.

2 · CONFIDENCE DISCIPLINE

OEM or government confirmed: 22V848 rear-bonnet glass, nothing else. Cross-platform wear and inspection areas: ISR clutch, front lift, MagneRide/pushrod, 12-volt battery, LDS/LRS, AWD. High consequence with insufficient data: supercapacitor, 48-volt motor, DC/DC and hybrid electronics, bespoke body components, carbon structure. No sufficient evidence for: systemic V12, ISR gearbox, supercapacitor, electric-motor, rear-steer, suspension or CCM failure.

MARKET POSITION · SCARCITY WITHOUT STATISTICS

STATUS

Bands follow the transaction dataset: at 112 cars every sale is its own event. Structural readings: the asset prices on structure, provenance, originality and glass-campaign documentation: and the storage-economics contrast to the LaFerrari (no lithium-ion SOH as dominant long-term risk) is read as a positive collector datum.

112

Cars, the LP112 tribute: collector asset first, few-off technical audit second

814 cv

780 CV L539 + 34 CV on the gearbox: supercap hybrid, no Li-ion traction battery

81

Cars worldwide in the one campaign (22V848 rear glass): pull-tested panel by panel

Sources: Lamborghini factory data for the Countach LPI 800-4 (112 units, 6,498 cc, 780+34=814 CV at 8,500 rpm, supercapacitor architecture and 34 kg system weight, e-motor on the gearbox, AWD/LRS/LDS, pushrod/magnetorheological suspension, heritage colours, owner-experience programme) verified September 2026; NHTSA 22V848 / L734-R.01.22 verified (sole campaign for MY2022, 9 US cars; 81 worldwide and VIN range per Lamborghini FAQ/bulletin; suction-cup and dynamometer test procedure per campaign documents); cross-platform patterns per the Aventador Model File 23 canon. Cost figures are MI risk bands; market bands follow the verification round.