



### ***The Lamborghini Diablo SV - Sport Veloce ...***

On the 1995 Geneva Auto Show, Automobili Lamborghini SpA presented their latest evolution of the Diablo series. The Diablo SV, where the SV stands for Sport Veloce just like it did on the legendary Miura SV 25 years ago.

Some said the SV was the ultimate Diablo, but with the engine modified to reach 510 horsepower driving the rear wheels only, thing could get scary when using the throttle unwisely on damp roads.

The Diablo SV became the entry-level for the Lamborghini Diablo series, if one could call it an entry, it was however the cheapest of the series, but still cost a bundle, not only buying, but the maintenance alone could bankrupt one easily. Each main service for a Diablo cost a small car and don't even have to think about spinning the rear wheels, with 335 width and 18 inch tall, prices were high. But if you really loved this car like we do, who cares it cost the price of a decent house, every service stop setting you back a bundle, and to impress people you once in a while dropped the accelerator and burned some rubber.

The SV was still a driving car, not like some other Italian exotics. The seating position was unaltered to the original Diablo, but the small dashboard from the VT was mounted, although the passenger airbag did not come until 1998. At first, the front wheels were only 17 inch, but with larger disc brakes mounted these too became 18 inch versions of the new three-piece, five spoke rims.

At the launch, these wheels received a black painted crest, but you could order them to be any colour possible, and even chromed, which was very well accepted in the United States.

The black rear spoiler was mounted standard and incorporated an adjustable centrepiece, a function only real enthusiasts would ever use, it became however optionally available to have this spoiler colour-coded with the rest of the car or even finished in Carbon Fibre.

Between the rear lights, a new black panel was mounted while the lights themselves were also mounted in black surroundings instead of the red ones on the 'normal' Diablo. The rear fog light and the reverse light were lowered into the rear bumper and four oval type exhaust pipes were mounted, the engine cover now incorporated two massive air intakes, which looked like the ones used on the Diablo SE30 Jota cars. They pulled air into the V-12 compartment to keep everything cool in there, the front bumper was also redesigned and two new fog lamps were built into it together with new bigger air-intakes.

On the inside the standard leather found on the other Diablo's became an option instead of the high quality Alcantara used on the seats and the door panels, the dashboard now used colour coded gauges, a rather nice touch to get a more sporty feel inside the car. Inside most cars the 'SV' logo was embroidered on the head rest of the seats, during the 1998 production year a driver's airbag became standard while the 1999 model year received a totally new dashboard and fixed headlights.

On each side of the car a big 'SV' logo was placed on the doors, you could however ask the factory to leave these side panels alone and deliver the decals un-mounted, a very sensible option. Note that in the United States even the VT and later the GT could have decals in the SV-style mounted on the doors.

As with every Diablo built in Sant'Agata, the engine was still completely finished by one person only, being completely responsible for it, the space tube chassis was constructed by Marchesi in Modena while the aluminium panels used for the front hood, the doors and the front fenders were supplied by Golden Car in Cuneo who also worked for Maserati. The composite body panels used for the engine cover and the bumpers were made inside the Lamborghini factory; they even have a complete Autoclave system installed to construct composite material based panels.

The cylinder heads used for the massive V-12 engine were finished at Lamborghini but Fonderia Scacchetti made the base for them, the crankshaft was still cast in one solid billet and then made into the high finished item built into the heart of the roaring engine.

Once the engine was finished it was tested on a test bed, outside of the car it would be built into, only after the engine was fully tested it was mounted in the final car. Each engine was completed on order for one specific car, so you could check serial numbers to see if a second hand Lamborghini still had the original engine or if it was replaced. This way customers could order different compression ratio's on their car, and even different gear ratio's were possible.

Three gear ratios were 'standard', a special one to obtain a higher top speed, the normal one and a special one for red light racing, the top speed was a little lower but the acceleration was faster.

By the way, the 1999 engine type was recognizable by an inscription on the central cover over the air intakes on the engine; the new engine said 'Valve Timing Management'. These 1999 type V-12 engines managed to reach 530 Bhp instead of the earlier 510 Bhp.

After your Diablo was finished, it was taken out on the road three times, each session about 60 Kilometres in length, to check if everything was correct. These testing sessions were used to modify the suspension and roll bar settings and to alter the engine management system if needed. So it was very normal to get a brand new Diablo with already some 'delivery-miles' on the counter, which in case of the SV model was finished in white using black digits.