

THE LOTUS EXIGE RANGE





# THE LOTUS EXIGE

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# A UNIQUE PLACE IN HISTORY

From the original Elite to the latest Evora, Lotus has remained true to its founding principles. Efficient use of the minimum number of parts, a perfectly balanced chassis plus a tactile and involving spirit are recognisable in every driving icon to proudly carry the Lotus badge.

Since the day Colin Chapman built his first car in 1948 and established Lotus in 1952, the company has never ceased to innovate. This has earned Lotus a distinguished place in motorsport history. In Formula 1 alone, Lotus has more than 500 Grand Prix starts, complete with 81 victories and 7 World Championships. In addition, Lotus has successfully competed in Rally, Le Mans, Indy and sports car classes around the world.

Colin Chapman applied pioneering, lightweight engineering to all of his road and race cars. His innovations changed the course of racing car design forever. From the introduction of the monocoque

chassis, aerofoil wings, 'ground effect' and active suspension, through to today's aluminium bonded chassis, Lotus has always pushed the boundaries of automotive design and engineering. A deeply ingrained passion for innovation remains at the core of everything Lotus does today.

**Below:** Founder Colin Chapman.

**Right:** 1972, Fittipaldi in the iconic black and gold livery debriefs Chapman.





“If you’re not winning, you’re not trying.”

*Colin Chapman*



FIA Formula 1  
Constructors'  
World  
Championships



FIA Formula 1  
Drivers' World  
Championships



FIA Formula 1  
Grand Prix  
Wins



Le Mans  
Wins  
(in Class)



Indianapolis 500  
Win



FIA World Rally  
Championship

# PERFORMANCE THROUGH LIGHTWEIGHT

Throughout the 1950's, Colin Chapman constructed a series of aerodynamically advanced, lightweight sports racing cars - typified by the Lotus Eleven that won its class at Le Mans in 1957. All were shining examples of Colin Chapman's ethos - a passion for innovative, lightweight engineering best encapsulated by his famous quote from the launch of the Lotus Seven in 1957: "to increase performance, add lightness".

Chapman's engineering ideals, more relevant today than ever, endure in the celebrated Lotus Exige. Launched to great acclaim in 1996, this mid-engined, rear-wheel drive, ultra light thoroughbred redefined the sports car once again. Its revolutionary bonded aluminium chassis delivered the ultimate driving sensation, providing exceptional feedback with thrilling acceleration, low CO2 emissions and exceptionally low running costs for the high performance on offer. 22 years later, it remains unmatched for tactile agility and pure driving pleasure.

Today, the Lotus Lightweight Laboratory maintains Colin Chapman's legacy and ensures that his ethos is applied to every new model. After a complete strip down, every component is assessed and optimised through redesign, change of material, change of supplier or integration. If one part can be made to do the job of several, this is where it happens. Improvement is continuous. The quest to add lightness never ends. The result is the fastest, most capable road car range Lotus has ever built.





THE LOTUS ELISE PERFORMANCE THROUGH LIGHTWEIGHT



# BUILT IN PERFORMANCE

The name Lotus is synonymous around the world with sublime handling and poised vehicle dynamics. Key to it all is that every Lotus is designed and engineered from scratch with singular focus - each one is purpose-built to be a sports car.

Any mass-produced saloon or hatchback can be made to go faster but it's never the optimal starting point for a performance car. For that you need to start with an exceptionally strong, rigid, lightweight chassis designed by a company with seven decades of elite-level motorsport experience. Every Lotus, from the Elise Sprint 220 to the Evora GT430, benefits from a bespoke, motorsport tested, bonded aluminium chassis. The pioneering process of bonding aluminium extrusions remains state-of-the-art today and provides the perfect platform for some of the highest quality suspension components to be found on any road car.

Each and every Lotus car features the optimal design of unequal length double wishbones for superior kinematics, absolute precision, intuitive response and maximum tyre grip. With all four contact

patches optimally controlled in this way, the Exige can generate astonishing cornering forces from modest tyres. Very few car companies today offer such high quality suspension across the range. Then again, very few car companies focus exclusively on purpose-built sports cars.

The other secret to Lotus' renowned ride and handling mastery is the on-site test track. A luxury afforded to few other car makers, it allows Lotus to develop cars faster and more intensively. Every Lotus is painstakingly honed to extract every last drop of dynamic performance from each component - remaining true to Chapman's principle of performance through lightweight.







# THE LOTUS **EXIGE**

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# INTRODUCTION

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The Exige has always blended the extreme and the sublime. In true Lotus fashion, it traces its origins back to motorsport, conceived from technology developed in competition. With a choice of increasingly potent supercharged V6 engines, dramatic styling, and hardcore handling - Lotus' winning recipe for intense performance remains uncompromising. Benefitting from near continuous evolution since the original was launched in 2000 with 177bhp, the latest Exige Cup 430 packs a staggering 430bhp and generates 220kg of downforce.

Every Exige has a commanding presence way beyond its size. The aggressive styling underlines its racing pedigree, with fully functional, track-inspired aerodynamics a statement of its performance intent. Motorsport engineering and expertise is evident in every component, starting with an ultra lightweight chassis of immense

torsional rigidity which doubles as a strong safety cell. This allows the huge outputs produced by the supercharged V6 to be transmitted to the road efficiently and with assured composure. Despite what the power to weight ratios may suggest, every Exige is a precision instrument. The mid-engine configuration maximises traction and handling balance, ensuring breathtaking capability on both road and track.

The supercharged 3.5 litre V6 elevates the Exige to a rarefied level of performance. Compact, and naturally balanced for smooth, linear power, acceleration is savage and relentless with such a low mass to propel. Strong, instant torque is always available across the rev range, making the Exige effortless and surprisingly refined at legal road speeds. Intense performance comes from intensive detail. Race-derived

components including unequal length double wishbone suspension, Bilstein dampers, Eibach springs and track tuned AP Racing brakes have been carefully optimised after countless hours on road and track. Helping the driver harness such formidable firepower is a brilliant Dynamic Performance Management (DPM) system that offers extra stability when grip levels are finally exceeded. Still one of the most advanced systems of its kind, 'Race' mode constantly monitors and instantly responds to the levels of grip available, providing maximum possible traction as well as stability in and out of corners, for ultimate lap times. It is so seamless and unintrusive in operation that, for the first time, not even the factory test drivers can lap faster with the system switched off.

# LIGHTWEIGHT AGILITY HEAVYWEIGHT PUNCH

The Exige takes the transition from challenging race track to open road in its stride. Expertly honed suspension works in perfect harmony with a motorsport tested chassis and Michelin tyres to ensure unrivalled driver involvement at all speeds.

The many benefits of the ultra low mass are constantly felt. Whatever the circumstances - tight hairpin, sweeping curve or endless straight, the Exige is superbly poised and controlled, delivering authentic, confidence-inspiring feedback through the exquisite unassisted steering. At the slightest urge, the supercharged V6 responds immediately thanks to muscular torque available at all engine speeds. Immense stopping power provides great reassurance on the road and true stamina on track. The new, lighter, open-gate gear shifter delivers faster, more satisfying shifts and greater precision.

The Exige cuts an imposing silhouette on the road, from its purposeful design to its awe-inspiring dynamic capabilities, the intent is clear. Supreme on the track. Rewarding on the road.





The Exige range starts with the deeply capable Exige Sport 350. 345bhp meets just 1115kg wet for an impressive 309bhp per ton. Above that sits the mighty Exige Sport 410. Chargecooled for exceptional power and stamina on track, 410bhp meets 1091kg wet for 375bhp per ton.

The ultimate Exige experience is reserved for the astonishing Exige Cup 430. With 430bhp pushing just 1093kg wet, the result is nearly 406bhp per ton. The road and track weapon to rule them all.





# THE LOTUS EXIGE SPORT 350

Updated to keep ahead of the competition for 2018 and beyond, the ever-popular Exige Sport 350 continues to deliver driving excitement in its purest form.

A lesson in the value of a high power-to-weight ratio, the combination of potent, torque-rich, 3.5 litre supercharged V6 in a rigid, lightweight chassis provides thrilling acceleration and instant response. Pure, unassisted steering offers unrivalled feedback and vivid communication at all speeds.

Available as both Coupe and Roadster, the new Exige Sport 350 benefits from a revised, lighter front clam design. Sculpted for greater aerodynamic efficiency, it brings the Sport 350's styling in-line with the rest of the Exige range. A new design of rear wing, unique to the Sport 350, generates more downforce for greater high speed stability, without any increase in drag.

Choose from a wide range of lightweight, high-performance options including beautifully finished carbon fibre panels, forged wheels and an ultra-light (and fabulous sounding) titanium exhaust. Or



go one step further with the Lotus Exclusive program and work with the Lotus Design team to realize your vision for the perfect Exige. Intensely rewarding on the road and deeply capable on the track, the Sport 350 is a pure, thoroughbred driver's car with unsurpassed driver engagement. An epic, unmissable driving experience.



# TECHNICAL SPECIFICATION



## PERFORMANCE

Max power	345 hp at 7000 rpm (350 PS) (258 kW)
Max torque	295 lbft at 4500 rpm (400 Nm)
0-60 mph	3.7 seconds
0-100 km/h	3.9 seconds
Max speed	155 mph (250 km/h)
<i>Fuel Consumption mpg (l/100 km)</i>	
Urban	19.5 (14.5)
Extra Urban	37.2 (7.6)
Combined	28.0 (10.1)
CO2 emissions	235 g/km
Unladen weight	1115 kg

## ENGINE AND TRANSMISSION

3.5 litre DOHC V6 VVT-i, 24-valve, with Harrop Supercharger
Mid mounted, transverse, rear wheel drive
Lotus Electronic Throttle Control system
6 speed manual gearbox with sports ratios
BOSCH Electronic Differential Lock (EDL)

## CHASSIS AND BODY

Lightweight, extruded aluminium bonded chassis structure
Fully independent double wishbone suspension with front and rear anti-roll bar
Bilstein high performance gas dampers, front and rear
Eibach springs, front and rear
Red AP-Racing four-piston calipers

## SPORT 350

Lotus / BOSCH tuned ABS system
Lotus Dynamic Performance Management (Lotus DPM)
Lightweight battery

## EXTERIOR SPECIFICATION

LED front daytime running lights with integrated direction indicators
LED rear lamps with integrated direction indicators
Gloss black, cast alloy wheels (17" front and 18" rear)
Front Michelin PS4 tyres 205/45 R17
Rear Michelin PS4 tyres 265/35 R18
Lightweight black louvered tailgate panel
Rear parking sensors
Black soft-top (Roadster only)
Matt black front access panel, wing mirrors, rear transom and rear diffuser (no cost deletion)

## INTERIOR SPECIFICATION

Black leather steering wheel
Polished aluminium gear knob and leather handbrake sleeve
Black technical fabric sports

seats with part leather interior
Centre console with exposed gearshift
Driver and passenger airbags

## OPTIONS: INTERIOR AND TRIM

Leather trim pack
Tartan trim pack
Alcantara® trim pack
Leather steering wheel
Full Alcantara® steering wheel [black with red or yellow strip]
Alcantara® dashboard inserts
Interior colour pack
Full carpets
Floor mats

## OPTIONS: COMFORT AND COMMUNICATION

Air conditioning
Stereo plus two front speakers
Sound insulation
Cruise control

## OPTIONS: LIGHTWEIGHT AND PERFORMANCE

Carbon fibre hardtop [Coupe]
Carbon fibre hardtop [Roadster]
Carbon Fibre Sill Covers
Carbon fibre seats
Carbon fibre front access panel
Carbon aero pack [front splitter, rear wing, rear diffuser finish]
Carbon fibre louvered tailgate
Polycarbonate backlight glass
Silver, cast alloy wheels [17" front and 18" rear] [No Cost Option]
Lightweight satin black or silver forged alloy wheels [17" front and 18" rear]
Two-piece high performance brake discs
Titanium exhaust
A-frame, for fitment of 4 point harness [available via Lotus Aftersales post registration],
Battery isolator [incl. exterior kill switch]
Lightweight lithium-ion battery

## PAINT OPTIONS

Signature Paint
Metallic Paint

## LOTUS EXCLUSIVE OPTIONS

Exclusive paint: alternative metallic colours
Exclusive paint: alternative pearlescent colours
Exclusive paint: custom colour choice
Bespoke double colour stitching [any colour]
Exclusive leather: alternative colour
Specified forged wheel in alternative finish



# THE LOTUS EXIGE SPORT 410

A dramatic new addition to a uniquely thrilling range, the Exige Sport 410 sits proudly between the accomplished Sport 350 and extreme Cup 430. Powered by a 410bhp, supercharged V6 for astonishing acceleration and chargecooled for consistent power in all conditions, the Sport 410 is a major step forward for the Exige bloodline. Available as both Coupe and Roadster, the exceptional specification includes many parts taken straight from the Cup 430. Upgraded J-hook brake discs, 3-way Nitron dampers, an upgraded clutch and baffled sump are combined with extensive use of high quality carbon fibre as standard. This includes the new front splitter, front access panel, rear tailgate, rear wing, diffuser surround and seats. As a result, the Exige Sport 410 weighs just 1,054kg (dry) in its lightest possible configuration, making it the lightest Exige V6 to date.

A commitment to continuous improvement has found further aerodynamic gains. The Exige Sport 410 generates 7% more downforce than its predecessor for a new maximum of 150kg at 180mph. The revised front clam design is now common across the Exige range, yet the Sport 410 commands presence on the road with a



distinctive look all of its own. The rear wing is mounted higher than before and works with an extended aluminium diffuser for 90kg of downforce at the rear. This is carefully balanced by the front splitter and air-curtain elements for a further 60kg up front. Finely judged to perform brilliantly on the road and a force to be reckoned with on the track, this is a pure thoroughbred sports car with remarkable breadth of ability. Having 389bhp per ton at your disposal makes the Exige Sport 410 relentlessly thrilling and engaging to drive. So now we have a factory Exige with 410bhp and a comprehensive 3 year warranty. The Exige has come a long way. Fast.



# TECHNICAL SPECIFICATION



## PERFORMANCE

Max power	410 hp at 7,000 rpm (416 PS)
Max torque	310 lb ft from 3,000 to 7,000 rpm (420 Nm)
0-60 mph	3.3 seconds
0-100 km/h	3.4 seconds
Max speed (Coupe)	180 mph (290 km/h)
Max speed (Roadster)	145 mph (233 km/h)
CO2 emissions	242 g/km
<i>Fuel Consumption</i>	
Urban	14.9 l/100km
Extra-urban	8.1 l/100km
Combined	10.6 l/100km
Unladen mass	1,108 kg
Dry mass	1,074kg
Lightest possible dry mass	1,056 kg
Power-to-weight ratio (lightest possible dry mass)	389 hp/tonne (384 PS/1000kg)
Aerodynamic downforce at maximum speed	150 kg Front: 60 kg; Rear: 90 kg

## ENGINE AND TRANSMISSION

3.5 litre V6, 24-valve, water cooled, all aluminium engine, with Edelbrock supercharger and charger cooler

6-speed manual transmission, with gearbox cooler, coupled to Lotus' precision shift aluminium mechanism

Lightweight, single-mass, low inertia fly wheel and

240 mm diameter clutch

Baffled sump

## EXIGE SPORT 410

410 hp at 7,000 rpm (416 PS)
310 lb ft from 3,000 to 7,000 rpm (420 Nm)
3.3 seconds
3.4 seconds
180 mph (290 km/h)
145 mph (233 km/h)
242 g/km
14.9 l/100km
8.1 l/100km
10.6 l/100km
1,108 kg
1,074kg
1,056 kg
389 hp/tonne (384 PS/1000kg)
150 kg Front: 60 kg; Rear: 90 kg

## CHASSIS AND BODY

Anodised, lightweight aluminium, extruded, epoxy bonded and riveted high-stiffness chassis

Servo assisted, race-derived, lightweight two-piece J-hook ventilated brake discs (front 332 mm x 32 mm, rear 332 mm x 26 mm) and AP Racing four piston calipers

Unequal length, lightweight steel double wishbone suspension (front)

Unequal length, lightweight forged aluminium, double wishbone suspension (rear)

Adjustable Eibach® tubular front and rear anti-roll bars

Lotus-tuned, Nitron three-way dampers, adjustable for rebound (24 click adjustment settings) and low speed compression (24 click adjustment settings) and high speed compression (16 click adjustment settings) and Nitron springs

Driver selectable ESP modes – Drive/Sport/Race/Off

Tyre pressure monitoring system

Lightweight lithium-ion battery

## EXTERIOR SPECIFICATION

Lightweight front clam including drag-reducing air curtain and carbon fibre splitter

Carbon fibre front access panel

Lightweight carbon fibre tailgate with aerodynamically optimised rear wing in carbon fibre

Lightweight aluminium rear diffuser

Polycarbonate backlight

Matt Black Hardtop (Coupe only)

Black Softtop (Roadster only)

Brake calipers – red painted with black AP Racing logo

Lotus designed, ultralightweight, fully machined, forged aluminium wheels (17" front and 18" rear 10 spoke alloy wheels) in silver or black

Michelin Pilot Sport Cup 2 tyres (front 215/45 ZR17, rear 285/30 ZR18)

Mud flaps

LED daytime running lights

Rear parking sensors

ECE R116 approved immobiliser and remote activated alarm system

## INTERIOR SPECIFICATION

2 seat configuration

Carbon fibre sports seats, trimmed in black Alcantara®, and leather with contrast twin stitching

Centre console and door panels trimmed in a combination of black Alcantara® and leather with contrast stitching

Lotus developed steering wheel trimmed in black Alcantara®

## OPTIONS: INTERIOR AND TRIM

Leather trim pack

Tartan trim pack

Leather Trimmed Facia Vents

Leather steering wheel

Interior colour pack

Full carpets

Floor mats

## OPTIONS: COMFORT AND COMMUNICATION

Air conditioning

Stereo plus two front speakers

Sound insulation

Cruise control

## OPTIONS: LIGHTWEIGHT AND PERFORMANCE

Carbon fibre hardtop (Coupe)

Carbon fibre hardtop (Roadster)

Carbon fibre binnacle top

Carbon fibre sill covers

Carbon fibre rear diffuser finish

Carbon fibre barge boards

Titanium exhaust

A-frame, for fitment of 4 point harness (available via Lotus Aftersales post registration),

Fire extinguisher and battery isolator (incl. exterior kill switch)

Standard battery (no cost option)

## PAINT OPTIONS

Signature Paint

Metallic Paint

## LOTUS EXCLUSIVE OPTIONS

Exclusive paint: alternative metallic colours

Exclusive paint: alternative pearlescent colours

Exclusive paint: custom colour choice

Bespoke double colour stitching [any colour]

Exclusive leather: alternative colour

Specified forged wheel in alternative finish

Exterior Cost Option  
Matt Black Hardtop (Roadster only)



# THE LOTUS EXIGE CUP 430

Extreme. Intense. Exhilarating. Exceptional. The fastest Exige ever is a 1093kg projectile fired by a 430bhp cannon. Exploding from 0-60mph in a blistering 3.2 seconds, acceleration is relentless all the way to 180mph, at which point the highly advanced aerodynamics are generating 220kg of downforce. The supercharged, 430bhp V6 is an irresistible, chargecooled force. Lighter body panels, extensive use of carbon fibre and a titanium exhaust make for a highly moveable object. Putting them together results in an incendiary 407bhp per ton.

But there's much more to the Cup 430 than brute force. As with every other track-honed legend in the revered Exige bloodline, the Cup 430 remains a precision instrument. As agile, precise, responsive and balanced as only a 1093kg car can be. Once underway, the unassisted steering is delicate and alive in your hands, full of rich detail and vivid clarity. The Lotus-developed Nitron dampers are now 3-way adjustable for greater traction, sharper turn-in and finer body control. Combined with adjustable anti-roll bars, wide Michelin Pilot Sport Cup 2s and genuine downforce, they generate cornering forces so enormous, we had to fit a baffled sump. Up-rated two-piece, j-hook brake discs resist cracking



and vibration while providing extra stopping power and greater stamina on track. In addition to the highly advanced Lotus DPM (Dynamic Performance Management) system, you'll find a new, motorsport-derived, 5-stage traction control system to help contain the supercharged fury behind you.

Deeply engaging on the road and formidable on the track, the Exige Cup 430 combines purity and power like never before. The result is a unique, essential driving experience. Not merely the ultimate Exige, this is the sports car redefined.





# TECHNICAL SPECIFICATION



## PERFORMANCE

Max power	430 hp at 7,000 rpm (436 PS)
Max torque	325 lb ft from 2,600 rpm to 6,800 rpm (440 Nm)
0-60 mph	3.2 seconds
0-100 km/h	3.3 seconds
Max speed	180 mph (290 km/h)
<i>Fuel Consumption mpg (l/100 km)</i>	
Urban	18.6 mpg (15.21 / 100km)
Extra Urban	34.0 mpg (8.31 / 100km)
Combined	26.2 mpg (10.81 / 100km)
CO2 emissions	245g / km
Kerb weight	1,093 kg
Dry weight	1,059 kg
Lowest possible dry weight*	1,056 kg
Power-to-weight ratio (dry weight)	406 hp per tonne
Aerodynamic downforce at maximum speed	220 kg
	Front: 100 kg; Rear: 120 kg
Hethel lap time	1:24.8 seconds

## ENGINE AND TRANSMISSION

3.5 litre DOHC V6 VVT-i, 24-valve, with Edelbrock Supercharger
Mid mounted, transverse, rear wheel drive
Baffled sump
6 position variable traction control
6 speed manual gearbox with sports ratios
Electronic Differential Lock (EDL)
Driver selectable ESP modes - Drive/Sport/Race
Titanium Exhaust System

## EXIGE CUP 430

430 hp at 7,000 rpm (436 PS)
325 lb ft from 2,600 rpm to 6,800 rpm (440 Nm)
3.2 seconds
3.3 seconds
180 mph (290 km/h)
18.6 mpg (15.21 / 100km)
34.0 mpg (8.31 / 100km)
26.2 mpg (10.81 / 100km)
245g / km
1,093 kg
1,059 kg
1,056 kg
406 hp per tonne
220 kg
Front: 100 kg; Rear: 120 kg
1:24.8 seconds

## CHASSIS AND BODY

Lightweight, extruded aluminium bonded chassis structure
Fully independent double wishbone suspension with adjustable front and rear anti-roll bar
Nitron three-way adjustable dampers
Nitron springs, front and rear
AP Racing two-piece high performance J-Hook brake discs
Red painted brake calipers
Tyre pressure monitoring system
T45 steel roll hoop
ABS system
Lightweight lithium-ion battery
New oil cooling system

## EXTERIOR SPECIFICATION

LED front day time running lights with integrated direction indicators
LED rear lamps with integrated direction indicators
Lightweight red, silver or black forged alloy wheels (17" front and 18" rear)
Front Michelin Pilot Sport Cup 2 tyres 215/45 R17
Rear Michelin Pilot Sport Cup 2 tyres 285/30 R18
Rear fabric strap towing loop
Polycarbonate backlight glass

Rear parking sensors
Headlamp aperture decal
Lightweight full carbon fibre tailgate panel
New style lightweight front clam
Carbon fibre front splitter
Carbon fibre straight rear wing
Carbon fibre rear diffuser finisher
Carbon fibre front access panel
Carbon fibre side intake
Carbon fibre hard top
Carbon fibre air curtains
Red highlight on front access panel, hardtop and air curtains
Spoiler uprights linked to wheel colour choice (available in red, silver or black)

## INTERIOR SPECIFICATION

Black Alcantara® trimmed steering wheel
Polished aluminium gear knob and leather handbrake sleeve
Black Alcantara® trimmed carbon fibre sports seats with contrast stitching
Black Alcantara® trimmed door cards and centre console with contrast stitching
Alcantara® trimmed vent surrounds
Carbon fibre sill covers

Carbon fibre binnacle cover
Centre console with exposed gearshift
Driver and passenger airbags
Black trinket tray
<b>OPTIONS: INTERIOR AND TRIM</b>
Full carpets
Floor mats
Leather Trim Pack (No Cost Option)
Tartan Trim Pack (No Cost Option)
Interior Colour Pack - Seat eyelets, centre console surround, HVAC surround and window lift switch bezel painted in red, yellow, silver, orange, black or white. This is a cost option

## OPTIONS: COMFORT AND COMMUNICATION

Air conditioning
Bluetooth® enabled stereo plus two front mounted speakers
Sound insulation
Cruise control

## OPTIONS: LIGHTWEIGHT AND PERFORMANCE

A-frame + 4 point harness* + Airbags deletion (inc Alcantara® non airbag steering wheel - Aftersales dealer fitment required)
Fire Extinguisher

Battery Isolator
Standard Battery (No Cost Option) *Supplied via Lotus Aftersales post vehicle registration

## PAINT OPTIONS

Signature paint
Metallic paint

## LOTUS EXCLUSIVE OPTIONS

Exclusive paint: alternative metallic colours
Exclusive paint: alternative pearlescent colours
Exclusive paint: custom colour choice
Bespoke double colour stitching [any colour]
Exclusive leather: alternative colour
Specified forged wheel in alternative finish

# FURTHER INFORMATION

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safety laws must be obeyed and safety belts worn at all times. The track driving and stunt images, for example page 7, contained in this brochure were taken on a closed circuit using professional drivers. Do not attempt to recreate this style of driving. Use of the vehicle on track or in a competitive manner is not endorsed by Lotus. Participation in use off road, including on closed circuit tracks or for use in a competitive manner, including timed laps or runs will invalidate the manufacturer's warranty and the vehicle will require appropriate levels of expert vehicle preparation and servicing. Customers are responsible for ensuring that their cars comply with all relevant road, track and or race regulations at all times. CARS INTENDED FOR TRACK USE ONLY CARRY NO MANUFACTURER'S WARRANTY OTHER THAN THAT REQUIRED BY LAW.

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a test drive, please visit our website.  
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