

THE LOTUS EVORA RANGE



“Simplify, then add lightness”



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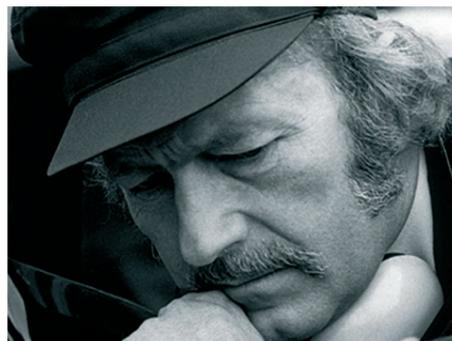
A UNIQUE PLACE IN HISTORY

From the original Elite to the latest Evora, Lotus has remained true to its founding principles. Lightweight construction, efficient use of the minimum number of parts, a perfectly balanced chassis and tactile, communicative steering are evident in every driving icon to proudly carry the Lotus badge.

Since the day Colin Chapman 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 achieved 81 victories, 102 pole positions and 13 World Championships from over 500 Grand Prix starts. Lotus designs have also beaten the best in World Rally, Le Mans, Indy Car, Touring Car and numerous Sports Car and GT classes around the world.

Colin Chapman applied pioneering, lightweight engineering to every one of his race and road cars. He is widely regarded as one of the most influential automotive engineers of all time. From the

introduction of the monocoque chassis, to aerofoil wings, 'ground effect' and active suspension, Chapman's innovations changed racing car design forever. Lotus continues to push the boundaries of automotive design and engineering today with expertise in lightweight construction, performance electronics, the bonded aluminium chassis, the world's only mid-engined 2+2 sports car and industry benchmark steering, ride and handling. A deeply ingrained passion for innovation remains at the heart of everything Lotus does today.



Above: 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 LIGHT WEIGHT

Throughout the 1950's, Lotus constructed a series of aerodynamically advanced, lightweight Sportsracers. Typified by the revered Lotus Eleven that won its class at Le Mans in 1957, all were spectacular examples of Colin Chapman's ethos. His passion for innovative, lightweight engineering was best encapsulated by his famous quote from the launch of the Lotus Seven in 1957: "to increase performance, add lightness".

Chapman's engineering ideals, proven time and time again in the toughest of environments, are more relevant today than ever. They live-on in the celebrated Lotus Elise. 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 delivers the ultimate driving sensation, providing

exceptional feedback with thrilling acceleration and extremely low running costs for the performance on offer. Over two decades later, it remains unmatched for precision, agility and pure driving engagement.

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 optimized 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 exciting, most capable range of road cars Lotus has ever built.



Cars shown: Lotus 3-Eleven 430, Evora GT430, Exige Cup 430 and Elise Cup 250



Car shown: Lotus 3-Eleven

BUILT-IN PERFORMANCE



The name Lotus is synonymous across the world with sublime handling and exceptional vehicle dynamics. The key to it all is that every Lotus is designed and engineered from scratch with a singular focus. Every Lotus is purpose-built to be a pure 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 an exceptionally light, rigid chassis designed by a company with seven decades of elite-level motorsport experience. Every Lotus, from the Elise Sport 220 to the Evora GT410



Sport, 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 ideal platform for some of the highest quality suspension components to be found on any road car.

Each and every Lotus car features the optimal, cost-no-object design of unequal length double wishbones for superior kinematics, absolute precision, intuitive response and maximum tyre grip. With all four contact patches optimally controlled, the Elise 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 world-renowned ride and handling expertise, is the on-site test track at Hethel. A luxury enjoyed by 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 Colin Chapman's principle of performance through light weight.



THE LOTUS **EVORA**



THE LOTUS EVORA INTRODUCTION



Like every Lotus before it, the Evora benefits from a unique approach to driving dynamics. It's a car for devoted drivers who enjoy race car responses but also want some refinement and practicality for the open road. Designed and engineered to ensure that the driver is fully immersed in a sensory experience, it's capable of making even the most ordinary drive feel special. Expertise earned from seven decades in motorsport has been applied to develop a sports car with equal prowess on both road and track. In race form, the Evora GT4 is a proven winner, successfully competing in numerous endurance series, including the MSA British Endurance Championship, American Le Mans Series and the Le Mans 24-hours. Back on the road, the Evora rewards its driver with vivid communication, sublime handling, exquisite poise and real usability across all road surfaces and at all speeds.

The essence of the Evora is found in its exceptional engineering and focus on

real-world performance. Production combines high-technology processes with hand finishing techniques, from chassis construction through to final assembly. Teams of specialists oversee every process, ensuring that high-quality engineering standards are met during every stage of the build. Completed cars undergo rigorous rolling road and water-ingress tests to ensure absolute reliability and performance. The state-of-the-art chassis is unique to the Evora. Constructed using bonded aluminium extrusions, it's extremely light yet incredibly stiff with a central tub forming the driver's cockpit and safety cell - a process widely used in modern racing car construction. Its unique design delivers exceptional torsional rigidity - it takes 27,000 Nm to twist it just one degree. This rigidity allows Lotus engineers to fine tune the forged aluminium, double wishbone suspension for more compliance, improving ride comfort without compromising the exceptional handling dynamics.



MAKE EVERY DRIVE SPECIAL

First and foremost a pure driver's car for the road, the Evora proves that the value of motorsport engineering extends far beyond the race track. Its functional aerodynamics, bonded aluminium chassis, Bilstein dampers, Eibach springs, forged aluminium wishbones and AP Racing brakes are all motorsport grade, intelligently applied for road use. The Evora's towering dynamic abilities were honed by countless development miles on some of the world's most demanding roads and test facilities.

Focused driving is effortless with precise, intuitive steering response allied to huge reserves of mechanical grip, agility and poise. As the twisting tarmac disappears beneath you, the Evora flows, settling into a rhythm, smoothing

out rough surfaces, breathing with the road for an enthralling, immersive driving experience.

Whatever the road throws at you - sweeping curve, challenging hairpin or undulating straight, the Evora demonstrates complete mastery over them all. An elegant, low-drag, fastback design combines fluid lines and a swept-forward cabin with an athletic stance and distinctive presence. The meticulously weighted hydraulic power steering remains an industry benchmark. A tactile delight, it displays total fluency on the road, transmitting authentic feedback directly to the driver while filtering out unwanted noise, keeping you focused and uniquely connected to the road.



THE LOTUS EVORA GT410 SPORT

Relentless development has led to the next evolution of Evora. The stunning new GT410 Sport takes the Evora's unique attributes to spectacular new heights. Small car agility, precision and response meets GT car refinement and comfort like never before.

Re-styled with advanced aerodynamic elements taken straight from the limited production Evora GT430, the GT410 Sport generates significantly more downforce than its predecessor without any increase in drag. So much so, it is now the most aerodynamically efficient Lotus of all. As a pure driver's car it remains unchallenged in its class, setting new standards for precision, communication and driver engagement at all speeds.

Available as both a two-seater or 2+2, with a choice of 6-speed manual or paddleshift automatic transmissions, a wide range of options allows you to specify your car for enhanced GT comfort or greater track focus. Featuring exquisite quality carbon fibre panels as standard, the flagship Lotus is now faster, sharper and more appealing than ever.



TECHNICAL SPECIFICATION

PERFORMANCE

	EVORA GT410 SPORT (MANUAL)	EVORA GT410 SPORT (AUTOMATIC)
Max power	410 hp at 7,000 rpm (416 PS)	410 hp at 7,000 rpm (416 PS)
Max torque	302 lb ft from 3000 to 7000 rpm (410 Nm)	302 lb ft from 3000 to 7000 rpm (410 Nm)
0-60 mph	4.0 seconds	3.9 seconds
0-100 km/h	4.2 seconds	4.1 seconds
Max speed	186 mph (300 km/h)	174 mph (280 km/h)
<i>Fuel consumption (WLTP) mpg (l/100 km)</i>		
Low	16.9 (16.7)	15.5 (18.2)
Medium	26.4 (10.7)	25.4 (11.1)
High	31 (9.1)	30.1 (9.4)
Extra high	29.7 (9.5)	29.4 (9.6)
Combined	26.7 (10.6)	25.7 (11)
Combined CO ₂ emissions	239 g/km	248 g/km
Unladen weight	1361 kg	1368 kg
Power-to-weight ratio	301 hp per tonne	300 hp per tonne
<i>Aerodynamic downforce at maximum speed</i>	55 kg	48 kg

ENGINE AND TRANSMISSION

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

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

Lightweight, single-mass, low inertia fly wheel

Torsen-type limited slip differential (manual only)



CHASSIS AND BODY

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

Servo assisted, lightweight 2-piece cross-drilled and ventilated brake discs and AP Racing four piston calipers (front 370mm x 32mm, rear 350mm x 32mm)

Unequal length, high lateral stiffness, forged aluminium, double wishbone suspension with Eibach tubular front and rear anti-roll bars

Sports suspension package: Eibach ultra-light, low-sideload springs, front and rear, fitted to Bilstein sports dampers

Lotus tuned hydraulically-assisted, rigidly-mounted, rack and pinion steering system, with 2.86 turns lock-to-lock

Driver selectable ESP modes – Drive/Sport/Race

Active exhaust valve control

Tyre pressure monitoring system

Lightweight lithium-ion battery

EXTERIOR SPECIFICATION

Lightweight rear sport diffuser (new aluminium diffuser)

Carbon fibre front access panel

Carbon fibre roof panel

Lightweight carbon fibre tailgate with integrated rear spoiler and louvred backlight



Side sills in matt black finish

Mirror caps in gloss black finish

Glass rear quarter panel

AP Racing brake calipers, yellow finish with black logo

Michelin Pilot Sport Cup 2 tyres (front 235/35 R19, rear 285/30 R20)

Lotus designed, ultra-lightweight, forged aluminium wheels (19" 8J front and 20" 9.5J rear alloy wheels) in silver or matt black

Powerfold and heated door mirrors

Bi-xenon headlights

LED daytime running lights

Oval exhaust finisher

Immobiliser and remote activated alarm system

INTERIOR SPECIFICATION

2+0 seat configuration

Carbon fibre sports seats, trimmed in black Alcantara with contrast twin stitching in yellow or red

Instrument panel, centre console and door panels trimmed in black Alcantara with contrast twin stitching in yellow and white or red and white

Steering wheel trimmed in black leather and Alcantara, with black stitching

Door grab handle in black Alcantara, gear lever gaiter and hand brake sleeve in black leather

Alcantara trimmed binnacle cover and switch cover

Interior colour pack – centre console panel and door grab handles in contrast yellow or red finish (cost option)

Instrument panel surround, steering wheel finisher, HVAC panel and door release levers in gunmetal finish

Rear parking sensor

Lightweight aluminium gear knob

Aluminium face level vents and blanking plate surround

Dark grey headlining

Black carpet

Carbon fibre door sill inserts

Lightweight driver's footrest

Lightweight aluminium pedal pads

OPTIONS: INTERIOR AND TRIM

2+2 seating configuration (must be specified with Sparco sports seats)

Sparco sports seats, trimmed in black Alcantara, with contrast twin stitching in yellow or red

Lotus developed steering wheel trimmed black Alcantara with racing line indicator

Leather pack – full black leather interior, including seats, instrument panel upper and door panel upper (replacing Alcantara components) (no cost option)

OPTIONS: EXTERIOR AND BODY

Mud flaps

Carbon fibre rear diffuser surround

OPTIONS: COMFORT AND COMMUNICATION

Air conditioning

Premium infotainment unit (7" screen, including Apple CarPlay & Android Auto, satellite navigation and reversing camera)

Subwoofer and amplifier

Sound insulation

Cruise control

OPTIONS: LIGHTWEIGHT AND PERFORMANCE

6-speed automatic transmission

Race suspension package: Lotus-tuned, Öhlins TTX aluminium two-way adjustable dampers – twenty click adjustment compression and rebound; twin tube design; low internal friction

Touring suspension package: Bilstein non-adjustable dampers, with touring pack specification with Michelin PS4S Tyres (Evora 400 wheel specification) (no cost option)

Lotus designed, ultra-lightweight, forged aluminium wheels (19" 8J front and 20" 10.5J rear 10 spoke alloy wheels) in silver or black (GT430 design). Tyre size 235/285

PAINT OPTIONS

Lotus designed, lightweight, forged aluminium wheels 19" 8J front and 20" 9.5J rear 10 spoke alloy wheels) in silver or black (Evora 400 specification) (no cost option)

Titanium exhaust

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

PAINT OPTIONS



SOLID YELLOW C206



SOLID RED C183



METALLIC SILVER C190



METALLIC WHITE C201



RACING GREEN C203



METALLIC BLUE C202



METALLIC ORANGE C205



METALLIC LIGHT BLUE C208

METALLIC PAINTS



EVORA SILVER C180



METALLIC GREY C185



METALLIC BLACK C186



METALLIC DARK GREY C213

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FURTHER INFORMATION

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