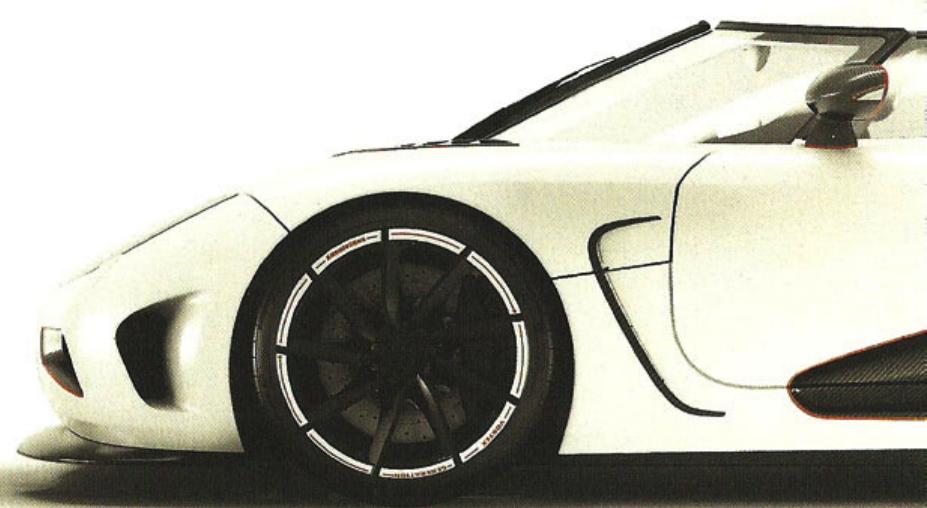




Koenigsegg

Blank your mind

Last year's Agera showcar is history. This year's production Agera is born. A butterfly, completely transformed in a metamorphosis from an earlier stage in life. It is a new breed, made from the same DNA. It defines the next generation of Koenigsegg cars, as well as the next generation of Hypercars. Take a fresh look.



Power – Extreme power

Perfection comes when each and every detail work in absolute harmony with each other. The power output, powerband, power per cubic cm and power to weight of the Agera engine is from another world. Still the engine is docile, smooth, reliable and fully homologated for road use. What is even more astonishing is that the Agera engine is developed in-house by Koenigsegg and truly tailor made to fit the character of the Agera. To top it all, the Agera R can even go ballistic on green E85 fuel.



Control – Extreme Control

Power without control is just wasted energy. Given the advanced chassis and aerodynamics, the Agera is not over powered – on the contrary one could argue it is over controlled. Never before has 1.2 kilogram per horsepower been so accessible and enjoyable.

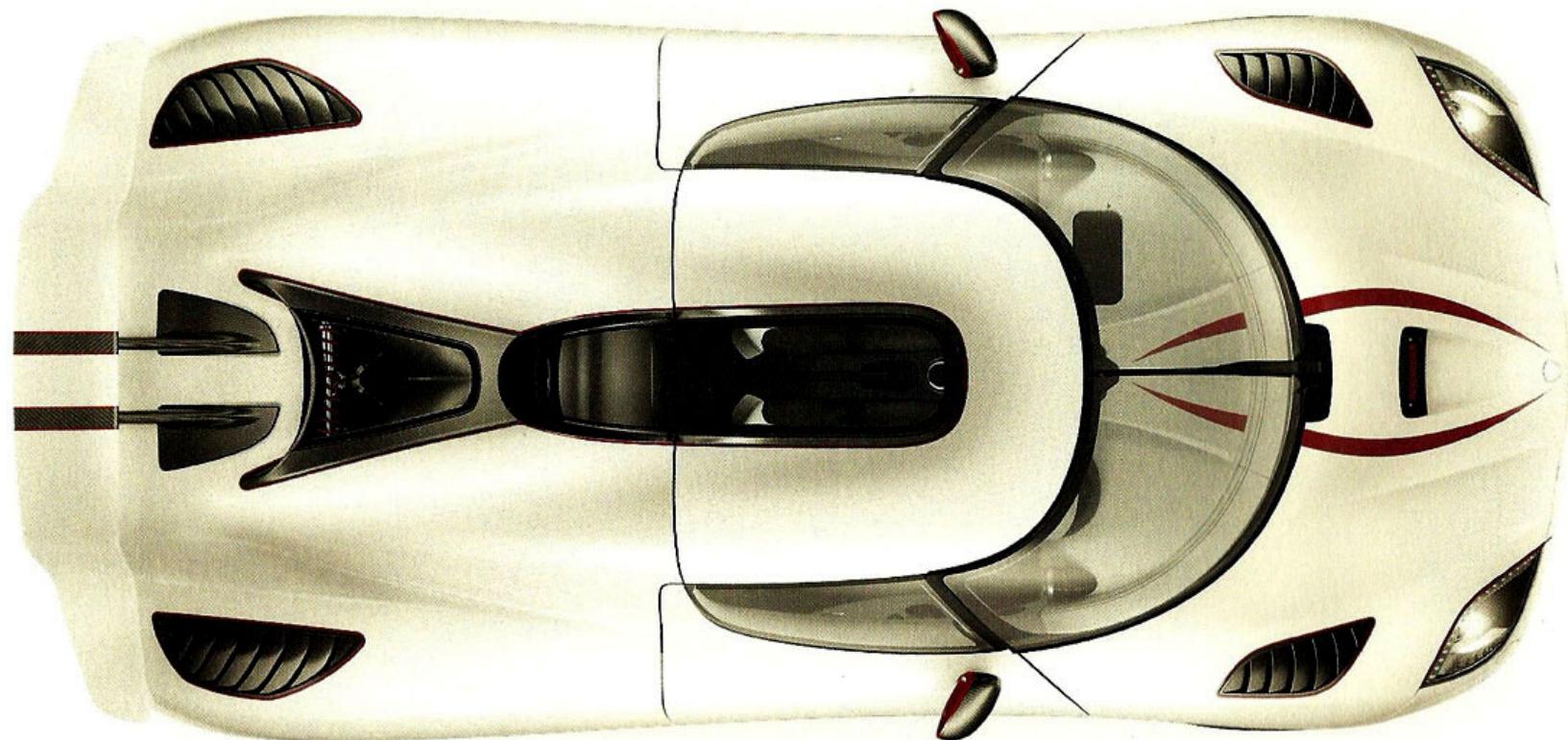




The Dolphin

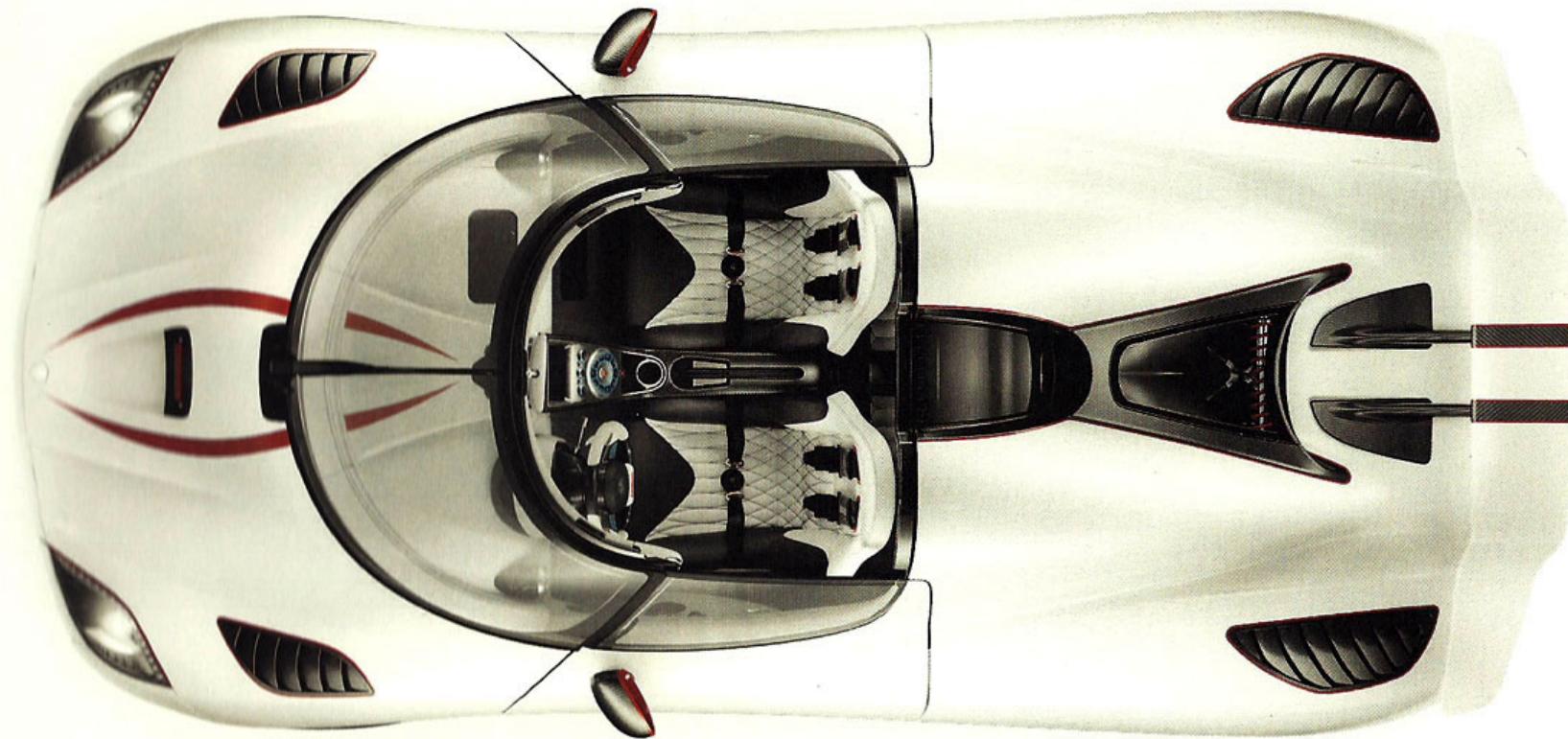
The Agera is not about pure minimalism — it is about pure functionality.

The Agera is created for a purpose — to be efficient in every aspect. Every single detail serves this higher purpose, and this is the reason why it looks and feels the way it does. Almost like a dolphin, with its dynamic wing on its back.

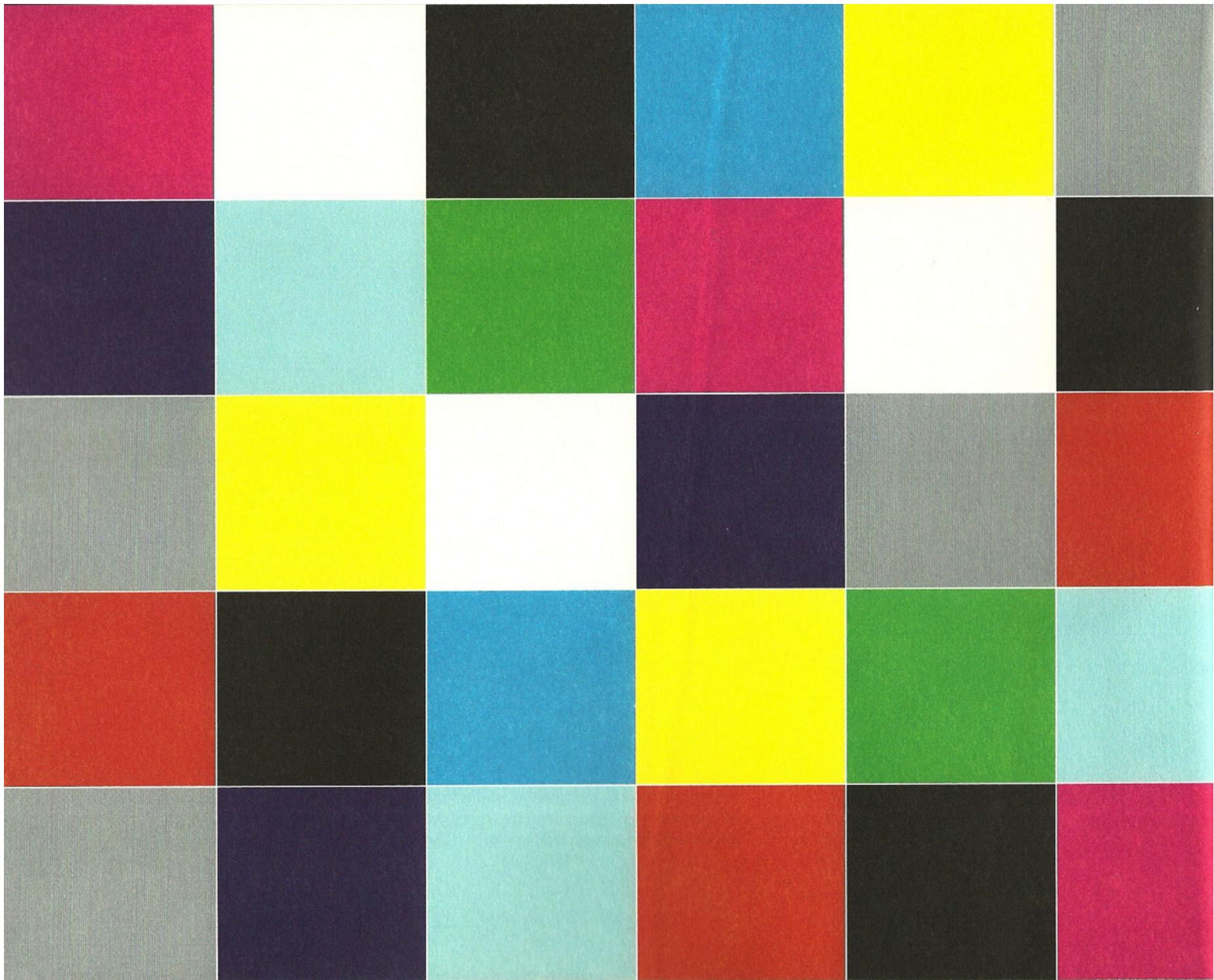


Like no other

Created from one man's vision — for visionaries. It does not try to replicate or follow — it just is. The Agera is a machine that exudes perfection and individuality. It is one of a kind. Still, being different is not enough. The Agera also has to be stronger, faster, more enjoyable — more practical.



During the process of creation nothing was left to chance. Every part of the machine has to work hand in hand to reach the goal of ultimate performance – in every aspect. Just check out the specification and make up your own mind. Or even better, take it for a drive.





As you wish



Go beyond

The perfect Hypercar is not only about breaking records on racetracks. It takes more than that. The Agera is made for life. Allied with the world's leading brands in car accessories, tyres and outdoor activities, we provide new dimensions for the Agera. From the city streets, to snow capped mountain tops — go wherever you want to go.

Specifications Agera



Performance

Power output: 940 hp at 6900 rpm - redline @ 7250 rpm
Torque: over 1000 Nm from 2700 to 6170 rpm
Max torque: 1100 Nm at 4000 rpm
Acceleration: 0-100 km/h (0-62 mph) 3 seconds
0-200 km/h 8.0 sec, 0-200-0 km/h 13.5 sec
Braking distance: 30.5m (100-0 km/h)
Lateral g-force: 1.6 g
Fuel consumption: Highway travel: 12.5 l/100km,
Combined: 14.7/100km
Weight-to-power ratio: 1.41 kg/hp (dry weight)
Weight distribution: 45% front, 55% rear
Emission levels: Euro V and lev 2

Aerodynamics

Cd: 0.33 to 0.37 with adaptable rear wing.
Frontal Area: 1.873 m²
Total Downforce at 250 km/h: 300 kg
Flat underside of chassis. Venturi tunnels at rear of chassis/body.

Dimensions

Total length: 4293 mm (109")
Total width: 1993 mm (78.0")
Total height: 1120 mm (44.1")
Ground clearance: Rear: 100 mm (3.94") Front: 100 mm (3.94")
Wheelbase: 2062 mm.
Front track: 1700 mm. Rear track: 1650 mm.
Front overhang: 886mm Rear overhang: 752mm
Fuel capacity: 60 litres
Luggage compartment: 120 litres (31.7 US gallons)
Dry weight: 1330 kg
Curb weight: 1435 kg (all fluids plus 50% fuel)
Maximum laden weight: 1650 kg (full tank, two passengers, full luggage)

Chassis

Carbon fibre with aluminium honeycomb and integrated fuel tanks for optimal weight distribution and safety.
Monocoque torsional rigidity: 65,000 Nm/degree.
Weight including tanks: 70 kg.
Front and rear suspension: Double wishbones, two-way adjustable VPS gas-hydraulic shock absorbers, pushrod operated.
Electronically adjustable ride height.
Front: Cro-Mo subframe, with integrated crash members.
Rear: Semi-stressed engine and gearbox with support struts, for needle bearings and o-ringed wishbone bushings
optimal rigidity and no engine inertia movements.

Fully machined aircraft aluminium uprights, with SKF LeMans specification 150mm angle contact ball bearings.
GKN hollow/gun-drilled driveshafts.
Koenigsegg Z-style progressive and lightweight anti-roll bars front and rear.

Engine

Koenigsegg aluminum 5.0L V8, 4 valves per cylinder, double overhead camshafts
Compression: 9.0:1
Bore: 91.7 mm Stroke: 95.25 mm
Sequential, multipoint fuel injection.
Twin turbo superchargers
1.3 bar boost pressure.
Dry sump lubrication.
Carbon fibre intake manifold with optimised intake tracts.
Tig-welded ceramic coated inconel exhaust system manifold with merge collector.
Weight: 197 kg

Transmission

Specially developed 7-speed dual clutch, 1 input shaft transmission with paddle-shift.
Electronic differential

Steering

Rack and pinion power assisted steering, 2.7 turns lock-to-lock.
Turning circle: 11 metres. TRW electro-hydraulic power-assisted.

Brakes

Front brakes: Ventilated ceramic discs Ø 392 mm, 36 mm wide.
6-piston callipers. Power-assisted.
Rear brakes: Ventilated ceramic discs Ø 380 mm, 34 mm wide.
4-piston callipers. Power-assisted.

Traction Control

F1-style for optimal performance with 5 different handling modes.

Wheels

Koenigsegg forged Vortex generating aluminium wheels with centre locking
Front: 19" x 9.5"
Rear: 20" x 12.5"

Tyres

Dedicated Michelin Supersport
Unidirectional with asymmetric thread pattern
Front: 265/35 - 19" (Y)
Rear: 345/30 - 20" (Y)
Speed rating: 420+ km/h

Body

Two-door, two seater with removable hardtop stowable under the front hood lid. Body made from pre-impregnated carbon fibre/kevlar and lightweight sandwich reinforcements. Carbon vents over wheels.

Electrical System

Solid state digital semiconductors - no fuses or relays. Can bus operated and fully programmable functionality.

Equipment

Dual airbags, detachable storable hardtop with glass roof, power windows, rear wing, adjustable pedals and steering column, Agera stitching, adjustable seats in rake and length, carbon ceramic brakes with Sport ABS, Intelligent LifePo4 battery, hydraulic lifting system, power steering, power brakes, extra 4 point seatbelts for track use.
satnav, MP3 player, USB connection, climate control, digital warning and info system, G sensor, alarm, tyre monitoring system, silver key, leather carpets, roof storage bag, car cover.

Extra Equipment

Fitted luggage, special leather and colour requests, full visible carbon body, Inconel exhaust system, adaptive rear wing, Front winglets, Triplex rear suspension rear view camera, heated seats, ski box roof, skis, winter wheel package, 4 point racing harnesses.

3 Year Warranty. All information correct at time of printing, and subject to change.

Specifications Agera R



Performance

Power output: 1115 hp at 6900 rpm - redline @ 7250 rpm
Torque: over 1000 Nm from 2700 to 6170 rpm
Max torque: 1200 Nm at 4100 rpm
Acceleration: 0-100 km/h (0-62 mph) 2.9 seconds
0-200 km/h 7.5 sec, 0-200-0 km/h 12.7 sec
Braking distance: 30.5m (100-0 km/h)
Lateral g-force: 1.6 g
Fuel consumption: Highway travel: 12.51/100km,
Combined: 14.7/100km
Weight-to-power ratio: 1.19 kg/hp (dry weight)
Weight distribution: 45% front, 55% rear
Emissions levels: Euro V and lev 2

Aerodynamics

Cd: 0.33 to 0.37 with adaptable rear wings.
Frontal Area: 1.873 m²
Total Downforce at 250 km/h: 300 kg
Flat underside of chassis. Venturi tunnels at rear of chassis/body.

Dimensions

Total length: 4293 mm (169")
Total width: 1996 mm (78.6")
Total height: 1120 mm (44.1")
Ground clearance: Rear: 100 mm (3.94") Front: 100 mm (3.94")
Wheelbase: 2662 mm.
Front track: 1700 mm. Rear track: 1650 mm.
Front overhang: 885mm Rear overhang: 752mm
Fuel capacity: 80 litres
Luggage compartment: 120 litres (31.7 US gallons)
Dry weight: 1330 kg
Curb weight 1435 kg (all fluids plus 50% fuel)
Maximum laden weight: 1650 kg (full tank, two passengers, full luggage)

Chassis

Carbon fibre with aluminium honeycomb and integrated fuel tanks for optimal weight distribution and safety.
Monocoque torsional rigidity: 65,000 Nm/degree.
Weight including tanks: 70 kg.
Front and rear suspension: Double wishbones, two-way adjustable VPS gas-hydraulic shock absorbers, pushrod operated.
Triplex damper in the rear.
Electronically adjustable ride height. Front: Cro-Mo subframe, with integrated crash members.
Rear: Semi-stressed engine and gearbox with support struts,

for needle bearings and o-ringed wishbone bushings
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Fully machined aircraft aluminium uprights, with SKF LeMans specification 150mm angle contact ball bearings.
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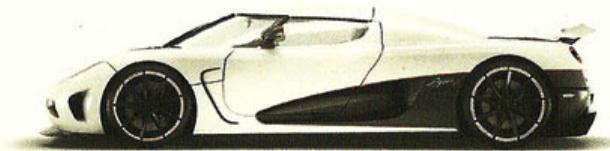
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