

## THE LOTUS **EXIGE** RANGE



**“Simplify, then add lightness”**



# THE LOTUS EXIGE

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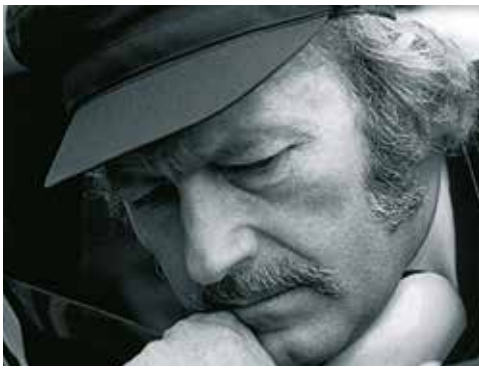
A UNIQUE PLACE IN  
HISTORY

From the original Elite to the latest Evora, Lotus has remained true to its founding principles. 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 **EXIGE**

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## THE LOTUS EXIGE INTRODUCTION

An idea forged in the white heat of competition but also extensively developed for the road, the Exige has always blended the extreme with the sublime. With a choice of potent supercharged V6 engines, a motorsport-proven chassis, dramatic styling and hardcore handling, the recipe for intense performance remains uncompromising. Benefitting from continuous evolution since the original was launched in 2000 with 177bhp, the latest Exige Cup 430 packs a staggering 430bhp and generates up to 171kg of downforce.

Every Exige has a commanding presence way beyond its size. The aggressive styling underlines its racing pedigree with fully functional, downforce-generating aerodynamics a statement of its performance intent. Motorsport-grade engineering is evident in every component, starting with a lightweight, torsionally

rigid chassis which doubles as a strong safety cell. This allows the huge outputs produced by the supercharged V6s to be transmitted to the road efficiently and with assured composure. The power-to-weight ratios may suggest brutal acceleration but every Exige is, first and foremost, a precision instrument. The mid-engined configuration maximizes traction and optimizes 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, all-alloy and naturally balanced for smooth, linear power, acceleration is savage and relentless with such a low mass to propel. Muscular torque is instantly available right across the rev range, making the Exige effortless and surprisingly refined on the road.

Intense performance comes from intensive attention to detail. Race-derived components including unequal-length double wishbone suspension, Bilstein dampers, Eibach springs and AP Racing brakes have been meticulously developed through countless hours on road and track. A sophisticated Dynamic Performance Management (DPM) system helps the driver manage the formidable firepower, offering reassuring 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 - wet or dry. It aids stability and turn-in on the way into corners and maximizes traction out of them, 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 quicker with the system switched off.



# LIGHTWEIGHT AGILITY HEAVYWEIGHT PUNCH

The Exige takes the transition from challenging race track to open road in its stride. Masterfully honed suspension works in perfect harmony with the motorsport-proven chassis to deliver unmatched 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, surging forward on a wave of torque. The AP Racing brakes are quick to reassure with immense stopping power on the road and fade-free performance on the track. The new, lighter, open-gate gear

shifter delivers faster, more satisfying shifts and greater precision. Rewarding on the road. Supreme on the track. The Exige's dynamic abilities inspire awe and command respect wherever it goes.

The Exige range starts with the deeply capable Exige Sport 350. Available as a Coupe or Roadster with a 6-speed manual or paddleshift automatic, 345bhp meets just 1125kg for 307bhp per ton. Above that sits the mighty Exige Sport 410. Chargecooled for exceptional power and stamina on track, 410bhp meets 1110kg for 369bhp per ton. The ultimate Exige experience is reserved for the astonishing Exige Cup 430. With 430bhp pushing just 1110kg, the result is a heady 387bhp per ton. The road and track weapon to rule them all.





# THE LOTUS EXIGE SPORT 350

Updated to stay ahead of the competition for 2019 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, mid-mounted in a rigid, lightweight chassis provides thrilling acceleration and instant response. Pure, unassisted steering offers exquisite feedback and vivid communication at all speeds. The Exige responds to steering inputs quickly, cleanly and intuitively, handling as only a 1125kg car can.

Available as both Coupe and Roadster, the latest 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. It also works with the rear wing and diffuser to generate 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. A thoroughbred driver’s car with exceptional driver engagement, the Exige Sport 350 remains an epic, unmissable driving experience.



## TECHNICAL SPECIFICATION



### PERFORMANCE

Max power

Max torque

0-60 mph

0-100 km/h

Max speed

Fuel Consumption (WLTP)  
mpg (l/100 km)

Low

Medium

High

Extra high

Combined

Combined CO<sub>2</sub> emissions

Unladen weight

### SPORT 350 COUPÉ

345 hp at 7000 rpm (350 PS)  
[257.5 kW]

295 lb ft at 4500 rpm (400 Nm)

3.9 seconds

4.1 seconds

170 mph (274 km/h)

17.4 (16.2)

28.2 (10)

32.8 (8.6)

32.1 (8.8)

28.2 (10)

225 g/km

1125 kg

145 mph (233 km/h)

1114kg

### 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

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: LIGHTWEIGHT AND PERFORMANCE

Carbon fibre roof (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

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 Exige Cup 430. AP Racing J-hook brake discs, 3-way Nitron dampers, an uprated clutch and baffled sump are combined with stunning quality carbon fibre panels including the front splitter, front access panel, rear tailgate, rear wing and race seats. As a result, the Exige Sport 410 weighs just 1,110kg in its lightest possible configuration, making it the lightest Exige V6 to date.

A commitment to continuous improvement has produced further aerodynamic gains, bringing maximum downforce to 115kg at 174mph. The revised, lighter, front clam



design is now shared across the Exige range, yet the Sport 410 commands presence on the road with a distinctive look all of its own. The high-mounted rear wing works with an extended aluminium diffuser to generate 70kg of downforce at the rear. This is carefully balanced by the front splitter and air-curtain elements for a further 45kg 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 real breadth of ability. Having 369bhp-per-ton at your disposal ensures the Exige Sport 410 is 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

Max torque

0-60 mph

0-100 km/h

Max speed (Coupe)

Max speed (Roadster)

Fuel Consumption (WLTP)  
mpg (l/100 km)

Low

Medium

High

Extra high

Combined

Combined CO<sub>2</sub> emissions

Unladen weight

Power-to-weight ratio

Aerodynamic downforce at  
maximum speed

### EXIGE SPORT 410

410 hp at 7,000 rpm (416 PS)  
(306 kW)

302 lb ft from 2,500 to 7,000 rpm  
(410 Nm)

3.3 seconds

3.4 seconds

174 mph (280 km/h)

150 mph (241 km/h)

16.8 (16.8)

28.5 (9.9)

33.2 (8.5)

30.1 (9.4)

27.7 (10.2)

230 g/km

1,110 kg

369 hp/tonne (384 PS/1000kg)

115 kg

Front: 45 kg; Rear: 70 kg

### ENGINE AND TRANSMISSION

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

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

### CHASSIS AND BODY

Anodised, lightweight, extruded aluminium, 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 soft top (Roadster only)

Brake calipers – red painted with black AP Racing logo

Lotus designed, ultra-lightweight, 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

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 fascia 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 finisher

Carbon fibre barge boards

Titanium exhaust

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

Standard battery (no cost option)

### 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 1110kg projectile fired by a 430bhp cannon. Exploding from 0-60mph in a blistering 3.2 seconds, acceleration is relentless all the way to 174mph, at which point the highly advanced aerodynamics are generating 171kg 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 387bhp 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, accurate, responsive and balanced as only a 1110kg 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. Uprated two-piece, AP Racing j-hook brake discs resist cracking and vibration while providing immense stopping power and fade-free performance on track. In addition to the highly advanced Lotus DPM (Dynamic Performance Management) system, you’ll find a motorsport-derived, 5-stage traction control system to help contain the supercharged fury behind you.

Intensely engaging on the road and formidable on the track, the Exige Cup 430 combines purity and power like never before. The result is not merely the ultimate Exige but one of the most thrilling and immersive driving experiences available anywhere.



## TECHNICAL SPECIFICATION



PERFORMANCE	EXIGE CUP 430
Max power	430 hp at 7,000 rpm (436 PS) (321 kW)
Max torque	325 lb ft from 2,600 rpm to 7,000 rpm (435 Nm)
0-60 mph	3.2 seconds
0-100 km/h	3.3 seconds
Max speed	174 mph (280 km/h)
Fuel consumption (WLTP) mpg (l/100 km)	
Low	16.8 (16.8)
Medium	28.5 (9.9)
High	33.2 (8.5)
Extra high	30.1 (9.4)
Combined	27.7 (10.2)
Combined CO <sub>2</sub> emissions	230 g/km
Unladen weight	1,110 kg
Power-to-weight ratio	387 hp/tonne
Aerodynamic downforce at maximum speed	171 kg Front: 64 kg; Rear: 107 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	

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	
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	
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	

Rear fabric strap towing loop	Black Alcantara® trimmed door cards and centre console with contrast stitching	Bluetooth® enabled stereo plus two front mounted speakers
Polycarbonate backlight glass	Alcantara® trimmed vent surrounds	Sound insulation
Rear parking sensors	Carbon fibre sill covers	Cruise control
Headlamp aperture decal	Carbon fibre binnacle cover	<b>OPTIONS: LIGHTWEIGHT AND PERFORMANCE</b>
Lightweight full carbon fibre tailgate panel	Centre console with exposed gearshift	Fire extinguisher
New style lightweight front clam	Driver and passenger airbags	Battery isolator
Carbon fibre front splitter	Black trinket tray	Standard battery (no cost option)
Carbon fibre straight rear wing	<b>OPTIONS: INTERIOR AND TRIM</b>	<b>PAINT OPTIONS</b>
Carbon fibre rear diffuser finisher	Full carpets	Signature paint
Carbon fibre front access panel	Floor mats	Metallic paint
Carbon fibre side intake	Leather trim pack (no cost option)	<b>LOTUS EXCLUSIVE OPTIONS</b>
Carbon fibre hard top	Tartan trim pack (no cost option)	Exclusive paint: alternative metallic colours
Carbon fibre air curtains	Interior colour pack – seat eyelets, centre console surround, HVAC surround and window lift switch bezel painted in red, yellow, silver, orange, black or white. (cost option)	Exclusive paint: alternative pearlescent colours
Red highlight on front access panel, hardtop and air curtains	<b>OPTIONS: COMFORT AND COMMUNICATION</b>	Exclusive paint: custom colour choice
Spoiler uprights linked to wheel colour choice (available in red, silver or black)	Air conditioning	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 PAINTS



METALLIC GREY C185



METALLIC BLACK C186



METALLIC SILVER C190



ELISE ORANGE C200



METALLIC WHITE C201



RACING GREEN C203



METALLIC BLUE C202



METALLIC ORANGE C205



METALLIC LIGHT BLUE C208



METALLIC DARK GREY C213

Images are for comparison use only, please speak to your local dealer for physical print samples.

# FURTHER INFORMATION

The information and images in this brochure are based on the current technical data when going to print. As part of a policy of continuous specification improvements, Lotus reserves the right to modify specifications, technical equipment, options and colours at any time. For the latest details please contact your authorised Lotus dealership or visit [lotuscars.com](http://lotuscars.com). Throughout this brochure, wherever a feature is described as an option it should be assumed that it will be at extra cost to the base vehicle unless specifically stated to the contrary. All model and colour combinations are subject to availability.

Certain options or combinations of options may be unavailable in certain markets. Performance results may vary depending upon the specification of the particular vehicle, environmental conditions, driving style and other factors. Published figures should be used for comparison purposes only and verification should not be attempted on public roads. Lotus

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