

THE LOTUS EXIGE RANGE



“Simplify, then add lightness”



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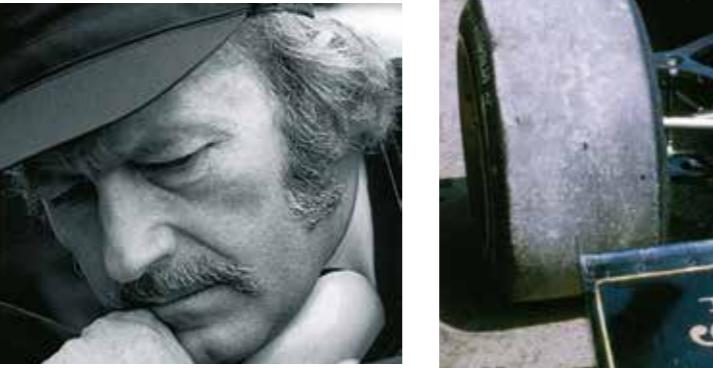
A UNIQUE PLACE IN HISTORY

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

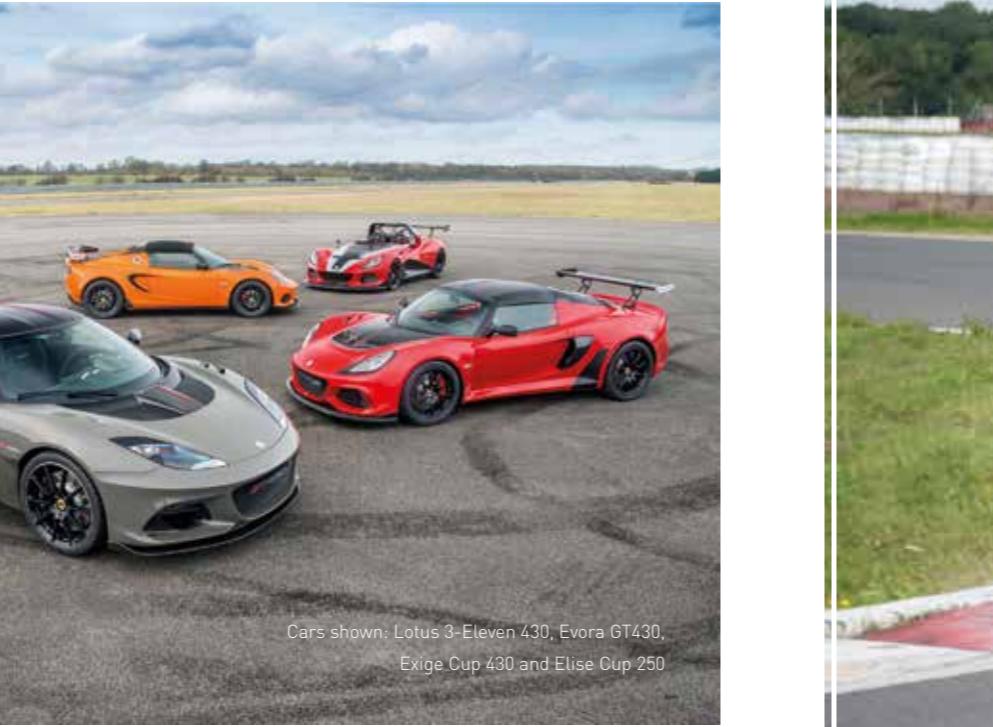
Throughout the 1950's, Lotus constructed a series of aerodynamically advanced, lightweight Sportsracers. Typified by the revered Lotus Eleven that won its class at Le Mans in 1957, all were spectacular examples of Colin Chapman's ethos.

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

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





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. Benefiting 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 output 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.

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, DPM constantly monitors and instantly responds to the levels of grip available - wet or dry. It aids stability and turns on the way in corners and maximizes traction out of them, for ultra-tight lap times. It is so seamless and intuitive 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

	SPORT 350 COUPÉ	
Max power	345 hp at 7000 rpm (350 PS) (257.5 kW)	
Max torque	295 lb ft at 4500 rpm (400 Nm)	
0-60 mph	3.9 seconds	
0-100 km/h	4.1 seconds	Roadster
Max speed	170 mph (274 km/h)	145 mph (233 km/h)
<i>Fuel Consumption (WLTP)</i> mpg (l/100 km)		
Low	17.4 (16.2)	
Medium	28.2 (10)	
High	32.8 (8.6)	
Extra high	32.1 (8.8)	
Combined	28.2 (10)	
Combined CO ₂ emissions	225 g/km	Roadster
Unladen weight	1125 kg	1114kg

ENGINE AND TRANSMISSION

3.5 litre DOHC V6 VVT-i, 24-valve, with Harrop supercharger
Mid-mounted, transverse, rear wheel drive
Gloss black, cast alloy wheels (17" front and 18" rear)
6 speed manual gearbox with sports ratios

CHASSIS AND BODY

Front Michelin PS4 tyres 205/45 R17
Rear Michelin PS4 tyres 265/35 R18
Lightweight black louvered tailgate panel
Fully independent double wishbone suspension with front and rear anti-roll bar
Rear parking sensors
Black soft-top (Roadster only)
Bilstein high-performance gas dampers, front and rear
Eibach springs, front and rear
Red AP-Racing four-piston calipers
Lotus/BOSCH tuned ABS system
Combined CO ₂ emissions
Unladen weight

INTERIOR SPECIFICATION

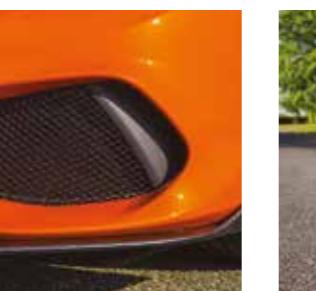
Black leather steering wheel
Polished aluminium gear knob and leather handbrake sleeve
Lotus Dynamic Performance Management (Lotus DPM)
Black technical fabric sports seats with part leather interior
Centre console with exposed gearshift
Carbon fibre louvered tailgate
Driver and passenger airbags

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)
Leather steering wheel

OPTIONS: INTERIOR AND TRIM

Leather trim pack
Tartan trim pack
Alcantara® trim pack
Lightweight satin black or silver forged alloy wheels (17" front and 18" rear)
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.

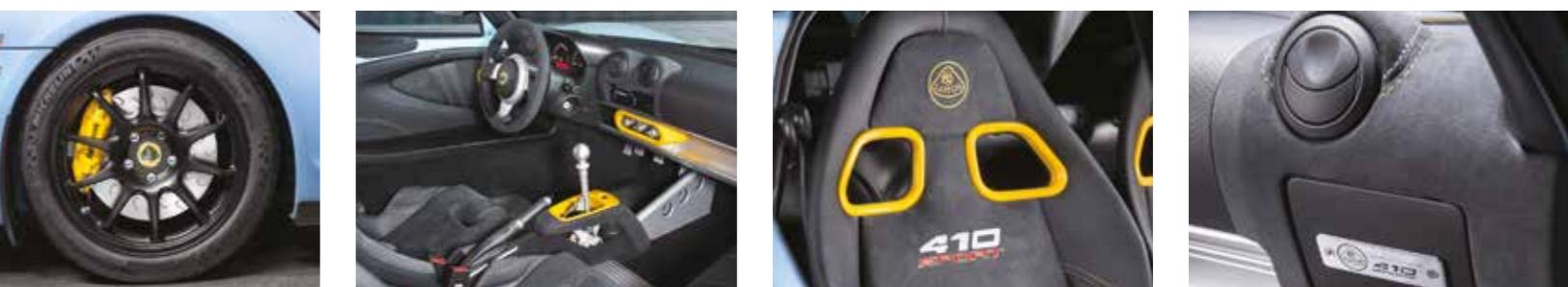
A commitment to continuous improvement has produced further aerodynamic gains, bringing maximum downforce to 115kg at 174mph. The revised, lighter, front clam



design is now shared across the Exige range, yet the Sport 410 commands presence on the road and a force to be reckoned-with, 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

EXIGE SPORT 410

Max power	410 hp at 7,000 rpm (416 PS) (306 kW)
Max torque	302 lb ft from 2,500 to 7,000 rpm (410 Nm)
0-60 mph	3.3 seconds
0-100 km/h	3.4 seconds
Max speed (Coupe)	174 mph (280 km/h)
Max speed (Roadster)	150 mph (241 km/h)
Fuel Consumption (WLTP) mpg (l/100 km)	16.8 (16.8) 28.5 (9.9) 33.2 (8.5) 30.1 (9.4) 27.7 (10.2)
Low	
Medium	
High	
Extra high	
Combined	

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
Lightweight aluminium rear diffuser
Polycarbonate backlight
Matt black hardtop (Coupé only)

EXTERIOR SPECIFICATION

INTERIOR SPECIFICATION

OPTIONS: LIGHTWEIGHT AND PERFORMANCE

OPTIONS: INTERIOR AND TRIM

LOTUS EXCLUSIVE OPTIONS

OPTIONS: COMFORT AND COMMUNICATION

THE LOTUS EXIGE SPORT 410

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

AIR CONDITIONING

SPECIFIED FORGE WHEEL IN ALTERNATIVE FINISH

EXTERIOR COLOR OPTION:

MATT BLACK HARDTOP (ROADSTER ONLY)

THE LOTUS EXIGE CUP 430

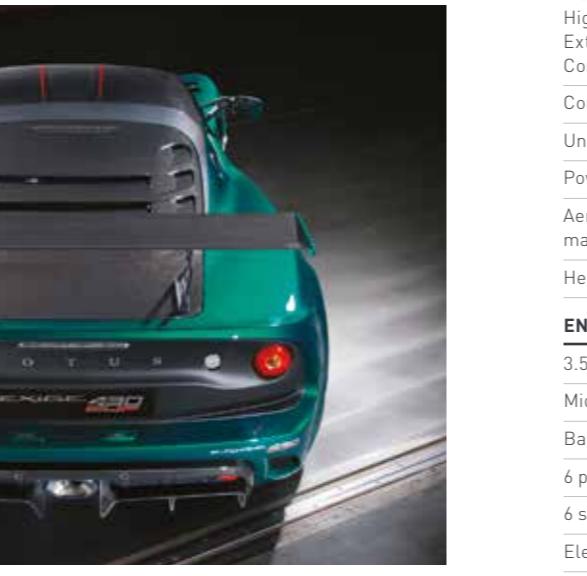
Extreme. Intense. Exhilarating. Exceptional. The fastest Exige ever is a 1110kg projectile fired by a 430bhp cannon. Exploding from 0-60mph in a blistering 3.2 seconds, acceleration is relentless all the way to 174mph, at which point the highly advanced aerodynamics are generating 171kg of downforce. 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	CHASSIS AND BODY	
Max power	430 hp at 7,000 rpm (436 PS) (321 kW)	Lightweight, extruded aluminium bonded chassis structure	Rear fabric strap towing loop
Max torque	325 lb ft from 2,600 rpm to 7,000 rpm (435 Nm)	Rear parking sensors	Black Alcantara® trimmed door cards and centre console with contrast stitching
0-60 mph	3.2 seconds	Fully independent double wishbone suspension with adjustable front and rear anti-roll bar	Sound insulation
0-100 km/h	3.3 seconds	Lightweight full carbon fibre tailgate panel	Alcantara® trimmed vent surrounds
Max speed	174 mph (280 km/h)	Nitron three-way adjustable dampers	Carbon fibre sill covers
Fuel consumption (WLTP) mpg (l/100 km)	16.8 (16.8) 28.5 (9.9) 33.2 (8.5) 30.1 (9.4) 27.7 (10.2)	New style lightweight front clam	Carbon fibre binnacle cover
Low	16.8 (16.8)	Nitron springs, front and rear	Centre console with exposed gearshift
Medium	28.5 (9.9)	Carbon fibre front splitter	Driver and passenger airbags
High	33.2 (8.5)	Carbon fibre straight rear wing	Black trinket tray
Extra high	30.1 (9.4)	Carbon fibre rear diffuser finisher	OPTIONS: LIGHTWEIGHT AND PERFORMANCE
Combined	27.7 (10.2)	Red painted brake calipers	Signature paint
Combined CO ₂ emissions	230 g/km	Tyre pressure monitoring system	Metallic paint
Unladen weight	1,110 kg	Carbon fibre front access panel	LOTUS EXCLUSIVE OPTIONS
Power-to-weight ratio	387 hp/tonne	Carbon fibre side intake	Exclusive paint: alternative tail colours
Aerodynamic downforce at maximum speed	171 kg Front: 64 kg; Rear: 107 kg	Carbon fibre hard top	Exclusive paint: alternative rear screen colours
Heelth lap time	1:24.8 seconds	Lightweight lithium-ion battery	Exclusive paint: custom colour choice
EXTERIOR SPECIFICATION			
LED front day time running lights with integrated direction indicators			Bespoke double colour stitching (any colour)
LED rear lamps with integrated direction indicators			Exclusive leather: alternative colour
Lightweight red, silver or black forged alloy wheels (17" front and 18" rear)			Specified forged wheel in alternative finish
Spoiler uprights linked to wheel colour choice (available in red, silver or black)			
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			
Front Michelin Pilot Sport Cup 2 tyres 215/45 R17			
Electronic Differential Lock (EDL)			
Driver selectable ESP modes – Drive/Sport/Race			
Titanium exhaust system			
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			
Air conditioning			

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



METALLIC BLUE C202



METALLIC ORANGE C205



METALLIC LIGHT BLUE C208

FURTHER INFORMATION

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