THE LOTUS EVORA
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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, ‘gound 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.”

7
FIA Formula 1 Constructors’ World Championships

6
FIA Formula 1 Drivers’ World Championships

81
FIA Formula 1 Grand Prix Wins

9
Le Mans Wins (in Class)

1
Indianapolis 500 Win

1
FIA World Rally Championship
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 Evora. 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 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 Evora 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 EVORA
BUILT IN PERFORMANCE
THE LOTUS EVORA
Like every Lotus before it, the Evora benefits from a unique approach to driving dynamics. It’s a car for serious 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 was a proven winner, successfully competing in numerous endurance series, including the Le Mans 24-Hours, the American Le Mans Series and the MSA British Endurance Championship. 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 ultimate 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 strength allows Lotus engineers to fine tune the optimal double wishbone suspension for more compliance, increasing comfort without compromising the exceptional ride and handling dynamics.

This chassis strength allows Lotus engineers to tune the motorsport derived double wishbone suspension for more compliance, increasing comfort without compromising the exceptional ride and handling dynamics.
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, mid-mounted engine for optimum weight distribution, Bilstein dampers, Eibach springs 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, tucking the nose into apexes with precision and poise. As the twisting tarmac disappears beneath you, the Evora flows, settling into a rhythm, soaking up bumps and smoothing out rough surfaces, breathing with the road for an enthralling, unforgettable driving experience.

Whatever the road throws at you - sweeping curve, challenging hairpin or undulating straight, the Evora demonstrates complete mastery over them all. A low-drag, elegant, fastback design combines fluid lines and a swept-forward cabin with aggressive poise and distinctive presence. The perfectly 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 Evora range starts with the versatile, all-round excellence of the Evora 400. Next comes the lighter, sharper, more focused GT410 Sport. The Evora GT430 Sport exists for those who want the ultimate Evora dynamics with a more subtle look while the range topping, limited production Evora GT430 uses radical aero package to produce 250kg of downforce. Every Evora can now be ordered as a two seater or 2+2, with a choice of 6 speed manual or paddleshift automatic.
The Lotus Evora 400 is built in the true tradition of Lotus sports cars; high performance with precision handling. This is a serious driver’s car that consistently delivers dynamic and uncompromising performance, just as you would expect from a road car developed on the race track. Its light weight construction, outstanding agility and aerodynamic styling firmly sets it apart from its rivals. With the Evora 400 nothing is superfluous, it’s designed to perform with no compromise, reflecting the true legendary Lotus racing heritage and ensuring the driver is at one with the car.
**THE LOTUS EVORA 400**

**TECHNICAL SPECIFICATION**

**PERFORMANCE**

<table>
<thead>
<tr>
<th>EVORA 400 (MANUAL)</th>
<th>EVORA 400 (AUTOMATIC)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Max power</strong> 400 hp at 7000 rpm (406 PS) (298 kW)</td>
<td>400 hp at 7000 rpm (406 PS) (298 kW)</td>
</tr>
<tr>
<td><strong>Max torque</strong> 302 lbft at 3500 rpm (410 Nm)</td>
<td>302 lbft at 3500 rpm (410 Nm)</td>
</tr>
<tr>
<td><strong>0-60 mph</strong> 4.1 seconds</td>
<td>4.1 seconds</td>
</tr>
<tr>
<td><strong>0-100 km/h</strong> 4.2 seconds</td>
<td>4.2 seconds</td>
</tr>
<tr>
<td><strong>Max speed</strong> 186 mph (300 km/h)</td>
<td>174 mph (280 km/h)</td>
</tr>
<tr>
<td><strong>Fuel Consumption</strong></td>
<td>29.1 (9.7)</td>
</tr>
<tr>
<td>Urban (l/100 km)</td>
<td>225 g/km</td>
</tr>
<tr>
<td>Extra Urban</td>
<td>230 g/km</td>
</tr>
<tr>
<td>Combined</td>
<td>28.5 (9.9)</td>
</tr>
<tr>
<td>Unladen weight</td>
<td>1395 kg</td>
</tr>
<tr>
<td>Aerodynamic downforce at 150mph</td>
<td>32 kg</td>
</tr>
</tbody>
</table>

**ENGINE AND TRANSMISSION**

400 hp. 3.5 litre V6. 24 valve, water cooled, all aluminium engine, with Edelbrock supercharger

Sports ratio 6-speed manual transmission

Lightweight low inertia fly wheel

Torsen Type Limited Slip Differential (manual only)

Active exhaust valve control

**CHASSIS AND BODY**

Lightweight aluminium extruded and bonded chassis

Front and rear; Fully independent suspension, forged aluminium double wishbone suspension, anti-roll bar, Eibach springs and Belstein dampers

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

Reversing camera and rear parking sensor

Lotus tuned hydraulically assisted steering

Driver selectable ESP modes – Drive/Sport/Race

Tyre pressure monitoring system

ESP(traction control)

**EXTERIOR SPECIFICATION**

Lightweight rear sport diffuser

Three element rear wing

Brake calipers - red painted with black AP Racing logo

Gloss black or silver (19° and 20° rear)

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

Bi-xenon headlights

LED daytime running lights

Powerfold and heated door mirrors

Heated rear window

Oval exhaust finisher

Thatcham approved immobiliser and remote activated alarm system

**INTERIOR SPECIFICATION**

2+2 seat configuration with Isofix in rear

Engine start button

Air conditioning

Black carpet

Dark headlining

**OPTIONS: INTERIOR AND TRIM**

2+0 seat configuration [no cost option]

Alcantara® interior trim in black or red with silver stitching

Leather interior trim in black or red with silver stitching or tan with tan stitching

Full Alcantara® steering wheel [black with red strip or red with black strip]

**OPTIONS: COMFORT AND COMMUNICATION**

Cruise control

Sub-Woofer and Amplifier

Deletion of Air Conditioning [no cost option]

**OPTIONS: LIGHTWEIGHT AND PERFORMANCE**

6-speed automatic transmission

Gloss black or silver forged 10 spoke alloy wheels [19” front and 20” rear]

Titanium exhaust

Lightweight lithium-ion battery

Carbon fibre front access panel

Carbon fibre front splitter section

**OPTIONS: 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

**OPTIONS: 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

**OPTIONS: LIGHTWEIGHT AND PERFORMANCE**

6-speed automatic transmission

Gloss black or silver forged 10 spoke alloy wheels [19” front and 20” rear]

Titanium exhaust

Lightweight lithium-ion battery

Carbon fibre front access panel

Carbon fibre front splitter section
The next evolution of Evora is here. The stunning new GT410 Sport takes the Evora’s unique attributes to spectacular new heights. Small car agility, precision and response meets big car refinement and comfort like never before. Masterfully sculpted composite body panels from the flagship GT430 bring major advances in aerodynamic efficiency.

Generating over three times the Evora 400’s maximum downforce without any increase in drag, the GT410 Sport 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 poise, precision, communication and driver engagement at all speeds. To keep it one step ahead, the unladen weight now stands at just 1,320 kg, with lightweight options available to bring it all the way down to 1,256 kg dry.

Available in both 2 seater or 2+2 configurations, with either manual or paddle shift automatic transmissions; the Evora GT410’s performance can be enjoyed without compromise.
**TECHNICAL SPECIFICATION**

**PERFORMANCE**

<table>
<thead>
<tr>
<th>Model</th>
<th>Max power</th>
<th>Fuel Consumption Urban</th>
<th>Extra Urban</th>
<th>Combined</th>
<th>CO₂ emissions (g/km)</th>
<th>Kerb Weight (kg)</th>
<th>Dry Weight (kg)</th>
<th>Power-to-weight ratio (dry weight)</th>
<th>Aerodynamic downforce at maximum speed (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>EVORA GT410 (MANUAL)</td>
<td>342 hp</td>
<td>20.6 mpg</td>
<td>35.3 mpg</td>
<td>27.9 mpg</td>
<td>234</td>
<td>1,299</td>
<td>1,258</td>
<td>342 hp per tonne</td>
<td>250</td>
</tr>
<tr>
<td>EVORA GT410 (AUTOMATIC)</td>
<td>342 hp</td>
<td>18.58 mpg</td>
<td>34.0 mpg</td>
<td>26.15 mpg</td>
<td>247</td>
<td>1,347</td>
<td>1,269</td>
<td>342 hp per tonne</td>
<td>250</td>
</tr>
</tbody>
</table>

**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 flywheel | 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) | |

**EXTERIOR SPECIFICATION**

<table>
<thead>
<tr>
<th>Lightweight rear sport diffuser (new aluminium diffuser)</th>
<th>Lightweight rear sport diffuser (new aluminium diffuser)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carbon fibre front access panel</td>
<td>Carbon fibre front access panel</td>
</tr>
<tr>
<td>Carbon fibre roof panel</td>
<td>Carbon fibre roof panel</td>
</tr>
<tr>
<td>Lightweight carbon fibre tailgate with integrated rear spoiler and lowering backlight</td>
<td>Lightweight carbon fibre tailgate with integrated rear spoiler and lowering backlight</td>
</tr>
<tr>
<td>Side sills in matt black finish</td>
<td>Side sills in matt black finish</td>
</tr>
<tr>
<td>Mirror caps in gloss black finish</td>
<td>Mirror caps in gloss black finish</td>
</tr>
<tr>
<td>Glass rear quarter panel</td>
<td>Glass rear quarter panel</td>
</tr>
</tbody>
</table>

**INTERIOR SPECIFICATION**

<table>
<thead>
<tr>
<th>2+0 seat configuration</th>
<th>AP Racing® brake calipers, yellow finish with black logo</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carbon fibre seats, trimmed in black Alcantara® with contrast twin stitching in yellow or red</td>
<td>Michelín® Pilot Sport Cup 2 tyres (front 235/35 R19, rear 285/30 R20)</td>
</tr>
<tr>
<td>Lotus designed, ultra-lightweight, forged aluminium wheels (19” 8J front and 20” 10J rear 9.5J spoke alloy wheels) in silver or matt black</td>
<td>Lotus designed, ultra-lightweight, forged aluminium wheels (19” 8J front and 20” 10J rear 10 spoke alloy wheels) in silver or black (GT430 design). Tyre size 235/285</td>
</tr>
</tbody>
</table>

**OPTIONS: INTERIOR AND TRIM**

<table>
<thead>
<tr>
<th>2+2 seating configuration (must be specified with Sparco® seats and either of the Evora GT300 or Evora 400 forged wheel options – priced separately)</th>
<th>2+2 seating configuration (must be specified with Sparco® seats and either of the Evora GT300 or Evora 400 forged wheel options – priced separately)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lotus tuned hydraulically assisted, rigidly-mounted, rack and pinion steering system, with 2.86 turns lock-to-lock</td>
<td>Lotus tuned hydraulically assisted, rigidly-mounted, rack and pinion steering system, with 2.86 turns lock-to-lock</td>
</tr>
<tr>
<td>Driver selectable ESP modes – Drive/Sport/Race</td>
<td>Driver selectable ESP modes – Drive/Sport/Race</td>
</tr>
<tr>
<td>Active exhaust valve control</td>
<td>Active exhaust valve control</td>
</tr>
<tr>
<td>Tyre pressure monitoring system</td>
<td>Tyre pressure monitoring system</td>
</tr>
<tr>
<td>Lightweight lithium-ion battery</td>
<td>Lightweight lithium-ion battery</td>
</tr>
</tbody>
</table>

**OPTIONS: EXTERIOR AND BODY**

<table>
<thead>
<tr>
<th>Mud flaps</th>
<th>Mud flaps</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carbon fibre rear diffuser surround</td>
<td>Carbon fibre rear diffuser surround</td>
</tr>
</tbody>
</table>

**OPTIONS: COMFORT AND COMMUNICATION**

<table>
<thead>
<tr>
<th>Air conditioning</th>
<th>Air conditioning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Premium infotainment unit (7” screen, including AppleCarPlay &amp; Android Auto, satellite navigation and reversing camera)</td>
<td>Premium infotainment unit (7” screen, including AppleCarPlay &amp; Android Auto, satellite navigation and reversing camera)</td>
</tr>
<tr>
<td>Sub-woofer and amplifier</td>
<td>Sub-woofer and amplifier</td>
</tr>
<tr>
<td>Cruise Control</td>
<td>Cruise Control</td>
</tr>
</tbody>
</table>

**OPTIONS: LIGHTWEIGHT AND PERFORMANCE**

<table>
<thead>
<tr>
<th>6-speed automatic transmission</th>
<th>6-speed automatic transmission</th>
</tr>
</thead>
<tbody>
<tr>
<td>Race suspension package: Bilstein® non-adjustable dampers – twenty click adjustment compression and rebound; TÜV tube design; low internal friction</td>
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</tr>
<tr>
<td>Lotus designed, ultra-lightweight, forged aluminium wheels (19” 8J front and 20” 10J rear 10 spoke alloy wheels) in silver or black (GT430 design)</td>
<td>Lotus designed, ultra-lightweight, forged aluminium wheels (19” 8J front and 20” 10J rear 10 spoke alloy wheels) in silver or black (GT430 design)</td>
</tr>
</tbody>
</table>

**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

**JOINTLY DESIGNED AND DEVELOPED WITH LOTUS**

These exclusive options are available for the Evora GT410. Please contact your local Lotus dealer for more information.
In simple terms – the lightest, fastest, most powerful Lotus Evora of them all. Its potent, relentless, 430 bhp charge cooled V6 can propel the sleek, efficient body to 196 mph. Supercar territory.

Engineered to deliver huge performance in the real world, the compact, athletic GT430 Sport covers ground at pace in complete control and with remarkable refinement. Removing the aggressive aerodynamic package has revealed an elegant profile and purer line. Yet the addictive performance, breath taking grip, masterful handling and peerless composure remain. Kerb weight is even lighter, now just 1,289 kg wet.

The GT430 Sport is the more discreet way to enjoy unparalleled depth of engineering. A Lotus flagship with performance beyond its looks. Easier to underestimate. More likely to astonish.
### PERFORMANCE

<table>
<thead>
<tr>
<th>Feature</th>
<th>EVORA GT430 SPORT (MANUAL)</th>
<th>EVORA GT430 SPORT (AUTOMATIC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Max power</td>
<td>430 hp at 7,000 rpm (436 PS)</td>
<td>430 hp at 7,000 rpm (436 PS)</td>
</tr>
<tr>
<td>Max torque</td>
<td>325 lb ft from 4,500 (440 Nm)</td>
<td>332 lb ft from 4,500 (450 Nm)</td>
</tr>
<tr>
<td>0-60 mph</td>
<td>3.7 seconds</td>
<td>3.6 seconds</td>
</tr>
<tr>
<td>0-100 km/h</td>
<td>3.8 seconds</td>
<td>3.7 seconds</td>
</tr>
<tr>
<td>0-100 mph</td>
<td>&lt; 8 seconds</td>
<td>&lt; 8 seconds</td>
</tr>
<tr>
<td>Max speed</td>
<td>196 mph (315 km/h)</td>
<td>174 mph (280 km/h)</td>
</tr>
</tbody>
</table>

### 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
- Optional 6-speed automatic transmission, with gearbox cooler, ultra-fast changes via steering wheel mounted lightweight aluminium paddles
- Lightweight, single-mass, low inertia flywheel

### 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 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
- Lotus-tuned, Ohlins® TTX aluminium two-way adjustable dampers – twenty click adjustment compression and rebound, twin tube design; low internal friction
- Eibach® ultra-light, low-sideload springs, front and rear
- 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
- 6 position variable traction control, with five pre-set traction levels ([1%, 3%, 6%, 9%, 12%] slip) and “off” displayed via the instrument cluster
- Cruise control
- Tyre pressure monitoring system
- Lightweight lithium-ion battery

### EXTERIOR SPECIFICATION
- Carbon fibre front bumper, including drag-reducing air curtain
- Carbon fibre rear bumper, including venting for wheel arch
- Carbon fibre front access panel
- Carbon fibre roof panel

### OPTIONS: LIGHTWEIGHT AND PERFORMANCE
- 6-speed automatic transmission, with gearbox cooler, ultra-fast changes via steering wheel mounted lightweight aluminium paddles
- Lotus designed, ultra-lightweight, fully machined, forged aluminium wheels (19" front and 20" rear 10 spoke alloy wheels) in gloss black with machined rims
- Lotus designed, ultra-lightweight, fully machined, forged aluminium wheels (19" front and 20" rear 10 spoke alloy wheels) in gloss red
- 10.5J rear wheels and wider Michelin Pilot Sport Cup 2 tyres (front 245/35 R19, rear 295/30 R20)

### 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

### SPECIFICATION
Limits explored. Boundaries pushed. Potential unlocked. The GT430 boldly blurs the line between sports car and supercar like never before. Exotic materials such as carbon fibre, aluminium and titanium are used extensively to save weight and generate up to 250 kg of downforce at 190 mph. Adjustable Ohlins dampers were developed on road and track, just for this car, for exceptional composure and control.

Thanks to compact dimensions and a kerb weight of just 1,299 kg wet, the GT430 delivers massive performance in the real world. This is a car with Evora refinement and B-road supremacy that can outrun a 3-Eleven around the Hethel test track. Available with manual or automatic transmission and 2+2 seating, it’s everything you would expect a flagship Lotus to be. A driving experience that engages and enthrals like no other.
**TECHNICAL SPECIFICATION**

**PERFORMANCE**

<table>
<thead>
<tr>
<th>PERFORMANCE</th>
<th>EVORA GT430 (MANUAL)</th>
<th>EVORA GT430 (AUTOMATIC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Max power</td>
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</tr>
<tr>
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<td>3.7 seconds</td>
</tr>
<tr>
<td>Max speed</td>
<td>&lt; 8 seconds</td>
<td>174 mph (280 km/h)</td>
</tr>
</tbody>
</table>

**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 meachanism
- Optional 6-speed automatic transmission, with gearbox cooler, ultra-fast changes via steering wheel mounted lightweight aluminium paddles
- Lightweight, single-mass, low inertia fly wheel
- Torsen Type Limited Slip Differential
- Baffled sump
- Titanium exhaust system

**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 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
- Lotus-tuned, Ohlins® TTX aluminium two-way adjustable dampers – twenty click adjustment compression and rebound, twin tube design, low internal friction
- Eibach® ultra-light, low-sideload springs, front and rear
- 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
- 6 position variable traction control, with five pre-set traction levels (1%, 3%, 6%, 9%, 12% slip) and "off" displayed via the instrument cluster
- Cruise control
- Tyre pressure monitoring system
- Lightweight lithium-ion battery

**EXTERIOR SPECIFICATION**

- Carbon fibre front bumper, including drag reducing air curtain
- Carbon fibre rear bumper, including venting for wheel arch
- Carbon fibre front access panel
- Carbon fibre roof panel
- Carbon fibre lower A panels
- Carbon fibre rear quarter panels
- Carbon fibre rear diffuser
- Lightweight carbon fibre tailgate with integrated rear spoiler and louvred backlight
- Polycarbonate backlight glass
- Brake calipers – red painted with black AP Racing logo
- Louvered wheel arch vents to reduce aerodynamic lift (Evora GT430 only)
- Carbon fibre profiled rear wing (Evora GT430 only)
- Carbon fibre front splitter (Evora GT430 only)
- Lotus designed, ultra-lightweight, fully machined, forged aluminium, wheels (19” front and 20” rear spoke alloy wheels) in silver or matt black
- Michelin Pilot Sport Cup 2 tyres (front 245/35 R19, rear 295/30 R20)

**INTERIOR SPECIFICATION**

- 2+0 seat configuration
- 2+2 seating option
- Carbon fibre sports seats, trimmed in black Alcantara® and perforated leather with contrast twin stitching
- Instrument panel, centre console and door panels trimmed in a combination of black Alcantara® and perforated leather, with contrast twin stitching
- Instrument panel, centre console and door panels trimmed in red Alcantara®

**OPTIONS: LIGHTWEIGHT AND PERFORMANCE**

- 6-speed automatic transmission, with gearbox cooler, ultra-fast changes via steering wheel mounted lightweight aluminium paddles
- Lotus designed, ultra-lightweight, fully machined, forged aluminium wheels (19” front and 20” rear spoke alloy wheels) in gloss black with machined rims (Evora GT430: rear wing uprights in black)

**PAINT OPTIONS**

- Signature paint
- Metallic paint

**LOTUS EXCLUSIVE OPTIONS**

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

**OPTIONS: COMFORT AND COMMUNICATION**

- Air conditioning
- Premium Infotainment Head unit (inc Apple CarPlay & Android Auto)
- 4 speaker double DIN ICE unit with full satellite navigation and reversing camera
- Sub-woofer and amplifier
- Sound insulation
- Cup holder
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