



# ESPRIT **V8**

**04 March 1997**

## **The Esprit V8**

- All-new Lotus designed and built V8 engine
- True supercar performance
- Advanced braking system
- Improved aerodynamics

This classic British supercar is elevated to new levels of performance, refinement, and driveability with the installation of the all-new Lotus-designed 3.5 litre turbocharged engine. With up to 260kW available, the certified maximum speed reaches 282 km/h, while the 0-100 km/h time is 4.5 seconds. A new braking system has been developed to ensure that the legendary Lotus chassis performance matches the power of the new engine.

A package of changes and improvements has also been made to the chassis to compliment this exciting and well-mannered powerhouse. The most significant of these is the introduction of a new state-of-the art three-channel ABS braking system supplied by Kelsey-Hayes, one of the largest brake system manufacturers in the USA. The new servo-operated brake system supersedes the previous powered brake system, and ensures that even more control and feedback is available to the driver under braking.

The Lotus Esprit V8 has a front valance with a larger air intake and "winglets" ahead of the front wheelarches. Two chrome tailpipes add purpose to the rear valance, one each side of the car.

The “Esprit V8” logo is displayed on the rear side windows, and echoed in a small “V8” badge set into the rear number-plate surround, opposite the Lotus logo.

A new variable-displacement air conditioning compressor is packaged with the new V8 engine, ensuring better climate control while at the same time reducing the power consumed and minimising engine load variation.

Behind the driver, the V8 engine drives through a revised 5-speed manual transaxle, via a new A.P. Racing Twin Plate pull-actuated clutch. The transaxle now has synchromesh on reverse in addition to all five forward gears. An extended 5th gear, giving 41.015 km/h/1000 rpm (25.485 mph/1000 rpm) is fitted to provide a more refined high-speed cruise and a higher top speed.

A great deal of attention has been paid to the packaging of the engine bay area, to present the engine in a neat and uncluttered installation. Not only has this been achieved, but the luggage space has also been increased, despite the greater complexity of emission and exhaust systems. The V8 engine is so compact that it packages within the space formerly occupied by the Lotus 4-cylinder unit.

The base engine is built to this one specification for all markets, with a combined primary and secondary 3-way catalyst unit for each bank of cylinders.

Not only has the new Lotus Esprit V8 the strongest performance of any production Lotus to date, it is also one of the quietest, to meet the latest noise regulations. The current EC standard demands 75 dB(A) or less on the Drive-by test, which the new Esprit package achieves satisfactorily. This test forms part of the European Type Approval programme, which was completed in November 1995.

The new Lotus Esprit V8 is a powerful reminder of the appeal of this classic British sportscar. Few others can offer such an exciting blend of power, refinement, chassis performance, and pure driving satisfaction.

## **LOTUS ESPRIT V8 SPECIFICATIONS**

**Engine:** 3.5 litre twin-turbo V8 engine

Power: 260 kW @ 6500 rpm

Torque: 400 Nm @ 4250 rpm

**Compression Ratio:** 8.0:1

**Cooling System:** Dual front-mounted oil coolers

**Clutch:** 215 mm dia. pull-actuated A.P. Racing twin plate, hydraulically operated.

**Transmission:** 5-speed manual transaxle from Renault Moteurs

Ratios: 1st: 3.364

2nd: 2.059

3rd: 1.381

4th: 1.037

5th: 0.756

Rev: 3.546

Final: 3.889

**Performance:** Top speed 282 km/h (certified by RDW)  
0-100 km/h 4.9 seconds  
0-160 km/h 10.3 seconds

**Dimensions:** Length 4414 mm, height 1150 mm, width 1883 mm

**Unladen weight:** 1380 kg (front 590 kg, rear 790 kg, distribution 43:57)

**Wheels:** Unique six-spoke single-piece alloy wheels by AWI

**Aerodynamics:** New valance with "winglets" ahead of front wheelarches

**Brake System:** New Kelsey Hayes "415" three-channel ABS controller with tandem master cylinder and vacuum servo assistance.

**Exhaust:** Starter and main 3-way catalysts per bank, feeding into both ends of single transverse-mounted muffler, with one outlet each side.

**Fuel Consumption:** (1/100 km)

Urban: 20.0

Extra-urban: 9.3

Combined: 13.3

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