

# Lotus Esprit S2.2



## 1980 LOTUS ESPRIT S2.2

### Engine

Lotus 912 2174 cc four-cylinder in-line, 16-valve DOHC,  
two Dellorto DHLA4SE side draugh carburettors.

Bore & Stroke: 9.29 x 76.2mm. Compression: 9.4:1.

Block & Head: Aluminum alloy

### Power and Torque

160bhp @ 6500rpm

160lb ft @ 5000rpm

### Body/Chassis

Glassfibre-reinforced plastic body with galvanised steel backbone chassis.

Passenger compartment encapsulated in a 'safety-cell structure'.

### Transmission

Five-speed manual unit. Rear-wheel drive.

Clutch: 9.5in diaphragm spring, hydraulically operated.

### Brakes

9.7in discs front

10.6in inboard discs rear

Dual braking system, split front/rear circuits

### Steering

Rack-and-pinion

Castor: 3 to 3.5 degrees

Kingpin: 9 degrees.

### Suspension

Front: Independent unequal length wishbones and coil springs.

Telescopic shock absorbers. Anti-roll bar. Camber 0 to 0.5 degrees, 3 to 5mm toe in

Rear: independent diagonal trailing arms and lateral link with fixed-length driveshaft,  
coil springs, telescopic shock absorbers. Camber 0 to 0.5 degrees, 8 to 10mm toe in.

### Wheels & Tyres

Front: 7J x 14

Rear: 7.5J x 14

Goodyear Grand Prix

Front: 195/60 HR14

Rear: 205/70 HR14

### Weight

1980lb (898kg)

**Note:** Lotus literature says the Kerb Weight should be between 1052Kg and 1100Kg. It depended on what spec. of car we look at. There were differences in UK Spec compared to USA. It also varied due to options - A/C, Leather Interior etc.

Lotus can say that 1052 Kg would be the base figure.

### **Performance**

Top speed: 124mph

0-62mph: 8.6 sec

### **Fuel**

Consumption: 24mpg.

Tank capacity: 15 gallons



The lowest production catalogue model, an S2.2 not only has a rarity value but also a historical one. It marks the introduction of the vastly improved 2.2-litre Lotus engine. Compared to the S1/S2, the biggest apparent gains should be at the wheel, where the extra flexibility makes the car a lot friendlier in urban and suburban conditions. There is also a significant gain in fuel consumption. Performance was better. More realistic Lotus claims indicate 0-60mph in around 7 seconds and an 80-100mph time in fifth gear that was effectively halved.

A distinct one-year-and-one-month production stopgap, the Lotus Esprit S2.2 brought some important changes to Esprit engineering; changes that have been kept in the nineties: 2.2-litre Lotus engines and chassis galvanization. Both these improvements were sold under the slogan 'When you arrive in a Lotus — you've arrived!' The launch cost during May 1980 was £14,951. The last recorded list price (in 1981) was £15,270. That was in line with the normal Lotus practice of pitching their Esprit wares in the price region of the classic Porsche 911.

Introduction as the 'Lotus 2.2-litre series' the larger engine was installed for the front-engine Eclat, and Elite, as well as the Esprit S2.2. Individually badged as 'Esprit 2.2', but dressed in pure S2 clothing — right down to the Dunlop-shod Speedlines — the interim Esprit carried Lotus between the seventies' generation of Esprits and the new generation of Turbo and S3 models in the eighties. Inherent changes in transforming a 2.0-litre type 907 found in the S1/S2 into a 2.2-litre type 912 included:

1. Thin disc flywheel
2. Replacement sump to suit Sunbeam hatchback saloon (for a consultancy for Chrysler UK)
3. Uprating of main bearing support panels
4. Replacement of camshafts
5. Re-jetted Dell'Orto DHLA 45E twin-choke, downdraught carburettors

Esprit S2.2 production spanned only 1980 to 1981 with on 88 examples made.

