

V8-GT



TECHNICAL SPECIFICATION

Engine Type:

90-degree V8, longitudinal, mid-mounted, with twin Allied Signal T25 turbochargers.

Capacity: 3506cc.

Construction: All aluminium.

Maximum power: 355PS (260kW) at 6500rpm.

Maximum torque: 295lb ft (400Nm) at 4250rpm.

Performance

Maximum speed: 170mph (274km/h), electronically limited.

0-60mph: 4.8secs.

0-100km/h: 4.9secs.

0-100mph: 10.3secs.

0-160km/h: 10.3secs.

Fuel consumption

	mpg	(l/100km)
Urban:	14.1	(20.0).
Extra urban:	30.4	(9.3).

Combined: 21.2 (13.3).

Transmission

Manual five-speed transaxle driving the rear wheels.

Ratios

First: 3.36 to one.
Second: 2.06 to one.
Third: 1.38 to one.
Fourth: 1.04 to one.
Fifth: 0.76 to one
Reverse: 3.55 to one.
Final drive: 3.89 to one.

Body

GRP/kevlar composite.

Chassis

Fabricated sheet steel and round tube backbone chassis hot dip galvanised.

Suspension

Front: double-wishbones, single coil springs, telescopic dampers, anti-roll bar.
Rear: upper and lower transverse links, box section radius arms, telescopic dampers with coil springs.
Steering Rack and pinion, power-assisted.

Wheels

OZ Racing six-spoke monobloc alloy
Front: 8.5Jx17
Rear: 10.0Jx18

Tyres:

V8GT^o Dunlop SP Sport 9000
Front: 235/40 ZR17
Rear: 285/35 ZR18

Brakes

V8 GT

Front Disc 296mm
Rear Disc 300mm
Front Caliper Brembo 4 Pot
Rear Caliper Brembo 2 Pot

2 piece 320 x 32 vent and cross drilled
2 piece 320 x 26 vent and cross drilled
AP Racing 4 pot
Brembo 2 pot
Kelsey Hayes 430 three-channel ABS.

Vital statistics

Wheelbase: 95.3in (2420mm).
Front track: 59.8in (1520mm).
Rear track: 59.8in (1520mm).
Overall length: 170.2in (4369mm).
Overall width: 74.1in (1883mm) excluding mirrors.
Overall height: 45.3in (1150mm).
Ground clearance: 4.1in (105mm).
Fuel tank capacity: 15.4gal (70.0 litres).
Fuel grade: 95 RON minimum.
Unladen weight: V8-GT ÿ 2919lb (1325kg).

Options

V8-GT: Air-conditioning, driver airbag, Alpine radio/cassette or radio/CD, CD multichanger, V8-SE seats, leather upholstery, coloured piping for leather upholstery, metallic paint, premium paint,

Twin turbochargers and a V8 engine, 355PS (260kW) and 175mph (274km/h) — the Esprit V8-GT has all the right supercar credentials and then some. Low, wide, and sleek, the Esprit is the absolute epitome of the mid-engined supercar. Other-worldly acceleration and crowd-pulling styling are only a part of the Esprit V8GT's impressive repertoire of talents. Exhilarating handling and phenomenal levels of roadholding are also in the package, together with high levels of refinement and luxury appointments.

The Esprit V8-GT offer the complete supercar experience — exhilarating all-round performance blending seamlessly with comfort and luxury. There's no more stylish way to enjoy the thrill of the open road.



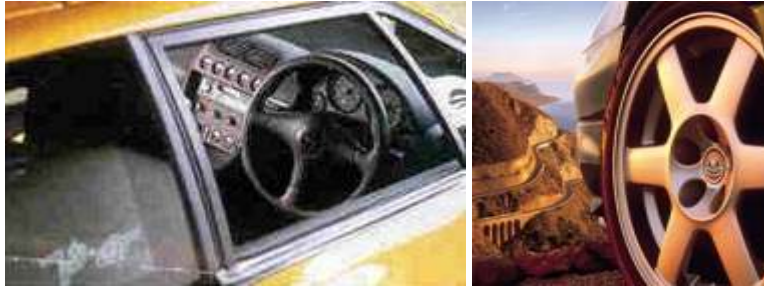
There is simply no mistaking the stunning, sweeping lines of the Lotus Esprit. A true thoroughbred, its looks are unsurpassed, its pedigree unquestioned, its sheer beauty unequalled. The Esprit is much more than a mere car. It is the experience of perfect balance meeting exquisite design and engineering, it is phenomenal power, absolute control and devastating performance. The Esprit remains a truly exceptional road-going racecar.

At the heart of the Esprit beats one of the most advanced powerplants in production today. Innovative design has created an efficient, compact and lightweight engine that easily pumps out 100hp per litre in standard road form. Racing versions are currently producing over 550hp with very few changes from the standard road engine.

The Esprit V8 is an extremely refined and responsive supercar, designed to meet all our customers' requirements, offering an exciting blend of power, chassis performance and pure driving satisfaction.

The Esprit V8 is powered by the Lotus designed 3.5 litre twin turbocharged V8 engine. The product of thoughtful design, the engine is efficient, compact and lightweight — weighing less than 220kg complete with all ancillaries. With up to 350 bhp (260 kW) at 6500 rpm available, the Esprit V8 accelerates from 0-100 km/h (0-62mph) in 4.9 seconds, 0-160km/h in 10.3 seconds (0-100mph in 10.54 seconds) before reaching a certified top speed of 280km/h (175 mph). A wide torque band with a peak of 400 Nm (295 ft.lb.) at 4250 rpm assures an incredibly smooth power delivery and an effortless but rapid acceleration in all five gears.

For 2000, the Lotus Esprit V8 inherits the brake system from the legendary Lotus Esprit Sport 350. Powerful 4-pot calipers with an advanced Kelsey Hayes ABS system are coupled with new, larger diameter 320mm AP Racing two piece brake discs which are vented and cross-drilled, both front and rear, for maximum cooling and heat dissipation when the car is subjected to sustained heavy braking. These brakes include race specification calipers, pads and discs and elevate the Esprit to even higher levels of performance.



The Esprit V8-GT variant of the legendary Lotus Esprit was introduced to make the power and performance of the V8 engine accessible to more drivers. The concept of minimising detail specification without compromising performance and driver appeal has proved an overwhelming success throughout Europe.

The V8-GT was the focus of the Esprit's continuous improvement programme and the development of this new addition to the Esprit family led to extensive mechanical and aesthetic refinements across the range. The whole car is about 40kg lighter than the V8. At the heart of the Esprit V8-GT is the Lotus 918, 3.5 litre twin turbocharged V8 engine, one of the most advanced engines in production today, producing 350hp and 400Nm of torque.