

LOTUS SPORT 135R

Marketing Information

Developed by Lotus Sport and Performance in conjunction with the Lotus Ride and Handling team, the Lotus Sport Elise 135R has been designed to provide ultimate performance both on and off the track. Engine, suspension, wheel and tyre upgrades all contribute to what can only be described as the ultimate road and track Elise. Offering a more direct feel, the 135R affords the enthusiast driver with more immediate and sharper responses, developed to deliver exceptional driver involvement.

With an ever increasing amount of Lotus owners demanding more of their cars, Lotus set out to develop an Elise that would exceed all expectations. The Lotus Ride and Handling team has developed a sports suspension set-up giving its user total control over ride height settings to maximise the cars performance in any environment. Following on from this, Lotus Sport and Performance has redesigned the flow characteristics of the cylinder head specifically for the 135R to offer greater flexibility throughout the rev range.

In addition to the engine modifications, the 3-piece F1 style diffuser and exhaust system has been utilised to further enhance the performance and character of the car. Despite its exhilarating performance, the 135R manages to remain a very usable road car for everyday use, offering the driver the best of both worlds.

Launched at dealerships around the country on 1st May 2003, the Lotus Sport Elise 135R will be built as a 'special edition' (denoted by the Lotus Sport chassis plate fixed into the passenger footwell) and as such will only be available in limited numbers. The specification of the car is as follows:

Engine

The power output of the engine is 135bhp. This has been achieved by modifying the ports of the cylinder head to improve gas flow, mixture and cylinder filling. The standard intake manifold has been replaced by a cast alloy version as used on the 111 range. Alongside

a reprogrammed ECU these modifications further improve the Elise's 'engine breathing' allowing the driver to explore maximum engine revs in all gears increasing driver enjoyment, especially during track use.

Suspension

Lotus' world famous Ride and Handling team has developed an optimum set-up for both road and track use. The Elise's Bilstein dampers have been recalibrated to give stiffer bump and rebound settings. The dampers are also fitted with adjustable upper spring platforms threaded onto the damper itself, offering a wide range of settings for any use. A stiffer 'Motorsport' adjustable anti-roll bar has also been fitted to provide optimum steering response.

Wheels & Tyres

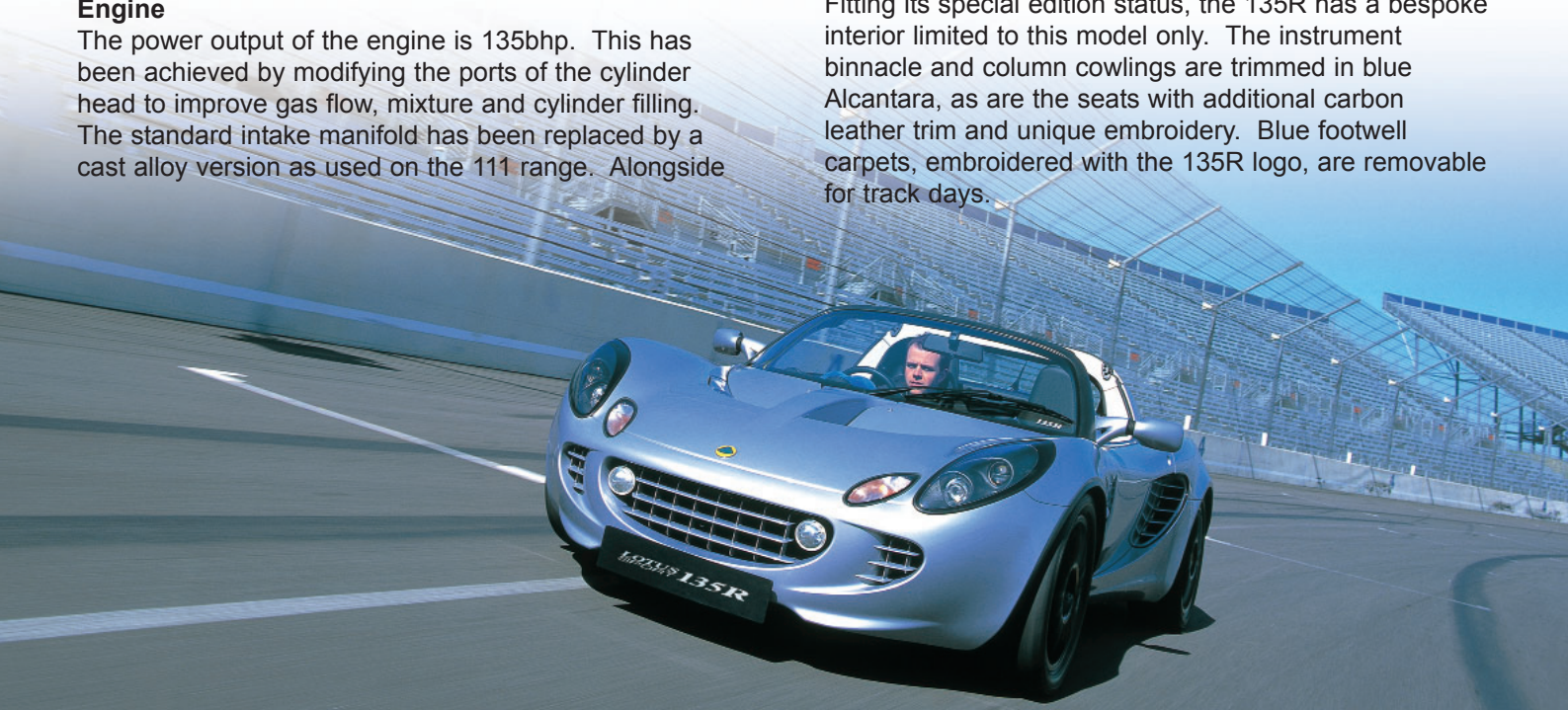
The Lotus Sport Elise 135R is fitted with O.Z. Racing one piece lightweight cast alloy 16-spoke wheels. While the rear wheel size remains unchanged the front wheel size has increased from 5.5 inches to 6.5 inches to give a more positive turn-in during track conditions. The O.Z. wheels are fitted with Yokohama AO48 tyres which have been developed in conjunction with Lotus to suit the requirements of the performance driver, with special emphasis on track use.

Body

Externally the 135R will be recognisable by its striking colour and decals. Available in two new colours only, Silver Mica and Blue Mica, the 135R is fitted with two Lotus Sport 135R decals above each side repeater lamp and a larger decal at the rear. The F1 style diffuser has been utilised to accentuate aerodynamic performance.

Interior

Fitting its special edition status, the 135R has a bespoke interior limited to this model only. The instrument binnacle and column cowlings are trimmed in blue Alcantara, as are the seats with additional carbon leather trim and unique embroidery. Blue footwell carpets, embroidered with the 135R logo, are removable for track days.





Lotus Sport Elise 135R

Technical Specifications

Engine:	K Series: Transverse mid-engine 4 cylinders inline, 1796cc All aluminium lightweight construction Double overhead camshaft: 16 valves Multipoint sequential fuel injection	Chassis:	Lotus designed lightweight structure of epoxy bonded aluminium alloy extrusions with integral steel rollover structure and lightweight steel rear subframe	
Engine Management:	Reprogrammed Lotus K4 engine controller	Steering:	Rigidly mounted rack and pinion. 2.8 turns lock to lock	
Maximum output:	135bhp (100kW) @ 6250rpm	Gear ratios:	First	2.923
Maximum torque:	126lb/ft (171Nm) @ 4800rpm		Second	1.750
Emission control:	Three-way catalytic converter Active on-board diagnostics - Euro III emissions compliant CO2 emissions = 184g/km		Third	1.307
			Fourth	1.033
			Fifth	0.848
			Reverse	3.000
			Final Drive	4.200
Transmission:	5-speed transaxle driving rear wheels Close ratio gears fitted as standard	Performance:	Maximum speed 129mph (207.6km/h) 0 - 62mph (100km/h) 5.3 s 0 - 100mph (160km/h) 14.2 s	
Suspension:	Double wishbone with coil springs over gas pressured monotube dampers (Recalibrated Bilstein sport dampers, increased rate Eibach springs) Adjustable ride height and adjustable front anti-roll bar	Fuel Consumption:	(mpg)	(litres/100km)
		Urban	27.2	10.4
		Extra urban	45.1	6.3
		Combined	36.2	7.8
		Fuel requirement	95 RON ULG minimum	
Brakes:	282mm diameter cast iron, cross-drilled and ventilated discs Non-servo split hydraulic system including unique Lotus/AP Racing opposed piston aluminium front callipers	Dimensions:	Wheel base	2300mm
			Front track	1457mm
			Rear track	1503mm
			Overall length	3785mm
			Overall width (excluding door mirrors)	1719mm
			Overall height	1143mm
Wheels:	Front - O.Z. Racing 6.5"x16" cast alloy 16-spoke wheels Rear - O.Z. Racing 7.5"x17" cast alloy 16-spoke wheels	Weight:	Dry weight	710Kg
			Kerb weight	757Kg
			(Including full tank of fuel)	
			Luggage capacity	115 litres
Tyres:	Front - Yokohama AO48 195/50 R16 Rear - Yokohama AO48 225/45 R17	Warranty:	2 years 8 year anti-corrosion	

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