OWNER’S HANDBOOK
USA

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2. INTRODUCTION

Thank you for purchasing a Lotus product. We are sure you will enjoy being part of the Lotus family. The Evora has been designed for the discerning driver, and aims to provide enjoyable motoring from a lightweight, distinctively styled and efficient package.

This handbook has been written for the owner/driver and should be read before using the car, and then stored in the car for ready reference, remaining with the car throughout any subsequent changes of ownership. The content includes important safety information to protect you from injury, explanations and instructions for operating the driving controls, owner maintenance requirements, technical specifications, and an explanation of the warranty. It is not intended to provide all the technical information required for servicing, and should any adjustment become necessary, owners are urged to contact their Lotus dealer. It is a requirement of the warranty, and the responsibility of the owner/driver, to ensure that servicing of the car is carried out at the correct intervals.

A comprehensive Contents listing (see page 1) and an alphabetical index at the back of this book are provided to help you find information about any particular feature or topic.

The information and specifications included in this publication were correct at the time of approval for printing. Lotus has a policy of continuous product improvement, and reserves the right to discontinue or change specification, design or equipment at any time without notice and without incurring any obligation whatsoever. You are urged to keep in regular contact with your Lotus dealer to ensure that you may be kept informed of any technical developments which may improve the specification, performance or safety of your car.

This handbook covers all Evora models for the North American market, and may include descriptions of equipment and features which are not fitted on your particular car.

Your Lotus is intended to be used safely, in a manner appropriate to the driving conditions, and whilst all local laws and regulations are obeyed.

Safety Features

The Evora is equipped with many features that work together to protect you and your passengers during a crash. The car has been designed to comply with applicable safety regulations, and
includes the following passive safety attributes:

- A cockpit tub surrounded by substantial chassis side frames.
- Energy absorbing aluminium front subframe and steel rear subframe.
- Side sill foam pads.
- A seat belt mounting frame incorporating a roof hoop.
- Extruded aluminium door beams.
- A telescopically collapsible steering column.
- Frontal airbags for both driver and front seat passenger.

Active safety features include:

- Lap and diagonal inertia reel seat belts with impact sensing pre-tensioners for the front seats.
- Powerful anti-lock four wheel disc brakes, with emergency braking Hydraulic Brake Assist (HBA), and stability aiding Electronic Brake Distribution (EBD).
- Stability enhancing Electronic Stability Programme (ESP).
- Lotus Traction Control (LTC), in conjunction with Electronic Differential Lock (EDL).
- Tire Pressure Monitoring System (TPMS)
- High geared responsive power steering, requiring only small steering wheel movements to alter course.
- Exceptional road holding with optimised handling characteristics.

Drivers should be aware of their own limitations as well as those of the car, and ensure that all road driving is conducted well within both sets of capabilities, particularly on wet roads, or under adverse weather conditions.

Please pay particular attention to all the safety information in this handbook.
3. IMPORTANT SAFETY INFORMATION

To help you make informed decisions about safety, this section details some important safety information about hazardous situations which, if not avoided, could result in death or serious injury. In addition, important safety information is also provided in forms including:

- Safety labels on the car;
- Safety messages throughout this handbook; highlighted as follows:

⚠️ WARNING

WARNING used with the safety alert symbol, indicates a hazardous situation which, if not avoided, could result in death or serious injury.

⚠️ CAUTION

CAUTION used with the safety alert symbol, indicates a hazardous situation which, if not avoided, could result in minor or moderate injury.

⚠️ NOTICE

Messages prefaced by NOTICE are intended to help you avoid damage to your car, other property or the environment.

The following paragraphs of this section contain safety messages which are ⚠️ WARNINGS

Don’t Drink and Drive

Alcohol and driving don’t mix. Even one drink can reduce the driver’s ability to respond to changing conditions, with reaction time deteriorating with every additional drink. Do not compromise driving safety by drinking alcohol.

Control Your Speed

Excessive speed is a major factor in crash injuries and deaths. Generally, the higher the speed the greater the risk, but serious accidents can also occur at lower speeds. Never drive faster than is safe for current conditions, irrespective of the local speed limit.
Keep Your Car in Safe Condition

Having a tire blowout or a mechanical failure can be extremely hazardous. To reduce the possibility of such problems, check the tire condition and pressures frequently, and have all scheduled maintenance (see separate Maintenance Record booklet) performed in a timely manner.

Servicing, Repairs and Modifications

Inexpert or unapproved modifications or additions to the car, or allowing servicing or repairs to be carried out by unskilled persons, could adversely affect the handling of the car and the operation of its safety equipment. Ensure that only modifications approved by Lotus are undertaken. DO NOT allow servicing, repairs or modifications to be carried out by unskilled persons. Lotus dealers have trained staff who are best qualified to maintain your car to the correct specification.

Failure to comply with this may result in a crash in which you and others may be killed or seriously injured.

Track & Competition Use

The Evora is intended for use as a road going passenger vehicle. IT IS NOT DESIGNED OR INTENDED FOR USE OFF ROAD, INCLUDING ON CLOSED CIRCUIT TRACKS OR FOR USE IN A COMPETITIVE MANNER, INCLUDING TIMED LAPS OR RUNS. ANY DAMAGE ARISING FROM SUCH USE WILL NOT BE COVERED UNDER THE NEW VEHICLE WAR-RANTY.

If an owner elects to use the Evora on a closed circuit track or in a competitive manner, the severity of operating conditions demands that appropriate levels of expert car preparation, servicing (over and above that specified in the Maintenance Schedule) and vigilance will be required, including careful inspection of all safety critical components both before and after any track or competition session.

Engine Exhaust

⚠️ WARNING

California Proposition 65 Warning:

• Engine exhaust gas and certain car components including some fluids and products of component wear, contain or emit chemicals known to the State of California to cause cancer and birth defects or other reproductive harm.
• Engine exhaust can kill. It contains the gas carbon monoxide (CO), which you can’t see or smell. It can cause unconsciousness and death.
• If you ever suspect exhaust gas is entering the cockpit, do not drive the car until the fault has been repaired.
• In particular, running the engine in an enclosed space can let exhaust gas into the car, even more quickly if the interior fan is switched on.
• NEVER park in a garage with the engine running.

You might have exhaust gas entering the cockpit if:
• Your exhaust system sounds strange or different.
• Your car was damaged in a collision.
• Your car was damaged when driving over high points in the road or over road debris.
• Repairs weren’t carried out correctly.
• Your car or exhaust system had been modified improperly.

Make sure your car is checked by an authorised dealer before driving it again.

**NOTICE** The Evora is fitted with ‘three way’ catalytic converters in the exhaust system in order to reduce the noxious content of the exhaust gases and comply with emission control regulations. It is essential that ONLY UNLEADED FUEL is used (see ‘Fuel Requirement’). The use of leaded fuel, or lead replacement petrol (LRP), will cause irreversible contamination of the precious metal catalysts and of the exhaust gas sensor used by the computer controlled engine management system.

It is important that the Maintenance Schedule (see separate booklet) is followed at the specified time and distance intervals (this is a requirement of the warranty), and that the car is kept in proper operating condition. Failure to do so may result not only in a loss of fuel economy and emission control, but may cause damage to the catalytic converter.

**WARNING**
• If the engine malfunctions in any way (e.g. indicated by a change in sound) have the fault diagnosed and repaired promptly. Continuing to drive the car with an engine misfire could cause the catalytic converter to overheat, with possible heat damage to other car components, and an
engine bay fire. Operation of the ‘Malfunction Indicator Lamp’ (MIL) is fully described later in this handbook on page 57.

- **DO NOT** park or drive the car in areas where combustible material, such as dry grass or leaves, could come into contact with the hot exhaust system. Under certain wind and weather conditions a grass fire could be initiated.
- **DO NOT** tamper with any electrical components with the battery connected. You could receive an electric shock from the spark plug coils or initiate a car fire.
- **DO NOT** check or adjust any engine bay equipment with the engine running. Failure to comply with this may result in you or your clothing becoming trapped.
- **DO NOT** use the car if a fuel leak is suspected, as may be indicated by a persistent smell of fuel. Have the fault diagnosed and rectified without delay. A fuel leak may result in a fire or explosion.
- **DO NOT** touch or approach, any part of a hot exhaust system. Failure to comply with this may result in you receiving severe burns.
- **DO NOT** allow servicing or repairs to be carried out by unskilled persons as this may adversely affect the handling and safety features on your car. Lotus dealers have trained staff who are best qualified to maintain your car to the correct specification.
Before Driving the Car:

- Check tires for damage, wear and correct pressure. Incorrect inflation pressure degrades vehicle handling (See ‘Tires’ on page 131).
- Check all windows, mirrors and lights are clear and unobstructed and all lights are correctly working.
- Check that the tailgate and front body access panel are correctly latched;
- Adjust the seat and mirrors, and familiarise yourself with the controls.
- Check all instruments and tell tale lamps are reading correctly.
- Ensure that all occupants are properly restrained by their seat belts.

Remember; Driving a Car Requires:

- Care;
- Attention;
- Sensible judgement.
  Be aware that any motor car has the potential to cause death or injury both to its occupants and/or other persons, and must be used only in a responsible and cautious manner.

Remember:

- All occupants must wear seat belts.
- Never drive whilst under the influence of alcohol or drugs.
- Never drive when excessively tired.
- Never use a hand held mobile phone, map read or attempt other distracting activities whilst driving.
- Always obey all speed and traffic laws and regulations and never exceed the posted speed limit or that which is appropriate for the traffic and road conditions.
- Be particularly careful driving on slippery or wet surfaces.
- Restrain exploitation of full vehicle performance until appropriate familiarity and experience have been gained.
- Adhere to the Maintenance Schedule and keep the car in good condition.
- Never leave young children unattended in the car.
- Read and take account of all safety messages in this handbook.
Care of the Environment

By virtue of its light weight, constructional process and fuel efficiency, the Lotus Evora has a low environmental impact compared with many road cars. All drivers should, however, be aware of the effect of engine exhaust emissions on the environment and drive in a way which minimises pollution by:

• anticipating traffic flow to avoid needless acceleration and braking.
• using the highest suitable gear.
• switching off rather than idling for long periods.
• driving off as soon as it is safe to do so; it is not necessary or beneficial to the engine to allow extended idling from cold.
• having the car serviced regularly as a poorly maintained car will use more fuel; have any engine faults attended to immediately.
• considering the need to use the car for very short journeys. The emissions produced by an engine are many times greater when cold than when warm.
REPORTING SAFETY DEFECTS

If you believe that your car has a fault which could cause a crash, injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying Lotus Cars USA, Inc. 2236 Northmont Parkway, Duluth, Georgia 30096. Tel: 770 476 6540.

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety problem exists in a group of cars, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you and your dealer, or Lotus Cars USA, Inc.

To contact NHTSA, you may call the Vehicle Safety Hotline toll-free at 1-888-327-4236 (TTY: 1-800-424-9153); go to http://www.safercar.gov; or write to: Administrator, NHTSA, 400 Seventh Street, SW., Washington, DC 20590. You can also obtain other information about motor vehicle safety from http://www.safercar.gov.
4. VEHICLE IDENTIFICATION

The Vehicle Identification Number (V.I.N.) is a unique 17-digit number used to identify the car for licencing, warranty, spares ordering and administrative purposes.

The chassis frame is stamped with the V.I.N. on the cross-member beneath the driver’s seat, accessible inside the cabin with the seat slid fully rearwards. Pull back a flap in the carpet to view. The number is also printed on a label visible from outside the car, through the bottom left hand corner of the windscreen. The number is repeated on another label stuck to the vertical face of the fuel tank bay, below the front edge of the right hand rear seat cushion or luggage shelf. Pull back a flap in the carpet to view.

It is essential that the complete V.I.N. is quoted in any correspondence concerning the car, or when ordering spare parts.
Engine Number

The 7-digit engine serial number is stamped on the LH rear flange of the cylinder block, alongside the clutch housing jointface, and is viewable only from beneath after removal of the engine bay undertray and release of a heatshield fixing.
5. KEYS & SECURITY ALARM

Transmitter Keys

Two transmitter keys are provided with the car. The transmitter keys combine a coded mechanical blade with a three button transmitter head. The blade is used to operate the ignition switch/steering column lock, and the emergency manual door locking function via the left hand door. The keyhead push buttons are used to operate the electronic immobiliser, alarm system and central door locking.

The two transmitter keys should be kept separate, and a replacement obtained immediately after any loss. Ensure that a spare key is always accessible to guard against becoming stranded.

The 4-digit code for the mechanical key, the unique serial number of the immobiliser/alarm, and the system’s 5-digit Specific Identification Number (PIN), are supplied on plastic tags attached to the key ring of a new vehicle. In order to allow replacement transmitter keys to be matched to the car, it is essential that these numbers are recorded and kept safely with the vehicle documents. Memorising the PIN will allow the security system to be overridden in case of transmitter loss or failure (see page 28).

If the codes are not available on receipt of the vehicle, immediately enquire with the dealer or vendor.
**WARNING**

Never leave the car unattended with the key in the ignition switch, especially if unsupervised children and/or animals are in the car. Dangers can arise from imprudent operation of window or other electrical controls. If engine starting attempts are made, an accident could be caused, resulting in death or serious injury.

**Vehicle Security Alarm**

The Lotus Evora is fitted as standard with a PFK 457 immobiliser/alarm which includes the following features:

- ‘Dynamic coding’ of the transmitter keys; Each time the transmitters are used, the encrypted rolling code is changed to guard against unauthorised code capture.
- Automatic activation of immobiliser, central locking and alarm system.
- Ingress protection using sensing switches on the latches of both doors, and the tailgate.
- Selectable cockpit intrusion detection using a microwave sensor.
- Self powered siren to maintain protection if the vehicle battery is disconnected.
- Personal protection by ‘on demand’ activation of the siren.
- Emergency alarm override and transmitter key programming using an alarm sPecific Identification Number (PIN).
- Homesafe and selectable (drive away) locking.

**Disarming the Alarm/Unlocking**

When approaching the car, it is likely that the vehicle is locked and the alarm armed, as indicated by the alarm red tell tale lamp in the speedometer face flashing once every 3 seconds. To disarm the alarm and unlock both doors:

- Press the central, unlock, button on the transmitter key;
- This command will be acknowledged by a double flash of the hazard lamps;
- Driver and passenger doors will be unlocked;
- The engine will be mobilised (see below);
- The alarm tell tale will be extinguished;
- The interior and mood lights will fade on, and remain lit for up to 2 minutes (if set to the ‘courtesy’ position).

*Note:* Your dealer, by request, can configure the system to unlock only the driver’s door on the first button press, and the passenger’s door after a second press.
Auto Re-arm
If a door is not opened and closed within 2 minutes of a disarming command, the alarm system will automatically re-arm.

Automatic Immobilisation
In order to provide a measure of vehicle security independent of any driver initiative, the system will automatically immobilise the engine’s cranking and fuel pump circuits after the ignition has been turned off for 40 seconds, or a similar period has elapsed since the last mobilising command (see below). With the ignition off, the alarm tell tale will indicate that the engine is immobilised by a brief flash every 1.5 seconds. With ignition on, immobilisation is indicated by a continuously lit tell tale.

To mobilise the car (i.e. allow engine starting) with ignition on or off, press once the transmitter centre button; the alarm tell tale will be extinguished.

Arming the Alarm/Locking the Doors
To lock the doors and arm the alarm, remove the ignition key, shut both doors, and check that the tailgate is properly closed.
- Press once the raised logo button on the transmitter key;
- This command will be acknowledged by a single flash of the hazard lamps;
- Both doors will be locked, and after a settling period of 40 seconds, the engine will be immobilised, and the alarm system armed;
- The alarm tell tale will flash once every 3 seconds;
- The interior and mood lamps (if lit) will fade off.
Note:

i) If the system is armed when a door is not fully shut, three *triple* beeps will sound as a warning and the doors will not be locked. Opening a door will *not* trigger the alarm.

ii) If the system is armed when the tailgate is not fully closed, three warning *double* beeps will be heard, and the doors will not be locked. Opening a door in this instance *will* trigger the alarm.

iii) If one transmitter is used to disarm the alarm, and a second transmitter to re-arm, a system test mode will be initiated, and operational variations will occur. Allow an undisturbed period of 2 minutes to elapse to restore normal transmitter operation.

When fully armed, after a settling period of 40 seconds, the alarm will be triggered by any of the following actions:

- Interruption of the car battery power supply or siren cables.
- Energising the ignition circuit (‘hot wiring’).
- Opening a door;
- Opening the tailgate;
- Movement detected within the cabin (unless de-selected).

If the alarm is triggered, the hazard warning lamps will flash and the wailing siren will sound for a period of approximately 30 seconds before closing down and resetting, ready for any further triggering input. If a trigger is continuously present (e.g. door left open), the alarm will repeat for a maximum of eight 30 second cycles before excluding the triggering sensor for the remainder of the armed period.

To silence the siren, press once the central, disarm button on the transmitter key. If necessary, press a second time to disarm the alarm. Note that if the vehicle battery has been disabled, it will not be possible to interrupt the siren until completion of the eight cycle sequence.

**Alarm Tell Tale Summary**

- Brief flash every 3 secs; Immobilised, alarm armed.
- Brief flash every 1.5 secs; Immobilised, alarm disarmed, ignition off.
- Tell tale on steady; Immobilised, alarm disarmed, ignition on.
- Tell tale off; Mobilised, alarm disarmed, ready to start.
Turning Off the Interior Movement Sensor

A microwave sensor mounted behind the centre console, will detect substantial physical movement within the cockpit, and trigger the alarm.

If an animal is to be left in the vehicle, or if you wish to de-activate the interior movement sensor for any other reason, press once the transmitter logo button in the normal way to set the alarm, and then press a second time (within 2 seconds) to de-activate the sensor. A single beep will sound as confirmation. The sensor will automatically re-activate next time the alarm is armed.

Opening the Tailgate

To open the tailgate, press twice the end button on the transmitter key; the latch will release and allow the tailgate to be opened, assisted by pressurised struts. Trunk lamps will switch on automatically whenever the tailgate is open.

With the ignition switched on, warning of an open or not fully latched tailgate is provided on the right hand screen in the instrument panel via the vehicle silhouette graphic.

To close the tailgate, ensure that no persons or objects will be trapped before pulling down the panel and pressing firmly over the latch to assure its complete engagement. Guard against inadvertently locking the transmitter key in the trunk.

See also ‘Tailgate’ section (page 104).

Manual Activation of Siren

If, for personal security reasons, it is desired to manually activate the siren at any time when the ignition is off, hold pressed the end button on the transmitter key for 3 seconds. The wailing siren will sound, and the hazard lamps flash for a period of 30 seconds. To stop the siren, press once any of the transmitter buttons.

Manual siren activation will not affect the alarm system status.
Transmitter Key Battery Replacement

The transmitter fobs will normally operate within a range of 5 metres from the car, but this may be reduced by the presence of other radio signals in the vicinity.

The transmitters are powered by a long life 3V Lithium battery, type CR2025, readily available from electrical outlets, which with normal use should last for 3 years. To ensure continuity of operation, it is recommended to renew the batteries every 12 months:

- Using a small screwdriver, prise the transmitter fob from the key blade carrier utilising the slot provided on the back of the case.
- At the end face of the fob, prise the retaining tang inwards whilst withdrawing the battery carriage from the fob.
- Remove the old battery and wait for 10 seconds before inserting a new battery, with +ve sign lowermost, and holding the battery only by its periphery.
- Slide the battery carriage back into the fob, pressing firmly to engage the clip, and then clip back onto the key blade.
- The transmitter should now operate normally.
Emergency Disarming/Mobilising
If the key transmitter is damaged or fails to function, and a spare key is not available, the alarm system’s unique specific Identification Number (PIN) may be used to disarm the alarm provided that access is available to the cabin:
- Turn on the ignition. The alarm tell tale will light.
- If the alarm is armed, accessing the cabin, or turning on the ignition will trigger the alarm until completion of this emergency process.
- Within 10 seconds, turn the ignition off; the tell tale will begin to flash.
- After a number of flashes corresponding to the first digit of the PIN, turn on the ignition. Note that the first flash may not be of full duration (but is still to be counted). Note that 10 flashes correspond to a zero digit.
- Turn off the ignition and after a number of flashes corresponding to the second digit of the PIN, turn on the ignition. Repeat this process until all 5 digits have been completed. If, at any stage of the process, a number is entered incorrectly, the system will immediately revert to the start, so that the whole PIN must be re-entered.
- If the PIN is entered correctly, the alarm will now be overridden and the engine mobilised. However, automatic immobilisation will still occur after an ignition off time of 40 seconds, requiring a repeat of the above procedure to mobilise. Note that automatic re-arming of the alarm and automatic door locking cannot occur until a working transmitter is used to operate the alarm.

Programming Additional Transmitters
Two transmitter fobs are provided with the new car. If one transmitter is lost or damaged, a replacement should be obtained immediately, and programmed to the car alarm controller using the alarm system’s unique specific Identification Number (PIN). A maximum of 6 transmitters may be programmed to the car, any thereafter overwriting the first to have been programmed.
- With the engine immobilised (tell tale flashes briefly once per second), turn on the ignition.
- Enter the PIN as detailed in the emergency disarming process above, followed by the additional two digits 1, 1.
- The tell tale will flash rapidly for one second, then turn off.
- Within 8 seconds, press any button on the transmitter to be programmed. The tell tale will then pulse rapidly and the siren
will beep.
- Within 10 seconds press any button on the next transmitter to be programmed (if applicable), and repeat this process for all remaining transmitters.
- When all transmitters have been programmed, wait for 10 seconds, or turn off the ignition.

To disable a lost or stolen transmitter from the system, use the above procedure to programme 6 transmitters, if necessary repeatedly reprogramming the same transmitter if less than 6 programmed transmitters are to be used.

**Disconnecting the Car Battery**

Before disconnecting the vehicle battery, ensure that the alarm is disarmed in order to prevent its being triggered.

See also page 143.

For USA territories, the following statements are mandated by the Federal Communications Commission:

**THIS DEVICE COMPLIES WITH PART 15 OF THE FCC RULES. OPERATION IS SUBJECT TO THE FOLLOWING TWO CONDITIONS:** (1) **THIS DEVICE MAY NOT CAUSE HARMFUL INTERFERENCE, AND (2) THIS DEVICE MUST ACCEPT ANY INTERFERENCE RECEIVED, INCLUDING INTERFERENCE THAT MAY CAUSE UNDESIRABLE OPERATION.**

**NOTE: THE MANUFACTURER IS NOT RESPONSIBLE FOR ANY RADIO OR TV INTERFERENCE CAUSED BY UNAUTHORIZED MODIFICATIONS TO THIS EQUIPMENT. SUCH MODIFICATIONS COULD VOID THE USER’S AUTHORITY TO OPERATE THE EQUIPMENT.**
6. ENTRY & COMFORT

⚠️ CAUTION
Unlocked doors can be dangerous. Young children who get into unlocked cars may be unable to get out. Always lock the car whenever you leave it.

Central Door Locking (CDL)
The central door locking (CDL) operates on the driver’s and passenger’s doors in conjunction with the security alarm system. For full details of the alarm system, see page 22.

To open the doors from outside:
To unlock the doors from outside, press the central, unlock button on the transmitter key. The first press will unlock just the driver’s door. Pause for a moment before pressing a second time to unlock the passenger’s door.

Lift the exterior door handle and pull open the door. A two position spring loaded restraint mechanism will help to hold the door open for convenience whilst entering or exiting the cabin, but the door should be held by hand in windy conditions, or if the car is parked on a slope.

When the door is opened, a fully closed window will drop slightly, preparatory to easing its closing and sealing, and the interior and footwell will be illuminated. If the driver’s door is opened whilst the ignition is off but the key is in position, or if the exterior lights are switched on, an audible warning will sound.

To close the doors from inside:

⚠️ CAUTION
Before closing a door, take care to avoid injury or damage by ensuring that no persons or objects will be trapped.

From inside the car, pull the door firmly shut using the handle towards the front of the door. On shutting, the window will close automatically (unless open by request), and the footwell illumination will be extinguished. The interior lamp will remain lit for 2 minutes, or until the ignition is switched on.
Interior CDL Switch

If it is desired to lock the doors from inside the car, for example to deter highjack attempts, press the door lock switch in the cluster inboard of the steering column, with ignition on or off. Both doors will be locked and the CDL switch will light up as a reminder.

Alternatively, each door can be locked individually by depressing the button at the rear end of each door sill, but this action will not activate the CDL switch illumination.

Dynamic (drive away) Locking

This selectable feature will automatically lock the doors when road speed first exceeds 10 mph (15 km/h). The doors will remain locked until either the interior CDL switch is pressed, or each door is unlocked manually by lifting the door sill button.

To select Dynamic Locking, turn on the ignition and hold the interior CDL switch pressed for at least 5 seconds, until a single beep is heard as confirmation. The feature will remain selected throughout further ignition cycles until the CDL switch is again pressed for 5 seconds and a double beep is heard, confirming de-selection.

Note that the lighting up of the interior CDL switch provides a visual indication of the door lock status (locked when lit).
To open the doors from inside.

⚠️ WARNING
Whether locked using the transmitter fob, CDL switch, sill buttons or ‘drive away locking’ feature, the interior release handles will be disabled. This could inhibit emergency evacuation of the car. Before opening, the door must first be unlocked by pressing the interior lock switch, or lifting the door sill button.

To open the door, first unlock if necessary by pressing the interior lock switch, or lifting the door sill button, and then pulling the door release handle located towards the front of the door.

On opening the door, a fully closed window will drop slightly to aid door closing and sealing, and the interior and footwell lamps will light. If the driver’s door is opened when the ignition is off but the key is in position, or if the exterior lamps are on, an audible warning will sound as a reminder of key placement/lights on.

To close the doors from outside:

⚠️ CAUTION
Before closing a door, take care to avoid injury or damage by ensuring that no persons or objects will be trapped.

Push the door firmly shut using hand pressure near the handle. After shutting, the window will close automatically (unless open...
by request), and the interior lamps will be extinguished after a 2 minute delay.

To lock both doors, press once the raised logo button on the transmitter key (see also Alarm System on page 23).

**Locking The Doors Mechanically**

In the event of a discharged vehicle battery, or an inoperative transmitter key, the right hand door may be locked by pressing down the door sill button, and holding the exterior handle raised as the door is closed. The left hand door may be locked in a similar manner, or by using the key in the exterior lock barrel; insert the key, turn fully clockwise, return to the vertical and withdraw. To unlock, insert the key into the lock, turn fully counterclockwise, return to the vertical and withdraw.

**Note:**
- Locking the doors mechanically will not arm the alarm.
- When locking both doors by pressing down the sill buttons, be aware of the potential for inadvertently locking the keys in the vehicle.

**Safety Inertia Switch**

When the engine is running, if the vehicle suffers a violent impact indicative of a crash, a safety inertia switch operates automatically to unlock the doors and turn off the fuel pump (see page 149).
7. SEATING & SAFETY RESTRAINTS

Seats

On delivery of the car, first remove the protective plastic seat covers, if this has not already been done, and dispose of safely.

To adjust the fore/aft position of a front seat, raise the lift bar beneath the front of the seat, and slide to the position required. Ensure that the catch is fully engaged after adjustment by at tempting to slide the seat with the lift bar released.

The backrest angle may be adjusted by turning the handwheel at either side of the backrest base.

For access to the rear of the cabin, a backrest release handle is provided in the outboard shoulder harness slot. Pulling the lever will allow the backrest to fold forwards without losing the original setting, to which the seat may be returned after releasing the lever.

**WARNING**

- Sit as far back from the steering wheel as is comfortable, whilst ensuring that full control can be maintained. Sitting too close to an airbag can result in SERIOUS INJURY OR DEATH if the airbag inflates.
- Ensure that your chest is at least 10 inches (25cm) from the steering wheel.
- Do not attempt to adjust the seat position whilst driving as this could adversely affect your control of the car.
Ensure that no persons or objects will be trapped when adjusting the seat.

Seat Belts

Seat belts provide important safety and comfort for the driver and passengers and have proven to be the single most effective safety device in reducing the risk of death or injury in a crash. Notwithstanding any laws requiring their use, the seat belts should be worn at all times, no matter how short the journey. It is the driver’s responsibility to ensure that any children travelling in the car are correctly seated and restrained.

Seat belt tell tale

As a reminder to fasten the seat belts, the seat belt tell tale in the instrument cluster will flash red for about six seconds following ignition switch on, accompanied, if the driver’s belt is not fastened, by an intermittent audible tone. Thereafter, if the driver’s belt remains unfastened, the lamp will light continuously, but if vehicle speed should exceed 15 mph (20 km/h) the lamp will flash, accompanied by a beeping tone for a period of two minutes (except Japan), unless curtailed by a speed reduction below 10 mph (15 km/h) before this time.

Inertia reel seatbelts

The standard fitment inertia reel seat belts allow forward movement of the upper body under normal driving conditions, but the
belt reel will lock automatically whenever the car is subjected to braking, acceleration, or cornering forces, or on impact in a collision. Reel locking will also occur if the car is significantly tilted in any direction. In the event of a severe frontal impact sufficient to trigger the airbag system, a pre-tensioning device incorporated into each front seat belt retractor, will operate to tighten the belt for increased protection of the front seat occupant.

To use the belt, sit erect and fully back in the seat, then take the buckle tongue in the outer hand, draw the belt through the top slide and lay over the body before pushing the tongue into the buckle lock at the inboard side of the seat, until a positive ‘click’ is heard. Pull on the belt to check for correct latching and ensure that the belt fits snugly against the body with all the slack taken up by the reel. The belt should be worn low across the front of the pelvis, and across the chest and shoulder.

The belts are released by pressing the red button on the buckle lock, and will retract automatically for tidy stowage and to facilitate access to the passenger compartment.

**Automatic Locking Retractor:**
The safety belts for the front passenger seat and for both rear seats (if fitted), are equipped with an automatic locking retractor which must be used if fitting, with the seat belt, a child restraint system in that position. When activated, this retractor allows you securely to fasten the child restraint. Refer also to Child Restraints on page 44.

**Activating the Automatic Retractor:**
1. Pull the **whole available length** of belt out from the reel. At this point, the locking mechanism is activated.
2. Place the forward-facing child seat in position and secure with the seat belt **following the instructions supplied with the child seat**.
3. Insert the latch tongue into the buckle and ensure it is properly latched.
4. Allow the safety belt to retract until it is tight on the child seat. You may further tighten the belt by pulling on it to allow more of it to retract, but no more length may be pulled from the reel. Check to make sure the child seat is secured, and that the belt is snug and will not extend.

**Removing the child safety seat:**
1. Unbuckle the safety belt.
2. Remove the child seat.
3. Ensure that the belt has **fully** retracted. At this point the automatic locking feature is disengaged.

**Seat Belt Precautions**

⚠️ **WARNING**

- Ensure that the driver and passengers always wear seat belts and wear them properly. Not wearing a seat belt correctly, increases the chance of serious injury or death in a crash, even with airbags.
- On fastening the seat belt, ensure that no part of the belt is twisted, or is entangled in the door or seat mechanism.
- Seat belts are designed to bear upon the bone structure of the body and should be worn low across the front of the pelvis, and across the chest and shoulder. Wearing the lap section of the belt across the abdominal area must be avoided.
- Improperly positioning the seat belts can cause serious injury or death in a crash. Ensure the seat belts are correctly positioned before driving.
- Pregnant women should always wear seat belts to protect both themselves and their unborn child. The lap belt portion of the belt should be kept as low as possible across the hips. A doctor should regularly be consulted as to the advisability of driving during pregnancy.
- The shoulder portion of the belt must never be worn beneath the arm, or behind the back.
- Each seat belt assembly is designed for use by one occupant of adult build, and should not be used by children unable to meet the requirements described on page 44.
- Never use one belt around two people, or allow a child to be carried on a driver’s or passenger’s lap.
- Refer to Child Restraints section of this handbook (page 44).
- No modifications or additions should be made to the inertia reel assemblies or seat belts. Do not attempt to adjust the seat belt tension by altering the mechanism.
- The seat belt should be replaced if webbing becomes frayed, contaminated, or damaged. Inspect regularly.
- It is essential to replace the entire seat belt assembly if it has been used in a severe impact, even if damage to the
assembly is not obvious. In situations where the airbags have been deployed, the front seat belt tensioner systems must also be replaced. Seat belt anchorage points must also be rigorously checked.

- Not checking or maintaining seat belts can result in serious injury or death if the seat belts do not work properly when needed. Check the belts regularly and have any problem corrected immediately.
- No one should travel in a seat with an inoperative seat belt.

Care should be taken to avoid contamination of the webbing with polishes, oils or chemicals and particularly battery acid. Use only a mild detergent to clean the webbing, never use bleach or dye, and allow the belt to dry fully before using the car. Ensure that the buckle mechanism is kept free of dirt as there is no provision for disassembly for cleaning purposes.
Airbag Supplementary Restraint System (SRS)

The Lotus Evora is equipped with advanced dual stage airbags for both the driver and front seat passenger, in conjunction with pre-tensioning seat belts for both front seat occupants. The airbag Supplementary Restraint System (SRS) is supplemental to the seat belts, and does not render the seat belts redundant. Seat belts have proven to be the single most effective safety device, and should be worn at all times by both driver and passenger, no matter how short the journey. Properly worn seat belts also ensure that the seat occupant is in the best position for full effectiveness of the airbag.

⚠️ WARNING  Airbags inflate with great force, in a fraction of a second, and if a vehicle occupant is too close to the airbag (less than 10 inches {25 cm}) or incorrectly positioned, they could be killed or seriously injured.

Front seat occupants will minimise their chances of injury in a frontal collision, if the seats are positioned as far rearwards as is consistent with maintaining full and comfortable control of the vehicle, and the requirements of any rear seat passengers.

The SRS is designed to operate when the vehicle is involved in a frontal, or near frontal collision, and the impact (rate of deceleration) is sufficient to warrant airbag and seat belt tensioning protection to both front seat occupants. The 55 litre airbag for the driver is housed in the centre of the steering wheel, with a 100 litre bag for the passenger housed within the fascia. A sensor
incorporated into the SRS control module, detects the rate of deceleration in a collision, and when appropriate, the first stage of airbag inflation is initiated. This causes the airbags to inflate at a rate calculated to provide appropriate protection, whilst minimising the potential for airbag induced injury, especially where an occupant is not positioned optimally at the triggering moment. If a higher rate of deceleration is detected, indicating a more severe impact, the second stage inflation rate is triggered to more rapidly inflate the airbags. In either case, both bags inflate in a fraction of a second to form a cushion for the driver’s and front passenger’s upper bodies. The bags then deflate rapidly to minimise any obstruction to the driver, and reduce any danger of suffocation.

Initiated at the same time as the airbags is a device on each front seat belt reel assembly, which applies a tightening force to the belt reel to remove any slack from the belt.

Note that the SRS will deploy only in moderate to severe frontal and near frontal collisions, and is not designed to be triggered in rollover, rear or low speed frontal collisions, or in some types of side impacts. Remember that the seat belts, when correctly worn, provide the primary crash protection to the occupants, especially in collisions below the actuation threshold of the airbag system, and during types of accident which do not cause airbag deployment. Therefore, all occupants must always wear seat belts. See the preceding section on ‘Seat Belts’.

The system incorporates a self-diagnostic facility, which continuously monitors the SRS electrical circuits for faults, and if necessary, lights a tell tale lamp in the instrument cluster. Most components of the SRS will require replacement after an airbag deployment.

⚠️ WARNING

- You can be killed or seriously injured in a crash if you aren’t wearing your seat belt - even with airbags. Wearing your seat belt during a crash helps reduce your chance of hitting things inside the car or being ejected from it.
- Airbags are designed to work with seat belts, but don’t replace them. The airbags are designed to deploy only in moderate to severe frontal and near frontal crashes, and will offer little or no protection in rollover, rear or low-speed frontal crashes, or in many types of side impacts.
• Airbags inflate with great force, in a fraction of a second. If you’re too close to an inflating airbag, as you would be if you were leaning forward, you could be killed or seriously injured. Seat belts help keep you in the correct position before and during a crash. Sit as far back from the steering wheel as is comfortable, whilst ensuring that full control can be maintained. Ensure that your chest is at least 10 inches (25 cm) from the steering wheel.

• Airbags plus lap and diagonal seat belts offer the best protection for adults, but not for young children and infants. Neither the car’s standard seat belt system nor its airbag system is designed for them. Young children and infants need the protection that a child restraint system can provide. See ‘Child Restraints’ on page 44.

• If an object is between a person and an airbag, the bag might not inflate properly or it might force the object into that person causing death or serious injury. The path of an inflating airbag must be kept clear. Don’t put anything between an occupant and an airbag, and don’t attach or put anything on the steering wheel hub or on or near any passenger fascia air bag covering.

• Do not lean against the inside of the doors; always hold the steering wheel by the outer rim; never rest your hands on the airbag panel, or a hand injury could be incurred in the event of airbag deployment.

• Never transport heavy objects on or in front of the passenger seat.

• Give your passengers all of the information in this section.

• Do not attempt to de-activate the airbags, or make any other changes to the wiring or components of the airbag system. Do not undertake any wiring for electrical accessory equipment in the vicinity of the airbag wiring harnesses. Doing so may disable the airbag system, or cause its unintended deployment which could cause death or serious injury.

Airbag Tell Tale

There is an airbag tell tale on the instrument panel which shows the airbag symbol. The system checks the following airbag electrical circuits for malfunction:
• Driver’s airbag circuit;
• Passenger airbag circuit;
• Front seatbelts pre-tensioner circuit;
• Internal componentry of the sensor and diagnostic module.

As a bulb and circuit check, the tell tale will light briefly when the ignition is switched on, and then go out. If the lamp lights at any other time, a fault in the airbag system is indicated, which should be rectified without delay by your Lotus dealer.

⚠️ WARNING
If the airbag tell tale does not light up as the ignition is turned on, or remains lit for more than a few seconds, have the fault rectified immediately by your Approved Lotus Dealer. Ignoring the tell tale could result in death or serious injury if the airbags or belt pre-tensioners do not operate when needed.

Airbag Deployment

If a crash or collision causes the airbags to inflate, you may see what looks like smoke, but is likely to be powder from the airbag surface used to aid smooth deployment. Although the powder is not harmful, people with respiratory problems may experience some temporary discomfort. If this occurs, get out of the car if possible as soon as it is safe to do so.

After airbag deployment, the airbags, seat belt tensioners and electronic control unit must be replaced by a Lotus dealer or other suitably qualified organisation.

Component parts of the airbag system are located in various sites around the car. Any technician working on the car should be advised that the car is fitted with airbags to allow suitable precautions to be taken.

⚠️ WARNING
• For up to 20 seconds after the ignition has been turned off and the battery disconnected, an airbag can still inflate if improper servicing occurs. You can be injured if you are close to an airbag when it inflates.
• Airbag system components should be serviced only by an authorised Lotus dealer or other suitably qualified person.
• If you sell your Lotus, notify the purchaser that the car is
equipped with airbags, and refer them to ‘Airbag Safety System’ in this handbook (safety and disposal rules).

- Further information on the airbag system can be found on stickers on the sun visors.
- For important recommendations on the use of child restraints, please refer to ‘Child Restraints’ in this handbook.
- A crash can damage the restraint systems in your car. A damaged restraint system may not properly protect the person using it, resulting in serious injury or even death in a crash. To help make sure your restraint systems are working properly after a crash, have them inspected and any necessary replacements made as soon as possible.
- The safe temperature operating range of the airbag system is between -4 and +185°F (-20 and +85°C). The car should not be operated outside of this range, as the airbag system may not correctly deploy. Driver or front passenger may be killed or injured by incorrect airbag deployment.

Note that the disposal of used airbag units is subject to stringent regulations, and should be handled only by your dealer or other suitably qualified person.
Child Restraints

⚠️ WARNING
Lotus strongly recommends that children are not carried in the front passenger seat of the Evora due to the risk of death or serious injury if the child is too close to the fascia when the airbag inflates.

Accident statistics show that children are safer when properly restrained in the back seats of cars, an option available on 2+2 versions of the Lotus Evora.

When a child is of a physical size whereby the standard fitment lap and diagonal seat belt will fit satisfactorily, with the belt positioned over the collar bone and against the centre of the chest, the standard seat and seat belt should be used. If the belt touches or crosses the child’s neck, or if required by law, a suitable booster cushion or child seat should be used. This advice also applies to any adult of small stature. The suitability of any such aftermarket equipment for use in the Evora should be determined by the owner, the child seat supplier and the child seat manufacturer.

⚠️ WARNING
• Any child or person not large enough to be able to use the standard seat belt properly, must use a suitable booster cushion or child seat.
• Some child seats are designed to be secured in the car seat by the lap belt portion of the lap and diagonal belt. READ AND APPLY ALL INSTRUCTIONS THAT ACCOMPANY THE CHILD RESTRAINT OR BOOSTER SEAT.
• Infants who are unable to sit up by themselves unsupported, must be carried only in a suitable rearward facing child seat fitted to a rear seat of the Evora.
• Never put a rear facing child seat in the front passenger seat of the Evora. If the airbag inflates, it can hit the child or the back of the child seat with enough force to KILL OR SERIOUSLY INJURE an infant. There is no provision to switch off or disable the passenger airbag.
• Children who are not properly restrained can be killed or seriously injured in an accident.
**Behaviour:** It is essential that the behaviour of any child traveling in the car is such that they remain correctly seated and belted, and it is the responsibility of the driver to ensure that this occurs.

**Child Seat Latches (2+2 versions)**

Two latch brackets are provided at each rear seat position to allow the fitment of latch type child seats in the rear. The position of the latch brackets is indicated by the pictogram.

Some child seats require a top tether to secure the seat. In such cases, the tether should be fitted in the following manner:

**To Fit Top Tether**

1. Remove the right hand rear headrest from the rear seat by pushing upwards to release the spring clips. If the child seat is to be installed in the left hand rear seat, the left hand headrest must also be removed, and the top of the backrest released by removing the single fixing in each headrest aperture.

2. The 1 inch (25 mm) diameter steel tube running across the bulkhead is the top tether routing device as indicated by an adjacent symbol. Feed the tether around the tube using the recess available at the right hand side, and if necessary, ease the backrest forwards to allow the tether to be slid across to the left hand side. Refit the backrest top fixings.

3. Then feed the tether through the loop at the base of the seat backrest. Note that this loop is also indicated by the symbol:
4. Finally, hook the tether into the eye at the rear end of the front seat inboard mounting rail as shown in the illustration.

**Automatic Locking Retractor**

The safety belts for the front passenger seat and for both rear seats (if fitted), are equipped with an automatic locking retractor which must be used if fitting a forward-facing child restraint system in that position. When activated, this retractor allows you securely to fasten the child restraint system.

**Activating the Automatic Retractor:**

1. Pull the **whole available length** of belt out from the reel. At this point, the locking mechanism is activated.
2. Place the forward-facing child seat in position and secure with the seat belt **following the instructions supplied with the child seat.**
3. Insert the latch tongue into the buckle and ensure it is properly latched.
4. Allow the safety belt to retract until it is tight on the child seat. You may further tighten the belt by pulling on it to allow more of it to retract, but no more length may be pulled from the reel. Check to make sure the child seat is secured, and that the belt is snug and will not extend.
Removing the child safety seat:
1. Unbuckle the safety belt.
2. Remove the child seat.
3. Ensure that the belt has **fully** retracted. At this point the automatic locking feature is disengaged.

The suitability of any particular child seat for use in the Evora must be determined by the vehicle owner and child seat manufacturer or other responsible body.

⚠️ **WARNING**
Use of child restraints which are not compatible with the Evora may result in death or serious injury in the event of an accident. Lotus accepts no responsibility for death or injury caused by the fitment of any child restraint device not tested and approved by Lotus.

Persons With Disabilities
Persons with disabilities which may affect the correct operation of the airbag system, should consult with their physician to determine the advisability of travelling in an Evora. There is no provision on the Evora for turning off either the front seat passenger or driver airbag. For further information, contact: Lotus Cars USA Inc.
2236 Northmont Parkway
Duluth
Georgia 30096
Tel: 770 476 6540
8. MIRRORS & DOOR WINDOWS

Interior Rear View Mirror
The mirror can be dimmed to reduce headlamp glare from following cars by pressing the lever on the underside of the mirror away from the windscreen. Press the lever towards the windscreen for daytime use.

Door Mirrors
Rear view mirrors are fitted on both driver’s and passenger’s doors, and include the following features:
- Electric adjustment of mirror glass;
- Mirror glass heaters;
- Optional electric fold flat facility;

Mirror adjustment: The mirror control switch is located in the driver’s door armrest, ahead of the door window switches, and comprises a combined rotary selector switch and joystick. To adjust the mirror, turn the ignition key to position I or II, select the right or left hand mirror by turning the knob to the appropriate arrow, then use the knob as a joystick to move the mirror plane in any of four directions. Note that the passenger side mirror glass is convex to provide a wider field of vision, but by so doing, makes objects seem smaller and farther away than when viewed through a flat glass (as fitted to the driver’s mirror). Take care when judging distances and approach speeds until familiarity has been gained.
**WARNING**

The passenger side convex mirror makes objects seem smaller and farther away than when viewed through a flat mirror. Take care to judge distances and speeds correctly. If you move into a lane on your right when the car behind is too close, you could cause a collision and a crash. Check your interior mirror or glance over your shoulder before changing lanes.

*Fold flat (if fitted)*: If necessary, to reduce obstruction when parked, both mirrors may be folded flat against the doors; turn the ignition key to position I or II, select the central 'fold' rotary position on the joystick, and hold the joystick rearwards until both mirrors have stopped moving. To unfold, hold the joystick forwards until mirror movement stops. The field of vision setting will be retained.

*Mirror heating*: Heating elements in the mirror glasses are energised in conjunction with that of the heated rear screen. The switch is located in the heater control panel, and will light up amber when the heater circuits are operating, but due to the high current demand, this function requires the engine to be running. The circuits will turn off after the switch is pressed a second time, or the ignition is switched off, or automatically after a ten minute period has elapsed.
Door Windows

⚠️ WARNING ⚠️

• Do not leave children unattended in the car with the ignition key in position, to guard against injury caused by careless window operation.

• Before closing a window, always check that no person or object will be trapped; incautious window operation could be dangerous, especially to children. Ensure that all passengers are also made aware of this danger.

• In hot weather conditions, to reduce the potential for suffocation and/or heat exhaustion, do not leave children or animals in a parked car with the windows fully closed.

The switches for the electric window operation are mounted in the door trim panel armrests, a single switch for the passenger and one for each door for the driver. The switches are operative with the ignition key at position I or II, at which time the icon in the switch will be illuminated.

To lower a window, press down the appropriate switch; if held for more than a second, the window will automatically lower fully. Lift the switch to raise the window (no one-touch raising).

Note that to ease door closure, and optimise the sealing of the frameless door glass against the weatherstrips, a fully raised window will automatically drop a small distance when the door is opened (preparatory to closing), and rise again after the door is shut.
**NOTICE** If the battery supply is interrupted, the one touch down and auto drop features will not function. There will also be an increased risk of damage to the door window seals until:
- each window is fully raised and the switch held for 2 seconds (a click will be heard).
- each window is fully lowered and the switch held for 2 seconds (a click will be heard).

**Interior Lighting**

The main interior lamp is located centrally in the roof and incorporates a three position rocker switch:

- **Forward end depressed;** Lamp is switched off (‘0’).
- **Rear end depressed;** Lamp is switched on with or without ignition (‘I’).

**NOTICE** To guard against flattening the battery, ensure that the lamp is not switched on when leaving the car.

- **Switch central;** This is the normal, courtesy position (door symbol).

A ‘mood lighting’ strip crossing the fascia and extending along both door trim panels, is controlled in conjunction with the main interior lamp. Each front footwell also houses a separate lamp to aid ingress.

With the interior lamp switch set to the courtesy position; when the transmitter key button is pressed to unlock the doors, the main interior lamp and mood lamps will fade on for a maximum period
of 2 minutes. If a door is opened, the footwell lamp will also light. On closing the door, the footwell lamp will be extinguished, but the interior and mood lighting will abide for 2 minutes or until the ignition is switched on.

Similar logic will apply when opening the door to exit the vehicle, with the lighting being extinguished when the doors are locked using the transmitter, or after a period of 2 minutes.

**Glovebox**

The glovebox in the passenger side fascia has an electronic latch, and may be accessed at any time by pressing the button located to the inboard side of the steering column, which action will cause the glovebox to glide open.

To close the glovebox, simply push fully closed and the latch will engage.

**Sun Visors**

To help reduce sun glare, pivoted visors are provided on the windscreen header rail for both driver and passenger. Swing down the visor and, if necessary, unclip the inboard end to allow the visor to be swung to the side.
9. INSTRUMENTS & SWITCHES

Ignition Switch/Steering Lock
The switch/lock is located on the right hand side of the steering column. With the key out of the switch, the steering column is locked, and the following electrical circuits will function:
- Locking and alarm system.
- Horns.
- Hazard warning lamps.
- Sidelamps and headlamps.
- Fuel filler flap release.
- Interior lamps.
- Automatic operation of cooling fans and re-circ. pump.
- Glovebox latch.
- Boot auxiliary power socket.

0 With the key inserted into the switch at position ‘0’, the audio system and glovebox lamp are functional.

1 To unlock the steering, turn the key clockwise to the ‘1’ position. If the key is reluctant to turn, wriggle the steering wheel to ease the load on the steering lock. At this ‘accessories’ position, the following electrical circuits will function in addition to those above:
- Power windows.
- Windscreen wiper and washer.
- Interior fan.
- Door mirror adjustment and fold.
- Cabin auxiliary power socket.
Il Turn further clockwise to the ‘ignition’ position to activate all remaining electrical systems (note that some circuits require the engine to be running).

III WARNING
Do not turn the key to position III without referring to the later chapter ‘Starting Procedure & Engine Break-In’ (page 97).

Turning further clockwise to ‘III’ against spring pressure will operate the starter motor. As soon as the engine starts, allow the key to return to position ‘II’. For the correct starting procedure, see the later chapter ‘Starting Procedure & Engine Break-In’ (page 97). To stop the engine, turn the key back to ‘I’.

Note that in order not to compromise engine starting, all electrical functions operative at position ‘I’, will drop out whilst the engine is being cranked.

0 To remove the key, turn fully counterclockwise to ‘0’ and withdraw. The steering column lock will be activated when the key is withdrawn but may not engage until the steering is turned and the mechanism is aligned.

NOTICE DO NOT leave the ignition switched on for long periods without the engine running. Although the engine ignition system itself draws no current when the engine is stopped, a battery drain will occur through other circuits even when auxiliary equipment is not being used.

For security reasons, and to guard against battery drain, always remove the key when leaving the car.

WARNING
- Do not push or tow the car unless the key is first used to unlock the steering column and is then left in the lock. Withdrawing the key will cause the steering to lock.
- Never remove the key from the ignition switch or turn off the ignition while the car is moving. Withdrawing the key will cause the steering to lock and may cause an accident resulting in serious injury or death.
- To reduce the risk of theft, or danger to a child remaining in the car, always remove the key when leaving a parked car.
TELL TALE LAMPS

Tell tale lamps are incorporated into the instrument panel to provide important information about various vehicle systems.

Bulb Check

In order to check that the warning systems are functional, all operative tell tale lamps will light for a few seconds each time the ignition is switched on - refer to the text below for details of this feature relating to particular lamps. If the lamp does not light as specified, it is possible that the warning circuit or instrument assembly may be at fault; see your dealer without delay, and be aware that there may be no warning of a malfunction with that feature.

Turn Tell Tale ➡️ (green)

A left turn tell tale is incorporated into the upper face of the tachometer, and a right turn tell tale in the speedometer face. A bulb check will light the lamps for about 3 seconds following ignition switch on.

When the left hand or right hand turn indicators are operating, the appropriate green tell tale will flash in unison together with an audible tone. If the tell tale fails to light, or flashes at an unusual or irregular rate, check the operation of the turn indicator lamps immediately.
High Engine Speed Tell Tales (red)

Three red tell tale rings are incorporated into the tachometer face to warn that maximum engine speed is being approached. Maximum engine speed is governed for both the continuous and transient (during acceleration) states, and is detailed in the later section ‘Tachometer’ (see page 62).

As the rate of engine speed increase is potentially greater in the lower gears, the tell tale trigger points are tailored to accommodate the reaction time available. As maximum engine speed is approached, the tell tales will light in the following left to right sequence:
- one red light;
- two red lights;
- three rapidly flashing lights.

When exploiting maximum acceleration, gearchange upshifts should be made immediately the three flashing lights appear.

**NOTICE**

- The engine management system graduates the maximum engine speed for a cold engine, in order to reduce possible damage and wear from a delinquent driving style.
- Use of maximum engine speed and this tell tale facility should be restricted to occasions when maximum acceleration is required. Overuse will compromise powertrain service life.
- The engine is not protected from overspeeding caused by erroneous or premature downchanging. Such misuse could result in catastrophic failure, not covered by the vehicle warranty.

High Beam Tell Tale (blue)

This lamp glows blue whenever the headlamp high beams are operating. A bulb check will light the lamp for about 3 seconds following ignition switch on.

Security Alarm Tell Tale (red)

For details of the vehicle security alarm and its tell tale, refer to page 22

Parking Lamps/Daytime Running Lamps Tell Tale

If the parking lamps have been selected, this tell tale will light up green when the ignition is switched on, to indicate that the front and rear sidelamps and side marker lamps are operating.
When the engine is started, this tell tale will also light to indicate that the Daytime Running Lamps (DRLs) have automatically been activated (see page 70).

A bulb check will light the lamp for about 3 seconds following ignition switch on.

**Master Lighting Tell Tale 🕯️ (green)**

If the headlamps have been selected, this tell tale will light up green when the ignition is switched on. A bulb check will light the lamp for about 3 seconds following ignition switch on.

**Tire Pressure Monitoring System (TPMS) 🧼 (amber)**

With ignition on, this amber tell tale, warns of low pressure in one or more tires. If the lamp is triggered, a momentary audible alert will also sound. Stop the car as soon as it is safe so to do, and refer to page 68 for recommended action.

A bulb check will light the lamp for about 3 seconds following ignition switch on.

**Electrical Fault Tell Tale ⚡ (amber)**

The Engine Control Module (ECM) on the Evora is also used to manage various related electrical systems, and is able to detect certain types of fault, which may or may not be apparent to the driver. If such a fault is detected, which has no detrimental effect on exhaust emissions (see MIL below), this amber tell tale will light for the first 30 seconds after turning on the ignition. Consult your dealer without delay to have the fault diagnosed and rectified.

A bulb check will light the lamp for about 3 seconds following ignition switch on.

**Engine Malfunction Indicator Lamp (MIL) 🚑 (amber)**

The engine Malfunction Indicator Lamp (MIL) is provided to warn the driver that the engine management system has detected a fault which may result in increased noxious emissions from the exhaust. In order to minimise emissions and potential engine damage, various operational limitations may automatically be applied. A bulb check will light the lamp following ignition switch on, until the engine is started.

i) If the MIL lights continuously whilst driving, immediately reduce speed and adopt a moderate driving style. Seek dealer advice without delay and avoid all unnecessary journeys.
ii) If the MIL flashes, an engine misfire has been detected which is likely to cause overheat damage to the catalytic converters. Slow down immediately and be prepared to stop.
- If the MIL then stops flashing, and is lit continuously, proceed with caution and seek dealer advice.
- If the MIL continues to flash, stop the car as soon as it is safe so to do, and switch off the engine. Seek dealer advice.

⚠️ WARNING ⚠️ Continuing to drive the car with a flashing MIL may cause overheat damage to the catalytic converters and surrounding bodywork, and initiate an engine bay fire.

In order to comply with emissions regulations, data regarding activation of the MIL is recorded in the engine electronic controller, and may be downloaded by Lotus dealers.

Low Fuel Level Tell Tale 🛡️ (amber)
A bulb check will light the lamp for about 3 seconds following ignition switch on. Thereafter, this amber tell tale will light, with ignition on, when approximately 5 litres of fuel remains. Refuel at the next opportunity. See also pages 64 and 102.

⚠️ NOTICE ⚠️ Do not allow the tank to run completely dry, as this could damage the catalytic converters and fuel pump. Any such consequence would not be covered by the New Vehicle Warranty.

Low Washer Fluid Level Tell Tale 🛠️ (amber)
This amber tell tale is provided to warn of low fluid level in the reservoir serving the windscreen and headlamp powerwash jets. A bulb check will light the lamp for about 3 seconds following ignition switch on, but if the lamp then remains lit, or lights after washer use, refill the reservoir with a suitable fluid at the first opportunity.

Cruise Control Tell Tale 🛡️ (amber)
If the car is so equipped, this amber tell tale indicates when the cruise control is enabled. For full details of this system, see page 93.
A bulb check will light the lamp for about 3 seconds following ignition switch on.
Traction Control Off Tell Tale (amber)

This amber tell tale reminds the driver that the traction control has been manually switched off. Lotus Traction Control (LTC) should always be active when driving on public roads in normal conditions. To re-activate LTC, press momentarily the LTC off switch and check that the tell tale is extinguished. Refer to page 91.

A bulb check will light the lamp for about 3 seconds following ignition switch on.

Traction Control/ESP Tell Tale (amber)

This amber tell tale will flicker whenever the Traction Control or Electronic Stability Program (ESP) functions are triggered to indicate to the driver that the tractive limit is being broached. See pages 87, 91.

A bulb check will light the lamp for about 3 seconds following ignition switch on, but if the tell tale lights constantly, a fault has been detected, and these features will not be enabled. See your dealer without delay.

ABS Tell Tale (amber)

A bulb check will light the lamp for about 3 seconds following ignition switch on, but if the lamp then remains lit, or comes on whilst driving, a fault in the anti-lock brake system is indicated. The base brake system will continue to operate normally, but without the anti-lock feature. Heavy braking, or braking on slippery surfaces may cause one or more wheels to lock and result in reduced steering response and possible loss of control.

The car may continue to be driven with appropriate care and anticipation, but should be checked and repaired at the earliest opportunity.

Sport Tell Tale (amber)

This tell tale will light up amber to indicate that ‘Sport’ mode has been selected, delivering increased throttle response and a reduced level of traction control (see page 92). This selection will cancelled at the next ignition cycle.

A bulb check will light the lamp for about 3 seconds following ignition switch on.
Brake Tell Tale (red)

A bulb check will light this lamp for about 3 seconds following ignition switch on. The tell tale will then remain lit if the parking brake is applied. Check that the tell tale is extinguished when the parking brake is released, as driving the car with the brake not fully disengaged will cause overheat damage to the rear brakes.

With the parking brake released, if the tell tale should light at any time after the 3 second bulb check period, stop the car immediately, as the system has detected a dangerously low level of brake fluid in the master cylinder reservoir, possibly caused by a hydraulic leak in one of the separate front or rear brake circuits. In the event of a leak there is a danger that air may enter the hydraulic system and cause spongy operation and extended pedal travel. The divided brake circuit should ensure that emergency braking remains, but the car should not be driven until the fault has been identified and rectified.

⚠️ WARNING

If the tell tale remains lit when the parking brake has been released, the footbrake may not be working properly. Stop the car immediately it is safe so to do, and do not continue until the fault has been rectified. Continuing to drive could cause a crash and result in death or serious injury.

Oil Pressure Tell Tale (red)

This red tell tale warns of low engine oil pressure. The lamp will be lit whenever the ignition is on and the engine is stopped, but should go out as soon as the engine is started. If the lamp fails to go out after engine start up, or comes on when the engine is running, stop the engine immediately and do not restart until the cause has been investigated and rectified.

⚠️ WARNING

Continuing to run the engine with the oil tell tale lit could cause major engine damage or seizure, resulting in loss of car control and a crash. You or others could be killed or seriously injured.
Battery Non-Charging Tell Tale (red)

This red tell tale will light whenever the ignition is on and the engine is stopped. If it lights any time when the engine is running, it indicates that the battery is not being charged, which may be due to a broken auxiliary drive belt, or an electrical fault.

Stop the car as soon as safely possible and turn off the engine. The auxiliary belt also drives the engine water pump, without which function the engine will overheat very quickly. If it can be determined that the auxiliary belt and water pump are functioning correctly, it may be possible in favourable daylight conditions, to drive a short distance to a repair facility, but do not, under any circumstances, allow the battery to become completely discharged by continuing to drive, as this may result in engine damage and the car being stranded in a dangerous position.

Seat Belt Tell Tale (red)

As a reminder to fasten the seat belts, the seat belt tell tale in the instrument cluster will flash red for about six seconds following ignition switch on, accompanied, if the driver’s belt is not fastened, by a pulsing ‘beep’. Thereafter, if the driver’s belt remains unfastened, the lamp will light continuously, but if vehicle speed should exceed 15 mph (20 km/h) the lamp will flash for a maximum period of two minutes, accompanied by a pulsing ‘beep’. After this time the beeping will stop, but the lamp will remain constantly lit.

Airbag Tell Tale (red)

The airbag safety system, including the pre-tensioning seat belts, has a self-diagnostic feature which lights the red tell tale if a fault is detected. As a bulb check, the tell tale will light for about six seconds following ignition switch on, and then go out, but if the lamp remains lit, or comes on at any other time, a fault in the airbag system is indicated, which should be rectified without delay by your Lotus dealer.

⚠️ WARNING

If the airbag tell tale is lit, the airbags may not inflate correctly in a crash, or may inflate without warning; or the pre-tensioning seat belts may not perform correctly. To reduce potential injury to you and any front seat passenger, you must have the airbag system repaired as soon as possible.
INSTRUMENTS

Speedometer
This analogue display uses an illuminated pointer to indicate road speed in mph. Each time the ignition is switched on, a re-setting routine will be performed with the pointer sweeping to full scale and back to zero. The scale backlighting and pointer will be illuminated whenever the ignition or sidelamps circuits are active.

Note that a digital speed display in km/h is available in the information panel menu (see page 65).

Tachometer
This analogue display uses an illuminated pointer to indicate engine speed in revolutions per minute (rpm). The engine management system graduates the maximum engine speed allowed during the warming up phase, and once normal running temperature has been reached, limits continuous engine speed to 6,600 rpm (or 7,000 rpm in Sport mode). During maximum acceleration through the lower gears, very short bursts up to 6,800 rpm are allowed (or 7,200 rpm in Sport mode).

Each time the ignition is switched on, a re-setting routine will be performed with the pointer sweeping to full scale and back to zero. The scale backlighting and pointer will be illuminated whenever the ignition or sidelamps circuits are active.

Three red tell tale rings are incorporated into the tachometer face to warn that maximum engine speed is being approached,
but as the rate of engine speed increase is potentially greater in the lower gears, the tell tale trigger points are tailored to accommodate the reaction time available. The tell tales will light in the following left to right sequence:
- one red light;
- two red lights;
- three rapidly flashing lights with an audible warning.

When exploiting maximum acceleration, gear upshifts should be made immediately the three flashing lights appear.

**NOTICE**

- The use of wide throttle openings and/or high rpm before normal running temperature has been reached should be avoided. The engine management system graduates the maximum engine speed for a cold engine, in order to reduce possible damage and wear from a delinquent driving style.
- Do not run the engine continuously at its maximum speed.
- The engine is not protected from overspeeding caused by erroneous or premature downchanging, the consequences of which could be catastrophic failure not covered by the New Vehicle Warranty.
- Use of maximum engine speed and this tell tale facility should be restricted to occasions when maximum acceleration is required. Overuse will compromise powertrain service life.

**Odometer**

A vehicle total distance travelled indicator, in miles or kilometers, dependent on market, is displayed at the centre top of the instrument panel whenever the ignition key is inserted. See later for the trip distance function.
INSTRUMENT PANEL LEFT HAND SCREEN

Fuel Level Display

An indication of the level of fuel in the tank is displayed, with ignition on, in the form of a vertical bar graph in the instrument panel left hand screen. The solid bar within the outline, represents the proportion of fuel remaining in the tank.

When only 5 litres (1.3 US gall) remains, an amber tell tale in the instrument panel will light (see page 58). Refuel at the next opportunity.

The total usable fuel capacity is 60 litres (16 US gall), but for re-fuelling purposes, from the time the low fuel tell tale is triggered, approximately 50 litres (13 US gall) can be accommodated. Note that from the point of low fuel tell tale activation to the gauge reading empty, is around 5 litres (1.3 US gall). The remaining balance of 5 litres should be treated only as an emergency contingent, the use of which may entail intermittent fuel starvation and potential engine damage. In such a situation, driving style should be modified to minimise engine load and cornering forces.

If maximum engine or handling performance is to be exploited, or severe gradients tackled, a high fuel level should be maintained to ensure the greatest safety margin of fuel supply.

**NOTICE** Do not allow the tank to run completely dry, as this could damage the catalytic converters and fuel pump. Any such consequence would not be covered by the New Vehicle Warranty.
Ambient Air Temperature Display
The outside air temperature in degrees Fahrenheit, is shown on the instrument panel left hand screen whenever the ignition is switched on.

If the temperature drops to 39°F or below, a snowflake symbol will be added, and the display will flash for ten seconds, accompanied by a single audible chime to alert the driver to potentially hazardous road conditions. Note that optimum accuracy will prevail when the car is moving.

To change the displayed units between Fahrenheit and Centigrade, see ‘Information Switch’ below.

Time Clock
A digital 24-hour time clock is displayed in the instrument panel left hand screen whenever the ignition key is inserted.

To adjust the clock, see ‘Information Switch’ below:

Information Switch
A button is mounted on the end of the left hand column stalk, and has different functionality with ignition on and off.

With the ignition key inserted, but ignition OFF, the button operates as follows:

Time clock adjustment
- Press the info. button for more than one second, and then release. The hour display will flash.
- Press momentarily the info. button to advance the figure by one hour and repeat as necessary. Alternatively, press and hold the button to automatically scroll the display; release the button to stop the scrolling at the desired figure.
- Press the info. button for more than one second, and then release. The minutes display will flash. Repeat the above adjustment procedure.
- Press the info. button for more than one second, and then release to enter the next mode:

Ambient temperature units
- Current temperature display units will now be displayed. To change from °C to °F, or vice-versa, press momentarily the info. button.
- To retain the displayed units, press the info. button for more than one second, and then release to enter the next mode:
**Tire pressure units (if TPMS is fitted)**
- Current tire pressure units will now be displayed. To change from bar to psi, or vice-versa, press momentarily the info. button.
- To retain the displayed units, press the info. button for more than one second, and then release to exit the adjustment mode.

With the ignition **ON**, the info. button operates the trip functions as follows:

**Trip Recorder**

The instrument panel left hand screen allows a menu of trip functions to be displayed, selected by the ‘info’ switch on the end of the steering column left hand stalk. When the ignition is turned **ON**, the panel will display the trip distance since last reset.

A single momentary press of the info. button will scroll to the next function in the following sequence:
- **Trip distance.** In miles.
- **Range;** Approximate driving distance available on current fuel level.
- **Average fuel consumption;** Calculated since the last reset, and displayed in mpg.
- **Road speed;** Displayed digitally in km/h.
- **Trip distance.** In miles.

The Trip Distance and Average Fuel Consumption can each be reset, by selecting that function and then pressing the info. switch for more than one second until the display zeroes.
INSTRUMENT PANEL RIGHT HAND SCREEN

Coolant Temperature Display

An indication of the engine coolant temperature is displayed, with ignition on, in the form of a vertical bar graph in the instrument panel right hand screen. To optimise display space, the shown scale commences at 140°F, and finishes at 250°F.

The running temperature will fluctuate a certain amount as the operating conditions change, and during periods of idling or in heavy traffic, the temperature may rise to over 212°F, with the cooling fans switching on at half speed at approximately 208°F, and full speed at approximately 217°F. In order to prompt closer monitoring by the driver of temperatures over 230°F, the temperature icon will flash and be accompanied by the message ‘Engine too hot’ displayed above the car silhouette.

The pressurised cooling system has a boiling point of over 250°F, but if the temperature approaches the top of the display, the car should be stopped and the engine allowed to idle for a few minutes whilst the temperature is monitored.

NOTICE

- If the temperature continues to rise, there is a danger of engine damage; switch off and seek qualified assistance.
- After a heavy snowfall, ensure that the radiator cooling outlet grille in the front body is cleared of snow before driving the car, or overheating may result.
Tire Pressure Monitoring System (TPMS)

A sensor incorporated into each of the tire valves, monitors the air pressure inside the tire, and supplies an onboard control module with this data by radio transmission. As soon as the car has been driven a short distance, tire pressure readings will be displayed against the corresponding wheels on the vehicle silhouette in the instrument cluster right hand screen. If any tire pressure should fall below 75% of the recommended value, an alert message is sent to the instrument panel, causing the tire pressure tell tale to light up amber, and the corresponding tire pressure on the silhouette to flash.

If this warning should occur, stop the car as soon as it is safe so to do, and examine the affected tire. If there is no visible damage and a tire pump is available, correct the pressure to that stated in the Technical Data section of this handbook, and proceed with caution to a tire dealer for professional inspection and advice. Note that the tell tale will automatically be extinguished when the correct pressure is restored. If the tire is punctured, or no inflation equipment is available, consider using the emergency tire inflator aerosol (see page 138), but observe the associated WARNINGS and be aware that the TPMS sensor in the tire will be disabled by the sealing fluid, and must subsequently be renewed.

The TPMS incorporates self-malfunction recognition, and if a fault is detected, the low tire pressure tell tale will flash for one minute and then remain constantly lit, this sequence being repeated for subsequent ignition cycles; the system may not be able to detect or signal low tire pressure. See your dealer without delay.

Be sure to advise any tire fitters or service technicians that TPMS is fitted, and that any replacement tire valves include the correct pressure sensors. If a fault is indicated after wheel or tire replacement, it is likely that a sensor has been incorrectly fitted or damaged. If a tire valve is renewed, or is moved to a different wheel position, the TPMS will automatically identify the new configuration.

Note that the pressure sensors are powered by integral batteries, with an average service life of 10 years. It is recommended to renew all pressure sensors at this time interval.

⚠️ WARNING
Refer to page 131 for important tire safety warnings.
The text on this page is a legislative requirement by the Federal authorities:

Each tire, including the spare (if provided), should be checked monthly when cold and inflated to the inflation pressure recommended by the vehicle manufacturer on the vehicle placard or tire inflation pressure label. (If your vehicle has tires of a different size than the size indicated on the vehicle placard or tire inflation pressure label, you should determine the proper tire inflation pressure for those tires.)

As an added safety feature, your vehicle has been equipped with a tire pressure monitoring system (TPMS) that illuminates a low tire pressure telltale when one or more of your tires is significantly under-inflated. Accordingly, when the low tire pressure telltale illuminates, you should stop and check your tires as soon as possible, and inflate them to the proper pressure. Driving on a significantly under-inflated tire causes the tire to overheat and can lead to tire failure. Under-inflation also reduces fuel efficiency and tire tread life, and may affect the vehicle’s handling and stopping ability.

Please note that the TPMS is not a substitute for proper tire maintenance, and it is the driver’s responsibility to maintain correct tire pressure, even if under-inflation has not reached the level to trigger illumination of the TPMS low tire pressure telltale.

Your vehicle has also been equipped with a TPMS malfunction indicator to indicate when the system is not operating properly. The TPMS malfunction indicator is combined with the low tire pressure telltale. When the system detects a malfunction, the telltale will flash for approximately one minute and then remain continuously illuminated. This sequence will continue upon subsequent vehicle start-ups as long as the malfunction exists. When the malfunction indicator is illuminated, the system may not be able to detect or signal low tire pressure as intended. TPMS malfunctions may occur for a variety of reasons, including the installation of replacement or alternate tires or wheels on the vehicle that prevent the TPMS from functioning properly. Always check the TPMS malfunction telltale after replacing one or more tires or wheels on your vehicle to ensure that the replacement for alternate tires and wheels allow the TPMS to continue to function properly.
Door/Tailgate Open Display
The instrument cluster right hand screen includes a plan view silhouette of the car, which will graphically show when either door is open, or indicate an open tailgate by flashing the corresponding area. This indication will endure until the panel is fully latched.

Lighting Switches
Lighting functions are controlled by two press button switches mounted in the fascia outboard of the steering column. Each switch is pressed once to switch on, and pressed a second time to switch off. Each switch button incorporates a function symbol which is backlit red with the ignition switched on, and which brightly lights up green when the circuit is activated.

Parking Lamps Switch
The upper switch is used with ignition on or off to light the front and rear sidelamps, side marker lamps, and those switches which are operational with ignition off. A tell tale in the instrument cluster will also be lit (see above).

Master Lighting Switch
The lower switch functions with or without ignition, and switches on the headlamps together with the sidelamps and operational switch illumination. A tell tale in the instrument cluster will also be lit (see above). The switch button symbol is backlit red with the ignition and/or sidelamps on, and brightly lights up green to indicate when the circuit is active. The steering column lever
switch (see page 74) is used to select main or dip beam.
   A second momentary press will switch off the headlamps, but leave on the sidelamps. To switch off both the side and headlamps, hold the switch pressed for more than one second.

**Homesafe**
   The Homesafe feature keeps the headlamps lit for a 30 second period after locking/arming the alarm, in order to light the departure route. To activate Homesafe;
   - leave the headlamps switched on;
   - withdraw the ignition key;
   - use the transmitter to lock/arm the alarm.
   The headlamp switch will flash during the 30 second period to indicate that Homesafe is operating.

**‘Lights On’ Warning**
   If the lights are on when the ignition is switched off, a ‘lights on’ audible warning will sound when the driver’s door is opened.

**Daytime Running Lamps (DRL)**
   When the engine is started, the following ‘day time running’ lamps will automatically be activated: Front and rear sidelamps, side marker lamps and headlamp low beams. The sidelamps tell tale will also be lit (see above). Note that the headlamp main beams will not be operational until the master lighting switch is pressed, which will be confirmed by the corresponding tell tale. (see above).
   When the ignition is turned off, the DRLs will switch off automatically, but not if the engine stalls. If the headlamps have been manually selected, the lights will remain lit until the master lighting switch is pressed (see above).

**Reversing Lamp, Parking Aids and Reversing Camera**
   With the ignition switched on, selection of reverse gear will cause:
   - The reversing lamp to light.
   - If fitted, the parking aid system will sound an audible acknowledgement, and then search for objects at bumper height within the detection zone of around 1.5 m (5 ft) beyond the rear of the car. When within this range, an intermittent beeping will be heard, which increases in frequency as the distance is reduced, becoming a continuous tone at around 300 mm (1 ft). Be aware that the sensitivity of the system will vary according
to the size, position and material/density of an object.
- If fitted, the reversing camera will switch on and display an image on the audio set screen, if and when the set is manually switched on. Note that in order to cover the whole width of the car, the view will be distorted from a conventional image. Take time to familiarise yourself with the image displayed, the parking aid beeping frequency, and the actual distance being detected before fully utilising these systems.

⚠️ WARNING

- Be aware that these features are only aids to parking, and are no substitute for vigilant all-round observation when reversing. The driver is at all times responsible for safe manoeuvering.
- The parking aid sensors have blind spots and may not detect small or moving objects including children and animals, low or narrow posts, towing hitches and objects towards either side of the car.
- To ensure full functionality, the sensors must be kept clean and free from snow and ice.

Hazard Warning Lamps Switch

The hazard warning switch is located on the fascia inboard of the audio set, and is backlit red when the sidelamps are switched on. The switch is enabled at all times, and when pressed, causes synchronous flashing of all the exterior turn lamps. In addition, the switch button graphic will flash, and an accompanying audible tone will sound. Press the button a second time to switch off.

This facility should be used when the car is stopped on the highway in abnormal circumstances where a warning to other traffic would be judicious. On U.K. motorways, their use is also permitted on a stationary or moving vehicle to warn following drivers of queuing traffic ahead.

Use of the hazard warning lamps may be subject to local traffic laws, with which drivers should familiarise themselves.

⚠️ WARNING

If stalled or stopped for emergency repairs, if possible, move the car well off the road, switch on the hazard warning lamps and mark the car with other warning devices as available to reduce the risk of a collision.
**Instrument and Switch Illumination**

The fascia mounted press button switches are backlit red whenever the sidelamps and ignition are switched on. The sidelamps switch itself is backlit with the ignition on. Most switches will light up brightly when that circuit is activated, with the brightness level dimmed when the headlamps are selected in order to reduce any potential distraction in the dark.

The speedometer and tachometer are illuminated after door opening or ignition key insertion, by white LEDs, with the pointers coloured red. The lighting level of these instruments and that of the heating/ventilation control panel (with ignition on), may be adjusted by a switch button inboard of the steering column:

- Turn on the ignition, and repeatedly press the button to cycle through the six levels of brightness from low to high.
Steering Column Lever Switches

Lever switches are provided on the steering column, one on the left for turn indicators and headlamp functions, and one on the right for windscreen wiping and washing.

Turn Indicators/Headlamp Flash/Dipswitch

Turn Indicators: The turn indicators operate only with the ignition switched on. Move the lever down to indicate a left hand turn, and up for a right turn. The switch will be cancelled when the steering wheel is returned to the straight ahead position.

For convenience, when signalling a lane change, lightly pressing the switch up or down will allow its return under spring action. Pressing the switch for less than a second will trigger three flashes of the indicators.

Headlamps: The left hand lever switch is operated by pulling the lever towards the steering wheel, to one of two spring loaded positions, and then releasing.

Headlamp Flash: To flash the headlamp high beams with or without ignition, pull the lever switch to the first position; the high beams will light until the lever is released.

Low/High Beam Switching: When the headlamp switch is pressed (see page 70), the headlamps will switch on in either low or high beam mode according to the last made selection. To change from one to the other, pull the lever fully towards the steering wheel to the second spring loaded position, and then release. Each such action will cause alternate selection of low and high beams. Note that with ignition on, the high beam tell tale in the instrument panel will indicate the current status.
**Info Button:** Momentarily pressing the ‘Info’ button on the end of the stalk will scroll through a menu of functions (see page 65).

**NOTICE** Certain atmospheric conditions may result in some condensation inside the lamp unit. This should have no significant effect on lamp performance and is no cause for concern.

**Windscreen Wiper & Washer Control**

The right hand lever switch is enabled at ignition key positions I and II, and is operated as follows:

- **Wiper functions**
  - To ‘flick’ wipe the screen, press the lever switch downwards against spring pressure and release. The wiper will sweep the screen once at slow speed. Holding the lever downwards will activate further slow sweeps until released.
  - For intermittent wipe, push the lever up to the first position, and select the wipe interval by rotating the numbered collar to one of its six positions, the wipe delay increasing at higher numbers.
  - For slow speed continuous wipe, move the lever upwards to the second position.
  - For fast speed continuous wipe, push fully upwards to the third position.

**NOTICE** In very cold weather, before attempting to use the wiper, ensure that the blade is not frozen to the screen (use windscreen de-icer fluid), or damage to the blade or circuit fuse may be caused.
Windscreen washer functions
- For short wash/wipe, a momentary press of the button on the end of the stalk will trigger the washer pump and a single sweep of the wiper.
- For a longer wash/wipe, press the end button for longer than one second to operate the washer, and to trigger 3 sweeps of the wiper.

Headlamp powerwash
With ignition and headlamps on, the headlamp powerwash will be activated for a short burst at the first, and every subsequent fifth request of the screen wash switch. Cycling of either the ignition or headlamp switch will reset this timing.

Note:
- The combined washer reservoir has a low fluid level sensor which will activate a tell tale in the instrument cluster.
- The windscreen washer jets have heating elements which are active whenever the ignition is on.

Horn
To sound the twin tone horns, which are operative at all times, press the centre pad on the steering wheel. Be aware that non-essential use of the horns may be restricted by local legislation with which drivers should familiarise themselves.
AUDIO EQUIPMENT

Operating instructions for the unit fitted are contained in a separate booklet supplied by the equipment manufacturer. The audio set will operate with the ignition key inserted, and in any of its positions, including the ‘0’ lock position.

On cars fitted with a 2-DIN audio system and 175mm display screen, the following features are included:
- AM/FM radio;
- CD audio;
- DVD video, operable only with the parking brake engaged;
- i-pod to i-pod video interaction/control;
- MP3 player;
- Satellite navigation;
- Integrated microphone for Bluetooth phone operation;
- Automatic screen display from the reversing camera when the set is switched on and reverse gear is engaged.

Note that the screen should be cleaned occasionally with a lint free, spectacle polishing cloth.

NOTICE

• The ‘satnav’ system includes a road network safety camera database, which may be activated at the owner’s request when the system is set up. If using the vehicle in territories where such a feature is illegal, it is the owner’s responsibility to ensure that the system is de-activated.
• Note that the quality of radio reception will vary according to audio equipment fitted and local area signal strength.
• USB, phono and i-pod inputs are located within the glove-box.

Speakers: A main speaker is fitted into each of the door trim panels, and a high frequency ‘tweeter’ incorporated into each end of the dash fascia panel. In addition, some cars are fitted with a single sub-woofer, low frequency speaker in the right hand rear quarter trim panel.

Security: Some audio sets feature a removable front panel; For details, refer to the set manufacturer’s literature.
10. HEATING, VENTILATION & AIR CONDITIONING

Interior Climate
The interior climate may be adjusted via the centre console with its three rotary control knobs, for air distribution, temperature and fan speed, together with four press button switches, for air conditioning, demist, air re-circulation and heated rear screen.

When the sidelamps are switched on, the rotary control graphics are backlit white and red/blue by an electro-luminescent panel, with red lit pips in the knobs to indicate their position. The button switches are backlit red with ignition and sidelamps switched on, and will light up brightly (HRS and demist in amber) when activated. Press the button a second time to switch off. Interior climate functionality requires the ignition to be on, and for refrigeration and heat production, the engine needs to be running.

Face Level Vents
Two face level vents are sited in the centre top of the fascia, and one in each door, ahead of the door release handle. To provide the desired airflow volume and direction, each vent may be opened or closed, and rotated through 360° by manual manipulation.
Air Distribution
This rotary control is positioned at the top of the climate panel and allows a choice of air distribution from the various outlet vents. There are 5 designated positions with corresponding symbols, although there is a progressive transition from each airflow mode to the next, allowing a preferred balance to be attained.

- Face level vents
- Face level vents and footwells
- Footwell vents
- Footwells and windscreen
- Windscreen

Temperature Control
With the rotary temperature control knob turned fully clockwise to the coldest position, the heater function is fully shut off. Air at ambient temperature will be supplied unless air conditioning is requested (see below).

As the control is turned counterclockwise, an increasing proportion of the air is directed through the heater to provide an output of increasing temperature, until full heat is attained with the knob fully counterclockwise.

Interior Fan
The lowermost of the rotary controls, functions with the ignition key at the accessory or ignition positions, and allows the selection of 4 speeds for the interior fan. Turned fully counterclockwise, the fan is switched off. Turning the knob clockwise through 4 detented positions provides increasing fan speed and airflow delivery. Note that the air conditioning will not function until a fan speed is manually selected.

Re-circulation Switch
This switch functions with the ignition on, and will maintain its status through successive ignition cycles. The current status is indicated by the button illumination; backlit red if off, brightly lit red if on.

The fresh air intake is normally open to provide approximately 30% fresh airflow. To close the intake and prevent fumes being drawn into the cabin, or to provide the quickest response to temperature change requests, the fresh air intake may be
closed off by pressing the re-circ. switch, to result in 100% air re-circulation. This option should, however, be used sparingly to avoid stuffiness in the cockpit.

**Air Conditioning Request**

The A.C. request switch maintains its status through successive ignition cycles. The current status is indicated by the button illumination; backlit red if off, brightly lit red if on.

Pressing the A.C. request button will select refrigerated air, but the following conditions must be met before the system will operate:

- The engine must be running;
- A fan speed must be selected;
- Ambient temperature must be above 3°C.

With a fully cold temperature setting, refrigerated air will be supplied. For dehumidified warm air, select air conditioning in conjunction with a warm temperature setting.

**Demist/Defrost Switch**

In order to facilitate a single touch selection of demist/defrost settings, a dedicated switch is provided. The switch is operative only with ignition on, and will default to off at the next ignition cycle. When activated:

- The button illumination will change from backlit red to bright amber;
- The interior fan will operate at full speed;
- All airflow will be directed to the windscreen;
- Maximum heat will be selected;
- Air conditioning will be switched on.

Press the button a second time to switch off.

**Heated Rear Screen (HRS)**

The switch button will light up amber when the heater circuits for the rear screen and door mirrors are operating, but due to the high current demand, this function requires the engine to be running. The circuits will turn off after the switch is pressed a second time, or the ignition is switched off, or automatically after a ten minute period has elapsed.

**Pollen Filter**

A pollen filter is fitted at the interior air intake and should be renewed by your dealer at intervals specified in the Maintenance Schedule.
Engine Bay Ventilation
Various intake and outlet vents are provided in the rear body to allow ventilation and cooling of the engine bay.
- Intake vents ahead of the rear wheelarches provide ambient air for the engine air intake, and for engine bay cooling.
- Outlet grilles around the top of the tailgate panel exhaust hot air from around the catalytic converter at the front of the engine bay.
- An outlet grille at the base of the tailgate glass, and to either side, exhaust hot air from around the catalytic converter at the rear of the engine bay.

⚠️ CAUTION
When the engine is running, or when stopped after a fast run, beware of the potential for very hot airflow from these vents and the corresponding high surface temperatures of surrounding body panels and components.
Auxiliary Power Sockets
The vehicle is equipped with two auxiliary power sockets;
- One within the cabin, at the rear of the centre console; Operative with the ignition key at positions I or II.
- One at the right hand corner of the trunk; Operative at all times.

Each socket is protected by a hinged flap, and is rated at 10 amps maximum. The format of the socket allows a standard cigarette lighter element to be used, or other electrical accessories requiring this type of fitting.

⚠️ WARNING
Do not leave small children unattended in the car since careless interference with the power socket could be dangerous and result in burn injuries or the initiation of a fire.
11. DRIVING CONTROLS

Foot Pedals
The pedals for the clutch, brake and accelerator are arranged conventionally, and are grouped closely together for ready access and refined driving technique.

⚠️ CAUTION
Do not attempt to drive the car without suitable narrow soled, flat heeled footwear. Bare feet may inhibit the application of full pressure to the brake pedal, and adversely affect your control of the car. Bare feet could also suffer burns from sun heated metal surfaces in the car.

Footwell Mats

⚠️ WARNING
It is essential that any floor covering in the footwell is properly secured. Loose mats can interfere with the operation of the pedals causing possible loss of control and a crash in which you or others could be killed or seriously injured.

The carpets fitted in the footwells of the Evora are secured by two quarter turn fasteners at the rear, and Velcro strips beneath the front edge. Always ensure that the carpets are secured correctly, and never fit any loose mats on top.

Clutch Pedal (with manual transmission)

⚠️ NOTICE
• To avoid unnecessary clutch wear, do not, for more than a few moments, slip the clutch to ‘hold’ the car on a slope; apply the parking brake until ready to drive off.
• The clutch pedal must be fully depressed during each gear shift.
• Do not drive with the left foot resting on the clutch pedal, as rapid wear of the clutch components can result. A left foot rest is provided for comfort and convenience.
Footbrake

Ventilated disc brakes are fitted to all four wheels of the Evora. These are operated by separate front and rear hydraulic circuits, supplied from a tandem master cylinder with vacuum servo assistance. Anti-lock control is provided by a microprocessor based electro-hydraulic unit, integrated into the base braking system.

The braking system is designed to provide good pedal feedback, with efficient disc cooling to inhibit brake fade. With a new car, or new brake system components, maximum braking efficiency will be achieved if, for the first few hundred miles, needless heavy braking is avoided. Allow the brake pads and discs to ‘bed in’ fully before using the brakes to their full potential. Pedal effort will reduce as the brakes are bedded in, and as they are warmed from cold to normal working temperature. Note that the hard grade pad material may give rise to a certain amount of brake noise under some conditions; such noise is not harmful and does not affect the life or efficiency of the brakes.

After frequent hard use of the brakes, it is beneficial to the durability of the discs and pads if a cooling down period is allowed before the car is parked.

⚠️ WARNING

- After driving through a ford or flood, some loss of braking response may be experienced until the brakes have dried out. As soon as it is safe to do so after such an encounter, apply the brakes until normal operation is restored. Failure to do so may result in an accident in which you or others may be killed or seriously injured.
- The brake assistance servo uses vacuum supplied from the engine intake plenum, such that power assistance is available only when the engine is running. Never coast downhill with the engine stopped. If this situation should arise accidentally, be aware that repeated application of the brakes will rapidly exhaust the stored vacuum supply, after which much greater pedal pressures will be required. This may adversely affect brake performance which could result in an accident in which you or others could be killed or seriously injured.
Anti-lock Brake System

The Anti-lock Brake System (ABS) is used to optimise brake performance in extreme conditions and reduce the potential for any wheel to lock up. Under most conditions, the maximum braking force is provided by a wheel which is rotating at about 90% of road speed. Apart from the likelihood of increasing the stopping distance, a locked wheel provides little or no steering force, such that with both front wheels locked, movement of the steering wheel has no effect on car direction. With the anti-lock system, even panic braking results in controlled deceleration and the retention of steering response. ABS is especially advantageous when braking on slippery road surfaces and in bad driving conditions, but it is important to realise that the ABS cannot increase the friction level at the road surface, but can only make optimum use of the grip available.

⚠️ WARNING

When driving in adverse weather, or on poor road surfaces, always be alert to the possibility of slippery conditions and make the necessary allowance for increased stopping distances. Failure to do so may result in an accident in which you or others may be killed or seriously injured.

Normal braking, controlled by the pressure applied to the brake pedal, occurs when the road conditions allow for the required deceleration to be achieved without danger of wheel lock. The relative speeds of the four wheels are continuously monitored by the ABS when the brakes are applied, and if one or more wheels begin to lock, the brake pressure to that wheel(s) is modulated by the ABS to help keep the wheel rotating and provide the maximum controlled braking force. The wheels may appear to lock momentarily as the wheel speed rapidly changes, and some tire noise (intermittent screeching) may be heard which is normal and will vary with road and tire conditions. Note that the ABS does not function at speeds below 5 mph (7 km/h).

When the ABS is activated, the driver will feel a 'pulsing' sensation at the brake pedal as the fluid pressure is modulated, and may also hear clicking from the control solenoids. These signals indicate to the driver that maximum braking is occurring, and that driving style should be modified to suit the conditions.

The minimum stopping distance is achieved by applying the brakes firmly and steadily, and allowing the ABS to modulate
hydraulic pressure. The driver should not attempt to emulate this process by 'pumping' the brake pedal, as modulation in this manner will treat all four wheels similarly, rather than individually as afforded by the ABS electronics.

An ABS tell tale lamp in the instrument panel is provided to warn that the integral self diagnostic system has identified a problem, and to indicate that the anti-lock function has been turned off. See ‘ABS tell tale lamp’.

**WARNING**

- The amber ABS tell tale in the instrument panel should light for about 3 seconds following ignition switch on, and then go out. If the lamp remains lit, or comes on whilst driving, a fault in the anti-lock brake system is indicated. The base brake system will continue to operate normally, but without the anti-lock feature. Heavy braking, or braking on slippery surfaces may cause one or more wheels to lock and result in reduced steering response and possible loss of control.

The car may continue to be driven with appropriate care and anticipation, but should be checked and repaired at the earliest opportunity.

- The increased control that ABS provides should not induce you to take more risks with your safety. ABS will not prevent a skid caused by abrupt steering movements, or attempting to corner too quickly.

- Always maintain a safe following distance from other vehicles relative to the road surface and weather conditions.

- ABS does not avoid the risk of an accident due to inappropriate speed. The driver is at all times responsible for the judgement of safe speed.

- The control unit of the ABS is set for standard wheel and tire sizes. If non-standard wheels or tires are fitted, the control unit may mis-interpret the speed of the car, because of the variant data it receives from the wheel speed sensors. Fitting non-approved wheels or tires could seriously affect the performance of the ABS.

- Activation of the ABS will vary according to the level of grip available at the tires. On dry surfaces, activation will occur only with a high pedal pressure. On slippery surfaces, only a low pedal pressure will be needed.
• On loose or uneven surfaces, such as gravel or snow, a car with ABS may need a longer stopping distance. Allow a greater following distance in these conditions.

Hydraulic Brake Assist (HBA)
Hydraulic Brake Assist, is incorporated into the ABS to help produce the minimum stopping distance when emergency braking is demanded. By continuous monitoring of the brake pressure, the ABS control module is able to identify when such an event occurs, and when necessary, increases hydraulic pressure up to the anti-lock activation threshold, thus producing optimum controlled braking.

Electronic Brake Distribution (EBD)
This feature addresses the instability that could be caused under heavy braking due to the tendency of the lightly loaded rear wheels to lock prematurely. Electronic Brake Distribution is incorporated into the ABS to limit the rear brake system hydraulic pressure prior to any anti-lock intervention.

Electronic Differential Lock (EDL)
If hard acceleration is demanded in conditions of variable surface grip, or when cornering forces result in a lightly loaded inside rear wheel, there will be a tendency for drive torque to overcome the grip available, resulting in spinning of the lightly loaded wheel. When this situation is detected by the ABS controller, brake pressure is applied to the spinning wheel in order to transfer drive torque to the opposite wheel, thus maintaining drive and aiding vehicle stability.

See also ‘Lotus Traction Control’ (page 91).

Electronic Stability Programme (ESP)
This feature enhances vehicle stability in extreme manoeuvres typified by accident avoidance attempts or misjudged cornering demands. Current vehicle behaviour is constantly monitored, and compared with a determination of driver intent as indicated by data gathered from the driving controls. When vehicle stability is at risk, the ABS is utilised to apply a measured braking force to individual wheels as necessary in order to help the driver maintain control of the vehicle.
The enhanced vehicle control that these features provide should not induce any relaxation of caution or vigilance by the driver. Physical limits of cornering and braking still apply, and excessive speed may result in loss of control and an accident. The driver is at all times responsible for the judgement of appropriate speed.

Parking Brake

The parking brake, which operates on only the rear wheels, is applied by a hand lever mounted between the seats. A red tell tale lamp in the instrument cluster warns of parking brake application (see ‘Tell Tale Lamps’).

The brake should be applied by firmly pulling up the lever and engaging the highest ratchet setting attainable. When parking the car on a slope, take the additional precaution of leaving the transmission in first (facing downhill) or reverse (facing uphill) gear, and turn the steering wheel towards the kerb.

If the parking brake is applied when the brakes are hot (e.g. after prolonged or frequent hard use), special care should be taken to ensure that the parking brake is securely engaged in order to allow for any potential brake force reduction as the discs cool. Failure to do so may result in the car rolling away and causing an accident in which you or others may be killed or seriously injured.

To release the brake, pull up the lever, press and hold the release button in the end of the handgrip, and lower the lever fully. Before driving off, always check that the parking brake has been fully released, as confirmed by the tell tale lamp being turned off, or damage to the brake system may be caused.

Note that the parking brake uses a cable mechanism to apply drum brakes on the rear wheels, and is totally independent of the footbrake hydraulic circuit.
Gear Lever (manual transmission)

The gear lever is spring biased towards the 3rd/4th gear plane, and must be moved against light spring pressure to the left before selecting first or second gear, or against similar pressure to the right before selecting 5th or 6th speed.

When changing gear, it is essential that the transmission is not abused by 'power shifting'; the clutch pedal must be fully depressed during each gear shift, and the throttle pedal eased during upshifts. Driving pleasure will be enhanced when using a light touch to guide the gear lever, allowing the tactile senses to convey gear selection messages from the internal mechanism.

Engaging Reverse Gear: With the car at a complete standstill, pause for a moment with the clutch pedal fully depressed before moving the lever to the left, raising the lift collar beneath the knob, and then further to the left before finally pushing forwards to engage the gear.

**NOTICE** Gearsifting without correct operation of the clutch and throttle controls can result in severe damage to the transmission and engine. Any damage caused by driving in this way will not be covered by the New Vehicle Warranty.
Lotus Traction Control

Lotus Traction Control (LTC) is a software programme integrated within the engine management and ABS electronic control units (ECUs) and uses inputs from the wheel speed sensors to determine if wheelspin is occurring. If an excessive degree of wheelspin is detected, LTC will modulate fuel injector delivery, throttle opening and rear brake application, in order to control engine power output and spinning wheel inertia, until grip is restored. This feature can improve vehicle stability in some extreme conditions of use, especially where variable or differential side/side surface grip prevails, or when maximum vehicle performance is being exploited. See also ‘EDL’ (page 87).

If the traction control tell tale in the instrument panel is seen to flicker, this is an indication that the LTC has been triggered and electronic intervention is taking place; thetractive limit has been reached and driving style should be modified accordingly.

⚠️ WARNING

The enhanced vehicle control that this feature provides should not induce any relaxation of caution or vigilance by the driver. Physical limits of cornering and braking still apply, and excessive speed may result in loss of control and an accident. The driver is at all times responsible for the judgement of appropriate speed.

_Traction Control ‘Off’ Button:_ In certain unusual circumstances, such as loose surfaces, deep snow or when ‘rocking’ the vehicle
free from mud, it may be desirable temporarily to switch off the LTC. An LTC ‘off’ button is provided in the fascia, outboard of the steering column, and is operative only with the ignition on.

To switch off LTC, hold the button pressed for one second, until the button surround lights up in conjunction with the amber ‘LTC off’ tell tale in the instrument panel.

⚠️ WARNING

• Lotus Traction Control should always be active when driving on the public highway in normal conditions.

• If the system is switched off when driving off-highway, be aware of the consequent change in vehicle behaviour and modify driving style accordingly.

To re-activate LTC, briefly press the button a second time and check that the tell tale goes out. Irrespective of the system status when the ignition is turned off, LTC will automatically be activated next time the ignition is switched on.

If the on-board diagnostic system detects a fault with the LTC, the tell tale will be lit continuously; see your dealer without delay.

**Sport Mode (if fitted)**

In order to cater for the preferences of some sport oriented drivers, a Sport Mode selector button is provided to deliver quicker throttle response, increased power induced wheel slippage thresholds, no throttle reduction on detection of understeer, and a maximum continuous engine speed raised from 6,600 to 7,000 rpm. Note that switching off the Lotus Traction Control in conjunction with selection of Sport Mode, will retain the Sport features, but without any power induced wheelslip intervention. In all cases, anti-lock braking will be retained.

⚠️ WARNING

Be aware that selecting Sport Mode and/or LTC OFF, will alter the handling characteristics of the car. Drivers should exercise caution until familiarity has been gained in a controlled safe environment.

The Sport Mode switch is located in the fascia panel outboard of the steering column. To switch on Sport Mode, turn on the ignition, and hold the button pressed for one second until the button surround lights up amber, accompanied by the amber
'SPORT' tell tale in the instrument panel. In order to prevent unintentional acceleration if the button is pressed whilst driving, in these circumstances, the button surround will flash in acknowledgement, but Sport Mode will not be activated until the throttle pedal has been fully released.

To switch off Sport Mode, briefly press the button a second time and fully release the throttle pedal. Note that Sport Mode will always default to ‘off’ at the next ignition cycle.

Refer also to the Warranty Booklet section 2 ‘Intended Purpose’.

Cruise Control

The cruise control system is operated by four switches mounted on the steering wheel spokes.
- On/off/cancel (lower left).
- Resume (upper left).
- Set/raise speed setting (upper right).
- Reduce speed setting (lower right).

The three operational states of cruise control are:
- Off.
- Enabled (but inactive).
- Active.

To enable cruise control: The system will always default to ‘off’ whenever the ignition is turned off. To enable cruise control, turn on the ignition, and press the on/off/cancel switch; the tell tale
in the instrument panel will light to confirm that the system is enabled (although no speed has yet been set). Alternatively, this operation may be combined with that for activation, by pressing the on button followed by the set button (see below).

To activate cruise control: Drive the car to the desired cruising speed and press the set button. The accelerator may now be released, but the set speed will be maintained (road gradient and winds permitting). The accelerator may be used to increase speed temporarily without affecting the setting.

Note: The system cannot be activated below 30 mph (45 km/h) or above 130 mph (210 km/h), or in first or second gear.

Deactivation: Cruise control will be deactivated when any of the following actions occur:
- The brake pedal is depressed;
- The clutch pedal is depressed.
- The on/off/cancel button is pressed.
  In any of these cases, normal manual speed control will be restored, but the system will remain enabled.

Resume: To resume cruise, press the resume switch. The vehicle speed will automatically adjust to the cruise setting.

Changing the cruise setting: Whilst cruise is active, the speed setting can be adjusted by holding down the ‘+’ or ‘-’ buttons to accelerate or slow the car to the desired new speed. On release of the button, that speed will then be set. Alternatively, a single short press of either button will increase or decrease the setting by 1 mph (1.5 km/h).
If the system is not active, the car can be driven to the desired speed, and the set button pressed.

To disable cruise control: To switch off the system; with cruise inactive, press the on/off switch; the tell tale lamp will be extinguished. After switching off the ignition, cruise control will be de-selected for the next drive cycle.
Homelink

The homelink system offers wireless control of non-vehicle based systems, such as requests for garage door opening, perimeter gate opening, and house lights switching.

The Homelink control panel and integrated transmitter unit is located in the roof section of the vehicle and features three switches, labelled I, II and III, for communication with external systems. The Homelink electronic controller must be programmed to match that of the external system through a training and synchronisation process, and is suitable for both rolling and non-rolling codes. After programming, and with ignition on, press the appropriate Homelink button when within operating range of the system, to activate the exterior device. The LED on the Homelink control panel will light when a button is pressed as confirmation of switch contact.

For full details refer to the separate Homelink literature.
12. STARTING PROCEDURE & ENGINE BREAK-IN

⚠️ WARNING
CARBON MONOXIDE - Be aware of the danger of carbon monoxide! Never run the engine in an enclosed space. The exhaust gases contain carbon monoxide, a deadly gas which is particularly dangerous, as being colourless odourless and tasteless, its presence is very difficult to detect.

Operation Temperature Limit
The Lotus Evora is designed to operate at outside air temperatures above -4°F (-20°C). The engine management, windscreen demisting and vehicle safety systems are not approved for use at lower temperatures.

⚠️ WARNING
You or others could be seriously injured or killed, by incorrect airbag deployment if attempts are made to use the car at temperatures lower than -4°F (-20°C).

Starting a Cold or Warm Engine
Before starting the engine, always check that the parking brake is firmly applied, the transmission is in neutral, and as an extra precaution and to reduce drag, depress the clutch pedal. Switch off any unnecessary electrical loads.

The fuel injection and engine management system controls fuel delivery and engine settings under all normal operating conditions.

i) Insert the key into the steering lock/ignition switch and turn to position ‘I’ to unlock the column. Before turning on the ignition; if the alarm tell tale in the speedometer face is flashing, mobilise the engine by pressing once the transmitter centre button; the alarm tell tale will be extinguished.

ii) Turn the key to position ‘II’ to switch on the ignition, and pause for a moment to allow the fuel system to prime.

iii) Depress the clutch pedal as a precaution, and without moving the accelerator, turn the key against spring pressure to position ‘III’ to engage the starter motor, and release as soon as the engine starts. Allow a cold engine to idle for 10 seconds before driving off, but if ambient temperatures are below freezing, allow the engine and screen heating systems to warm up for a few minutes before driving.
iv) If the engine fails to start within 15 seconds, stop cranking and pause for 10 seconds before a second attempt.
v) If further efforts are unsuccessful, contact your dealer or seek other expert help.

⚠️ WARNING
An unattended car with a running engine is potentially hazardous. Turn off the engine and remove the key before leaving the car.

⚠️ NOTICE The use of wide throttle openings and/or high rpm before the engine has reached normal running temperature will result in premature wear, and should be avoided. See page 62.

Idle Speed
Engine idle speed is controlled electronically by the engine management system, and is normally about 640 rpm. Variations will occur during the engine warm up phase, and at abnormally high temperatures. Selection of air conditioning will also result in a raised idle speed.

Engine Break-In
Although the Evora powertrain is built to close tolerances using modern technology, the progressive and sympathetic breaking-in (or bedding-in) of a new engine and transmission, remains a valuable contributor to achieving the highest levels of efficiency, durability, smooth operation and economic performance. By following the simple guidelines described below, a solid foundation will be built for the car’s lifetime career.

⚠️ NOTICE Failure to comply with the following running-in provisions could invalidate the terms of the New Vehicle Warranty:

Engine: It is important during the car’s early life, not to overload the engine, and to control the amount of engine heat generated. This is dependent primarily on throttle opening (accelerator position) and engine speed. However, being too sympathetic on the car will not allow the piston rings to bed in satisfactorily, so a balance of spirited and gentle use is required. For the first 600 miles (1,000 km), use no more than moderate throttle openings (about half of the available accelerator pedal travel) and do not
run the engine continuously at engine speeds over 4,000 rpm. Occasional short bursts at wider throttle and higher engine speed will be beneficial, as will a constantly changing cruising speed and making full use of the gearbox. Do not allow the engine to labour in too high a gear ratio; change down and let the engine operate in its natural power band.

After 600 miles (1,000 km) have been covered, full throttle and/or maximum engine speed may be used for short periods, but do not attempt to exploit full vehicle performance until after the first ‘After Sales’ service has been carried out.

**Transmission:** Driving pleasure will be enhanced when using a light touch to guide the gear lever, allowing the tactile senses to convey gear selection messages from the internal mechanism. Forcing the change will cause unnecessary wear on system components and impair subsequent gearchange quality.

**Brakes:** Allow the brakes to bed-in by avoiding needless heavy braking for the first 100 miles (160 km). Thereafter, the first time the brakes are used aggressively, some loss of brake feel may be evident as the brake pads undergo a final conditioning phase. After the brakes have cooled, full brake performance will be restored. Both the brake pedal and gearchange efforts are likely to reduce during the running-in period.

**Tires:** New tires also require a short ‘running-in’ period before providing optimum grip.

Note that various operating parameters are continuously monitored and recorded in the engine electronic controller. This data may be downloaded by Lotus dealers on demand in order to assist with fault diagnosis and identify any vehicle misuse.

**Stopping the Engine**

After running the engine at high speed or under heavy load and generating substantial engine heat, if possible before switching off the engine, drive for a short period in a gentler manner, or allow the engine to idle for a few minutes in order for normal temperatures to be resumed. This consideration will reduce the effects of heat soak, and benefit the long term durability of the powertrain.
Engine Special Features
The 3.5 litre V6 engine of the Lotus Evora uses chain driven twin overhead camshafts for each cylinder bank to operate four valves per cylinder via a Dual VVT-i (Dual Variable Valve Timing - intelligent) system. The engine also features direct ignition with individual spark plug mounted coils, ACIS (Acoustic Control Induction System) and ETCS-i (Electronic Throttle Control System-intelligent). These control functions contribute towards improved engine performance, fuel economy and reduced exhaust emissions.
13. EXTERNAL OPERATIONS

Fuel Requirement

USE UNLEADED PREMIUM GRADE GASOLINE.

Use only unleaded gasoline meeting ASTM specifications. Use of fuels not meeting ASTM specifications could cause poor performance and increase emissions.

For optimum car performance and fuel economy, the use of super or premium unleaded gasoline, with a minimum octane rating of 91 (RON+MON)/2 is recommended. Where super or premium fuel is not available, the Evora will operate satisfactorily on unleaded gasoline having a minimum rating of 87 (RON+MON)/2, but vehicle performance and economy will be reduced.

Using fuel with a lower octane rating may cause knocking (pinking) which, if severe, can cause serious engine damage. Light knocking may occasionally be heard for short periods when accelerating or driving up hills, and this should cause no concern, although using a lower gear would be advised. If, however, you hear persistent heavy knocking when using the specified fuel, consult your dealer without delay.

The use of good quality fuels containing proper detergent additives is advised for good performance and emission control.

**NOTICE** Do NOT use leaded fuel: damage caused by the use of leaded or other improper fuel is not covered by the New Car or Emission Control System Warranty. The effectiveness of the catalytic converter decreases after as little as one tankful of leaded fuel. Also, the car is fitted with a fuel injection system which includes an oxygen sensor. Leaded fuel will damage the sensor, and cause emission control to deteriorate.

**Gasolines Containing Alcohol** - Some gasolines sold at service stations contain alcohol although they may not be so identified. Use of fuels containing alcohol is not recommended, unless the nature of the blend can be determined as being satisfactory.

**Gasohol** - A mixture of 10% ethanol (grain alcohol) and 90% unleaded gasoline may be used in the Lotus Evora. If driveability problems are experienced as a result of using gasohol, it is recommended that the car is operated on gasoline.
**Methanol** - Do not use gasolines containing methanol (wood alcohol). Use of this type of alcohol can result in car performance deterioration and damage to critical parts in the fuel system. Fuel system damage and car performance problems, resulting from the use of gasolines containing methanol, may not be covered by your New Vehicle Warranty.

**Fuels Containing MMT** - Some North American fuels contain methylcyclopentadienyl manganese tricarbonyl (MMT), which is an octane enhancing additive. Such fuels may damage the emission control system and are NOT recommended.

**Ethanol E5 & E10** - A mixture of 5% or 10% ethanol (grain alcohol) and unleaded gasoline may be used in the Evora but the lower octane rating (typically 88 - 89 \((\text{RON}+\text{MON})/2\)) will result in slightly reduced performance and economy. If driveability problems are experienced as a result of using ethanol, use 91 \((\text{RON}+\text{MON})/2\) unleaded gasoline. Do not use Ethanol blends with a higher concentration than 10%.

**Diesel** - The Lotus Evora will not operate on diesel fuel.

**NOTICE**
- The use of leaded fuel, or lead replacement petrol (LRP), will cause irreversible contamination of the precious metal catalysts and of the exhaust gas sensors used by the computer controlled engine management system.
- Fuel system damage and running problems, resulting from the use of incorrect fuels will not be covered by your New Vehicle Warranty.
- **DO NOT** allow the fuel tank to run dry, as this may damage the catalytic converters.
- Always double check that the correct filling station fuel nozzle has been selected before re-fuelling. Costs incurred for fuel system draining and cleaning will not be covered by the New Vehicle Warranty.
Fuel Filling

⚠️ WARNING
- Gasoline and its attendant fumes are highly explosive. You can be burned or seriously injured when handling fuel. Before stopping at a filling station, switch off mobile phones and other electronic equipment, ensure that all cigarettes are extinguished and that no naked flames or other potential ignition sources are present.
- Switch off the engine before re-fuelling.
- Remove the filler cap slowly to allow any pressure to bleed off gradually. Hasty removal may result in a small amount of fuel spray with a possible health or fire hazard.

**Filler Cap:** The fuel filler is located in the right hand rear quarter panel, concealed by a flush fitting hinged flap. To open the flap, press the release button in the fascia panel outboard of the steering column, with or without the ignition key in position, and the flap will spring fully open. Unscrew the filler cap. As the cap is turned, any pressure differential between the tank and the atmosphere will be released and a brief hiss may be heard. Allow the pressure to equalise gradually to avoid the potential for a small amount of spray. Note that the cap is tethered to prevent its loss, and should be hooked onto a tab provided for this purpose, on the hinge of the flap.

To refit, place the cap into the filler neck and turn clockwise until the ratchet mechanism clicks several times. Push the flap closed.
Filling Procedure: Insert the pump nozzle fully into the neck, and fill until the auto-shut off mechanism is triggered. Do not attempt to ‘brim’ the tank to the top of the filler neck, as expansion of the fuel due to temperature change (e.g. cold underground fuel storage) may cause flooding of the fuel tank breather system charcoal canister, or spillage of fuel.

The total usable fuel capacity is 16 U.S. gall (60 litres), but for re-fuelling purposes, from the time the low fuel tell tale is triggered, approximately 13 U.S. gall (50 litres) can be accommodated. Note that from the point of low fuel tell tale activation to the gauge reading empty is around 1.3 U.S. gall (5 litres).

**NOTICE**  The remaining balance of approx. 1.3 U.S. gall (5 litres), should be treated only as an emergency contingent, the use of which may entail intermittent fuel starvation dependent on driving conditions, and potential engine damage. In such a situation, driving style should be modified to minimise engine load and cornering forces.

If maximum engine or handling performance is to be exploited, or severe gradients tackled, a high fuel level should be maintained to ensure the greatest safety margin of fuel supply.
Tailgate

To open the tailgate, press twice the end button on the transmitter key; the latch will release and allow the tailgate to be opened, assisted by pressurised struts. Trunk lamps will switch on automatically whenever the tailgate is open.

⚠️ CAUTION ⚠️

- The ventilation grilles on and around the tailgate may become hot under some operating conditions; take care to avoid burn injuries.
- When using the rear luggage compartment, beware of any hot surfaces exposed in the engine bay. Touching hot surfaces could cause serious burns.
- Before closing the tailgate, take care to avoid injury or damage by ensuring that no persons or objects will be trapped.

⚠️ NOTICE ⚠️ If necessary, protect and/or secure heavy objects as required. Allowing sharp edged or heavy items to slide or roll around the trunk may cause body damage which will not be covered by your New Vehicle Warranty.

If an open or incompletely closed tailgate is detected when the ignition is turned on, a warning will be displayed on the right hand screen in the instrument panel via the vehicle silhouette graphic.

To close the tailgate, ensure that no persons or objects will be trapped before pulling down the panel and pressing firmly over each end of the aerofoil to assure complete engagement of the latch. Guard against inadvertently locking the transmitter key in the trunk.
**WARNING**

For 2-Seat Evora:
- The maximum allowable combined weight of the driver and passenger is 440 lb (200 kg).
- The maximum load in the trunk is 110 lb (50 kg).
- The maximum weight of goods which may be carried in the cabin rear shelf luggage net, is 55 lb (25 kg). Exceeding this weight will endanger occupants in a crash.

For 4-Seat Evora:
- The maximum allowable combined weight of the driver and front seat passenger is 440 lb (200 kg).
- The maximum allowable combined weight of rear seat passengers is 330 lb (150 kg).
- The maximum load in the trunk is 110 lb (50 kg).
Exceeding these limits can overload the tires and affect the handling of the car, and result in a crash in which you or others could be killed or seriously injured. Refer also to the ‘Tires’ section on page 131.
Manual tailgate release: If the vehicle battery becomes discharged, the tailgate cannot be opened using the transmitter fob. For this situation, and if for any reason the transmitter is lost or damaged, an emergency cable release handle is provided within the cabin (access via the mechanical left hand door lock - see page 33), located beneath the rear seat cushion (2+2) or shelf pad (2+0). Lift the cushion or pad to release from their fabric hook and loop fastening, and pull the release handle in a direction towards the centre of the car.

On closing the tailgate after an emergency release, take extra care to ensure the tailgate is fully latched.
Child Entrapment

If a child should become trapped in the rear luggage compartment, an emergency release handle is provided inside the trunk to facilitate their escape.

To release the latch, the fluorescent yellow/white handle at the rear of the trunk, should be pulled towards the right hand side of the car.

Parents should decide if their children should be shown how to use this feature.
Front Body Access Hatch

The hinged front body access hatch provides access to the brake/clutch fluid reservoir and the windscreen/headlamp washer reservoir filler.

To open the hatch, from the inboard side of either footwell, press down the release lever; the hatch may then be raised fully by hand. Return the release lever to its fully raised position.

Before closing, check that the reservoir caps are secure, lower the lid, and press firmly over the latch. Check that the panel is fully secure.
14. SERVICING AND MAINTENANCE

BODYCARE

Body Features
Lotus is amongst the world leaders in the field of automotive composite moulding design and manufacturing techniques. Composite materials have major advantages for specialist car bodies, and these brief notes introduce some features of the construction and service properties of automotive composite bodies.

The manufacturing process enables the thickness of composite mouldings to be varied in order to provide efficient structures of high strength and low weight. Composites will not corrode, so the strength of composite components is retained regardless of age, unless physical damage is sustained. On the Evora, the body construction utilises several mouldings to form a single unit incorporating the two front wing tops and front body panel. A second unit for the rear body aft of the doors incorporates both rear wings, the tailgate aperture and trunk structure. The nose and tail of the car are capped by deformable ‘bumper’ mouldings designed to reduce damage to the main body and chassis structure caused by minor knocks and parking incursions.

All body panels around the front and rear of the car are secured using threaded fasteners to permit easy removal for access to chassis or powertrain components, or to allow simple and economic accident repair. Other composite mouldings include the door shells, sills, front body access panel, tailgate, windscreen frame and rear bulkhead, some panels being bonded to the aluminium alloy chassis or to neighbouring mouldings with an elastomeric adhesive.

Several different processes are used to manufacture the various panels depending on the particular functional requirements, but all processes provide a high resistance to surface damage from minor knocks, where a steel panel would become dented. If severe damage is caused to a composite panel where the underlying structure is broken, repairs may take the form of panel replacement, or of panel repair using techniques where new composite material is integrated with the old to result in undiminished panel strength.
**NOTICE** Care is required, due to the low ground clearance, to guard against chassis underside damage caused by ramps, kerbs and road humps.

**Paint Care**

The acrylic enamel finish of the Lotus Evora is extremely resistant to all normal forms of atmospheric attack. Following the simple maintenance procedure summarised below will help retain the gloss, colour and protective properties of the paint throughout the life of the car. However, car finishes are not immune to damage and amongst the more common causes of deterioration are:

- Atmospheric contaminants; Dust, soot, ash, and acidic or alkaline aerosol mist can chemically attack paint.
- Abrasion; Blowing sand and dust, or a dirty washing cloth can cause abrasion damage.
- Tree sap and insect fluids; These can form a water-insoluble polymer that adheres to the paint.
- Bird excrement; Highly acidic or alkaline, this can chemically etch the paint. Wash off immediately.
- Leaves; These contain tannic acid which can stain light finishes.
- Impact damage; Granite chippings thrown up from poor or recently dressed road surfaces can subject the body to severe localised impact, and result in paint chips, especially around the vulnerable frontal panels. Do not follow other vehicles too closely in such circumstances. For optimum paintwork protection, Lotus recommends the use of a self adhesive film kit which your dealer will be pleased to supply and/or fit.
- Moisture entrapment; Long term use of a non-breathable car cover can trap moisture and/or induce condensation and promote water penetration of the paint film.

**Ventilation**

Water lying on the paint surface for a lengthy period will eventually penetrate the paint film. Although the effects will not be visible immediately, a deterioration in the visual quality and protective properties of the paint film will ultimately result.

It is not recommended to store a wet car in a poorly ventilated garage. If good ventilation cannot be provided, storage outside on a hard standing or under a carport is to be preferred.
Paintwork Polishing

Eventually some loss of gloss, and an accumulation of traffic film, will occur. At this stage, after normal washing, the application of a good quality liquid polish will restore the original lustre of the paint film.

Higher gloss of the paint finish, and added protection against contamination can be obtained by the use of a wax polish. However, this can only be used successfully on a clean surface, from which the previous application has been removed with white spirit or a liquid polish cleaner.

Washing

**NOTICE** Lotus recommends hand washing of the painted bodywork. The car is a speciality vehicle not intended to be subjected to an automatic car wash. Automatic car washing machines may have a detrimental effect on the paint film, and any damage arising from such use will not be covered by the New Vehicle Warranty.

Many contaminants are water soluble and can be removed before any harm occurs by thorough washing with plenty of lukewarm water, together with a proprietary car wash additive (Household detergent and washing up liquid can contain corrosive salts, and will remove wax and accelerate oxidation). Frequent washing is the best safeguard against both seen and invisible contaminants.

Wash in the shade, and use a cotton chenille wash mitt or a sponge rinsed frequently to minimise the retention of dirt particles in the mitt or sponge. Use a straight back and forth washing motion to avoid swirled micro scratches, and rinse thoroughly.

In order to minimise degradation from road salt, the underside of the chassis should be rinsed with clean water as soon as possible after driving on treated roads. Many fuel filling stations offer pressure washing facilities ideal for this purpose, but do not use on the painted bodywork.

Windscreen Cleaning

Use a proprietary glass cleaning product on the windscreen and other windows to ensure uninhibited vision. To allow the wiper arm to be lifted fully clear of the windscreen, the front body access hatch should first be opened. Clean the wiper blade with windscreen wash solvent to prevent juddering and smearing.
Alloy Road Wheels

It is recommended that the aluminium alloy road wheels are washed with the same preparation as is used to wash the bodywork. Use a brush having only nylon bristles. During the winter months, particularly when salt has been used on the roads for the dispersal of snow and ice, remove all the wheels, and wash thoroughly to remove accumulated road filth from the wheels and tires.

Upholstery Cleaning

Cloth Trim: Normal cleaning consists of an occasional light wipe over with a cloth dampened in a mild soap and water solution; it is important that the cloth is only dampened, not soaked. Alternatively, a proprietary upholstery cleaner may be used.

Leather Trim: The leather should be wiped over occasionally with a cloth dampened in warm soapy water. Use a mild, non-caustic toilet soap or soap flakes. Repeat the operation using a fresh cloth and water only, but avoid soaking the leather. Finish by drying and polishing with a soft dry cloth. The manufacturers of the leather do not recommend the use of any hide 'food', and prohibit the use of petrol or detergents, furniture creams and polishes.

NOTICE The leather used in the Lotus Evora is of premium quality, specifically tanned and dyed for automotive use. As a natural material, leather ages in various ways and may, over time, exhibit signs of cracking, scuffing, shrinking, etc. Such wear is not an indication of a defect, but rather the natural maturing of the leather.

Seat Belt Cleaning

The seat belts may be sponged with warm water and should be allowed to air dry naturally before use. Do not use chemical cleaners and never attempt to bleach or dye the webbing. Take care to avoid the ingress of foreign bodies into the buckle mechanism, as there is no provision for disassembly.
\textbf{WARNING}

The seat belt should be replaced if the webbing becomes frayed, contaminated or damaged. Not checking or maintaining seat belts can result in serious injury or death if they do not work properly when needed. Check all the belts regularly and have any problem corrected immediately.

**Footwell Mats**

Use only correctly secured Lotus approved carpet mats in the footwells. Floor coverings made from plastic or other non-breathable materials may trap moisture and initiate surface corrosion of the footwell floors. Any damage caused by the use of incorrect mats will not be covered by the New Vehicle Warranty.

**Sill Trim**

Note that the leather sill trim covers will be subjected to wear and tear during the normal course of cabin access, and may require periodic replacement dependent on the level of use and the owner’s preference.

**Door Lock**

It is recommended to operate, periodically, the left hand exterior door key lock in order to check and maintain its functionality, should this ever be required. A special lock grease, delivered by aerosol, will maintain smooth and reliable operation. Your Lotus dealer will be pleased to advise.
OWNER PERFORMED MAINTENANCE

Remember that fuel consumption and wear and tear of the car are affected considerably by the way the car is driven and maintained. Be sure to carry out the simple maintenance checks detailed below, and to have the car serviced regularly by your Lotus dealer, in order to ensure maximum safety, reliability, longevity and pleasure of ownership.

It is important that the Maintenance Schedule (see separate booklet) is followed at the specified time and distance intervals (this is a requirement of the warranty), and that the car is kept in proper operating condition.

**NOTICE** Failure to follow and comply with the Maintenance Schedule may invalidate the terms of the New Vehicle Warranty, and may result not only in a loss of fuel economy and emission control, but cause damage to the catalytic converters.

**WARNING**

- Attempts at vehicle servicing with inadequate knowledge, tools or equipment, could result in vehicle damage as well as endangering you, your passengers and other road users. Consult your Lotus dealer in all cases of doubt.
- Beware of hot surfaces in and around the engine bay, including the engine cover itself. You could be seriously burnt by touching a hot engine part.
- Take great care not to drop flammable liquids or objects onto a hot engine and start a fire.
- Beware of rotating engine components; to avoid injury, guard against entrapment of hands, hair, other body parts, loose clothing and tools.
- The front mounted electric fans can start up and cause injury even when the engine is not running. Keep tools, hands and clothing well away.

The Evora is intended for use as a road going passenger vehicle. **IT IS NOT DESIGNED OR INTENDED FOR USE OFF ROAD, INCLUDING ON CLOSED CIRCUIT TRACKS OR FOR USE IN A COMPETITIVE MANNER, INCLUDING TIMED LAPS OR RUNS. ANY SUCH USE WILL INVALIDATE THE NEW VEHICLE WARRANTY.** Refer also to the separate Warranty Booklet.

Using the car on track or in a competitive manner will cause a greater degree of wear and tear to components than normal road use.
WARNING
If an owner elects to use the Evora on a closed circuit track or in a competitive manner, the severity of operating conditions demands that appropriate levels of expert car preparation, servicing (over and above that specified in the Maintenance Schedule) and vigilance will be required, including careful inspection of all safety critical components both before and after any track or competition session.

Engine Cover

CAUTION
The engine cover lid may become hot to touch in high ambient temperatures and/or after hard driving. Allow the car to cool, or wear appropriate protective clothing before attempting to access the engine bay.

The composite engine cover is secured by two spigots at the front edge, and two latches at the rear. To remove the cover, press the small front buttons on each of the two latches to allow the latch handles to spring open and release. Lift the rear of the cover clear of the engine bay surround and draw the cover rearwards to disengage the front spigots. Place the cover safely aside.

To refit the cover, engage the two front spigots into their location eyes on the crossbar, and lower the rear of the cover. Press down the two handles ensuring that the latch levers are engaged.
beneath the rear edge of the engine bay surround, until both handles are captured by the locking buttons.

**Engine Oil**

⚠️ **WARNING**

- Engine oil is hazardous to your health and may be fatal if swallowed.
- Prolonged and repeated contact with used engine oil may cause serious skin disorders, including dermatitis and cancer.
- Use protective gloves to avoid contact with skin as far as possible and wash skin thoroughly after any contact.
- Take all suitable precautions to guard against scalding from hot oil and hot surfaces.
- Keep out of reach of children.

**Engine Oil Level Check**

The engine oil level should be checked regularly, such as every two or three fuel stops. It is especially important to keep a check on the oil level during the car’s first 1,000 miles (1,600 km), as the oil consumption will be prone to some variance until the engine components have bedded in.

The best time to check the level is before starting a cold engine, or alternatively, when the oil is warm, such as during a fuel stop. Ensure that the car is parked on a level surface and that a few minutes have elapsed since stopping the engine to allow oil to drain back into the sump. If the engine is run but stopped before reaching normal running temperature, the oil will not readily drain back into the sump, and the dipstick will display an artificially low reading.

*Dipstick:* The dipstick is identifiable by its yellow loop handle, and is located at the right hand front of the engine.

⚠️ **WARNING**

If access to the dipstick is required when the engine is hot, be aware of many hot surfaces including the ducting adjacent to the dipstick itself. Wear appropriate protective clothing to prevent burn injuries.

Withdraw the dipstick, and wipe with a paper towel. Replace the dipstick, if necessary feeding the flexible stem into the tube...
using the towel, before pressing firmly to ensure that the handle is fully seated. Withdraw the dipstick again to inspect the oil level.

The level should lie between the two dots on the lower end of the dipstick. For optimum engine protection, maintain the level towards the top mark, and do not allow to fall below the mid-point. If driving on a closed circuit track, or exploiting maximum cornering capability, it is especially important to maintain at the upper marking. Refer also to the Warranty Booklet section 2 ‘Intended Purpose’. Adding approximately ½ litre will raise the level from the mid-point to the upper mark.

**Topping Up:** If topping up is necessary, first remove the engine cover (see above). Unscrew the oil filler cap from the cam cover at the right hand front of the engine. Add a suitable quantity of the recommended engine oil (see ‘Recommended Lubricants’) taking care not to spill any oil onto engine or electrical components; use a funnel if necessary.

The difference between the top and bottom marks on the dipstick is equivalent to approximately 1.0 litre. Allow several minutes for the oil to drain through to the sump before re-checking the oil level.

**NOTICE** Do NOT overfill, or lubrication will be degraded and consumption increased as the oil becomes churned and aerated. The catalytic converters may also be damaged by high oil content in the exhaust gas.

Refit the filler cap, turning clockwise until secure.
Engine Oil Change

The use of high quality oil, renewed at the specified intervals, is the key to engine longevity and sustained performance. Adhere strictly to the engine oil and filter change intervals specified in the Maintenance Schedule.

⚠️ WARNING
See WARNINGS on page 117.

Access to the engine sump and filter is most easily achieved with the car raised on a garage hydraulic lift, or alternatively, parked over an inspection pit. Remove the engine bay under-tray.

The drain plug is located in the base of the sump, and should be removed immediately after a run when the oil is warm and the impurities are still held in suspension.

Allow the oil to drain completely before cleaning the drain plug, fitting a new sealing ring, and tightening securely.

Refill with the recommended lubricant (see page 169) via the oil filler on the camshaft cover, to the top mark on the dipstick, allowing several minutes for the oil to drain through to the sump before checking the level. Take care not to overfill. Refit the oil filler cap securely, and check the oil level again when the engine is fully warm (see above).
Oil Filter

The cartridge type oil filter is mounted at the right hand front of the engine, and is accessible only from beneath. The filter should be renewed along with the engine oil, at intervals specified in the Maintenance Schedule.

⚠️ WARNING

See WARNINGS on page 117.

The oil filter housing incorporates a drain plug to minimise potential oil spillage;
- Unscrew the drain plug (square socket) from the filter housing cap and collect the small amount of oil released.
- Connect a length of 15mm i.d. hose to the drain tube supplied with the new filter. Insert the tube into the base of the filter housing with the ‘O’ ring on the top side of the tube flange, and push upwards until it clicks into position and opens the spring loaded drain valve. Collect the draining oil.
- Remove the drain tube by pulling sideways and down.
- Using adaptor tool T000T1441F, unscrew the cap from the filter housing. Discard the filter element and filter cap ‘O’ ring.
- Thoroughly clean the filter cap, filter housing and drain plug.
- Fit the new ‘O’ ring supplied with the new filter element into the cap groove, and lubricate with engine oil. Fit the new filter element into the cap, and install the filter and cap into the housing, ensuring that the ‘O’ ring does not become displaced.
- Using adaptor tool T000T1441F, torque tighten the cap to
25 Nm. Check that there is no clearance between cap and housing.
- Lubricate the small ‘O’ ring supplied with the new filter with engine oil, and fit into the groove in the filter housing. Fit the filter drain plug and tighten to 13 Nm.
- Check the oil level (see above) before starting the engine and restricting to idle speed until the oil pressure tell tale is extinguished. Check for oil leaks with the engine running. Stop the engine when fully warm and re-check oil level (see above).
Used Engine Oil

⚠️ WARNING
See WARNINGS on page 117.

NOTICE  PROTECT THE ENVIRONMENT: Do not pollute drains, water courses or land with oil. Use only authorised waste collection facilities, including civic amenity sites and garages providing facilities for disposal of used oil and used oil filters. If in doubt, contact your local authority for advice on disposal.

Transmission Oil
The transmission oil should be renewed at intervals specified in the Maintenance Schedule, but as this operation requires the removal of part of the exhaust system, it is recommended that this be entrusted to your Lotus dealer.

The engine and transmission should also be checked for any signs of oil leaks, and, if necessary, rectified by your Lotus dealer.
Cooling System

The engine cooling system uses a header tank to ensure that the system remains completely filled, and also to accommodate expansion of the coolant with increasing engine temperature. The tank is mounted at the left hand side of the engine bay, and is fitted with a 108 kPa (15 psi) pressure cap to raise the boiling point of the coolant to over 250°F (120°C).

**WARNING**

- Do NOT attempt to remove the pressure cap from the header tank when the engine is warm as serious scalding could result from boiling water and/or steam.
- Coolant is hazardous to your health and to animals and may be fatal if swallowed.
- Keep coolant out of reach of children.
- Clean up spillages and do not leave in open containers.

The level of coolant in the translucent header tank will rise as the engine warms up, and fall as it cools down, and under normal circumstances it should not be necessary to add any coolant to the system between services. If overfilled, the excess coolant will be ejected when the engine is warm. If underfilled, overheating may result.

As a precaution, every week when the engine is fully COLD, and **only when the car is standing on a completely level surface**, remove the engine cover and without disturbing the pressure cap, check the level of coolant in the translucent header tank. The
maximum recommended cold level is 3/8 inch (10mm) below the horizontal moulded seam running around the tank, with the lowest acceptable level being 1 inch (25mm) below the seam.

If topping up is required, ensure that the coolant is fully cold before slowly unscrewing the filler cap and allowing any remaining pressure to escape before finally removing the cap.

In order to maintain protection from freezing damage and metal corrosion, use only an approved coolant mixture (see below) to top up the header tank to the ‘full’ level. Refit the cap, and turn clockwise until the tab on the cap engages a detent, at which position an abutment prevents any over-tightening.

**NOTICE** If the cap is removed when the engine is warm, the coolant may boil and a small coolant loss may occur. The completely cold header tank level should be checked at the first subsequent opportunity.

**Cooling Fans**: Two cooling fans are fitted above the front mounted radiator in the air outlet duct and will run at either half or full speed, dependant on coolant temperature and air conditioning system demands. The fans will also run as a protection measure, if the on-board diagnostic system identifies certain types of engine fault.

In addition to the radiator fans, a further fan is fitted over the right hand rear wheelarch to help control air temperature within the engine bay. This fan may be triggered any time the vehicle is stationary, with engine idling or stopped, dependent on coolant temperature.

In order further to control heat soak effects after engine shut down, a coolant re-circulation pump may be heard running, possibly supplemented by the cooling fans, anytime during a 10 minute period after switching off the ignition.

**WARNING** Keep hands, tools and clothing away from the radiator or engine bay cooling fan areas, as personal injury could result from the fans starting up without warning, even with the ignition off.

At service intervals, the air duct and matrices of the engine cooling radiator and a.c. condenser should be checked externally for clogging by insects, leaves or other debris, and if necessary, a water jet used to clear the finning. Take care not to damage
or distort the delicate fins of the radiator or the cooling performance will be degraded.

**Anti-Freeze/Corrosion Inhibitor**

It is most important that the correct coolant specification is used in order to inhibit boiling and to protect the engine and heat exchangers from both frost damage, and metal corrosion. The Evora is factory filled with a 50% concentration of Havoline XLC Extended Life Coolant, which contains Organic Acid Technology (OAT) based corrosion inhibitors to provide good cooling performance and long coolant change intervals, combined with freedom from environmentally damaging phosphates, silicates and nitrites.

**NOTICE** No other type of coolant should be mixed with this OAT coolant, or degradation of the cooling system may result.

Havoline XLC may be identified by its orange colouration, and by a label around the header tank filler neck. A 50% concentration provides freezing protection down to -40°F (-40°C), and is recommended to be maintained throughout the life of the car. Stronger concentrations will have a detrimental affect and should not be used.

In an emergency, if an OAT coolant is not available, the cooling system should be topped up using water only, but the reduction in freezing protection should be recognised, and the concentration corrected promptly. In areas where the tap water is extremely hard (exceeding 250 parts per million), distilled, de-ionised or filtered rain water should be used for the water content of the coolant mix.

The effective level of ethylene glycol (anti-freeze) in the system may be measured using a hydrometer, but in order to ensure that the required level of corrosion protection is maintained, the coolant should be renewed every 4 years.

For coolant capacity, refer to ‘Recommended Lubricants’ and ‘Technical Data’.

**NOTICE** Using an incorrect coolant mixture may result in expensive damage to the engine and/or other components caused by overheating, freezing or corrosion effects. Such damage is not covered by the New Vehicle Warranty.
Coolant Drain/Refill Procedure

The cooling system of the Lotus Evora has been carefully optimised to allow the required cooling performance using the minimum volume of coolant. This provides for high cooling system efficiency, with quick engine warm up and interior heating.

When refilling the cooling system, it is vital to ensure that the correct bleeding procedure is followed, and that no air pockets remain. This operation should be entrusted to your Lotus dealer.

Washer Reservoir

The reservoir for both the windscreen washer and headlamp powerwash, is situated ahead of the left hand front wheelarch, with a filler provided beneath the front body access hatch. Release the hatch by pushing down the lever at the inboard side of both front footwells (see page 108). The hatch may then be lifted fully open.

The reservoir filler cap is identified by its blue colour and may be prised off. Top up with clean water and a suitable proprietary solvent, and refit the cap securely. Press the access hatch firmly shut.

**NOTICE** Do NOT use radiator antifreeze in the reservoir as this could seriously damage the paintwork and/or some plastic components.

An amber tell tale in the instrument panel is provided to warn of low fluid level in the washer reservoir. A bulb check will light
the lamp for about 4 seconds following ignition switch on, but if the lamp then remains lit, or lights after washer use, refill the reservoir at the first opportunity.

The windscreen washer heated jets are mounted each side of the wiper spindle, and may, if necessary, be cleared or adjusted using a suitable pin.

With ignition and headlamps on, the headlamp powerwash will be activated for a short burst at the first, and every subsequent fifth request of the screen wash switch. Cycling of either the ignition or headlamp switch will reset this timing.

**Wiper Blade**

To replace the single wiper blade, open the front body access hatch to allow the arm to be lifted fully away from the windscreen. Swing the blade through 90° and slide off the pivot pin on the arm.
Brake Fluid Reservoir

Under normal circumstances, there is no requirement for routine 'topping up' of the brake master cylinder reservoir. A visual safety check is all that is required.

Every week, check the level of fluid in the brake fluid reservoir located beneath the front body access hatch. Release the hatch by pushing down the lever at the inboard side of both front footwells (see page 108). The hatch may then be lifted fully open.

Without disturbing the filler cap, check that the level lies between the 'MAX' and 'MIN' marks moulded on the translucent reservoir body. As the brake pads wear, the level will drop gradually from the 'MAX' mark towards the 'MIN', but if the level drops rapidly over a short period, have your Lotus dealer investigate without delay. If the level is found to be below the 'MIN' mark, it is likely there has been some fluid loss, and that air will have entered the hydraulic system. The car should not be driven until the fault has been investigated and rectified. Note that a single reservoir is used to supply both of the independent hydraulic circuits for the front and rear brakes, and also serves the hydraulic clutch release circuit.

If any fluid is to be added, first clean the surrounding area to guard against dirt ingress before unscrewing the reservoir cap. Take suitable precautions to prevent rain water or other contamination whilst the cap is removed.
NOTICE  Spilled brake fluid can seriously damage the car’s paintwork and some plastic components. Take suitable precautions to protect the paintwork from contamination, and in case of spillage, **do not wipe**, but thoroughly rinse the affected area with water immediately.

Use only a non-mineral type DOT 4 brake fluid from a sealed container marked with a yellow and black (non-mineral) symbol. **Do not use** DOT 5 silicone fluid, or any fluid which has been exposed to the atmosphere for more than a brief period, or any fluid suspected of being wet, dirty or contaminated. Do not overfill. Replace the cap securely.

A sensor incorporated into the reservoir cap is linked to the red ‘brakes’ tell tale in the instrument panel, and provides a warning in case of low fluid level. See page 60.

Brake fluid, being hygroscopic, absorbs water from the atmosphere over a period of time, resulting in a lowering of the boiling point of the fluid, and corrosion of the hydraulic system.

⚠️ **WARNING**

- **For optimum safety and brake performance,** the brake fluid should be renewed every two years by your Lotus Dealer.
- **Brake fluid is hazardous to health and may be fatal if swallowed. Keep out of children’s reach.**
- **Using the wrong type of brake fluid can damage brake system components and result in brake failure causing a crash in which you and others could be killed or seriously injured. See ‘Recommended Lubricants’.

**Brake Pads**

The thickness of the brake pad lining material should be checked at every service, and under **no circumstances be allowed to fall below 2.5 mm.** If the brakes are in very frequent or arduous use, as when driving in mountainous terrain, or on race circuits, it is recommended that they be examined more frequently. Refer also to the Warranty Booklet section 2 ‘Intended Purpose’. The pads should be renewed if of insufficient thickness to ensure safe braking until the next scheduled service.

Note that in order to ensure that brake pads with the correct material specification are used, only genuine Lotus replacement parts should be fitted, and in the interests of safety, pad renewal
should be entrusted to your Lotus dealer.

⚠️ WARNING

• Using incorrect brake pads, or pads below 2.5mm thickness, may cause a crash in which you or others could be killed or seriously injured.

• With a new car, or new brake system components, maximum braking efficiency will be achieved if, for the first few hundred miles, needless heavy braking is avoided, and the brake pads and discs are allowed to ‘bed in’ fully before being used to their full potential (see also ‘Foot-brake’).

Brake Pipes & Hoses

At the recommended service intervals, the brake pipes and flexible hoses should be carefully examined for signs of damage, corrosion or perishing, especially in territories where salt is used on the road surface in the winter months.
Air Filter Element

The air filter should be inspected at intervals dependent on the operating conditions. When the car is operated in a relatively clean environment, the element should be renewed at intervals specified in the Maintenance Schedule, but where a dusty or smog laden atmosphere prevails, or other factors contribute to filter contamination, more frequent replacement will be required dependent on the level of pollution.

A disposable folded paper type air cleaner element is fitted in a housing at the left hand rear of the engine bay. Access to the element requires removal of the LH rear wheel, and the disconnection of several pipe connections from the airbox. This operation is best entrusted to your dealer.

Auxiliary Drive Belt

A single, multi-rib type auxiliary belt is used to transmit drive from the crankshaft to the water pump, alternator, air conditioning compressor and power steering pump. The belt is automatically tensioned, and requires no periodic maintenance other than a visual check of its condition. If the belt exhibits any evidence of physical damage, cracking, fraying, perishing, abrasion or contamination, it should be renewed. In the case of contamination, the cause must be identified and rectified, and each of the pulleys must be thoroughly degreased before the new belt is fitted.

It is recommended that auxiliary belt replacement be entrusted to your Lotus dealer.

Sparking Plugs

The Evora uses a direct ignition system with each of the six spark plugs fired by an individual coil integrated into a unitary ignition module under ECU control.

⚠️ WARNING

The voltages produced with this ignition system can cause serious and potentially fatal injury. Never touch any ignition components when the engine is running or being cranked.

The spark plugs should be renewed in accordance with the Maintenance Schedule, with the gaps set to 1.0 - 1.1 mm. This operation should be entrusted to your Lotus dealer.
15. TIRES AND WHEELS

Tires

**Glossary of Terms:**

*Recommended inflation pressure:* The cold tire inflation pressure which is recommended for this car and is specified in the ‘Technical Data’ section of this handbook.

*Cold tire inflation pressure:* All tires must be cold, meaning that the car has been stationary for a minimum of 3 hours, or has been driven less than 1 mile. Adjust pressures only in ambient conditions.

*Maximum inflation pressure:* The maximum inflation pressure to which the tire should be subjected. For the Evora, use only the recommended inflation pressure.

**Tire Safety**

Lotus engineers have worked with tire manufacturers to produce tire specifications for the Evora which optimise performance for all round use. To ensure that any replacement tires are to the correct Lotus specification, always refer to your Lotus dealer, who will have the latest recommendations.

**WARNING**

- In order to achieve optimum handling characteristics, the wheel and tire sizes on the Evora are different front and rear. This means that interchanging of wheels and tires between axles is not permissible. Failure to adhere to this requirement will adversely affect the handling of the car and may result in an accident in which you or others could be killed or seriously injured.
- Damaged, poorly maintained or improperly used tires are dangerous and may cause an accident in which you or others could be killed or seriously injured.
- Safety considerations should always be paramount when assessing tire condition and serviceability. Replace tires if any doubts exists, or if the legal tread depth limits are approached.
- Installing or using improper or excessively worn tires on your car can affect handling and stability. Always use the size and type of tires recommended in this handbook.
- Over or under inflated tires can overheat, resulting in a blow out which may cause a serious accident.
- Over-inflated tires are more likely to be cut, punctured or broken by a sudden impact - such as hitting a pothole.
- Improperly inflated or worn tires are more likely to aquaplane in wet conditions.
- Check all tires frequently and keep tires at the recommended pressure. Check/adjust tire pressures only when the tires are cold (i.e. the car has been stationary for a minimum of 3 hours, or has been driven less than 1 mile/kilometer).
- On cars used on a race track or in a competitive manner, special vigilance is required due to the severity of tire operating conditions. Careful inspections must be carried out before and after each session. Note: Lotus does not endorse such use of the Evora - refer to the Warranty Booklet section 2 ‘Intended Purpose’.

The tires should regularly be inspected for signs of cuts, abrasions or other damage, and for any uneven tread wear patterns. Uneven treadwear may indicate that the suspension geometry or dampers require attention from your dealer.

Take care when parking to avoid tire contact with high or sharp edged kerbs. Such mistreatment can cause internal damage to the tire structure and this may not be readily apparent. The wheel rims may also be distorted or damaged by careless parking, and result in wheel imbalance or loss of tire pressure. Similar damage may also be caused by potholes, rocks or other highway debris.

When driving on wet roads, surface water is squeezed out from between the tire and road. However excessive speed or water depth can overwhelm the water clearing capability of the tread and lead to a condition called ‘aquaplaning’ or ‘hydroplaning’, where the tire rides on a film of water and provides little or no grip on the road surface, leading to a loss of control. This condition is more likely to occur with worn tires having little depth of tread, or with incorrect tire pressures. Drivers should keep a vigilant check on tire wear and condition, and moderate their speed in adverse weather conditions.

**Tire Care**

Wear indicators are moulded into the bottom of the tread grooves at intervals around the tire, indicated by small pointers on the outer tread blocks. The tires should be replaced before being worn to this minimum legal tread depth.
The cold tire pressures should be checked every week, or every 1,000 miles (1,700 km), whichever is the sooner, and corrections made as necessary. See ‘Technical Data’ at the back of the handbook for the recommended tire pressures. Under-inflation will cause excessive wear, rapid deterioration of the tire sidewalls and heavy steering, whereas over-inflation results in a hard ride and increased susceptibility to tire damage. Both conditions will cause a degradation in the handling qualities.

It is important that the tire pressures are adjusted only when the tires are cold (when the car has been standing for a minimum of 3 hours, or driven less than 1 mile/kilometer), as the pressures may increase by 0.3 - 0.5 bar (4 - 8 lb/in²) when the tires are warmed to normal running temperature. Use a good quality pressure gauge and always replace the tire valve dust cap to prevent the ingress of dirt and moisture into the valve, which could cause leakage.

Many fuel filling stations provide tire inflation facilities. Follow their instructions carefully. For tire pressure information, refer to ‘Technical Data’ (see page 171).

**Tire Characteristics**

The Pirelli P-Zero tires fitted to the Evora are suitable for all normal weather conditions. The tire characteristics include good feedback (‘feel’) from the road surface to the steering wheel, a high level of steering linearity and response, and little performance degradation with the raised temperatures which may be reached in high speed use.
However, tire performance will decrease at low ambient temperatures, resulting in reduced levels of grip and an increased susceptibility to damage from impacts. In these conditions, especially where average temperatures are below 32°F (0°C), or where snow may be expected, it is recommended to fit a car set of the recommended winter tires (see below).

**Winter Tires**

If the car is to be used in very cold climates, or driven on snow covered roads, it is recommended to fit a complete vehicle set of winter tires developed specifically for such conditions. For the Evora, Lotus recommends the use of Yokohama W.drive V-902 winter tires in sizes specified in ‘Technical Data’.

Wear indicators are moulded into the bottom of the tread grooves at intervals around the tire, indicated by small pointers on the outer tread blocks. In order that these tires maintain their design performance on snow covered roads, the minimum tread depth is designated as 4 mm, which is reflected in the height of a secondary set of wear indicators. Ensure the tires are replaced when this level of wear is reached.

**WARNING**

- Winter tires are optimised for use on snow covered roads. When used on roads free of snow, winter tires will produce different handling characteristics and less grip compared with regular tires.
- When winter tires are fitted, a maximum speed of 118 mph (190 km/h) must be observed.
- Yokohama W.drive V-902 tires are NOT suitable for stud- ding.

**Tire Chains**

In extreme weather conditions, Lotus approves the fitment of RUD-matic DISC snow chains (Lotus part number A132G6004F), used only in conjunction with winter tires (see above) and fitted only on the rear wheels. Close attention should be paid to the fitting and tensioning instructions supplied with the chains. The chains should be removed as soon as road conditions allow.
Replacement Tires

When replacing tires, refer to the ‘Technical Data’ section in this handbook, or consult your dealer to check the current Lotus specification and recommendations. Do not use tires which have not been approved by Lotus.

⚠️ WARNING

Note that the tread design of both the Pirelli P-Zero tires and the Yokohama W.drive V-902 winter tires, are asymmetric, such that the tires must be fitted to the wheels the correct way round. Refer to the ‘side facing inwards’ or ‘side facing outwards’ marking on the tire sidewall.

If the car is equipped with the Tire Pressure Monitoring System (TPMS), ensure that the tire technician is made aware that each tire valve includes a pressure transducer which should not routinely be discarded. Care must be taken not to damage the sensor with the tire bead or tools. If a fault is indicated after wheel or tire replacement, it is likely that a sensor has been incorrectly fitted or damaged.

If a tire valve/sensor is renewed, or is moved to a different wheel position, the TPMS will automatically identify the new configuration.

Note that the pressure sensors are powered by integral batteries, with an average service life of 10 years. It is recommended to renew all pressure sensors at this time interval.

When balancing the wheel and tire assemblies, the wheels should be located by the centre spigot hole - NOT by the wheel bolt holes. In order to maintain the correct handling feel and minimum steering wheel shake, it is very important that the radial and lateral run out of the tires are to the high standard required by Lotus Cars. If any difficulty is experienced with replacement tires, refer to the tire manufacturer.
Uniform Tire Quality Grading

The following information relates to the system developed by the United States National Highway Traffic Safety Administration, which grades tires by treadwear, traction and temperature performance. The grades are moulded on the sidewalls of most passenger car tires between the tread shoulder and maximum section width. For example:

**Treadwear 180  Traction AA  Temperature A**

*Treadwear*

The treadwear grade is a comparative rating based on the wear rate of the tire when tested under controlled conditions on a specified government test course. For example, a tire graded 150 would wear one and a half (1.5) times as well on the government course as a tire graded 100. The relative performance of tires depends, however, upon the actual conditions of their use, and may differ significantly from the norm due to variations in driving habits, service practices, and differences in road characteristics and climates.

*Traction - AA, A, B, C:*

The traction grades, from highest to lowest are: AA, A, B, and C. They represent the tire’s grip on wet pavement as measured under controlled conditions on specified government test surfaces of asphalt and concrete. A tire marked ‘C’ may have poor traction performance.

⚠️ WARNING

The traction grade is based on braking (straight ahead) tests and does not include acceleration, cornering, hydroplaning, or peak traction characteristics.

*Temperature - A, B, C:*

The temperature grades are A (the highest), B, and C, representing the tire’s resistance to the generation of heat and its ability to dissipate heat when tested under controlled conditions on a specified indoor laboratory test wheel. Sustained high speed cruising, or a demanding driving style can generate high tire temperatures which can cause the material of the tire to degenerate and reduce tire life. Excessive temperature can also result in sudden tire failure. Temperature grade ‘C’ is a level of performance which all passenger car tires must meet. Grades ‘B’ and ‘A’ represent higher levels of performance on the laboratory test wheel than the minimum required by law.
WARNING

- The temperature grade is established for a tire that is properly inflated and not overloaded. Excessive speed, underinflation, or excessive loading, either separately or in combination, can cause heat buildup and possible tire failure.
- Do not exceed the vehicle maximum total weight, or maximum front or rear axle weights (see below and ‘Technical Data’). Exceeding these limits may cause unstable handling or car or tire damage which could cause a crash in which you or others could be seriously injured or killed.
- The Evora should never be used to tow a trailer or another vehicle.

For 2-Seat Evora:
- The maximum allowable combined weight of the driver and passenger is 440 lb (200 kg).
- The maximum load in the trunk is 110 lb (50 kg).
- The maximum weight of goods which may be carried in the cabin rear shelf luggage net, is 55 lb (25 kg). Exceeding this weight will endanger front seat passengers in a crash.

For 4-Seat Evora:
- The maximum allowable combined weight of the driver and front seat passenger is 440 lb (200 kg).
- The maximum allowable combined weight of rear seat passengers is 330 lb (150 kg).
- The maximum load in the trunk is 110 lb (50 kg).

Exceeding these limits can overload the tires and affect the handling of the car, and result in a crash in which you or others could be killed or seriously injured.
Tire Emergency Inflator Aerosol

In order fully to exploit the benefits of light weight, and to maximise stowage space, the Evora has no provision for spare wheel carriage or lifting jack. A temporary puncture sealing facility is provided in the form of a tire emergency inflator aerosol mounted in a spring clip in the right hand side of the trunk. If possible, avoid driving on a deflated tire, or irreparable damage to the tire structure may be caused.

When the aerosol is connected to the tire valve, and the button pressed, a mixture of liquid latex and propellant is injected into the tire. The solidifying latex is forced into the puncture site as the tire is inflated, effecting a temporary repair and enabling the car to be driven at low speed to the nearest tire depot.

**WARNING**

- Use of the aerosol does not constitute a permanent repair, but is designed to allow the car to be driven to the nearest tire depot. At the earliest opportunity, the tire should be either professionally repaired or replaced dependent on the severity of the damage.
- Until the tire is repaired or replaced, the car should be driven only in a moderate manner, not exceeding 30 mph (45 km/h).
- Do not use the aerosol for large holes or splits, or when the tire sidewall has been damaged, or if the tire has been displaced from the rim.
- For safety reasons, the aerosol should be carried only
in the designated secure stowage position. Never carry loose in the passenger compartment.

*Directions for use of the aerosol:* Before using, carefully read all the instructions on the canister, or on any literature accompanying the product. The following instructions apply to the use of Holts Tireweld:

1. Remove the object causing the puncture, and position the wheel with the puncture site (if determinable) lowermost. Deflate tire fully.
2. Shake the can vigorously. In cold conditions, warm the can using the car’s heater outlets, or by body warmth.
3. Screw the aerosol tube onto the tire valve, remove the cap, hold the can upright and press the button until the tire is firmly inflated.
4. Immediately drive for 6 - 12 miles (10 - 20 km) (or to the tire repair facility if nearer) in a moderate manner and not exceeding 30 mph (45 km/h), to allow the sealant to spread. Then check and adjust the tire pressure as necessary.
5. Have the tire professionally repaired or replaced at the earliest opportunity, and until such time, limit speed to 30 mph (45 km/h) with a moderate driving manner. Note that some tire repairers may make an additional charge for cleaning the sealant off the tire before repair, and that any subsequent repairs may not be guaranteed. Be aware that the electronic pressure sensor mounted inside the tire and integral with the tire valve, could be obstructed by the sealant, and should be renewed.
6. Renew the puncture repair aerosol.
Wheels

Ensure that only original equipment, or Lotus approved wheel and tire combinations are fitted.

**WARNING**

After striking a pothole or kerb, the wheels should be removed and the wheel and tire thoroughly inspected for damage. If necessary, renew the wheel and/or tire. Safety considerations should always be paramount and new parts fitted in any cases of doubt.

Wheel Bolts

The wheel bolts used on the Evora are designed to match the wheel hole profile and hub thread, and should not be substituted by any other bolt.

To protect against wheel theft, one of the five bolts securing each wheel is key coded, and requires a corresponding coded socket wrench supplied with the car. Rotate the coded socket until full engagement with the bolt head is ensured and take care to maintain the extension tool perpendicular to the wheel face before applying release torque.

A tightening torque of 77.5 lbf.ft (105 Nm) is required for all wheel bolts.

**NOTICE**  Do not use hammer action air tools on the coded bolts - use only manual tools.
Both the standard extension and coded socket tools are stowed in the vehicle tool kit, and should remain with the car at all times to ensure that servicing may be performed. The key code included in the tool kit should be recorded and kept safely with the vehicle documents, in case a replacement socket tool needs to be ordered.

### Wheel Alignment and Tire Balance

The wheel and tire assemblies of the Evora are carefully aligned and balanced during factory build to provide optimum performance and prolong tire life.

Scheduled wheel alignment and balancing are not required, but potholes, road debris and general wear and tear can result in suspension geometry exceeding the service tolerance. If unusual tire wear, pulling of the car to one side or the other, or shaking of the steering wheel is noticed, the wheel alignment and/or balance may need to be reset.

### Wheel Replacement

Any wheel that is bent, cracked, corroded or otherwise dam-
aged, should be renewed. If the wheel bolts come loose after having been correctly fitted, the wheel and bolts should be re-
placed. If the wheel leaks air, have it replaced. See your Lotus dealer if any of these conditions should arise, and ensure that only Lotus approved wheels and wheel bolts are used.

**WARNING**

- Using incorrect, or non-approved replacement wheels or wheel bolts could be dangerous. It could affect the brak-
ing and handling of your car, or cause tire deflation, and result in a crash in which you or others could be killed or seriously injured. Always use Lotus approved wheels and wheel bolts.
- Putting a used wheel on your car is dangerous. It may have been subjected to a heavy impact and suffered structural damage which cannot be seen, and lead to breakage causing a crash in which you and others could be killed or seriously injured.
- Dirt or corrosion on a wheel or hub mounting flange, or oil or grease on the wheel bolts or hub threads, or using incorrect wheel bolts, or the wrong tightening torque could all cause the bolts to come loose and the wheel to
come off, resulting in a crash in which you and others could be seriously injured or killed. Use only the correct Lotus approved wheel bolts tightened to 105 Nm (77 lbf. ft).

- On cars used on a race track or in a competitive manner, special vigilance is required due to the severity of operating conditions. Careful inspection of all wheels must be carried out before and after each session. Note: Lotus does not endorse such use of the Evora - refer to the Warranty Booklet section 2 ‘Intended Purpose’.

**NOTICE**

- Using incorrect wheel/tire equipment can also cause problems with wheel bearing life, brake cooling, speedo and odometer calibration, headlamp aim, ground clearance and tire clearance to the body.
- Improperly tightened wheel bolts, or dirt on the wheel to hub mounting face can cause brake pulsation and judder, and damage the brake discs. To avoid expensive brake repairs, ensure complete cleanliness on assembly and tighten the wheel bolts in a diagonal sequence to the correct torque.

For advice and information on lifting the Evora, refer to ‘Lifting the Evora’ on page 164.
16. ELECTRICAL

BATTERY

⚠️ WARNING
POISON/DANGER - CAUSES SEVERE BURNS - KEEP OUT OF REACH OF CHILDREN - RISK OF SHORT CIRCUIT AND FIRE

• Batteries contain sulphuric acid - avoid contact with skin, eyes, mouth or clothing. If in contact with skin or eyes; flush with copious amounts of water. Remove contaminated clothing. Seek immediate medical attention. If ingested; seek immediate medical attention. Do not induce vomiting or give fluids to drink.

• Batteries produce explosive gases. Keep sparks, flames and cigarettes away. Ventilate when charging or using in enclosed space. Always shield eyes when working near batteries.

• Observe all warning notes on the battery.

• Disconnect the battery during all work on the electrical system.

• Do not lay tools or other metal objects on the battery as they could cause a short circuit across the battery terminals.

Battery Access

The ‘maintenance free’ battery is located at the left hand front of the rear luggage compartment. No routine inspection or topping up of the electrolyte is required, but at intervals specified in the Maintenance Schedule, the battery terminals should be checked for security and condition, and protected with petroleum jelly.

For access to the terminals, release the three thumb screws and remove the battery protective cover.

Disconnecting the Battery

⚠️ CAUTION
Failure to follow the correct battery disconnection procedure detailed below could result in serious burns.
If the battery is to be disconnected, the following precautions should be taken:

i) Ensure that all electrical loads (e.g. lights) are switched off. If the car is fitted with security coded audio equipment, check that the code is available for entering after battery reconnection.

ii) Wait for at least ten seconds after switching off the ignition to allow the engine management system to adjust the setting of some components ready for re-starting.

iii) Ensure the alarm is disarmed. If the battery is disconnected when armed, the alarm will be triggered.

iv) Disconnect the negative (earth; black; ‘-’) battery cable first, and re-connect last.

**WARNING**

If the battery positive terminal is inadvertently earthed (e.g. when using a spanner) whilst the negative terminal is still connected, the resultant short circuit, with heavy sparking and current flow, could cause serious burns and/or a fire.

After disconnecting the battery cables, to remove the battery, pull off the breather pipe (if applicable), release the two screws securing the clamp bracket at the base of the battery, and carefully withdraw the battery from its location.
**CAUTION**

When lifting the battery out of, or into the car, be aware of the considerable weight and take all appropriate precautions to safeguard personal health. Injury can result from improper lifting technique.

Keep the battery upright, and protect from sharp knocks and shocks. The plastic case is easily damaged by careless handling.

**Reconnecting the Battery**

**CAUTION**

Failure to follow the correct battery re-connection procedure could result in serious burns.

Refit the battery into its compartment, with the terminals rearmost, and secure with the 2-bolt clamp. Remember to push on the breather pipe (if applicable), and note the polarity symbols marked on the battery case before reconnecting the battery cables as detailed below:

i) Check again that all electrical loads are switched off.

ii) Connect the positive battery cable (‘+’, red) first, followed by the negative (‘-’ black) earth cable.

iii) Refit the battery cover with its three fixing screws. After reconnection, a change in the engine performance characteristics may be noted for a period whilst the computer controlled engine management system ‘re-learns’ some of its settings.

iv) If necessary, enter the security code into audio equipment.

v) Re-configure window switches (see page 50).

**Battery Charging**

Under conditions of normal daily use, it should not be necessary to use external battery charging equipment. In a low usage regime, however, it is important to maintain the charge state of the battery using a trickle charger, or an automatic battery management conditioner such as that available through Lotus Dealers. Starting difficulties may be encountered after an unattended period of 3 weeks. A battery conditioner is able to continuously monitor battery charge state and switch on and off automatically in order to maintain the battery in a fully charged condition without danger of damage through overcharging.
If the battery becomes discharged to the extent that the car cannot be started, the recommended course of action is to fit a substitute battery whilst the original battery is trickle charged. If, in an emergency, the car has to be ‘jump’ started, the subsequent conditions of car use may not allow for sufficient alternator charging of the battery to achieve a fully charged state. The battery should be trickle charged by external means until 12.8 volts is recorded, which process may take 24 hours or longer. Putting the battery into service at a lower state of charge will reduce the time period for which the car can be parked without subsequent starting concerns. A battery left in a fully discharged state for a prolonged period, may not be recoverable to its original condition. A discharged battery is also vulnerable to freezing of the electrolyte, which could result in a damaged casing.

**WARNING**

- Hydrogen gas generated by the battery could cause an explosion, resulting in severe personal injuries. Charge battery in a well ventilated area.
- Never charge a frozen battery. It may explode because of gas trapped in the ice. Allow a frozen battery to thaw out first.
- If you get electrolyte, which is an acid, in your eyes or on your skin, immediately rinse with cold water for several minutes and call a doctor.

Unless an automatic battery management conditioner is to be used, the battery should be removed from the car for recharging, to a well ventilated area to avoid a build up of fumes in the luggage compartment and to prevent damage to the car’s electrical system. Observe the safety precautions listed above when removing the battery and take care to avoid sharp knocks or shocks, keeping the battery as upright as possible. Beware of the considerable weight of a battery, and take necessary precautions against personal injury.

The recommended bench charge rate is 4 amps. When the battery is fully charged (12.8 volts), allow the battery to stand for an hour before refitting to the car and reconnecting the leads - see above.
If the battery becomes discharged to the extent that the engine cannot be started, the recommended action is to remove the battery for bench charging, and/or fit a substitute battery until this process is complete. If this option is unavailable, the car may, in an emergency, be ‘jump started’ from a second vehicle with 12V negative earth electrics, but be aware that such a process can cause damage to vulnerable electronic controllers, which would not be covered by the New Vehicle Warranty.

⚠️ WARNING

It is most important that the correct procedure is followed in order to reduce the risk of damage to either car’s electrical system, and most importantly, to minimise the danger of a spark induced battery explosion. Check that the slave car also has a 12V NEGATIVE EARTH electrical system.

i) Using high quality proprietary jumper cables, and with the engine of the slave car running at a fast idle, use one jumper cable (red) to connect the positive (+) terminal of one battery to the positive terminal of the other battery. Take care during this process to avoid inadvertently earthing the free end of this cable to the metal body or chassis of either car.

ii) Connect one end of the other jumper cable (black) to the negative (-) terminal of the discharged battery.

iii) A spark will occur when the other end of this cable (the final connection) is connected to an earth on the slave car. This
connection should therefore be made to a point well away from the battery, and from any fuel vapour area or moving parts. An engine hanger bracket is often ideal.

iv) Start the subject vehicle in the usual way, and run at a fast idle.

v) A spark will occur at the first disconnection of a jumper cable, so it is essential that the first disconnection is made from the slave car earth. Both batteries (especially the discharged one) will be ‘gassing’ heavily at this time, and if the first disconnection is made at a battery terminal, there is a danger that the hydrogen gas may be ignited by the spark with a resultant explosion.

vi) Have the cause of the flat battery investigated and rectified, and trickle charge the battery as detailed above.

**WARNING**

- Both the final connection and the first disconnection should be made away from the battery to reduce the risk of explosion.
- Causing an electrical short circuit could result in serious personal injury and/or vehicle damage.
- Use only jumper cables of adequate cross-section, fitted with completely insulated alligator clamps. The cables must be long enough to allow that neither cars nor cables touch each other.
- Follow all warnings and instructions of the jumper cable manufacturer.
- When connecting the jumper cables, keep them away from engine moving parts.
- The two cars must not contact each other, or current could flow as soon as the positive terminals are connected.
- When the first clamp on each cable is connected, the other clamp on that cable must be held carefully to make sure it does not come into contact with either another cable clamp or either car.
- Ensure that tools or metal watches or jewellery do not contact the battery terminals or electrically live components.
**NOTICE**

- Improper jumper cable connection can damage the alternator, electronic modules and other electrical components.
- Do not attempt to push or tow start the car, as damage to the catalytic converter or other parts could be caused.

**Electrical Accessories**

Owners should note that the only approved extras and modifications are those which are specified by Lotus and carried out by Lotus or by an authorised dealer. Lotus will accept no liability whatsoever for defects which arise from extras or modifications which are not approved by Lotus.

**WARNING**

Inexpert modifications or additions to the electrical system could jeopardise safety.

**Inertia Switch**

The safety inertia switch is designed to operate on impact, typified by vehicle collision, to switch off the fuel pump, and thus minimise any fire hazard. The central door locking will also be triggered to unlock the doors.

The inertia switch is mounted on the backstay at the extreme left hand side of the engine bay, ahead of the airbox, and is reset by pressing the rubber diaphragm button on the top of the unit.
Fuses

The main fuseboxes are located at the front of the passenger footwell, protected by a removable panel secured by a quarter turn fastener at each top corner, and a location channel on the floor.

Forty slots are provided for mini fuses which are numbered, and coloured according to their amperage rating, and may be pulled out from their slots using the fuse extractor tool clipped to the fusebox. Six maxi fuses protecting major circuits are also provided.

⚠️ WARNING

Replacing a fuse with one of a higher rating may cause extensive damage to the electrical system and possibly cause a fire. If a fuse of the correct rating is not available, use one of a lower rating as a temporary measure.

<table>
<thead>
<tr>
<th>Slot</th>
<th>Rate</th>
<th>Circuit</th>
<th>Slot</th>
<th>Rate</th>
<th>Circuit</th>
</tr>
</thead>
<tbody>
<tr>
<td>C1</td>
<td>10A</td>
<td>Horn</td>
<td>C21</td>
<td>3A</td>
<td>Ign. services</td>
</tr>
<tr>
<td>C2</td>
<td>5A</td>
<td>Battery services</td>
<td>C22</td>
<td>5A</td>
<td>ABS</td>
</tr>
<tr>
<td>C3</td>
<td>7.5A</td>
<td>CDL, Alarm B+</td>
<td>C23</td>
<td>3A</td>
<td>Homelink</td>
</tr>
<tr>
<td>C4</td>
<td>20A</td>
<td>Rad fan relay 1</td>
<td>C24</td>
<td>3A</td>
<td>Brake lamps</td>
</tr>
<tr>
<td>C5</td>
<td>20A</td>
<td>Rad fan relay 3</td>
<td>C25</td>
<td>15A</td>
<td>HL powerwash</td>
</tr>
<tr>
<td>C6</td>
<td>10A</td>
<td>Radio B+</td>
<td>C26</td>
<td>5A</td>
<td>Alarm ignition</td>
</tr>
<tr>
<td>C7</td>
<td>5A</td>
<td>Key-in relay</td>
<td>C27</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C8</td>
<td>2A</td>
<td>Ignition switch</td>
<td>C28</td>
<td>5A</td>
<td>HVAC ignition</td>
</tr>
<tr>
<td>C9</td>
<td>20A</td>
<td>Driver’s window</td>
<td>C29</td>
<td>5A</td>
<td>Washer jets</td>
</tr>
<tr>
<td>C10</td>
<td>20A</td>
<td>Pass. window</td>
<td>C30</td>
<td>5A</td>
<td>SRS unit</td>
</tr>
<tr>
<td>C11</td>
<td>7.5A</td>
<td>Hazard &amp; Turn</td>
<td>C31</td>
<td>3A</td>
<td>Heated mirrors</td>
</tr>
<tr>
<td>C12</td>
<td>3A</td>
<td>Interior lighting</td>
<td>C32</td>
<td>5A</td>
<td>Washer pump</td>
</tr>
<tr>
<td>C13</td>
<td>20A</td>
<td>Int. control mod.</td>
<td>C33</td>
<td>5A</td>
<td>Mirror/window sw.</td>
</tr>
<tr>
<td>C14</td>
<td>3A</td>
<td>Footwell lamps</td>
<td>C34</td>
<td>20A</td>
<td>Wiper motor</td>
</tr>
<tr>
<td>C15</td>
<td>5A</td>
<td>LH sidelamps</td>
<td>C35</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C16</td>
<td>5A</td>
<td>RH sidelamps</td>
<td>C36</td>
<td>20A</td>
<td>Interior fan</td>
</tr>
<tr>
<td>C17</td>
<td>15A</td>
<td>LH headlamp</td>
<td>C37</td>
<td>10A</td>
<td>Cabin pwr. socket</td>
</tr>
<tr>
<td>C18</td>
<td>15A</td>
<td>RH headlamp</td>
<td>C38</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C19</td>
<td>15A</td>
<td>Main beam</td>
<td>C39</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C20</td>
<td>3A</td>
<td>Not used</td>
<td>C40</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Main Fuseboxes

<table>
<thead>
<tr>
<th>MC1</th>
<th>MC2</th>
<th>MC3</th>
<th>MC4</th>
<th>MC5</th>
<th>MC6</th>
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<tbody>
<tr>
<td>IGN</td>
<td>ACCESSORY</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>POWER (50A)</td>
<td>POWER (50A)</td>
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</table>

### Maxi fuses

<table>
<thead>
<tr>
<th>C10</th>
<th>C9</th>
<th>C8</th>
<th>C7</th>
<th>C6</th>
<th>C5</th>
<th>C4</th>
<th>C3</th>
<th>C2</th>
<th>C1</th>
</tr>
</thead>
<tbody>
<tr>
<td>KEY IN</td>
<td>RECIRC</td>
<td>HEADLAMP WASHER</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SW ILL</td>
<td>GLOVE BOX</td>
<td>HEADLAMP</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Relays

<table>
<thead>
<tr>
<th>C11</th>
<th>C12</th>
<th>C13</th>
<th>C14</th>
<th>C15</th>
<th>C16</th>
<th>C17</th>
<th>C18</th>
<th>C19</th>
<th>C20</th>
</tr>
</thead>
<tbody>
<tr>
<td>C30</td>
<td>C29</td>
<td>C28</td>
<td>C27</td>
<td>C26</td>
<td>C25</td>
<td>C24</td>
<td>C23</td>
<td>C22</td>
<td>C21</td>
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</table>

### Mini fuses

<table>
<thead>
<tr>
<th>C31</th>
<th>C32</th>
<th>C33</th>
<th>C34</th>
<th>C35</th>
<th>C36</th>
<th>C37</th>
<th>C38</th>
<th>C39</th>
<th>C40</th>
</tr>
</thead>
</table>

#### Slot Rate Circuit
- **MC1**: 40A, Battery positive
- **MC2**: 40A, B+, ignition
- **MC3**: 40A, Accessories
- **MC4**: 40A, ABS B+
- **MC5**: 25A, ABS B+
- **MC6**: 25A, HRS
**Rear Fusebox**

Fuses for the engine bay and rear mounted systems are contained in a fusebox mounted in the cabin, behind the left hand rear quarter trim panel. For access, use a coin to release the quarter turn fastener on the lower edge of the removable panel, and unhook the top edge.

<table>
<thead>
<tr>
<th>Slot</th>
<th>Rate</th>
<th>Circuit</th>
<th>Slot</th>
<th>Rate</th>
<th>Circuit</th>
</tr>
</thead>
<tbody>
<tr>
<td>R1</td>
<td>10A</td>
<td>ECU, fan relay 3</td>
<td>R11</td>
<td>7.5A</td>
<td>A.c. compressor</td>
</tr>
<tr>
<td>R2</td>
<td>7.5A</td>
<td>Injectors</td>
<td>R12</td>
<td>3A</td>
<td>Rev lamp, camera</td>
</tr>
<tr>
<td>R3</td>
<td>10A</td>
<td>Ignition coils</td>
<td>R13</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>R4</td>
<td>2A</td>
<td>Re-circ. pump</td>
<td>R14</td>
<td>10A</td>
<td>Engine bay fan</td>
</tr>
<tr>
<td>R5</td>
<td>-</td>
<td></td>
<td>R15</td>
<td>3A</td>
<td>Boot lamps</td>
</tr>
<tr>
<td>R6</td>
<td>-</td>
<td></td>
<td>R16</td>
<td>10A</td>
<td>Boot pwr. socket</td>
</tr>
<tr>
<td>R7</td>
<td>5A</td>
<td>ECU ignition</td>
<td>R17</td>
<td>20A</td>
<td>Amplifier</td>
</tr>
<tr>
<td>R8</td>
<td>7.5A</td>
<td>Engine solenoids</td>
<td>R18</td>
<td>5A</td>
<td>Fuel filler flap</td>
</tr>
<tr>
<td>R9</td>
<td>5A</td>
<td>O2 heaters</td>
<td>R19</td>
<td>10A</td>
<td>Fuel pump</td>
</tr>
<tr>
<td>R10</td>
<td>5A</td>
<td>Alternator ign.</td>
<td>R20</td>
<td>5A</td>
<td>Alternator B+</td>
</tr>
</tbody>
</table>

**Slot  Rate Circuit**

MR1 30A  Crank & main rly.
MR2 30A  Busbar R17-R20

**Fuse colours**

2A - Black  5A - Orange  15A - Light blue
3A - Violet  7.5A - Brown  20A - Yellow
4A - Pink  10A - Red  25A - Clear
Headlamp Alignment

The headlamps of your Lotus Evora were correctly adjusted during the manufacture of the car, and should not subsequently require adjustment unless the headlamp assembly or front body is disturbed. Simply replacing the bulb or burner unit will not affect alignment. Incorrectly adjusted headlamps can cause poor lighting performance or dazzle oncoming traffic. Special headlamp setting equipment is required to correctly aim the headlamps, such that only qualified technicians using appropriate equipment should be entrusted with this procedure:

1. Using beam setting equipment compatible with local regulations, position the machine between 300 and 700mm in front of the LH headlamp, and parallel with the two headlamp units using the sight bar or similar device dependent on the machine design, to ensure cross car match. Use the guides provided on the machine to ensure the correct height and lateral setting.

2. Switch on the headlamp low beams and check the vertical alignment of the beam which must lie within a tolerance of -0.5% and -2%.
3. If adjustment is required, turn the steering to full lock to facilitate removal of the three screws retaining the access cover in the wheelarch liner.

4. Each headlamp assembly features a single vertical alignment adjustment screw positioned to the outboard top of the lamp. Turn clockwise to raise the beam, or counterclockwise to lower. Optimum setting is -1.2%.

5. Repeat for the opposite lamp.
Note that there is no adjustment for lateral alignment.

6. Re-fit the access cover in the wheelarch liner.
BULB REPLACEMENT

Headlamp Units

**HID Xenon Headlamps:** On cars fitted with High Intensity Discharge (HID) headlamp assemblies, the light sources utilise a plasma discharge arc between two electrodes in a xenon gas envelope to provide a blue-white light for optimal illumination of the roadway. Each headlamp unit uses a D1S electronic igniter/burner unit (equivalent to the bulb), mounted in a specially coated alloy reflector, ahead of which is fixed a glass aspheric lens. A ballast unit outputs around 20,000 volts to the burner, although the power consumption is only 35 Watts.

A bottom pivoted flap is used to mask the upper part of the light beam (i.e. lower part in front of the lamp, prior to beam inversion by the aspheric lens), and allow a single light source to provide both main and dip beams.

⚠️ **WARNING**

The high voltages produced by the headlamp ballast unit could cause an electric shock. Ensure the battery is disconnected before servicing a headlamp assembly.

To replace the burner unit, first disconnect the battery (see page 143) to protect from electric shocks. Remove the access cover in the wheelarch liner, and pull off the protective boot from the back of the headlamp housing. Release the spring wire clip and withdraw the burner sufficiently to allow the H.T. cable to...
be unplugged. Note that touching the glass envelope by hand is likely to lead to premature failure. If necessary, the envelope should be cleaned using white spirit and a paper tissue.

After refitting, verify lamp operation and check that the protective boot is correctly fitted onto the lamp body before replacing the wheelarch liner access panel.

**Front Turn Indicator & Sidelamp Bulbs**

The front turn indicator lamps and sidelamps are provided by light emitting diodes (LEDs) and are incorporated into the headlamp assemblies. These lamps are designed for long life and are serviceable only by replacement of the complete headlamp unit, which job should be entrusted to your Lotus dealer.

**Rear Turn Indicator, Stop and Tail Lamps**

Each outboard tail lamp comprises a complete ring of red coloured light emitting diodes (LEDs) which function as follows:

- **Sidelamps:** The complete ring lights up at low intensity.
- **Brakelamps:** The complete ring lights up at high intensity.
- **Turn Indicator:** The complete ring flashes at high intensity, alternating with off, or low intensity, dependent on whether the sidelamps are lit. Note that when the brakelamps and turn lamps are activated together, the flashing turn function will take precedence over that brakelamp (the opposite side brakelamp and the CHMSL will operate normally).

The lamps are serviceable only by replacement of the complete unit, which job should be entrusted to your Lotus dealer.

**Reverse Lamps**

A secondary lamp is mounted inboard of each rear lamp unit, to provide a pair of reversing lamps. These are sealed units containing a ring of white LEDs, which are serviceable only by replacement of the complete lamp. This process should be entrusted to your Lotus dealer.
Centrefal High Mounted Stop Lamp (CHMSL)

The CHMSL, mounted to the underside of the rear aerofoil, uses a string of light emitting diodes (LEDs) for optimum visibility. The lamp is a sealed unit with no replaceable bulbs, and may be replaced complete, after releasing the two retaining screws and unplugging the harness connector.

Side Repeater Lamps

The side repeater lamps are mounted in the front clamshell behind each wheelarch, and use durable light emitting diodes (LEDs). The lamps are serviceable only by complete replacement, and are secured by a self adhesive gasket.
Licence Plate Lamps

To replace a bulb in a rear licence plate lamp, first remove the two screws securing the lamp to the body, and withdraw sufficiently to allow access to the festoon bulb.
Interior Lamp
To withdraw the interior lamp from the rear of the roof trim panel, first ease one end of the lamp from its aperture. Withdraw the lamp sufficiently to allow access to the festoon bulb, if necessary, unplugging the harness connector.

Side Marker Lamps
The side marker lamps are mounted ahead of and behind each wheelarch, and use durable light emitting diodes (LEDs). The lamps are serviceable only by complete replacement, which operation is best entrusted to your dealer.
17. RECOVERY AND LIFTING

Recovery Eye

A recovery eye is provided with the vehicle tool kit, and stowed in the rear luggage compartment. When required, fit the eye to its anchorage point in the top left hand corner of the radiator air intake aperture, having first removed the protective bung (if fitted), and screw fully into the tapped boss.

The eye is provided to aid vehicle recovery, such as winching onto a flatbed car transporter, but only when the car is able to roll freely. Only in an emergency should the car be towed, and then only for the shortest distance necessary, during which time the following precautions must be taken:

⚠️ WARNING

- Use only towing equipment designed specifically for this purpose, or damage to the car may be caused, or you could be killed or seriously injured.
- Ensure that the key is used to unlock the steering column, and is then left in the lock. Never withdraw the key until the car is stationary. The steering column will lock when the key is withdrawn.
NOTICE Before being towed:
• Release the parking brake and ensure that the transmission is in neutral.
• Comply with all local legislation applicable to cars being towed.
• Do not use the recovery eye to secure the car on a transporter. (see ‘Car Tie-Down’ below).

Car Tie-Down
When moving a car by transporter or trailer, the car should be secured only by chocking and strapping around the road wheels.

NOTICE Attaching restraints around suspension linkages or chassis or body components may cause damage.

Towing a Trailer
The Evora is not suitable for towing a trailer.
Lifting The Evora

**WARNING**

- Using a lifting jack can be dangerous. If the car falls off the jack, you or others could be seriously injured or killed. NEVER get under a car when it is supported only by a jack.
- Before raising the car with a jack:
  - Turn off the engine;
  - Firmly apply the parking brake;
  - Engage first or reverse gear;
  - Securely chock all wheels not to be lifted.
- Use only those lifting points identified below. Jacking on any part of the body, or with a jack improperly positioned, may damage the chassis or body structure and/or jeopardise safety.

The reduced ground clearance concomitant with a deflated tire, and the consequent reduced visibility, demands that extra vigilance be exercised to position the jack only under the areas shown in the illustration. If available, use suitable rubber or timber pads to protect the chassis from surface damage:

- **A:** *Identified by an adjacent blue sticker.* A ribbed alloy pad beneath the inboard rear end of each front wheelarch area.
- **B:** *Identified by an adjacent blue sticker.* A ribbed alloy pad beneath the rear end of the chassis main siderail, just ahead of each rear wheelarch.
If using a single jack for wheel changing purposes, a single rear lifting point (see ‘B’ above) may be used to raise both wheels on that side of the car.

Note that in order fully to exploit the benefits of light weight, and to maximise stowage space, the Evora has no provision for spare wheel carriage or lifting jack. A temporary puncture recovery facility is provided in the form of a tire inflator aerosol (see page 138).

Fuel Tank Chassis Panel

**NOTICE** The screw fixed chassis panel enclosing the underside of the fuel tank bay, contributes to the structural integrity of the chassis frame. Do not use the car with this panel removed.
18. ACCESSORIES

Accessories and Modifications

Modification of the car, or the installation of some types of non-Lotus accessory could make the car unsafe. Before undertaking any modifications or fitting any accessories, be sure to read the following information and discuss with your dealer:

Accessories:

Lotus dealers have genuine Lotus accessories that offer vehicle personalisation. These accessories have been designed and approved for the Lotus Evora, and are supported by Lotus warranty.

Non-Lotus accessories may be designed for universal application, and although they may fit the Evora, they may not meet Lotus specifications, and could adversely affect the car’s safety or handling and stability.

⚠️ WARNING

• Improper accessories or modifications could affect your car’s handling, stability and performance, and cause a crash in which you or others could be seriously injured or killed. Follow all instructions in this owner’s manual regarding accessories and modifications.

• If any electronic accessories are improperly installed, or exceed the capacity of the car’s electrical system, they could interfere with the operation of other electronic systems and cause the airbags to deploy, or cause other damage.

When properly installed, cellular phones, alarms, two-way radios, and low powered audio systems should not interfere with the car’s computer-controlled systems, such as the airbag and anti-lock brake system. Before installing any accessory:

• Ensure the accessory does not obscure any lights, or interfere with proper vehicle operation or performance.

• Ensure electronic accessories do not overload electrical circuits.

• Have the installer contact a Lotus dealer for assistance before installing any electronic accessory.

• If possible, have your Lotus dealer inspect the final installation.
Important Safety Information About Modifications

⚠️ WARNING

• Do not remove any original equipment or modify your car in any way that would alter its design or operation. This could make your car unsafe or illegal to drive.

• For example, do not install wheels and tires with a different overall diameter. Such modifications can adversely affect handling, and interfere with the operation of the car’s anti-lock brakes and other systems.

• In addition, any modifications that decrease ground clearance outside of Lotus approval, increase the chance of undercarriage parts striking a kerb, speed bump, or other raised object, which could cause your airbags to deploy as well as damaging the chassis and body underside.

• Do not modify the steering wheel or any other part of the airbag system. Modifications could make the system ineffective.

• Do not attach or place objects on the airbag covers. Any object attached to or placed on the covers marked ‘AIRBAG’, in the centre of the steering wheel and on the fascia ahead of the front passenger, could interfere with the proper operation of the airbags. If the airbags inflate, the objects could be propelled inside the car and cause injury.
Storing The Evora

If you intend to store the car for a prolonged period, consult your Lotus dealer who will be pleased to advise you. We recommend that the car is stored inside a secure garage. The following guidelines are provided for your information:

• Ensure the engine oil and filter, coolant and brake fluid have all recently been renewed. The a.c. system should be in good working order and fully charged.

• Thoroughly clean the inside and outside of the car, including the engine compartment. If necessary, use a 'jet' washer to remove dirt and salt deposits from the underside, but do not use around bearings, hydraulic components or painted surfaces. Allow to dry completely.

• Chock the road wheels, leave off the parking brake, and engage first gear.

• Increase the tire pressures to 4 bar (60 psi), and stick a reminder note on the windscreen. If possible, move the car slightly every month to help avoid flat spots on the tires.

• Either leave the battery in the car and connect a battery management (conditioner) type of charger, or remove the battery and trickle charge every two months. Note that with the battery disconnected or removed, the alarm system is de-activated.

• Unless the garage is equipped with a de-humidifier, the use of drying agents (Silica-Gel) is recommended in cars with leather upholstery and in conditions of high humidity.

• The use of unapproved car covers may have a detrimental effect on the car’s paint finish and such damage will not be covered by the New Vehicle Warranty.

• Before using the car after a period of storage, a thorough safety check should be performed. Refer to your dealer if in any doubt.

In general, the Evora will be kept in best operating condition by regular use and routine maintenance.
19. RECOMMENDED LUBRICANTS

Engine
In order to promote longevity and reliability, strict adherence to the specified lubricants is vital. It is a false economy to use cheaper, lower quality oils, which may degenerate to a level providing inadequate protection before the next scheduled service. High oil consumption may also result.

For topping up purposes during the running-in period prior to the First After Sales Service, the recommended lubricant is Havoline Ultra 5W/40 semi-synthetic. If this is unavailable, a top quality semi-synthetic 5W/30 or 5W/40 oil should be used.

At the First After Sales Service and completion of the running-in period, a **fully** synthetic oil should then be used throughout the life of the vehicle. A top quality fully synthetic 5W/40, such as ‘Havoline Synthetic’ is suitable for all climatic conditions likely to be encountered, and provides ease of cranking, smooth cold running and fuel economy at low temperatures, in combination with good wear protection at elevated temperatures and at high engine speeds. If the vehicle is to be driven hard in very high ambient temperatures, or used on a race track (see Warranty Booklet section 2 ‘Intended Purpose’), the recommended fully synthetic engine oil is Castrol Edge 10W/60.

**NOTICE** Lotus recommends against the use of any oil additives, the use of which may invalidate the terms of the New Vehicle Warranty.

Viscosity: ambient above -20°C SAE 5W/40
Quality Standard: API SL/CF;
ACEA A3/B3-04
Capacity - refill inc. filter: 6.1 litre
Difference between
top and bottom dipstick marks: 1.0 litre
Oil change interval: Refer to Maint. Schedule

‘Severe Service’ Conditions
Certain operating conditions can cause rapid degradation of the oil quality, either by the accumulation of dirt particles, or by the absorption of water from condensation. If any of the ‘severe service’ conditions described below apply, it is recommended that the oil and filter be changed twice as frequently as is listed in the Maintenance Schedule.
• Driving in dusty areas (e.g. on unmetalled roads); Change the oil and filter as soon as possible after driving in a dust storm.
• Stop/start driving with frequent short trips where the engine rarely warms up thoroughly (especially in cold weather/climates); and/or frequent or prolonged idling.
• Track use, with repeated high rpm, wide throttle openings and high oil temperatures. For appropriate maintenance, discuss with your Lotus dealer. Note that use of the car off road or in a competitive manner, including timed runs or laps, will invalidate warranty and require appropriate levels of expert car preparation and servicing. Refer also to the Warranty Booklet section 2 ‘Intended Purpose’.

Transmission (gearbox & final drive)
Approved product: Havoline Multigear MTF 75W-80
Quality Standard: API GL-4
Capacity: 2.3 litre
Oil change interval: Refer to Maintenance Schedule

Brake & Clutch System
Fluid type: Non-mineral (non-petroleum) hydraulic fluid
Specification: DOT 4
Capacity, brake & clutch: 580 cc
Fluid change interval: 24 months

Power Steering System (PAS)
Fluid type: PAS or Automatic Transmission Fluid (ATF)
Specification: Dexron III
Capacity: 1.5 litres
Fluid change interval: Not routine

Engine Coolant Additive
Only approved product: Havoline XLC
Type: Ethylene glycol antifreeze with OAT corrosion inhibitors
Colour: Orange
Concentration: 50%
Quantity reqd. @ 50%: 8.5 litres
Coolant change interval: 4 years
20. TECHNICAL DATA

**Tyres (normal use)**

<table>
<thead>
<tr>
<th>Type</th>
<th>Size</th>
<th>Pressure (cold)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>- front</td>
<td>- normal driving conditions</td>
</tr>
<tr>
<td></td>
<td>- rear</td>
<td>- high loads and/or speed</td>
</tr>
<tr>
<td>Pirelli P-Zero</td>
<td>225/40 ZR18</td>
<td>- front 2.3 bar (33.5 psi)</td>
</tr>
<tr>
<td></td>
<td>255/35 ZR19</td>
<td>- rear 2.5 bar (36 psi)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- front 2.8 bar (40.5 psi)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- rear 3.0 bar (43.5 psi)</td>
</tr>
</tbody>
</table>

**Winter Tyres**

<table>
<thead>
<tr>
<th>Type</th>
<th>Size</th>
<th>Pressure (cold)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yokohama W.drive V-902</td>
<td>215/40 R18</td>
<td>- front 2.3 bar (33.5 psi)</td>
</tr>
<tr>
<td></td>
<td>245/35 R19</td>
<td>- rear 2.5 bar (36 psi)</td>
</tr>
</tbody>
</table>

**Wheels**

<table>
<thead>
<tr>
<th>Type</th>
<th>Size</th>
<th>Wheel bolt torque</th>
</tr>
</thead>
<tbody>
<tr>
<td>- std</td>
<td>8.0J x 18H2 ET52</td>
<td>105 Nm (77.5 lbf.ft)</td>
</tr>
<tr>
<td>- optional</td>
<td>9.5J x 19H2 ET69</td>
<td></td>
</tr>
</tbody>
</table>

**Dimensions**

<table>
<thead>
<tr>
<th>Overall length</th>
<th>4350 mm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall width</td>
<td>1848 mm</td>
</tr>
<tr>
<td>- excl. mirrors</td>
<td></td>
</tr>
<tr>
<td>- incl. mirrors</td>
<td>1972 mm (approx.)</td>
</tr>
<tr>
<td>Overall height (unladen)</td>
<td>1229 mm</td>
</tr>
<tr>
<td>Wheelbase</td>
<td>2575 mm</td>
</tr>
<tr>
<td>Track</td>
<td>1564 mm</td>
</tr>
<tr>
<td>- front</td>
<td></td>
</tr>
<tr>
<td>- rear</td>
<td>1557 mm</td>
</tr>
<tr>
<td>Ground clearance (mid-laden)</td>
<td>125 mm (approx.)</td>
</tr>
<tr>
<td>Front overhang</td>
<td>1000 mm</td>
</tr>
<tr>
<td>Rear overhang</td>
<td>776 mm</td>
</tr>
<tr>
<td>Approach angle</td>
<td>11.5°</td>
</tr>
<tr>
<td>Departure angle</td>
<td>22°</td>
</tr>
</tbody>
</table>
Technical Data

Unladen weight - total 1382 kg ) inc. full
- front 526 kg ) fuel tank
- rear 856 kg )
Max. weight - total 1782 kg ) incl.
- front 659 kg ) occupants
- rear 1123 kg ) & luggage
Trailer towing Not permissible

Capacities
Engine oil (refill inc. filter) 6.1 litre
High/low dipstick mark difference 1.0 litre
Transmission oil 2.3 litre
Fuel tank 60 litre
Cooling system 17 litre
A.C. refrigerant (R134a) 0.625 kg

Front Suspension
Type Independent. Upper and lower wishbone; co-axial coil spring/telescopic damper; anti-roll bar.

Mid-laden ride height (2 x 75 kg occupants + full fuel tank) - set car to this height before measuring geometry:
- front 125 mm below front end of chassis siderail
- rear 147 mm below rear end of chassis siderail

Castor - optimum + 5.2°
- tolerance range + 5.0° to + 5.5°;
- max. side/side 0.3°

Camber - optimum - 0.3°
- tolerance range - 0.5° to 0.2°
- max. side/side 0.2°

Alignment - optimum Zero
- tolerance range

0.5 mm toe-out, to 0.5mm toe-in overall

Steering axis inclination 9.4° nominal

Rear Suspension
Type Independent. Upper and lower wishbone; co-axial coil spring/telescopic damper; toe-link; anti-roll bar
Mid-laden ride height (2 x 75 kg occupants + full fuel tank) - set car to this height before measuring geometry:
- front 125 mm below front end of chassis siderail
- rear 147 mm below rear end of chassis siderail

Camber
- optimum - 1.6°
- tolerance range - 1.8° to -1.5°
max. side/side 0.2°

Alignment
- optimum 1.5 mm toe-in each side
- tolerance range 1.4 to 1.8 mm toe-in each side
max. side/side 0.3 mm

Thrust angle
- optimum Zero
- tolerance 0.05°

**Electrical**

*Light Bulbs*  
**Watt.**  
**Type**

Headlamps 35  D1S electronic igniter/burner unit
Rear turn indicators 16  W16W
Licence plate lamps 5  C5W
Interior lamp 10  Festoon
Footwell/glovebox/boot 5  Festoon

Note that other lamps are likely to be long life LED type, serviced only by lamp replacement.

System voltage/polarity 12V negative earth
Alternator 100A
Battery (service replacement)
- type Varta L3B (T6) 572409068
- rating 72 Ah

**Engine**

Type designation 2GR-FE
Cylinder configuration 60° V6
Capacity 3456 cm³
Bore 94.0 mm
Stroke 83.0 mm
Camshafts Chain driven DOHC per bank, 4VPC
Valve control Variable inlet & exhaust valve timing under electronic control
Induction Naturally aspirated. 2-stage intake tract length
Ignition
- Individual plug top coils

Compression ratio
- 10.8:1

Spark plugs
- Denso FK20HR11

Spark plug gap
- 1.0 to 1.1 mm

Firing order
- 1, 2, 3, 4, 5, 6

Warm idle speed
- a.c. off: 640 rpm
- a.c. on: 690 rpm

Max. continuous engine speed
- Sport mode: 7,000 rpm
- 6,600 rpm

Max. transient engine speed
- Sport mode: 7,200 rpm
- 6,800 rpm

Fuel requirement
- Unleaded, min. 95 RON

Fuel system
- Port fuel injection with Lotus T6 electronic controller

Net power (ECE 85)
- 206 kW (276 bhp)
- @ 6,400 rpm

Net torque (ECE 85)
- 350 Nm (258 lbf.ft)
- @ 4,600 rpm

Transmission

Designation
- 6 speed manual type EA60

Differential
- Open bevel gear

Gear ratios (standard):

<table>
<thead>
<tr>
<th>Gear</th>
<th>Ratio</th>
<th>Final Drive</th>
<th>mph(km/h)/1000 rpm</th>
</tr>
</thead>
<tbody>
<tr>
<td>First</td>
<td>3.54:1</td>
<td>3.78:1</td>
<td>5.6 (9.1)</td>
</tr>
<tr>
<td>Second</td>
<td>1.91:1</td>
<td>3.78:1</td>
<td>10.4 (16.7)</td>
</tr>
<tr>
<td>Third</td>
<td>1.22:1</td>
<td>3.78:1</td>
<td>16.3 (26.3)</td>
</tr>
<tr>
<td>Fourth</td>
<td>0.86:1</td>
<td>3.78:1</td>
<td>23.1 (37.2)</td>
</tr>
<tr>
<td>Fifth</td>
<td>0.79:1</td>
<td>3.24:1</td>
<td>29.4 (47.3)</td>
</tr>
<tr>
<td>Sixth</td>
<td>0.64:1</td>
<td>3.24:1</td>
<td>36.3 (58.4)</td>
</tr>
<tr>
<td>Reverse</td>
<td>3.83:1</td>
<td>3.24:1</td>
<td></td>
</tr>
</tbody>
</table>

Gear ratios (optional close ratio):

<table>
<thead>
<tr>
<th>Gear</th>
<th>Ratio</th>
<th>Final Drive</th>
<th>mph(km/h)/1000 rpm</th>
</tr>
</thead>
<tbody>
<tr>
<td>First</td>
<td>3.54:1</td>
<td>3.78:1</td>
<td>5.6 (9.1)</td>
</tr>
<tr>
<td>Second</td>
<td>1.91:1</td>
<td>3.78:1</td>
<td>10.4 (16.7)</td>
</tr>
<tr>
<td>Third</td>
<td>1.41:1</td>
<td>3.78:1</td>
<td>14.1 (22.8)</td>
</tr>
<tr>
<td>Fourth</td>
<td>1.09:1</td>
<td>3.78:1</td>
<td>18.2 (29.4)</td>
</tr>
<tr>
<td>Fifth</td>
<td>0.97:1</td>
<td>3.24:1</td>
<td>23.9 (38.5)</td>
</tr>
<tr>
<td>Sixth</td>
<td>0.86:1</td>
<td>3.24:1</td>
<td>27.0 (43.5)</td>
</tr>
<tr>
<td>Reverse</td>
<td>3.83:1</td>
<td>3.24:1</td>
<td></td>
</tr>
</tbody>
</table>
**Brakes**

**Brake discs**
Front and rear cast iron discs with curved vane ventilation & optional cross-drilling

**Disc size**
- front 350 x 32 mm
- rear 332 x 26 mm with 185 mm dia parking drum

**Callipers**
AP Racing aluminium-alloy body, 4 pistons in opposed pairs

**Operation**
Tandem master cylinder with dual diaphragm vacuum servo and ABS

**Parking brake**
Cable operated rear drums
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