

LOTUS + 2'S'



LOTUS

Lotus + 2 'S' . . . for the discerning motorist who requires the renowned Lotus roadholding and performance coupled to an attractive two plus two body. The 'S' combines the handbuilt reliability, safety and comfort of previous Lotus models engineered to an even higher degree of luxury; a luxury which offers forty detail refinements to the mechanical and coachwork specification.



World Champions 1963 · 1965 · 1968



“Elegance Breeds Elegance . . .”

THE INTERIOR

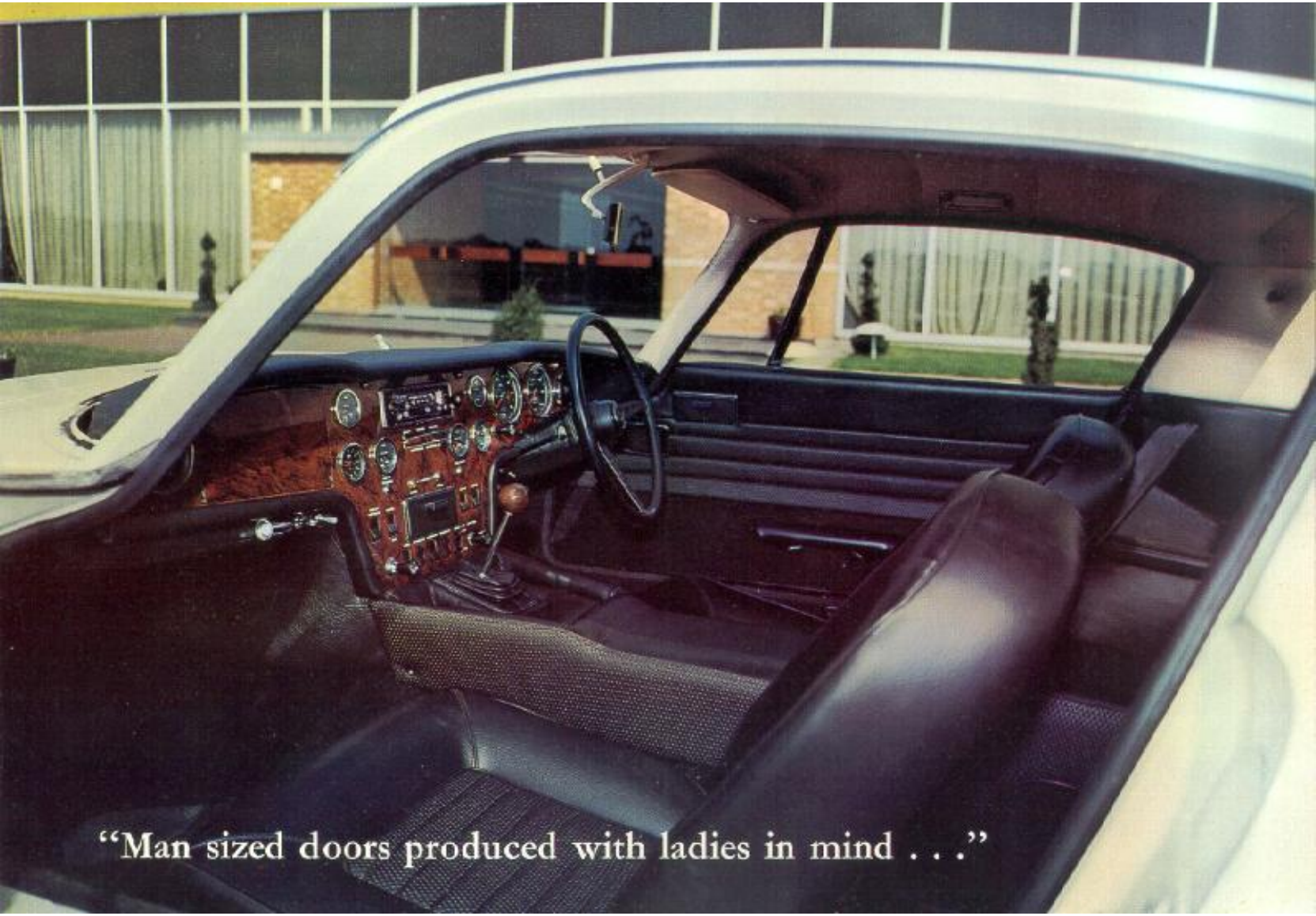
The fully carpeted soundproofed interior has a fine mahogany facia with comprehensive instrumentation including tachometer and electric clock. The two occasional rear seats can be converted to provide extra luggage space by dropping down the rear shelf. Both front seats are fully reclining with built-in safety-belts. Lotus airflow ventilation supplements the electric windows in providing full fresh air ventilation while the powerful heater/demister is capable of keeping the interior warm on the coldest winter day.

Driver and Passenger safety are constantly under review. From the BSI approved seat belts to the impact resistant glass fibre body your safety has been our concern. Powerful air horns sound your approach and the flashing hazard warning lights can be used as added protection when your car is temporarily halted by an obstruction or on encountering an unforeseen hazard. Lotus safety is also to be found in outstanding cornering, braking and manoeuvrability enabling a Lotus car to avoid accidents when in capable hands.

THE WIDE OPENING DOORS

Easy and graceful entry and exit present no problems despite the low lines of the vehicle. Fitted with burstproof safety locks and arm rests, ash trays and electric windows these doors open wide without catching the kerb, close without slamming and are double sealed against drafts and rainwater. These are man sized doors produced with ladies in mind.





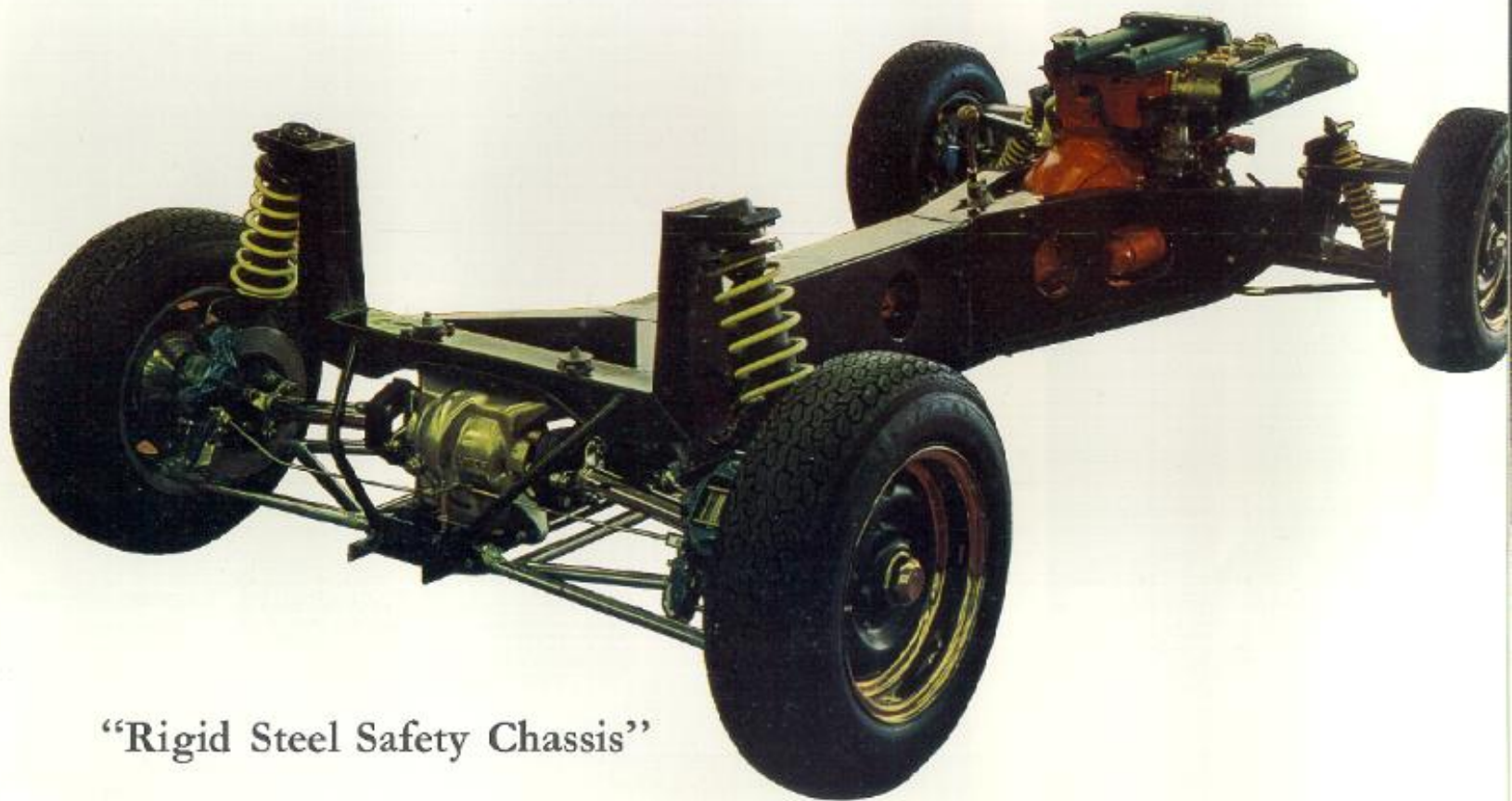
“Man sized doors produced with ladies in mind . . .”

THE LOTUS TWIN-CAM ENGINE

Over 20,000 Lotus twin-cam engines are now in service throughout the world. Ranked as a classic among engines, the "Special Equipment" version fitted to the Lotus + 2 'S' delivers its 118 brake horsepower smoothly in busy traffic or on fast autoroutes with economy, reliability and the smoothness you would expect from far larger units.

Although racing versions of this engine can produce up to 200 bhp the stage of tune selected for the Plus 2 'S' ensures long life and economy combined with the ultra high performance which the Lotus owner expects.





“Rigid Steel Safety Chassis”



After two years of record breaking sales successes in markets throughout the World the Lotus Plus 2 has been replaced by the more refined and more luxurious 'S-model'.

This car takes its place alongside vehicles costing twice the price yet shares their social acceptance, rivals their performance whilst proving its durability. And it is British!

The Lotus Plus 2 'S' is an outward indication of your obvious discerning taste it has all the design experience and engineering integrity that you would expect from a manufacturer with World Championship winning traditions to maintain.

The Lotus Plus 2 'S' says a lot - quietly.





COMFORT AND CONVENIENCE

Driver and passengers, everyone is catered for. The long list of standard equipment has something for everybody from the push-button twin speaker radio to the reclining seats and silent electric windows. Every possible instrument and aid to safer, more precise driving is there for the driver and every comfort for the passengers.

SERVICE AND MAINTENANCE

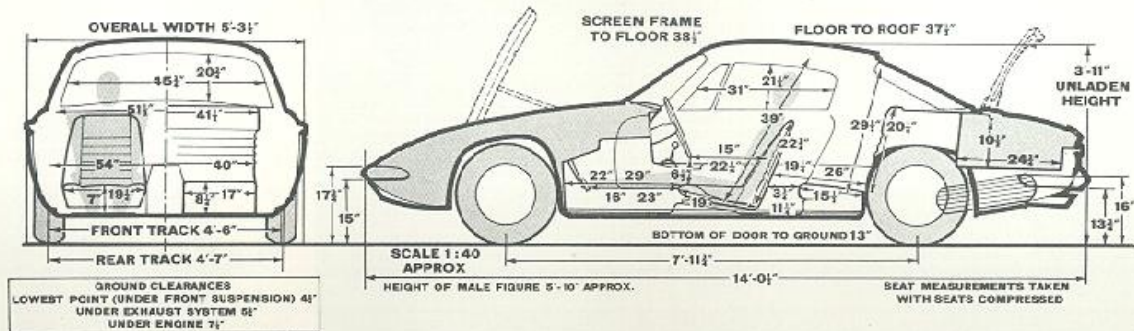
Although your Lotus requires only minimal attention between its widely spaced services, accessibility is designed-in to the Lotus +2 'S'. Whether you wish to check the oil or change a wheel, inspect a fuse or oil a door hinge serviceability is good, saving your time and money.

The car with NO EXTRAS LIST

*To be 100% accurate there are so few extras for the +2 'S' that it is not worth printing an extras list for, so what do you get **FITTED AS STANDARD**.*

- 1 Push button two wave, twin speaker radio.
- 2 Reclining seats and safety belts.
- 3 Occasional rear seats with let-down luggage shelf.
- 4 Electric windows, clock and tachometer.
- 5 Wide-base knock-off wheels, with radial ply high speed tyres and servo assisted disc brakes.
- 6 Twin quartz-halogen fog lights.
- 7 Heater/demister and air-flow ventilation.
- 8 118 bhp "Special Equipment" engine with 4-branch high efficiency exhaust manifold.
- 9 Twin double choke Weber 40 DCOE carburettors.
- 10 Close ratio gearbox.
- 11 Rust protected chassis.
- 12 Air horns.

Specification



Engine

Cylinders	4
Bore and stroke	82.55 mm x 72.7 mm.
Cubic capacity	1,558 c.c.
Valves	twin s.h.c.
Compression ratio	8.5:1
Carburettor(s)	Twin Weber 40 DCOE
Fuel pump	AC mechanical
Oil filter	AC full flow
Max. power (net)	118 b.h.p. at 6250 r.p.m.
Max. torque (net)	112 lb.ft. at 4600 r.p.m.

Transmission

Clutch	Borg and Beck 8 in. diaphragm spring
Top gear (s/m)	1.0:1
3rd gear (s/m)	1.4:1
2nd gear (s/m)	2.0:1
1st gear (s/m)	2.97:1
Reverse	3.324:1
Final drive	3.77:1
M.p.h. at 1,000 r.p.m. in:—	
Top gear	17.8
3rd gear	12.7
2nd gear	8.9
1st gear	5.0

Chassis

Construction Backbone chassis with reinforced fibre-glass body

Brakes

Type	Servo assisted Girling discs all round
Dimensions	10 in. diameter
Friction areas:	
Front	20.00 sq. in. pad on 159 sq. in. disc
Rear	10.48 sq. in. pad on 159 sq. in. disc

Suspension and Steering

Front	Independent by coil springs and wishbones
Rear	Independent by wishbones and coil springs (Chapman strut)

Shock absorbers:

Front	Telescopic
Rear	Telescopic
Steering gear	Rack and pinion
Tyres	165 x 13 radial ply High Speed
Rim size	5 1/2 J

Coachwork and equipment

Jack	Scissor screw
Jacking points	4 under body sill
Battery	12-volt negative earth.
Indicators	Self-cancelling flashers
Screen wipers	2-speed electric, self parking
Screen washers	Manual plunger
Sun visors	2
Locks:	
With ignition key	Door
Interior heater	Fresh air heater fitted as standard
Upholstery	Leathercloth seats
Floor covering	Carpet

Maintenance

Sump	7.5 pints SAE 20W/EO
Gearbox	1.75 pints SAE 80 EP
Rear axle	2 pints SAE 90 + 10% Anglaml 99 by weight
Steering gear	SAE 90
Cooling system	13 pins (2 drain taps)
Chassis lubrication	Every 3,000 miles to 2 points
Minimum service interval	3,000 miles
Ignition timing	10° b.t.d.c.
Contact breaker gap	0.014-0.016 in.
Spark plug gap	0.023-0.028 in.
Spark plug type	Autoite AG22
Valve clearances (cold)	Inlet 0.006 in.; Exhaust 0.007 in.

Valve timing:

inlet opens	26° b.t.d.c.
inlet closes	56° a.b.c.c.
exhaust opens	56° b.b.d.c.
exhaust closes	26° a.t.d.c.
Front wheel toe-in	1/8 in. to zero
Camber angle	0° to +1°
Castor angle	3° ± 30'
King pin inclination	9° ± 30'
Tyre pressures:	
Front	22 p.s.i.
Rear	22 p.s.i. (higher for speeds above 90 m.p.h.)

Acknowledgements to "Motor"

