

 LEXUS



LFA

THE FIRST LEXUS SUPERCAR

In October 2000, a close-knit development team led by Haruhiko Tanahashi embarked on one of the greatest engineering challenges Lexus has ever faced – to create the world's first Lexus supercar. The result, 10 years later, is the LFA.

Granted totally free rein by Lexus management, this elite group pushed the limits of design and motorsports engineering to achieve uniquely breathtaking performance, exquisitely dynamic design and a new realm of sports-focused luxury.

The LFA – the most technically advanced Lexus to bear the F-class insignia – does indeed chart new territory. Extensively tested at Japan's Fuji Speedway and the gruelling Nurburgring in Germany, where it also competed, it features an all-new, supremely high-revving V10 engine and carbon-fibre monocoque construction. It follows, then, that the LFA is thrilling to drive on the open road.

This car is suited, clearly, for a very particular type of driver. One who seeks sporting capability and elegance. There's also, ultimately, a high degree of exclusivity associated with the exotic LFA – and it's made all the more enticing by the fact that Lexus will build only 500 models.



HARUHIKO TANAHASHI,
LFA CHIEF ENGINEER

'The LFA is a thoroughbred supercar. Astonishingly lightweight, powerful and balanced, it is engineered to achieve one single goal – to deliver a supreme driving experience.'

REMARKABLE PERFORMANCE

The LFA delivers authentic, competition-ready high-performance - optimised in every dynamic detail for pure exhilaration.

At its heart is a hand-built 4.8-litre V10 engine. Featuring innovative use of titanium and magnesium, it's as lightweight and compact as a V8 and capable of generating an incredible 560 DIN hp of power and 480Nm of torque. It sends the supercar from zero to 62mph in a phenomenal 3.7 seconds. Equally thrilling is the six-tenths of a second it takes the engine to reach a stellar 9,000rpm, registered on a digital rev counter. This explosive performance is managed by an advanced six-speed Automated Sequential Gearbox (ASG), driving the rear wheels through a TORSEN limited slip differential.

The LFA is as poised as it is powerful, thanks to features such as sports Vehicle Dynamics Integrated Management (VDIM) and a mid-front-mounted engine combined with a rear transaxle, a configuration that establishes an ideal 48:52 front-to-rear weight distribution. Additionally, all key components sit low and within the wheelbase, thus contributing to the car's extraordinary high-speed cornering ability. A very light but remarkably strong Carbon Fibre Reinforced Plastic (CFRP) monocoque also contributes in this important area.

As for the LFA's soundtrack, this ranges from a sonorous, rumbling idle note to a soaring red-line wail. Yet while the V10 and the triple-pipe exhaust system have been tuned to F1-like acoustic intensity, the cabin itself offers a more refined experience. Lexus engineers worked closely with musical instrument experts from Yamaha to create a unique, inspiring interior soundscape of rich induction and exhaust notes.



ACTIVE REAR WING

The LFA is a masterwork of aerodynamic engineering. One striking feature is the active rear wing with its 'Gurney' flaps on each edge. From 50mph, the wing rises, shifting the centre of downforce towards the rear of the car, increasing stability. A flat undertray also works with a carbon-fibre diffuser to enhance the LFA's high-speed handling.



FORMIDABLE BRAKES

Lightweight disc brakes in Carbon Ceramic Material (CCM) provide formidable, fade-free stopping power in even the most extreme conditions. Ducts in the front spoiler constantly cool the massive front discs. The LFA further benefits from Electronically Controlled Braking for totally effective power at all times.



CONSTANT COOLING

An innovative heat extraction tunnel runs from the front of the chassis and through the central spine of the car to the rear, collecting heat from various sources and dispersing it to twin ports below the tail lamps. With this feature, the CFRP body, drivetrain and electronic components are constantly cooled.



SCULPTED FOR HIGH SPEED

Created using the L-finesse design philosophy, the LFA's compact front-engine, rear-wheel drive proportions establish optimum weight distribution within an exceptionally sleek form for superb racetrack performance.

The LFA's entire body, in fact, is sculpted to support ultra-high speed driving. Take, for example, the four ribs on the inner surfaces of the door mirrors that channel air into the rear radiator inlets to help control engine temperature. Even the mouldings between the window and door glass have been removed to create a single smooth surface, while the exterior door handles are recessed to minimise turbulence.

Superbly finished, the interior is a tribute to the skills of the Lexus craftspeople who built it by hand. A wide range of bespoke leathers and other high-quality materials can be chosen along with accent stitching colours, allowing a high degree of personalisation. Carbon fibre, meanwhile, is used for the trim of the instrument panel and doors, matt-coated carbon below the windscreen reduces glare and ultra-slim air vents with machined aluminium fins add an extra touch of exclusive sophistication.

The LFA cockpit is indeed luxurious, but it is also highly focused on the driver, enabling total concentration at high speed. Features include a futuristic central instrument display that presents clear and comprehensive information. The central tachometer runs to 10,000rpm and, housed within it, you'll find the digital speedometer, gear indicator, transmission mode, lap timer and control data. For optimum vision, the instrument hood sweeps forward in one clean form.



OPTIMAL CONTROL

The Remote Touch system on the LFA revolutionises the way drivers interact with a supercar. Positioned on the centre console, Remote Touch is as easy and natural to use as a computer mouse. Optimised to reduce eye movement, the system enables control of features including entertainment, climate and navigation.



INTUITIVE INTERIOR

The leather seats in the LFA are hand-built around a two-piece carbon-fibre frame and feature a split rear backrest, side bolsters and eight-way electric adjustment. For intuitive control, recessed aluminium switches are fashioned into a 3D representation of the seat. Other features include a 12-speaker DVD audio system and HDD satellite navigation.



ULTRA-PRECISE STEERING

For ultra-precise steering and superb feedback from the front wheels, the LFA has race-tuned Electronic Power Steering. The steering wheel, just 360mm in diameter and made of a carbon fibre ring moulded on to an aluminium frame, has a cutaway lower section for absolute control. Paddle-shifts in magnesium alloy with leather touch-points enhance the sporting dynamic.



LFA

We hope to have conveyed in these pages that the LFA offers a distinct and exciting driving experience. But there is only one way to feel the pure driving pleasure it offers - and that's to get behind the wheel and try it for yourself. Due to the limited nature of this vehicle the designated Lexus Centre for all LFA sales is Lexus Park Lane. To contact this Centre call 0207 355 4737.

For more information and the location of your nearest Lexus Centre, please visit our website www.lexus.co.uk or call 0845 129 5484.

LFA

KEY SPECIFICATIONS

Engine	1LR-GUE V10
Capacity	4.8-litre
Max output	560 DIN hp @ 8,700rpm
Max torque	480Nm @ 6,800rpm
Emissions level	EURO V

Performance

Max speed	202mph
0-62mph	3.7 seconds

ECB brakes

Front	Disc (Carbon Ceramic Material), 390mm diameter
Rear	Disc (Carbon Ceramic Material), 360mm diameter

Suspension

Front	Double wishbone
Rear	Multi-link