



MEDIA INFORMATION

UNDER EMBARGO – WEDNESDAY, 22ND JULY AT 11AM BST / 6AM EST

Emira 420 Sport: the world's fastest four-cylinder production car

- Most powerful Emira to date, with 416 bhp (421 PS) and 500 Nm from the highest-output version of Lotus' 2.0-litre turbocharged four-cylinder engine.
- World's fastest four-cylinder production car, reaching a top speed of 300 km/h (186 mph).
- Optional Lotus Lightweight Handling Pack reduces weight by up to 25 kg through Multimatic two-way adjustable dampers, a titanium exhaust, carbon fibre louvred tailgate and lithium-ion battery.
- Aerodynamic enhancements generate an additional 25 kg of downforce with no increase in drag over the standard Emira.
- First Emira available with exposed exterior carbon fibre, launched in the new hero colour Tangelo Orange.

Hethel, UK – 22 July 2026

The Emira 420 Sport joins the Emira line-up as the new performance flagship as the most powerful, lightest and most aerodynamically capable Emira ever built.

The latest evolution of Emira also earns the Sport title - a badge reserved for Lotus' most focused and lightweight road cars. It joins the Esprit Sport 300, Esprit Sport 350, Elise Sport 220, Exige Sport 380 and Evora GT410 Sport in a lineage that celebrates the brand's purest expression of performance.

The Emira 420 Sport sits at the apex of the Emira line-up and has been designed specifically to deliver even more performance both on road, and on track. It delivers greater agility, response and driver engagement while remaining true to Lotus' lightweight performance DNA.

With the new Lotus Lightweight Handling Pack, it is 25kg lighter than the Emira Turbo and generates 25kg of additional downforce. By removing weight where it delivers the greatest dynamic benefit and increasing power, grip and downforce where they matter most, Lotus has created a car that earns a distinction few production cars can claim: the world's fastest four-cylinder production car.

Lotus has also introduced a removable tinted glass roof panel for the Emira, available now across the full model range. Emira 420 Sport is available to order now, with customer deliveries expected from August 2026.

Performance: more power, greater capability

At the heart of the Emira 420 Sport a 2.0-litre turbocharged in-line four-cylinder engine, producing 416 bhp (310 kW / 421 PS) and 500 Nm of torque. Its output rises by 16 bhp over the Emira Turbo SE and 56 bhp over the Emira Turbo.

Power is delivered to the rear wheels through an eight-speed dual-clutch transmission with revised calibration for faster, more intuitive shifts. The result is performance to match the car's new flagship status: 0-100 km/h in 3.9 seconds (0-60 mph in 3.7 seconds), 0-200 km/h in 12.47 seconds, a standing quarter mile in 11.91 seconds and a

top speed of 300 km/h (186 mph). In-gear acceleration is equally impressive, requiring just 2.4 seconds from 80–120 km/h.

True to Lotus' philosophy, the Emira 420 Sport has been engineered to deliver confidence as well as outright pace. Every element of the powertrain has been calibrated to provide immediate response, linear performance and precise control, creating a car that is as rewarding on a demanding road as it is capable on circuit.

While performance has increased significantly, the fundamental character of the Emira remains unchanged. The 420 Sport is a road car first and foremost, engineered to maximise driver engagement without compromising everyday usability. For those seeking an even sharper driving experience, the optional Lotus Lightweight Handling Pack unlocks the most focused chassis ever offered on an Emira.

For drivers looking to unlock the car's full capability on track, the Lotus Track Pro app provides lap timing, predictive timing and synchronised video and telemetry analysis to support the driver.

A lighter, sharper chassis, engineered for greater precision

The Emira 420 Sport sits 5 mm lower than the standard Emira on a dedicated sports chassis with a fixed-valve damper set-up developed specifically for the new flagship. The lower ride height reduces the centre of gravity, sharpening turn-in and further improving body control, while revised suspension geometry delivers greater precision and a more connected driving experience. Visually, the changes give the car an even more purposeful stance.

The additional Lotus Lightweight Handling Pack introduces the most focused chassis ever fitted to Emira. It combines significant weight reduction with race-derived suspension technology to deliver even greater composure, precision and adjustability on both road and track.

Emira 420 Sport now comes with Multimatic two-way adjustable dampers. Renowned throughout top-level motorsport, Multimatic's spool-valve technology allows compression and rebound damping to be tuned independently and adjusted, giving Lotus engineers exceptional control over the Emira's suspension characteristics.

Unlike conventional dampers, the spool-valve architecture delivers highly consistent damping performance, maintaining precise fluid control even under sustained, high-frequency loads where traditional systems can begin to fade. Because the design does not rely on the high gas pressures of conventional monotube dampers, internal friction is significantly reduced, improving steering feel, chassis fidelity and the car's response to even the smallest driver inputs.

The result is a suspension package that offers adjustable body control without sacrificing ride quality, preserving the confidence and communication expected of every Lotus while delivering the composure required for repeated track use.

Lightweight engineering: performance through less mass

For almost eight decades, Lotus has been obsessed with lightweight principles – efficiencies in weight to improve performance.

With the optional Lotus Lightweight Handling Pack, the Emira 420 Sport sheds up to 25 kg. Every component has been selected to reduce weight in areas that most directly influence handling, balance and responsiveness, taking

mass out of the rear and upper body of the car – balancing the car, lowering its centre of gravity and sharpening its responses.

A titanium exhaust reduces mass by around 9 kg. Its exceptional strength allows thinner-wall construction without compromising durability, while removing weight from the rear of the car to improve agility.

The lightweight programme is completed by a carbon fibre louvred tailgate replacing the standard glass panel, saving a further 4.9 kg. Positioned high within the vehicle, the reduction lowers the centre of gravity while improving overall weight distribution. The louvred tailgate carries particular significance within Lotus' design history. First introduced on the Esprit Turbo in 1980, the distinctive louvred rear deck later appeared on both Exige and Evora. On the Emira 420 Sport it returns as a functional engineering solution as much as a design statement - the louvres venting heat from the engine bay while the carbon-fibre construction reduces weight, all while acknowledging one of the brand's most enduring visual signatures.

Aerodynamics: more downforce, no compromise

Every aerodynamic enhancement on the Emira 420 Sport has been developed to improve performance without increasing drag. Drawing on decades of motorsport expertise, Lotus engineers have reshaped key areas of the bodywork to generate an additional 25 kg of downforce over the standard Emira, delivering greater stability and driver confidence at speed while preserving aerodynamic efficiency.

Cooling performance has been enhanced to match the increased power output. Airflow to the radiators has increased by 15 per cent, improving both engine and charge-air cooling, while airflow through the exhaust valve rises by 30 per cent. Cooling throughout the engine bay has also been optimised to ensure consistent performance under sustained high-load driving.

For drivers who regularly explore the car's capabilities on circuit, a dedicated track configuration further enhances thermal management. Removing the front licence plate increases airflow to the central radiator by a further 14 per cent, while removable brake-duct blanking panels improve front brake cooling by 10 per cent. Together, these measures help maintain consistent engine and braking performance during repeated high-speed laps.

Design: performance made visible

Every visual change to the Emira 420 Sport serves a functional purpose. The redesigned front splitter, front bumper inserts, wheel-arch vents, extended side sills, enlarged side intakes, carbon fibre louvred tailgate and extended rear lip spoiler work together to manage airflow, improve cooling and increase aerodynamic performance, while giving the range flagship an even more purposeful presence.

Dark-tinted rear lamps and new 15-spoke forged alloy wheels finished in satin dark grey complete the exterior, reinforcing the car's more focused character.

For the first time, exterior carbon fibre is available on an Emira. An optional Carbon Fibre Pack extends lightweight composite finishes to the front splitter, wheel-arch vents, side sills, side intakes, rear lip spoiler and rear diffuser surround, with carbon mirror caps and the carbon fibre louvred tailgate available as additional options when specified with the Lightweight Handling Pack.

Further opportunities for personalisation include a 420 Sport side graphic, hand-painted coachlines in orange, red, yellow or silver, together with a choice of wheel, brake calliper and exterior accent finishes.

The launch hero colour, Tangelo Orange, continues a long Lotus tradition of distinctive orange paint finishes that dates back to the 1960s, following colours such as Exige Orange, Burnt Orange and Solar Flare. Combined with satin dark grey lower bodywork and a gloss black roof and mirror caps, it gives the Emira 420 Sport a distinctive identity within the range.

Interior focused on the driver

The interior pairs black Nappa leather with black perforated Alcantara and a grey backing layer, while an optional Tangelo Orange theme introduces contrasting leather and stitching inspired by the exterior launch colour.

Carbon fibre gearshift paddles and bespoke 420 Sport treadplates are now standard. An optional Interior Carbon Fibre Pack extends the carbon finish to the steering wheel spokes, driver display surround and seat-back plinths.

Pricing and availability

The Emira 420 Sport joins the MY27 Emira range as the new performance flagship, sitting above the Emira Turbo, Emira Turbo SE and Emira V6 SE. Available exclusively with Lotus' 2.0-litre turbocharged four-cylinder engine, it is priced from £105,900 in the United Kingdom, €129,900 in Europe and \$122,900 in the United States.

Alongside the introduction of the 420 Sport, the wider MY27 Emira range will also be available with a new removable glass roof option, further expanding customer choice across the line-up.

Country	MRSPS starting price*
Europe	€129,900
United Kingdom	£105,900
United States	\$122,900

ENDS

APPENDIX – TECHNICAL INFORMATION

Engine	2.0-litre turbocharged in-line four-cylinder
Power	416 bhp (310 kW / 421 PS) at 6,500 rpm
Torque	500 Nm at 5,000 rpm
Transmission	8-speed dual-clutch, rear-wheel drive
0–100 km/h	3.9 seconds (0–60 mph in 3.7 seconds)
0–200 km/h	12.47 seconds
80–120 km/h	2.4 seconds
Standing quarter mile	11.91 seconds
Top speed	300 km/h (186 mph)
Weight saving (with Lightweight Handling Pack)	up to 25 kg
Downforce	+25 kg (no increase in drag vs standard Emira)
Ride height	5 mm lower than standard Emira
Wheels	20-inch 15-spoke forged alloy, satin dark grey
Tyres	Michelin Pilot Sport Cup 2 (Fr 245/35 ZR20, Rr 295/30 ZR20)
Price	from €129,900

Lotus Lightweight Handling Pack: Multimatic 2-way adjustable dampers, lithium-ion battery, Michelin Pilot Sport Cup 2 tyres, titanium exhaust, carbon fibre louvred tailgate, Lotus Track Pro app.

Note to editors:

*Dependent on chosen model and excludes options, specifications, taxes, delivery charges and Lotus reserves the right to revise its prices in the future due to, but not limited to, availability of materials, delivery costs, inflation and changes in (local) taxes.

About Lotus

We make cars, for the drivers. Everything we do is in relentless pursuit of performance.

MEDIA CONTACT

globalcomms@eu.lotuscars.com