



1986 TURBO ESPRIT HCI

Though the car still carries the Esprit tag, the 1980 Turbo Esprit is effectively a new car, where the 6-valve engine has been punched out to 2174cc, using a bore of 95.25mm and a stroke of 76.20mm. The four-cylinder aluminum engine provides a manufacturer's claimed 215bhp at 6250rpm and 200lb ft of torque at 4500rpm. A Garrett T3 turbocharger which is mounted downstream of the twin Dellorto carburetors supplies boost up to 8lb psi and the engine operates on a 7.5:1 compression ratio. The turbocharger lubrication is direct from the main oil gallery, with drain to the dry sump (which later changed to a wet sump).

The current Esprit 5-speed gearbox has been retained and is attached to the engine block by a new alloy bell housing, while power is transmitted via a new clutch with increased capacity to the wheels via plunging constant velocity jointed driveshaft.

The Turbo Esprit's backbone chassis is completely new — zinc galvanized and with a five year guarantee subject to normal use — incorporating a wider front box section and suspension mounting points. A new space frame engine and transmission section is included, giving a four point wide-based mounting system and increased torsional stiffness. The front of the chassis houses a new full-width radiator and oil cooler with increased capacity.

The new front suspension has been adopted from the Elite, with the track increased by an inch, while the rear suspension is also revised, with unequal length transverse links with radius arms. Body shell changes include large wrap-around front and rear bumpers, a full-width front spoiler for better air flow to the larger radiator/oil cooler and improved aerodynamics and a redesigned tailgate area to provide direct cooling airflow. NACA ducts have been molded into the sills to provide cooling air into the engine compartment.

Cockpit changes have been made, including an instrument panel which now boasts a turbo boost gauge and speedometer running up to 170mph. Air conditioning controls are now situated in a centre console panel and all switches are backlit when main and side lights are illuminated. The seats have revised foam foundations and with new head restraints.



Specifications:

Performance	
Top Speed	150 mph
0-60 mph	5.6 seconds
Power	215 bhp @ 6250 rpm
Torque	200 ft. lbs @ 4500
Cooling	Dual front-mounted oil coolers
Transmission	5-speed manual transaxle
Ratios:	1 st – 3.364 2 nd – 2.059 3 rd – 1.381 4 th – 1.037 5 th – 0.756 Rev – 3.546 Final – 3.889
Engine	Lotus 910 2174 cc four-cylinder in-line, 16-valve DOHC, two Dellorto DHLA4OH side draft carburetors. Bore & Stroke: 95.25mm x 76.2mm. Compression: 7.5:1. Block & Head: Aluminum alloy Garrett AiResearch T3 Turbocharger running at 8psi

Body	Fiberglass-reinforced plastic body with galvanized steel backbone chassis. Passenger compartment encapsulated in a 'safety-cell structure'
Brake System	10.5in discs front 9.7in inboard discs rear Dual braking system, split front/rear circuits
Wheels	BBS
Dimensions:	
Length	165 inches
Height	44.5 inches
Width	73.5 inches
Unladen Weight	2635 lbs