

**CATERHAM**  
DESIGNED FOR RACING, BUILT FOR LIVING



**CLASSIC**



# Caterham Classic

## A truly affordable sports car

The Caterham Classic represents one of the best value sports cars in today's market. With its low initial cost, proven reliability, meagre running costs and low depreciation, the cost of owning this true British sports car has made it more affordable than ever.

But low costs are not achieved at the expense of specification. Included in the standard Classic package is a modern 1.4 litre 16 valve all aluminium engine, 5 speed gearbox and sophisticated de Dion rear suspension. And in line with the traditional appeal of this model, the car is supplied as standard with a composite wind deflector.

Like all our models, the Classic has never rested on its laurels and has always been subject to ongoing development, with all aspects of the car designed to ensure the benefits of modern engineering. The 1.4 litre K Series power unit produces 105 bhp from its 16-valve DOHC design running on MEMS controlled injection system. With a healthy 107 lbft of torque, the performance of the Classic is impressive, reaching 60 mph from a standing start in less than 6.5 seconds and going on to reach a top speed of 110 mph.

The transmission is taken care of by a 5-speed synchromesh gearbox and with 5th gear being an overdrive ratio, this gearbox is ideal for customers with an emphasis on road use. However, for those drivers wishing to obtain the best from the high revving engine, and perhaps looking for the odd foray onto the track, the Caterham designed and built 6-speed close ratio box is always an option.

### Standard Equipment

- 1.4 litre K-Series 105 bhp
- 5 speed
- Composite wind deflector
- Cloth adjustable seats
- Immobiliser
- 14" Minator alloys



## SPECIFICATION

### ENGINE

1.4 litre K Series  
16 valve DOHC  
Max power: 105 bhp @ 6000 rpm  
Max torque: 95 lbsft @ 5000 rpm  
0-60 mph: 6.5 seconds  
Max speed: 110 mph

### TRANSMISSION

5 speed  
1st: 3.65:1  
2nd: 1.97:1  
3rd: 1.37:1  
4th: 1.00:1  
5th: 0.82:1  
Final drive: 3.92:1

### SUSPENSION

Front: Adjustable double wishbone with anti-roll bar.  
Rear: de Dion axle located by lower A-frame and upper longitudinal Watts linkages.

### BRAKES

Twin circuit split front/rear with low-level warning system. Discs front and rear.

### STEERING

Rack and pinion, 1.93 turns lock to lock

### WEIGHT

540 kg

### WHEELS & TYRES

6J x 14"  
Alloy wheel with Avon ZV3  
185/60R14 tyres.

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**ROADSPORT**



# Caterham Roadsport

## A perfect combination for those inviting 'B' roads

The Caterham Roadsport has brought together the modern technology of the K-Series engine and Caterham's engineering to produce a car that is truly inspiring to drive. Powered by a state of the art all alloy fuel injected 16 valve engine, this latest Seven provides high performance with renowned reliability. The result is a very light car providing exceptional levels of balance and road holding.

The car is available with three different power units, offering a choice of 120 bhp, 140 bhp or 160 bhp, and when coupled to Caterham's 5-speed gearbox, provides a car with electrifying performance. In addition, the 160 bhp unit boasts variable valve control, giving the best of both worlds; high torque at lower revs and maximum power at higher revs.

The Roadsport is supplied as standard with 14" alloy wheels, full screen, weather equipment, heater and is based around the well proven de Dion chassis. It is an ideal choice for customers whose requirements include more road than

track use and is ideal for Sunday afternoon blasts down country lanes and touring. However, this car is still extremely capable on the track, and with a few track options will be completely at home lapping the circuits of UK and Europe.

### Standard Equipment

- 1.6 litre K-Series 120 bhp
- 5 speed
- Full windscreen
- Weather equipment
- Cloth adjustable seats
- Carpeted interior
- Heater
- Immobiliser
- 14" Minator alloys



## SPECIFICATION

### ENGINE

120 bhp: 1.6 litre K Series

16 valve DOHC

Max power: 120 bhp @ 6000 rpm

Max torque: 107 lbsft @ 3000 rpm

0-60 mph: 6.2 seconds

Max speed: 112 mph

140 bhp: 1.8 litre X-Power

Max power: 140 bhp @ 6750 rpm

Max torque: 124 lbsft @ 5000 rpm

0-60 mph: 5.3 seconds

Max speed: 115 mph

160 bhp: 1.8 litre X-Power VVC

Max power: 160 bhp @ 7000 rpm

Max torque: 130 lbsft @ 5000 rpm

0-60 mph: 4.9 seconds

Max speed: 120 mph

### TRANSMISSION

Close ratio 5 speed

1st: 3.36:1

2nd: 1.81:1

3rd: 1.26:1

4th: 1.00:1

5th: 0.82:1

Final drive: 3.92:1

### SUSPENSION

**Front:** Adjustable double wishbone with anti-roll bar.

**Rear:** de Dion axle located by lower A-frame and upper longitudinal Watts linkages.

### BRAKES

Twin circuit split front/rear with low-level warning system. Discs front and rear.

### STEERING

Rack and pinion, 1.93 turns lock to lock

### WEIGHT

120 bhp: 550 kg

140 bhp: 550 kg

160 bhp: 555 kg

### WHEELS & TYRES

6J x 14"

Alloy wheel with Avon ZV3

185/60R14 tyres.

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# SV ROADSPORT



# Caterham SV ROADSPORT

## The performance of the Roadsport, the benefits of a larger chassis

The year 2000 was pivotal for Caterham Cars - after 43 years of production the dimensions of the original Seven chassis were changed. As a direct result of listening to its valued customer base the Caterham SV was created.

The design brief was to create a Seven that had extra interior space making the car more practical for everyday use and more usable for the larger driver, without detracting from the car's timeless aesthetic appeal and renowned handling. Judging by the exemplary reviews and accolades the SV has received from the media, Caterham's engineers have been successful. The increased track and wheelbase bestows this model with enhanced stability and greater road presence.

The end product is a Seven with an increased dimension chassis, offering an extra 80mm in length and 110mm in width. And incredibly, the additional size of the car only adds 25 kg to its overall weight compared to the standard vehicle. This package provides a Seven that will allow a greater range of people to enjoy Caterham motoring, giving extra leg room, foot room, elbow room and headspace to this already fantastic sports car.

So whether you are interested in enjoying your favourite B roads or racing around the circuit, you can now do so with the added comfort benefits of an SV chassis.

### Standard Equipment

- 1.6 litre K-Series 120 bhp
- 5 speed
- Full windscreen
- Weather equipment
- Cloth adjustable seats
- Carpeted interior
- Heater
- Immobiliser
- Superlight Suspension
- 14" Minator alloys



## SPECIFICATION

### ENGINE

120 bhp: 1.6 litre K Series

16 valve DOHC

Max power: 120 bhp @ 6000 rpm

Max torque: 107 lbsft @ 3000 rpm

0-60 mph: 6.3 seconds

Max speed: 110 mph

140 bhp: 1.8 litre X-Power

Max power: 140 bhp @ 6750 rpm

Max torque: 124 lbsft @ 5000 rpm

0-60 mph: 5.4 seconds

Max speed: 113 mph

160 bhp: 1.8 litre X-Power VVC

Max power: 160 bhp @ 7000 rpm

Max torque: 130 lbsft @ 5000 rpm

0-60 mph: 5 seconds

Max speed: 117 mph

### TRANSMISSION

Close ratio 5 speed

1st: 3.36:1

2nd: 1.81:1

3rd: 1.26:1

4th: 1.00:1

5th: 0.82:1

Final drive: 3.92:1

### SUSPENSION

Front: Adjustable double wishbone with anti-roll bar.

Rear: de Dion axle located by lower A-frame and upper longitudinal Watts linkages.

### BRAKES

Twin circuit split front/rear with low-level warning system. Discs front and rear.

### STEERING

Rack and pinion, 1.93 turns lock to lock

### WEIGHT

120 bhp: 575 kg

140 bhp: 575 kg

160 bhp: 580 kg

### WHEELS & TYRES

6J x 14"

Alloy wheels with Avon 185/60R14 Avon ZV3 tyres.

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**SUPERLIGHT/R300**



# Caterham Superlight/R300

## A road car yearning to be let loose on the track

The Caterham Superlight has been designed to achieve the best possible dynamic package; weight has been reduced to the bare minimum whilst the car is packaged with as many performance enhancing features and options as possible.

This road legal track car has a stripped out interior with a carbon fibre dashboard, a Caterham four-point strap and lap belt, Caterham composite race bucket seats and wind deflector.

There are two models in the Superlight range, both offering scintillating performance for the discerning enthusiast. Both models are equipped with a long list of standard options with road options available for a more refined driving experience. The cars are differentiated by the power outputs from the versatile 1.8 litre K-Series engine - the Superlight R300 (160 bhp) and the Superlight (140 bhp) - both variants dispensing with the 0-60 mph dash in under 5 seconds.

### Standard Equipment

- 1.8 litre X-Power 140 bhp
- 6 speed
- Composite aeroscreen
- Composite race seats
- Black powder coated interior
- Road 4 point harnesses
- Superlight Suspension
- Ventilated front discs and 4 pot calipers
- Anti-cavitation tank
- Black pack
- Carbon cycle wings
- 15" Superlight alloys



## SPECIFICATION

### ENGINE

#### Superlight 140

140 bhp 1.8 litre X-Power

16 valve DOHC

Max power: 140 bhp @ 6750 rpm

Max torque: 124 lbsft @ 5000 rpm

0-60 mph: 4.9 seconds

Max speed: 122 mph

#### Superlight R300

160 bhp 1.8 litre X-Power VVC

16 valve DOHC

Max power: 160 bhp @ 7000 rpm

Max torque: 130 lbsft @ 5000 rpm

0-60 mph: 4.7 seconds

Max speed: 128 mph

### TRANSMISSION

Close ratio 6 speed

1st: 2.69:1

2nd: 2.01:1

3rd: 1.59:1

4th: 1.32:1

5th: 1.13:1

6th: 1.00:1

Final drive: 3.92:1

### SUSPENSION

**Front:** Adjustable double wishbone with anti-roll bar.

**Rear:** de Dion axle located by lower A-frame and upper longitudinal Watts linkages.

### BRAKES

Twin circuit split front/rear with low-level warning system. Discs front and rear.

### STEERING

Rack and pinion, 1.93 turns lock to lock

### WEIGHT

Superlight 140: 495 kg

Superlight 160: 500 kg

### WHEELS & TYRES

6.5J x 15"

Caterham 10 spoke alloy wheel with Avon CR500 195/45R15 tyres.

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**SV SUPERLIGHT/R300**



# Caterham SV Superlight/R300

## The thrills of the Superlight, the benefits of a larger chassis

The year 2000 was pivotal for Caterham Cars - after 43 years of production the dimensions of the original Seven chassis were changed. As a direct result of listening to its valued customer base the Caterham SV was created.

The design brief was to create a Seven that had extra interior space making the car more practical for everyday use and more usable for the larger driver, without detracting from the car's timeless aesthetic appeal and renowned handling. Judging by the exemplary reviews and accolades the SV has received from the media, Caterham's engineers have been successful. The increased track and wheelbase bestows this model with enhanced stability and greater road presence.

The end product is a Seven with an increased dimension chassis, offering an extra 80mm in length and 110mm in width. And incredibly, the additional size of the car only adds 25 kg to its overall weight compared to the standard vehicle. This package provides a Seven that will allow a greater range of people to enjoy Caterham motoring, giving extra leg room, foot room, elbow room and headspace to this already fantastic sports car.

So whether you are interested in enjoying your favourite B roads or racing around the circuit, you can now do so with the added comfort benefits of an SV chassis.

### Standard Equipment

- 1.8 litre X-Power 140 bhp
- 6 speed
- Composite aeroscreen
- Composite race seats
- Carpeted interior
- Road 4 point harnesses
- Superlight Suspension
- Ventilated front discs and 4 pot calipers
- Anti-cavitation tank
- Black pack
- Carbon cycle wings
- 15" Superlight alloys



## SPECIFICATION

### ENGINE

#### Superlight 140

140 bhp 1.8 litre X-Power  
16 valve DOHC  
Max power: 140 bhp @ 6750 rpm  
Max torque: 124 lbsft @ 5000 rpm  
0-60 mph: 5.1 seconds  
Max speed: 120mph

#### Superlight 160

160 bhp: 1.8 litre X-Power VVC  
16 valve DOHC  
Max power: 160 bhp @ 7000 rpm  
Max torque: 130 lbsft @ 5000 rpm  
0-60 mph: 4.8 seconds  
Max speed: 126 mph

### TRANSMISSION

#### Close ratio 6 speed

1st: 2.69:1  
2nd: 2.01:1  
3rd: 1.59:1  
4th: 1.32:1  
5th: 1.13:1  
6th: 1.00:1  
Final drive: 3.92:1

### SUSPENSION

**Front:** Adjustable double wishbone with anti-roll bar.

**Rear:** de Dion axle located by lower A-frame and upper longitudinal Watts linkages.

### BRAKES

Twin circuit split front/rear with low-level warning system. Discs front and rear.

### STEERING

Rack and pinion, 1.93 turns lock to lock

### WEIGHT

Superlight 140: 520 kg  
Superlight 160: 525 kg

### WHEELS & TYRES

6.5J x 15"

Caterham 10 spoke alloy wheel with Avon CR500 195/45R15 tyres.

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**CSR**



# Caterham CSR

## Unrivalled road and track performance

The British built Caterham CSR saw the long-awaited return of Cosworth to the road car market after a ten-year absence with two bespoke, high performance engines. The CSR model also benefits from a fully independent rear, and inboard F1-style, front suspension plus major aerodynamic and chassis enhancements.

The heartbeat of the CSR is the new Cosworth developed 2.3 litre Ford Duratec engine. The all-alloy, four-cylinder twin cam unit will produce either 200bhp or 260bhp and unrivalled levels of reliability and performance. Perhaps the most significant change is the new suspension system, which required adjustments to the chassis and a revision to the Seven's tubular spaceframe. The resulting overhaul sees a 25 percent increase in torsional stiffness.

Internally, the famous two-seater boasts the most dramatic overhaul of its dashboard and trim in the model's entire history. To improve driver ergonomics, the CSR offers an option of a driver focused curved fascia wrapped around an exposed steel tubular framework. The dashboard also comes complete with column stalks for the first time on a Caterham.

Another area that has had a major impact on the CSR is it's aerodynamics. The introduction of re-profiled cycle wings,

which are mounted even closer to the tyre to cut drag, and new nosecone winglets, have combined to reduce front end lift by 50 percent.

Finally, in conjunction with long-standing partner, Avon, the CSR squats firmly on bespoke 15-inch tyres, measuring a muscular 9 inches wide at the rear to assist traction and handling.

### Standard Equipment

- 2.3 litre Ford Cosworth - 200 bhp
- 5 speed
- Full windscreen
- Weather equipment
- Cloth adjustable seats
- Carpeted interior
- Road 4 point harnesses
- Ventilated front discs and 4 pot calipers
- Inboard front suspension
- Independent rear suspension
- Heater
- 15" Superlight alloys



## SPECIFICATION

### ENGINE

2.3 litre Cosworth  
16 valve DOHC  
Max power: 200 bhp @ 7000 rpm  
Max torque: 165 lbsft @ 5750 rpm  
0-60 mph: 3.7 seconds  
Max speed: 140 mph

2.3 litre Cosworth  
16 valve DOHC  
Max power: 260 bhp @ 7000 rpm  
Max torque: 200 lbsft @ 6200 rpm  
0-60 mph: 3.1 seconds  
Max speed: 155 mph

### TRANSMISSION

Close ratio 5 speed  
1st: 3.36:1  
2nd: 1.81:1  
3rd: 1.26:1  
4th: 1.00:1  
5th: 0.82:1  
Final drive: 3.92:1

Close ratio 6 speed  
1st: 2.69:1  
2nd: 2.01:1  
3rd: 1.59:1  
4th: 1.32:1  
5th: 1.13:1  
6th: 1.00:1  
Final drive: 3.38:1

### SUSPENSION

Fully adjustable front and rear double wishbone with inboard front spring/damper unit and front adjustable anti-roll bar.

### BRAKES

Twin circuit un-assisted split front/rear, 254 mm discs (front vented), 4 piston front calipers.

### STEERING

Rack and pinion, 2 turns lock to lock

### WEIGHT

575 kg

### WHEELS & TYRES

Front: 6.5J x 15" Caterham 10 spoke alloy wheels with Avon CR500 195/45R15

Rear: 9J x 15" Caterham 10 spoke alloy wheels with Avon CR500 245/45R15

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