

LEXUS LFA

V10 HALO · ASG CLUTCH FOCUS · LFA CENTRE SERVICE · LOW TECHNICAL RISK

Compiled from public sources, the Lexus LFA, its Model File and specialist review · Personal use only · v2.1

WHAT THIS CHECKLIST IS, AND WHAT IT IS NOT

This checklist gives an enthusiast the context to follow what is being discussed around an LFA transaction. It replaces nothing. Five hundred cars, 2010-2012, built at roughly one car and one engine per day: the Yamaha-voiced V10, a carbon monocoque of Lexus's own making, and one of the cleanest technical histories in this entire register. What decides here is not the engine: it is the documented service history, the state of the ASG clutch, the carbon-ceramic brakes and a seamless provenance. Not every Lexus dealer may touch this car: certified LFA technicians and, in Europe, the LFA centre at Toyota Motorsport in Cologne are the service world. Without that verdict, do not touch the car.

A · IDENTITY & THE SERVICE RECORD

- ☐ Identity first: build number of 500, standard or Nürburgring Package, verified against the record.
- ☐ Works and certified LFA service history complete: dealer stamps alone do not carry this car.
- ☐ LFA Centre history (Cologne, for European cars) documented where applicable.
- ☐ Matching numbers and original paint confirmed against the documentation.
- ☐ TAKATA_RECALL_COMPLETED verified by VIN with Lexus, never assumed.
- ☐ Ownership chain traced; every document photographed for the collector dossier.

B · POWERTRAIN & THE ASG

- ☐ Cold start filmed: even idle, oil pressure, no smoke, the V10 voice clean.
- ☐ Compression and leakdown on evidence, with the service history read first.
- ☐ Clutch wear read out at certified level: the number decides, not the seller's feel.
- ☐ ASG actuator, calibration and shift times checked against reference.
- ☐ All modes driven: manual paddles and automatic, traction interruption felt as normal.
- ☐ Design criticism separated from defect: slow shifts are the car, slipping is a finding.

C · STRUCTURE, BRAKES & AGE

- ☐ Carbon walk: monocoque, underbody, pickups, any repair history with documentation.
- ☐ Brembo ceramics inspected: discs measured, pads, temperature marks, stone chips.
- ☐ Suspension: dampers, bearings, full measurement.
- ☐ Battery and tyres assessed by CALENDAR: age items on every LFA now.
- ☐ Storage history read honestly: the standing-time doctrine applies.
- ☐ Electronics checked through: the quiet system stays quiet only when verified.

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D · PRICE & INVESTIGATION ITEMS

The engine is the solved part: the price sits in the clutch, the ceramics, the service record and the paper.

- ☐ Clutch at or near wear limit: replacement quoted at certified level before purchase.
- ☐ Ceramic discs near limits: quoted, a known cost position, not a drama.
- ☐ Open Takata verification: resolved before money moves.
- ☐ Service gaps outside the certified world: priced as documentation risk.
- ☐ Tyres and battery by age: renewal priced into the first year.
- ☐ Nürburgring Package claims: verified against the record, never paid on trim alone.
- ☐ Negotiate from the certified record: clutch readout, brake measurements, history file.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- Clutch state unknown or the readout refused.
- Structural or composite work without documentation.
- A service history outside the certified LFA world, at any price.
- ASG design behaviour sold as recent repair need, or real slipping talked away.
- A Nürburgring Package story the record cannot confirm.
- Open Takata status.
- A long-stored car sold with no recommissioning file.
- A car whose findings cannot be named, quantified and priced.

F · FIRST WEEK OF OWNERSHIP

- ☐ The dossier archived: service file, clutch readout, brake measurements, Takata confirmation, package status.
- ☐ The certified service relationship established: LFA technicians, and in Europe the Cologne centre.
- ☐ A movement regime set: the V10 wants revs, the clutch wants technique, the tyres want the calendar respected.

"Five hundred cars, one obsession: a V10 that outran its own tachometer and a factory that built one a day, perfectly. Read the clutch, verify the paper. The engine will outlast the argument."

Deep dive: Supercar Models Paper 96 · Model File 96 · Owner's Intelligence series.