

MODEL FILE 96 · LEXUS · V10 HALO · LOW TECHNICAL RISK

LEXUS LFA

YAMAHA V10 · 560 PS · CFRP MONOCOQUE · 500 CARS · 2010-2012

THE CAR IN BRIEF

THE MODEL

Five hundred cars, December 2010 to December 2012, hand-built at roughly one car and one engine per day. Two forms: the standard LFA and the Nürburgring Package, announced at 50 cars, with model records pointing to 64 built (571 PS, faster shift calibration, 33 percent more downforce): the register carries both counts until the works figure settles it, and STANDARD_OR_NURBURGRING_PACKAGE is an identity field. The famous development decision defines the car: Lexus abandoned the finished aluminium chassis mid-development and built its own CFRP monocoque, a technology that later flowed into further Lexus models. Classification, per the dossier: LOW TECHNICAL RISK, HIGH COLLECTOR VALUE.

WHY THE MARKET TURNED

At launch the LFA was criticised: too expensive, slower than a Ferrari, slower than a Carrera GT, "only a Lexus". Today the market reads the same facts the other way: an exceptional V10 naturally aspirated engine whose sound counts among the best of any series car, 500 units, a development without platform parts, and manufacturing quality that has become the car's own legend. The register stores this as the honest lesson: the LFA's collector value rests on its development history and build quality, not on period test numbers.

POWERTRAIN

THE YAMAHA V10

The 1LR-GUE: 4.8 litres, 560 PS (553 bhp) at 8,700 rpm, 480 Nm, redline at 9,000 rpm. Yamaha co-developed intake, cylinder heads, parts of the engine construction and, deliberately, the acoustics. The rev gauge is digital because an analogue needle could not follow the engine's rate of change: that detail is the car in one sentence. To this day NO systemic engine weakness is documented. PPI: compression, leakdown, oil loss, service history. LOW in the risk matrix, and last in the priorities, as so often in this register: the star of the car is its most solved part.

THE ASG, READ HONESTLY

The 6-speed automated sequential gearbox (Aisin, single clutch) is the only area regularly discussed, and the register frames it exactly as the dossier does: the gearbox is NOT unreliable. What drivers criticise is BY DESIGN: relatively slow shift times, a felt interruption of traction, rough comfort in automatic mode. None of that is a defect. The real wear item is the CLUTCH, strongly dependent on driving style and city use. PPI: clutch wear readout, actuator, calibration, shift times. CLUTCH_WEAR and ASG_GEARBOX_STATUS are mandatory fields. HIGH in the matrix, as a wear-and-documentation item, not as a fault story.

STRUCTURE, CHASSIS & BRAKES

CARBON, CHASSIS,
CERAMICS, ELECTRONICS

The CFRP monocoque gets the register's composite discipline: delamination, underbody, accident history, suspension pickups. Damage is rare, and the check is calm, not alarmed. The double wishbone chassis with Yamaha tuning carries no known series problem: dampers, bearings, measurement. Brakes: Brembo carbon-ceramic, 390 mm front and 360 mm rear: discs, pads, temperature marks, stone chips. A cost position, not a weakness. And the electronics are the quiet sensation: NO known systemic electronic problems, which separates the LFA sharply from most small-series exotics in this register. Chassis and electronics LOW, ceramics MEDIUM, carbon HIGH as a matter of discipline, not of findings.

FACTORY ACTIONS & OWNERSHIP

THE RECORD

An exceptionally clean history: ONE known recall record stands against the LFA, the Takata passenger airbag inflator, carried in the US records in the February 2017 phase of the industry-wide campaigns. It is a supplier recall that hit many manufacturers, not an LFA construction fault, and the register stores it exactly that way. TAKATA_RECALL_COMPLETED is a mandatory field, verified by VIN with Lexus, never assumed. Beyond that, per formulation discipline: no model-specific campaigns FOUND, with the service record as the living database.

THE SERVICE WORLD

The dossier's key ownership point: an LFA can NOT be serviced at every Lexus dealer. Lexus trained dedicated LFA technicians, and in Europe the specialist care runs through the LFA Centre of Excellence at Toyota Motorsport in Cologne, where the European cars are looked after to motorsport-like standards. LFA_CENTRE_HISTORY is its own register field. The structural difference to Koenigsegg or Pagani: behind the specialist layer stands a worldwide dealer network and a long-term Toyota parts strategy: engine and electronics well covered, carbon clearly more special, gearbox parts special. Overall the parts situation is BETTER than at most small-series makers.

COSTS & PRIORITIES

No official price lists, and none invented. Against Ferrari or Koenigsegg the LFA counts as comparatively PREDICTABLE. The big positions: carbon-ceramic brakes, clutch, tyres, specialist service. Engine problems are explicitly NOT a typical cost driver. Ageing items on a car of this generation: battery and tyres by calendar. Priorities, per the dossier: works service, clutch, carbon structure, gearbox calibration, brake discs, engine, documentation. Provenance: build number, package status, works service, original paint, matching numbers. At 500 cars the history of nearly every example is traceable, and the file expects it to be.

500

Cars, roughly one engine and one car per day: manufacturing quality as the model's legend

9,000

rpm redline: the needle had to go digital because analogue could not keep up with the Yamaha V10

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Known recall record, and it is Takata, not Lexus: one of the cleanest histories in this register

Sources: Lexus/Toyota factory data and model records (LFA Dec 2010 to Dec 2012, 500 cars, ca. 20 per month; Nürburgring Package announced at 50, 64 built per model records, 571 PS, faster shifts, 33 percent more downforce; 1LR-GUE 4.8 V10 with Yamaha, 560 PS/553 bhp at 8,700 rpm, 480 Nm, 9,000 rpm redline, digital tachometer; Aisin 6-speed single-clutch ASG; CFRP monocoque after the mid-development switch from aluminium; Brembo CCM 390/360; kerb 1,580 kg); Takata passenger inflator recall record for the 2012 LFA per US recall data, February 2017 phase, supplier campaign across many makers; LFA Centre of Excellence at Toyota Motorsport Cologne per Lexus media information; ASG criticism documented as design characteristic, not defect. Market bands pending the transaction dataset, per register standard.