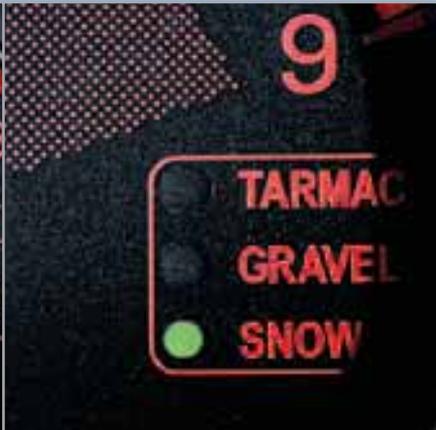


DRIVE ALIVE

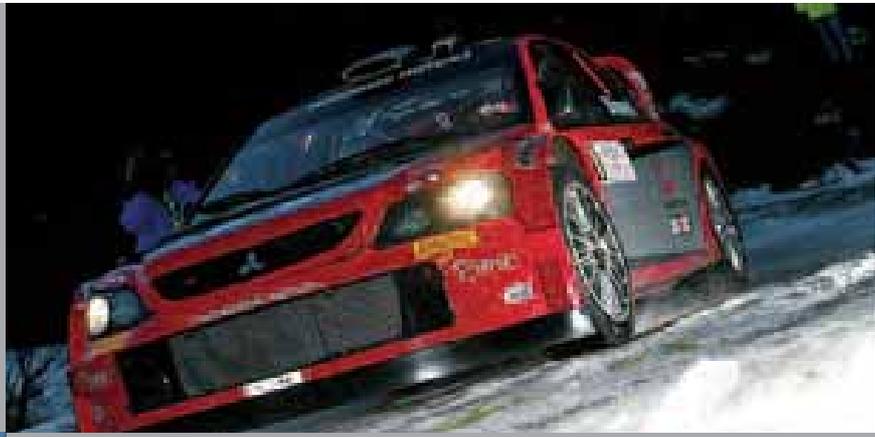
LANCER
EVOLUTION IX





SUPERCAR WITH NINE LIVES

For almost a decade the Mitsubishi Lancer Evolution has been carving a reputation as the supercar slayer. It has, quite literally, set the pace in four-wheel transport, for when it comes to blitzing the distance from point A to point B nothing else comes close. Except, of course, the next evolution of the Evolution. Welcome to the Mitsubishi Lancer Evolution IX. "Even better than ever" say Autocar: "the way it fuses supercar performance with advanced all-drive grip and traction seems more the stuff of Gran Turismo 4 than mechanical engineering," they rave. "There is no point at which it cries 'enough!'; that's entirely down to you. What other car can you say that of?" What, indeed.

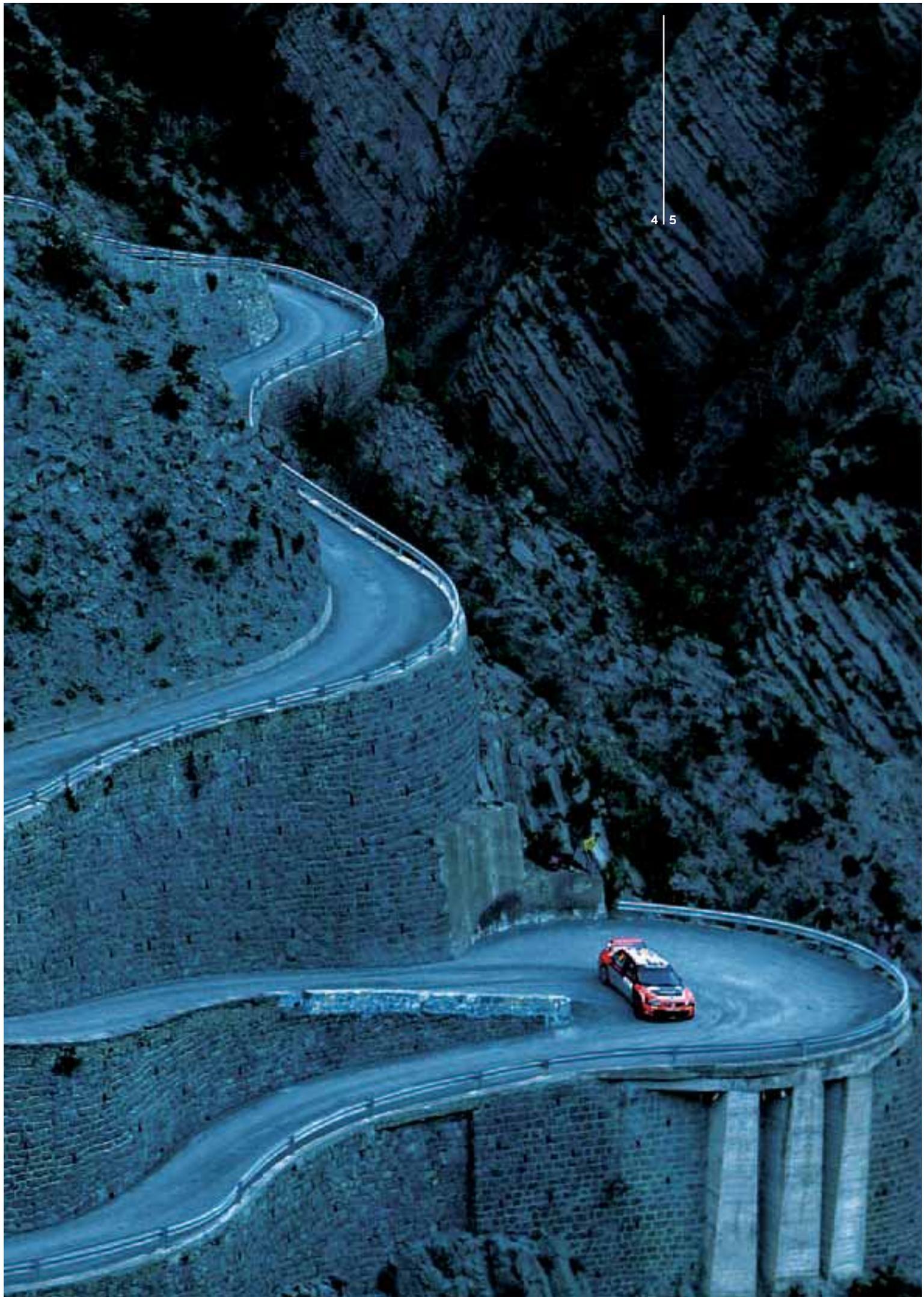


CONQUERING HERO

To win a race, any race, you must not only be faster, you must be smarter and tougher than all the rest. Never more so than in rallying. The Mitsubishi Lancer Evolution made rallying history when it took driver Tommi Makinen to four consecutive World Championship crowns, but it wasn't just this extraordinary partnership which has made the Lancer Evolution a motoring legend. For a phenomenal seven consecutive years Lancer Evolutions won the Group N (production car) title, although by the time it was elevated to world championship status this had become something of a one horse race – 16 of the 18 teams who contested the new title in 2002 drove Lancer Evolutions! That the Lancer Evolution is still the first choice for the majority of teams – all of whom are privateers who purchase their own vehicles – is testament to its continued superiority.

But for Mitsubishi Motors motorsport is not an end in itself but a germ cell for development. Advances from rallying are filtered back into road-going Lancer Evolution models in the quest for the perfect sports saloon – for a car which will engender exhilaration, excitement and supreme confidence when driven to extremes.





GRIP AND GO

If the Lancer Evolution was known for just one thing it would be its ability to harness power and transfer it to the road with awesome effectiveness, thanks, in the main, to one of the most sophisticated four-wheel-drive systems of any road-going car. The electronically-controlled Active Centre Differential optimally apportions power between the front and rear axles, with settings for tarmac, gravel or snow surfaces to allow you to programme in the prevailing road conditions for maximum benefit. This operates in conjunction with the Super Active Yaw Control system, fitted to the rear differential, which transfers torque between the rear wheels as required.



Integrated control between the systems helps to suppress wheel spin in tight turns or under-steer during high-speed cornering, so ensuring stable traction at all times. Furthermore, drawing on their rallying expertise, the Lancer Evolution IX has been refined to ensure that both the ACD and Super AYC remain active even when the Sports ABS comes into operation because, when the race is on, the brakes are not used merely to stop the car, but also to prepare it for the next awesome blast of acceleration.



Integral management of ACD and Super AYC systems

ABS operating

Start turning

Start braking

Sports ABS system operation

— Lancer Evolution IX
- - - Lancer Evolution VIII

The Sports ABS system uses information gathered from wheel speed sensors provided on each wheel, and an angle sensor fitted to the steering wheel, to control braking so that the ideal braking force is applied to each wheel. The system is optimized so that the ACD and the Super AYC continue to control the differential limiting force and the torque distribution actively, even whilst the Sports ABS is operating. The result is significantly improved cornering and stability.



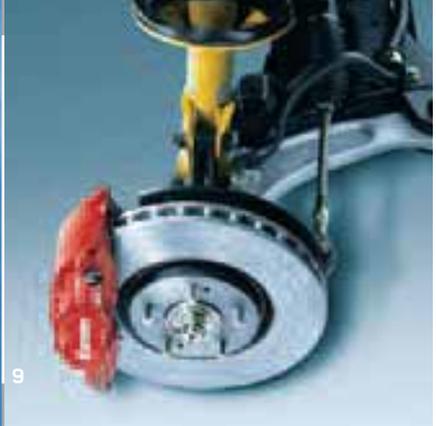
CONTROL FREAK

If a car is to respond precisely, it is vital to have a suspension that follows the road surface in every detail.

From the beginning the Lancer Evolution has enjoyed an advanced, MacPherson front strut and rear multi-link suspension system but in the IX shortened rear springs assist the Bilstein shock absorbers to enhance ground contact even further. This has resulted in improved rear end stability and grip as well as even better torque transmission and more accurate steering feedback.

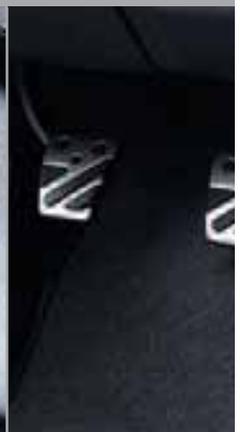


By making the suspension more responsive to the road surface and improving tyre contact, the brakes also become more efficient. Mitsubishi worked closely with the Italian brake manufacturer, Brembo, to develop ventilated disc brakes for the Lancer Evolution VIII, and these have been retained in the IX. Yet another aspect Autocar awarded a full five stars: "brickwall anchors... super-potent, tireless and wonderfully judged pedal weight for heel-and-toeing."



10 | 11

FOCUSED ON FUNCTION





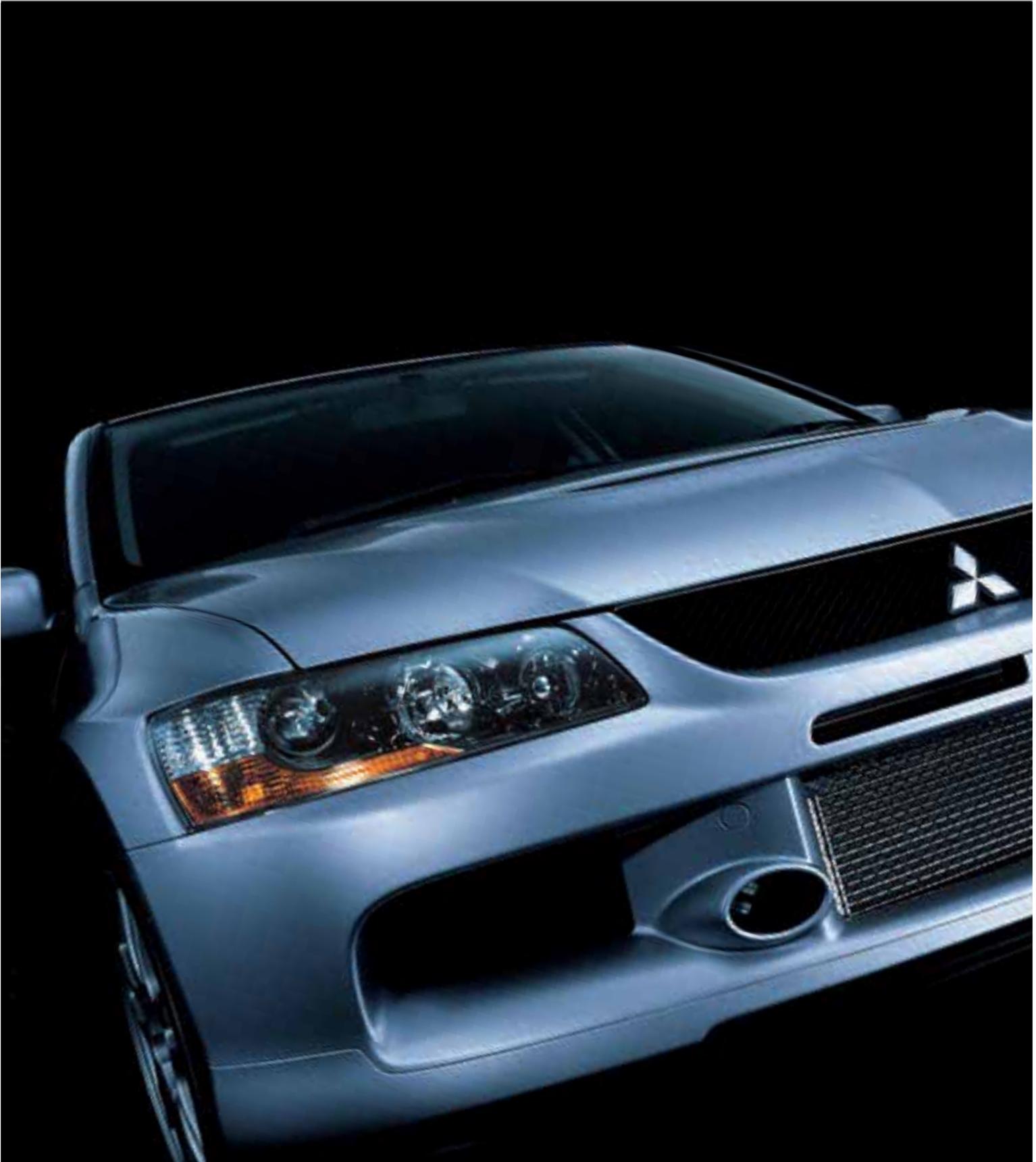
Whilst the Lancer Evolution may boast four doors, five seats and a boot, in truth it's a no-holds-barred racer with a cockpit to match. Take the seats, for example: body-hugging Recaros with special shoulder support and covered in grippy fabric hold you firmly in place.* The perfectly-shaped leather Momo steering wheel is matched by a small, spherical, leather-wrapped shift knob – the easiest shape in race conditions; the alloy accelerator, brake and clutch pedals are exquisitely formed for heel-and-toe driving, whilst anti-reflective coating on the carbon fibre trim ensures no sudden glare will distract you. Engine noise is kept at bay by effective new soundproofing. Of course you also get power operated windows, folding door mirrors, climate controlled air conditioning and, on FQ-340, Smartnav satellite navigation; primarily, this cabin is focused on the road.

*Leather/Alcantara seats on FQ-340



YOUR CHOICE OF HORSES

With the exception of that extravagant (and utterly vital) rear spoiler the Lancer Evolution has never been a car to wear its heart on its sleeve. Despite the skirts and air scoops its four-door, five-seater saloon car styling gives few clues to the awesome power beneath. Equally reticent are the badges which denote exactly how many horses are hidden: 300, 320 or or a breath-taking 340. Just how much do you dare?

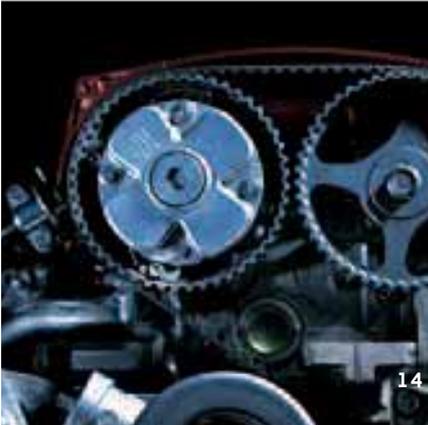
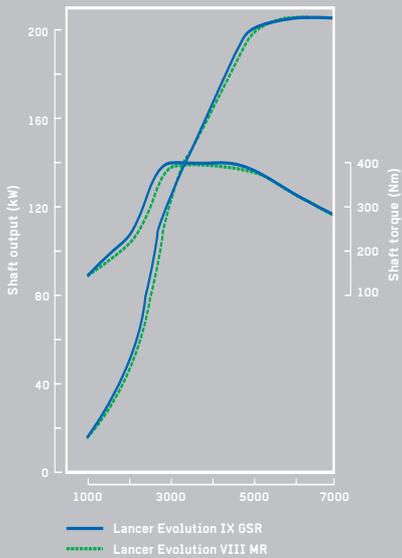




HEART OF THE MATTER



Engine performance curves



The Lancer Evolution's engine is the stuff of legends, not so much for what it does as the way in which it does it: "(It) doesn't so much propel the car rapidly as allow it to dematerialise at the start then rematerialise instantly at your destination", raved What Car? about the Lancer Evolution VII. And it keeps on getting better! In the Evolution VIII MR a different cam profile and larger nozzle in the turbocharger resulted in broader power and torque bands above 4500 rpm; in the IX a lengthened diffuser ensures up to 15% more torque between 2000 and 3000 rpm, whilst the introduction of MIVEC optimises engine timing for both improved response at all engine speeds and better fuel consumption. Of course, this may not head up your list of priorities but every little helps!



PERFECT BODY, PERFECT WEIGHT

In an evolutionary path which has included two full production model changes, with each and every generation having seen the introduction of cutting-edge component technology and awesome advances in dynamic performance, the Lancer Evolution epitomises the strive for ever-greater perfection.

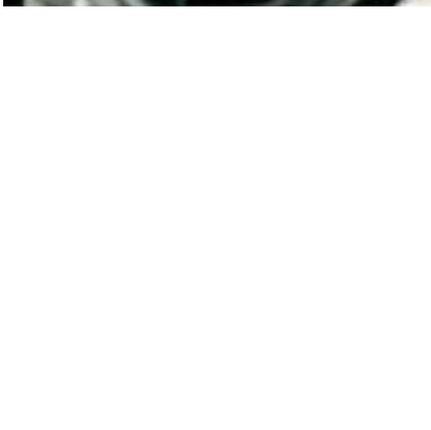
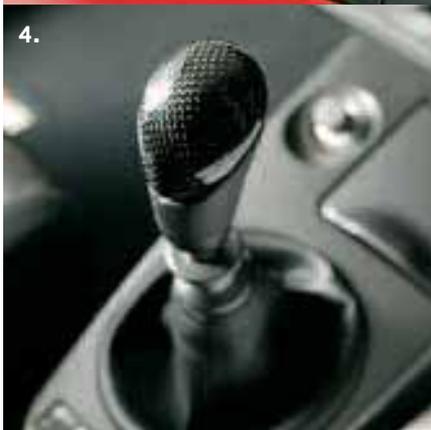
Creating a driving experience which brings man and machine into ever-closer harmony is fundamental to the Lancer Evolution concept, and optimum body weight and balance are vital. In the effort to lose weight aluminium was initially introduced in the bonnet and front wings in the Lancer Evolution VII; in the VIII a carbon-fibre spoiler reduced weight at the rear of the car; and in the Lancer Evolution VIII MR engineers achieved a giant leap – an aluminium roof, reinforced with steel braces for improved rigidity, which, together with the use of aluminium in the side impact bars, resulted in a weight saving of 7.5 kg and had the same effect, in terms of reducing roll movement, as lowering the roof by 50mm.

Since an Lancer Evolution has to withstand much greater acceleration and cornering forces than standard production vehicles, on the Lancer Evolution IX some 200 additional spot welds have been incorporated into areas such as the door surrounds; shock absorbers and suspension mountings have been strengthened and reinforcements have been added to other areas subject to the greatest loads, improving body stiffness at the expense of a minimal weight gain. Improved soundproofing and the introduction of the MIVEC system have resulted in further small weight gains, more than offset, however, by the substitution of an emergency puncture repair kit for the spare wheel – a saving of 11kg*

With the Lancer Evolution Mitsubishi's ultimate aim is to give you, the driver, the confidence to push the envelope; to extend your comfort zone; to explore your limits. The Lancer Evolution IX is the latest step, and represents the pinnacle of this, the third generation of Mitsubishi Lancer Evolutions.

*Brochure specifications are always shown excluding the spare wheel.





OPTIONAL EQUIPMENT

1. Speedline, Turini 18" alloy wheel
2. Door entry guards, Ralliart
3. Carbon fibre mirrors
4. Gearshift knob, carbon fibre
5. Handbrake lever cover, carbon fibre
6. Deep pile tailored mats, Ralliart
7. Gearshift knob, Ralliart
8. Boot mat, Ralliart

MAJOR SPECIFICATIONS

Model		Lancer Evolution IX FQ-300	Lancer Evolution IX FQ-320	Lancer Evolution IX FQ-340 ^{*1}
Engine/Electrics				
Engine type		In-line 4-cylinder, 16-valve DOHC with MIVEC variable valve timing, turbocharger and intercooler. Oil cooler, roller rocker arms, intercooler water spray with manual and automatic control		
Fuel system		Electronically controlled multi point fuel injection (ECI-MULTI)		
Displacement	cc	1997	1997	1997
Bore/stroke	mm	85.0 x 88.0	85.0 x 88.0	85.0 x 88.0
Compression ratio		8.8	8.8	8.8
Max output	kW (bhp)/rpm	228 (305)/6950	243 (326)/6700	257 (345)/6800
Max. torque	Nm (lb.ft)/rpm	403 (297)/4400	415 (305)/4300	435 (321)/4600
Performance/Fuel Consumption/Emissions				
Max. speed ^{*2}	mph (kph)	157 (253) limited	157 (253) limited	157 (253) limited
Acceleration 0-62 mph	secs	4.7 ^{*3}	4.5 ^{*3}	4.3 ^{*3}
Fuel type		Super Unleaded	Super Unleaded	Super Unleaded
Fuel consumption	Urban	16.9 (16.8)	N/A	N/A
lts/100km (mpg)	Extra urban	12.0 (23.5)	N/A	N/A
	Combined	13.8 (20.5)	N/A	N/A
CO ₂ emissions	g/km	334	N/A	N/A
Suspension and Steering				
Front axle		McPherson strut suspension with inverted shock absorbers, stabiliser bar and aluminium front lower suspension arms. Bilstein monotube shock absorbers. Limited slip differential (helical type)		
Rear axle		Multi link suspension, aluminium suspension arms & stabiliser bar. Bilstein monotube shock absorbers		
Brakes	Front Rear	Brembo braking system with Sports ABS and EBD (Electronic Brakeforce Distribution) 320 mm (12.6") ventilated discs (4-pot aluminium callipers) 300 mm (11.8") ventilated discs (2-pot aluminium callipers)		
Steering		Quick-ratio rack and pinion, power assisted		
Min. turning circle	m (ft)	11.8 (38.7)	11.8 (38.7)	11.8 (38.7)
Tyres		235/45ZR17 – Yokohama ADVAN A046		
Wheels		17" ENKEI lightweight alloy wheels, 5 split spoke (silver finish)		
Driveline/Transmission				
Drive system		Full-time 4WD with Active Centre Differential (ACD) and Super Active Yaw Control (Super AYC)		
Clutch		Hydraulic type, single plate, diaphragm spring pull		
Transmission		Manual – 6 speed	Manual – 6 speed	Manual – 6 speed
Gear ratios	1st	2.909	2.909	2.909
	2nd	1.944	1.944	1.944
	3rd	1.434	1.434	1.434
	4th	1.100	1.100	1.100
	5th	0.868	0.868	0.868
	6th	0.693	0.693	0.693
	Reverse	2.707	2.707	2.707
Final gear ratio		4.583	4.583	4.583
Dimensions				
Exterior l x w x h	mm	4490 x 1770 x 1450	4490 x 1770 x 1450	4490 x 1770 x 1450
Interior l x w x h	mm	1880 x 1425 x 1185	1880 x 1425 x 1185	1880 x 1425 x 1185
Ground clearance (unladen)	mm	140	140	140
Track	Front	1515	1515	1515
	Rear	1515	1515	1515
Wheelbase		2625	2625	2625
Weights/Volumes				
Kerb weight	kg (lbs)	1400 (3087)	1400 (3087)	1400 (3087)
Seating capacity		5	5	5
Cargo capacity	litres VDA (cu.ft.)	430 (15.2)	430 (15.2)	430 (15.2)
Fuel tank capacity	lts (imp.galls)	55 (12.1)	55 (12.1)	55 (12.1)
Servicing/Insurance/Warranty				
Service intervals		4,500 miles or 6 months, whichever occurs first		
Insurance group		20D	20D	20D
Warranty		3 year unlimited mileage warranty, 6 year anti-corrosion perforation warranty, 3 year pan-European roadside, home and accident assistance		

*1 FQ-340 model is post-registration upgrade. *2 Measured by Mitsubishi Motors Corporation. *3 Estimated figures.

STANDARD AND OPTIONAL EQUIPMENT

Model	Lancer Evolution IX FQ-300	Lancer Evolution IX FQ-320	Lancer Evolution IX FQ-340
Security and Safety Features			
Security			
Alarm/keyless entry	■	■	■
Immobiliser, engine	■	■	■
Locking wheel nuts	■	■	■
Mighty Dot security	■	■	■
Trackstar satellite security tracking system	□	□	□
Unique model number badge	■	■	■
Safety			
Airbag SRS, driver's and front passenger's	■	■	■
Child proof rear door locks	■	■	■
Disc brakes, ventilated, front and rear	■	■	■
Fog lamp, rear	■	■	■
Fog lamps, projector type, front	■	■	■
High-mount stop lamp, rear	■	■	■
Integrated head restraints, front and rear seats	■	■	■
Seatbelts, front, 3-point ELR x 2 with force limiters and pretensioners	■	■	■
Seatbelts, rear, 3-point ELR/ALR x 2 with 2-point centre lap belt	■	■	■
Seatbelt fastening warning lamp	■	■	■
Side impact door bars, aluminium	■	■	■
Sports ABS with EBD	■	■	■
Exterior Features			
Styling			
Alloy wheels, 17-inch	■	■	■
Bonnet, front wing and roof panels, aluminium	■	■	■
Bumper, colour keyed, front	■	■	■
Bumper, colour keyed, rear with airflow diffuser	■	■	■
Door mirrors, colour keyed	■	■	■
Door handles, colour keyed	■	■	■
Front under cover	■	■	■
Headlamp bulb upgrade, PIAA	■	■	■
Metallic or pearlescent paint finish	□	□	□
Rear spoiler, colour keyed fins with hollow carbon-fibre wing	■	■	■
Side air dams, colour keyed	■	■	■
Wiper upgrade, PIAA high performance	■	■	■
Functional			
Central door locking with keyless entry	■	■	■
Door mirrors, electrically adjustable and folding	■	■	■
Front strut tower bar	■	■	■
Headlamps, HID, with fog lamps	■	■	■
Tyre puncture repair kit	■	■	■
Wipers, variable intermittent with washer, front	■	■	■
Wiper, intermittent with washer, rear	■	■	■
Window demister, rear	■	■	■
Interior Features			
Audio			
Aerial, rear roof mounted	■	■	■
Navigation system	DFO	DFO	DFO
Stereo radio/cassette with 4 speakers	DFO	DFO	DFO
Stereo radio/CD with 4 speakers	DFO	DFO	DFO
CD Autochanger	DFO	DFO	DFO
Smartnav navigation system	DFO	DFO	■

■ : Standard □ : Option at additional cost - : Not available DFO : Dealer Fit Option at additional cost

Model	Lancer Evolution IX FQ-300	Lancer Evolution IX FQ-320	Lancer Evolution IX FQ-340
Interior Features continued			
Styling			
Dashboard trim panel, carbon fibre	■	■	■
Door trim, suede type insert	■	■	-
Door trim, leather insert	-	-	■
Front seats, Recaro	■	■	-
Front seats, Recaro, leather and Alcantara	-	-	■
Gearshift knob, leather-wrapped	■	■	■
Gearshift, window switch and dashboard centre panels, dark titanium finish	■	■	■
Handbrake lever, leather-wrapped	■	■	■
Rear seats, leather and Alcantara	-	-	■
Sports pedals, alloy finish	■	■	■
Steering wheel, Momo, leather-wrapped	■	■	■
Convenience			
Air conditioning, climate control	■	■	■
Armrest, rear seat, with cup holder	■	■	■
Cup holders, front	■	■	■
Cup holders, rear (in centre armrest)	■	■	■
Door pockets, front	■	■	■
Floor console box with lid	■	■	■
Footrest, driver's	■	■	■
Glove box	■	■	■
Ignition key cylinder illumination	■	■	■
Key-in-ignition reminder	■	■	■
Passenger assist grips x 3	■	■	■
Sunvisors with vanity mirrors, driver's and passenger's	■	■	■
Functional			
Digital quartz clock	■	■	■
Electric anti-trapping windows, front and rear	■	■	■
Electric windows, driver's one-touch open/close, front	■	■	■
Headlamp levelling device	■	■	■
Odometer/twin trip meter with digital display	■	■	■
Remote boot-lid opener	■	■	■
Remote fuel lid opener	■	■	■
Steering wheel, tilt adjustable	■	■	■
Super AYC mode switch and indicator	■	■	■
Lighting			
Interior lamp with map-reading lamps, front	■	■	■
Interior lamp, rear	■	■	■
Luggage/cargo area lamp	■	■	■
Seats			
Front seats, adjustable slide and recline	■	■	■
Front seats integrated head restraints	■	■	■
Rear seats integrated head restraints and fold-down centre armrest	■	■	■
Seatbelts, front, height adjustable anchors	■	■	■
Seatbelts, front, 3-point ELR x 2 with force limiters and pretensioners	■	■	■
Seatbelts, rear, 3-point ELR/ALR x 2 with 2-point centre lap belt	■	■	■

■ : Standard □ : Option at additional cost - : Not available DFO : Dealer Fit Option at additional cost



The colours shown are approximate and may differ slightly from the actual colours.

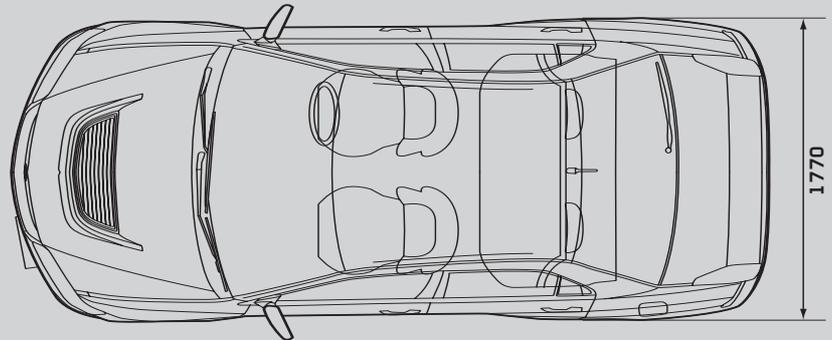
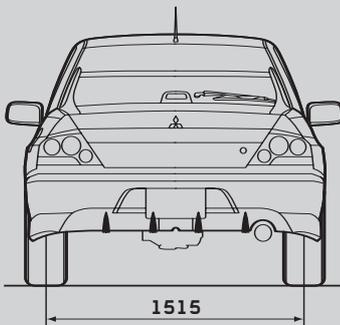
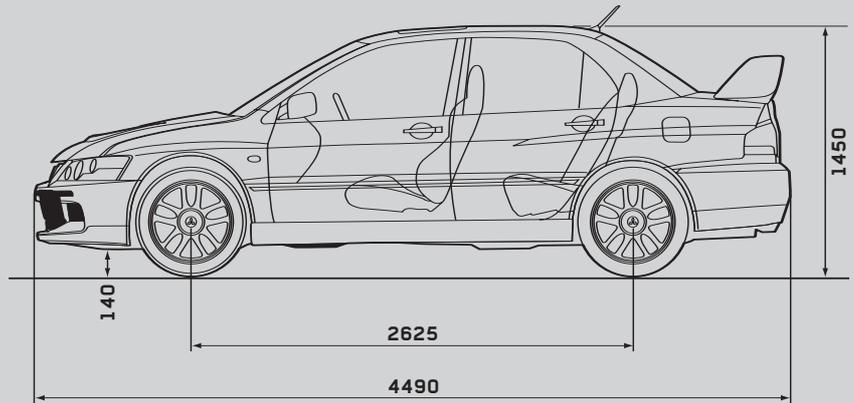
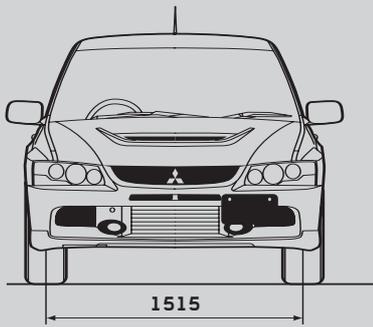
COLOUR OPTIONS

Model		Lancer Evolution IX FQ-300	Lancer Evolution IX FQ-320	Lancer Evolution IX FQ-340
Interior trim		Black	Black	Black
Exterior colour				
Cool Silver (M)	A31	■	■	■
Flame Red (S)	P23	■	■	■
Electric Blue (P)	T70	■	■	■
Frost White (S)	W37	■	■	■
Solar Yellow (S)	Y12	■	■	■
Amethyst Black (P)	X42	■	■	■
Seat Covering		Anti-slip fabric (Dark Grey/Black)	Anti-slip fabric (Dark Grey/Black)	Leather/Alcantara (Black)
Door Trim		Formed-type with Suede-like Insert (Black)	Formed-type with Suede-like Insert (Black)	Formed-type with Leather Insert (Black)
Headlining		Non-woven Fabric (Light Grey)	Non-woven Fabric (Light Grey)	Non-woven Fabric (Light Grey)
Floor Carpet		Needle Punch (Dark Grey)	Needle Punch (Dark Grey)	Needle Punch (Dark Grey)

■ : Available M: Metallic P: Pearlescent S: Solid

*Metallic/Pearlescent paint finish available at additional cost.

DIMENSIONAL VIEWS



All measurements in millimetres. Overall height measured to roof antenna base.

OUTSTANDING AFTER SALES FOR CAREFREE MOTORING

More than 2500 Mitsubishi Motors Authorised Service Points in Europe are committed to helping you wherever you are.

PROFESSIONAL SERVICING

Even new cars require regular maintenance and servicing. Not just to guarantee your mobility, but also for the safety of you and your passengers. Trained professionals using specialist diagnostic equipment and genuine parts at your Mitsubishi Authorised Service Point are ready to oblige. You'll be advised about the cost beforehand, so there will be no unpleasant surprises when you return to pick up your vehicle.

MITSUBISHI MOTORS GENUINE PARTS

Even the smallest technical faults can lead to accidents. Therefore, all Mitsubishi Motors Genuine Parts have been developed and tested to stringent quality standards. We recommend using Mitsubishi Motors Genuine Parts in order to maintain the safety and integrity of your vehicle and that of your passengers. Mitsubishi Motors Genuine Parts are available at all Mitsubishi Authorised Service Points.

COMPREHENSIVE WARRANTY – OBVIOUSLY

All new Mitsubishi vehicles come with a comprehensive 3-year unlimited mileage warranty as standard. The anti-corrosion perforation warranty covers rusting through for the first 6 years. The reliability statistics for Mitsubishi vehicles are impressive, but in the unlikely event that you do need help, we offer MAP.

MAP – FREE BREAKDOWN ASSISTANCE



Throughout the warranty period your vehicle is covered by Mitsubishi Assistance Package (MAP) roadside assistance. This cover extends to more than 30 countries throughout Europe so your mobility is guaranteed even when you are on holiday. Should you ever need assistance in the event of breakdown, accident, theft or vandalism – wherever you are, 24 hours a day, 7 days a week – just call the number on your card and the problem will be fixed on the spot. If it's more serious, your car will be taken to the nearest Mitsubishi Authorised Service Point and you'll be offered services such as a hotel, continuation of journey, a replacement car and vehicle repatriation. And if you continue to have your vehicle serviced at a Mitsubishi Authorised Service Point after the first three years, your mobility will be guaranteed for an additional year or up to the next service interval (whichever comes first) until your vehicle is 10 years old.



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Drive Alive is our motto. It's the reason our designers and engineers go to work every day.

Statistics show that you are going to spend 'years of your life' in your car. We want those 'years' to be as pleasurable and as rewarding for you as possible.

We want to ensure that every time you're driving and put your foot on the accelerator, or catch a glimpse of yourself, you will want to smile. Smile to really feel alive – to really drive alive.

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