

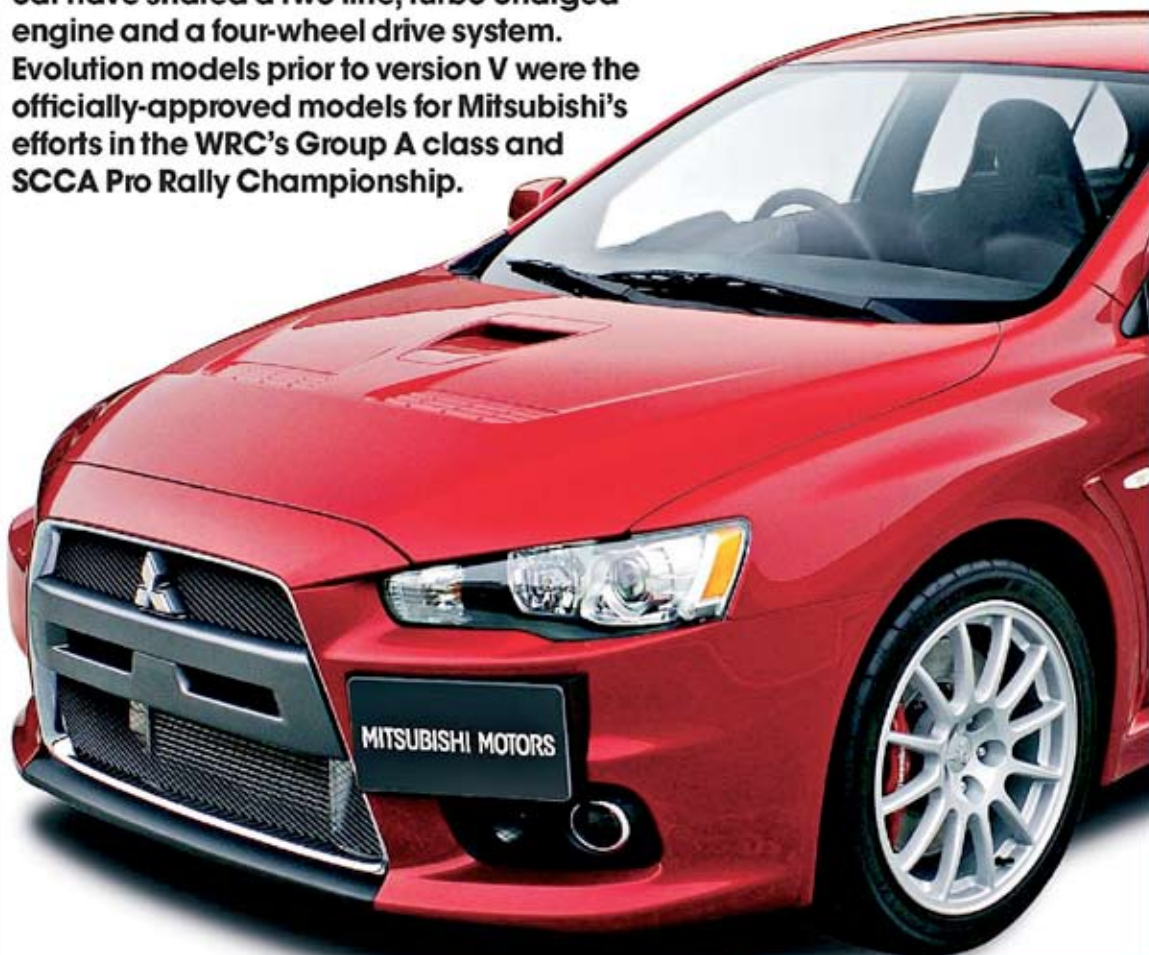
unstoppable

THE EVOLUTION OF THE EVO

The Mitsubishi Lancer Evolution, or simply the Evo, has been one of the best rally cars that WRC, and the world has seen so far. Since it was first launched in 1992, all versions of the car have shared a two litre, turbo charged engine and a four-wheel drive system. Evolution models prior to version V were the officially-approved models for Mitsubishi's efforts in the WRC's Group A class and SCCA Pro Rally Championship.

EVO X

The Evo X is the latest car in the Mitsubishi's Evolution series. A rally-bred exotic performer, the Evo X has unadulterated rally pedigree. An icon among the car enthusiasts worldwide, the EVO X is a truly unstoppable car!



Edition 24 of a special series by

APOLLO TYRES



APOLLO TYRES LTD.

unstoppable

Never wary of progress, never skeptical about success,
Never scared of challenges, never tired of trying,
Every step of the way we travel with our customers
On the "unstoppable" journey to success.



EVO II
The second version, introduced in December 1993, had an increased peak power of 256PS with the same torque and engine.



EVO IV
A completely revamped Lancer arrived in 1996, in the form of Evo IV. The engine and transaxle rotated 180 degrees to eliminate torque steer. The car had a peak torque of 352Nm.



EVO VI
The Evo VI had a larger intercooler, bigger oil cooler and new pistons. A special Tommi Makinen version was introduced in 1999 with cosmetic upgrades.



EVO VIII
The Lancer was revamped yet again in 2003. The Evo VIII had four variants with the top of the line model producing 405PS peak power. This one could keep up even with the Murciélago on the track.



EVO I
The Lancer Evolution I, launched in 1992, delivered 250PS peak power at 6000rpm and 309Nm peak torque at 3000rpm.



EVO III
The Evo III arrived in January 1995, delivering an additional 10PS of peak power with an unaltered torque. It could do a top of 240km/h and 0-100km/h in 4.9 seconds.



EVO V
Launched in January 1998, the Evo V got an upgraded body kit, 17" rims, lighter pistons, plus a new ECU. The improved turbocharger pumped up 373Nm peak torque.



EVO VII
The Evo VII in 2001 saw some chassis tweaks and an increased peak torque of 385Nm. This car could outrun even the Ferrari Modena 360!



EVO IX
The Evo IX came in 2005 with a 6-speed transmission variant and an increased peak torque of 407Nm.