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In my opinion, Group A WRC was the greatest ever invention by motorsport governing body FISA (later became FIA). To qualify for the category, manufacturers had to build at least 5000 road cars in similar specifications to the race cars. This created many of the world's best ever A-to-B road cars, for example, Lancia Delta Integrale, Ford Escort RS Cosworth, Toyota Celica GT4, Mitsubishi Lancer Evolution series and Subaru Impreza WRX series. Unlike the Group B cars preceding them, these cars were really road cars that you could enjoy driving every day, with perfectly acceptable comfort, build quality and practicality. That's why car lovers miss the Group A-era so much! I really wish WRC could revert to Group A spec.! The early Lancer Evo was not as appealing as the established Lancia, Ford or Toyota, but Mitsubishi committed to its long-term development, introducing a new version every 18 months or so. By the late-1990s it became the most fearsome A-to-B road car on the planet. Eventually, 10 generations were launched in 20 years' time, making it the most popular road-going rally car ever. Over the years, the Evo grew in size and gained sophistication gradually. Sometimes it took a larger step as it switched to a new generation Lancer platform – Evo I to III were derived from the 5th generation Lancer, Evo IV to VI from the 6th generation, Evo VII to IX from the 7th generation and Evo X was built on the 8th generation. Despite this, all bar the last one employed the evergreen 4G63 2.0 turbo engine whose history could be traced back to Lancer EX2000 Turbo in 1981. Due to the increased weight and the limitation to 2-liter capacity, its performance had been largely flat-out since Evo V, thus subsequent improvement was concentrated on handling and drivability. The evolution of Evolution Model Year Length Width Height Wheelbase Weight Power Torque Tyres Evo I 1992 4310 mm 1695 mm 1395 mm 2500 mm 1240 kg 250 hp 228 lbft 195/55R15 Evo II 1994 4310 mm 1695 mm 1420 mm 2510 mm 1250 kg 260 hp 228 lbft 205/55R16 Evo III 1995 4310 mm 1695 mm 1420 mm 2510 mm 1260 kg 270 hp 228 lbft 205/55R16 Evo IV 1996 4330 mm 1690 mm 1415 mm 2510 mm 1350 kg 280 hp 261 lbft 205/55R16 Evo V 1998 4350 mm 1770 mm 1415 mm 2510 mm 1360 kg 280 hp 275 lbft 225/45R17 Evo VI 1999 4350 mm 1770 mm 1415 mm 2510 mm 1360 kg 280 hp 275 lbft 225/45R17 Evo VII 2001 4455 mm 1770 mm 1450 mm 2625 mm 1400 kg 280 hp 282 lbft 235/45R17 Evo VIII 2003 4490 mm 1770 mm 1450 mm 2625 mm 1410 kg 280 hp 289 lbft 235/45R17 Evo IX 2005 4490 mm 1770 mm 1450 mm 2625 mm 1410 kg 280 hp 295 lbft 235/45R17 Evo X 2007 4495 mm 1810 mm 1480 mm 2650 mm 1540 kg 280/300 hp 311 lbft 245/45R18 Evo I (1992) The earliest Lancer Evolution was launched in Oct 1992 as a limited production run of 5000 cars. Taking over Galant VR-4 as the company's rally car, it got that car's 4-wheel drive system with viscous-coupling center differential and 4G63 turbocharged 16-valve engine but enclosed in a smaller and lighter package. The engine was improved to produce even more power at 250 hp. In addition to an aluminum bonnet, close-ratio gearbox, uprated brakes, Recaro bucket seats and Momo steering wheel, the first generation was already a spectacular cannonball. Externally, it can be distinguished from the regular Lancer by its extra aero kit, a pronounced bonnet and larger air intakes. Compare with the contemporary Lancia Delta Integrale Evo, the Mitsubishi was 110 kilograms lighter yet boosted 40 more horsepower. It was believed to be capable of sprinting from 0-60 mph in just over 5 seconds, which was nearly supercar performance in those days! What a pity its sales was restricted to Japan. Evo II (1994) Evo II was launched in Jan 1994. Its production was again limited to 5000 cars. While it didn't look markedly different from the original, it adopted a number of modifications: the engine was tuned to 260 hp without affecting torque delivery; the chassis was stiffened by 30 percent; the suspensions were retuned to improve handling; wider tires and larger 16-inch wheels were adopted to enhance grip; an extra lip spoiler was added below the front bumper to improve aerodynamics. Besides, the viscous-coupling rear LSD on the old car was replaced with a mechanical type. Thanks to the improved handling, the Evo II finally brought Mitsubishi the first WRC victory in the 1995 Swedish rally. Evo III (1995) Evo III arrived in Feb 1995. Its engine was boosted to 270 hp at slightly higher rev, thanks to a new turbine, higher compression ratio and reduced exhaust back pressure. Moreover, its intercooler got water spray to keep high output lasting longer. Outside, its aerodynamic kits were overhauled, with deeper air dam and skirts and larger rear spoiler to cut aerodynamic lift, enlarged intakes to feed the radiators and brake ducts. These changes were proved effective in motor racing. The Evo III rally car took 5 WRC victories in 1996, bringing Tommi Makinen and Mitsubishi their first driver's title. More would come in the next few years... Evo IV (1996) Evo IV from Aug 1996 was based on the body of new generation Lancer. Apart from the stronger chassis, a lot effort was made to the engine and drivetrain. Racing camshaft, lighter pistons, improved induction and exhaust yielded another 10 hp and more important, 33 lbft of torque. A twin-scroll turbo reduced exhaust interferences, improving low-end response and cutting turbo lag. 0-60 mph now dropped to 4.8 seconds. Larger brakes were adopted to match the increased performance. AYC Active Yaw Control made its debut on the Evo IV. It was actually an active rear differential, helping the car to regulate understeer and oversteer. Externally, this car looked almost a rally car with its monstrous-size intakes and large fog lamps, but people liked it! 9,000 cars were built and all sold quickly. Evo V (1998) Debuted in Jan 1998, the Evo V was another big improvement. Its flared wheel arches accommodated wider tracks (up 40 and 35 mm front and rear, respectively) and larger 17-inch wheels shod with wider 225/45 tires. The suspension received optimized geometry, lightweight aluminum control arms and inverted dampers that lifted chassis rigidity. New brakes incorporated high-performance Brembo calipers. The AYC was further refined to reduce the understeer found on the previous generation. The new rear wing got an adjustable foil to alter downforce setting. All these significantly improved its handling. Meanwhile, the engine got a new turbocharger and improved intercooler, lifting maximum torque from 261 to 275 lbft. While peak power was still quoted at 280 hp, or the upper limit agreed by Japanese manufacturers, the actual figure was undoubtedly higher. Road test found the Evo V was capable of 0-60 and 0-100 mph in 4.7 and 12.3 seconds, respectively. That put it ahead of many expensive performance cars of the day, including BMW M3 E36, Skyline GT-R R33, Mitsubishi's own flagship GTO and even Honda NSX. When the road got rougher and twistier, the Evo was even probably the fastest car in the world. Only the contemporary Subaru Impreza WRX STi Version IV could rival it. Evo VI (1999) Janurary 1999 came Evo VI. In this generation the improvement concentrated on aerodynamics as a response to the changes made to WRC regulations. In particular, the rear wing became bi-plane. Engine cooling was also enhanced, making the same power and torque more durable. RS model introduced the world's first titanium turbine to reduce turbo lag. Besides, the chassis got extra spot welds to increase rigidity while the suspension got some detailed modifications. The Evo VI was probably no faster than its predecessor, but it was undoubtedly more competitive in rally stages. It brought Makinen the fourth consecutive WRC driver's title, also the last time for the Mitsubishi rally team. Since the championship shifted from Group A production cars to more specialized WRC-spec machines, the Lancer Evolution series had lost its advantage. While all previous Evos were bounded in Japan, a small batch of Evo VI was officially exported to the UK. When Autocar road tested it in 1999, it recorded some very exciting performance figures: 0-60 in 4.4 sec and 0-100 in 11.2 sec. It praised the car for not only lightning speed but also first-rate braking, immense traction and grip and eye-widening handling. It described the car "feels more like a fighter aircraft than it does a humble automobile in the way it slices into bends, and then sucks itself to the floor, seeming to defy the laws of physics as it goes". The only complaints were the stiff low-speed ride and a steering that was not as feelsome as a focused driver's car should. As for conclusion, the magazine said "This is a car which can swallow four adults and their luggage as effectively as any Ford Mondeo, yet one which can level with all but the fastest Ferraris in a straight line. A car that's as refined as a Nissan Primera on the motorway yet one that can out-corner and out-brake any product currently made by Lotus. Yet it's also a car that costs no more than a well specified, non M-badged BMW 3-series." As the Evo VI was lighter and actually faster than the subsequent Evos, it was widely regarded as the best of the breed. Evo VI Tommi Makinen edition Jan 2000 introduced Tommi Makinen edition of Evo VI as a celebration to the driver's 4th consecutive WRC title with Mitsubishi. Cosmetic changes aside, there were some minor tweaks – the ride height was dropped 10mm (hence an even harsher ride), revised titanium turbine to improve low-end response, more engine cooling, larger-diameter exhaust and improved oil pan. A new air dam improved aerodynamics and engine cooling. The Makinen edition was usually referred to Evo 6.5. Hardcore drivers saw it as the best of the best. Evo VII (2001) The Evo VII that arrived in Feb 2001 switched to the new generation Lancer Cedia platform, whose wheelbase grew by 115 mm to 2625 mm, actually longer than the original Galant VR-4! It was also considerably longer and taller than the old car. Even with extensive weight reduction, the car still carried 40 kg more than before. On the positive side, the new body shell with extra spot welds displayed 50 percent higher torsional rigidity. Wider front track and more suspension travel benefited handling. The 4G63 engine received minor modifications like hollow camshafts, smaller turbine nozzle (to improve response), higher flow intercooler with water spray, a larger oil cooler and a variable back-pressure exhaust. It generated 7 more lbft of torque while officially the max power was still claimed at 280 hp. However, the most important change must be the 4WD system - now with electronic-controlled active center differential (ACD) in combination with AYC. Handling was much improved as a result. The Evo VII was slower than Evo VI in straight line, but it should be marginally quicker in the twisty. A year later, the Evo VII was joined with a more civilized version called GT-A. It got an engine detuned to 272 hp and 253 lbft, 5-speed Invecs-II semi-automatic gearbox, milder aero kits, more luxurious interior and softer suspension in order to attract less hardcore drivers. Mitsubishi now needed more sales to justify for its development costs. Evo VIII (2003) As the rally campaign had switched to WRC-spec machines which had less relevance to the road car, Mitsubishi could slower the pace of the Evo's development. Generation VIII arrived 2 years after the VII in Jan 2003, yet it was not a major upgrade. Style-wise, it could be easily distinguished from the old car by a new corporate grille and an extended front overhang which reserved space for an anti-intrusion bar required by US regulations. Extra ventilation holes were opened on the front bumper to feed the larger intercooler. In addition to modified exhaust and a more efficient turbocharger, the long-serving 4G63 motor produced another 7 lbft of torque at 289 lbft. Horsepower remained at 280, but most believed the actual figure should be 310. The big news was a new 6-speed close-ratio manual gearbox, which helped the new car to recoup the performance lost in Evo VII. The AYC active yaw control was upgraded to Super AYC, using planetary gear instead of bevel gears to double the amount of torque transfer allowed between rear wheels. As a result, the Evo VIII cornered even quicker than Evo VII. It steering became even shaper, without understeer even approaching its cornering limit. The cash-strapped Mitsubishi now wanted even more return on investment on the Evolution series. On the one hand, the Evo IX was no longer a limited production. Mitsubishi would supply as many as demand. On the other hand, it introduced a cheaper version called simply "Lancer Evolution" to the USA market. This car was 70 kg heavier due to the addition of anti-intrusion bar added to the nose. Emission regs dragged down its power to 271 hp, so it was slower than the Japanese version. Moreover, its ACD and AYC were replaced by a viscous coupling and a mechanical LSD respectively in order to save costs. More than 10,000 cars were sold in the United States. Feb 2004 saw the release of Evo VIII MR, whose name meant "Minor Revision" – no, actually "Mitsubishi Racing". Its turbocharging system was tuned to deliver stronger high-rev output (though still quoted 280 hp) and a little more torque again. Some weight saving measures cut 10 kilos from the kerb weight. In particular, the roof was made in aluminum to lower center of gravity. Bilstein dampers improved ride a little. The ACD and AYC were reprogrammed to intrude less with ABS. Exterior remained unchanged though. Evo IX (2005) Another 2 years had passed and the 9th generation debuted in March 2005. This was also the last one built on the contemporary Lancer platform and with the legendary 4G63 engine. The latter gained MIVEC intake variable valve timing and, accompanied with yet another fine tuning of the turbochargying system, produced slightly more torque and a flatter torque curve. Like the previous MR, the roof was made of aluminum – this made the new MR model less significant. The rear spoiler was made of hollow carbon-fiber. Cosmetically, it abandoned the previous corporate grille and returned to a no-nonsense one. Aerodynamics was barely revised. The Evo IX was the least improved generation of all. Evo X (2007) When Evo X was launched in October 2007, it caused a lot of controversies. For the first time in the history of Evolution, this car was completely renewed, so new that many didn't see it as the same breed. It was built on the new Lancer / Galant Fortis platform which was considerably larger, and 130 kg heavier than Evo IX, resulting in a power-to-weight ratio actually lower than that of the first generation Evo. This hampered its straight line performance as well as agility on narrow mountain roads. The all-new 4B11 motor remained 2 liters, but it had an aluminum block and modern dual-VVT to boost maximum torque to 311 lbft. Horsepower was initially quoted as 280 hp (JIS) or 295 hp (SAE), but a year later the Japanese rating was lifted to 300 hp as Mitsubishi followed Subaru to abandon the voluntary limit. Equally new was the 6-speed SST twin-clutch gearbox, which helped recoup some performance lost to the increased weight. On the road, the Evo X had a smoother ride thanks to its stiffer chassis, longer wheelbase and modern NVH suppression. Its handling and steering were less influenced by road irregularities and bumps. Although it wasn't as explosive or as communicative as the old car, its S-AWC (Super All-Wheel Control) system, which integrated ACD, AYC, ABS and stability control, resulted in better handling. However, the magic of Evo had been losing since Mitsubishi withdrew from world rally championship after 2005. Without the intense competition of motorsport, the road car lost focus. It became prone to commercial considerations and far removed from its original philosophy. Group A rallying created the best generations of road cars. The demise of Group A signaled the end of a great era, even though the Lancer Evolution series sustained that flame longer than everyone else. Join over 2 million collectors, enthusiasts, and professionals buying, selling, and pricing specialty cars with confidence Search listings from auctions, dealers and private sellers - all in one place Get real-time listing alerts Instantly access market values. Negotiate smarter with realtime pricing insights list your car for sale. Dealers: Sign up for a Professional account to unlock features built especially for you! 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The Evo 8 is one of the most tuner-friendly cars from Mitsubishi that can handle like it's on rails but also has the potential ability to slide like crazy. Introduction In 2003, the Japanese automobile manufacturer Mitsubishi introduced their quickest and most advanced Evolution. The car was known as the Lancer Evolution VIII and came equipped with cutting-edge technology such as Super Active Yaw Control (AYC). Its performance was even more impressive than its predecessor, the Lancer Evolution VII. The enhanced performance primarily came from the AYC and other electrical components controlling the power distribution to all four wheels. The Evo VI had previously marked the debut of the titanium/aluminide turbine wheel, but only in the stripped-down race-ready RS variant. Spool-up times were quicker thanks to less inertia, but these may not have been as hardy for road use as Mitsubishi expected since race engines are typically stripped down and overhauled after races. The Evo VII was the first of a new breed of Evos not created as a homologation special for WRC purposes. This also proved to be the 'friendliest' of the Evo models then, especially for tuner heads. The subsequent Evo VIII was just a styling exercise that didn't see many revisions to the engine. It gained an extra cog (sixth) in GSR guise, though, and an MR variant became available. The engine remained mostly intact from the Evo 7. However, some markets, especially the UK, started offering special pumped-up versions. In reality, the 405 horsepower limited production FQ400 was one of the most potent production cars ever sold in the UK. Mitsubishi Evo History In October 1992, the Lancer Evolution was first introduced. The 4G63-type intercooler turbo engine from Mitsubishi Motors was used to power the small and lightweight Lancer to produce impressive torque figures paired with its 4WD drivetrain. Over the years, some substantial improvements took place with the engine, performance, increased body stiffness, weight reduction, suspension refinement, and enhanced aerodynamics, which resulted in the increased glory of the Mitsubishi Lancer Evolution. Mitsubishi Motors Corporation launched the Evolution VIII sports sedan on January 31, 2003, in Japan. The launch marked Mitsubishi's eighth enhancement made to the all-time favorite Evolution models since its launch in 1992. Another interesting fact about the American community that owns Evo 8s is that they host the annual Mitsubishi Owners' Day at the North American headquarters of Mitsubishi Motors. For the event, Mitsubishi drivers and supporters from all across the nation gather at one place in Cypress, California. The majority of the attendees are in clean, older 4G63t-powered vehicles. Evo 8 Specifications The Mitsubishi Lancer Evolution VIII entered production in 2003 and continued till 2005. The sleek and smart design had a curb weight of 1310-1410 kilograms, depending on the variant, and is powered by a 4G63t engine giving a very exciting power-to-weight ratio. All variants had standard dimensions, a wheelbase of 2,625 mm, 4535 mm in length, 1770 mm in width, and 1450 mm in height. The range-topping MR variants of the Evo VIII came with slick-response Bilstein shocks, significantly improving the vehicle's handling. Aluminum roof panels in this variant helped substantially reduce the car's overall weight, making it even quicker and improving its road grip with a lowered center of gravity. Mitsubishi made comprehensive improvements in its electronic four-wheel drivetrain with the introduction of Active Center Differential (ACD) and Super Active Yaw Control (AYC) traction control. The car also had sports Anti-lock braking systems. Evo 8 Powertrain The Evo 8 comes with a 2.0L, 4G63 Inline-four turbocharged engine, which generates 276 horsepower and 295 lb-ft of torque for the MR GSR variant and 405 horsepower 355 lb-ft of torque for the FQ-400 variant. These powertrains come paired with a 5-speed or 6-speed manual transmission. The 4G63t is a sturdy little engine with great tuning potential. The bottom end of certain 4G engines, in particular, has some issues, but overall the engine is as dependable and long-lasting as any Japanese automobile of the era. There is no reason a 4G63t powertrain shouldn't endure more than 200,000 miles without requiring substantial repairs as long as a car is kept maintained and isn't mistreated. The 4G63t is one of the earliest engines with a 4WD drivetrain in super-sedans to be made available in the United States. It made its debut with the Mitsubishi Galant VR-4 in the US market. Due to its engine, it is a fantastic vehicle that, with a few modifications, can compete with the most recent Evo IX and other vehicles of its class. There aren't many cars with an engine like this, which is why you want to find one. Evo 8 Variants Evo VIII came in a few different variants; the main classification was between the standard and MR models. The standard models had the RS 5-speed, RS 6-speed, and the GSR, which came with a 5-speed and an optional 6-speed transmission. The MR models had the MR RS 5-speed, MR RS 6-speed, and the MR GSR, which came with 6-speed as standard. The notable differences between the standard and MR models were that the latter came with some performance upgrades such as an Aluminium roof, carbon fiber spoiler, vortex generator, and some engine fixes! The models made for the European and Japanese markets came loaded with high-tech features such as the Active Center Differential (ACD), Active Yaw Control (AYC), and titanium/aluminum wheels. These quirks were sadly not available in the models sold in the United States. The 4G63t in this vehicle, the WRCo5 Lancer, is the ultimate model. Mitsubishi's motorsport division, RALLIART, went all out for their final season of WRC Rally Racing. Some internal parts, block main girdle and dry sump oiling system, are among the few components not shared with the production engine; this was a race-only vehicle. As mentioned earlier, the Evos sold in the United States were almost as good, but some high-tech features were missing. For the first year at least, the AYC wasn't available, along with the 6-speed gearbox and a limited-slip differential. The engine was a brand-new 4G63t that had been significantly detuned for the US market because of the strict emission laws. Despite those regulations, the engine still had impressive power figures, producing 271 horsepower and impressive torque figures of 273 ft-lbs. The standard RS model went on sale in the USA in 2004. Mitsubishi introduced the MR variant with a 6-speed gearbox and an ACD for the 2005 model year, which produced 276 horsepower and 286 pound-feet of torque, which is the same rating as the Japanese variants. Evo 8 Mods, Upgrades, and Tuning Even a stock Evo 8 is a fun-to-drive car, but if you're a car enthusiast, it won't take long before the stock power numbers push you to do more since the car offers a wide variety of mods and upgrades. Some mods with the car's turbo are by far the quickest way to significantly increase the car's power output. Installing an aftermarket turbocharger can increase the power figures up to 500 horsepower. Apart from oil and coolant, getting everything you need to finish your installation is simple with the MAP Complete Evo 8/9 T3 Turbo Kit! Kelford TX272 camshafts serve as an excellent upgrade for the 4G63t engine. Further modifications include exhaust upgrades, intake upgrades, fuel pump upgrades, ignition system upgrades, and some clutch upgrades, such as adding a lightweight aluminum flywheel and stainless steel clutch fluid lines. Common items like adjustable cam timing pulleys, aggressive camshafts, ported intake manifolds, engine management upgrades, and some other parts are also found under the hoods of some mildly modified street cars. Still, they require significantly more experience and work to install and tune. On the other hand, maintenance of the fuel pump includes ensuring that it isn't starving for fuel and that the injectors aren't clogged. If in doubt, replace the former with a quality aftermarket replacement like the Walbro 190 lph pump, and send the latter to someone like Road/Race Engineering for a dip in the cleaning tank and a trip to the flow-equalizing bench. Get a set of new stock plugs before tuning your engine. Use the OEM Iridium NGK's in an Evo IXhead, and copper BPR8ES for everything else. Iridium plugs last a little longer, but copper plugs are also a good choice for a performance turbo engine. The Evo intake system is very good, but that doesn't mean it can't be improved. A very nice carbon-fiber cold air intake from the Japanese tuner HKS Kansai is one of the best available. It draws in cold, high-pressure air from under the hood to make the turbo's job easier. The most common, cheapest, and easiest to replace exhaust systems are cat back types that replace the stock exhaust behind the catalytic converters. They're popular because federal law prohibits modification or removal of existing catalytic converters, making cat-back exhausts the default choice for most people. The 2g boost control solenoid (BCS) can be quickly modified for another 2.0 psi of boost by removing a restrictor on the output side of the solenoid. The restrictor prevents the boost signal from dropping quickly, stops boost spikes in the stock boost control, and reduces the stock boost level. A common upgrade is also a turbo timer. A turbo timer won't help your engine make any more power, but it is helpful if you like to jump out of your car as soon as you park it. Otherwise, wait a few seconds while the turbo spools down before shutting off the engine. Some aftermarket turbos offer advantages you'll never get from a bolt-on turbo, like surge ports on the compressor inlet. These expand the turbo's effective airflow range and make it more efficient during spool-up than a similar turbo without surge ports, so this is also a good upgrade. If you are a movie buff you might remember the red EVO 8 from Tokyo Drift. It was highly tuned example that was converted to rear wheel drive for the drifting scenes. Evo 8 Reliability There is a common misconception that all of these Mitsubishi cars are unreliable. However, this is probably due to inadequate maintenance availability rather than cheap build quality. Perhaps the owners facing reliability issues with these cars do not properly know how to maintain these beasts. The 4G63t engine suffers greatly if neglected and does not tolerate continued mistreatment. Timing belt replacement and oil changes are essential for the health of any turbocharged DOHC engine. Some commonly known faults of the Evo 8 and the 4G63t engine include broken valves even with mileage as low as 60,000 miles. This happens more often if the oil is not changed frequently enough, but they generally fail around 120K miles and produce smoke upon malfunctioning. The most recent components provided by your nearby Mitsubishi dealer are of much-improved quality as opposed to the original seals and end up lasting longer. The blue smoke from any turbo engine exhaust should be checked first. Oil burning is a problem with high mileage engines, typically brought on by worn valve stem seals. The head might require a tear-down or potential replacement but the wonderful thing about the valve stem seal is that its replacement is a reasonably simple task. Generally, the replacement of other worn components is a smart idea in the case of the 4G63t. Owners must check for indications of oil in the coolant under the filling cap for the coolant. Since the cooling system is one of the weak points of the early vehicles, every vehicle with an unknown history should have the coolant changed. The turbo might be another source of oil in the combustion chambers. Most 4G63t engines come equipped with a high-quality Mitsubishi turbocharger with a water-cooled center section. With the right maintenance, which includes frequent oil changes, a turbo may run flawlessly for up to 150 000 miles, but if the engine's maintenance is neglected, problems are inevitable. A faulty turbo can emit smoke upon acceleration or, in the worst-case scenario, make a scraping sound when boost is applied. Replacement of the turbo is suggested if it is causing the engine to burn a lot of oil. Another cause of burning oil is worn rings. This problem is typically a result of higher miles on the engine. It comes up after around 200,000 miles or more. If this problem arises, you will inevitably need to remove the engine and rebuild the bottom end. It must be a general practice to check the compression before purchasing any turbocharged vehicle; it takes only a few seconds and will immediately indicate whether the engine is in a serviceable condition. There are many additional issues that a compression test won't detect, but it is a useful quick test for a bad motor. Nonetheless, you must avoid purchasing a faulty car unless it is affordable. A car with a full set of service records is worth paying top cash for since the expense of neglect may increase quickly. Conclusion Buyers of 4G63t-powered vehicles tended to be those who intended to utilize them fully. Therefore, if you don't already own the legendary Evo 8 or want to expand your collection by having one, you'll need a thorough search to discover a car that won't explode when the boost is increased for the first time. Before buying, you must look closely at the car's appearance. Generally, it appears tidy and well-kept, and there is a good chance that the car will also be mechanically sound. You should also emphasize finding the straightest body because bodywork and upholstery are two of the most costly components of any automotive build. The interior follows similar guidelines. Look for an uncluttered interior that is not overly worn. Check the clutch and gas pedals to see whether the wear matches the mileage. Interior components for vintage automobiles are getting harder to locate as they age. Try to obtain a solid sense of the general state of any possible project when you first look at it. The final Lancer Evolution powered by a 4G63t made its debut in 2005. Though a few new variants were introduced, most of the vehicle was carried over from the previous generation. The Mitsubishi Innovative Valve-timing Electronic Control (MIVEC), a device that alters valve timing on the engine's intake side, was added to the 4G63t in its final incarnation. This increased the engine's range of usable power for driving. 286 horsepower and 289 ft-Lbs of torque were added to the ratings. The Evolution IX was sold as a station wagon in Japan but not in other countries.WhatsAppFacebookTwitterPin ItMail Related articles The Best JDM Cars Of The Nineties What Happened To The Tokyo Drift EVO? Written by Joe Terrell Joe is an avid writer and car enthusiast. When he's not cruising the streets alongside his friends in his Nissan Silvia S15, he's drifting on his VR racing simulator. Joe's passion for cars is always on display. With a keen eye for detail and a deep understanding of the automotive industry, he hopes his writing conveys his excitement and knowledge of cars and games. Joe's work has been featured on many platforms including drivetribe.com, 180sx.club, carthrottle.com, smartdrivinggames.com, smartbikegames.com, databox.com and ceoblognation.com. When he's not behind the wheel or at his keyboard, he's likely daydreaming of his ultimate ride - the legendary Lexus LFA. Follow Joe on X. (No Ratings Yet)You can use this feature to rate this page. Please be generous, giving a higher rating helps us to create more content like this , the free encyclopedia that anyone can edit. 110,331 active editors 7,023,278 articles in English School in Sketty, Swansea, photographed in 1854 The period between 1701 and 1870 saw an expansion in access to formal education in Wales, though schooling was not yet universal. Several philanthropic efforts were made to provide education to the poor during the 18th century. In the early to mid-19th century, charitable schools were established to provide a basic education. Private schools aimed at the working classes also existed. State funding was introduced to schools from 1833. Some use of the Welsh language was made in 18th-century philanthropic education, at a time when most agricultural workers in Wales spoke only Welsh. In the 19th century, public opinion was keen for children to learn English, and many schools punished children for speaking Welsh, though studies found such methods ineffective. The government did little to promote bilingual education. Grammar schools experienced difficulties and, by the end of the period, secondary education was limited. Dissenter academies and theological colleges offered higher education. (Full article...) Recently featured: White dwarf Battle of Groix Scott Carpenter Archive By email More featured articles About T. brachyglossum seedheads ... that Taraxacum brachyglossum (pictured) can reproduce both sexually and asexually, depending on environmental conditions? ... that although Frederick Rondel was taught to paint by a French king's court painter, he chose to depict American landscapes like the Adirondack Mountains? ... that a 19th-century water-pumping station is now a wedding venue? ... that Washington University in St. Louis holds one of the few surviving printed broadsides of the United States Declaration of Independence? ... that Jerzy Broszkiewicz, a louse-feeder during World War II, later became a writer of youth literature and drama? ... that Lorde wrote a song about herself titled "Man of the Year" the day after attending GQ's "Men of the Year" party in 2023? ... that American football player Curtis Burrow, the fourth different kicker used by the Green Bay Packers in 1988, played one game before being released? ... that Bukit Brown Cemetery is believed to be the largest Chinese cemetery outside of China, with over 100,000 burials? ... that an eight-week UK number-one single co-written by Audrey Hobert has a sexually explicit version? Archive Start a new article Nominate an article Vera Rubin Observatory The Vera C. Rubin Observatory (pictured) in Chile releases the first light images from its new 8.4-meter (28 ft) telescope. In basketball, the Oklahoma City Thunder defeat the Indiana Pacers to win the NBA Finals. An attack on a Greek Orthodox church in Damascus, Syria, kills at least 25 people. The United States conducts military strikes on three nuclear facilities in Iran. In rugby union, the Crusaders defeat the Chiefs to win the Super Rugby Pacific final. Ongoing: Gaza war Iran–Israel war Russian invasion of Ukraine timeline Sudanese civil war timeline Recent deaths: Lucien Nedzi Anne Burrell Frederick W. Smith Ron Taylor Mohammad Kazemi Marita Camacho Quirós Nominate an article June 25 Original rainbow flag 1658 – Anglo-Spanish War: The largest battle ever fought on Jamaica, the three-day Battle of Rio Nuevo, began. 1910 – The United States Congress passed the Mann Act, which prohibited the interstate transport of females for "immoral purposes". 1944 – World War II: U.S. Navy and Royal Navy ships bombarded Cherbourg, France, to support U.S. Army units engaged in the Battle of Cherbourg. 1978 – The rainbow flag (original version pictured) representing gay pride was first flown at the San Francisco Gay Freedom Day parade. 2009 – Singer Michael Jackson died as a result of the combination of drugs in his body. Giovanni Battista Riccioli (d. 1671)Eloísa Díaz (b. 1866)George Michael (b. 1963)Farrah Fawcett (d. 2009) More anniversaries: June 24 June 25 June 26 Archive By email List of days of the year About 1795 Turban Head eagle with original reverse 1797 Turban Head eagle with heraldic eagle reverse The Turban Head eagle was a ten-dollar gold piece, or eagle, struck by the United States Mint from 1795 to 1804. The piece was designed by Robert Scot, and was the first in the eagle series, which continued until the Mint ceased striking gold coins for circulation in 1933. The common name is a misnomer; Liberty does not wear a turban but a cap, believed by some to be a pileus or Liberty cap: her hair twisting around the headgear makes it appear to be a turban. The number of stars on the obverse was initially intended to be equal to the number of states in the Union, but with the number at 16, that idea was abandoned in favor of using 13 stars in honor of the original states. The initial reverse, featuring an eagle with a wreath in its mouth, proved unpopular and was replaced by a heraldic eagle. Increases in the price of gold made it profitable for the coins to be melted down, and in 1804, President Thomas Jefferson ended coinage of eagles; the denomination was not struck again for circulation for more than 30 years. These Turban Head eagles are in the National Numismatic Collection at the National Museum of American History. Coin design credit: United States Mint; photographed by Jaclyn Nash Recently featured: Springbok Geraldine Ulmar Shah Mosque (Isfahan) Archive More featured pictures Community portal – The central hub for editors, with resources, links, tasks, and announcements. Village pump – Forum for discussions about Wikipedia itself, including policies and technical issues. Site news – Sources of news about Wikipedia and the broader Wikimedia movement. Teahouse – Ask basic questions about using or editing Wikipedia. Help desk – Ask questions about using or editing Wikipedia. Reference desk – Ask research questions about encyclopedic topics. Content portals – A unique way to navigate the encyclopedia. Wikipedia is written by volunteer editors and hosted by the Wikimedia Foundation, a non-profit organization that also hosts a range of other volunteer projects: CommonsFree media repository MediaWikiWiki software development Meta-WikiWikimedia project coordination WikibooksFree textbooks and manuals WikidataFree knowledge base WikinewsFree-content news WikiquoteCollection of quotations WikisourceFree-content library WikispeciesDirectory of species WikiversityFree learning tools WikivoyageFree travel guide WiktionaryDictionary and thesaurus This Wikipedia is written in English. Many other Wikipedias are available; some of the largest are listed below. 1,000,000+ articles العربية Deutsch Español فارسی Français Italiano Nederlands 日本語 Polski Português Русский Svenska Українська Tiếng Việt 中文 250,000+ articles Bahasa Indonesia Bahasa Melayu Bân-lâm-gú Български Català Čeština Dansk Eesti Ελληνικά Esperanto Euskara עברית Հայերեն Magyar Norsk bokmål Română Simple English Slovenčina Srpski Srpskohrvatski Suomi Türkçe O'zbekcha 50,000+ articles Asturianu Azərbaycanca বাংলা Bosanski کوردی Frysk Gaeilge Galego Hrvatski ქართული Kurdî Latviešu Lietuvių മലയാളം Македонски मराठी Norsk nynorsk ਪੰਜਾਬੀ Shqip Slovenščina தமிழ் తెలుగు اردو Retrieved from " 2 This article needs additional citations for verificatic Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed.Find sources: "1658" – news · newspapers · books · scholar · JSTOR (January 2016) (Learn how and when to remove this message) Calendar year Years Millennium 2nd millennium Centuries 16th century 17th century 18th century Decades 1630s 1640s 1650s 1660s 1670s Years 1655 1656 1657 1658 1659 1660 1661 vte January 30: Swedish troops cross the frozen waters of the Danish straits on foot in the March Across the Belts 1658 by topic Arts and science Architecture Art Literature Music Science Leaders State leaders Colonial governors Religious leaders Birth and death categories Births – Deaths Establishments and disestablishments categories Establishments – Disestablishments Works category Works vte 1658 in various calendarsGregorian calendar1658MDCLVIIIAb urbe condita2411Armenian calendar1107ԹՎ ՌԱԷAssyrian calendar6408Balinese saka calendar1579–1580Bengali calendar1064–1065Berber calendar2608English Regnal year9 Cha. 2 – 10 Cha. 2(Interregnum)Buddhist calendar2202Burmese calendar1020Byzantine calendar7166–7167Chinese calendar丁酉年 (Fire Rooster)4355 or 4148 — to —戊戌年 (Earth Dog)4356 or 4149Coptic calendar1374–1375Discordian calendar2824Ethiopian calendar1650–1651Hebrew calendar5418–5419Hindu calendars - Vikram Samvat1714–1715 - Shaka Samvat1579–1580 - Kali Yuga4758–4759Holocene calendar11658Igbo calendar658–659Iranian calendar1036–1037Islamic calendar1068–1069Japanese calendarMeireki 4 / Manji 1(万治元年)Javanese calendar1580–1581Julian calendarGregorian minus 10 daysKorean calendar3991Minguo calendar254 before ROC民前254年Nanakshahi calendar190Thai solar calendar2200–2201Tibetan calendar阴火鸡年(female Fire-Rooster)1784 or 1403 or 631 — to —阳土狗年(male Earth-Dog)1785 or 1404 or 632 June 14: Battle of the Dunes 1658 (MDCLVIII) was a common year starting on Tuesday of the Gregorian calendar and a common year starting on Friday of the Julian calendar, the 1658th year of the Common Era (CE) and Anno Domini (AD) designations, the 658th year of the 2nd millennium, the 58th year of the 17th century, and the 9th year of the 1650s decade. As of the start of 1658, the Gregorian calendar was 10 days ahead of the Julian calendar, which remained in localized use until 1923. Calendar year January 13 – Edward Sexby, who had plotted against Oliver Cromwell, dies in the Tower of London.[1] January 30 – The "March Across the Belts" (Tåget över Bält), Sweden's use of winter weather

1505: Zhengde Emperor ascends the throne of Ming dynasty. 1505: Martin Luther enters St. Augustine's Monastery at Erfurt, Germany, on 17 July and begins his journey to instigating the Reformation. 1505: Sultan Trenggono builds the first Muslim kingdom in Java, called Demak, in Indonesia. Many other small kingdoms were established in other islands to fight against Portuguese. Each kingdom introduced local language as a way of communication and unity. 1506: Leonardo da Vinci completes the Mona Lisa. 1506: King Afonso I of Kongo wins the battle of Mbanza Kongo, resulting in Catholicism becoming Kongo's state religion.Battle of Cerignola: El Gran Capitan finds the corpse of Louis d'Armagnac, Duke of Nemours 1506: At least two thousand converted Jews are massacred in a Lisbon riot, Portugal. 1506: Christopher Columbus dies in Valladolid, Spain. 1506: Poland is invaded by Tatars from the Crimean Khanate. 1507: The first recorded epidemic of smallpox in the New World on the island of Hispaniola. It devastates the native Taíno population.[6] 1507: Afonso de Albuquerque conquered Hormuz and Muscat, among other bases in the Persian Gulf, taking control of the region at the entrance of the Gulf. 1508: The Christian-Islamic power struggle in Europe and West Asia spills over into the Indian Ocean as Battle of Chaul during the Portuguese-Mamluk War 1508–1512: Michelangelo paints the Sistine Chapel ceiling. 1509: The defeat of joint fleet of the Sultan of Gujarat, the Mamlūk Burji Sultanate of Egypt, and the Zamorin of Calicut with support of the Republic of Venice and the Ottoman Empire in Battle of Diu marks the beginning of Portuguese dominance of the Spice trade and the Indian Ocean. 1509: The Portuguese king sends Diogo Lopes de Sequeira to find Malacca, the eastern terminus of Asian trade. After initially receiving Sequeira, Sultan Mahmud Shah captures and/or kills several of his men and attempts an assault on the four Portuguese ships, which escape.[7] The Javanese fleet is also destroyed in Malacca. 1509: Krishnadevaraya ascends the throne of Vijayanagara Empire. Main article: 1510s Afonso de Albuquerque 1509–1510: The 'great plague' in various parts of Tudor England.[8] 1510: Afonso de Albuquerque of Portugal conquers Goa in India. 1511: Afonso de Albuquerque of Portugal conquers Malacca, the capital of the Sultanate of Malacca in present-day Malaysia. 1512: Copernicus writes Commentariolus, and proclaims the Sun the center of the Solar System. 1512: The southern part (historical core) of the Kingdom of Navarre is invaded by Castile and Aragon. 1512: Qutb Shahi dynasty, founded by Quli Qutb Mulk, rules Golconda Sultanate until 1687. 1512: The first Portuguese exploratory expedition was sent eastward from Malacca (in present-day Malaysia) to search for the 'Spice Islands' (Maluku) led by Francisco Serrão. Serrão is shipwrecked but struggles on to Hitu (northern Ambon) and wins the favour of the local rulers.[9] 1513: Machiavelli writes The Prince, a treatise about political philosophy 1513: The Portuguese mariner Jorge Álvares lands at Macau, China, during the Ming dynasty. 1513: Henry VIII defeats the French at the Battle of the Spurs. 1513: The Battle of Flodden Field in which invading Scots are defeated by Henry VIII's forces. 1513: Sultan Selim I ("The Grim") orders the massacre of Shia Muslims in Anatolia (present-day Turkey). 1513: Vasco Núñez de Balboa, in service of Spain arrives at the Pacific Ocean (which he called Mar del Sur) across the Isthmus of Panama. He was the first European to do so. 1514: The Battle of Orsha halts Muscovy's expansion into Eastern Europe. 1514: Dózsa rebellion (peasant revolt) in Hungary.Martin Luther initiated the Reformation with his Ninety-five Theses in 1517. 1514: The Battle of Chaldiran, the Ottoman Empire gains decisive victory against Safavid dynasty. 1515: Ascension of Francis I of France as King of France following the death of Louis XII. 1515: The Ottoman Empire wrests Eastern Anatolia from the Safavids after the Battle of Chaldiran. 1515: The Ottomans conquer the last beyliks of Anatolia, the Dulkadirs and the Ramadanids. 1516–1517: The Ottomans defeat the Mamluks and gain control of Egypt, Arabia, and the Levant. 1517: The Sweating sickness epidemic in Tudor England.[10] 1517: The Reformation begins when Martin Luther posts his Ninety-five Theses in Saxony. 1518: The Treaty of London was a non-aggression pact between the major European nations. The signatories were Burgundy, France, England, the Holy Roman Empire, the Netherlands, the Papal States and Spain, all of whom agreed not to attack one another and to come to the aid of any that were under attack. 1518: Mir Chakar Khan Rind leaves Baluchistan and settles in Punjab. 1518: Leo Africanus, also known as al-Hasan ibn Muhammad al-Wazzan al-Fasi, an Andalusian Berber diplomat who is best known for his book Descrittione dell'Africa (Description of Africa), is captured by Spanish pirates; he is taken to Rome and presented to Pope Leo X. 1518: The dancing plague of 1518 begins in Strasbourg, lasting for about one month. 1519: Leonardo da Vinci dies of natural causes on May 2.Europe at the time of the accession of Charles V in 1519 1519: Wang Yangming, the Chinese philosopher and governor of Jiangxi province, describes his intent to use the firepower of the fo-lang-ji, a breech-loading Portuguese culverin, in order to suppress the rebellion of Prince Zhu Chenhao. 1519: Barbary pirates led by Hayreddin Barbarossa, a Turk appointed to ruling position in Algiers by the Ottoman Empire, raid Provence and Toulon in southern France. 1519: Death of Emperor Maximilian; Charles I of Austria, Spain, and the Low Countries becomes Emperor of Holy Roman Empire as Charles V, Holy Roman Emperor (ruled until 1556). 1519–1522: Spanish expedition commanded by Magellan and Elcano are the first to Circumnavigate the Earth. 1519–1521: Hernán Cortés leads the Spanish conquest of the Aztec Empire. Main article: 1520s Ferdinand Magellan led the first expedition that circumnavigated the globe in 1519–1522. 1520–1566: The reign of Suleiman the Magnificent marks the zenith of the Ottoman Empire. 1520: The first European diplomatic mission to Ethiopia, sent by the Portuguese, arrives at Massawa 9 April, and reaches the imperial encampment of Emperor Dawit II in Shewa 9 October. 1520: Vijayanagara Empire forces under Krishnadevaraya defeat the Adil Shahi under at the Battle of Raichur 1520: Sultan Ali Mughayat Shah of Aceh begins an expansionist campaign capturing Daya on the west Sumatran coast (in present-day Indonesia), and the pepper and gold producing lands on the east coast. 1520: The Portuguese established a trading post in the village of Lamakera on the eastern side of Solor (in present-day Indonesia) as a transit harbour between Maluku and Malacca. 1521: Belgrade (in present-day Serbia) is captured by the Ottoman Empire. 1521: After building fortifications at Tuen Mun, the Portuguese attempt to invade Ming dynasty China, but are expelled by Chinese naval forces. 1521: Philippines encountered by Ferdinand Magellan. He was later killed in the Battle of Mactan in central Philippines in the same year. 1521: Jiajing Emperor ascended the throne of Ming dynasty, China. 1521: November, Ferdinand Magellan's expedition reaches Maluku (in present-day Indonesia) and after trade with Ternate returns to Europe with a load of cloves. 1521: Pati Unus leads the invasion of Malacca (in present-day Malaysia) against the Portuguese occupation. Pati Unus was killed in this battle, and was succeeded by his brother, sultan Trenggana. 1522: Rhodes falls to the Ottomans of Suleiman the Magnificent.[11]Sack of Rome of 1527 by Charles V's forces (painting by Johannes Lingelbach) 1522: The Portuguese ally themselves with the rulers of Ternate (in present-day Indonesia) and begin construction of a fort.[9] 1522: August, Luso-Sundanese Treaty signed between Portugal and Sunda Kingdom granted Portuguese permit to build fortress in Sunda Kelapa. 1523: Sweden gains independence from the Kalmar Union. 1523: The Cacao bean is introduced to Spain by Hernán Cortés 1524–1525: German Peasants' War in the Holy Roman Empire. 1524: Giovanni da Verrazzano is the first European to explore the Atlantic coast of North America between South Carolina and Newfoundland. 1524: Ismail I, the founder of Safavid dynasty, dies and Tahmasp I becomes king.Gun-wielding Ottoman Janissaries and defending Knights of Saint John at the siege of Rhodes in 1522, from an Ottoman manuscript 1525: Timurid Empire forces under Babur defeat the Lodi dynasty at the First Battle of Panipat, end of the Delhi Sultanate. 1525: German and Spanish forces defeat France at the Battle of Pavia, Francis I of France is captured. 1526: The Ottomans defeat the Kingdom of Hungary at the Battle of Mohács. 1526: Mughal Empire, founded by Babur. 1527: Sack of Rome with Pope Clement VII escaping and the Swiss Guards defending the Vatican being killed. The sack of the city of Rome considered the end of the Italian Renaissance. 1527: Protestant Reformation begins in Sweden. 1527: The last ruler of Majapahit falls from power. This state (located in present-day Indonesia) was finally extinguished at the hands of the Demak. A large number of courtiers, artisans, priests, and members of the royalty moved east to the island of Bali; however, the power and the seat of government transferred to Demak under the leadership of Pangeran, later Sultan Fatah. 1527: June 22, The Javanese Prince Fatahillah of the Cirebon Sultanate successfully defeated the Portuguese armed forces at the site of the Sunda Kelapa Harbor. The city was then renamed Jayakarta, meaning "a glorious victory." This eventful day came to be acknowledged as Jakarta's Founding Anniversary. 1527: Mughal Empire forces defeat the Rajput led by Rana Sanga of Mewar at the Battle of Khanwa 1529: The Austrians defeat the Ottoman Empire at the siege of Vienna. 1529: Treaty of Zaragoza defined the antimeridian of Tordesillas attributing the Moluccas to Portugal and Philippines to Spain. 1529: Imam Ahmad Gurey defeats the Ethiopian Emperor Dawit II in the Battle of Shimbra Kure, the opening clash of the Ethiopian–Adal War. Main article: 1530s Spanish conquistadors with their Tlaxcallan allies fighting against the Otomies of Metztitlan in present-day Mexico, a 16th-century codex 1531–1532: The Church of England breaks away from the Catholic Church and recognizes King Henry VIII as the head of the Church. 1531: The Inca Civil War is fought between the two brothers, Atahualpa and Huáscar. 1532: Francisco Pizarro leads the Spanish conquest of the Inca Empire. 1532: Foundation of São Vicente, the first permanent Portuguese settlement in the Americas. 1533: Anne Boleyn becomes Queen of England. 1533: Elizabeth Tudor is born. 1534: Jacques Cartier claims Canada for France. 1534: The Ottomans capture Baghdad from the Safavids. 1534: Affair of the Placards, where King Francis I becomes more active in repression of French Protestants. 1535: The Münster Rebellion, an attempt of radical, millennialist, Anabaptists to establish a theocracy, ends in bloodshed. 1535: The Portuguese in Ternate depose Sultan Tabariji (or Tabarija) and send him to Portuguese Goa where he converts to Christianity and bequeaths his Portuguese godfather Jordao de Freitas the island of Ambon.[12] Hairun becomes the next sultan. 1536: Catherine of Aragon dies in Kimbolton Castle, in England.Territorial expansion of the Ottoman Empire under Suleiman (in red and orange) 1536: In England, Anne Boleyn is beheaded for adultery and treason. 1536: Establishment of the Inquisition in Portugal. 1536: Foundation of Buenos Aires (in present-day Argentina) by Pedro de Mendoza. 1537: The Portuguese establish Recife in Pernambuco, north-east of Brazil. 1537: William Tyndale's partial translation of the Bible into English is published, which would eventually be incorporated into the King James Bible. 1538: Gonzalo Jiménez de Quesada founds Bogotá. 1538: Spanish–Venetian fleet is defeated by the Ottoman Turks at the Battle of Preveza. 1539: Hernando de Soto explores inland North America. Main article: 1540s Nicolaus Copernicus 1540: The Society of Jesus, or the Jesuits, is founded by Ignatius of Loyola and six companions with the approval of Pope Paul III. 1540: Sher Shah Suri founds the Suri dynasty in South Asia, an ethnic Pashtun (Pathan) of the house of Sur, who supplanted the Mughal dynasty as rulers of North India during the reign of the relatively ineffectual second Mughal emperor Humayun. Sher Shah Suri decisively defeats Humayun in the Battle of Bilgram (May 17, 1540). 1541: Pedro de Valdivia founds Santiago in Chile. 1541: An Algerian military campaign by Charles V of Spain (Habsburg) is unsuccessful. 1541: Amazon River is encountered and explored by Francisco de Orellana. 1541: Capture of Buda and the absorption of the major part of Hungary by the Ottoman Empire. 1541: Sahib I Giray of Crimea invades Russia. 1542: The Italian War of 1542–1546 War resumes between Francis I of France and Emperor Charles V. This time Henry VIII is allied with the Emperor, while James V of Scotland and Sultan Suleiman I are allied with the French. 1542: Akbar The Great is born in the Rajput Umarkot Fort 1542: Spanish explorer Ruy López de Villalobos named the island of Samar and Leyte Las Islas Filipinas honoring Philip II of Spain and became the official name of the archipelago. 1543: Ethiopian/Portuguese troops defeat the Adal army led by Imam Ahmad Gurey at the Battle of Wayna Daga; Imam Ahmad Gurey is killed at this battle. 1543: Copernicus publishes his theory that the Earth and the other planets revolve around the Sun 1543: The Nanban trade period begins after Portuguese traders make contact with Japan. 1544: The French defeat an Imperial–Spanish army at the Battle of Ceresole.Scenes of everyday life in Ming China, by Qiu Ying 1544: Battle of the Shirts in Scotland. The Frasers and Macdonalds of Clan Ranald fight over a disputed chiefship; reportedly, 5 Frasers and 8 Macdonalds survive. 1545: Songhai forces sack the Malian capital of Niani 1545: The Council of Trent meets for the first time in Trent (in northern Italy). 1546: Michelangelo Buonarroti is made chief architect of St. Peter's Basilica. 1546: Francis Xavier works among the peoples of Ambon, Ternate and Morotai (Moro) laying the foundations for a permanent mission. (to 1547) 1547: Henry VIII dies in the Palace of Whitehall on 28 January at the age of 55. 1547: Francis I dies in the Château de Rambouillet on 31 March at the age of 52. 1547: Edward VI becomes King of England and Ireland on 28 January and is crowned on 20 February at the age of 9. 1547: Emperor Charles V decisively dismantles the Schmalkaldic League at the Battle of Mühlberg. 1547: Grand Prince Ivan the Terrible is crowned tsar of (All) Russia, thenceforth becoming the first Russian tsar. 1548: Battle of Uedahara: Firearms are used for the first time on the battlefield in Japan, and Takeda Shingen is defeated by Murakami Yoshikiyo. 1548: Askia Daoud, who reigned from 1548 to 1583, establishes public libraries in Timbuktu (in present-day Mali). 1548: The Ming dynasty government of China issues a decree banning all foreign trade and closes down all seaports along the coast; these Hai jin laws came during the Wokou wars with Japanese pirates. 1549: Tomé de Sousa establishes Salvador in Bahia, north-east of Brazil. 1549: Arya Penangsang with the support of his teacher, Sunan Kudus, avenges the death of Raden Kikin by sending an envoy named Rangkud to kill Sunan Prawoto by Keris Kyai Satan Kober (in present-day Indonesia). Main article: 1550s The Islamic gunpowder empires: Mughal Army artillerymen during the reign of Jalaluddin Akbar 1550: The architect Mimar Sinan builds the Süleymaniye Mosque in Istanbul. 1550: Mongols led by Altan Khan invade China and besiege Beijing. 1550–1551: Valladolid debate concerning the human rights of the Indigenous people of the Americas. 1551: Fifth outbreak of sweating sickness in England. John Caius of Shrewsbury writes the first full contemporary account of the symptoms of the disease. 1551: North African pirates enslave the entire population of the Maltese island Gozo, between 5,000 and 6,000, sending them to Libya. 1552: Russia conquers the Khanate of Kazan in central Asia. 1552: Jesuit China Mission, Francis Xavier dies. 1553: Mary Tudor becomes the first queen regnant of England and restores the Church of England under Papal authority. 1553: The Portuguese found a settlement at Macau. 1554: Missionaries José de Anchieta and Manuel da Nóbrega establishes São Paulo, southeast Brazil. 1554: Princess Elizabeth is imprisoned in the Tower of London upon the orders of Mary I for suspicion of being involved in the Wyatt rebellion. 1555: The Muscovy Company is the first major English joint stock trading company. 1556: Publication in Venice of Delle Navigiationi et Viaggi (terzo volume) by Giovanni Battista Ramusio, secretary of Council of Ten, with plan La Terra de Hochelaga, an illustration of the Hochelaga.[13] 1556: The Shaanxi earthquake in China is history's deadliest known earthquake during the Ming dynasty. 1556: Georgius Agricola, the "Father of Mineralogy", publishes his De re metallica. 1556: Akbar defeats Hemu at the Second battle of Panipat. 1556: Russia conquers the Astrakhan Khanate. 1556–1605: During his reign, Akbar expands the Mughal Empire in a series of conquests (in the Indian subcontinent).Political map of the world in 1556 1556: Mir Chakar Khan Rind captures Delhi with Humayun. 1556: Pomponio Algerio, radical theologian, is executed by boiling in oil as part of the Roman Inquisition. 1557: Habsburg Spain declares bankruptcy. Philip II of Spain had to declare four state bankruptcies in 1557, 1560, 1575 and 1596. 1557: The Portuguese settle in Macau (on the western side of the Pearl River Delta across from present-day Hong Kong). 1557: The Ottomans capture Massawa, all but isolating Ethiopia from the rest of the world. 1558: Elizabeth Tudor becomes Queen Elizabeth I at age 25. 1558–1603: The Elizabethan era is considered the height of the English Renaissance. 1558–1583: Livonian War between Poland, Grand Principality of Lithuania, Sweden, Denmark and Russia. 1558: After 200 years, the Kingdom of England loses Calais to France. 1559: With the Peace of Cateau Cambrésis, the Italian Wars conclude. 1559: Sultan Hairun of Ternate (in present-day Indonesia) protests the Portuguese's Christianisation activities in his lands. Hostilities between Ternate and the Portuguese. Main article: 1560s The Mughal Emperor Akbar shoots the Rajput warrior Jaimal during the Siege of Chittorgarh in 1567 1560: Ottoman navy defeats the Spanish fleet at the Battle of Djerba. 1560: Elizabeth Bathory is born in Nyirbator, Hungary. 1560: By winning the Battle of Okehazama, Oda Nobunaga becomes one of the pre-eminent warlords of Japan. 1560: Jeanne d'Albret declares Calvinism the official religion of Navarre. 1560: Lazarus Church, Macau 1561: Sir Francis Bacon is born in London. 1561: The fourth battle of Kawanakajima between the Uesugi and Takeda at Hachimanbara takes place. 1561: Guido de Bres draws up the Belgic Confession of Protestant faith. 1562: Mughal emperor Akbar reconciles the Muslim and Hindu factions by marrying into the powerful Rajput Hindu caste. 1562–1598: French Wars of Religion between Catholics and Huguenots. 1562: Massacre of Wassy and Battle of Dreux in the French Wars of Religion. 1562: Portuguese Dominican priests build a palm-trunk fortress which Javanese Muslims burned down the following year. The fort was rebuilt from more durable materials and the Dominicans commenced the Christianisation of the local population.[12] 1563: Plague outbreak claimed 80,000 people in Elizabethan England. In London alone, over 20,000 people died of the disease. 1564: Galileo Galilei born on February 15 1564: William Shakespeare baptized 26 April 1565: Deccan sultanates defeat the Vijayanagara Empire at the Battle of Talikota. 1565: Mir Chakar Khan Rind dies at aged 97. 1565: Estácio de Sá establishes Rio de Janeiro in Brazil. 1565: The Hospitallers, a Crusading Order, defeat the Ottoman Empire at the siege of Malta (1565). 1565: Miguel López de Legazpi establishes in Cebu the first Spanish settlement in the Philippines starting a period of Spanish colonization that would last over three hundred years. 1565: Spanish navigator Andres de Urdaneta discovers the maritime route from Asia to the Americas across the Pacific Ocean, also known as the tornaviaje. 1565: Royal Exchange is founded by Thomas Gresham. 1566: Suleiman the Magnificent, ruler of the Ottoman Empire, dies on September 7, during the battle of Szigetvar.Siege of Valenciennes during the Dutch War of Independence in 1567 1566–1648: Eighty Years' War between Spain and the Netherlands. 1566: Da le Balle Contrade d'Oriente, composed by Cipriano de Rore. 1567: After 45 years' reign, Jiajing Emperor died in the Forbidden City, Longqing Emperor ascended the throne of Ming dynasty. 1567: Mary, Queen of Scots, is imprisoned by Elizabeth I. 1568: The Transylvanian Diet, under the patronage of the prince John Sigismund Zápolya, the former king of Hungary, inspired by the teachings of Ferenc Dávid, the founder of the Unitarian Church of Transylvania, promulgates the Edict of Torda, the first law of freedom of religion and of conscience in the World. 1568–1571: Morisco Revolt in Spain. 1568–1600: The Azuchi-Momoyama period in Japan. 1568: Hadiwijaya sent his adopted son and son in-law Sutawijaya, who would later become the first ruler of the Mataram dynasty of Indonesia, to kill Arya Penangsang. 1569: Rising of the North in England. 1569: Mercator 1569 world map published by Gerardus Mercator. 1569: The Polish–Lithuanian Commonwealth is created with the Union of Lublin which lasts until 1795. 1569: Peace treaty signed by Sultan Hairun of Ternate and Governor Lopez De Mesquita of Portugal. Main article: 1570s The Battle of Lepanto 1570: Ivan the Terrible, tsar of Russia, orders the massacre of inhabitants of Novgorod. 1570: Pope Pius V issues Regnans in Excelsis, a papal bull excommunicating all who obeyed Elizabeth I and calling on all Catholics to rebel against her. 1570: Sultan Hairun of Ternate (in present-day Indonesia) is killed by the Portuguese.[12] Babullah becomes the next Sultan. 1570: 20,000 inhabitants of Nicosia in Cyprus were massacred and every church, public building, and palace was looted. Cyprus fell to the Ottoman Turks the following year. 1571: Pope Pius V completes the Holy League as a united front against the Ottoman Turks, responding to the fall of Cyprus to the Ottomans. 1571: The Spanish-led Holy League navy destroys the Ottoman Empire navy at the Battle of Lepanto. 1571: Crimean Tatars attack and sack Moscow, burning everything but the Kremlin. 1571: American Indians kill Spanish missionaries in what would later be Jamestown, Virginia. 1571: Spanish conquistador Miguel López de Legazpi establishes Manila, Philippines as the capital of the Spanish East Indies. 1572: Brielle is taken from Habsburg Spain by Protestant Watergeuzen in the Capture of Brielle, in the Eighty Years' War. 1572: Spanish conquistadores apprehend the last Inca leader Tupak Amaru at Vilcabamba, Peru, and execute him in Cuzco. 1572: Jeanne d'Albret dies aged 43 and is succeeded by Henry of Navarre. 1572: Catherine de' Medici instigates the St. Bartholomew's Day massacre which takes the lives of Protestant leader Gaspard de Coligny and thousands of Huguenots. The violence spreads from Paris to other cities and the countryside. 1572: First edition of the epic The Lusiads of Luís Vaz de Camões, three years after the author returned from the East.[14] 1572: The 9 years old Taizi, Zhu Yijun ascended the throne of Ming dynasty, known as Wanli Emperor. 1573: After heavy losses on both sides the siege of Haarlem ends in a Spanish victory.St. Bartholomew's Day massacre of French Protestants 1574: in the Eighty Years' War the capital of Zeeland, Middelburg declares for the Protestants. 1574: After a siege of 4 months the siege of Leiden ends in a comprehensive Dutch rebel victory. 1575: Oda Nobunaga finally captures Nagashima fortress. 1575: Following a five-year war, the Ternateans under Sultan Babullah defeated the Portuguese. 1576: Tahmasp I, Safavid shah, dies. 1576: The Battle of Haldighati is fought between the ruler of Mewar, Maharana Pratap and the Mughal Empire's forces under Emperor Akbar led by Raja Man Singh. 1576: Sack of Antwerp by badly paid Spanish soldiers. 1577–1580: Francis Drake circles the world. 1577: Ki Ageng Pemanahan built his palace in Pasargede or Kotagede. 1578: King Sebastian of Portugal is killed at the Battle of Alcazarquivir. 1578: The Portuguese establish a fort on Tidore but the main centre for Portuguese activities in Maluku becomes Ambon.[12] 1578: Sonam Gyatso is conferred the title of Dalai Lama by Tumed Mongol ruler, Altan Khan. Recognised as the reincarnation of two previous Lamas, Sonam Gyatso becomes the third Dalai Lama in the lineage.[15] 1578: Governor-General Francisco de Sande officially declared war against Brunei in 1578, starting the Castilian War of 1578. 1579: The Union of Utrecht unifies the northern Netherlands, a foundation for the later Dutch Republic. 1579: The Union of Arras unifies the southern Netherlands, a foundation for the later states of the Spanish Netherlands, the Austrian Netherlands and Belgium.The Irish Gaelic chieftain's feast, from The Image of Ireland 1579: The British navigator Sir Francis Drake passes through Maluku and transit in Ternate on his circumnavigation of the world. The Portuguese establish a fort on Tidore but the main centre for Portuguese activities in Maluku becomes Ambon.[16] Main article: 1580s The fall of Spanish Armada 1580: Drake's royal reception after his attacks on Spanish possessions influences Philip II of Spain to build up the Spanish Armada. English ships in Spanish harbours are impounded. 1580: Spain unifies with Portugal under Philip II. The struggle for the throne of Portugal ends the Portuguese Empire. The Spanish and Portuguese crowns are united for 60 years, i.e. until 1640. 1580–1587: Nagasaki comes under control of the Jesuits. 1581: Dutch Act of Abjuration, declaring abjuring allegiance to Philip II of Spain. 1581: Bayinnaung dies at the age of 65. 1582: Oda Nobunaga commits seppuku during the Honnō-ji Incident coup by his general, Akechi Mitsuhide. 1582: Pope Gregory XIII issues the Gregorian calendar. The last day of the Julian calendar was Thursday, 4 October 1582 and this was followed by the first day of the Gregorian calendar, Friday, 15 October 1582 1582: Yermak Timofeyevich conquers the Siberia Khanate on behalf of the Stroganovs. 1583: Denmark builds the world's first theme park, Bakken. 1583: Death of Sultan Babullah of Ternate. 1584–1585: After the siege of Antwerp, many of its merchants flee to Amsterdam. According to Luc-Normand Tellier, "At its peak, between 1510 and 1557, Antwerp concentrated about 40% of the world trade...It is estimated that the port of Antwerp was earning the Spanish crown seven times more revenues than the Americas."[17] 1584: Ki Ageng Pemanahan died. Sultan Pajang raised Sutawijaya, son of Ki Ageng Pemanahan as the new ruler in Mataram, titled "Loring Ngabehi Market" (because of his home in the north of the market). 1585: Akbar annexes Kashmir and adds it to the Kabul SubahPortuguese fusta in India from a book by Jan Huygen van Linschoten 1585: Colony at Roanoke founded in North America. 1585–1604: The Anglo-Spanish War is fought on both sides of the Atlantic. 1587: Mary, Queen of Scots is executed by Elizabeth I. 1587: The reign of Abbas I marks the zenith of the Safavid dynasty. 1587: Troops that would invade Pajang Mataram Sultanate storm ravaged the eruption of Mount Merapi. Sutawijaya and his men survived. 1588: Mataram into the kingdom with Sutawijaya as Sultan, titled "Senapati Ingalaga Sayidin Panatagama" means the warlord and cleric Manager Religious Life. 1588: England repulses the Spanish Armada. 1589: Spain repulses the English Armada. 1589: Catherine de' Medici dies at aged 69. Main articles: 1590s and 1600s Abu'l-Fazl ibn Mubarak presenting Akbarnama to Mughal Azam Akbar, Mughal miniature 1590: Siege of Odawara: the Go-Hojo clan surrender to Toyotomi Hideyoshi, and Japan is unified. 1591: Gazi Giray leads a huge Tatar expedition against Moscow. 1591: In Mali, Moroccan forces of the Sultan Ahmad al-Mansur led by Judar Pasha defeat the Songhai Empire at the Battle of Tondibi. 1592–1593: John Stow reports 10,675 plague deaths in London, a city of approximately 200,000 people. 1592–1598: Korea, with the help of Ming dynasty China, repels two Japanese invasions. 1593–1606: The Long War between the Habsburg monarchy and the Ottoman Turks. 1594: St. Paul's College, Macau, founded by Alessandro Valignano. 1595: First Dutch expedition to Indonesia sets sail for the East Indies with two hundred and forty-nine men and sixty-four cannons led by Cornelis de Houtman.[18] 1596: Birth of René Descartes. 1596: June, de Houtman's expedition reaches Banten the main pepper port of West Java where they clash with both the Portuguese and Indonesians. It then sails east along the north coast of Java losing twelve crew to a Javanese attack at Sidayu and killing a local ruler in Madura.[18] 1597: Romeo and Juliet is published. 1597: Cornelis de Houtman's expedition returns to the Netherlands with enough spices to make a considerable profit.[18] 1598: The Edict of Nantes ends the French Wars of Religion. 1598: Abbas I moves Safavids capital from Qazvin to Isfahan in 1598. 1598–1613: Russia descends into anarchy during the Time of Troubles. 1598: The Portuguese require an armada of 90 ships to put down a Solorese uprising.[12] (to 1599) 1598: More Dutch fleets leave for Indonesia and most are profitable.[18]Edo period screen depicting the Battle of Sekigahara 1598: The province of Santa Fe de Nuevo México is established in Northern New Spain. The region would later become a territory of Mexico, the New Mexico Territory in the United States, and the US State of New Mexico. 1598: Death of Toyotomi Hideyoshi, known as the unifier of Japan. 1599: The Mali Empire is defeated at the Battle of Jenné. 1599: The van Neck expedition returns to Europe. The expedition makes a 400 per cent profit.[18] (to 1600) 1599: March, Leaving Europe the previous year, a fleet of eight ships under Jacob van Neck was the first Dutch fleet to reach the 'Spice Islands' of Maluku.[18] 1600: Giordano Bruno is burned at the stake for heresy in Rome.Siege of Fiľakovo castle during the Long Turkish War 1600: Battle of Sekigahara in Japan. End of the Warring States period and beginning of the Edo period. 1600: The Portuguese win a major naval battle in the bay of Ambon.[19] Later in the year, the Dutch join forces with the local Hituese in an anti-Portuguese alliance, in return for which the Dutch would have the sole right to purchase spices from Hitu.[19] 1600: Elizabeth I grants a charter to the British East India Company beginning the English advance in Asia. 1600: Michael the Brave unifies the three principalities: Wallachia, Moldavia and Transylvania after the Battle of Șelimbăr from 1599. For later events, see Timeline of the 17th century. Polybius' The Histories translated into Italian, English, German and French.[20] Mississippian culture disappears. Medallion rug, variant Star Ushak style, Anatolia (modern Turkey), is made. It is now kept at the Saint Louis Art Museum. Hernan Cortes (1485–1547) Henry VIII, (1491–1547) King of England and Ireland Don Fernando Álvarez de Toledo (1507–1582) Suleiman the Magnificent, Sultan of the Ottoman Empire (1520–1566) Ivan IV the Terrible (1530–1584) Oda Nobunaga (1534–1582) Sir Francis Drake (c. 1540 – 1596) Alberico Gentili, (1552–1608) the Father of international law Philip II of Spain, King of Spain (1556–1598) Akbar the Great, Mughal emperor (1556–1605) Related article: List of 16th century inventions. The Columbian Exchange introduces many plants, animals and diseases to the Old and New Worlds. Introduction of the spinning wheel revolutionizes textile production in Europe. The letter J is introduced into the English alphabet. 1500: First portable watch is created by Peter Henlein of Germany.The Iberian Union in 1598, under Philip II, King of Spain and Portugal 1513: Juan Ponce de León sights Florida and Vasco Núñez de Balboa sights the eastern edge of the Pacific Ocean. 1519–1522: Ferdinand Magellan and Juan Sebastián Elcano lead the first circumnavigation of the world. 1519–1540: In America, Hernando de Soto expeditions map the Gulf of Mexico coastline and bays. 1525: Modern square root symbol (√) 1540: Francisco Vásquez de Coronado sights the Grand Canyon. 1541–42: Francisco de Orellana sails the length of the Amazon River. 1542–43: Firearms are introduced into Japan by the Portuguese. 1543: Copernicus publishes his theory that the Earth and the other planets revolve around the Sun 1545: Theory of complex numbers is first developed by Gerolamo Cardano of Italy. 1558: Camera obscura is first used in Europe by Giambattista della Porta of Italy. 1559–1562: Spanish settlements in Alabama/Florida and Georgia confirm dangers of hurricanes and local native warring tribes. 1565: Spanish settlers outside New Spain (Mexico) colonize Florida's coastline at St. Augustine. 1565: Invention of the graphite pencil (in a wooden holder) by Conrad Gesner. Modernized in 1812. 1568: Gerardus Mercator creates the first Mercator projection map. 1572: Supernova SN 1572 is observed by Tycho Brahe in the Milky Way. 1582: Gregorian calendar is introduced in Europe by Pope Gregory XIII and adopted by Catholic countries. c. 1583: Galileo Galilei of Pisa, Italy identifies the constant swing of a pendulum, leading to development of reliable timekeepers. 1585: earliest known reference to the 'sailing carriage' in China. 1589: William Lee invents the stocking frame. 1591: First flush toilet is introduced by Sir John Harrington of England, the design published under the title 'The Metamorphosis of Ajax'. 1593: Galileo Galilei invents a thermometer. 1596: William Barents discovers Spitsbergen. 1597: Opera in Florence by Jacopo Peri. Entertainment in the 16th century ^ a b Modern reference works on the period tend to follow the introduction of the Gregorian calendar for the sake of clarity; thus NASA's lunar eclipse catalogue states "The Gregorian calendar is used for all dates from 1582 Oct 15 onwards. Before that date, the Julian calendar is used." For dates after 15 October 1582, care must be taken to avoid confusion of the two styles. ^ de Vries, Jan (14 September 2009). "The limits of globalization in the early modern world". The Economic History Review. 63 (3): 710–733. CiteSeerX 10.1.1.186.2862. doi:10.1111/j.1468-0289.2009.00497.x. JSTOR 40929823. S2CID 219969360. SSRN 1635517. ^ Singh, Sarina; Lindsay Brown; Paul Clammer; Rodney Cocks; John Mock (2008). Pakistan & the Karakoram Highway. Vol. 7, illustrated. Lonely Planet. p. 137. ISBN 978-1-74104-542-0. Retrieved 23 August 2010. ^ Babur (2006). Babur Nama. Penguin Books. p. vii. 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An Encyclopedia of World History (5th ed. 1973); highly detailed outline of events online free Media related to 16th century at Wikimedia Commons Timelines of 16th century events, science, culture and persons Retrieved from " 4 The following pages link to 16th century External tools (link count transclusion count sorted list) · See help page for transcluding these entries Showing 50 items. View (previous 50 | next 50) (20 | 50 | 100 | 250 | 500)Bagpipes (links | edit) List of decades, centuries, and millennia (links | edit) Fashion (links | edit) Giovanni Boccaccio (links | edit) History of Mali (links | edit) History of Mauritius (links | edit) Post office (links | edit) Snare drum (links | edit) Republican Party (United States) (links | edit) 20th century (links | edit) 15th century (links | edit) 17th century (links | edit) 18th century (links | edit) 1624 (links | edit) 1626 (links | edit) 1642 (links | edit) 1661 (links | edit) 1608 (links | edit) 1492 (links | edit) 14th century (links | edit) 1st century (links | edit) 13th century (links | edit) 4th century (links | edit) 12th century (links | edit) 11th century (links | edit) 1564 (links | edit) 1648 (links | edit) 1572 (links | edit) 1623 (links | edit) 1662 (links | edit) 1490s (links | edit) 1640s (links | edit) 1597 (links | edit) 1690 (links | edit) 1688 (links | edit) 7th century (links | edit) 10th century (links | edit) 9th century (links | edit) 8th century (links | edit) 6th century (links | edit) 5th century (links | edit) 3rd century (links | edit) 2nd century (links | edit) 1573 (links | edit) 1570s (links | edit) 1574 (links | edit) 1436 (links | edit) 1476 (links | edit) 1542 (links | edit) 1540

Lancer Evolution IX was exclusively tuned by Mitsubishi Ralliart; compared to the Evo IX MR GSR except for a carbon fiber front lip Spoiler, Official Ralliart livery, and Ralliart RA04 17-inch black forged aluminum wheels. In the United Kingdom, the Evolution IX used a different model scheme based on the car's horsepower. There were initially three models available: the FQ-300, FQ-320 and FQ-340 each with around 300, 320 and 340 PS (296, 316 and 335 bhp; 221, 235 and 250 kW), respectively. An FQ-360 model was subsequently released as a successor to the Evolution VIII FQ-400. While the new FQ-360 produced 371 PS (366 hp; 273 kW) at 6,887 rpm[42][43][44][45][46] (less horsepower than its predecessor), it had more torque at 492 N·m (363 lb·ft) at 3,200 rpm. All four models were designed to run on super unleaded petrol only. The MR FQ-360 was also released in limited numbers (only 200) in the last year of production. FQ-300, 320, 340 – 6-speed, Bilstein monotube shocks, AYC (Active Yaw Control). FQ-360 – 6-speed, Bilstein monotube shocks, AYC (Active Yaw Control), Ralliart Sports Meter Kit, carbon front splitter, Speedline alloy wheels. MR FQ-360 – New turbo with titanium aluminium alloy turbo fins, Speedline Turini alloy wheels, Privacy Glass, lowered Eibach coil springs (10 mm (0.39 in) at the front/ 5 mm (0.20 in) at the rear), IX MR interior. Four models were available in the US. All models used the same 286 bhp (290 PS; 213 kW) engine. Standard – revised 5-speed, standard model RS – ralli sport, revised 5-speed, aluminum roof, gauge pack, minimal interior, also no radio SE – Special Edition, aluminum roof/hood, and front fenders, split seven-spoke forged aluminum BBS wheels in "diamond black" finish, HID headlights with integrated fog lights, red-stitched Recaro seats MR – 6-speed, Bilstein monotube shocks, split seven-spoke forged aluminum BBS wheels, aluminum roof, hood, and front fenders, gauge pack, HID headlights with integrated fog lights, vortex generator, front brake cooling ducts and custom MR badging. All of the American models are the same in power, but may differ in performance. The only thing that sets them apart is the Evo RS, which is 80 lb (36 kg) lighter than the MR and SE models. To the standard model, the Sun, Sound and Leather package added a power sunroof, HID xenon headlamps with integrated fog lights, a slightly different stereo head unit (with no integral amplifier), slightly upgraded speakers in the front doors and parcel shelf, a 4.1-channel amplifier under the driver's seat, a powered, trunk-mounted Infinity subwoofer, black leather seating surfaces, leather-trimmed door panels, slightly revised center armrests in the front and rear, and separate rear side headrests. This model deleted the GSR's headliner-mounted sunglass holder to make room for the sunroof. The Philippines had the Evolution IX until in August 2008, which was offered in two trims, the entry-level RS offering a 5-speed manual transmission, Brembo 17-inch ventilated discs (4-Pot), Brembo 16-inch ventilated drum-in-disc (2-Pot) and almost the same features as to that of the GSR trim in the international version. Some RS models had the SAYC option, while some did not. The MR was the top-of-the-line segment, which offered almost the same features as to that of the MR trim in the international version. All of them are powered by the same 2.0 L (1,997 cc) 4G63 turbocharged MIVEC Inline-four engine. Mitsubishi Lancer Evolution Wagon GT (front) Mitsubishi Lancer Evolution Wagon GT-A (rear) Mitsubishi also released an Evolution IX wagon in GT, GT-A models, and MR special versions. Variants came in a 6-speed manual (GT, MR) or a 5-speed automatic (GT-A). The automatic variant uses a non-MIVEC 4G63 sourced from the Evo VIII with a smaller turbo for increased low-down torque. It was only sold in Japan and imported to other countries as grey imports.[47] VIN Searching on epic-data.com has shown there was a total of 2,924 Lancer Evolution Wagons created. This includes all GT, GT-A & MR versions even though Mitsubishi's 2005 Press Release said they intended to make 2,500 Evolution Wagons.[48] Rarity: Approximately 50% of these cars had the 6-speed manual transmissions combined with the Evo IX MIVEC engine whilst the remaining wagons were GT-A versions. The most common colours were Silver, Black, Blue, and Grey. White is rare and Red was very rare. The manual transmission GT Evolution Wagon didn't weigh much more than the Evo IX sedan but the additional 20 kg (44 lb) approx was due to its Steel turret, steel anti-intrusion bars in the doors and the heavier foldable rear seat, along with extra weight in the tailgate and extra side glass. Evo Wagon GT-A are heavier (approx 70 kg (154 lb)) due to their automatic transmission and the additional weight described above in the GT wagon. Even though the Evo Wagon was made exclusively for the Japanese market some of these cars have found new homes in Europe, UK, Russia, Asia, Australia, and Canada. Some of these exported wagons have been converted to left-hand-drive vehicles for use in Germany and Russia. Compared to the Evo IX sedan, the Evolution Wagon received a front seat that had lower bolsters for easier entry and exit of the vehicle. These less sporty seats were the OEM standard seats in the Australian-delivered Evo IX sedan. Main article: Mitsubishi Lancer Evolution XMotor vehicle Tenth generationOverviewProductionOctober 2007 – May 2016DesignerOmer HalilhodžićBody and chassisPlatformCZ4ARelatedMitsubishi Lancer (ninth generation)PowertrainEngine1998 cc 4B11T turbo I4Power output295 PS (291 bhp; 217 kW) and 407 N·m (300 lbf·ft) of torqueTransmission6-speed twin-clutch transmission (TC-SST)5-speed manualDimensionsWheelbase2,650 mm (104.3 in)Length4,495 mm (177.0 in)Width1,810 mm (71.3 in)Height1,480 mm (58.3 in)Curb weight1,420–1,600 kg (3,131–3,527 lb)RearIn 2005, Mitsubishi introduced a concept version of the next-gen Evolution at the 39th Tokyo Motor Show named the Concept-X,[49] designed by Omer Halilhodžić at the company's European design centre.[50] Mitsubishi unveiled a second concept car, the Prototype-X, at the 2007 North American International Auto Show (NAIAS).[51] The Lancer Evolution X sedan features a newly designed 4B11T 1,998 cc (2.0 L) turbocharged, all-aluminium alloy GEMA Inline-four engine. Power and torque depend on the market, but all versions will have at least 280 PS (206 kW; 276 hp). (JDM version), the American market version will have slightly more. The UK models were reworked by Mitsubishi UK, in accordance with previous MR Evolutions bearing the FQ badge. Options for the UK Evolutions were expected to be between 300 hp (224 kW) and 360 hp (268 kW).[needs update] Two versions of the car are offered in the U.S. The Lancer Evolution MR, with 6-speed Twin-Clutch Sportronic Shift Transmission (TC-SST). The other version is the GSR which has a 5-speed manual transmission system. The car also has a new full-time four-wheel-drive system named S-AWC (Super All Wheel Control), an advanced version of Mitsubishi's AWC system used in previous generations.[52] The S-AWC uses torque vectoring technology to send different amounts of torque to the rear wheels. It also features Mitsubishi's new 6-speed SST dual-clutch automatic transmission with steering-mounted magnesium alloy shift paddles. It has replaced the Tiptronic automatic transmission, hence the SST version replaced the GT-A version (which was used in Evolution VII and Evolution IX Wagon). A five-speed manual gearbox will also be available. The new Lancer Evolution will also incorporate Mitsubishi's next-generation RISE safety body. The Evolution X went on sale October 1, 2007 in Japan, New Zealand & some in Australia also the 07 were rare as only these countries had gotten them[53] January 2008 in the US,[54] February in Canada (as the first version of Evolution in Canada)[55] and in March 2008 in the UK.[56] The Twin Clutch SST version was available in Japan from November 2007.[57] Europe will follow with sales in May, GSR and MR version included premium Package. The introduction of the 2010 MR-Touring moved the car even further upscale. Leather and a sunroof became standard while revising the rear spoiler to just a lip spoiler. For the police car, the British Police decided to use these Mitsubishi Lancer Evolution Xs as police cars, and the Royal Malaysia Police (Polis Diraja Malaysia) also use Mitsubishi Lancer Evolution X as the Police Highway Eagle (Helang Lebuhraya Polis) patrol team. These patrol car fleet will probably be used by Highway Pursuit / Patrol or VIP Escort. In 2014, it was revealed that Mitsubishi would discontinue production of the Mitsubishi Lancer Evolution after the 2015 model year. The company expressed a desire to refocus its efforts on crossover vehicles and electric vehicles.[58] The Lancer Evolution is unique among its competitors in the World Rally Championship in that it was a homologated Group A car slightly modified to be able to race competitively against the then newly formed World Rally Car (WRC) regulations from the 1997 season. Mitsubishi continued to adhere to Group A regulations until the San Remo Rally in 2001, World Rally Car class cars. Lancer Evolutions were successful in WRC Rallies from 1996 to 1999, mostly in the hands of Finnish driver Tommi Mäkinen, clinching driver's titles in four-consecutive seasons from 1996 to 1999 (in Evolutions III, IV, V, and VI), and with the help of teammate Richard Burns in clinching the constructors' championship for the first, and thus far only time in 1998. The Evolution however was replaced in late 2001 by the firm's first World Rally Car, named simply the Lancer Evolution WRC, which was driven by Makinen, Freddy Loix, Alister McRae and François Delecour with relatively limited success, until Mitsubishi took a sabbatical from the championship at the end of 2002. It was succeeded for the 2004 Monte Carlo Rally by the Lancer WRC04. Mitsubishi pulled out of the World Rally Championship after the 2005 season with the Lancer WRC05 still being driven by privateers including Italian former works driver Gigi Galli and the Swede, Daniel Carlsson, in the years following. The Lancer Evolution however still competes in the Group N category. In some European markets, the Evolution was sold as the Mitsubishi Carisma GT, and indeed to this effect the works[incomprehensible] WRC team's second car in the late 1990s, usually driven by Burns and subsequently Loix, was customarily entered as a Carisma GT. Proton Motors of Malaysia raced Evolution III's, Evolution V's (most notable with Proton 1784 where Malaysian driver Karamjit Singh won the 2002 Production Car WRC) and an Evolution VII as the Proton PERT in various Asia-Pacific Rally Championship and APAC rally series. The Mitsubishi Lancer Evolution won the 2009 Australian Manufacturers' Championship with a trio of Evolution X models. The Mitsubishi Evo has recently won and made runner-up in the 2011 Australian Manufacturers' Championship. Most recently, (2005–2006) the CT9A chassis Evolution has been dominant in Time Attack (time trials) throughout the world. CyberEvo's CT9A chassis Lancer Evolution (now retired) previously held the OEM chassis record at Japan's Tsukuba Circuit for Time Attack, as well as the Australian record at Eastern Creek Raceway. Sierra Sierra Enterprise's CT9A chassis Evolution holds the U.S. Time Attack record. The Tilton Interiors CT9A chassis Lancer Evolution held the time attack record at Sydney Motorsport Park until October 2016 where MCA "Hammerhead" Nissan Silvia reset the record. The Lancer Evolution VIII was used in Stock Car Brasil from 2005 to 2008, with Cacá Bueno won the series twice from 2006 to 2007. The car won the 2008 and 2009 WPS Bathurst 12 Hour endurance race. The Mitsubishi Lancer Evo has also been used by professional drifters in countries like Japan, Italy and Poland,[additional citation(s) needed] with notable results being obtained by driver Naoto Suenaga of Team Orange.[59] The Evolution IX won the European Hill Climb Championship 11 times since 2007, with 13 wins also in the FIA International Hill Climb Cup.[citation needed] The Mitsubishi Lancer Evolution won Consumer Search's best Aggressive sports sedan in Best Sports Sedans in June 2006.[60] During 2004–2005 alone it won six major awards, being declared "Sports Car of the Year" in Scotland and France, "Playboy Sports Car 2004" in Poland, "Best New Production Car Under €60,000" in Greece, "Sport Compact Car of the Year" in 2004 and 2005 (Sport Compact Car magazine) and "2005 All-Star" (Automobile magazine) in the United States and Motor magazine's Best "Bang for Your Bucks" Australia.[61] Also in 2004, the Lancer Evo was presented with the Editors' Choice Award by Grassroots Motorsports.[62] The Lancer Evolution X was named as the "Best Performance Car under $50K" by Canadian TV show Motoring 2009, and won the Automobile Journalists Association of Canada's 2009 "Best New Technology" award.[63] It was also nominated as one of the top 10 "World Performance Car of the Year",[64] won the Automotive Excellence Awards' 2008 "Fun to Drive" category,[65] and took Dave TV's "Sports Car of the Year" award in 2008.[66] ^ Long, Brian (2007). 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The differences between the normal road going Lancer and the Lancer Evolution were huge. The 4G63 powerplant was thoroughly updated with improvements being made to the breathing, turbo, fuel injection as well as the engine internals. A larger front mounted intercooler was installed which included its own water spray system. Although these changes only gave the car an extra 10bhp the engine was well capable of handling more power. As would be expected with a rally car the body shell was extensively stiffened to cope with the rigors of the Safari and Acropolis Rally's. The EVO 1 came with a viscous centre differential and a limited slip diff at the rear. The GSR version was the more focused version and this came with air conditioning, Recaro seats, Momo steering wheel. tinted glass, abs, electric windows and mirrors plus a 6 speaker car audio system. The body work also had to comply with the rally regulations which meant all the scoops and vents which would be used to full effect on the rally car were also present on the road going version of the Lancer Evolution. The RS EVO was much more focused on the rally stage meaning that it came without ABS, air conditioning, the Recaro seats and the alloy wheels found on the GSR. Instead the RS came with steel wheels and the result of the systems being left off the RS led to a 70kg reduction in weight. Lancer Evolution 1 Specs:Engine: 1997ccPower: 250PS @ 6000rpmTorque: 228lbs/ft @ 3000rpmWeight: 1240kg (RS 1170kg)Top Speed: 143mph0-60 mph: 5.1 secondsBrakes: 276mm front, 260mm rearWheels: 6.5×15 front and rearTyres: 195/55 VR15Weight: 1240kgPower to weight: 202bhp/ton Couple this remarkable agility and adjustability with an engine that gets going at about 3500RPM and climbs with ever increasing savagery to well over 7000rpm and you have a car that is devastatingly fast across the ground….Harry Metcalfe later admits to working pretty hard to keep in touch in the 403bhp EVO X – EVO Magazine Issue 181 Amateur vid showing a drive-by of each incarnation of the EVO Although the EVO 1 proved extremely popular there were many areas that were improved upon for the EVO 2. The EVO 2 went on sale in December of 1993 and had a production run of 5000 examples, these took just 3 months to sell out. The improvements of the EVO 1 started with the chassis, the track and wheelbase were increased to give better stability and cornering performance for the road car and the rally car, these track changes allowed the EVO 2 to wear 205/60-R15 tyres without rubbing. The torsional rigidity of the EVO 2 was increased by 30 percent over the EVO 1. Engine power was increased by another 10bhp with the use of a redesigned performance exhaust system and an increases in boost pressure. The gearbox and clutch were uprated and the rear LSD changed meaning that the RS and GSR versions both used the same item. On the outside there was a lower front bumper and an extra element was added to the rear wing. The interior saw even more supportive Recaro seats. The RS now came with same Momo steering wheel as the GSR. Lancer Evolution Specs – EVO 2/EVO IIEngine: 1997ccPower: 260PS @ 6000rpmTorque: 228lbs/ft @ 3000rpmWeight: 1250kg (RS: 1180kg)Top Speed: 147mph0-60 mph: 5.0 seconds The EVO 3 was released in January 1995 again with 5,000 examples being available with these being bought up faster than the EVO 2. The exhaust systems was upgraded again for the EVO 3 as a new TD05-16G6-7 turbo was used, this along with a slight increase in engine compression led to a 10bhp power rise. Cosmetically the front of the car was opened up dramatically leading to a much more aggressive look. These changes gave much better cooling not only for the intercooler and engine but also for the brakes. To compliment the new look at the front new side skirts were adopted along with a new rear bumper and new, higher rear wing. Lancer Evolution Specs: EVO 3/EVO IIIEngine: 1997ccPower: 270PS @ 6250rpmTorque: 228lbs/ft @ 3000rpmWeight: 1260kg (RS: 1170kg)Top Speed: 149mph0-60 mph: 4.9 seconds Mitsubishi were really starting to hit their stride with the EVO 4, this version was built on the new model Lancer which was released in October 1995 with the first batch of 6,000 EVO 4's arriving in July of 2006. This number was increased to a total of 9,00 cars as the first batch sold out within three days. In the EVO 4 the engine was turned through 180degrees to the now familiar transverse layout to allow the use of a new 4wd system. The 4G63 motor in the EVO 4 was the first to use a red cam cover. The engine was also revised with new internals and turbo. The new engine hit the Japanese power ceiling of 280ps with torque increasing by 14 percent. The new turbo was a TD05HR-16G6-9T which was connected to the engine with a newly designed exhaust manifold and downstream to a new higher flowing exhaust system. As the EVO 4 was built around the new Lancer the external differences were many with new bumpers, side skirts and a hoop rear wing in contrast to the previous versions which used a rear wing with a separate element. The EVO 4 saw the first version of Mitsubishi's Active Yaw Control (AYC). The first version only acted on the rear diff and allowed the torque output to be altered from left to right depending on the attitude of the car. This change basically led to increased traction out of corners and was probably the single biggest improvement made to the Lancer Evolution up to the present day with the later versions using more sophisticated versions of this original AYC system. The weight of the EVO 4 also increased as did the size of the brake sand the stiffness of the body shell. The GSR got a Momo steering wheel which now incorporated an air bag, passenger side air bag, white faced instrument cluster, new Recaro seats and a bolt on strut brace. The RS version came with a Momo steering wheel minus the air bag. Lancer Evolution Specs: EVO 4/EVO IVEngine: 1997ccPower: 280PS @ 6500rpmTorque: 260lbs/ft @ 3000rpmWeight: 1350kg (RS 1260kg)Top Speed: 145mph (RS: 128mph)0-60 mph: 4.8 seconds (RS: 4.4 seconds)`Brakes: 276mm front, 284mm rearWheels: 6×16Tyres: 205/55 R16Weight: 1350kgPower to weight: 208bhp/ton0-62mph: 5.5secsTop Speed: 112mph As an all rounder it's a much better car than the first EVO, but perhaps I expected a bigger leap. Some of the wildness has been dialled out to make way for greater control – EVO Magazine Issue 181 Viki Butler Henderson – Fifth Gear EVO 6 vs EVO 9 Mitsubishi really went to town on the EVO 5 exploiting many more of the Group A rally regulations. Body work and chassis dimensions were increased to the maximum allowed by the Group A regulations. The wider track meant the EVO 5 had to have flared wheel arches to cover the wider 7.5 inch OZ alloy wheels. The bonnet was now home to the largest bonnet vent allowed by the regulations and the rear wing now had two elements. On the suspension side camber adjusters were now incorporated as standard and new inverted type suspension struts were now used. The EVO 5 also got a new power steering pump which saved a few kgs over the old design. The engine was again revised with new pistons, a new turbo, new intercooler as well as the cooling system allowing the extra torque of this car to be delivered reliably both on the special stage and on the road. Bigger Brembo brakes were used which included 320mm diameter discs and 4 pot calipers with 300m solid discs being found at the back clamped by 2 pot Brembo calipers. The RS came without ABS and came with steel wheels and the same brakes found on previous EVO's leaving it open to buyers to choose their own brake set up. Lancer Evolution Specs: EVO 5/EVO VEngine: 1997ccPower: 280PS @ 6500rpmTorque: 274 lbs/ft @ 3000rpmWeight: 1360kg (RS: 1260kg)Top Speed: 145mph (RS: 128mph)0-60 mph: 4.8 seconds (RS: 4.4) The EVO 6 looked basically the same expect for a few minor revisions which increased stability and downforce, these were to comply with the new WRC regs. Again the cooling system was further revised which included a new external oil cooler. On the RS the turbo was changed to a TD05HRA-16G6-10.5T item which used a titanium turbine impeller to reduce weight and for increased strength. Both cars were given a better flowing intake pipe. Chassis modifications included forged aluminium suspension arms, extra spot welding, thicker steel and improved adhesive to increase strength and torsional rigidity. The EVO 6 also came with a new design of alloy wheel in the same size as he EVO 5. The interior had blue detailing in the form of stitching, materials and gauge cluster faces. MOMO steering wheel and Recaro seats were still included in the GSR. Lancer Evolution Specs: EVO 6/EVO VIEngine: 1997ccPower: 280PS @ 6500rpmTorque: 275lbs/ft @ 3000rpmWeight: 1360kg (RS: 1260kg)Top Speed: 150mph (RS: 128mph)0-60 mph: 4.4 seconds (RS: 4.2 seconds) Mitsubishi EVO Specs/Information – EVO 6 Tommi Makinen Edition Unlike most car manufacturers where special editions have only superficial differences from the rest of the model line-up the Tommi Makinen Edition included some core improvements over the standard EVO 6. This included a new TD05HRA-15GK2-10.5T with a titanium turbine wheel, a quieter exhaust system, 10mm lowered suspension and a quicker steering rack. The front bumper lost the large driving lights and were replaced by large vents. The Makinen edition came with Enkei 17inch alloy wheels. 2,500 were made with many believing this to be the best example of the EVO line. Everything you touch seems to have been honed until it's operation is smooth and seamless, from the steering to the Brembo brakes – EVO Issue 181 Lancer Evolution Specs: EVO 6/EVO VIEngine: 1997ccPower: 280PS @ 6500rpmTorque: 275lbs/ft @ 3000rpmWeight: 1360kg (RS: 1260kg)Top Speed: 150mph0-60 mph: 4.4 secondsWheels: 7.5×17Tyres: 225/45 ZR17Price New: 32,995 GBP 2000Brakes: 263mm front, 252mm rearTransmission: 5 speed, center viscous coupling unit, AYC rear differential EVO 6 Ralliart Special EditionsRS II – RS version with some GSR extrasRS Sprint – 320PS with special ECU, exhaust and air filter.RSX – GSR/RS cross over, no AYC or ABS but with electricsZeroFighter (eXtreme UK): 340ps, red and white colour schemeRS450: Based on RS II with 380PS and 390lbs/ft. Available in January 2001 and controversially based on the Cedia platform the EVO 7 was heavier, bigger and less focused than previous versions. The engine in the EVO 7 featured hollow camshafts and a magnesium alloy cam cover to reduce weight at the top of the engine. The biggest improvement came with the update of the AYC which now worked with the ABS and had manually selectable settings of Snow, Gravel and Tarmac. The chassis was reworked but still used MacPherson struts at the front and multi link suspension at the rear. Mitsubishi claimed that the EVO 6 was a better handling car than the Tommi Makinen edition but many disagree. The interior got super supportive Recaro seats a new design of MOMO steering wheel with the rev-counter now placed centrally in front of the driver but unfortunately tyre car lacked auxiliary gauges. A redesigned rear spoiler was evident which increased downforce without increasing drag. Mitsubishi Evolution Specs: EVO 7/EVO VIIEngine: 1997ccPower: 280PS @ 6500rpmTorque: 282lbs/ft @ 3000rpmWeight: 1400kg (RS: 1320kg)Top Speed: 157mph0-60 mph: 4.9 seconds (RS: 4.7) Other EVO VII's RSII: Half way between GSR and RS RS Sprint: 318hp, 327lbs/ft – Created by Ralliart (Xtreme Autos). Basis is a lightweight Japanese Spec EVO without ABS and AYC, shorter gearing than a GSR & has wind up windows. Xtreme Autos adds Recaro seats , firmer suspension, faster steering, 2.2 turns lock to lock and stronger con rod bolts to allow 1.4 bar of boost and a HKS Super Flow filter. Peak power is 320bhp and 327lbs/ft up 40bhp and 40 lbs/ft. EVO End of Term March 2003 EVO Magazine – John Barker "11 months has been like living life with a finger on the fast forward button…….its resillient ride, neck snapping on/off power delivery, manically short gearing & intake blare left me feeling as if I'd been assaulted….Co-ed Richard Meaden wrote, its like being caught up in a series of explosions…you can't expect more than 20mpg…..only a hardened Caterham or Radical driver would complain about lack of sharpness because the EVO RS is full on whether your going to work or down the Craner Curves" GT-A: More weight, less torque, semi auto gearbox Extreme Autos: 339bhp Extreme S: 357hp Extreme SC: 458hp 2 Official versions in the UK: RSII & FQ-300 RSII equivalent of GSR HKS Hipermax EVO 8 at Tsukuba – Second half shows the inboard Restyled exterior but with the new Super AYC. Peter Lyon EVO – 6 Speed gearbox, triple cone syncros on first and second instead of double. Super AYC with double computing power of AYC & more efficient planetary gears. Cornering limits lifted to a new level (in back to back test with EVO 7). Super AYC sends more power to the outer rear wheel. 10kg heavier than EVO 7. Mitsubishi Evolution Specs: EVO 8/EVO VIIIEngine: 1997ccPower: 280PS @ 6500rpmTorque: 282lbs/ft @ 3000rpmWeight: 1410kgTop Speed: 157mph0-60 mph: 4.7 seconds Buy EVO Books at Amazon UK Now Buy EVO Books at Amazon USA Now Mitsubishi EVO/Specs Information: EVO 8 MR/EVO VIII MR Billed as the ultimate EVO 8. Came with an aluminium roof, lightweight suspension, Bilstein dampers, anthracite alloys, carbon fibre rear wing element. Mitsubishi Evolution Specs: EVO 8 MR/EVO VIII MREngine: 1997ccPower: 280PS @ 6500rpmTorque: 282lbs/ft @ 3000rpmWeight: 1400kgTop Speed: 157mph0-60 mph: 4.7 seconds Mitsubishi Evolution Specs: EVO 8 VIII 260/EVO VIII 260Engine: 1997ccPower: 265PS @ 3600rpmTorque: 262lbs/ft @ 3200rpmWeight: 1470kgTop Speed: 157mph0-60 mph: 5.9 seconds Mitsubishi Evolution Specs: EVO 8 FQ-330/EVO VIII FQ-330Engine: 1997ccPower: 335PS @ 6800rpmTorque: 315lbs/ft @ 5000rpmWeight: 1410kgTop Speed: 157mph0-60 mph: 4.4 seconds Mitsubishi Evolution Specs: EVO 8 FQ-340/EVO VIII FQ-340Engine: 1997ccPower: 345PS @ 6200rpmTorque: 320lbs/ft @ 4985rpmWeight: 1400kgTop Speed: 157mph0-60 mph: 4.3 seconds Mitsubishi Evolution Specs: EVO 8 FQ-400/EVO VIII FQ-400Engine: 1997ccPower: 410PS @