

***MPART*** **RS**  
The next generation



Welcome to the new Mitsubishi R5. Built precisely to FIA R5 specifications, this next generation challenger based on the Mirage/Space Star model is poised to make its mark in rallying. Initially breaking cover in 2013 and then developed over the next two years, interest in the car has surpassed expectations, with drivers, teams, media and the public around the globe following its progress.

Mitsubishi's involvement with rallying is legendary. Its success at national and international level over a period of more than two decades – thanks to the much acclaimed Lancer Evolution - has inspired thousands of drivers and teams to compete with a car bearing the recognisable three-diamond badge. Based in Örebro, Sweden, Mpart AB (formally Ralliart Sweden) is a company that embraced the Lancer Evolution phenomenon more than most and, under the direction of its owner and highly skilled engineer Tomas Weng, became Scandinavia's leading source for Mitsubishi rally cars, parts and expertise.

Following the end of the Evolution's production, the level of activity in classes N4 and R4 regionally and internationally reduced and now, it is the emerging R5 category that attracts the attention and investment of drivers and teams. Consequently, with Mitsubishi itself having nothing to offer its many brand-loyal customers to replace the Evolution, Tomas Weng looked to create an R5 specification car. Following nearly two years of design, development and testing, the Mitsubishi R5 was born and has already proved to be a worthy successor to the revered Lancer Evolution.



# Technical specification



The Mitsubishi R5 is built precisely to FIA R5 Class specification. It features a 1620cc engine based on the Mitsubishi 4B11 unit from the Evolution X, connected to a five-speed Sadev transmission and four-wheel-drive system. The car is fitted with MacPherson suspension and Öhlins dampers all round, mated to specially designed subframes.

LHD, RHD and R5+ versions are also available. Details on request.



Engine:	4-cyl, 16v, transverse 1620cc. Garrett turbo with 32mm restrictor   Gems ECU
Power/Torque:	280 hp (approx) @ 7500rpm 450 Nm (approx) @ 7500rpm
Transmission:	Sadev 5-speed sequential Mechanical diff front & rear with AP coupling
Suspension:	MacPherson strut, all-round Öhlins dampers   Docal subframes
Brakes:	AP 4-pot calipers front & rear.
Ventilated disks:	Asphalt: 355mm   Gravel & snow: 300mm
Wheels:	Asphalt: 18 x 8"   Gravel: 15 x 7"   Snow: 16 x 5"
Shell:	All steel chassis with fiberglass/carbon moulded wings & panels High-tensile FIA certified Swedish steel cage
Dimensions:	Length: 3740mm   Width: 1820mm Height: 1490mm (depending on set up) Wheelbase: 2470mm   Weight: 1230kgs (min)
Interior:	Seats: Sparco ADV Elite Harnesses: Sparco Ultralight Extinguisher: Lifeline Zero ZERO FIA system + hand-held

Specifications subject to change.

**MPART R5**

## Key features

**Performance:** Participation in events during development has shown the Mitsubishi to be highly competitive against other R5 cars. Speed, reliability, traction and drivability have proved outstanding.

**Value:** Offered at a considerably lower price than any other R5 car on the market, the Mitsubishi represents exceptional value for money. As many components as possible have been taken from the Mirage and Evolution X and therefore, these parts are available at regular prices.

**Component wear:** Extensive testing has proved that component life is comparatively high. The low wear rates on tyres, brakes and other replacement items has been an impressive feature of the car during its development phase.

**After sales:** Because the car has been designed and built by a small team of engineers, expertise and technical support is second to none. UK and Irish customers are serviced by Spencer Sport who are based in south-west Wales, with most items dispatched the same day.

## Eligibility

The Mitsubishi R5 has been manufactured to comply with FIA R5 regulations. However, because it is not currently homologated by the FIA, participation in each country has to be sanctioned by the regions' motorsport governing body. A technical document that mirrors a set of homologation papers has been produced and is available for submission for regional approval, as follows:

- For the car to run in the appropriate class in national status events within each country
- For the car to run in the R5 class in international status events within each country, subject to a local agreement and championship regulations Mpart is able to assist with the eligibility and accreditation process.



## Contact

**Mpart R5**

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