



Thursday, 25 March 2010

# Shogun

## ~ Information Pack ~

### General:

- Best in class CO<sub>2</sub> emissions of any large 4x4.
- Significantly improved economy, power and torque (see below).
- Aimed at true off-road drivers demanding a comprehensively-equipped, reliable and cost-effective vehicle with proven all-wheel-drive ability.

### The Environment:

- CO<sub>2</sub> emissions drop from 246g/km to 212g/km (34g/km / 14% reduction) on manuals and 280g/km to 224g/km (56g/km / 20% reduction) for autos.
- Significant official combined fuel consumption improvements – 3-door manual returning 35.3mpg and the 5-door auto 33.2mpg - up from 30.7mpg and 26.7mpg respectively.
- Emissions and economy gains made in spite of increased power and torque; both rising by 18% - from 168bhp to 197bhp and 373Nm to 441Nm.

### Range and Pricing:

- On the road price from £26,499 (SWB Equippe Man) to £37,999 (LWB Diamond Auto).
- Familiar Equippe, Warrior (SWB) and Elegance line-up topped by luxury Diamond flagship.
- Choice of 3-door short and 5-door long wheelbase models.
- Exceptional standard specification levels with active stability and traction control, alarm & keyless entry, climate control, twin/side/curtain airbags, ABS & EBD, roof rails, 18" alloy wheels, heated front seats, electric windows and door mirrors standard on all models.

### Technical:

- Towing capacity rises from 2,800kg to 3,000kg SWB and from 3,300kg to 3,500kg LWB.
- Exceptional seven-seat versatility with innovative 'Fold2Hide' third row of seats that fold into the floor in five-door long-wheelbase versions.
- Standard equipment on Elegance and Diamond includes high-tech 30GB hard disk drive navigation system with Rockford Fosgate™ 860W 12-speaker premium audio system, a music server complete with colour touch screen and rear view camera.
- 5-speed INVECS-II automatic with sequential "Sports Mode" or 5-speed manual available.



- State of the art all-wheel-control technology – standard traction and stability control systems combined with super select 4 II 4WD transfer case
- Service intervals of 12,500 miles, 3-year unlimited mileage warranty, 3-year pan-European breakdown and recovery service, 12-year anti corrosion perforation warranty
- The Mitsubishi Service Plan (MSP) covers first three scheduled services for just £420



## Information Across All Specifications

Wheelbase mm:	2,545 (3-door) 2,780 (5-door)
Dimensions L x W x H mm:	4,385 x 1,875 x 1,870 (3-door) 4,900 x 1,875 x 1,890 (5-door)
Kerb weight kg:	2,095 (3-door) 2,275 (5-door)
Engine:	3.2-litre, four-cylinder DiD Common Rail turbodiesel
Brakes:	All round disc brakes with ABS anti-lock and EBD
Transmission:	Super select 4 II 4WD, 5 speed manual/5 speed auto
Fuel tank capacity litres:	69
Suspension:	Double wishbone front and independent multi-link rear
Min/max load capacity litres:	290/1,120 (3-door), 663 (215 when 7 seat)/1,790 (5-door)
Maximum towing capacity (braked):	3,300kg (3-door), 3,500kg (5-door) / 750kg both unbraked
Service Intervals:	12,500/12 Months
Mitsubishi Service Plan (MSP):	£420
Warranty:	3-year unlimited mileage warranty, 3-year pan-European breakdown and recovery service, 12-year anti corrosion perforation warranty

### 3-door SWB Shogun

Model	0-62	Top Speed mph	Power bhp/rpm	Torque Lb Ft/rpm	Combined mpg	CO <sub>2</sub>	Ins	List Price
Equippe Manual	9.7	111	197/3,800	325/2,000	35.3	211	33A	£26,499
Equippe Auto	10.4	111	197/3,800	325/2,000	34.9	224	33A	£27,999
Warrior Manual	9.7	111	197/3,800	325/2,000	35.3	211	30A	£29,499
Warrior Auto	10.4	111	197/3,800	325/2,000	34.9	224	30A	£30,999

### 5-door LWB Shogun

Model	0-62	Top Speed mph	Power bhp/rpm	Torque Lb Ft/rpm	Combined mpg	CO <sub>2</sub>	Ins	List Price
Equippe Manual	10.5	111	197/3,800	325/2,000	35.3	211	33A	£29,499
Equippe Auto	11.1	111	197/3,800	325/2,000	33.2	224	33A	£30,999
Elegance Auto	11.1	111	197/3,800	325/2,000	33.2	224	34A	£34,999
Diamond Auto	11.1	111	197/3,800	325/2,000	33.2	224	34A	£37,999



### Shogun “Best in Class” CO<sub>2</sub> versus the Competition

Model	CO2 (g/km - combined)	Max Torque (Nm)	Max Power (PS)	Combined Fuel (mpg)	Towing Capacity (KG)
SHOGUN 3-dr (10MY)	211	441	200	34.9	3300
X5	217	520	235	34.4	3500
SHOGUN 5-dr (10MY)	224	441	200	33.2	3500
LANDCRUISER	224	410	173	31	2800
XC90	224	400	185	33.2	2250
Q7	239	550	240	31	3200
Average	244	476	208	31	3205
TOUAREG	244	550	240	30.4	3500
DISCOVERY 4	244	600	245	30.4	3500
GRAND CHEROKEE	270	510	218	27.7	3500
PATHFINDER	276	403	171	27.7	3000
SHOGUN (09MY)	280	373	170	26.6	3300



## Standard Specification Details

### **Shogun Equippe** key features:

AWC All Wheel Control four-wheel drivetrain, ABS Anti-lock brakes with EBD electronic brakeforce distribution, automatic air-conditioning, twin front, side and curtain airbags, heated front seats, six speaker radio/CD/MP3 sound system, ASTC Active Stability and Traction Control safety system, two rear-seat Isofix mounting points, central locking and keyless entry, multi-function leather covered steering wheel, 'Fold2Hide' third row of seats on five-door models, electronic compass, barometer and altimeter, keyless entry, split folding rear seat, electric windows and mirrors, silvered metal-finished roof rails and side steps, 18inch alloy wheels, colour-keyed exterior including the rear wheel cover, mirrors and door handles.

### **Shogun Warrior** adds:

New ICE unit with touch screen, full postcode sat nav, onscreen MP3 control, rear parking camera and integrated Bluetooth hands free telephony, leather seats, privacy glass, rear spoiler, front fog lights, chrome accented mirrors, door handles and headlight surrounds, front colour-keyed resin guard, unique black or silver paintwork.

### **Shogun Elegance** adds:

Twelve-speaker 860W Rockford Fosgate Premium Sound System, powered sunroof, high intensity discharge headlights with washers and automatic levelling, rear air conditioning.

### **Shogun Diamond** adds:

20-inch alloy wheels, front colour-keyed resin guard, sports grille, titanium accented mirrors, door handles and headlight surrounds, rear DVD headrest system.

### **Colour choices and options:**

The Shogun is offered in Silver (M), Black (M), Red (M) and White, with metallic paint available for £500



## **MITSUBISHI SHOGUN – IN BRIEF**

The revised 2010 MY Mitsubishi Shogun continues to offer buyers a unique blend of on and off-road capability, generous standard equipment levels, comfort, space and luxury and highly competitive pricing. From 2010 buyers can add greater power and torque and better economy and emissions to that list, with Mitsubishi's engineers applying Intelligent Motion principles to allow the Shogun to return mpg and CO<sub>2</sub> emissions figures among the very best in the large off-roader class.

Detailed changes to Mitsubishi's advanced 3.2-litre, four-cylinder DiD common rail turbodiesel allow the 3-door manual to return 35.3mpg and the 5-door auto 33.2mpg - up from 30.7mpg and 26.7mpg respectively - on the official combined consumption cycle. Emissions drop too, from 246g/km to 212g/km on manuals and 280g/km to 224g/km for autos. These impressive emissions and economy gains are made in spite of increased power and torque; both rising by 18% - from 168bhp to 197bhp and 373Nm to 441Nm (325lb/ft) Towing capacity for both three- and five-door models has increased by 200kg, to 3,000kg and 3,500kg for braked trailers.

The performance increase and economy savings are thanks to engine revisions that include lower idling engine revs, a high efficiency alternator with enhanced generating and discharging controlling logic, new engine and differential oils, an enhanced differential ratio and a 15mm front and 10mm rear drop in ride height.

The changes allow the Shogun to continue to offer the same blend of rugged on and off-road capability combined with significantly improved environmental credentials, Mitsubishi's drive towards a greener future not just limited to its regular passenger cars but also its iconic off-road flagship model.

Beneath the Shogun's bold, square-jawed styling sits a built-in frame monocoque chassis, optimised AWC All-Wheel Control system and front wishbone front and multi-link rear suspension which gives the Shogun its rounded, rugged ability. Appealing to drivers who demand a vehicle that can tackle the toughest and most inhospitable of terrains yet deliver a thoroughly composed road drive the Shogun is offered in either three-door five-seat or five-door seven seat guise in four comprehensively specified trim levels.

Equippe, Warrior and Elegance versions are headed by the luxury Diamond model. As well as an array of standard safety equipment including ASTC active stability and traction control, twin front, side and curtain airbags, ABS anti-lock brakes backed up by EBD electronic brakeforce distribution the entry Equippe variant boasts standard alarm and keyless entry, climate control, 18-inch alloy wheels and a leather covered multi-function steering wheel. .

Choose Warrior, Elegance or Diamond models and the specification includes a high-tech 30GB hard disk drive navigation system with music server complete with colour touch screen and rear view camera while



the range-topping LWB Elegance and Diamond models also offer a Rockford Fosgate™ 860W 12-speaker premium audio system as standard

The list of standard features may be much longer and the economy and emissions significantly improved but pricing for the Shogun remains relatively unchanged, emphasising Mitsubishi Motors value-for-money policy. List prices range from £26,499 for the three-door Equippe model through to £37,999 for the five-door Diamond model.

The Shogun range works alongside the Outlander and L200 models to keep Mitsubishi at the forefront of the 4x4 market sector.

Lance Bradley, Managing Director of Mitsubishi Motors UK, said:

“The Shogun has always has a loyal following among customers wanting a rugged, well-equipped and sensibly priced full-sized 4x4 model. With the 2010 model year bringing more power, more equipment, greater towing ability and - importantly in these more environmental times - significantly improved economy and emissions, the Shogun remains an extremely competitive and capable vehicle for those demanding its extraordinary capabilities.”



## Mitsubishi Shogun – In More Detail

### SHOGUN – DESIGN

- Chunky and chisel-edged styling with upright windscreen, short nose and side-hinged tailgate
- Signature 'Mount Fuji' grille immediately creates bold visual link with Outlander, Colt, Grandis and L200 models
- External dimensions optimised for exceptional off-road performance with excellent approach and departure angles and superior wading depth
- Fully integrated and robust interior designed to reflect Shogun's rugged ability

With bold and muscular styling the Shogun is immediately identifiable as a member of Mitsubishi Motors' rejuvenated line-up of new models.

The Shogun's key style elements – the squared-off profile, short bonnet, tall upright windscreen, minimal front overhang, bold wheelarches, clean flanks and side-hinged tailgate with externally mounted spare wheel – are complemented by Mitsubishi's bold 'Mount Fuji' grille to create a strong visual link with the Outlander, Colt, Grandis and L200 models.

Despite its progressive design language, every facet of the Shogun's styling was scrutinised to boost its ability to climb, descend and ford over, down and through obstacles.

The three-door and five-door Shogun models feature distinctly different styling. The three-door model looks chunkier and sportier, in keeping with its more dynamic driving characteristics. This visual athleticism is enhanced by its sculpted rear bumpers, kicked-up rear quarter window and side steps.

The more family-oriented five-door Shogun benefits from smoother and simpler side claddings. Its versatility is boosted inside by Mitsubishi's innovative 'Fold2Hide' third row of seats, which lie beneath the floor of the boot.

When two further seats are needed, they simply fold out from the boot floor to create a third row of seats, complete with integrated head rests, turning the Shogun into a seven-seater as and when needed. The rear floor height has been optimized to provide a generous 860mm of headroom in the third-row of seats - almost as much head and shoulder space as the first and second seat rows.

The Shogun's tough and rugged cabin design reflects its on-road and off-road driving characteristics. The centre console comprises three distinct sections – the MICD Multi-Information Centre Display that shows vehicle operating status information sits at the top of the console, with the audio controls below that and the climate control panel with its large easy-to-operate dials and at the bottom. The cabin also features amber LED light emitting diode lighting in the ceiling, front footwells and rear compartment,



The four driving modes of Shogun's go-anywhere AWC all-wheel control system are actuated by a leather-topped lever that sits alongside the gearlever, while a second set of grab handles on the A-pillar underline the Shogun's off-road credentials.

## **Powertrain**

Both three and five-door Shogun models are powered by an extensively revised version of Mitsubishi's acclaimed 3.2-litre turbo diesel engine offering greater performance combined with significantly improved economy and emissions figures. The high-pressure common rail direct fuel injection system has been enhanced to allow an 18% boost in power and torque - from 168bhp to 197bhp at 3,800rpm and 373Nm to 441Nm at 2,000rpm - all while retuning significantly improved economy and emissions. On the official combined cycle the three-door manual Shogun returns 35.3mpg and emits just 212g/km of CO<sub>2</sub>, while the five-door automatic model is able to deliver 33.2mpg and 224g/km. These improvements make the Shogun one of the most economical and low emitting vehicles in the large 4x4 class.

To achieve these improved performance, economy and emissions Mitsubishi's engineers have applied Intelligent Motion principles to the 3.2-litre, 16 valve double-overhead cam turbodiesel. Key to the economy savings is the fitting of a new high efficiency alternator. With its optimised control logic the alternator manages the generation and discharging for the Shogun's electrical needs and reduces engine losses to do so. A lower idling limit of 600rpm also achieves useful savings while ultra-low friction engine and differential oil also help maximise the engine's efficiency. Other elements working in conjunction with Mitsubishi's drive to lower emissions and improve economy are details like an aluminium bonnet saving weight and a heater element on the automatic transmission equipped cars to minimise friction losses on start up.

The Automatic Transmission Fluid (ATF) warmer exchanges heat between the engine coolant and the automatic transmission fluid to shorten its warm-up period, allowing the torque converter lockup to activate earlier after a cold start and reducing friction. The result is a 2% improvement in fuel economy. The ATF warmer will also act as a cooler should the temperature of the automatic transmission fluid rise above that of the engine coolant when the car is being pushed hard.

Both manual and automatic models easily meet stringent Euro IV emission targets, helped in the automatic version by a closed flow DPF Diesel Particulate Filter and a variable geometry turbo charger.

The three-door manual accelerates to 62mph in 9.7 seconds, has a 111mph top speed, returns 35.3mpg on the combined cycle and posts a CO<sub>2</sub> rating of 212g/km. The automatic version reaches 62mph in 10.4 seconds, tops out at 111mph, has a combined fuel economy figure of 34.9mpg and a 224g/km CO<sub>2</sub> figure.

The five-door manual Shogun hits 62mph in 10.5 seconds, has a 111mph top speed, a 35.3mpg combined fuel economy figure and a 224g/km CO<sub>2</sub> ranking. The automatic model accelerates to 62mph in



11.1 seconds, has a 111mph top speed, returns 33.2mpg on the combined cycle and posts a CO<sub>2</sub> rating of 224g/km.

The Shogun's outstanding braked towing capacity has increased from 2800 kg for three-door and 3300 kg for five-door models to 3,000 kg and 3,500kg respectively.

Mitsubishi's venerable five-speed INVECS-II automatic transmission with sequential 'Sport Mode' has had its shift mapping optimised to extract the best performance from the powertrain. The addition of a torque converter lockup in third gear improves fuel economy.

### **Drivetrain**

Key to the Shogun's exceptional off-road ability is its AWC all-wheel control system, complemented by Mitsubishi's Super Select 4 II transfer case. The system incorporates a centre differential lock and auxiliary transmission for unbeatable off-road performance. With torque split 33:67 front:rear as standard, the planetary gear type centre differential uses a viscous coupling to continuously balance torque split over all surfaces and deliver high traction and stability together with excellent handling characteristics.

Super Select 4 II offers four driving modes – 2H rear-wheel drive, 4H full time four-wheel drive, 4HLc that locks up the centre differential, and 4LLC for extreme low ratio off-road work.

In 2H rear wheel drive mode – ideal for urban driving in clear weather – a front axle freewheel stops the front propeller shaft from turning, reducing drive friction and boosting fuel economy by an effective 3%.

The 4H mode delivers full-time all-wheel drive and as the standard operating mode for the Super Select 4 II. On tarmac surfaces torque is asymmetrically split 33:67 front:rear torque to cater to a wide range of driving conditions. On wet or low friction surfaces the viscous coupling can send up to half the torque to the front axle for enhanced traction and stability – ideal for driving over packed snow, icy surfaces or flat dirt surfaces. The driver can switch between 2H and 4H at speeds up to 60mph.

Selecting 4HLc locks up the centre differential so that drive is transmitted through all four wheels to deliver gritty performance when driving in soft snow, sand, dirt or other high-resistance conditions. And in the 4LLc low gear with centre differential lockup, the Shogun can effectively negotiate rocky terrain or swampy conditions where extra traction is required. The vehicle must be stationary when changing between 4HLc and 4LLc.



## **CHASSIS AND SUSPENSION**

### **Dynamics**

- Underpinned by Mitsubishi's tried and trusted monocoque chassis with built-in ladder frame, in conjunction with AWC All Wheel Control four-wheel drivetrain
- Rack and pinion steering, double wishbone front and independent multi-link rear suspension optimised for gruelling off-road performance

The Shogun is underpinned by Mitsubishi's robust monocoque chassis with built-in ladder frame.

This stiffer and robust chassis acts as a quieter, safer and more dynamic basis for the Shogun's double wishbone front and multi-link rear suspension configuration. As part of Mitsubishi's Intelligent Motion goals the Shogun now rides 15mm lower at the front and 10mm lower at the back.

### **Steering and Brakes**

The Shogun has a power-assisted rack-and-pinion steering set-up that has been significantly refined for better feel and response both on and off-road.

The three and five-door Shogun models are fitted with different braking systems, optimised to their differing kerb weights, performance and weight distribution. The three-door Shogun is fitted with 290mm front brake discs, while the rear gets larger 300mm discs.

The larger and heavier five-door Shogun is equipped with 332mm front and rear ventilated disc brakes to deliver better stopping power and higher resistance to fade. The front brakes use stiffer four-pot callipers that transmit a more consistent pedal feel, while the rear discs are actuated by two-pot callipers. Both models are fitted with a hydro-boost power brake system that offers superior response and more stable braking over vacuum booster systems.

The system is backed up with four-sensor, three-channel ABS anti-lock and EBD electronic brake-force distribution, to modulate the front-rear braking pressure for ideal braking force at all times, irrespective of load or surface conditions. The Shogun will come with the choice of 18-inch 7.5 JJ alloy wheels shod with 265/65 R18 profile tyres, or 20-inch 8.5 JJ with 265/50 R20 tyres.



### Off-road Performance

With a 700mm wading depth, 48.2° climb and 45° roll -over angles, approach/departure angles of 34.6° and 34.3° and a 24.1° break-over angle for the 3-door model and approach/departure angles of 34.5° and 24.5° and a 22.2° break-over angle for the 5-door model, the Shogun can tackle the most arduous off-road work with confidence. It's all but unstoppable.

Wheelbase	Wading depth	Approach angle	Departure angle	Ramp break over angle	Min ground clearance	Climb angle	Roll-over angle
SWB	700mm	34.6°	34.3°	24.1°	220mm	48.2°	45°
LWB	700mm	34.5°	24.5°	22.2°	220mm	48.2°	45°

Every facet of the Shogun’s development is geared towards superior off-road performance – with its trademark tall greenhouse, high seating position, low waistline, signature blunt nose and short 765mm front overhang, the Shogun achieves excellent all-round visibility – crucial when tackling challenging off-road work.

By carefully profiling its bonnet design, the Shogun posts a category-topping front downward visibility angle of 8.4° which results in an additional 100mm of the road immediately in front of his vehicle being visible, compared to its predecessor.

EBAC Engine Brake Assist Control is now a standard Shogun feature. Activated only in low range when first gear is selected and the driver’s foot is off the brake pedal, EBAC automatically brakes the car as soon as it detects when a wheel is losing traction, allowing for a slow, safe and controlled descent.

### SHOGUN – PACKAGING

- Shogun provides exceptionally generous front and rear accommodation with plenty of usable storage space
- Exceptional seating versatility with innovative ‘Fold2Hide’ third row of seats that fold into the floor of the five-door variant
- Innovative built-in frame monocoque body results in a low boot floor height for generous third-row headroom and luggage space
- Larger boot volume than outgoing model

Longer than its predecessor, the Shogun offers generous family-oriented accommodation in a cabin loaded with well thought out storage features.



This versatility is further boosted on five-door models by Mitsubishi's innovative 'Fold2Hide', which transforms the Shogun from a five to seven-seat vehicle.

When two further seats are needed, they simply fold out from the boot floor to create a third row of seats, complete with integrated headrests and inertia reel seatbelts. The use of ultra-thin urethane cushioning enables the seats to be fully stowed under the floor, leaving no protrusion.

The Shogun's acclaimed built-in frame monocoque chassis results in a significantly lower floor than the traditional ladder frame chassis layout. Not only does this mean an abundant 860mm of third-row headroom, but it makes loading and unloading luggage easier with a low tailgate lip – the three-door Shogun has a ground-to-sill height of 725mm, with the five-door model posting a 740mm figure.

This in turn means significantly more luggage space, particularly in the five-door Shogun, with a luggage compartment height of 1110mm even when the third row seat is stowed away. Luggage room now ranges from 215 litres in seven-seat mode to a cavernous 1790 litres with both second and third row seats folded flat. In the three-door short-wheelbase Shogun, luggage space ranges from 415 litres in standard five-seat mode to an equally impressive 1120 litres with the rear seats folded flat.

## **SHOGUN – SAFETY**

- Stiffer and stronger chassis complemented by Shogun's patented 'Rise' safety system for exceptional crashworthiness
- Second generation ASTC Active Stability and Traction Control safety system standard on all Shogun models
- Twin front, side and curtain airbags, ABS anti-lock brakes with EBD electronic brakeforce distribution on all models

The Shogun's stiff and robust chassis has directly benefited its ability to protect its passengers in the event of an impact.

At the heart of the Shogun's safety is the Shogun's patented 'Rise' safety programme, which introduces the following features:

- The carbon fibre-reinforced propeller shaft has been redesigned to collapse more readily when subject to longitudinal forces, thereby increasing the rearward displacement of the engine and transmission in a frontal impact and in turn making the front crush zone much larger
- Both brake and clutch pedals employ a design that controls bracket deformation to limit rearward displacement in a crash event
- The steering shaft bellows is to deform and prevent the steering column from being thrust backward to minimise chest injuries in a frontal crash



- Twin dual-stage front airbags with deployment force dictated by the severity of the impact for both front passengers, as well as twin side and curtain airbags
- Both front seatbelts are fitted with a new design of pre-tensioner, which locates the wearer more securely in a crash, and an adaptive force limiter, which absorbs some of the load transmitted to the wearer through the seatbelt
- The second-row seats use a stronger seatback frame and the seat mountings and reclining mechanism have been reinforced to prevent luggage ramming into the cabin in the event of a frontal crash

Mitsubishi's electronic ASTC Active Stability and Traction Control safety system, which regulates vehicle attitude to prevent skidding as a result of sudden steering inputs or loss of traction on a slippery surface, is fitted across the Shogun range as standard.

The advanced ASC Active Stability Control system uses data from vehicle sensors and from the engine's ECU electronic control unit. If it detects the onset of either oversteer or understeer it seamlessly intervenes and regulates braking force and torque delivery at each wheel to bring the car back under control. In off-road driving the ATC Active Traction Control prevents loss of drive torque or braking force when a wheel leaves the surface by applying the brakes on individual wheels.

The full ASTC system operates when the Super Select 4 II transfer case is in 2H or 4H drive modes to maintain higher-speed directional stability. When Super Select 4 II is in the 4HLc mode with the centre differential lock engaged, the ASC and ATC's torque regulation is deactivated but the braking regulation function remains active to improve performance over rough surfaces.

In the 4LLc mode, ASC Active Stability Control braking regulation is also deactivated, leaving only ATC Active Traction Control braking regulation in operation, making it easier to traverse boggy ground or snow.

The driver can also use a switch to deactivate the ASC system in 4H mode, leaving only the ATC braking regulation function active as in 4LLc mode, for improved off-road performance.

## **SHOGUN – CONVENIENCE, LUXURY AND ENTERTAINMENT FEATURES**

- Shogun delivers a long list of standard convenience, entertainment and luxury features
- Luxury Elegance and Diamond model fitted with twelve-speaker 860W Rockford Fosgate Premium Sound System
- Further features include a 30GB music server and hard disc drive for high-speed satellite navigation data access and DVD player plus rear view camera - standard on Warrior, Elegance and Diamond



In keeping with its family-friendly remit, Shogun comes with a number of standard and luxury, convenience and entertainment features designed to take as much stress and strain out of daily transport demands as possible.

### **Audio And Entertainment**

A key feature of the Shogun Warrior, Elegance and Diamond is MMCS, Mitsubishi's Multi-Communication System. This unit, complete with a 7inch colour touch-screen display, integrates audio, on-board navigation and other communication systems, delivering in-car entertainment with an AM/FM receiver and DVD player that supports CD, CD-R, CD-RW and DVD-video formats.

MMCS is linked to a 30GB hard disk drive navigation system with music server, complete with a 7inch colour touch screen and a CD Database (CDDb) from GraceNote® that relays information about the music CD being played to the display screen. Naturally, it also supports MP3 and WMA formats, and uses an FM VIC tuner to provide the latest congestion and traffic information.

With its dedicated circuitry, the hard disk drive navigation system provides ultra-fast search and access to three-dimensional city maps, landmarks, detailed route maps, photographs of sightseeing spots and other data-rich navigational content.

In conjunction with the hard-disc drive satellite navigation system, Shogun drivers can also opt for a rear compartment DVD, CD and computer game entertainment system with nine-inch LCD screen - standard on Diamond models. The system comes with a remote control unit and a set of wireless headphones that allows rear seat passengers to listen to a different sound source than that heard by the front occupants.

A digital signal processor delivers 5.1 channel home theatre sound, and the system supports Dolby Pro Logic II, Dolby Digital and DTS Digital Surround technologies – a first for Mitsubishi.

Both the opulent Elegance and Diamond LWB models are fitted with a twelve-speaker Rockford Fosgate Premium Sound System as standard that has been acoustically tuned specifically for Shogun's cabin layout. Through a Digital Signal Processor that delivers superior levels of audio quality, the amplifier pumps out a mighty 860W through a 250mm subwoofer, four tweeters, three mid-range speakers and four mid-bass door-mounted speakers.

This phenomenal sound system also features four acoustic fields – normal, stage, live, and hall – and five sound types – classic, jazz, pop, rock, and hip-hop. Its vehicle speed quality compensation function ensures the same volume level is maintained in the cabin irrespective of speed-related road and wind noise, and the Shogun driver can use the Seat Position Select function to tailor the sound according to the number and location of passengers.



## **Trip Computer**

All models are fitted with a sophisticated barometer and altimeter. Situated in the top section of the central console, this vital source of data will – when used in conjunction with the satellite navigation - prove invaluable when tackling unknown territory.

## **Climate Control**

All Shogun models are fitted as standard with a fully automatic climate control complete with an effective filter to remove pollen, dust and other impurities. And the Shogun's windows and screens use an infra-red absorbing material in its intermediate layer to reduce transmission of solar heat by up to 100% and cut out all ultra-violet light.

## **Storage Features**

As well as its larger boot and fold-down seats, the Shogun also features numerous storage areas, all designed to maximise convenience:

- Two cup holders located in the floor console
- A lockable and illuminated glovebox
- Floor console box with slide-adjustable centre armrest
- Deep door pockets
- Sunglasses holder
- A 'hidden' stowage compartment in the tailgate
- The five-seat Equippe model has an under-floor storage compartment fitted where the third row seats stow under the floor in the seven-seat Warrior, Elegance and Diamond models.