



Drive the Extreme

handling by Lotus





Engineered for pure driving enjoyment

You'll want to spend a lot of time driving the Satria GTi. That's why comfort and accessibility paramount in the cabin design. Settle into the body-hugging Recaro seats and you'll find of the instrumentation is positioned for optimum control. And again, the form matches

Touches like the aluminium race-style pedals, the stand-out aluminium gear knob and the pattern fascia all spell driving pleasure for the Satria GTi.



A driver's car

The new Satria GTi is a car of extremes - extreme performance, extreme control, extreme beauty. This is a hatchback that looks as fast standing still as when it's on the move. Engineered by PROTON and Lotus for the ultimate in handling and performance. It has a sports car's security and comfort.

The controls are positioned exactly as you need them for fast response. And the suspension and body have been reworked by Lotus Engineering in Norwich, England to bring you the ultimate in more pleasurable driving and confidence in all conditions.



Styled for the individual

There's no doubt that the PROTON GTi is a head-turner. The Lotus influence doesn't stop at the engineering - the attention to detail has been carried through to some stunning exterior styling.

The brutal front apron, the distinctive roof-spoiler, the 6-spoke alloys, beneath racing-style blistered arches. And anyone gazing up those twin tail pipes will instantly know this GTi is never going to settle for second best.



Performance for the enthusiasts

This is without doubt an enthusiasts car. All-round independent suspension, coupled with 16-inch alloys and low profile sports radial tyres, put the Satria GTi at the forefront of its class for ride and handling.

It's been engineered by Lotus. With ABS as standard, safety and control are never compromised, even in the most extreme circumstances. The Satria GTi marks the return of the real GTi - the hot hatch has never been hotter.



Proton

Technical Specifications

STANDARD FEATURES	
Ride & Handling by Lotus	•
Anti-Lock Braking System (ABS)	•
205/45R 16" tyre	With alloy rim
Driver's Airbag	•
Tilt Adjustable Steering Column	•
Power Assisted Steering	•
Front Seats	Recaro
Gear Knob	Aluminum
GTi Body Kit	•
Rear Spoiler	•
Steering Wheel Cover	Leather
Power Window	•
Side Mirror adjustment	Electronic
Central Locking	•
Remote Keyless Entry	•
Alarm System	•
Fold Down Rear Seat	50/50
Adjustable Front Head Rests	•
Rear Head Rests	•
AM/FM Radio/Single CD Player	6 Speakers
Cup Holder	•
Specifications and features are subject to change without notice.	

MAJOR TECHNICAL SPECIFICATIONS	
Overall Length x Width x Height (mm)	3995 x 1710 x 1365
Wheelbase (mm)	2440
Track, Front / Rear (mm)	1450 / 1460
Ground Clearance (mm)	150
Engine	4G93 MPI DOHC 4 Cylinder 16 valves
Bore & Stroke (mm)	81.0 x 89.0
Displacement (cc)	1834
Compression Ratio	10.5
Max Output (kW/rpm)	103/6000
Max Torque (Nm/rpm)	164/5500
Kerb Weight (kg)	1130
Transmission Type	5-speed Manual
Final Drive Ratio	4.322
Fuel Tank Capacity	50
Maximum Speed (km/h)	210
Fuel Consumption - Highway (ℓ/100km)	5.94
Fuel Consumption - City (ℓ/100km)	7.83
Suspension	Front Macpherson Strut, Coiled Spring & Stabilizer Bar Rear Independent Multi-Link Strut Type, Coil Spring & Stabilizer Bar
Brakes Front / Rear	Ventilated Disc / Solid Disc

HANDLING BY LOTUS : WHAT IT MEANS TO YOU THE DRIVER

Handling is the term used to cover the dynamic behaviour of a vehicle. A car with good ride and handling means that it has been developed to have responsive characteristics while at the same time ensuring a safe and comfortable ride for occupants. The elements that need to be in harmony for a good car are ride, handling, and steering summed up at Lotus as "Handling".

RIDE

Ride relates to occupant comfort. A good ride ensures that the car is able to isolate and cushion the occupants from road irregularities like potholes or dirt tracks. For a good ride, suspension is paramount. It will absorb the impact of bad roads and also support the body of the car.

HANDLING

Handling relates to stability and response. How well a car responds to the driver is linked to the stability of the car. The more stable, the less responsive and vice versa. To be rated as having good handling, passenger cars aim for a compromise between stability and responsiveness. The challenge at Lotus is to make a car exciting to drive but still be stable enough to take corners safely.

STEERING

The steering wheel is the only method in which the driver can control the vehicle. Other factors are determined largely by road and vehicle conditions but steering is where the driver takes charge and determines the path of the vehicle. The manufacturer makes the connection between steering and the car. Steering must be given the right characteristics so that the driver has good control of the vehicle.

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Extreme Handling

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