

LANCER
EVOLUTION VII

Heart-Beat Motors





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Millennia-spanning evolution

Prologue

The Lancer Evolution series debuted in October 1992 sporting a lightweight and compact 4-door sedan body and powered by a 2-liter intercooler-turbocharged engine that delivered gutsy torque to the tires via a hi-performance 4-wheel drive system.

From the first-generation model and through to Evolution VI "Tommi Makinen Edition" introduced in 2000, the Lancer Evolution series has offered the highest levels of practical performance, driveability, reliability and durability. Over the years, the series has benefited from incorporation of improvements fuelled by feedback from MMC's active and highly successful participation in motor sports. These improvements have driven the on-going "evolution" of the series as an ultra-performance 4-wheel drive sedan with a strong sports-oriented personality; as a fitting base model for an successful competitor in world class motor sports events.

Between 1993 and 2000, Lancer Evolution has chalked up a truly impressive track record in the World Rally Championship: winning the Manufacturer's Championship in 1998 and bringing ace-pilot Tommi Makinen an unprecedented four Driver Championships in a row between 1996 and 1999. In Japan, successive generations of Lancer Evolution have returned a steady stream of winning results in all categories of motor sports; from rallies to circuit racing, gymkhanas and dirt trials.

Lancer Evolution enjoys widespread appraisal and popularity: both for its unrivaled qualities as an ultra-performance 4-wheel drive sedan able to take the grueling punishment in the motor sports arena in its stride, and for its easy-drive qualities that enable drivers of all abilities to enjoy its superb performance to the full.

Derived from the body frame of the new Lancer Cedia compact sedan series launched last year, Lancer Evolution VII wraps all the engineering features developed over successive generations in a refined styling package that does full justice to a new-age ultra-performance 4-wheel drive sedan. It comes loaded with an equipment and trim specification that provides the utility and quality expected in a 4-door sedan, and features many advanced mechanical components that stretch its performance envelop further still. Representing an exciting leap forward into the new century, Lancer Evolution embodies awesome potential and realizes unrivaled road performance and fire-power. These qualities make it a fully fledged and feared contender for the WR Car category that it will join in the second half of the 2001 WRC calendar, as well as the optimum base vehicle for continuing its winning ways in Group A and Group N.



Product features

Refined exterior melds performance with dignified poise

- Lancer Evolution VII sports a dynamically aggressive and expressive front end design characterized by the following elements: Mitsubishi's trademark Diamond Cut Nose that improves forward visibility and maneuverability through tight corners; exclusive multi-lamp headlight units that house the fog lamps (optional) and project a superb beam pattern and light intensity; a front bumper with integral grille and side slots that both reduce drag and improve engine cooling.
- The aluminum engine hood reduces weight while optimally located heat extraction outlets and NACA ducts promote engine temperature control.
- Front and rear fenders sport an exclusive blister design to accommodate the wider track, wider-rim wheels and longer wheel stroke. Every inch of Evolution VII's refined and vibrant body lines give clear visual expression to its limpet-like road hugging qualities.
- Shouting loud its confidence-inspiring stability and eye-catching presence, Evolution VII's optimized aerodynamic elements include: styling that smoothly integrates the nose into the rest of the body; large side airdams; and a reardeck spoiler with larger wing area and variable attack angle.
- Clear-cut lens triple-lamp combination light units, which mirror the head lamps in their design, give the tail a classy, slick and distinctive appearance.



■ GSR



Information-rich sophisticated interior

- Evolution VII's instrumentation provides the driver with all the information he needs to stay constantly aware of the operating status of his vehicle under all driving conditions. With its centrally located tachometer and ACD (Active Center Differential) indicator, the instrument pod enables the driver to simultaneously check both engine speed and the mode in which the ACD 4-wheel drive system is operating. With each dial standing independently with its own silver bezels, the exclusive 5-dial instrument pod leaves occupants in no doubt as to the tenacious and athletic qualities of their machine.
- The exclusive Momo leather-wrapped steering wheel, the hub of which houses a SRS airbag (standard on GSR, optional on RS), and exclusive Recaro front bucket seats clearly reflect Evolution VII's winning lineage.
- Continued into the gear shift surrounds, the ring motif used on the steering wheel hub brings a tauter, one-piece feel to the cockpit.



Class-topping engine; more reliable drivetrain

■ Improvements to the turbocharger, larger capacity intercooler and oil cooler, and the use of triple-nozzle auto-adjust intercooler sprays (with manual override) realize class-topping maximum torque of 383N-m (39.0Kg-m) as well as a wider torque band. To accommodate the increase in torque, the transfer, propeller shaft and drive shaft specifications have all been updated.

Handling refined, cornering limit extended

■ Evolution VII features a new Active Center Differential using an electronically controlled variable multi-plate clutch. The ACD boasts a differential limiting capacity three times greater than that of the viscous coupling-type differential used to date. In addition, the ACD's ability to tailor slippage for different driving conditions brings levels of steering response and traction control not possible with a viscous coupling differential. A 3-way manual override switch enables the driver to select Tarmac, Gravel or Snow modes to suit his preferences or conditions. The ACD also frees the differential on operation of the parking brake - thereby enabling the driver to make more effective use of side brake turns in rallies and gymkhanas.

■ Evolution VII retains the Active Yaw Control traction enhancement system that has fully proven its worth since its introduction in Evolution IV in 1996. AYC uses an electronically controlled hydraulically actuated system to optimally control yaw moment in the body by regulating torque split in the rear differential to create a torque differential in the right and left rear wheels. This allows the vehicle to better trace the line chosen by the driver through corners, spreads tire load more evenly and also improves standing start and acceleration over slippery surfaces. In Evolution VII, integrated control of the ACD and AYC systems realizes a dramatic improvement in the balance between steering response and traction in high G cornering.

Suspension optimized

The suspension is optimized for the longer wheelbase (+115mm) and wider track (+5mm at front, +10mm at rear) that enhance its straight-line stability and cornering performance. In addition, Evolution VII is shod with fatter 235 / 45ZR17 tires, using a new high-grip compound, on extended-rim 17-inch alloy road wheels.

High-rigidity body underpins awesome cornering limit

Evolution VII's body boasts a 50% increase in flexural rigidity - the result of stronger suspension anchorages and body frame joints, additional reinforcements in over 20 places and spot welds, and the use of strut tower bars. Together with the optimized suspension, these improvements underpin awesome levels of handling stability under all conditions.

Cutting-edge brake system matches increases in power and cornering limit

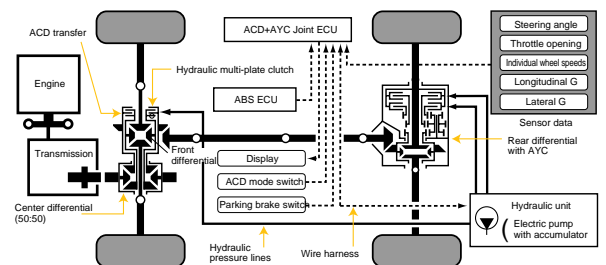
■ Brembo 17-inch ventilated disc 4-piston caliper front and 16-inch ventilated disc rear brakes supply confidence-inspiring stopping power with positive action and great feel.

■ Mitsubishi's Sports ABS anti-locking system regulates left and right wheel braking force individually for improved stability under braking in corners. The Electronic Brake Distribution system has also been optimized for Evolution VII.

■ Air ducts in the engine undercover and backing plates reduce front brake fade in competition and other grueling driving conditions. (Dealer options)



■ ACD+AYC control schematic



■ Front brake

■ Rear brake

Body construction

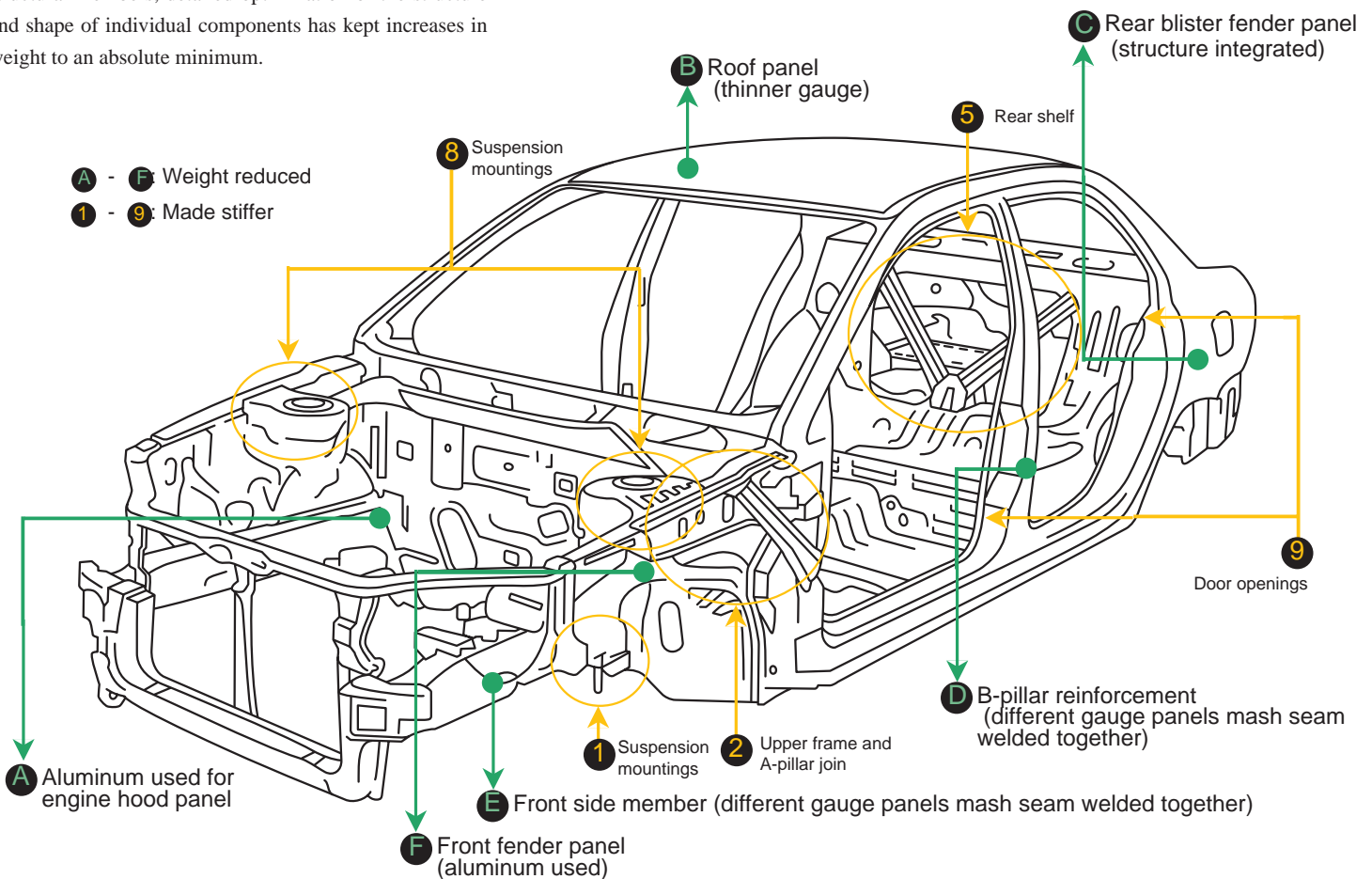
Uncompromising weight reduction

With its sights set firmly on crossing the line first and in order to realize the exceptional levels of response and tauter required to support ever-higher speeds, weight reduction has always been a major theme in the development of successive generations of the Lancer Evolution series.

Evolution VII cleverly minimizes the added weight stemming from the larger dimensions of, and the additional reinforcements used in, its body. In addition to switching from steel to aluminium for some large structural members, detailed optimization of the structure and shape of individual components has kept increases in weight to an absolute minimum.

Other major weight reduction measures

Part	Change introduced
Rocker cover	Magnesium replaces aluminum
Cam shaft	Hollow structure
Power steering pump bracket	Aluminum replaces casting steel
Front cross member	Shape optimized using flatter section
Front center member	Shape optimized by relocating rear roll bar mounting to cross member side
Reardeck spoiler	Wicker eliminated
Front door glass	Glass thickness reduced 10%
Rear door glass	Glass thickness reduced 10%
Intake pipes	Aluminum replaces steel
Exhaust pipe	Straighter design; spherical joints used
Recaro seats	Shape optimized



Evolution series specifications

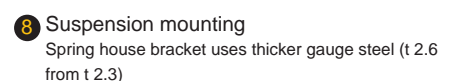
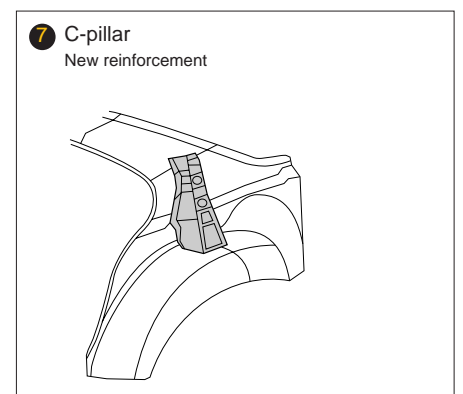
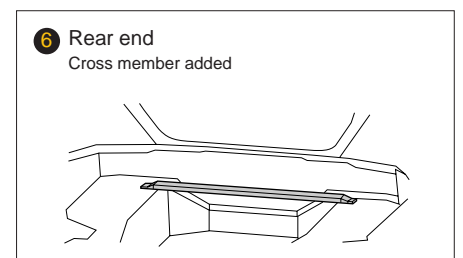
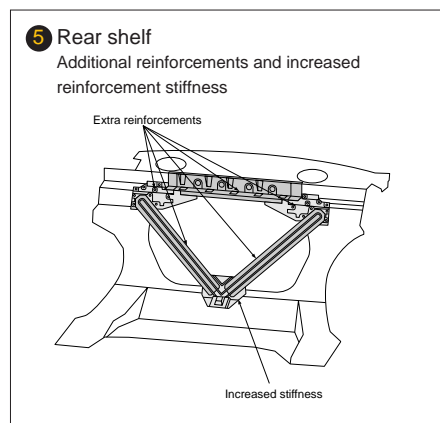
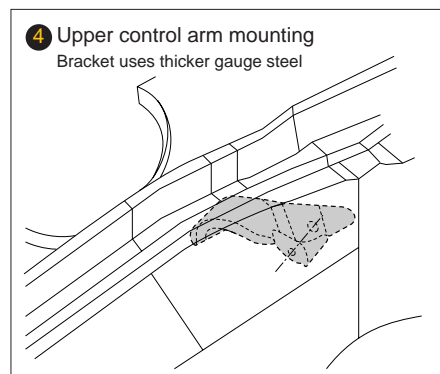
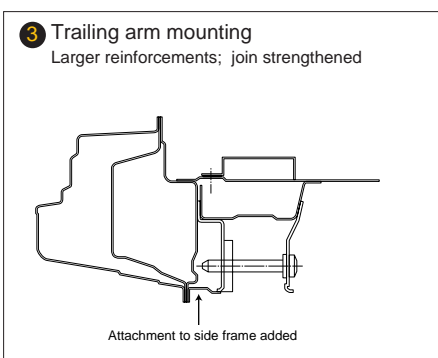
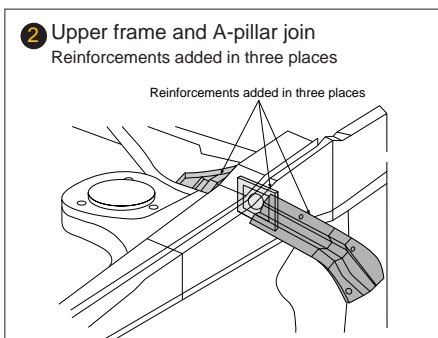
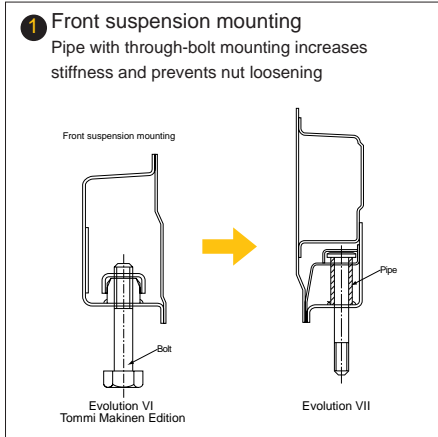
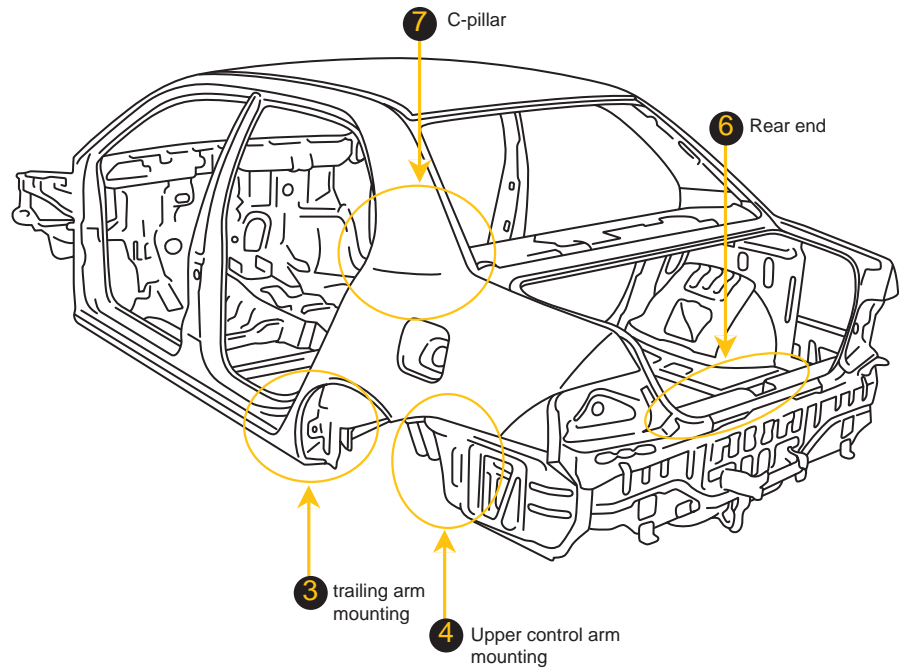
(Unit = mm)

Evolution	I	II	III	IV	V	VI	VI Tommi Makinen Edition	VII
Length	4,310	←	←	4,330	4,350	←	←	4,455
Width	1,695	←	←	1,690	1,770	←	←	←
Height	1,395	1,420	←	1,415	←	←	1,405	1,450
Wheelbase	2,500	2,510	←	←	←	←	←	2,625
Track	Front	1,450	1,465	←	1,470	1,510	←	1,515
	Rear	1,460	1,470	←	←	1,505	←	1,515
Ground clearance	150	175	←	155	150	←	140	←
Interior length	1,805	←	←	←	←	←	←	1,880
Interior width	1,415	←	←	1,430	←	←	←	1,425
Interior height*	1,160	←	←	1,175	←	←	←	1,185
Vehicle weight	1,240	1,250	1,260	1,350	1,360	←	←	1,400

Data for GSR. *Sun-roof models: 1120mm for Evolution I - III, 1140mm for IV - VII

Sturdy frame underpins awesome performance

Extensive computer simulation studies from the earliest stages of development have produced a body - now a size larger after the Lancer Cedia full model change - that sturdily underpins Evolution VII's tremendous performance potential. Weight reduction throughout the frame has been carefully and effectively balanced using additional reinforcements and spot welding at the joins in particular.



Engine



■4G63 D4 intercooler-turbocharged engine

4G63 2-liter 16V turbocharged power unit like a vintage wine

For its power unit, Evolution VII retains the 4G63-type 2-liter 16-valve DOHC intercooler-turbocharged engine that, benefiting from an abundance of under-the-gun feedback from WRC events, now attains the highest levels of maturity and refinement.

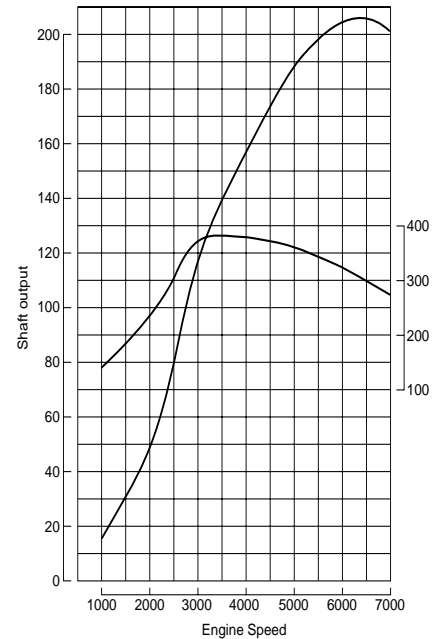
Featuring a new exhaust-gas recirculation valve and multiple detection pattern sensor, and with a larger capacity catalytic converter, Evolution VII's 4G63 engine meets the Japanese 2000 Emission Regulations. In addition, optimization of the turbocharger by reducing the twin-scroll turbine nozzle diameter cross section (A/R) has resulted in a stable and consistent torque band that tops 350N-m (35.6Kg-m) in the 2,750 and 5,500 rpm mid-rev range. Not only does this make for outstanding driveability at

normal speeds, it also delivers tremendously responsive, thrust-in-the-back mid-range acceleration. This awesome power unit achieves class-topping maxima of 206kW (280PS) at 6,500rpm and 383N-m (39.0Kg-m) at 3,500 rpm.

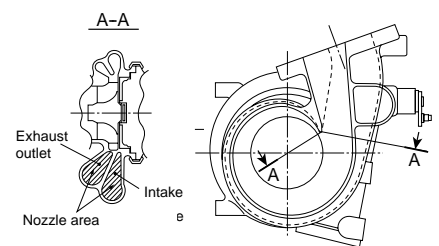


■Hollow camshaft

■4G63 D4 engine performance curves



■Smaller turbine nozzle



■Lancer Evolution series engine specifications

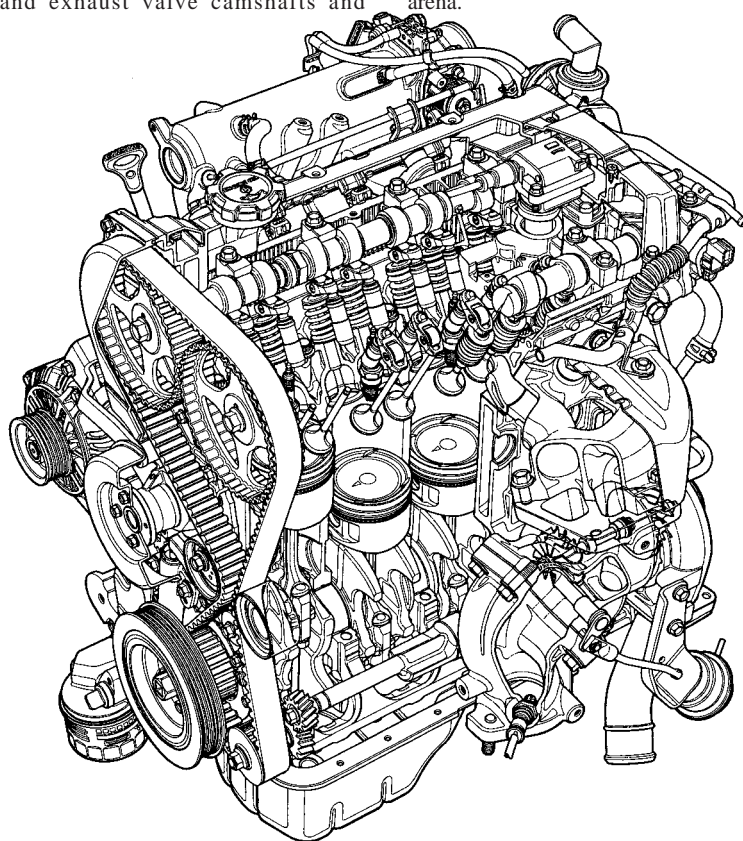
Evolution	I	II	III	IV	V
Engine type	4G63 D4 I/C T/C	←	←	←	←
Valve train	In-line 4-cyl 16-valve DOHC	←	←	←	←
Bore x stroke (mm)	85.0 x 88.0	←	←	←	←
Displacement (cc)	1,997	←	←	←	←
Compression ratio	8.5	←	9.0	8.8	←
Red zone / cut out speed (rpm)	7,000/7,500	←	←	←	←
Turbocharger	TDO5H-16G-7	←	TD05H-16G6-7	TD05HR-16G6-9T	TD05HR-16G6-10.5T
Nozzle area(cm ²)	7	←	←	9	10.5
Turbine	Inconel	←	←	←	←
Compressor	Aluminum	←	←	←	←
Compressor diameter (mm)	60	←	68	←	←
Max. output (kW / rpm)	184 / 6000	191 / 6000	199 / 6250	206 / 6500	←
Max. torque (N-m / rpm)	309 / 3000	←	←	353 / 3000	373 / 3000
Fuel	Unleaded premium	←	←	←	←
Fuel delivery	Electronic fuel injection	←	←	←	←

Breathing system fine tuned

Improvements to the engine's induction and exhaust systems include: a reduction in back pressure with the use of a straighter exhaust pipe; and the use of a dual-mode muffler with a variable back pressure valve that cuts noise at normal engine speeds and back pressure at high engine speed. Modifications to the intake manifold and the intake port layout have reduced air intake resistance by 20%.

Magnesium die-cast rocker covers, hollow intake and exhaust valve camshafts and

aluminium intake pipes are just some of the extensive weight reduction measures taken to improve vehicle body responsiveness by reducing moment of inertia in the top of the power plant. As well as improving durability and reliability, these changes realize a power unit with quintessential levels of refinement, substantially improving driveability in normal road use as well as boosting the feel-good factor and winning capability in the motor sports arena.



Improved cooling efficiency

Improvements to the cooling system over Evolution VII include: the use of a 20mm wider intercooler core and optimization of fin pitch and tank shape; the number of intercooler spray nozzles has been increased from two to three; and the driver is able to choose between manual and automatic operation. In automatic mode, the system operates the spray for two seconds in five second intervals according to driving conditions. These changes result in substantial improvements in intake air cooling performance, as well as making it easier for the driver to control intake air cooling under race conditions.

Other improvements that enhance oil and engine cooling in all types of competition driving include: the use of a 30mm larger core in the oil cooler giving a 15% increase in heat extraction, and the provision of vents in the sides of the front bumper to exhaust air that has flowed over the core.



■ Intercooler



■ Intercooler spray switch



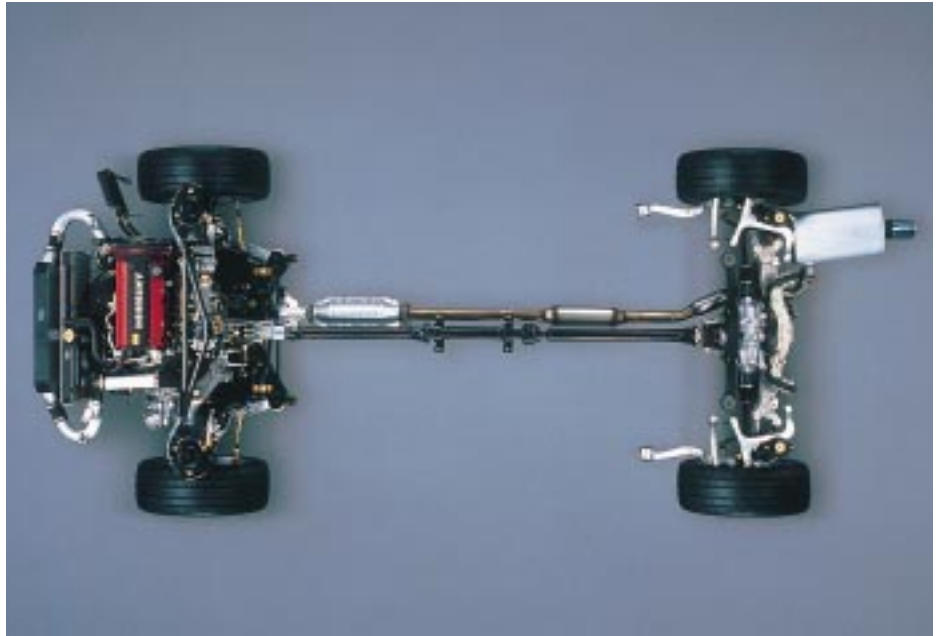
■ Oil cooler

VI	VI Tommi Makinen Edition	VII
←	←	←
←	←	←
←	←	←
←	←	←
←	←	←
7000 / 7600	←	←
TD05HR-16G6-10.5T (GSR) TD05HRA-16G6-10.5T (RS)	TD05RA-15GK2-10.5T (GSR) TD05HRA-16G6-10.5T (RS)	TD05HR-16G6-9.8T (GSR) TD05HRA-16G6-9.8T (RS)
←	←	9.8
Inconel (GSR) Titanium alloy (RS)	Titanium alloy	Inconel (GSR) Titanium alloy (RS)
←	←	←
←	65 (GSR) 68 (RS)	68
←	←	←
←	373 / 2750	383 / 3500
←	←	←
←	←	←

Further evolution of sophisticated 4WD system

MMC became a pacesetter in offering high-performance 4-wheel drive production models when it introduced a full-time 4WD system using a viscous coupling-type center differential in 1987. On-going research and development since then has enabled the company to adopt electronic control and to evolve its 4WD systems in other ways.

In the field of motor sports, virtually all works teams have to date employed similar viscous-coupling or mechanical limited slip differentials in their competition machines, leaving much room for further development. Seizing this opportunity, MMC has developed an electronically controlled Active Center Differential capable of fully withstanding the rigors of use in all motor sports events. Evolution VII uses this cutting-edge technology to achieve a dramatic improvement in road performance and gain a significant competitive edge in the motor sports arena.



Active Center Differential

The Active Center Differential replaces the viscous coupling-type differential used in the past with a hydraulically actuated multi-plate clutch. This revolutionary 4WD system regulates differential limiting force to match driver operation of his vehicle and driving conditions.

Developed with the motor sports arena firmly in mind, the ACD uses a center differential to distribute drive torque equally between front and rear wheels and thereby improve steering response at the same time as enhancing traction - a vital factor in reducing stage and other race times. Ensuring optimal transmission of drive torque from the engine to the road surface under all conditions, ACD's multi-plate clutch delivers up to three times the differential limiting force of a viscous coupling-

type unit. To achieve this level of performance, the multi-plate clutch employs the same kind of steel plates as mechanical limited-slip differentials, thereby offering superior durability and response under high clutch plate load conditions. Using sensors, the system electronically optimizes the cover clamp load to match driver input and vehicle operating status. Thus able to regulate center differential limiting action from free to locked, as conditions require, the ACD realizes the ideal 4WD system.

Under hard acceleration, the ACD reduces slippage and approaches a locked state, thereby transmitting more torque to the road surface for better traction and acceleration. When the driver makes rapid steering inputs, meanwhile, the ACD

operates virtually as an open differential to improve steering response and feel through corners while retaining outstanding 4WD stability.

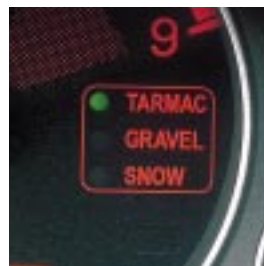
The ACD also enables the driver to manually select one of three modes - Tarmac, Gravel, Snow - giving optimum traction for paved, un-paved and snow-covered roads according to preference or to suit conditions. And, for the rigors of rally, gymkhana or other competitive use, the ACD operates in a virtually open state when the parking brake is used, thereby enabling rapid and effective side brake turns.



■ ACD



■ ACD switch



■ ACD indicator

■ ACD modes

Mode	Surface
Tarmac	Dry paved
Gravel	Wet paved, unpaved
Snow	Snow-covered

Active Yaw Control

Mitsubishi's Active Yaw Control traction enhancement system uses a computer to optimally regulate torque transfer in the rear differential on 4WD models and thereby tailor rear wheel differentials to match driver operation and vehicle operating status. In this way, MMC's proprietary system both equalizes the load on the four tires by adaptively regulating the yaw moment that acts on the body and improves cornering performance without inducing any sense of deceleration.

Integrated ACD & AYC system control

On Evolution VII, control of the ACD and AYC systems is integrated by computer. ACD control is based on: (1) A feedback control strategy to improve vehicle stability by keeping actual body attitude as close as possible to pre-determined attitudes as derived from steering angle and vehicle speed and, (2) A feedforward control strategy that responds rapidly to driver acceleration and deceleration actions. By combining these strategies in an optimal manner, ACD achieves the outstanding stability of a full-time 4WD vehicle and enhances steering response while realizing the superior traction of locked up 4-wheel drive.

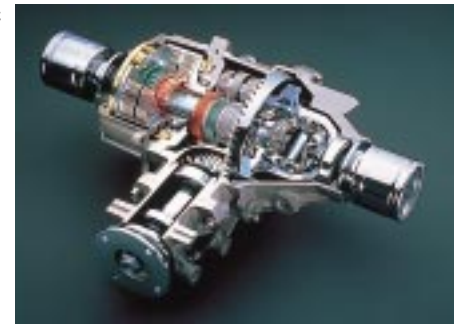
In the integrated system, ACD feedback and feedforward information is transmitted to the AYC control system using parameters in such a way that the larger the ACD differential limiting force is, the larger the yaw moment generated by the AYC system.

This precise and integrated control operates so that, for example when accelerating out of a corner,

When accelerating through a corner, AYC reduces understeer by transferring torque to the outer wheel; when decelerating in a corner, AYC enhances stability by transferring torque to the inner wheel. AYC also improves traction on surfaces with low or split friction coefficients and has fully proven its worth since it was first introduced in Evolution IV.

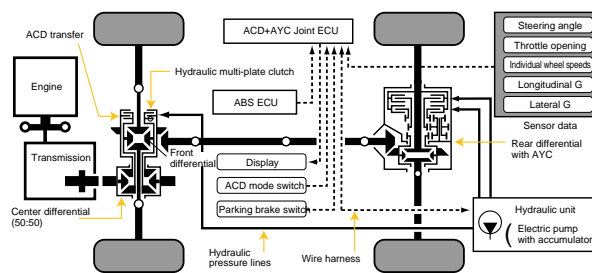
For Evolution VII, all parts of the torque transfer mechanism of rear differential have been updated to match the increase in engine

■AYC



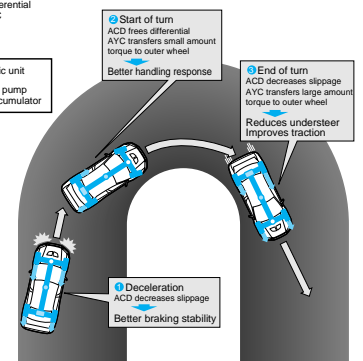
torque, while breather and clutch operating durability have been improved. The system shares the same computer, hydraulic actuator unit and sensors as the ACD, thus reducing weight and improving reliability.

■ACD+AYC control schematic



the ACD enhances traction and the AYC enhances steering response and cornering performance. And because of its seamless nature, the driver is unaware of the integrated system as it operates to improve acceleration and handling more than the ACD and AYC systems would if they were operating independently.

■ACD+AYC operation schematic



	ACD	AYC
1. Decelerating	Reduces slippage in proportion to deceleration to improve stability.	(In cornering under deceleration, reduces oversteer by transferring torque to inside wheel)
2. Start of turn (entering corner)	Increases slippage in proportion to steering angle and steering input speed to improve steering through corner	Transfers torque to outer wheel to match steering angle and steering input speed, to improve steering through corner.
3. End of turn (leaving corner)	Reduces slippage in proportion to throttle opening to boost traction	Transfers torque to outer wheel in proportion to throttle opening to reduce understeer and improve cornering performance

■Evolution of Mitsubishi 4WD system

Model	1987 Galant VR-4	1992 Galant VR-4	1996 Evolution IV - 2000 Evolution VI Tommi Makinen Limited	2001 Evolution VII
4WD type	Full-time center differential 4WD with viscous coupling unit	Full-time center differential 4WD with electronically controlled center differential	Full-time center differential 4WD with AYC	Full-time center differential 4WD with ACD & AYC
System components				
Front differential	Normal	Normal	Helical LSD	Helical LSD
Center differential	50:50-split with VCU	Electronically controlled 30:70 split	50:50-split with VCU	Electronically controlled 50:50 split
Rear differential	Normal	Electronically controlled	AYC	AYC
Features	Giving well-balanced performance, the basic configuration for high-speed 4WD cars. Adopted in full Mitsubishi 4WD model range.	Realizes electronic control of center differential, giving 30:70 rear wheel bias torque split for significant improvement in cornering.	Addition of AYC to VCU-type center differential brings better cornering than electronically controlled type, without sacrificing traction.	ACD bring improved traction, AYC improved cornering. Integrated control realizes better performance than with independent control.

Beefed up drivetrain handles extra power with ease

Transmission

Evolution VII uses the W5M51-type five-speed manual gearbox that has built up a winning track record in successive generations of Evolution models. To cope with the higher torque generated by the Evolution VII's engine, higher-strength steel is used in some of the transmission gears to increase high-load durability and reliability, while first gear uses a lower ratio (GSR:RS 2.785 → 2.928) for better standing start acceleration. And reflecting the increased engine torque, fifth gear uses a higher ratio (GSR:RS 0.761 → 0.720) for increased comfort and fuel economy at high cruising speeds.

Clutch

To handle Evolution VII's higher engine torque, the clutch uses a higher cover clamp load as well as larger disc and flywheel diameters, while optimization of the clutch cover and other component shapes has reduced the overall rotational moment of inertia. As a result, the clutch combines superbly responsive drive torque transmission qualities with outstanding durability.

Transfer

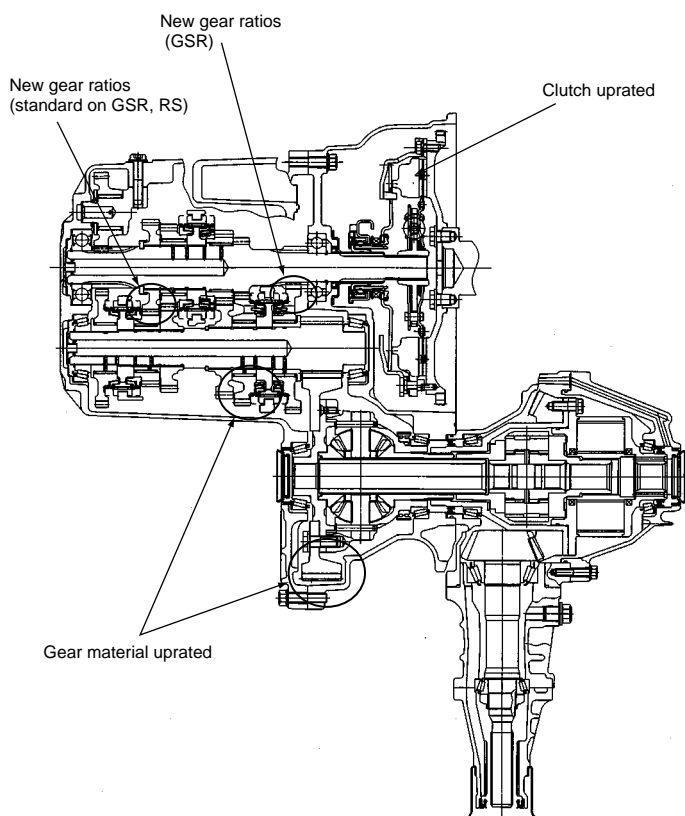
For improved durability and reliability, Evolution VII's transfer uses up-rated hypoid gear and drive pinion teeth, and taper bearings. Reinforcing ribs have been added to the front differential case for better durability and reliability.

Propeller and drive shafts

To handle the increased engine torque, Evolution VII uses up-rated propeller shaft sleeves and yokes, Cardan universals and cross groove universal joints. The front drive shafts use up-rated constant velocity joints, while the output shafts use a higher strength steel. These components have the strength and durability required for use in the motor sports arena.



■ Changes to transmission



■ Transmission specifications

Transmission type		W5M51(GSR)		W5M51(RS)	
				Standard	Super close-ratio
Clutch	Type	Dry, single-plate			
	Cover	Clamp load (N)	9320		
	Disc	Diameter (mm)	240 x 160		
Facing		G114			
T/M	Type	Permanently engaged			
	Gear ratios	1st	2.928	2.785	←
		2nd	1.950	←	←
		3rd	1.407	←	1.444
		4th	1.031	←	1.096
		5th	0.720	←	0.825
	Reverse	3.416	←	←	
	Final reduction gear	4.529	←	←	
Differential size	Front	#4.2			
	Center	#6.1			

Super close-ratio gearbox is a factory fitted option. Low final reduction gear available from Ralliart
 () parentheses indicate specification applying only to Tommi Makinen Edition

Suspension, wheel & tire

Extensive optimization boosts handling stability, cornering performance

For its front suspension, Evolution VII retains the MacPherson strut arrangement - with its legendary handling and straight line stability characteristics - extensively optimized to the model's new dimensions. Cornering performance - from initial response right up to the limit - has been improved in a well-balanced manner by widening the track, optimizing the roll center height and increasing the bump stroke by 15mm. The steering gear box has been lowered to realize greater linearity in toe changes, and to increase vehicle stability when turning.

The adoption of a flatter-section cross member and a structure that uses two reinforcing bars to link the front of the lower control arm anchorages has increased stiffness. The result is better steering feel, and also less roll in high G cornering.

The rear wheels are located and controlled by Mitsubishi's well-proven multi-link suspension that centers around a double-wishbone setup. As at the front, the rear suspension uses a wider track, roll center height has been optimized and bump stroke increased by 10mm. In addition, Evolution VII gets more powerful rear dampers, while damping, spring constants and bush characteristics have all been optimized. The result is a well-balanced improvement in cornering performance - all the way from initial response up to the limit.

Wheels & tires

Evolution VII rides on exclusive wide-rim 17-inch alloy road wheels shod with new-design tires that use a special high-grip compound. Using a stiffer carcass that deformation resistance and up rated in size, the 235/45ZR17 (205/65R15 94H on the RS trim level) tires provide more stable grip under high G cornering, as well as being lighter in weight.



■ Front suspension



■ Rear suspension

■ Suspension specification

(Unless otherwise noted, unit = mm)

		GSR	RS	
Front	Type	MacPherson strut	←	
	Wheel stroke (bump/rebound)	175 (90/85)	←	
	Stabilizer diameter	24	←	
	Initial alignment	Toe-in	0	←
		Camber	-1°00' (-1°10')	←
		Caster	3°55'(4°24')	←
		King pin inclination	13°45'(14°48')	←
Track	1515 (1510)	1500 (1495)		
Rear	Type	Multi-link	←	
	Wheel stroke (bump/rebound)	185 (110/75)	←	
	Stabilizer diameter	22	←	
	Initial alignment	Toe-in	3	←
		Camber	-1°00'	←
	Track	1515 (1505)	1500 (1490)	

() parentheses indicate specification applying only to Evolution VI Tommi Makinen Edition



■ 17-inch wheels & tires

Brakes

Positive braking and handling

For its primary braking system, Evolution VII uses Brembo 17-inch ventilated discs with 4-piston calipers at the front and 16-inch ventilated discs with 2-piston calipers at the rear. The 17/16-inch master cylinder and 8+9-inch tandem booster deliver reassuring stopping power and positive braking action with a light pedal effort.

Mitsubishi's Electronic Brake Force Distribution (EBD) provides electronic apportioning of brake force between the front and rear wheels. This compensates for different road surfaces and vehicle loads and promotes braking precision.

ABS assures maximum control under hard braking

Evolution VII is fitted with Mitsubishi latest Sports Anti-lock Braking System that features a new steering angle sensor to detect steering input. The Electronic Control Unit uses information supplied by wheel speed and longitudinal and lateral G sensors to constantly and instantly determine vehicle running status. A compact and lightweight hydraulic actuator, which houses the ECU, then apportioning braking effort to each of the four wheels independently, realizing superb brake action and stability.

Brake cooling system matches heat of competition

To reduce brake fade and pad wear under the most rigorous of driving conditions, available on Evolution VII is a brake cooling system that comprises undercover-integral air ducts that force feed, and scoops that direct, cooling air over the front brakes.

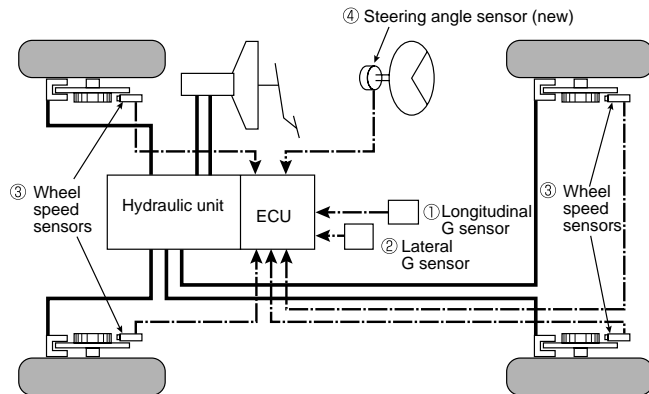


■ Front brake

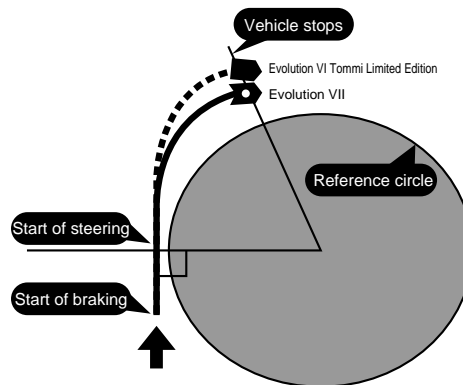


■ Rear brake

■ Sports ABS system schematic



■ ABS performance comparison



■ Brake specification

	GSR	RS
Front brakes	17-inch disc, 4-pot caliper	15-inch disc, 2-pot caliper <17-inch disc 4-pot caliper>
Rear brakes	16-inch disc, 2-pot caliper	15-inch disc, single-pot caliper <16-inch disc, 2-pot caliper>
Master cylinder	17/16-inch	←
Vacuum boosters	8+9 inch (7+8 inch)	←
Pedal ratio	3.76(4.0)	←
Rear brake fluid pressure control	EBD (PCV)	PCV <EBD> (PCV*)

EBD: Electronic Brake Force Distribution; PCV: Pressure Control Valve
<> parentheses indicate optional specification.
() parentheses indicate specification of Tommi Makinen Edition
* EBD option not available on Tommi Makinen Edition

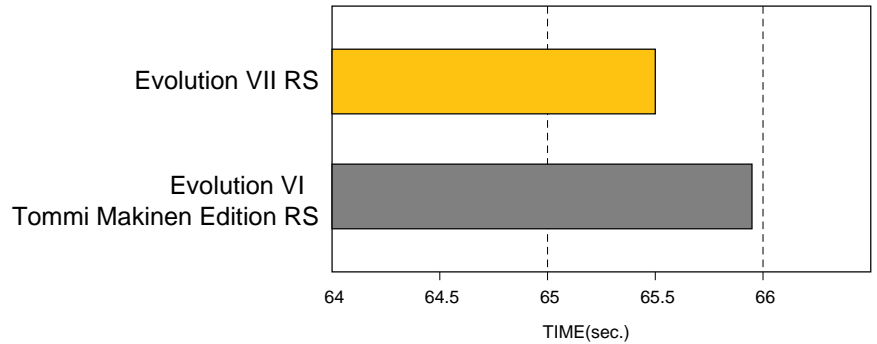
Road performance

Further evolution in dynamic performance, handling stability

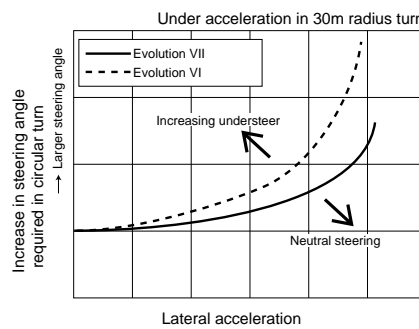
Evolution VII realizes a level of dynamic performance that surpasses even that of the Evolution VI Tommi Makinen Edition model. Complementing the 2-liter class-topping engine maxima and the flatter torque curve, extensive measures have kept weight increases accompanying the larger body dimensions to an absolute minimum.

Evolution VII surpasses its predecessor in all As of handling stability, with less understeer, more accurate and tauter response and higher cornering limits. This is the result of the wider track front and rear, stiffer body, improved traction stemming from the integrated control of ACD and AYC systems, as well as optimization of the suspension and use of new wheels and tires exclusive to the new model. In total, these changes realize an unprecedented evolution in dynamic performance - to a level that befits the new century.

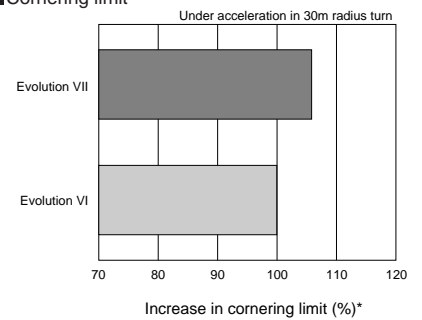
■ Circuit lap times (measured in Japan; for reference only)



■ Steering in turns



■ Cornering limit



*Cornering limit: The maximum speed attainable without losing tire grip. The higher this value is, the better cornering performance is.



Exterior



■ GSR

Sophisticated sports sedan exterior screams quality, invincible performance

With each styling element giving accent to its striking presence and thrilling performance, every inch of Evolution VII's exterior clearly indicates how much the model has evolved .

Mitsubishi's trademark Diamond-Cut Nose front end styling with its short overhang and pared corners brings a definite improvement to forward visibility and maneuverability. Integrating the auxiliary and other lights into a single unit, the multi-lamp headlights give an aggressive, powerful look to the fascia as well as providing optimum beam distribution and a significant increase in effective light intensity. Illuminating a more extensive field of view, the new lights make for safer night driving.

Adding to the determined look about the wedge nose and accenting Evolution VII's road-hugging appearance, the aluminium blister-type fender flares reduce weight and improve dynamic performance. The engine hood sports

large heat extraction vents and optimally located NACA ducts to enhance cooling and maximize engine power output. An oversize front bumper extension and side airdams enhance aerodynamic performance and body stability by effectively directing airflow away from under the floor, as well as serving to accent Evolution VII's low-slung appearance.

The rear end styling shares the same attention to detail as the front, with the blister-type fender flares melded seamlessly into the rear doors to optimize airflow along the sides. And now with a larger wing, the reardeck spoiler enhances the aerodynamics at the tail.

Sharing the same design image as the front lights, the clear-cut lens three-lamp rear combination light units clearly stamp Evolution VII's athletic pedigree on the tail, as it rapidly disappears into the distance on the road ahead.



The surfaces from the Diamond Cut Nose front end flow into the body sides more smoothly than on its predecessor, and the front and rear blister-type fender flares have been shape optimized. These refinements both clean up the airflow along the body sides and promote the effective discharge of air from the outlets in the ends of the front bumper. Sealing the bottom of the engine compartment, a large undercover reduces both drag and lift, thereby improving both dynamic performance and handling stability. Air ducts in the undercover improve cooling of the front brakes and the transfer.

The wicker has been removed from the reardeck spoiler to reduce weight, while the wing that suppresses lift has been enlarged and optimized for shape. As a result, the reardeck spoiler improves straight line stability and cornering performance by reducing lift around the rear at high speeds and by improving rear wheel traction.



■GSR



■Engine under cover



Interior

Sophisticated interior caters to enthusiast driver

Evolution VII's cockpit is designed to respond to the needs and to satisfy the aspirations of the enthusiast driver. Contributing elements that give full notice of the vehicle's electric performance capabilities include an instrument panel designed for optimum functional efficiency, new-design Recaro seats, and a Momo steering wheel.



■ GSR

Functional instrument panel brings out sporty touch

The instrument panel locates a large circular tachometer in the middle, with other dials and gauges to either side. Substantial bezels give each dial a stand-alone appearance. Using the same color for the bezels and the garnish panel accents the instrument panel's resolute and sporty look as well as giving it a low-profile appearance.

Located at the 3 o'clock position in the face of the tachometer dial is the ACD indicator (GSR) that shows at a glance what mode the center differential is operating in and enables the driver to determine the operating status of his vehicle in any given driving situation. To enhance legibility in daylight, the instrumentation is permanently illuminated, the red-lit needle and figures appearing in the dials when the ignition key is turned on.



■ GSR

New-design Momo steering wheel

A new Momo leather-covered 3-spoke steering wheel firmly stamps the motor sports identity on Evolution VII's cockpit. Leather trim for the shift lever knob and side brake lever grip accents the coordinated look to the cockpit trim materials. The "ring" motif on the steering wheel hub is repeated in the gearshift lever surrounds, adding a touch of exclusivity on Evolution VII's interior design.



■ Momo leather-trim steering wheel (Type A)

New materials reduce weight of Recaro bucket seats

Exclusive to Evolution VII is a new-design Recaro front bucket seat that uses a chenille type fabric for the middle upholstery, and a new silk-wave fabric for the lateral supports. Used for the first time in an automotive upholstery, the outstanding breathing and anti-static properties of the silk-wave fabric, also used in sporting garments, make for much improved comfort and functional performance.

Shape optimization has made it possible to pare three kilograms off the weight of each front seat. The seating is designed to provide optimum occupant location and support for motor sports use - with stepless adjustment of slide travel and better lateral support resulting from a re-examination of seatback and squab cushion thickness - while still retaining a low center of gravity seating position.



■ Recaro sports seat (GSR)

■ GSR



Evolution down the years

Production models

Lancer Evolution I: October 1992



Lx W x H (mm): 4310 x 1695 x 1395 / Weight: 1240kg / Wheelbase: 2500mm / Track: Front 1450mm; Rear, 1460mm / Engine: 4G63 Turbo; 250PS at 6000rpm, 31.5kg-m at 3000rpm

Lancer Evolution III: February 1995



Lx W x H (mm): 4310 x 1695 x 1420 / Weight: 1260kg / Wheelbase: 2510mm / Track: Front 1465mm; Rear, 1470mm / Engine: 4G63 Turbo; 270PS at 6250rpm, 31.5kg-m at 3000rpm

Lancer Evolution II: January 1994



Lx W x H (mm): 4310 x 1695 x 1420 / Weight: 1250kg / Wheelbase: 2510mm / Track: Front 1465mm; Rear, 1470mm / Engine: 4G63 Turbo; 260PS at 6000rpm, 31.5kg-m at 3000rpm

Lancer Evolution IV: August 1996



Lx W x H (mm): 4330 x 1690 x 1415 / Weight: 1350kg / Wheelbase: 2510mm / Track: Front 1470mm; Rear, 1470mm / Engine: 4G63 Turbo; 280PS at 6500rpm, 36.0kg-m at 3000rpm

'92

'93

'94

'95

'96

'97



Lancer Evolution I

Active: Rallye Monte Carlo 1993 thro' Safari Rally 1994
Results: 2nd x 2; 3rd x 2; 5th x 3; 6th x 1
Cars entered: 14; In the points 8 times (57.1%)



Lancer Evolution II

Active: Acropolis Rally 1994 thro' Swedish Rally 1995
Results: 1st x 1; 2nd x 2; 3rd x 1; 4th x 2; 6th x 1
Cars entered: 10; In the points 7 times (70.0%)



Lancer Evolution III

Active: Tour de Corse 1995 thro' Rallye Monte Carol 1997 and Rally Australia 1997
Results: 1st x 6; 2nd x 1; 3rd x 1; 4th x 2; 5th x 5; 6th x 1
Cars entered: 27; In the points 16 times (59.3%)

Mitsubishi Ralliart Team Group-A Lancer Evolution Track Record

Lancer Evolution V: January 1998



Lx W x H (mm): 4350 x 1770 x 1415 / Weight: 1360kg / Wheelbase: 2510mm / Track: Front 1510mm; Rear, 1505mm / Engine: 4G63 Turbo; 280PS at 6500rpm, 38.0kg-m at 3000rpm

Lancer Evolution VI Tommi Makinen Limited: January 2000



Lx W x H (mm): 4350 x 1770 x 1405 / Weight: 1360kg / Wheelbase: 2510mm / Track: Front 1510mm; Rear, 1505mm / Engine: 4G63 Turbo; 280PS at 6500rpm, 38.0kg-m at 2750rpm

Lancer Evolution VI: January 1999



Lx W x H (mm): 4350 x 1770 x 1415 / Weight: 1360kg / Wheelbase: 2510mm / Track: Front 1510mm; Rear, 1505mm / Engine: 4G63 Turbo; 280PS at 6500rpm, 38.0kg-m at 3000rpm

Lancer Evolution VII: January 2001



Lx W x H (mm): 4455 x 1770 x 1450 / Weight: 1400kg / Wheelbase: 2625mm / Track: Front 1515mm; Rear, 1515mm / Engine: 4G63 Turbo; 280PS at 6500rpm, 39.0kg-m at 3500rpm

'98

'99

'00

'01



Lancer Evolution IV

Active: Rallye Monte Carol 1997 thro' Rallye de Portugal 1998
Results: 1st x 6; 2nd x 2; 3rd x 4; 5th x 1; 6th x 1
Cars entered: 34; In the points 20 times (58.8%)



Lancer Evolution V

Active: Rallye Catalunya 1998 thro' Rallye de Portugal 1999
Results: 1st x 7; 3rd x 2; 4th x 2; 5th x 2
Cars entered: 26; In the points 13 times (50.0%)



Lancer Evolution VI

Active: Rallye Catalunya 1999 thro' Rally of Great Britain 2000
Results: 1st x 3; 2nd x 1; 3rd x 6; 4th x 7; 5th x 3; 6th x 3
Cars entered: 48; In the points 23 times (47.9%)

Evolution down the years

Evolution I

Until 1990, the Mitsubishi Ralliart works team had been competing in the World Rally Championship with the Galant VR-4 model. In order to increase its fire power and become more competitive still, the company decided to develop a rally machine based on the more compact and lighter Lancer sedan.

The production Lancer provided the ideal packaging for high-speed WRC rally stages: its stiff and strong 4-door body sitting on a relatively long wheelbase to provide a spacious and comfortable interior. Most of the machines competing in WRC events at the time were classed in Group A under FIA regulations. To qualify for Group A classification, at least 2,500 units of the base production model had to be built a year, no major changes were allowed to the exterior of the production model, and the engine and suspension were subject to stringent and detailed regulations. It goes without saying, therefore, that the base model held the key to the success in this highly competitive category.

The first Lancer Evolution was the actual homologation model, created to be more competitive and incorporating the wealth of know-how that Mitsubishi rally teams had accumulated over years of successful participation in rallies the world over.

Developed to win in the WRC, Evolution I was distinguished chiefly by its power unit. The production Lancer series had for some time offered models powered by a 1.8-liter intercooler-turbocharged engine. Evolution I, however, inherited the 2-liter 4G63-type in-line 4-cylinder DOHC intercooler-turbocharged plant that had powered the Galant VR4



to success in the WRC. For Evolution I, the engine was given a larger-capacity intercooler, a higher compression ratio, modified port configuration, new injectors, and lighter crankshaft, con rods and pistons. These changes resulted in a 10PS increase in maximum power to 250PS at 6000 rpm, and maximum torque of 31.5Kg-m at 3000rpm.

Evolution I also inherited the VR-4 driveline. Modifications included the use of double-cone synchromesh on second gear for improved shift action and durability, an uprated clutch with more positive pedal action.

To match the heavier front end and the substantial increase in suspension inputs, the body underwent a major strengthening and stiffness optimization program resulting in a 20% increase in torsional stiffness over the base model. To alleviate the weight increase stemming from the extra reinforcement, the vibration-damping undercoat was totally eliminated; a practice that was continued up to Evolution V (RS model).

Evolution's suspension used MacPherson strut and a multi-link arrangement to locate and control the front and rear wheels respectively. Optimized to increase stiffness, pillow ball upper mounts were used to replace rubber bushings on the rear upper and lower control arms and the outer control links.

Evolution's exterior was distinguished at the front by an aluminum engine hood with large air outlets, and open grille-integral front bumper extended 40mm forwards to house the uprated intercooler unit. At the rear, a large reardeck spoiler reduced lift by 18%.

At 1,170kg (RS), Evolution I weighed substantially less than the 1,350kg of Galant VR-4 and with the extra 10PS squeezed out of its engine, this well-finished sports sedan delivered superb performance on the road.



Evolution II

Launched in 1993, Evolution II incorporated a number of modifications designed to boost its performance, handling stability in particular. In line with the original plan to boost engine power by 10PS with each generation, modifications to the engine included an increase in turbo boost pressure, reduced exhaust back pressure and increased valve lift. These changes pushed engine output up to 260PS at 6000 rpm, with torque remaining at 31.5Kg-m at 3000 rpm.

An increase in the number of tarmac stages in WRC events meant improvements were called for in Evolution's handling. Modifications in Evolution II included: the use of larger wheels and tires, the wheelbase was extended by moving the front wheel center 10mm forward, and the front and rear tracks widened 15mm and 10mm respectively to accommodate the fatter tires. With its larger diameter tires, Evolution II stood 25mm taller.

Optimization of the front suspension following these changes included: the use of new lower control arms and longer struts; the front stabilizer was attached directly to the lower control arms to quicken steering response, and front camber was optimized. Together with a longer damper bump stroke and other detail improvements, these changes brought a dramatic improvement to Evolution II's handling performance, making for quicker response and raising its cornering limit, particularly on tarmac surfaces.

In the aerodynamics department, Evolution II gained an airdam under the front bumper, while the addition of a wicker increased the effectiveness of the reardeck spoiler. The use of OZ alloy road wheels, with their powerful rally image, and other styling touches also made Evolution II a more attractive machine.



Evolution III



The third-generation Evolution debuted in 1995, boasting another 10PS increase in power output. The engine was tuned to run at higher speeds, pumping out 270PS at 6250rpm, with maximum torque unchanged at 31.5Kg-m at 3000rpm. Changes to the engine included: reduced back pressure throughout the exhaust system, the result of a fatter front exhaust pipe and lower pressure losses in the main muffler; a new turbocharger compressor; and a higher compression ratio.

The most significant improvements introduced in Evolution III were to its aerodynamics. With ever-increasing speeds over fast rally stages requiring even better aerodynamic performance, Evolution III's aero parts specification underwent a full redesign.

The front bumper openings were enlarged, and a larger airdam fitted that featured brake-cooling ducts and transfer-cooling slots. Lowering ground clearance reduced airflow under the body to generate extra downforce. The front airdam lines were continued into the sides, along the large side airdams and into the rear wheel house, visually tightening up the rear end and serving as a rear side airdam. A larger wing and wicker in the reardeck spoiler generated additional downforce. These changes gained FIA homologation and proved their worth in WRC events.

There were no major changes to body stiffness or the suspension in the new model. However, the addition of a second intercooler spray nozzle helped stabilize power and torque characteristics at high engine speeds. Without a doubt, Evolution III delivered the highest levels of refined performance in the series to date.

Evolution down the years

Evolution IV



Following the introduction of a fully redesigned Lancer series in 1996, Evolution also underwent a major remake.

While the 4G63 power plant was retained, it underwent extensive modifications. In addition to the use of a high-speed cam profile and lighter pistons, Evolution IV reduced turbo lag by minimizing gas flow interference in the exhaust manifold. The introduction of a twin-scroll turbocharger improved supercharging performance, generating more torque in the low and medium range. Evolution IV also featured a straighter intake manifold, and a metal head gasket that withstood the higher compression ratio and boost pressures better. The introduction of a secondary air induction system improved turbo on-off response by feeding pressurized air above the turbine and reducing negative pressure, thereby keeping turbine speed from dropping under deceleration. All this new technology realized a substantial increase in engine performance, pushing maximum power output up to 280PS at 6500rpm and maximum torque to 36.0Kg-m at 3000rpm.

In addition to the standard close-ratio 5-speed manual transmission, Evolution IV was offered with a super-close-ratio gearbox. And a choice of high or low final drive gears made Evolution IV easier to tune for competitive use.

The RS model, developed primarily as a base vehicle for competition use, was offered with a torque-adaptive helical gear limited-slip front differential - a world first on a 4WD model. And the rear differential incorporated another world first: Active Yaw Control. Generating a stabilizing yaw moment by creating a torque differential in the rear wheels, AYC realized a significant improvement in cornering performance and in vehicle stability under hard braking.

Evolution IV saw a shift towards more on-road testing during development, enabling it to evolve into a machine capable of showing the opposition just as clean pair of heels on the circular track as in rallies.

Evolution V

1997 marked the debut of the new FIA-approved World Rally Car class, its use restricted to WRC events. But Mitsubishi Motors decided to continue with the Lancer Evolution in Group A, this class being much closer structurally to the production model. Launched in 1998, Evolution V was given a wider track to stay competitive against the World Rally Car class.

Evolution V measured in with a front track of 1510mm and rear track of 1505mm, while overall width was extended to the 1770mm limit permitted by the regulations using aluminum front fenders and macho rear over-fenders. Evolution V ran on new 17-inch wheels shod with wide 225/45R17 rubber as standard. At the front, aerodynamic and cooling performance was enhanced with a canard-spoiler under the front bumper and larger grille openings to match the uprated radiator. The outlets in the aluminum engine hood were enlarged and reshaped for better heat extraction. While retaining the delta-shaped wicker, the reardeck spoiler was optimized for position and used an aluminum wing with adjustable attack angle.

The suspension was optimized for the wider track. The front gained a camber adjuster and inverted struts. While overall stiffness was beefed up, wheel stroke lengthened and steering gearbox relocated, weight was reduced and geometry optimized. At the rear, improvements were made to all inner and outer pivot points, geometry was optimized, weight reduced and stiffness substantially increased. The rear roll center was also optimized to realize more responsive behavior and better tire-road contact. With the larger wheels and tires, braking was upgraded with Brembo 17-inch ventilated disc with 4-pot calipers at the front and 16-inch ventilated disc with 2-pot calipers at the rear.

The use of turbocharger nozzles with larger surface areas increased maximum torque to 38.0Kg-m at 3000rpm.



Evolution VI

Evolution VI arrived with some fine tuning to its aerodynamics after changes in the 1999 WRC regulations restricted the size of aero attachments, and a dramatic improvement in cooling performance.

Cooling was improved by offsetting the license plate and using smaller fog lamps to enable the effective area of the bumper openings to be enlarged, while new ventilator and airflow ducts in the bumper enhanced the performance of the oil cooler. Drag was reduced with the use of hemi-spherical fog lamp covers, while the introduction of a twin-wing reardeck spoiler made up for the reduction in downforce resulting from its smaller size. Evolution VI's engine generated the same maxima as its predecessor but detail modifications improved reliability and response. A titanium-alloy turbocharger turbine - a world first - on the RS model improved throttle response, while the addition of a cooling channel in the pistons improved reliability.

Increasing coolant circulation by changing the layout of the coolant passages reduced cavitation. Improvements to the oil pan baffles and the use of an uprated oil cooler stabilized oil temperature at high engine loads. Detail changes to the suspension included: greater stiffness resulting from the use of forged front knuckles, and a lowering of the roll center by transferring the ball joint from the forged aluminum lower control arm to the knuckle, both resulting in better tire-road contact. At the rear, the use of forged aluminium for the lower control arms, trailing arms and toe control arms reduced the unsprung weight of the vehicle. A longer rebound stroke also improved tire-road contact. Body stiffness was increased with an additional 130 spot welds, the use of structural adhesive and the use of thicker gauge sheet metal in some panels. These detail changes enabled Evolution VI to achieve new peaks in terms of response, grip and handling stability.



Evolution VI Tommi Makinen Edition



This model was developed to commemorate works driver Tommi Makinen's unprecedented feat of taking four consecutive WRC Drivers Championships when he won the championship in 1999.

The Tommi Makinen Edition sported an exclusive exterior trim and coloring and interior design and trim based on the works machine. The engine and suspension were tuned for optimum performance and handling on tarmac.

In its exterior appearance, the auxiliary lights were removed from the oversize front bumper in an exclusive design giving priority to aerodynamic performance. Standard on Tommi Makinen Edition were the same 17-inch alloy road wheels as the WRC works machine. Reproducing the details of the works car, a special coloring package was offered as a factory option. The WRC works car theme was continued inside with: a red color scheme, RECARO bucket seats carrying the Tommi Makinen logo, red-stitch leather trim for the MOMO steering wheel and shift lever knob, and red-on-black graphics instrumentation.

The Tommi Makinen Edition used the same twin-scroll turbocharger with titanium alloy turbine as Evolution VI, with optimized compressor wheel size and blade configuration. Ducts in the front bumper cool engine intake air. Other features exclusive to Tommi Makinen Edition include a large-diameter tail pipe and sports muffler that reduce exhaust pressure losses and noise, and a new-design fuel tank reservoir cup that stops fuel from surging to one side under high-G cornering. Overall height was lowered 10mm, while front and rear roll center height was optimized. Handling response was also enhanced with the use of front strut tower bars and a quicker steering gear ratio.

WRC Results



1993 Rallye Monte Carlo;
Kenneth Eriksson 3rd (Evolution I debut)



1994 Acropolis Rally;
Armin Schwarz 2nd (Evolution II debut)



1995 Swedish Rally;
Kenneth Eriksson overall winner
(Evolution II, first victory for Evolution series)



1994 Safari Rally;
Kenjiro Shinozuka 2nd (Evolution II)



1995 Tour de Corse;
Andrea Aghini 3rd (Evolution III debut)



1996 Rally Australia;
Tommi Makinen overall winner (1st Drivers Championship, Evolution III)

Mitsubishi Ralliart Team Group A Lancer Evolution: WRC Results

■ 1993:WRC debut Manufacturers Championship: 5th
Drivers Championship: Kenneth Eriksson = 5th,
Armin Schwarz = 12th

Round 1 Rallye Monte Carlo:

Kenneth Eriksson & Staffan Parmander = 3rd
Armin Schwarz & Nicky Grist = 6th

Round 2 Swedish Rally: Did not enter

Round 3 Rally de Portugal:

Kenneth Eriksson & Staffan Parmander = 5th
Armin Schwarz & Nicky Grist = Retired

Round 4 Safari Rally (Kenya):

K. Shinozuka & Pentti Kuukkala = Retired

Round 5 Tour de Corse (France): Did not enter

Round 6 Acropolis Rally (Greece):

Kenneth Eriksson & Staffan Parmander = Retired
Armin Schwarz & Nicky Grist = 3rd

Round 7 Rally Argentina: Did not enter

Round 8 Rally New Zealand: Did not enter

Round 9 1000 Lakes Rally (Finland):

Kenneth Eriksson & Staffan Parmander = 5th
Armin Schwarz & Nicky Grist = 9th

Round 10 Rally Australia: Did not enter

Round 11 Rallye Sanremo (Italy): Did not enter

Round 12 Rallye Catalunya (Spain): Did not enter

Round 13 RAC Rally (Great Britain):

Kenneth Eriksson & Staffan Parmander = 2nd
Armin Schwarz & Nicky Grist = 8th

■ 1994

Manufacturers Championship: Did not enter
Drivers Championship: Armin Schwarz = 7th,
Kenneth Eriksson = 12th

Round 1 Rallye de Monte Carlo (Monaco):

Kenneth Eriksson & Staffan Parmander = 5th
Armin Schwarz & Klaus Wicha = 7th

Round 2 Swedish Rally (Sweden): Did not enter

Round 3 Safari Rally (Kenya):

Kenjiro Shinozuka & Pentti Kuukkala = 2nd

Round 4 Tour de Corse (France): Did not enter

Round 5 Acropolis Rally (Greece):

Kenneth Eriksson & Staffan Parmander = Retired
Armin Schwarz & Klaus Wicha = 2nd

Round 6 Rally Argentina (Argentina): Did not enter

Round 7 Rally New Zealand:

Kenneth Eriksson & Staffan Parmander = 4th
Armin Schwarz & Klaus Wicha = 3rd

Round 8 Neste Rally 1000 Lakes (Finland): Did not enter

Round 9 Rallye Sanremo (Italy):

Armin Schwarz & Klaus Wicha = Retired
Tommi Makinen & Seppo Harjanne = Retired

Round 10 RAC (Great Britain): Did not enter

Evolution I

Evolution II

■ 1995

Manufacturers Championship: 2nd (2 wins)
Drivers Championship:
Kenneth Eriksson = 3rd,
Tommi Makinen = 5th, Andrea Aghini = 7th

Round 1 Rallye de Monte Carlo (Monaco):

Tommi Makinen & Seppo Harjanne = 4th
Andrea Aghini & Sauro Farnocchia = 6th

Round 2 Swedish Rally (Sweden):

Kenneth Eriksson & Staffan Parmander = 1st
Tommi Makinen & Seppo Harjanne = 2nd

Round 3 Rallye de Portugal: Did not enter

Round 4 Tour de Corse (France):

Tommi Makinen & Seppo Harjanne = 8th
Andrea Aghini & Sauro Farnocchia = 3rd

Round 5 Rally New Zealand:

Kenneth Eriksson & Staffan Parmander = 5th
Tommi Makinen & Seppo Harjanne = Retired

Round 6 Rally Australia:

Kenneth Eriksson & Staffan Parmander = 1st
Tommi Makinen & Seppo Harjanne = 4th

Round 7 Rallye Catalunya (Spain):

Tommi Makinen & Seppo Harjanne = Retired
Andrea Aghini & Sauro Farnocchia = 5th

Round 8 RAC (Great Britain):

Kenneth Eriksson & Staffan Parmander = Retired
Tommi Makinen & Seppo Harjanne = Retired

■ 1996

Manufacturers Championship: 2nd (5 wins)
Drivers Championship:
Tommi Mäkinen = 1st, Richard Burns = 9th

Round 1 Swedish Rally (Sweden):

Tommi Mäkinen & Seppo Harjanne = 1st

Round 2 Safari Rally (Kenya):

Tommi Mäkinen & Seppo Harjanne = 1st
Kenjiro Shinozuka & Pentti Kuukkala = 6th

Round 3 Rally Indonesia:

Tommi Mäkinen & Seppo Harjanne = Retired
Richard Burns & Robert Reid = Retired

Round 4 Acropolis Rally (Greece):

Tommi Mäkinen & Seppo Harjanne = 2nd

Round 5 Rally Argentina (Argentina):

Tommi Mäkinen & Seppo Harjanne = 1st
Richard Burns & Robert Reid = 4th

Round 6 Neste Rally 1000 Lakes (Finland):

Tommi Mäkinen & Seppo Harjanne = 1st

Round 7 Rally Australia:

Tommi Mäkinen & Seppo Harjanne = 1st
Richard Burns & Robert Reid = 5th

Round 8 Rallye Sanremo (Italy):

Tommi Mäkinen & Seppo Harjanne = Retired
Didier Auriol & Denis Giraudet = 8th

Round 9 Rallye Catalunya:

Tommi Mäkinen & Seppo Harjanne = 5th
Richard Burns & Robert Reid = Retired

Evolution III

WRC Results



1997 Neste Rally Finland Rally;
Tommi Makinen overall winner (Evolution IV)



1998 Rally of Great Britain;
Richard Burns overall winner (Evolution V, Mitsubishi wins first Manu-facturers Championship)



1997 Rallye de Portugal;
Tommi Makinen overall winner (first victory for Evolution IV)



1999 Rallye Sanremo;
Tommi Makinen overall winner (Evolution VI)



1999 Rally Australia;
Tommi Makinen 3rd (4th Drivers Championship in-a row, Evolution VI)



2000 Neste Rally Finland;
Tommi Makinen 4th (Evolution VI)

■ 1997 Manufacturers Championship: 3rd (4 wins)
Drivers Championship:
Tommi Makinen = 1st , Richard Burns = 7th

Round 1 Rallye de Monte Carlo:
Tommi Makinen & Seppo Harjanne = 3rd
Uwe Nittel & Tina Thornert = (5th*)

Round 2 Swedish Rally (Sweden):
Tommi Makinen & Seppo Harjanne = 3rd
Uwe Nittel & Tina Thornert = Retired

Round 3 Safari Rally (Kenya):
Tommi Makinen & Seppo Harjanne = Retired
Richard Burns & Robert Reid = 2nd

Round 4 Rallye de Portugal:
Tommi Makinen & Seppo Harjanne = 1st
Richard Burns & Robert Reid = Retired

Round 5 Rallye Catalunya (Spain):
Tommi Makinen & Seppo Harjanne = 1st

Round 6 Tour de Corse (France):
Tommi Makinen & Seppo Harjanne = Retired
Uwe Nittel & Tina Thornert = 8th

Round 7 Rally Argentina (Argentina):
Tommi Makinen & Seppo Harjanne = 1st
Richard Burns & Robert Reid = Retired

Round 8 Acropolis Rally (Greece):
Tommi Makinen & Seppo Harjanne = 3rd
Richard Burns & Robert Reid = 4th

Round 9 Rally New Zealand:
Tommi Makinen & Seppo Harjanne = Retired
Richard Burns & Robert Reid = 4th

Round 10 Neste Rally Finland:
Tommi Makinen & Seppo Harjanne = 1st
Uwe Nittel & Tina Thornert = 7th

Round 11 Rally Indonesia:
Tommi Makinen & Seppo Harjanne = Retired
Richard Burns & Robert Reid = 4th

Round 12 Rallye Sanremo (Italy):
Tommi Makinen & Seppo Harjanne = 3rd
Uwe Nittel & Tina Thornert = Retired

Round 13 Rally Australia:
Tommi Makinen & Seppo Harjanne = 2nd
Richard Burns & Robert Reid = 4th,
Kenjiro Shinozuka & Pentti Kuukkala = (Retired*)

Round 14 RAC (Great Britain):
Tommi Makinen & Seppo Harjanne = 6th
Richard Burns & Robert Reid = 4th
(*Evolution III)

■ 1998 Manufacturers Championship: 1st (7 wins)
Drivers Championship:
Tommi Makinen = 1st Richard Burns = 6th

Round 1 Rallye de Monte Carlo:
Tommi Makinen & Risto Mannisenmak = Retired
Richard Burns & Robert Reid = 5th

Round 2 Swedish Rally (Sweden):
Tommi Makinen & Risto Mannisenmak = 1st
Richard Burns & Robert Reid = 15th

Round 3 Safari Rally (Kenya):
Tommi Makinen & Risto Mannisenmak = Retired
Richard Burns & Robert Reid = 1st

Round 4 Rallye de Portugal:
Tommi Makinen & Risto Mannisenmak = Retired
Richard Burns & Robert Reid = 4th

Round 5 Rallye Catalunya (Spain):
Tommi Makinen & Risto Mannisenmak = 3rd
Richard Burns & Robert Reid = 4th

Round 6 Tour de Corse (France):
Tommi Makinen & Risto Mannisenmak = Retired
Richard Burns & Robert Reid = Retired

Round 7 Rally Argentina (Argentina):
Tommi Makinen & Risto Mannisenmak = 1st
Richard Burns & Robert Reid = 4th

Round 8 Acropolis Rally (Greece):
Tommi Makinen & Risto Mannisenmak = Retired
Richard Burns & Robert Reid = Retired

Round 9 Rally New Zealand:
Tommi Makinen & Risto Mannisenmak = 3rd
Richard Burns & Robert Reid = 9th

Round 10 Neste Rally Finland:
Tommi Makinen & Risto Mannisenmak = 1st
Richard Burns & Robert Reid = 5th

Round 11 Rallye Sanremo (Italy):
Tommi Makinen & Risto Mannisenmak = 1st
Richard Burns & Robert Reid = 7th

Round 12 Rally Australia:
Tommi Makinen & Risto Mannisenmak = 1st
Richard Burns & Robert Reid = Retired

Round 13 Rally of Great Britain:
Tommi Makinen & Risto Mannisenmak = Retired
Richard Burns & Robert Reid = 1st

Evolution IV

Evolution V

■ 1999 Manufacturers Championship = 3rd (4 wins)
Drivers Championship:
Tommi Makinen = 1st Freddy Loix = 8th

Round 1 Rallye de Monte Carlo (Monaco):
Tommi Makinen & Risto Mannisenmak = 1st
Freddy Loix & Sven Smeets = Retired

Round 2 Swedish Rally (Sweden):
Tommi Makinen & Risto Mannisenmak = 1st
Freddy Loix & Sven Smeets = 9th

Round 3 Safari Rally (Kenya):
Tommi Makinen & Risto Mannisenmak = DQ
Freddy Loix & Sven Smeets = Retired

Round 4 Rallye de Portugal:
Tommi Makinen & Risto Mannisenmak = 5th
Marcus Gronholm & Timo Rautiainen. = Retired

Round 5 Rallye Catalunya (Spain):
Tommi Makinen & Risto Mannisenmak = 3rd
Freddy Loix & Sven Smeets = 4th

Round 6 Tour de Corse (France):
Tommi Makinen & Risto Mannisenmak = 6th
Freddy Loix & Sven Smeets = 8th

Round 7 Rally Argentina (Argentina):
Tommi Makinen & Risto Mannisenmak = 4th
Freddy Loix & Sven Smeets = Retired

Round 8 Acropolis Rally (Greece):
Tommi Makinen & Risto Mannisenmak = 3rd
Freddy Loix & Sven Smeets = 4th

Round 9 Rally New Zealand:
Tommi Makinen & Risto Mannisenmak = 1st
Freddy Loix & Sven Smeets = 8th

Round 10 Neste Rally Finland:
Tommi Makinen & Risto Mannisenmak = Retired
Freddy Loix & Sven Smeets = 10th

Round 11 Rally China:
Tommi Makinen & Risto Mannisenmak = Retired
Freddy Loix & Sven Smeets = Retired

Round 12 Rallye Sanremo (Italy):
Tommi Makinen & Risto Mannisenmak = 1st
Freddy Loix & Sven Smeets = 4th

Round 13 Rally Australia:
Tommi Makinen & Risto Mannisenmak = 3rd
Freddy Loix & Sven Smeets = 4th

Round 14 Rally of Great Britain:
Tommi Makinen & Sven Smeets = Retired
Freddy Loix & Sven Smeets = 5th

■ 2000 Manufacturers Championship = 4th (1 win)
Drivers Championship:
Tommi Makinen = 5th, Freddy Loix = 12th

Round 1 Rallye de Monte Carlo (Monaco):
Tommi Makinen & Risto Mannisenmak = 1st
Freddy Loix & Sven Smeets = 6th

Round 2 Swedish Rally (Sweden):
Tommi Makinen & Risto Mannisenmak = 2nd
Freddy Liox & Sven Smeets = 8th

Round 3 Safari Rally (Kenya):
Tommi Makinen & Risto Mannisenmak = Retired
Freddy Liox & Sven Smeets = Retired

Round 4 Rallye de Portugal:
Tommi Makinen & Risto Mannisenmak = Retired
Freddy Liox & Sven Smeets = 6th

Round 5 Rallye Catalunya (Spain):
Tommi Makinen & Risto Mannisenmak = 4th
Freddy Liox & Sven Smeets = 8th

Round 6 Rally Argentina (Argentina):
Tommi Makinen & Risto Mannisenmak = 3rd
Freddy Liox & Sven Smeets = 5th

Round 7 Acropolis Rally (Greece):
Tommi Makinen & Risto Mannisenmak = Retired
Freddy Liox & Sven Smeets = Retired

Round 8 Rally New Zealand:
Tommi Makinen & Risto Mannisenmak = Retired
Freddy Liox & Sven Smeets = Retired

Round 9 Neste Rally Finland:
Tommi Makinen & Risto Mannisenmak = 4th
Freddy Liox & Sven Smeets = Retired

Round 10 Cyprus Rally:
Tommi Makinen & Risto Mannisenmak = 5th
Freddy Liox & Sven Smeets = 8th

Round 11 Tour de Corse (France):
Tommi Makinen & Risto Mannisenmak = Retired
Freddy Liox & Sven Smeets = Retired

Round 12 Rallye Sanremo (Italy):
Tommi Makinen & Risto Mannisenmak = 3rd
Freddy Liox & Sven Smeets = 8th

Round 13 Rally Australia:
Tommi Makinen & Risto Mannisenmak = DQ
Freddy Liox & Sven Smeets = Retired

Round 14 Rally of Great Britain:
Tommi Makinen & Risto Mannisenmak = 3rd
Freddy Liox & Sven Smeets = Retired

Evolution VI

Lancer Evolution VII: Principal Specifications

Drive mode	Full-time 4WD	
Model code	Mitsubishi GH-CT9A	
Designation	SNGFZ	SNDFZ
Engine	2000 DOHC 16-valve Intercooler Turbo	
Trim level	GSR	RS
Transmission	5-speed manual gearbox	

Dimensions & weights

Overall length (mm)	4455		
Overall width (mm)	1770		
Overall height (mm)	1450		
Wheelbase (mm)	2625		
Track (mm):	Front	1515	1500
	Rear	1515	1500
Min ground clearance (mm)	140		
Interior length (mm)	1880		
Interior width (mm)	1425		
Interior height (mm)	1185	1185	
Vehicle weight (kg)	1400	1320	
Passengers	5		

Performance

Minimum turning radius (m)	5.9
Fuel consumption (km/l) 10-15 mode	9.6
Fuel economy management	N/A

Engine

Type	4G63 Turbo	
No. of cylinders / valvetrain	In-line 4 / 16 valve DOHC	
Bore x stroke (mm)	85.0 x 88.0	
Displacement (cc)	1997	
Compression ratio	8.8:1	
Max. output (kW/rpm) [PS/rpm]	206 [280] / 6500	
Max. torque(N-m/rpm) [Kg-m/rpm]	383 [39.0] / 3500	
Fuel delivery	ECI-MULTI electronic fuel injection	
Type of fuel	Unleaded premium gasoline	
Fuel tank capacity (liters)	48	

Transmission

Type	5-speed manual		
Gear ratios	1st	2.928	2.785
	2nd	1.950	
	3rd	1.407	
	4th	1.031	
	5th	0.720	
	Reverse	3.416	
Final reduction gear	4.529		

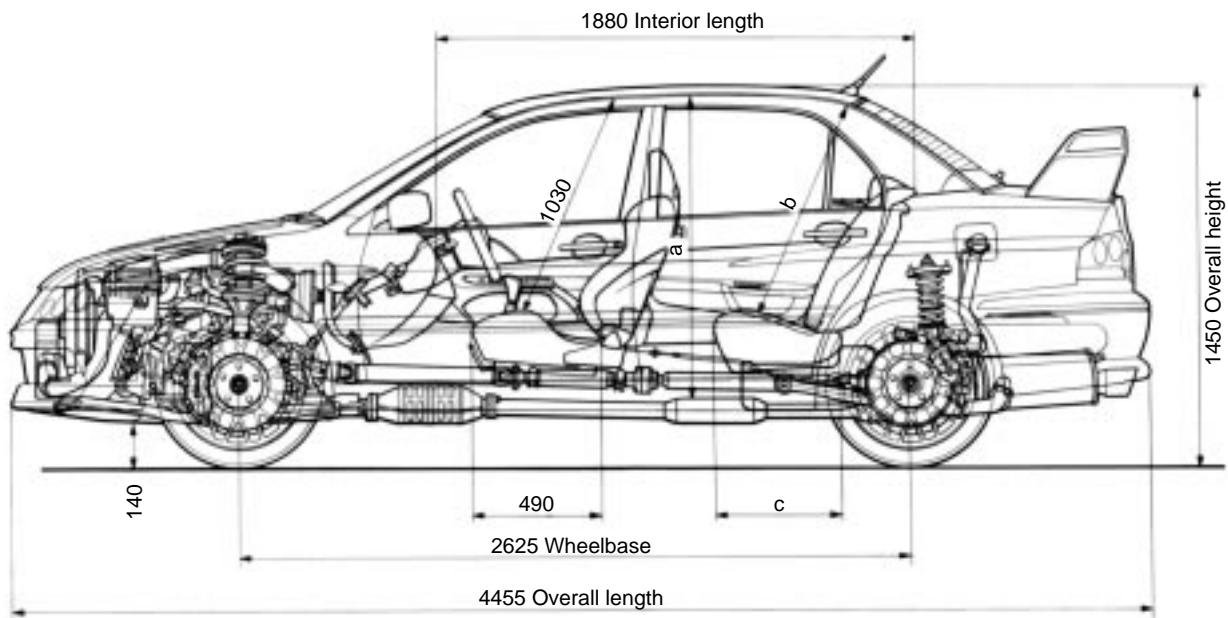
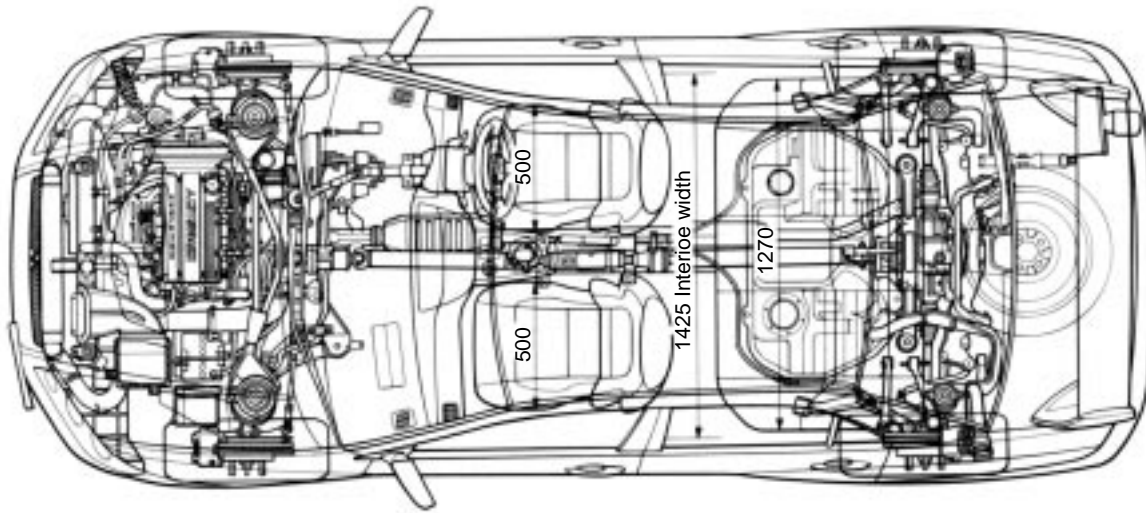
Running gear

Steering	Rack & pinion (with power assist)		
Suspension	Front	MacPherson strut	
	Rear	Multi-link	
Brakes	Front	17-inch ventilated disc	15-inch ventilated disc
	Rear	16-inch ventilated disc	15-inch ventilated disc
Tires	235 / 45ZR17		205 / 65R15 94H

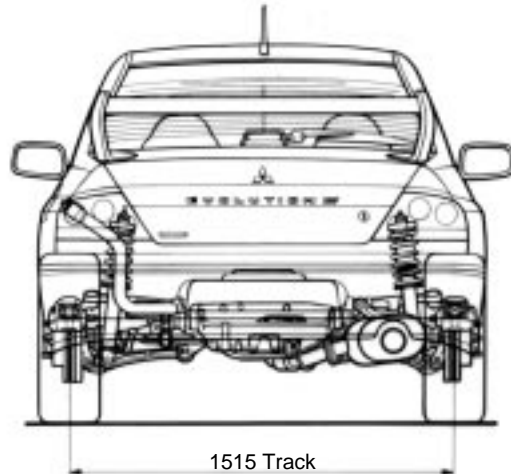
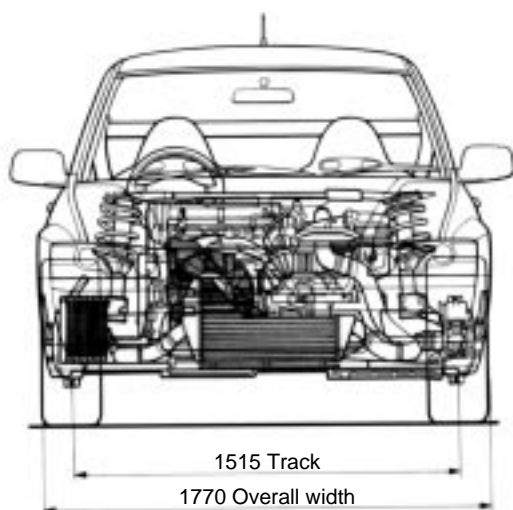
Environmental specification

Emissions	Conforming Regulations	2000 Japanese Emissions Regulations
	NOx / HCs / CO levels: (10-15 urban driving; g / km)	0.08 / 0.08 / 0.67
Greenhouse gases	CO ₂ emissions: (10-15 urban driving; g/km)	247
	HFC134a refrigerant (g):	550
Ozone layer	CFC's:	Zero
External noise	Noise under acceleration (dB-A)	76

Environment loading substances	Lead (vs 1996 level):	< 1/3
	Mercury:	None Minute quantity in some optional items
	Sodium azide:	Zero
Recycling	Parts using easily recyclable materials:	Bumpers, hood weather strip, dash, interior trim,
	Code-marking of plastics:	Yes
	Parts using recycled materials:	Air-cleaner case, air ducts, sound proofing and exclusion materials



a:1185 Interior height b:885(860:Center seat) C:470(455:Center seat)



LANCER
EVOLUTION VI