
GENERAL

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HOW TO USE THIS MANUAL

MODEL INDICATIONS

The following abbreviations are used in this manual for identification of model types.

MPI: Indicates the multipoint injection, or engine equipped with the multipoint injection.

DOHC: Indicates an engine with the double overhead camshaft, or models equipped with such an engine.

M/T: Indicates the manual transmission, or models equipped with the manual transmission.

A/C: Indicates the air conditioner.

TARGETS OF DEVELOPMENT

A new competitive device in addition to technology established in the previous motor sport events to improve potential performance as well as outward and inward appearance with a sophisticated view to represent a high performance sedan of the next generation has been featured to improve the image of Mitsubishi brand.

Furthermore, enhancement of competitiveness as well as driving performance in various motor sport events has been sought.

PRODUCT FEATURES

<p>Outward and inward appearance to represent a high performance sedan of the next generation</p>	<p>(1) Exterior with sophisticated and fearless expression</p> <ul style="list-style-type: none"> ● Multi-lighted headlamp and rear combination lamp exclusively used for EVOLUTION-VII ● Front bumper with large cooling air inlet ● Incorporate blister fender and overwhelming large-sized tyre ● Large-sized and light weight rear spoiler with variable elevation angle that can be adjusted at 4 points ● Front bumper extension and side sill extension ● Large-sized under cover equipped (for improvement of aerodynamic and cooling performance in drive system) <p>(2) Interiors with athletic feeling</p> <ul style="list-style-type: none"> ● Light weight bucket newly designed by RECARO seat (adoption of silk waving cloth with functionality) ● Steering wheel newly designed by MOMO ● Multi-functional sports meter (with permanent illumination to be visible in the day light)
<p>The most outstanding engine and power performance in the class</p>	<p>(1) Fine tuned engine that provides improved output at all ranges:Maximum output 280 PS (206 kW) and maximum torque 39 kgf•m (383 N•m)</p> <ul style="list-style-type: none"> ● mprovement of turbo charger ● Enlarged Intercooler and oil cooler ● Automatic injection control 3-nozzle intercooler spray <p>(2) Drive system with high reliability to deal with increased engine torque</p> <ul style="list-style-type: none"> ● Reinforcement of transfer, propeller shaft, and drive shaft

Further improvement in handling performance made by enhancement of the marginal performance

- (1) Mitsubishi original revolutionary technology with all wheel control
 - Newly developed active center differential system (ACD) (to be compatible with steering response to cornering and rising traction performance)
 - Improvement of marginal performance in cornering made by integrated control of ACD{active yawing control (AYC)
- (2) Optimally tuned suspension to be adjusted to the new dimensions has improved cornering performance.
 - Extended length of wheel base (+115 mm), enlarged width of treads (front: +5 mm, rear: +10 mm)
 - Increased suspension stroke in the compression side (front:+15 mm, rear: +5 mm)
 - 235/45ZR17 tyres adopting half-radial structure and newly developed high performance high grip compounds

NOTE
 Figures in the parentheses indicate the numbers compared with those of EVOLUION-VI.
- (3) High rigidity body to sustain high marginal performance (bend rigidity: increased by 50 %, torsion rigidity: equal to that of EVOLUTION-VII)
 - Suspension mounting, fortification of body frame connections, addition of reinforcements (approximately 20 locations), and addition of welding spots
 - High rigidity 3-point mounting strut tower bar
 - Rear end cross bar<RS>
 - Aluminum hood and fender attached

Revolutionary braking system to correspond with high marginal performance

- (1) Sporty type 4ABS (improved braking stability derived from braking control in both sides at driving in sports mode)
- (2) EBD system for EVOLUTION-VII (improvement in deceleration performance)
- (3) Featuring Brenvo made front 17-inch ventilated disc (opposite differential diameter 4-piston type) and rear 16-inch ventilated disc (opposite 2-piston type)

TECHNICAL FEATURES

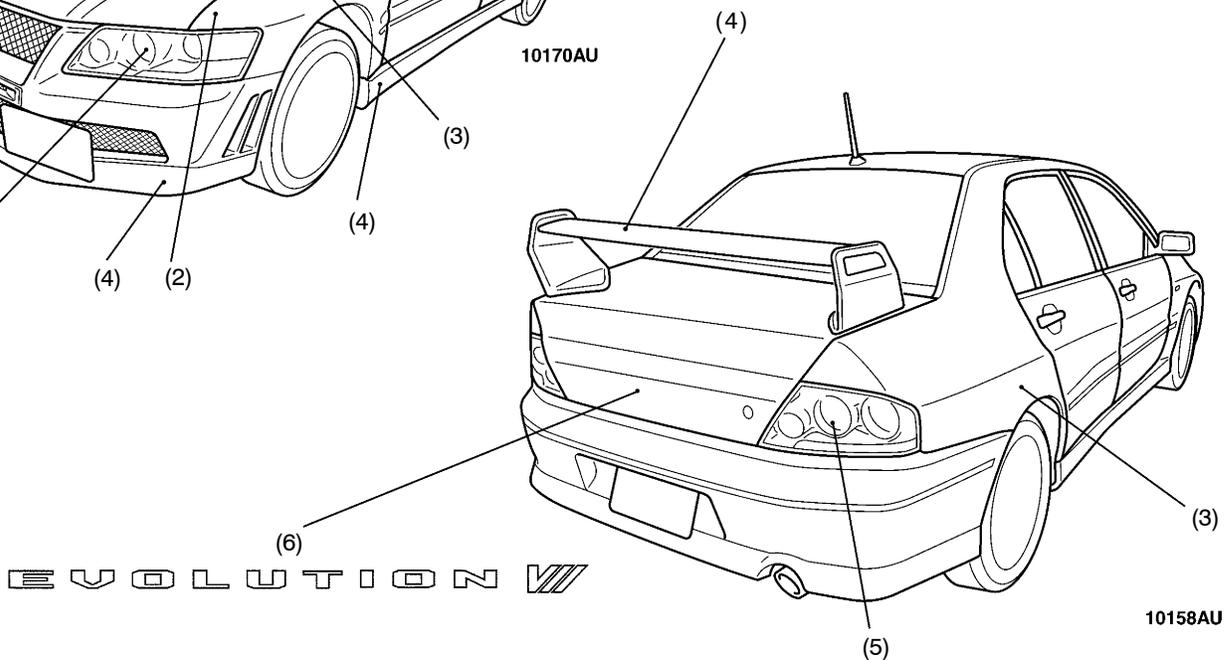
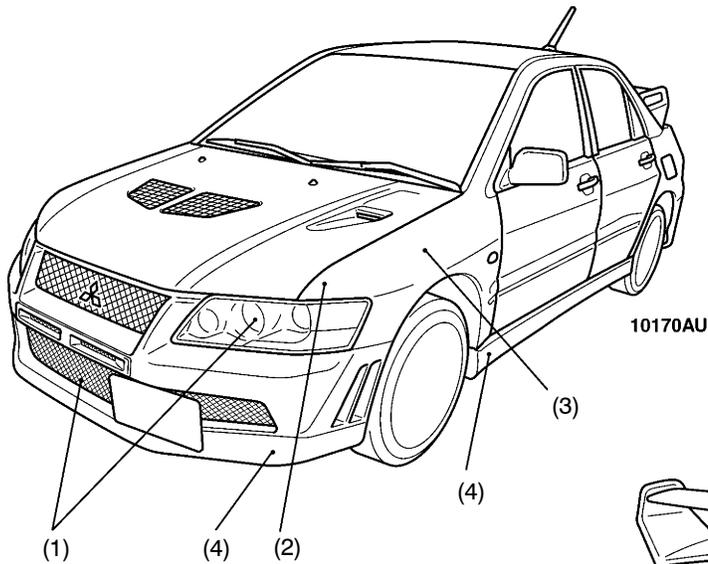
EXTERIOR

DESIGN FEATURES

The 7th generation EVOLUTION has acquired the image of "high performance sports sedan" equipped with guaranteed quality and fearless determination as "high quality driving sedan" in addition to the rally image of the previous generations.

- (1) Aggressive and overwhelming front mask with multi-lighted headlamps, large-sized inlet bumper grill, and side outlet
- (2) Improved maneuvering capability of the vehicle at the corners by cutting a large portion of the front corner

- (3) Exclusive blister fender to appeal good road hanging (traction characteristics) and brisk driving capability
- (4) Front-side sill extension and wing-type rear spoiler to emphasize the high aerodynamic performance
- (5) Clear type rear combination lamp to appeal sporty feeling and guaranteed quality
- (6) Attaching the newly designed "EVOLUTION VII" emblem with sharp and sporty image



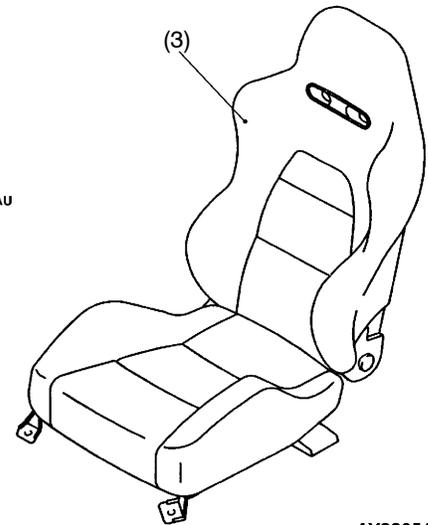
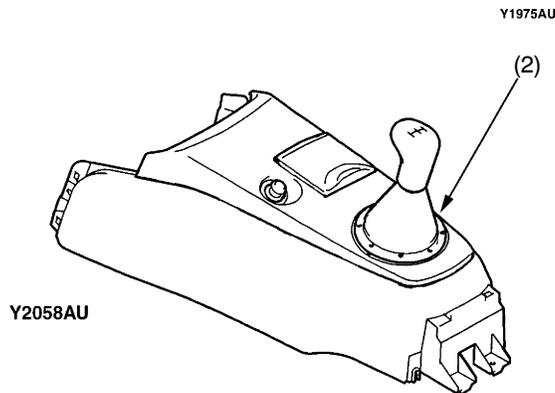
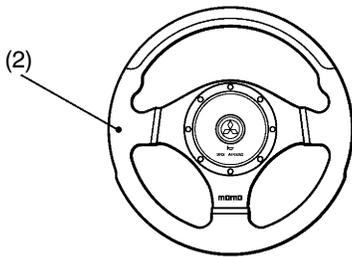
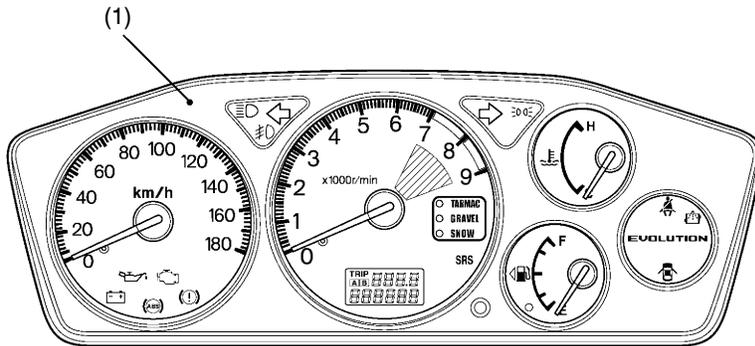
INTERIOR

DESIGN FEATURES

High performance interior to provide an impression of sports minded vehicle as the 7th generation EVOLUTION

- (1) Combination meter exclusively for EVOLUTION-VII with a configuration of a circular tachometer in the center and thick bezels (partitions between meters) with discreet design create appeal for fearless determination and sporty feelings.

- (2) The Mitsubishi original design made by MOMO used for the steering has the same design used for horn pad as the shift lever to express integration of the image and high performance interior.
- (3) The Mitsubishi original design made by Recaro used for the front seat has a sewing line surrounding circumference of the sides to emphasize the good holding.



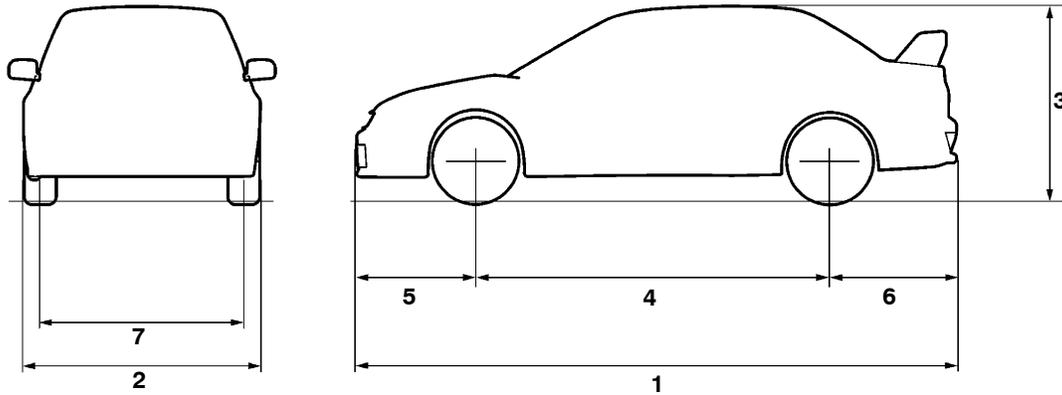
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AY2205AU

BODY DIMENSIONS AND SPACIOUS CABIN

Body Dimensions

The dimensions of the EVOLUTION-VII except for the overall width have been altered in comparison with those of EVOLUTION-VI.



Y2416AU

No.	Item	Dimensions mm	No.	Item	Dimensions mm	
1	Overall length	4 455 (+105)	6	Rear overhang	935 (- 15)	
2	Overall width	1 770 (±0)	7	Tred <Vehicles with 235/45ZR17tyres>	Front	1 515 (+5)
3	Overall height	1 450 (+45)			Rear	1 515 (+10)
4	Wheel base	2 625 (+115)		Tred <Vehicles with 205/65R15tyres>	Front	1 500 (+5)
5	Front overhang	895 (+5)			Rear	1 500 (+10)

NOTE

Figures in the parentheses indicate the values in comparison with those of EVOLUTION-VI.

AERODYNAMIC PERFORMANCE

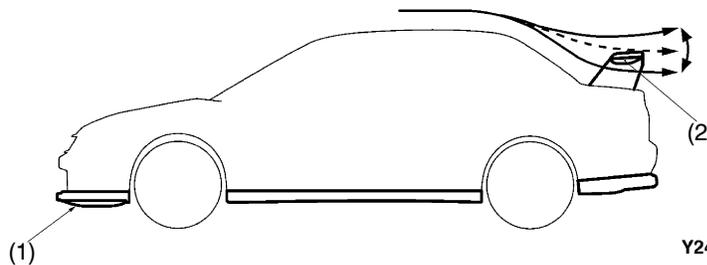
Deterioration of aerodynamic performance accompanied with enlargement of the body size has been suppressed by attaching a large-sized under cover on the lower part of the engine compartment, optimizing elevation angle setting of rear spoiler.

(1) Under cover

A large-sized under cover is designed for compatibility of reduction of air resistance and reduction of lift.

(2) Rear spoiler

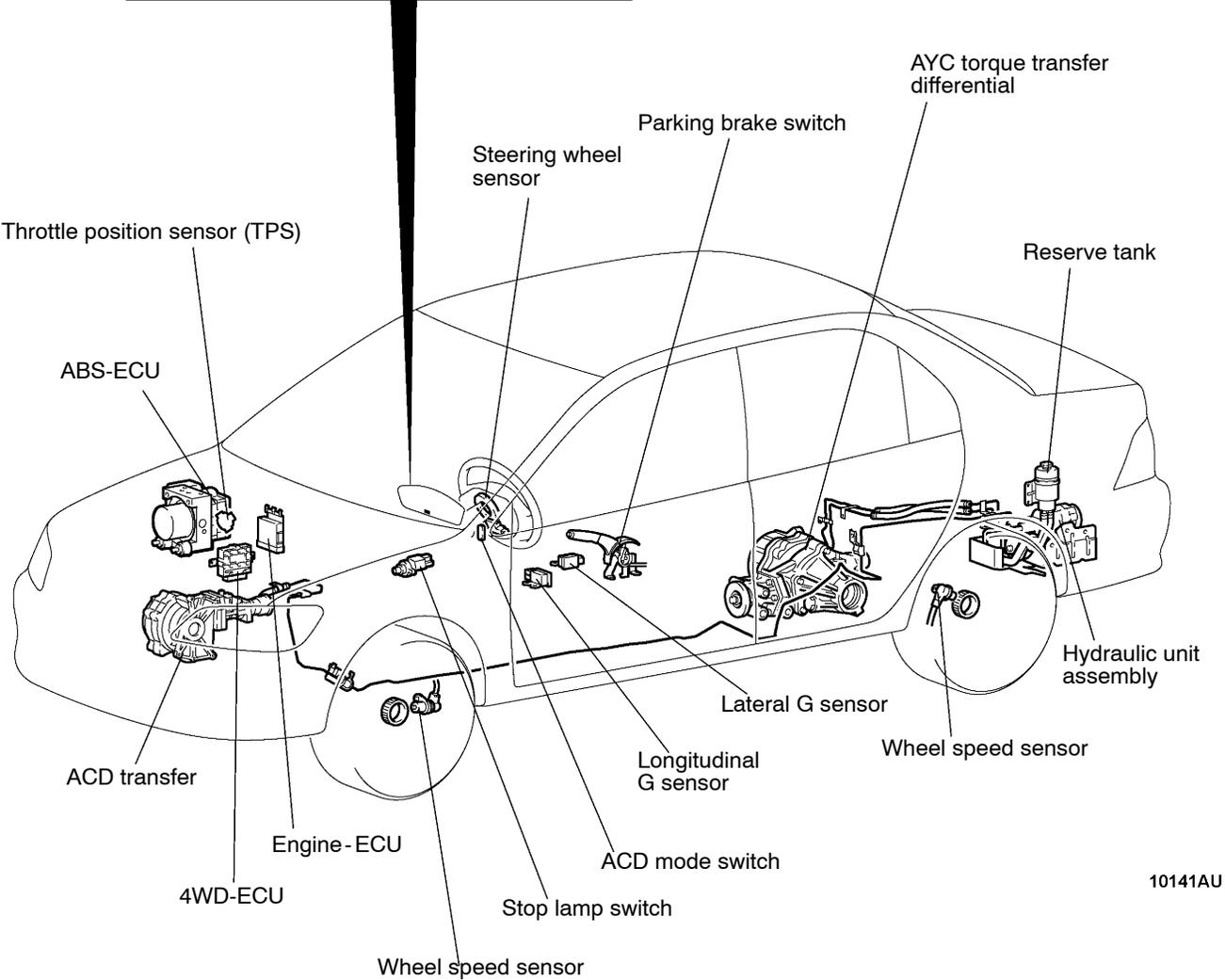
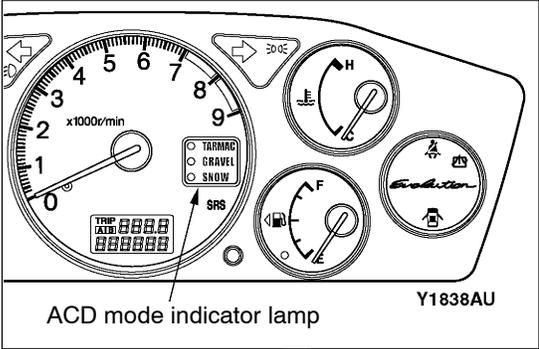
Lift control by attaching elevation angle adjustable rear spoiler and optimizing attached position of the spoiler are designed for reduction of air resistance.



Y2417AU

ACTIVE CENTER DIFFERENTIAL (ACD), ACTIVE YAW CONTROL (AYC)

ACD, which is designed for improving drive characteristics by electronically controlling center differential movement, and AYC, which has been adopted since EVOLUTION-IV are featured by combing two systems for integrated control so that further improvements in driving performance can be achieved.



10141AU

ENGINE

The turbo charger specifications have been optimized by reducing the size of the turbine nozzle diameter to increase the engine torque at low-middle speed range as well as high speed range.

Since adoption of magnesium diecasting rocker cover and hollow camshaft is intended for light weight of the upper part of the engine, vibration of engine-transmission at acceleration can be reduced to improve the response of the body.

TRANSMISSION

Implementation of fortifying each part to deal with the increased engine torque and revision of the gear ratio of the standard transmission are intended for further improvement in power performance.

ALL-WHEEL INDEPENDENT SUSPENSIONS

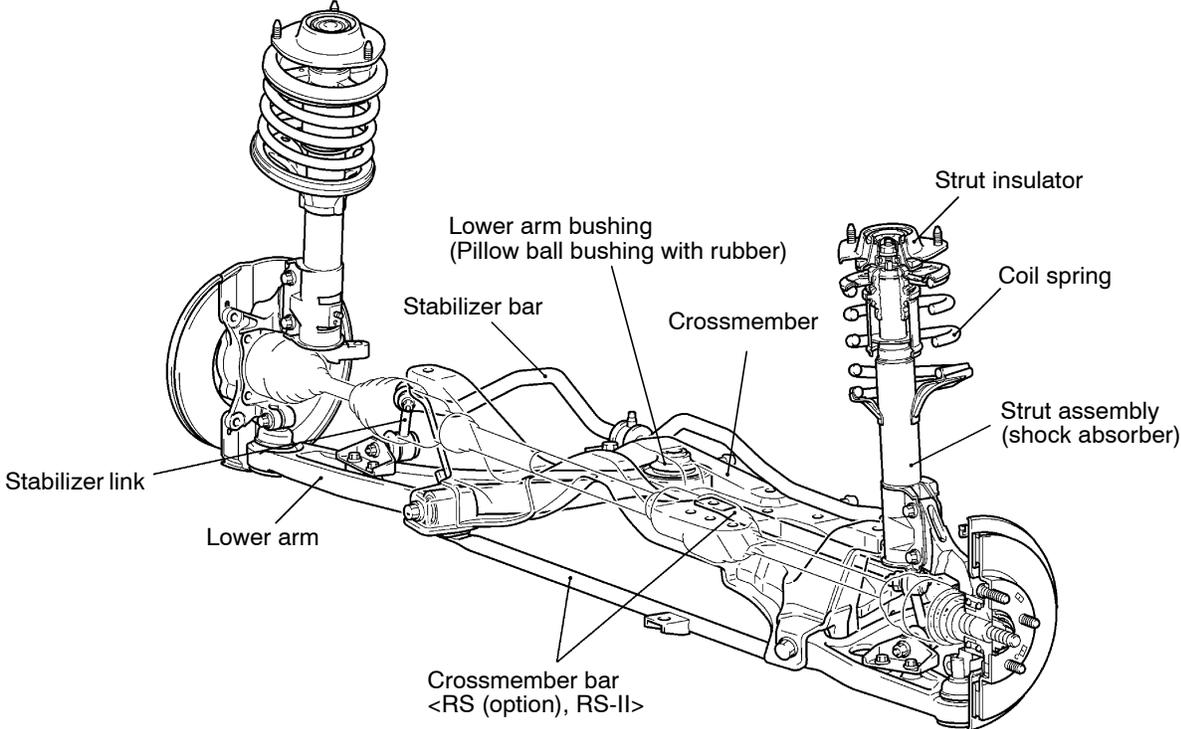
While the popular and rally-proven McPherson strut front and multi-link rear suspension systems have basically been retained, they were optimized for the new model.

The improvements to the front include adding a crossmember brace to the lower arm mount for more rigidity, flattening the chassis crossmember, and realigning the roll center to an ideal height. As a result, the suspension delivers enhanced handling and straight-line stability, ride comfort, grounding characteristics, and roll feel, as well as less vibrations and noise.

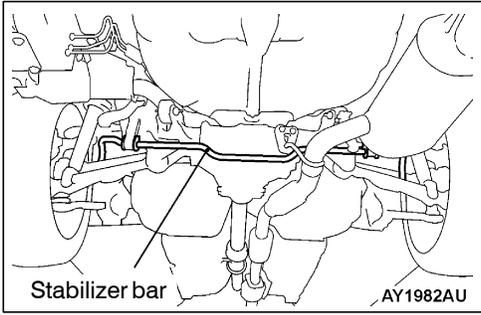
The steering gear's optimal position ensures predictably linear toe-in changes.

Each arm of the rear multi-links with trailing arms, as well as its linkage point and length, was reevaluated to achieve optimal alignment.

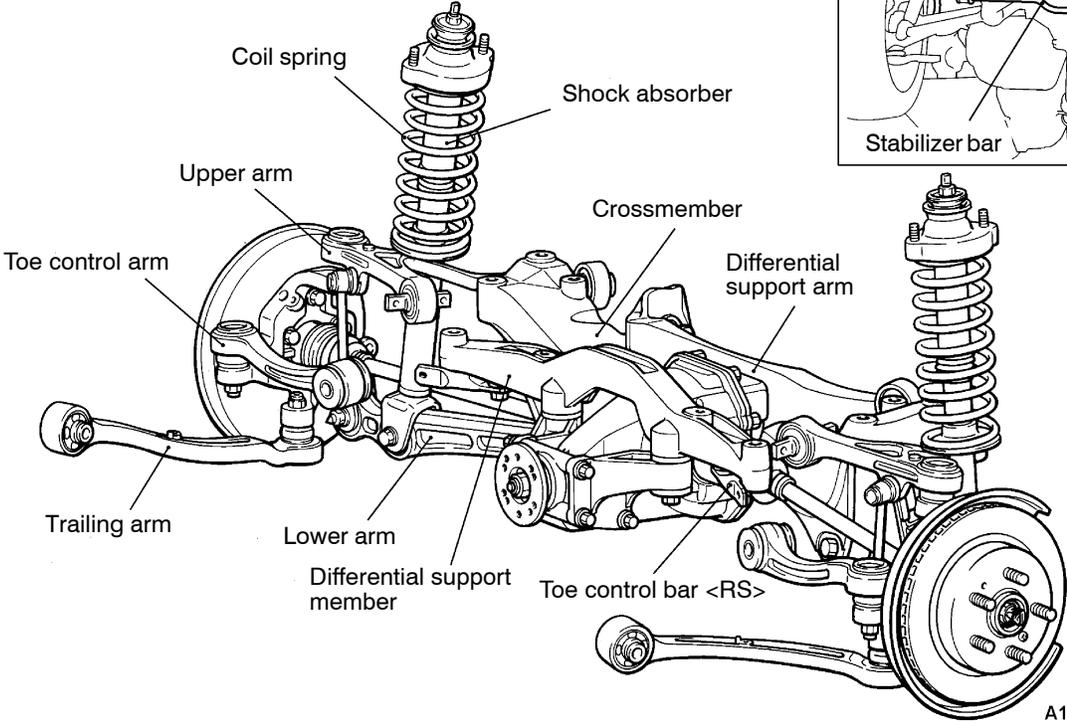
Combined with the wider tracks, higher body rigidity, and improved damping characteristics of the bushings and bump rubbers, the suspensions deliver a supple ride with superb handling stability for relaxing, effortless control.



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A12M0101

SAFETY

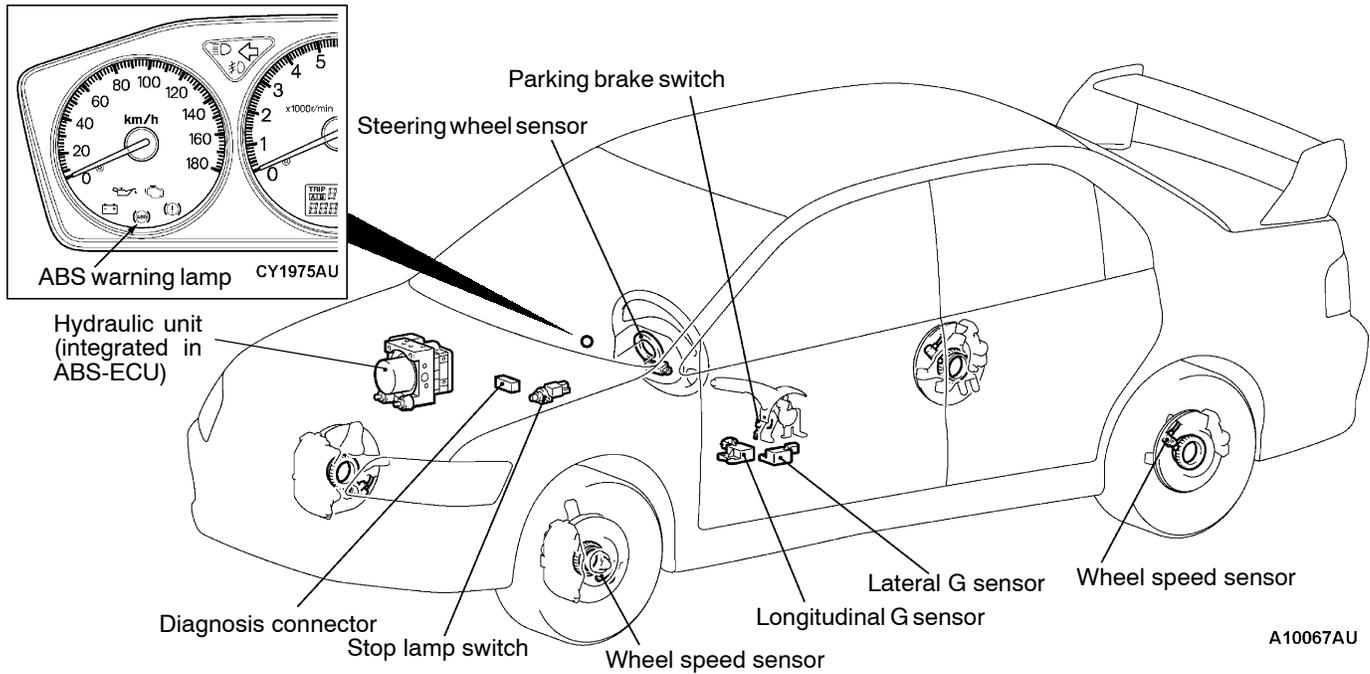
ACTIVE SAFETY

BRAKING SYSTEM

All models feature fade-resistant 14-inch ventilated discs up front and rear 8-inch drums for sure, linear stopping power.

A 4-sensor, 3-channel ABS (Anti-lock Braking System) with EBD (Electronic Brake-force Distribution) is available. ABS adjusts the braking pressure of the front wheels independently and rear wheels together for controlled emergency braking.

New for the Lancer, EBD works with the ABS computer to evenly modulate each channel's braking pressure for ideal braking force regardless of load or surface conditions at all times.

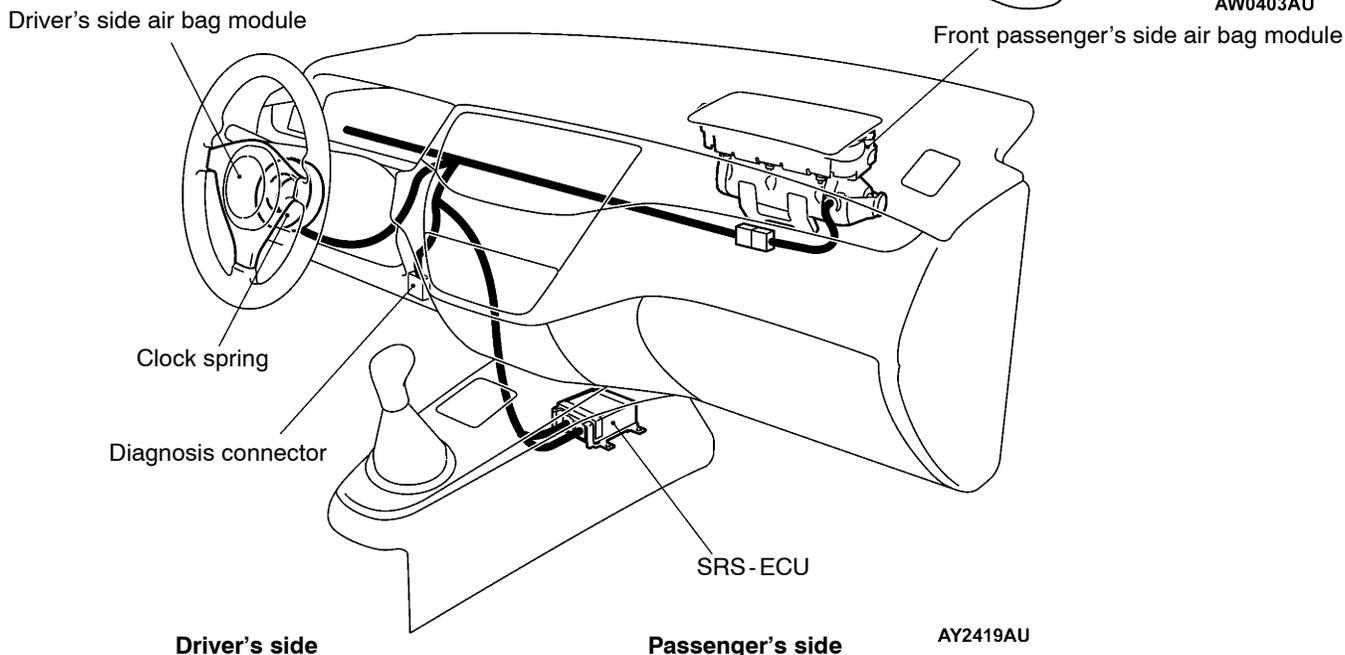
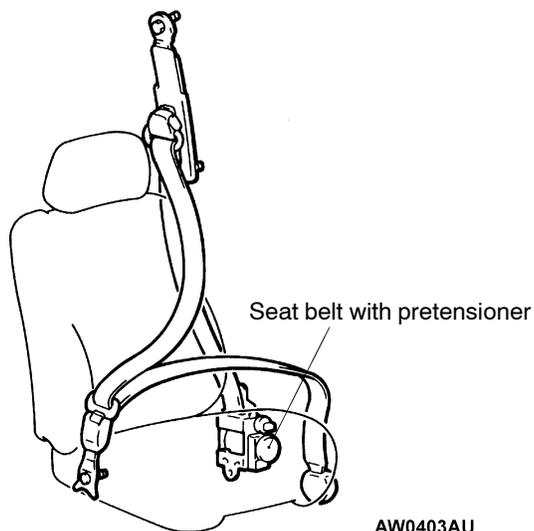
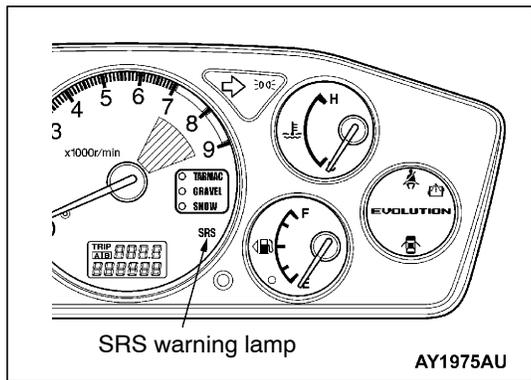


PASSIVE SAFETY

SRS AIR BAGS

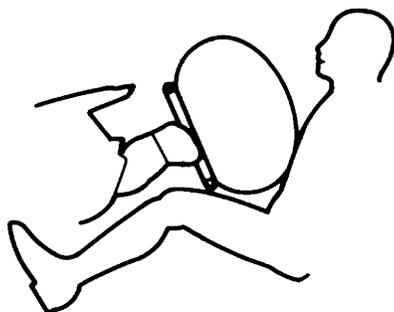
Dual SRS (Supplemental Restraint System) front airbags deploy only upon detection of frontal impact. When used in combination with the 3-point ELR seatbelts, they significantly mitigate head and upper torso injury to front-seat occupants.

Seat belt with pretensioner featured for the driver's and front passenger's seats is designed for instantly taking up the slack in the seat belt at the time of impact to improve restraint effect on a passenger. It is activated approximately at the same time as SRS airbag is activated to improve protection effect on a passenger.



Driver's side

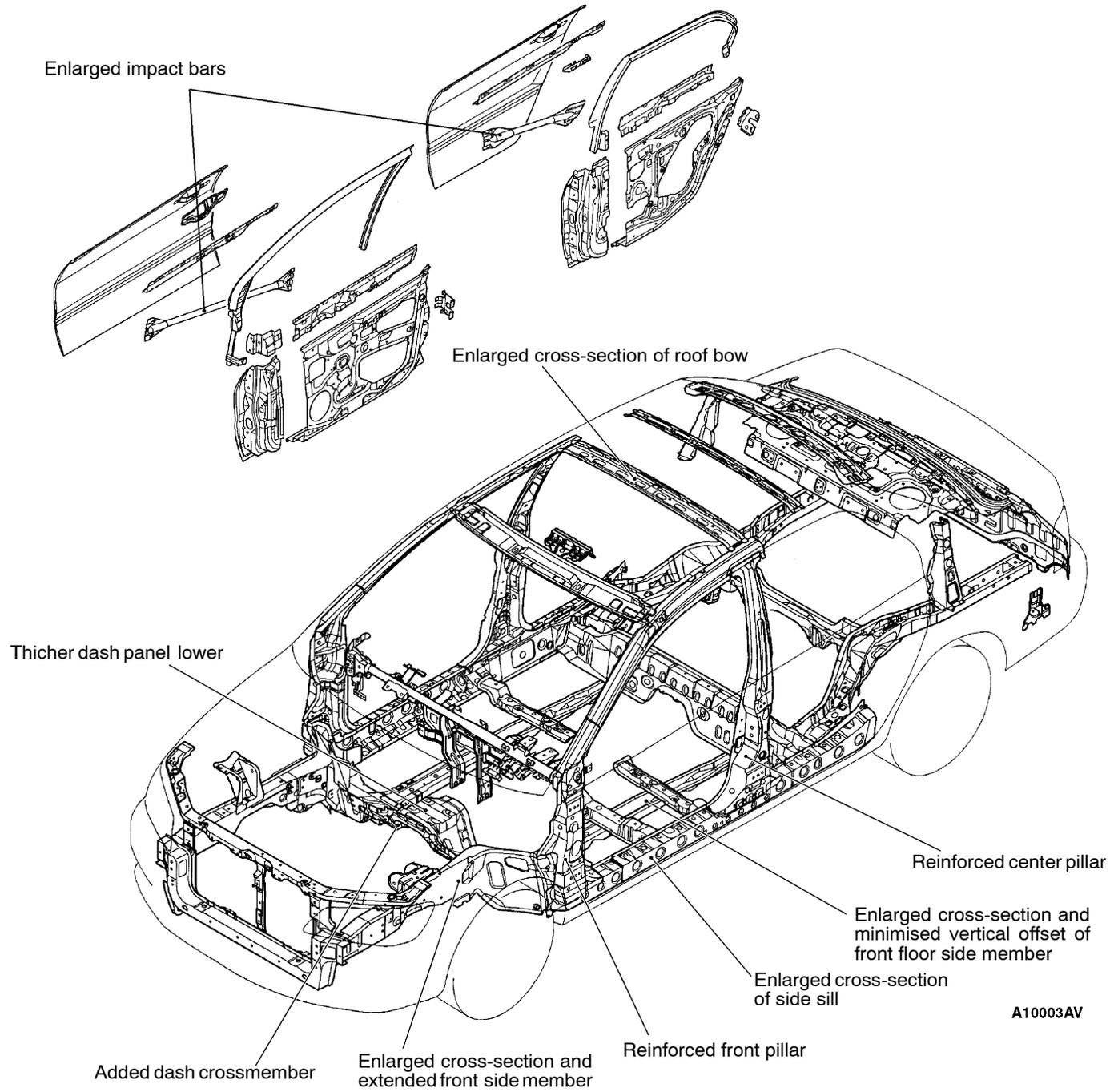
Passenger's side



BODY CONSTRUCTION

The EVOLUTION-VII safety-enhanced body structure comprises front and rear crushable zones that effectively absorb the impact energy of front and rear collisions.

Adding to all-round occupant protection is a deformation-resistant, highly rigid cabin structure that features strategic reinforcements plus large side-door impact bars.



SAFETY-ENHANCED FRONT SEATS

The front seats are designed to minimise the risk of whiplash in a collision from the rear. The headrests have been ideally angled forward, while the seat frame was moved toward the rear.

In-house tests show a roughly 40% improvement in occupant injury figures.

OTHER SAFETY FEATURES

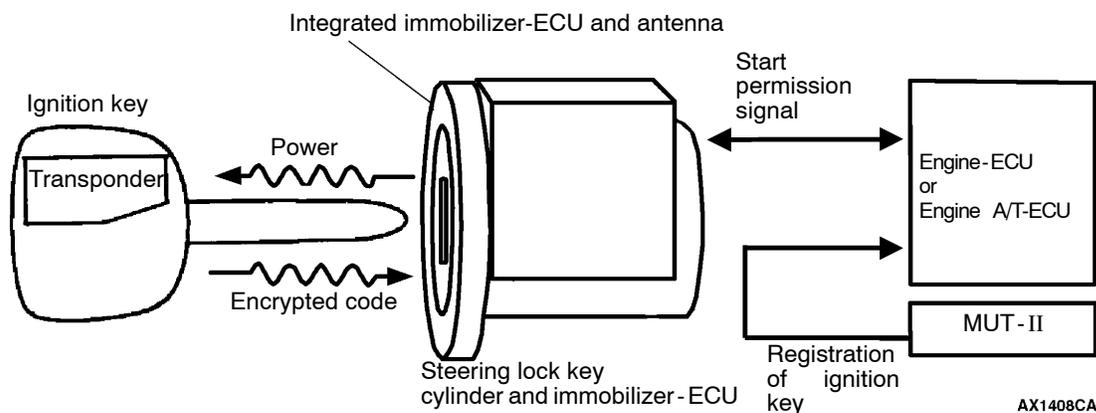
- 3-point ELR seatbelts
- Front fog lamps
- Child-protection rear door locks

EQUIPMENTS

IMMOBILIZER SYSTEM

This system lets the engine be started only when an encrypted code that is recorded in the ignition key is the same as an encrypted code that is

recorded in the immobilizer-ECU. Immobilizer system is equipped as an option.



SERVICEABILITY AND RELIABILITY

MAINTENANCE-FREE FEATURES

- Adoption of an auto-tensioner eliminates the need for timing belt adjustment
- Adoption of auto lash adjusters eliminates the need for valve clearance adjustment

ENHANCED DIAGNOSIS SYSTEM

Diagnosis functions have been included for the following systems, so that it is possible to use the MUT-II to read the diagnosis codes and service data and to carry out actuator tests. In addition, it is also possible to read the diagnosis codes by the flashing of the warning lamp in some systems.

- MPI
- ACD
- AYC
- 4ABS
- SRS air bag
- Simplified Wiring System (SWS)

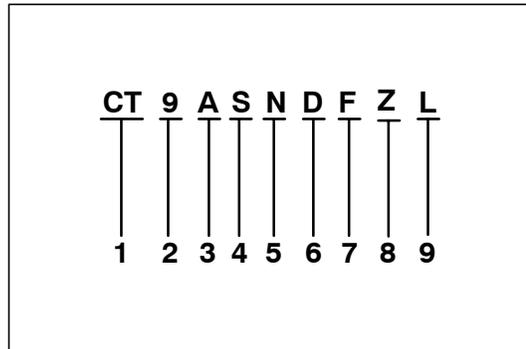
IMPROVED SERVICEABILITY AND HANDLING

- A one-touch joint type plastic tube has been adopted for fuel main lines, which makes removal and installation easier.
- A small wiper module, which includes wiper motor and linkage, has been adopted to facilitate removal and installation.

VEHICLE IDENTIFICATION

MODELS

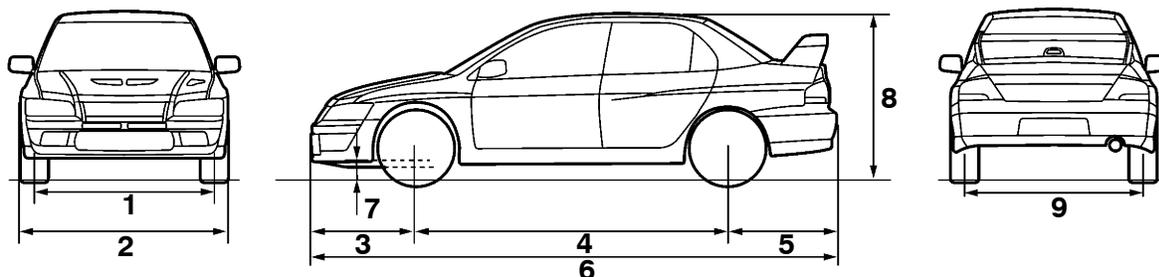
Model code	Class code	Grade	Engine model	Transmission model	Fuel supply system
CT9A	SNDFZL/R	RS	4G63 (1,997 mL-DOHC-16 valves-intercooler turbo)	W5M51 <4WD-5M/T>	MPI
	SNGFZL/R	RS-II			



MODEL CODE

No.	Items	Contents
1	Development	CT: MITSUBISHI LANCER EVOLUTION-VII
2	Engine type	9: 1,997 mL petrol engine
3	Sort	A: Passenger car
4	Body style	S: 4-door sedan
5	Transmission type	N: 5-speed manual transmission
6	Trim level	D: RS G: RS-II
7	Specification engine feature	F: MPI-DOHC
8	Special feature	Z: 4WD
9	Steering wheel location	L: Left hand R: Right hand

MAJOR SPECIFICATIONS



Items		CT9A		
		SNDFZL/R	SNGFZL/R	
Vehicle dimensions mm	Front track	1	1,500, 1,515 *1	
	Overall width	2	1,770	
	Front overhang	3	855	
	Wheel base	4	2,625	
	Rear overhang	5	975	
	Overall length	6	4,455	
	Ground clearance (unladen)	7	140	
	Overall height (unladen)	8	1,450	
	Rear track	9	1,500, 1,515 *1	
Vehicle weight kg	Kerb weight		1,380	1,420
	Max. gross vehicle weight		1,655	1,695
	Max. axle weight rating-front		950	970
	Max. axle weight rating-rear		705	725
Seating capacity			5	
Engine	Model No.	4G63		
	Total displacement mL	1,997		
Transmission	Model No.	W5M51		
	Type	5-speed manual		
Fuel System	Fuel supply system	MPI		

NOTE

*1: Vehicles with 17 inch wheels.

NOTES