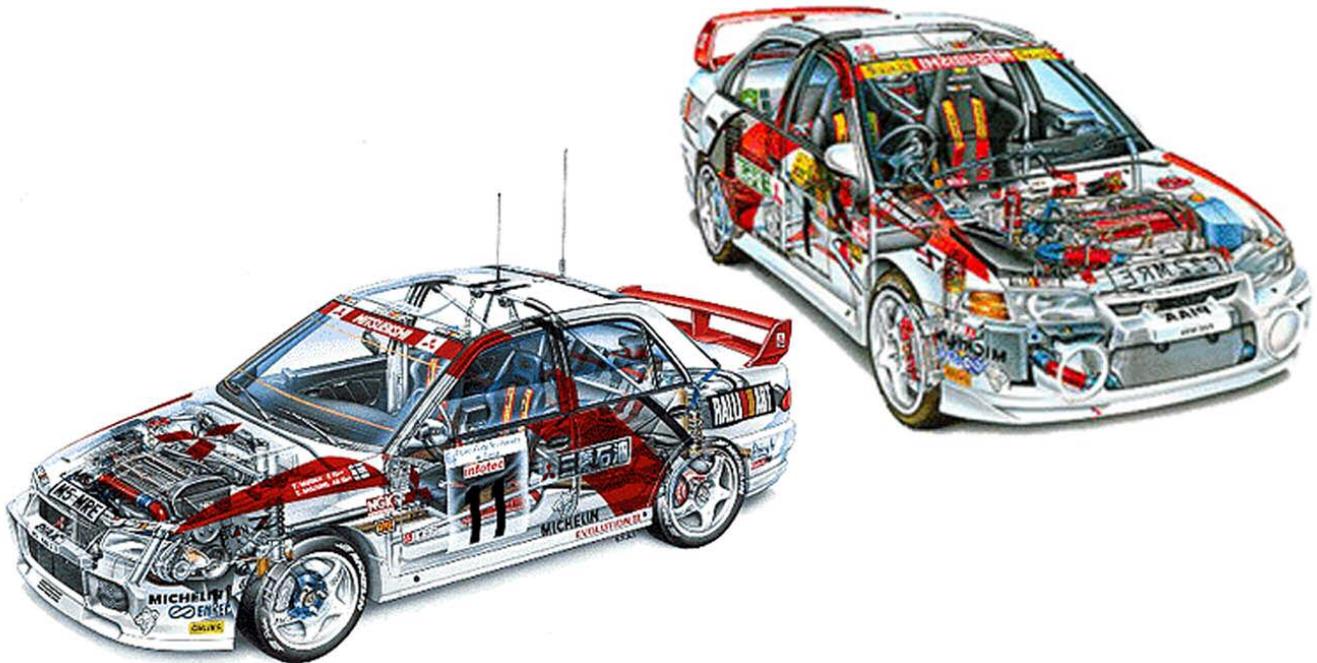


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The Ultimate Mitsubishi Lancer *Evolution* Buyers Guide V3.1



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Information compiled and/or written by B.Smith [AKA [Bazza](#)]

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Last update: 01st October 2004

CHAPTER I – Guide Introduction

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- the Content being free from infection by viruses or anything else that has contaminating or destructive properties
- the operation, quality, functionality, accessibility of this guide

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Ralliart UK goes “Xtreme”

This is an extract taken from <http://www.xtreme-uk.net/>. Hopefully this will clear up any confusion surrounding Ralliart UK and Xtreme Automobiles.

<http://www.ralliartuk.com> is still functioning, but it will take you to <http://www.xtreme-uk.net>. If you are looking for Ralliart’s official webpage go to <http://www.ralliart.com>.

Following the mutual termination of the Three Year Joint Venture to import and distribute [Mitsubishi Ralliart](#) Vehicles with the Colt Car Company, [Ralliart](#) UK can now confirm its new trading name and plans for the future. [Xtreme Autos](#) will continue the business as the leading [Mitsubishi](#) Motor Sport specialist and Independent Importer of [Mitsubishi](#) performance vehicles. In addition to the acclaimed [Evolution VII](#), which is now available in manual and automatic versions. Later in the year there will be an EVO powered 4WD version of the Airtrek, followed in 2003 by the new Evolution Pajero which has already shown its evolving face at the Frankfurt and Geneva Motor Shows.

The [Xtreme Autos](#) Development Team, headed by former [Mitsubishi](#) World Rally Team Workshop Manager, Toney Cox, has recently been strengthened with the addition of Mick Kehl, who formerly worked as a Senior Engineer for Motec Engine Management Systems. Prior to that Kehl worked with the PERT Rally Team and the Holden Race Team. The production of special models such as the widely acclaimed [Evolution Extreme](#), [RSX](#) and [RS Sprint](#), which were developed and built by [Ralliart](#) UK will continue under the Xtreme brand. However, no longer confined to the [Mitsubishi](#) marque, development will now extend to other makes with work already underway on [Xtreme](#) versions of the Subaru Impreza STI and the Golf GT TDi. [Xtreme Autos](#) will also continue with the development and build of Rally cars.

A new investment commitment by [Xtreme Autos](#) means that its plan for a new state of the art Four-Wheel Drive Rolling Road and Engine Dyno are well advanced. These commitments along with our recently opened Engine and Transmission Build Shop will ensure that [Xtreme Autos](#) will continue to offer enthusiasts worldwide a service which proven as second to none. Not only as the Technical Centre of Excellence for [Mitsubishi](#) Motor Sports vehicles, but now also other specialist performance marques.



Guide Updates

After looking at various other buyers guides out there [[MLR FAQ](#), the early Evo buyers guide and the [Evo VI buyers guide written by Richard Morris](#)] I decided to go that one step further and combine all the info I have found on the net, learned through various forums/mailling lists, owning two Evo's and talking to other enthusiasts. And the end result?

This buyer's guide; it covers **EVERY** Evolution model from the 1992 [Evo](#) right through to the new 2004 [Evo VIII MR](#). Over 90 colourful pages with easy to read diagrams and every Evolution fact and information I could find!

There have been some major changes to this buyer's guide since the first version was released in June 2002. Two years on and the guide is better than ever!

This is Version 3.1. If I miss something, feel free to [email me](#).

Version 3.1

- [Lancerevoclub.org](#) has joined the list of Hosts
- Added a lot more information on the [Evo VIII MR](#)
- Added more information to the [Running/Serviceing](#) costs section
- Changed the title page with updated information references
- Added [Evo VII WRC](#) and [Evo WRC04](#) information
- Updated [Evo VI/VII RSII](#) information
- Updated [Evo VI RSX](#) information
- Updated [Colour Options](#) information
- Updated [Technical Specification](#) information
- Updated [Evo VIII Extreme](#) information
- Updated [Workshop and Technical](#) Manuals section
- Updated [Current Prices](#) section
- Updated [Active Yaw Control \[AYC\]](#) System section
- Huge update to the "[Are there any other cars that match the Evo?](#)" section
- Added [intercooler](#) checking details
- Added information on the [Evo VIII 260](#)
- Added [Evo Jargon/Index](#) Section

Version 3.0

- Changed layout for easier viewing
- Fixed Bookmark linking bug [now displayed all links]
- Added more information on [Chassis Numbers and Model Codes](#)
- Added information on the [Evo VIII MR](#)
- Added section explaining the [Active Yaw Control \[AYC\]](#) System
- Added more information to the [Technical Specification](#) section
- Added [Badge](#) information for the Evo IV-VIII
- Added [Component Layout](#) section

Please Donate

If you found this buyer's guide helpful, please donate a few pounds to keep this guide going. It has taken me hundreds of hours of hard work and effort to get this guide to the level it's at today. Thank you.



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Contact Details

Lancer-evo.net Forum Private Message: [Click here](#)

Email [webmaster@lancer-evo.net]: [Click here](#)

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A hi-resolution version of this guide is available to download for a small fee from [lancer-evo.net](#). Price is **just £1.29**.

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Proof Readers and Special Thanks

A massive thank you to the following people for helping with this guide:

[Rob](#)

[Evo2.5](#)

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[Chunky](#)

[Andy Fox](#)

[Posix](#)

[J1mbo](#)

[Turl2](#)

[Bream](#)

[Black Knight](#)

[Claudius](#)

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And extra big thanks to Brian Ogg AKA [Spanpody](#) for his total support of this Buyers Guide from the very first version and offering so much advice on how to improve it!

CHAPTER II – About the Evolution

So what exactly is the Lancer Evolution? The Evo is the critically acclaimed AWD turbocharged sedan with a mad 276bhp [limited, real figure between 285 and 300bhp according to [Ralliart](#)] engine. Its one of the most sought after performance cars on the road today and has picked up a cult following since the rise in popularity of the [World Rally Championship](#) [WRC].

0-60 appears in around 5.0 seconds [every model apart from the [VII GT-A](#) and [VIII 260](#)] some figures show around 4.4, this figure is possible but you want your clutch to last more than a week don't you? The top speed is anything between 143 and 160mph.

First developed back in 1992 to match rally homologation rules the Evo has been honed and perfected over 12 years. Wherever you go the Evo will spark a response! Love it or hate it, you can't ignore it! The aggressive bumper and bonnet vent just say "get out of my way or else". The crazy rear wing signifies its rally heritage. And the pop and bangs from the exhaust confirm it!

Since 1999, the Evolution has become extremely popular in the UK. Various car magazines have tested the Evo against cars twice the price! Recently the [Evolution VIII MR FQ-320](#) was one of the fastest cars round the [Top Gear](#) test track, faster than both the Impreza STi WR1 and the Lotus Exige.

The precise steering and brilliant chassis inspire the driver; you always feel you can go faster [sometimes not a good thing]. Well enough of this praise for the Evo, not every example is a brilliant rally-bred supercar. There are also down sides to owning an Evo. After reading this guide you should have the confidence to take the plunge safe in the knowledge you know pretty much everything there is to know about owning an Evo [next step is to become a qualified [Ralliart](#) technician!].

Are there any other cars that match the Evo?

There are some alternatives to the Evo. The most common is the Subaru Impreza STi. It has been widely publicised that the rivalry between the Evo and Impreza STi is nothing short of bitter.



As each new model is announced the two rivals go head to head on numerous road tests. And it must be said, the Evo comes out on top 90% of the time. [Quentin Wilson seems to prefer the Impreza – Who cares what Wilson thinks anyway?]

The Impreza is a cheaper option in terms of purchase cost as well as running cost. Service intervals are 7,000 miles compared to the crazy [4,500 that the Evo demands](#). There are various specification Impreza's, the one to go for is the STi. Be warned, WRX owners try and sell their cars as STi vehicles. The differences are huge!

Go to <http://www.scooby.net.co.uk> or <http://www.sidc.co.uk> for more details on the Impreza.

Another 4 wheel drive Rally machine is the Nissan Sunny GTI-R, The R was built for the 1991 Rally season but didn't do too well. For a 12-year-old car to be even mentioned in the same breath as the Evo and Impreza must either mean I have gone mad or this little pocket rocket really is that fantastic.

Well, it is fantastic. I used to own one so I know what they are like to drive. Manic is the only word for the GTI-R. Although the little Sunny is prone to severe understeer it's still worth a look as the current prices are friendly. A decent late example [94 - M] can be picked up for under £5,000.



Just beware of the pistons, as they are incredibly weak when running over standard boost. If you plan to go above standard boost make sure the work is carried out by the likes of [Hi-Teg](#) or [Abbey Motorsport](#).

The last GTI-R was produced in December 1994 after four years of production. Just 5,000 were produced and it has become an extremely popular

performance car in the UK over the last 3.5 years. Its 227bhp power plant can easily be tuned to produce 280bhp by raising the boost pressure from the standard 0.7bar to 1.0bar and adding an aftermarket exhaust system and air filter. 0-60 appears in 5.4 seconds and it has a top speed of 144mph.

Here is a comprehensive list of popular Japanese Performance Cars and a few statistics for each:

Mazda 323 GTR

Positives: Cheap and cheerful

Negatives: No real Status, lack of tuning parts

Prices From: £2000

Power: 210bhp

Torque: 188lb/ft

Transmission: 4WD

Weight: 1240kg

URL: <http://www.mazda323performance.com>



Mazda RX-7 [FC and FD]

Positives: Light and nimble, cheap road tax
Negatives: Weak engine

Prices From: £3000

Power: From 260bhp
Torque: From 231lb/ft
Transmission: RWD
Weight: 1280kg
URL: <http://www.rx7-uk.co.uk>



Nissan Skyline GTR [R32, R33, R34]

Positives: Powerful RB26 engine
Negatives: Expensive to tune and fix

Prices From: £7000

Power: From 320bhp
Torque: From 260b/ft
Transmission: 4WD
Weight: From 1500kg
URL: <http://www.skylineowners.com>



Nissan Sunny/Pulsar GTi-R

Positives: Cheap and fun
Negatives: Weak pistons and gearbox, severe understeer

Prices From: £3000

Power: 227bhp
Torque: 206b/ft
Transmission: 4WD
Weight: 1240kg
URL: <http://www.gtiroc.co.uk>



Toyota Celica GT4

Positives: Reliable
Negatives: Hard to tune above 320bhp

Prices From: £6000

Power: 251bhp
Torque: 224b/ft
Transmission: 4WD
Weight: 1380kg
URL: <http://www.gt4oc.com>



Toyota MR2 Turbo

Positives: Cheap and fun, light
Negatives: Very twitchy in the wet

Prices From: £2700

Power: 241bhp
Torque: 224b/ft
Transmission: MR
Weight: 1270kg
URL: <http://www.mr2.com>



Toyota Supra RZ Twin-Turbo

Positives: Powerful 3litre engine
Negatives: Plays second fiddle to the mighty Skyline

Prices From: £5000

Power: 326bhp
Torque: 332b/ft
Transmission: RWD
Weight: 1510kg
URL: <http://www.supras.co.uk>



LanEvo's in Rallying – A glorious Heritage

This new section details the Lancer's development as it battles its way through the harshest conditions that the [WRC](#) demands.

1993 – 1994: Lancer Evolution

The Lancer [Evolution](#) was developed-with participation in the [World Rally Championship](#) [WRC] high on the list - went on sale in 1992 and replaced the Galant VR-4 as [Mitsubishi's](#) [WRC](#) contender from the season opener in 1993. It had been 10 years since a Lancer, in the form of the EX2000 Turbo, had taken part in the [WRC](#). The Lancer was one size smaller than the Galant VR-4 and the 2500mm wheelbase was considered ideal for a rally car. As a result the compact car had superior turning characteristics with improved cornering performance. It attracted much attention not only within [Mitsubishi](#), but in the rallying world at large.

It was inevitable that the Lancer [Evolution](#) had attracted such attention. A car created specifically for [WRC](#) competition, it was a full second per kilometer faster, its Type [4G63](#) power plant was a jewel in the true tradition of [Mitsubishi's](#) rally engines and while newly developed as a car, its engine had evolved from generations of well-developed [Mitsubishi](#) engines.

Thus the Lancer [Evolution](#) participated in the 1993 [WRC](#) from round one, the [Monte Carlo](#) Rally. Kenneth Eriksson [Sweden] and [Armin Schwarz](#) [Germany], began promisingly, finishing in fourth and sixth overall for a double helping of points. The Lancer [Evolution](#) went on to compete in a further eight rounds that year, finishing third on the [Acropolis Rally](#) and a second on the [RAC Rally](#), where it came close to victory. It was a clear demonstration that rapid development had made it a top-rank contender and a worthy rival to the new generation of rally cars such as the Ford Escort Cosworth and the Subaru Legacy.

Major Results – Evolution		
1993	Monte-Carlo [WRC]	4th
1993	Acropolis [WRC]	3rd
1993	Indonesia [APRC]	2nd
1993	Malaysia [APRC]	3rd
1993	Australia [WRC/APRC]	4th
1993	RAC [WRC]	2nd
1993	Thailand [APRC]	3rd
1993	Overall in Asia Pacific Rally Championship	2nd in Manufacturers Championship
1994	Safari [WRC]	2nd

1994 – 1995: Lancer Evolution II

The Lancer [Evolution](#) ended its official career with a flourish, taking second on the 1994 Safari Rally, before giving way to the Lancer [Evolution II](#). While the original Lancer [Evolution](#) had notched up podium finishes in its first year of competition, 1993 did not bring the expected results. After various reviews, the results began to improve in the second half of the 1993 season and clearly focused development programme resulted in the Lancer [Evolution II](#).

Compared with the first generation Lancer [Evolution](#), the new version was equipped with a larger rear spoiler, mounted at a greater angle. Stability at high speed was improved with the addition of a front chin spoiler. The car made its first appearance on the [Acropolis Rally](#) in mid-season but this was due to the fact that [Mitsubishi](#) at the time was putting much of its effort into winning the manufacturers' title in the Asia-Pacific Rally Championship and participation in the [WRC](#) was limited to the occasional entry. Nevertheless, [Armin Schwarz](#) came away with a second overall on the car's debut and on their next appearance in the [Rally of New Zealand](#), the Lancer [Evolution II's](#) finished second and third overall, proving the soundness of the design.

In the Asia-Pacific Rally Championship, the Lancer [Evolution II](#) finished second in the Manufacturers' Championship in its first season, scoring two wins in a hard-fought battle with the Subaru Legacy, but failing to win a round of the [WRC](#). However, 1995 would see the car flower. In the second round, the [Swedish Rally](#), the Lancer [Evolution II](#)'s were equipped with electronically controlled active 4WD systems and this allowed the car to sweep over the snow-laden landscape for a 1-2 finish and the long awaited win in the [WRC](#). The Swedish victory was a watershed, marking the arrival of an outstanding series of Lancer Evolution rally cars, based on technology inherited from the Lancer [Evolution II](#).

Major Results – Evolution II		
1994	Acropolis [WRC]	2nd
1994	Indonesia [APRC]	1st
1994	New Zealand [WRC/APRC]	3rd
1994	Malaysia [APRC]	3rd
1994	Australia [WRC/APRC]	3rd
1994	Thailand [APRC]	1st
1993	Overall in Asia Pacific Rally Championship	2nd in Manufacturers Championship
1993	Overall in Asia Pacific Rally Championship	2nd in Drivers' Champ [K.Eriksson]
1995	Monte-Carlo [WRC]	4th
1995	Swedish Rally [WRC]	1st

1995 – 1996: Lancer Evolution III

Rapid development of new models was to become one of the hallmarks of the [Mitsubishi](#) Lancer Evolution series, the [Evolution III](#) appearing in 1995. As [Mitsubishi](#) concentrated once again on the Asia-Pacific Rally Championship, the new Lancer [Evolution III](#) was thrown into competition from the first round, the Rally of Indonesia, rather than on a [WRC](#) event. While victory on its debut did not materialise, a sequence of four victories began on the third round, the Rally of Malaysia Rally, concluding with the last round in Thailand Rally. Consistently superior to its rivals, [Mitsubishi](#) collected both the Manufacturers and Drivers Championships.

With its huge rear wing reminiscent of a formula car and a purposeful front bumper, the Lancer [Evolution III](#) was styled as the ultimate rally machine. As might be imagined from its looks, down force had greatly increased but without an increase in drag, which made it an ideal rally car. Constant development of the Type [4G63 engine](#) first used in the Lancer EX2000, notably the Post Combustion Control System introduced on the [Evolution II](#) car, proved highly effective in improving engine response, making up for a loss of top end power brought on by the regulation air restrictor.

The Lancer [Evolution III](#) first contested the fourth round of the [World Rally Championship](#) [WRC] and won on its third outing, the [Rally Australia](#), which was also a round of the APRC. In 1996 would provide incontestable proof of the absolute speed of the [Evolution III](#). In the hands of [Tommi Makinen](#) [Finland], the car won five of the nine rounds, propelling him to his first [WRC](#) title and bringing [Mitsubishi](#) a World Championship in the process.

Major Results – Evolution III		
1995	Safari [WRC]	2nd
1995	Tour de Corse [APRC]	3rd
1995	Indonesia [APRC]	2nd
1995	Malaysia [APRC]	1st
1995	1000 Lakes [WRC]	1st
1995	Australia [WRC/APRC]	1st
1995	Hong Kong-Beijing [APRC]	1st
1995	Thailand [APRC]	1st
1995	Overall in World Rally Championship	2nd in Manufacturers Championship
1995	Overall in World Rally Championship	3rd in Drivers' Champ [K.Erikkson]
1995	Overall in Asia Pacific Rally Championship	1st in Manufacturers Championship
1995	Overall in Asia Pacific Rally Championship	1st in Drivers' Champ [K.Erikkson]
1996	Swedish Rally [WRC]	1st
1996	Safari [WRC]	1st
1996	Acropolis [WRC]	2nd
1996	Malaysia [APRC]	2nd
1996	Argentina [WRC]	1st
1996	New Zealand [WRC/APRC]	1st
1996	1000 Lakes [WRC]	1st
1996	Australia [WRC/APRC]	1st
1996	Hong Kong Beijing [APRC]	1st
1996	Overall in World Rally Championship	2nd in Manufacturers Championship
1996	Overall in World Rally Championship	1st in Drivers' Champ [T.Makinen]
1996	Overall in Asia Pacific Rally Championship	1st in Manufacturers Championship
1996	Overall in Asia Pacific Rally Championship	2nd in Drivers' Champ [R.Burns]



1997 – 1998: Lancer Evolution IV

Five years after the original [Lancer Evolution](#) had been announced; the Lancer Evolution had advanced to its fourth generation. In essence, the Lancer Evolution had made progress at a rate of one every year. Competition in the [WRC](#) is so severe that development must proceed at that rate and the rewards of being involved in such ferocious competition more than justified the investment. Among the early Lancer Evolutions, the [Evo III](#) stood out and reigned supreme. The Lancer [Evolution IV](#) therefore had a great deal to live up to from the start.

And the Lancer [Evolution IV](#) that appeared at the beginning of 1997 on the [Monte Carlo Rally](#) more than fulfilled expectations. Although it didn't win at the first attempt, it ran at the top for a while and displayed enormous potential. One must take into account the arrival in 1997 of a new category, World Rally Cars, which allowed manufacturers such as Subaru and Ford to build cars exclusively for rallying. It was no mean feat that the Lancer Evolution, based strictly on a production model modified for Group A, was capable of running at the front. Substantial alterations to compete with the heavily modified World Rally Cars included turning the engine through 180 degrees compared to previous Lancer Evolutions and fitting a sequential gearbox.

While very much part of the Lancer Evolution Series the new Lancer [Evolution IV](#) could be regarded as a completely different car. However, technology that set the car apart from its rivals, such as the active 4WD system and Post Combustion Control System were carried over, further developed and harmonised with the new technology. The car showed excellent speed on both gravel and tarmac rallies and suffered few mechanical troubles, which proved a key factor during a tough season. Speed and reliability, the two elements most required of a rally car, were possessed by the [Evolution IV](#) model in abundance. [Tommi Makinen](#) won his second straight [WRC](#) title. The Lancer [Evolution IV](#) had taken rally car design and the Lancer Evolution series to new heights.



Major Results – Evolution IV		
1997	Monte-Carlo [WRC]	3rd
1997	Swedish [APRC]	3rd
1997	Safari [APRC]	2nd
1997	Portugal [WRC]	1st
1997	Catalunya [WRC]	1st
1997	Argentina [WRC]	1st
1997	Acropolis [WRC]	3rd
1997	New Zealand [WRC/APRC]	4th
1997	Finland [WRC]	1st
1997	Indonesia [WRC]	4th
1997	San Remo [WRC]	3rd
1997	Australia [WRC/APRC]	2nd
1997	RAC [WRC]	4th
1997	Overall in World Rally Championship	3rd in Manufacturers' Championship
1997	Overall in World Rally Championship	1st in Drivers' Champ [T.Makinen]
1998	Swedish [WRC]	1st
1998	Safari [WRC]	1st
1998	Portugal [WRC]	4th

1998: Lancer Evolution V

1998 was a milestone for [Mitsubishi](#). More than two decades' of toil and success in the [World Rally Championship](#) was rewarded when [Mitsubishi](#) finally won the Manufacturers' Championship. And the car that made it possible was the Lancer [Evolution V](#), the fifth-generation car in the Lancer Evolution series.

Although rivals such as Subaru and Toyota all participated with heavily modified World Rally Cars, [Mitsubishi](#) persisted with the Group A car based on production models. It was an insistence based on the principle of applying technology developed in the severe conditions found in motorsport to [Mitsubishi](#)'s production models. The [Evolution V](#) was related to the [Evolution III](#) and [IV](#) - the cars that led [Tommi Makinen](#) to two consecutive [WRC](#) titles but their weaknesses were addressed and the concept was further evolved. The main improvement over the previous

model was the wider track. The legendary Type [4G63 engine](#) with its superb low- to mid-range torque was retained along with the unique Active Four Wheel Drive System, controlled by an electronic clutch, but the Lancer [Evolution IV's](#) cornering speeds on tarmac were compromised in comparison with the World Rally Cars, as the regulations permitted them a wider track. The Lancer [Evolution V](#) put [Mitsubishi](#) back on level terms.

Furthermore, [Mitsubishi](#) had homologated two types of [suspension](#), with wide or narrow tracks, making it possible to adapt the [Evolution V](#) ideally for both tarmac and gravel. The car appeared for the first time on the fifth round, the [Catalonia Rally](#), but initially it took time to exploit its capabilities. But thanks to a combination of [Makinen's](#) brilliance and its intrinsic qualities, the first win came soon enough, on its third event, the [Rally of Argentina](#). In the second half of the season, the [Evolution V](#) became an irresistible force. Starting with the win on the ninth round, the [Rally Finland](#), where [Makinen](#) obtained an unprecedented fifth straight victory on home ground, the [Evolution V](#) remained unbeaten for the rest of the season, winning four events in a row. With the two wins during the first half of the season, [Mitsubishi](#) had won seven of the 13 rounds held. It was a record worthy of a champion. [Makinen](#) also attained his third consecutive [WRC](#) title - an unparalleled feat - and [Mitsubishi's](#) manufacturers' crown made it a double triumph for the team. [Mitsubishi](#) was at the pinnacle of world rallying.

Major Results – Evolution V		
1998	Catalunya [WRC]	3rd
1998	Argentina [WRC]	1st
1998	New Zealand [WRC/APRC]	3rd
1998	Finland [WRC]	1st
1998	San Remo [WRC]	1st
1998	Australia [WRC/APRC]	1st
1998	Great Britain [WRC]	1st
1998	Overall in World Rally Championship	1st in Manufacturers' Championship
1998	Overall in World Rally Championship	1st in Drivers' Champ [T.Makinen]



1999: Lancer Evolution VI

In its bright new Marlboro colours, the Lancer [Evolution VI](#) made its first appearance at the beginning of the 1999 season on the [Monte Carlo Rally](#). With reliability and three consecutive Drivers' Championships to its credit, the car took on the World Rally Cars at once and won the first round to start off the season on the right note. The Lancer Evolution was the only car homologated as a pure Group A car in the 1999 season and as a result, it was forbidden to mount the "VI" engine further back or to modify the suspension to increase travel, in contrast to the World Rally Cars. The limited range of modification put the Group A car at a clear disadvantage. But in spite of this, the lone Group A design proved more than competitive and the [FIA](#) responded by restricting its rear wing. However, the Lancer followed its [Monte Carlo](#) success with victory in [Sweden](#).

Proven speed doesn't guarantee results in an environment as competitive as the [WRC](#). Continued refinement made the Lancer Evolution faster still as a tough '99 season progressed. The [engine](#) in particular went through an unusually extensive development programme. The new, twin-scroll turbocharger unveiled from the [Catalonia Rally](#) was exceptionally durable at high temperatures and titanium/aluminium alloy turbines were used for improved pick-up. In addition to the lighter [engine](#) developed for [Catalonia](#), the compression ratio was raised late in the season. The type [4G63](#) had evolved to a point where the drivers reckoned it had the most power and response.

[Mitsubishi](#)'s electronic multi-plate clutch-activated 4WD system had also been greatly improved. Its response speed is far superior to the hydraulic/active [differentials](#) used by its opponents, and the new active system played a significant part in the Lancer [Evolution VI](#)'s success. The long-awaited active rear [differential](#) was used from the [San Remo Rally](#) onwards and stability during cornering was considerably enhanced. Thanks also to highly developed rear [suspension](#); the Lancer [Evolution VI](#) was able to outpace the competition at the critical stage in the championship battle. [Tommi Makinen](#) became the drivers' champion for the fourth consecutive year, yet another achievement without precedent in [World Rally Championship](#) history.

Major Results – Evolution VI		
1999	Monte Carlo [WRC]	1st
1999	Swedish [WRC]	1st
1999	Portugal [WRC]	5th
1999	Catalunya [WRC]	3rd
1999	Tour de Corse [WRC]	6th
1999	Argentina [WRC]	4th
1999	Acropolis [WRC]	3rd
1999	New Zealand [WRC/APRC]	1st
1999	San Remo [WRC]	1st
1999	Australia [WRC/APRC]	3rd
1999	Great Britain [WRC]	5th
1999	Overall in World Rally Championship	3rd in Manufacturers' Championship
1999	Overall in World Rally Championship	1st in Drivers' Champ [T.Makinen]

2000 – 2001: Lancer Evolution VI TME

It was becoming increasingly clear that the scope for modifying World Rally Cars constituted a breakthrough and that their stricter limits put Group A cars at a disadvantage. But [Mitsubishi](#) well aware of the situation, kept faith with production-based Group A cars. This attitude had spurred the creation of each Evolution model from the outset and the constant progress with a line of cars that sometimes looked as though they had been developed to their full potential.

This process was such that the engineers boasted that the specification of the

[engine](#) changed at every round, citing the lightweight [engine](#) used for the [Catalonia Rally](#) with an improved ECU that gave better throttle response.

The "[Tommi Makinen Edition](#)," named after the renowned champion driver was introduced as a base model - another example of the ceaseless development on the road to victory. On the [Rally Finland](#), development was focused around the front [suspension](#). The cross member was lighter yet with more rigidity with changes in the geometry. There was also an intensive review of the aerodynamics.

It was also a season in which [suspension](#) defined the limits of a Group A car. But in the [Rally Australia](#), fate finally shone on the Lancer. Improved [suspension](#), [differentials](#) and mapping bore fruit, the car was highly competitive and a great comeback win was achieved.

The next day however, news broke that stunned the whole team. The turbocharger was not in accordance with the regulations and the win became a mirage. The fact that it was merely a difference in the interpretation of the regulation made it all the more painful to have all the points taken away. So the 2000 season ended just short of the possible fifth consecutive championship.



For the next season, the ultimate Group A Evolution model was developed. It visually resembled the 2000 model, but all the weak points in comparison to World Rally Cars had been addressed. Rear [suspension](#) travel was extended by 30mm and the handling was greatly improved. In addition, the [flywheel](#) was lightened to improve throttle response.

This last thoroughbred Group A car began its competition career by completing its a hat-trick on the season opener at [Monte Carlo](#), followed by a victory in Portugal and a third win on the Safari. The Lancer Evolution series proved a match for the World Rally Cars until the very end. Since its debut in 1993, constant

development and evolution brought the Group A Lancer a total of 25 wins. Now [Mitsubishi](#) would embark on a new challenge with the Lancer World Rally Car.

Major Results – Evolution VI TME		
2000	Monte Carlo [WRC]	1st
2000	Swedish [WRC]	2nd
2000	Portugal [WRC]	6th
2000	Catalunya [WRC]	4th
2000	Argentina [WRC]	3rd
2000	Finland [WRC]	4th
2000	Cyprus [WRC]	5th
2000	San Remo [WRC]	3rd
2000	Great Britain [WRC]	3rd
2000	Overall in World Rally Championship	4th in Manufacturers' Championship
2000	Overall in World Rally Championship	5th in Drivers' Champ [T.Makinen]
2001	Monte Carlo [WRC]	1st
2001	Swedish [WRC]	2nd
2001	Portugal [WRC]	1st
2001	Catalunya [WRC]	3rd
2001	Argentina [WRC]	4th
2001	Cyprus [WRC]	5th
2001	Acropolis [WRC]	4th
2001	Safari [WRC]	1st
2001	Overall in World Rally Championship	3rd in Manufacturers' Championship
2001	Overall in World Rally Championship	3rd in Drivers' Champ [T.Makinen]



2001 Evolution VII WRC

The Evo 6 WRC was still being built to old Group A manufacturing rules meaning it could not be modified nowhere near as much as all the WRC spec cars ran by the other teams. The FIA had allowed Mitsubishi a time limited dispensation to compete with a Group A car. With this time running out Mitsubishi took a big step and moved to WRC rules with the Evo 7.

Big changes to the suspension over the Evo 6 WRC were the biggest technical improvements and had always been major issue with the 6. Far more suspension travel and a move to a complete MacPherson rear suspension configuration were designed to make the car far more stable with much improved suspension travel. With the new body Evo VII body shell also came a longer wheelbase. Whilst

Information compiled and/or written by B.Smith [AKA [Bazza](#)]

improving high speed handling, it was this length that left many people feeling that it hindered the Evo VII WRC on the tighter rallies.

WRC rules also allowed better engine placement to improve weight distribution and the use of more exotic materials in the engine construction, although the engine remained the same basic configuration.

The Evo VII WRC was launched in October 2001 at the San Remo rally at a time when Tommi was joint leader in the driver's championship and Mitsubishi were chasing the manufacturer's title hard.

It was a crucial turning point. The Evo 6 had been competitive for most of the season with Tommi leading the championship, but Mitsubishi had to launch the Evo 7 WRC as part of their agreement with the FIA to move away from Group A rules. Not surprisingly with a brand new car, the Evo VII WRC struggled to be competitive, recording just one point scoring finish in the last four rallies of the season. As a result Tommi lost the driver's title, but despite the poor results he was only 3 points behind the eventual winner, Richard Burns, at the end of the season. Things could have been so different.....

For 2002 Mitsubishi revised the Evo VII WRC and was officially titled the Mitsubishi Lancer Evolution WRC2.



Before the end of the 2001 season, Tommi Makinen had signed for Subaru for 2002. Freddy Loix also left at the the end of the 2001 season and 2002 brought a completely new driver line-up. Francois Delacour and Daniel Grataloup were to crew the lead WRC2. Alistair McRae and David Senior crewed the second WRC2 with Jani Passonen given chances in a third car at selected rallies.

The 2002 season was a series of poor performance for the WRC2 with Mitsubishi only scoring 9 manufacturer's championship points and finishing joint last with Skoda. Alistair McRae was the only Mitsubishi driver to score driver's championship points, his best finish being 5th place in Sweden.

As a result of the poor performances Mitsubishi decided to take a year off from the WRC in 2003 and concentrate on developing a competitive car once again.

2004 Evolution WRC 04

In November last year, Mitsubishi unveiled the car that will spearhead its 2004 World Rally Championship campaign - the Mitsubishi Lancer WRC04. A completely fresh design, the new car forms an integral part of a meticulously conceived long-term plan to build on Mitsubishi Motors' distinguished record in the World Rally Championship.

The Lancer WRC04 reflects a fresh design strategy and has been created by a new and youthful engineering team. The project has been overseen by MMSP Limited Managing Director Mario Fornaris at MMSP's base in Rugby, England. The team will treat 2004 as a learning process, in which it creates a car and a driving team ready for success in the years ahead. The coming season will be an exercise first and foremost in laying the foundations for future success.

"The car is quite different from our previous World Rally Cars," Fornaris explains. "We have made something like 6,000 new parts. We have taken advantage of the freedom permitted by the WRC regulations, but my philosophy is to do very simple things and to have a good understanding of the car before we introduce more advanced systems."



The transmission particularly reflects MMSP's new strategy and has nothing in common with the four-wheel-drive systems used on previous Lancers. The Lancer WRC04 car will initially use a transversely mounted five-speed manual gearbox. A semi-automatic gear change is likely to be developed during 2004, once MMSP is satisfied that the Lancer WRC04 is living up to its potential, in terms of performance and durability.

"With the current regulations in the WRC, because the engines have quite small restrictors, the power curve and the torque are so good that it makes it possible to use a five-speed box. Why have six gears when you can have five? We will analyze different possibilities as we develop the car and will introduce new features as necessary," Fornaris added.

The Lancer WRC04 began testing in mid-October and underwent a comprehensive development programme in readiness for its first competitive outing in Monte Carlo.

"We are not expecting too much from the car at first," Fornaris has said. "The idea was to do something quite simple to start with, as we know we have plenty of things to learn. I hope it will be a little bit faster than the previous Lancer WRC at first. We will try to develop the car step by step and, I hope, in the second half of the season it will become more competitive. We can make progress faster this way, but we are not expecting instant results. We are competing in a tough environment."

History of the Evolution

The Evolution model Lancer was first produced in 1992 and is still going strong today with the arrival of the [Evo VIII MR](#) models. The first Evolution [[1992 Evo](#)] was built to meet the homologation requirement of 2500 production cars being built in order for the car to be used in competitive rallying. As each model came along it improved. Roughly 9-10bhp was added to each Evo model until it reached the Japanese production car limit of 276 with the [1996 Evo IV](#).

To find out more about each model you can download all the Evo brochures from my website, [lancer-evo.net](http://www.lancer-evo.net). Direct links to these downloads [in [zip format](#).] are show below:

Model	Download Size	Link
1992 Evo	1.29mb	http://www.lancer-evo.net/brochures/broc_evo.zip
1994 Evo II	1.30mb	http://www.lancer-evo.net/brochures/broc_evo2.zip
1995 Evo III	1.38mb	http://www.lancer-evo.net/brochures/broc_evo3.zip
1996 Evo IV	999kb	http://www.lancer-evo.net/brochures/broc_evo4.zip
1998 Evo V	343kb	http://www.lancer-evo.net/brochures/broc_evo5.zip
1999 Evo VI	653kb	http://www.lancer-evo.net/brochures/broc_evo6.zip
2000 Evo VI TME	1.05mb	http://www.lancer-evo.net/brochures/broc6.5_evo.zip
2001 Evo VII	2.75mb	http://www.lancer-evo.net/brochures/broc_evo7.zip
2002 Evo VII GT-A	1.49mb	http://www.lancer-evo.net/brochures/broc_evo7.5.zip
2003 Evo VIII	4.46mb	http://www.lancer-evo.net/brochures/broc_evo8.zip
All	16.1mb	http://www.lancer-evo.net/brochures/broc_all.zip

1992 Evolution



The Evolution model was introduced to enhance the Lancer's image through rallying. Ironically, the guys at Subaru were thinking the same thing with their new car - the Impreza. Subaru had been using Legacy for a few seasons, but the Impreza [launched in November 1992] proves a far more suitable vehicle in the highly competitive [WRC](#). [Mitsubishi](#)'s answer to the Impreza came a fraction earlier, announced on 7 September, and with sales starting from 19 October 1992.

Kenjiro Shinozuka, Kenneth Eriksson, and Iwao Kimata [[Mitsubishi](#)'s old rally chief] were involved with the car's development. Shinozuka said "If one describes the fighting potential of a works rally car as 100%, then a good production car would usually rank around 50%. This Lancer rates easily over 60% - it is so fast, and never runs off its desired line, not even a fraction of an inch. Its handling really inspires confidence. It defines a new era in rallying"

Kimata added, "A good car shouldn't always be a wild beast. It should flatter the driver's ability, whatever his level, and faithfully carry out his every command. We didn't need a multitude of modern control systems to establish this bond between man and machine - we simply had to polish the existing technology we

already had on hand at [Mitsubishi](#), gained through decades in the field of Motorsport”.

The Lancer Evolution has a lightweight body, it displayed a remarkable power to weight ratio of 199bhp/ton [[GSR Model](#)]. A minimum 2500 were required in order to qualify for Group A rallying, but, at the time, the management wasn't sure if 2500 pure Motorsport machines [[RS Model](#)] would sell, so a [GSR](#) grade was introduced as well to ensure the homologation limit would be met. Officially known as the Lancer [GSR](#) Evolution [[Type CD9A-SNGF](#)], the more civilised model was priced at 2,738,000 Yen. The “LanEvo” certainly did its job of increasing the Lancer's popularity; all 2500 cars were sold out after just three days, so another 2500 had to be built to keep up with demand. The body was light, compact, and strong. Reinforced in strategic areas, it had 20% better torsional rigidity than the standard models, and the front/rear balance was also better through the use of an aluminium bonnet, which featured air intake/outlet ducts [the louvers in the bonnet were for hot air extraction]. There was a large aperture in the front mask for improving cooling, and a large rear spoiler [incorporating a high mount rear brake light] for increased downforce.

The [engine](#) was basically a modified Galant VR-4 unit - the cyclone 2000 DOHC 16v Intercooler Turbo [4G63]. Bore and stroke measurements of 85x88mm gave a cubic capacity of 1997cc; combined with a large capacity intercooler, a new lightweight crankshaft, new pistons and con-rods, new injectors, revised port shapes in the head, sodium filled valves, and a hike in the compression ratio [raised from 7.8 to 8.5:1], it delivered 247bhp at 6000rpm and 227lb/ft of torque at 3000rpm.

Reduced internal friction gave better throttle response, especially at high revs. There was a large bore exhaust system, used to drive the TD05H-16G-7 turbo [meaning the diameter of the turbine nozzle], which featured an Inconel turbo [a mixture of nickel, chrome and iron with a trace of carbon]; twin pipes exited from the rear. Because of the harsh environment in which the car would be used, an oil cooler was specified as standard.

Naturally, in view of the Evolution's sole purpose, an automatic transmission was not even an option. Instead, the Evolution came with a close-ratio [gearbox](#); the standard final drive was 5.443:1. An uprated [clutch](#) was employed, along with a double-cone synchro on second. A viscous-coupled centre differential was used on the full-time 4WD system, with LSD at the rear - both items were borrowed from the VR-4.

The suspension was based on that of the standard Lancer [GSR](#) but uprated, and given pillow-ball bushings instead of rubber ones at the back. Anti-roll bars were employed at both ends.

However, the ride was deliberately not too hard for normal road use. Ventilated discs were specified up front [with two-pot calipers], while solid discs were used at the back; four wheel ABS came as standard. The [GSR](#) had 15”; alloy wheels shod with 195/55VR15 Michelin XGT tyres; fairly narrow, admittedly, but there was a distinct problem clearing the wheel arches with fatter rubber.

Standard Lancer Evolution equipment included halogen headlights, air conditioning, Recaro bucket seats, [in black fabric with grey inserts] power-assisted steering with a tilt-adjustable column and three spoke Momo leather-trimmed steering wheel [plus leather gearknob], full instruments including a 9000rpm tachometer, redlined at 7000rpm, a drivers footrest, electric windows [with bronze tinted glass], remote control door mirrors, a six-speaker stereo radio/cassette, digital clock, remote boot and fuel door releases, an illuminated ignition key cylinder, rear wash/wipe [unusual on a 4-door saloon], and remote central locking.

Factory options included a front LSD, an electric tilt/slide sunroof and Cibie foglights [in white], while dealers were able to offer heavy duty mudguards, a front strut brace, auxiliary gauges and a centre console-mounted kneepad. At 1170kg, the Lancer Evolution [RS](#) was 70kg lighter than the [GSR](#), as it was missing ABS, air conditioning, most of the electrical goodies, the rear wash/wipe, and various trim pieces. The Recaro seats were replaced by basic items, a mechanical rear LSD was employed in place of the viscous one fitted to the [GSR](#), and it came with steel wheels instead of alloys.

1994 Evolution II



The Lancer Evolution II was announced at the end of December 1993, with [GSR \[Type CE9A-SNGF\]](#) and [RS \[Type CE9A-SNDF\]](#) grades going on sale from the middle of January 1994. A total of 5000 cars were made available from the outset this time, as sales had been brisk on the original model; the [GSR](#) version was priced at 2,898,000 Yen. The new model was just as popular as the original and the entire Evolution II run had been sold by April. So what were the differences?

There was a deeper front airdam, a base was on the rear spoiler [with the word "Evolution II" stamped into it]. Rear foglights were fitted on the [GSR](#) in place of the red trim on earlier models, although the [RS](#) had black garnish pieces to match the area around the number plate.

The vehicle's length at 4310mm was the same as the first [Evolution](#) model, as was the width [1695mm]. However, the height at 1420mm was 25mm more than the original [Evolution](#) model and, more importantly, it had a wider track and longer wheelbase. The track was increased by 15mm at the front and 10mm at the rear. The original [Evolution](#) had been the same as the production versions [1450mm and 1460mm]. Meanwhile, the wheelbase at 2510mm, was 10mm longer than the original [Evolution](#), as the front wheel centres were moved forward; combined with bigger tyres, this led to modified wheel arches, which were substantially deeper inside.

The [engine](#) was the same 4G63 unit with an 8.5:1 compression ratio. The turbo was the same as the [original Evo](#), but an increase in boost pressure, a better, freer-flowing exhaust system, and more lift in the valves meant an increase in power output by 10bhp [to 257bhp]. Torque output remained unchanged [228lb/ft]. At the same time, an air-cooled oil cooler was adopted. The transmission had changes to first and second on the close-ratio [gearbox](#) [now 2.750 on first and 1.684 on second]. All the other ratios and final-drive remained the same, although third and fourth gained double-cone synchronizers; the [clutch](#) plate material was also of a higher quality. At the back, the LSD was now a 1.5way mechanism unit on both [RS](#) and [GSR](#) models.

The [suspension](#) geometry was subtly revised, with stronger mounting points. The lower arm at the front was now forged for added strength, the front anti-roll bar diameter was reduced from 23mm to 16mm, while the spring rate was increased. Fatter 205/60 HR15 tyres on OZ five-spoke aluminium wheels were now standard fare on the [GSR](#), while the same rubber came on steel wheels for the [RS](#) model. Combined with the [suspension](#) changes, this helped to improve cornering. There were also new [brake](#) pads, and the steering ratio was changed [from 16 to 14.8] to make it quicker along with the power steering pump.

Inside it had the same Momo steering wheel as that used on the original [Evolution](#), and this also found its way onto the [Evolution VII GSR](#) and [RS](#). There were, however, new, deeper, Recaro bucket seats, for the [GSR](#), trimmed in all-black. Equipment levels were much the same as before, although there were improvements in the audio and central locking systems, and air conditioning came with CFC-free refrigerant. Weighing in at 10kg more than its predecessor, torsional rigidity was said to be up 30%.

"The Lancer Evolution II is extremely quick, felt safe and easy to handle, unlike some of its contemporaries in the supercar class, which often left the driver with sweaty palms. The fact that the Lancer was just as enjoyable at slower speeds, and even around town, was another interesting observation" - CarGraphic Magazines' Yasushi Kabata [May 1994].

1995 Evolution III



Carrying the same CE9A codes as its predecessor, the Evolution III was launched in January 1995, and went on sale from 10 February. A total of 7000 were made available, with the [GSR](#) model priced at 2,968,000 Yen on the home market, although a few were exported.

New pistons gave an increase in compression ratio [from 8.5:1 to 9.0:1] and brought the extra 9bhp, taking maximum power to 266bhp at 6250rpm, torque output remained at 228lb/ft. The turbocharger [TD05H-16G6-7] and exhaust system also received attention to give better response, while two water spray jets were employed on the intercooler instead of just one.

[Gearbox](#) ratios were the same, but the final drive was now fractionally higher at 5.358:1. Wheels and tyres were carried over from the [Evolution II](#), but there were more changes for the body. Indeed, all the aerodynamic appendages were modified slightly. There was a new front airdam with cooling ducts for the brakes and transfer box, and a taller rear spoiler incorporating a high mount brake light in the base. As a result, the "Evolution" status symbol was relegated to a small badge placed on the right-hand side of the bootlid. However, lift was said to be - 0.01 and, in any case, "Evolution III" was now stamped into the side skirts.

A new "Speed 3" Momo three-spoke steering wheel was adopted on the [GSR](#) [the [RS](#) kept the old "Cobra II" item], and there was a new gearknob. Seat materials were changed on both models, although the seats were basically the same; Recaros on the [GSR](#), but now trimmed in "Genesis" fabric. The gauges still had black faces. Equipment levels and dimensions remained the same, but weight increased by another 10kg; the [GSR](#) now weighed in at 1260kg, while the 2,378,000 Yen [RS](#) was listed at 1190kg.

Car Graphic magazine compared the Evolution III with the latest Impreza WRX Type RA STi. Despite the Evolution III being close to the self-imposed Japanese production car limit of 276bhp, the Subaru now had the upper hand on power and torque output, yet still had a price advantage on the [GSR](#). However, the [Mitsubishi](#) was still the fastest, recording a 0-60mph time of 4.9 seconds [0.4 seconds faster than the Impreza]. The two ultimately battled neck and neck in the [WRC](#) and the showrooms.

1996 Evolution IV



Announced on 30 July 1996, the all-new Evolution IV eventually went on sale 23 August 1996. Given the CN9A-SNGF code for the GSR and CN9A-SNDF code for the RS, the Evolution IV's development was based on Mitsubishi's [WRC](#) experience. Due to the demands of the Motorsport people, even the styling was based on efficiency rather than cosmetics. There was a new front bumper [with an integrated grille] and front airdam [with built-in large diameter PIAA foglights], revised side skirts and rear valance, and a bigger rear spoiler with a delta-shaped wicker, or base; there was also a large air outlet in the aluminium bonnet.

The overall length was up by 20mm over the [Evolution III](#) and the width and height were 5mm less, and the wheelbase remained the same [2510mm]. The front track was increased by 5mm, while that at the rear stayed the same. Thus both were now 1470mm. The body was now 45% stronger than that of the standard Lancers, with extensive additional spot welding, and reinforcements around the scuttle, suspension and lower and upper frame; the [RS](#) also gained a front lower brace plus additional front cross member.

The 4G63 turbo [engine](#) was basically the same, although there were many important differences compared to earlier Evolutions. The compression ratio was lowered slightly from 9.0:1 to 8:8.1, yet power and torque were drastically increased.

This was primarily achieved by adopting a new, twin-scroll turbocharger [TD05HR-16G6-9T] and a 15% larger capacity intercooler, although there were a number of other modifications too. The cylinder head and lower part of the block were made thinner to reduce weight. The head covered different camshafts [a red rocker cover became a feature at this time incidentally], and the lighter pistons. Between the two was a stainless steel instead of carbon headgasket.

There was a bigger radiator, a lighter flywheel, straighter intake tracts, and a secondary air injection system on the exhaust manifold to reduce exhaust gas interference and to keep the turbo spinning hard, even at low revs, thereby reducing lag [this used to be on the rally versions only]. One big bore exhaust pipe exited from the back now, instead of the twin pipes as found on the earlier Evolution models. Power was now quoted at the Japanese limit of 276bhp at 6500rpm, while maximum torque went up to 260lb/ft at 3000rpm. The engine was still transverse, but mounted 180 degrees opposite to that of the [Evolution III](#) which, much to the annoyance of the competition specialists, meant accommodating a larger transfer box - it was bigger, heavier and more expensive to produce.

A new W5M51 [gearbox](#) with shorter shift strokes was employed, coming with revised ratios [still close], plus the option of a "low" and "high" final drive on the [RS](#). The [GSR](#) was listed with 2.785 on first, 1.950 on second, 1.407 on third, 1.031 on fourth and 0.761 on top, while [RS](#) had the same bottom two ratios, but a closer 1.444 on third, 1.096 on fourth and 0.825 on fifth. The final-drive was 4.529:1 on the [GSR](#) and [RS](#) "high" option or 4.875 on the [RS](#)'s "low" specification.

A new feature was the [AYC](#) [active yaw control system] rear differential, which used electronics to hydraulically give more torque to the outside wheels, and less to the inside one to improve cornering. The [GSR](#) came with [AYC](#) at the rear, a viscous-coupled centre differential with a 50/50 split, and a helical front LSD; the [RS](#)'s rear LSD was a 1.5 way mechanical type, while the torque-sensing helical front was listed as an option.

There was a multi-link rear [suspension](#), and a revised geometry up front to give a lower roll centre; anti-roll bar diameters were 23mm up front and 21mm at the back. Brake feel was enhanced through the use of bigger ventilated discs on the [GSR](#) - 294mm at the rear – made possible by the move to 6.5Jx16 OZ 12 spoke alloys with 205/50/VR16 tyres. Interestingly, the rear discs incorporated a small drum for a more efficient handbrake. ABS was standard, although the [RS](#) - still built to order - ran on 6.5Jx15 steel rims shod with HR-rated rubber, and had the small diameter brakes carried over from the [Evo III](#); the 16" wheel and tyre combination was an option on the [RS](#). In fact, there were five [RS](#) set packages; [AYC](#), 16" wheels and tyres, bigger brakes, a front helical LSD, and a close-ratio [gearbox](#) with a "high" final drive for circuit use.

Inside, the front seats were full Recaro buckets, trimmed in a buckskin-type material. There was a similar but new Momo steering wheel and a leather gearknob. Dual airbags came as part of the [GSR](#) package, but not on the [RS](#), as this had a different steering wheel. White-faced gauges were adopted at this point, with an LCD trip and odometer. Equipment levels were basically the same, with several detail differences. There was a green tint on the glass, and the 6-speaker stereo went into the options list. Heated door mirrors were also listed as an option, and a [Ralliart](#) sports kit was available from September. The [GSR](#) was listed at 2,998,000 Yen. Production planners called for 6000 to be built, including the basic [RS](#), which was 500,000 Yen cheaper. Of these, a total of 107 were exported officially.

Excellent press coverage helped sales and the first 6000 machines went quickly [in just three days in fact], so another 3000 were built in September. Ultimately the ratio was about 90% [GSR](#) and 10% [RS](#). With [Mitsubishi](#) UK hoping to sell the model, a few made their way to the UK. One such car [P66 MRE], was tested by Complete Car in its May 1997 issue. It stated: "Almost certainly the most refined and usable homologation special ever made, the Evolution IV perhaps lacks the extrovert buzz suggested by its appearance, but there's no doubting its massive dynamic and performance capabilities".

1998 Evolution V



Visitors to the 1997 Tokyo Show got a sneak preview of the Lancer Evolution V. Although it still had 276bhp, there was a substantial increase in torque output, and it's attractive 17" aluminium alloy wheels concealed powerful Brembo [brakes](#). Press material handed out at the event said that it would be available in the spring, whetting the appetite of Motorsport enthusiasts everywhere. Ultimately announced on 6 January 1998, sales began three weeks later.

The aluminium bonnet design was revised for better heat dissipation, and the same lightweight material was adopted for the flared front wings [the rear fender size was increased via wheel arch blisters]. There were new front and rear bumpers, a different airdam, modified side and rear skirts, a four-position rear spoiler with a delta shaped wicker and aluminium wing.

As for the leading dimensions, while the height [1415mm] and wheelbase [2510mm] remained the same as the [Evolution IV](#), the length was now 4350mm, which was an increase of 20mm and the width was increased by 80mm, taking it to 1770mm overall. The track measurements were also wider at 1510mm at the front and 1505mm at the back. The bigger car followed the trend started by the [World Rally Car](#) regulations, although the Evolution V still managed to just keep within the Group A regulations.

The [engine](#) was basically the same, with 8.8:1 compression ratio retained. However, there was a modified twin-scroll turbocharger [TD05HR-16G6-10.5T] and intercooler, new lightweight pistons, and the radiator and oil cooler capacities were increased. Torque was enhanced somewhat by these changes over the [Evolution IV](#) - now listed at 275lb/ft at 3000rpm.

Gear ratios were carried over from the [Evolution IV](#) [including the options on [RS](#)], but the synchromesh and swift linkage was made stronger, topped with a smaller gearknob trimmed in black leather with red stitching [actually, a number of road tests mentioned the better gearshift]. The innovative [AYC](#) system continued on the [GSR](#), matched with a helical LSD up front. There was a longer lower arm on the front [suspension](#), made from forged aluminium alloy, and the inverted front struts were given longer strokes. Mountings were changed at the rear to give the car its wider track, while revising the geometry at the back end gave a lower roll centre, thus enhancing road holding and vehicle response during cornering. In addition, the steering rack location was altered, along with the knuckle joint location, in order to give more linear response in corners, while a new pump was adopted, allowing the engineers to remove the power steering oil cooler to save weight.

Tyres were now 225/45 ZR17 on OZ alloys - although 7.5J x 17, they were nonetheless of similar design to those fitted on the [Evolution IV](#). As a result, the front gained four-pot calipers [formerly 2-pot] and bigger 320mm diameter discs, while two-pot calipers were employed at the rear, again with larger 300mm diameter discs. [Brakes](#) were made by Brembo, with ABS coming as standard on the [GSR](#). Inside, the Recaro bucket seats were employed, the Momo leather-trimmed steering wheel was carried over, as were the white faced gauges. Dual airbags were again a part of the [GSR](#) package.

Carrying the [CP9A-SNGF](#) code the [GSR](#) was priced at 3,248,000 Yen. The interior was trimmed in black with grey inserts. The basic [RS](#) model carried the [CP9A-SNDF](#) code, it was available at 2,598,000 Yen. Still, running on 15" wheels and tyres, it required the old braking system. It weighed in at 1260kg, instead of the 1360kg for the [GSR](#), although weight could be reduced further on the [RS](#) by opting for the thinner gauge body, or by asking for a car minus the aerodynamic appendages.

[RS](#) packages were basically the same, although the optional wheel and tyre combinations were naturally bigger, in line with the standard [GSR](#) fitment, and a crossmember support bar was added each time the larger wheels and tyres were specified. Factory options included red "[Ralliart](#)" or dark silver "Evolution V" mudflaps, a turbo boost gauge, centre console kneepads, front and rear strut bars, an uprated [suspension](#) kit, a sports exhaust, navigation system, and various badges.

1999 Evolution VI



As Autocar put it: "It is less than a year since the [Lancer Evolution V](#) scalped Subaru's hottest Impreza and became the most astonishing saloon car we had ever driven. But the constant need to homologate new cars for rallying means that [Mitsubishi](#) has had to go back to its corporate shed and attempt the unthinkable; make the [Evo V](#) better". Announced in January 1999 [sales started at the end of that month], weights and dimensions for the Evolution VI were the same as those of the [Evolution V](#).

The [engine](#) and [gearbox](#) were basically carried over [although there were a few subtle modifications and a new sump was adopted]. There were new OZ wheels, but they wore the same rubber, while the [RS](#) version continued on 15" rims. In reality, the main changes centred around revised aerodynamic appendages in order for the car to comply with the latest [WRC](#) regulations. The Evo VI featured a new front bumper with integrated grille [to meet the 1999 [FIA](#) regulations], separate oil and brake cooling ducts [the oil cooler duct was on the offside only, just ahead of the wheel], smaller foglights, and an offset number plate to increase airflow to radiators; the front indicators were now clear.

Moving around the vehicle, the old side skirts were retained, but there was a new, smaller rear spoiler with twin blades [it was made smaller to comply with [FIA](#) guidelines]; beneath the spoiler, the rear light cluster garnish had gone. More spot welding and special adhesives were employed to further strengthen the body, with stronger front shock mounting points. The front and rear [suspension](#) underwent subtle revisions, with a lower roll centre, and an increased stroke and more forged aluminium parts for the rear. However, the [Evolution V](#) suspension could still be specified on the [RS](#) for those who entered gymkhana-type events. As for the engine, a larger air intake hose was fitted, and there was better breathing on the turbocharger [the [GSR](#) turbo was the same, but the [RS](#) used a TD05HRA-16G6-10.5T unit with a more responsive titanium-aluminium alloy turbine blade].

A bigger oil cooler gave 23% better heat dissipation; the cooling system was also modified, and the lightweight pistons now incorporated oil cooling channels. A twin-plate [clutch](#) was listed as an option for the [RS](#) [an hydraulically operated, single-plate unit was the norm], while the [AYC](#) was improved via rally experience. The Brembo [brakes](#) [standard on the [GSR](#), optional on the [RS](#)] were carried over from the [Evolution V](#), although revised caliper shapes helped to increase strength. Ventilated at both front and back, the diameters were 320mm and 300mm. The interior was basically the same, although the Recaro seats were now black with blue inserts, with blue stitching on the familiar Momo steering wheel, the leather trimmed gearknob and gaiter. Blue faced gauges featuring white markings continued the theme. Factory options included PIAA foglights [not built in any more], mudflaps, headlamp trim, a carbonfibre rear wing and a carbonfibre oil cooler outlet duct garnish. The spare key came on a presentation plaque - quite novel.

The [GSR](#) model was priced at 3,248,000 Yen and the [RS](#) model at 2,598,000 Yen. A total of 7000 Evolution VI's were built. Autocar commented: "The world's greatest point to point missile just got better. Nothing can touch it across country, yet it's as practical as any other four-door saloon. Simply awesome". In June 1999, the Lancer Evolution VI limited edition was announced. This featured a number of [Ralliart](#) components, including an air suction and intercooler pipe set, a high performance air filter, sports exhaust and radiator and oil filler caps. The limited edition was sold through a small number of dealers in the Kanto [Tokyo Bay] area only; available in both [GSR](#) and [RS](#) guises. Retail price was just 100,000 Yen more than the standard Evolution VI, which represented quite a saving if an enthusiast tried to buy the parts separately from the aftermarket spares catalogue. The "[Zero Fighter](#)" was another [Ralliart](#) special as was the [Extreme](#).

2000 Evolution VI Tommi Makinen Edition



The 1998 Tokyo Show saw the debut of the Evolution VI Tommi Makinen Edition. Officially announced at the end of the year, it was introduced to celebrate Makinen's four consecutive World Championship for Drivers titles, and is sometimes referred to as the Evolution 6.5.

Nationwide sales began on 8 January 2000. At the time of the Tokyo launch, Makinen said "It is a great honour for me to have my name on this car. I have spent so many hours behind the wheel of a Lancer, helping to develop certain areas where my input was of use to the engineers. It is not only highly efficient, but easy to control and fun to drive, too. It is a very well-balanced package, and one that I hope will take me too many more victories in the [World Rally Championship](#)".

[Engine](#) and [transmission](#) options were carried over, along with the gear ratios on the five-speed box. However, the high response titanium-aluminium alloy turbine blades were now specified on the [GSR](#)'s turbocharger [Type TD05HRA-15GK2-10.5T] as well, combined with a smaller diameter compressor wheel; the [RS](#) kept its old turbo, with the new one as an option. In addition, there was a new exhaust with a big bore tailpipe. Ultimately, the engine provided lots of torque in the low to mid-range, the Evolution VI TME modifications bringing in the maximum torque 250rpm lower down the rev-band.

Easily distinguishable by its redesigned, aggressive looking front bumper / airdam, The Tommi Makinen Edition rode 10mm lower than the [Evolution VI](#), as the [GSR](#) came with the tarmac [suspension](#) settings [an option on the [RS](#)]. A front tower bar was standard on all cars, including the [GSR](#), while the steering ratio was quicker than that of the earlier Evolutions. White Enkei 17" alloys [the same as those used on the works Group A cars] came as part of the [GSR](#) package, and could be bought as an option for the [RS](#) grade.

Combined with the so-called Special Color package [available on the [Passion Red GSR](#) as a 20,000 Yen option], the exterior could be made to resemble an authentic [WRC](#) machine. Inside, although the style of the interior and its components was carried over, there were now black-faced gauges with red numbers and calibrations, and red stitching graced the Momo leather trimmed steering wheel, gearknob and gaiter. The cockpit remained predominantly black, but the Recaro seats had red fabric inserts and a "T.Makinen" logo on the [GSR](#), while the [RS](#) had a strict [Evolution VI](#) interior with blue inserts.

Chassis codes were the same as those used for the [Evolution VI](#), although the [GSR](#) based Special color package carried the [SNGF2](#) designation. Weights were also the same as was the fuel tank capacity, which remained at 11 imperial gallons/50 litres, although the shape of the tank was changed slightly to stop petrol moving around so much during extreme cornering.

The [GSR](#) was priced at 3,278,000 Yen, whilst the [RS](#) was slightly cheaper at 2,598,000 Yen. A lucky 2500 buyers received a resin scale model mounted on a wooden plaque, while Factory options included front foglights [PIAA], and HID headlights from the Cibie concern.

2001 Evolution VII



[Mitsubishi](#) issued the following press release on 26 January 2001: *"Mitsubishi Motors Corporation announces that the Lancer Evolution VII sophisticated 4WD sports sedan will go on sale at Galant and Car Plaza dealer showrooms throughout Japan on Saturday 3 February 2001".*

A high performance 4WD sports sedan, Lancer Evolution VII delivers mainstream Motorsport's capabilities into the hands of the enthusiast driver. Derived from the Lancer Cedia series that debuted in May 2000 after a full model change, Evolution VII is powered by [Mitsubishi's](#) well-proven two-litre intercooler-turbocharged [engine](#) [4G63].

Refined and spirited exterior styling that combines superior aerodynamic and [engine](#) and [brake](#) cooling performance with an appearance that becomes a sophisticated new-age 4WD sports sedan. Improvements to the inline four-cylinder 4G63 two-litre intercooler turbocharged [engine](#) concentrated on boosting medium range torque and have produced class-topping maximum of 276bhp at 6500rpm and 282lb/ft of torque at 3500rpm.

Changes include improvements to the turbocharger; the use of an updated intercooler; a redesign of the intake piping; a 20% reduction in intake resistance, and the use of a three-nozzle intercooler spray with a manual override switch. Internal weight in the upper engine has been reduced through the replacement of aluminium rocker covers with magnesium, and the use of hollow camshafts. Backpressure in the exhaust system has been reduced through the use of a spherical joint for the front exhaust pipe and a straighter exhaust pipe. The fitting of a variable backpressure valve in the main muffler provides better noise reduction at low engine speeds and lower backpressure at high speeds. Resistance to corrosion and strength have been improved with the use of stainless steel in all exhaust pipes.

A newly developed Active Centre Differential [ACD] brings better handling response and traction to the Evolution VII. Integrated control of the ACD and the Active Yaw Control [[AYC](#)] handling enhancement system bring superior acceleration and handling characteristics. Replacing the viscous coupling type with an electronically controlled multi-plate clutch differential, the ACD effectively regulates slippage in the 50:50 torque split centre differential from free to lock-up to match driving conditions. Control is further optimised with a three-way selector that enables the driver to override the automatic system and choose between Tarmac, Gravel or snow modes for different surface conditions [Standard on [GSR](#), factory fitted option on the [RS](#)].

The Evolution VII carries the latest version of [Mitsubishi's](#) sports ABS system, which incorporates Electronic Braking Force Distribution, to the Brembo [brakes](#) [which were used on the [Evolution V](#) and [VI](#)]. Braking force is controlled independently at each wheel to realise improved stability and steering response under braking when turning. Torsional stiffness is 50% greater than the [Evolution VI](#). This is the result of the use of additional reinforcements and welding, particularly at the joints, to complement extensive weight reduction throughout the body framework.

The Evolution VII uses the five-speed manual transmission of its predecessor, updated for the increased [engine](#) torque. Improvements include the use of stronger materials, for some of the gears. In addition, lower first gear ratios gives better acceleration from a standing start, while a higher fifth gear ratio enhances

comfort and fuel efficiency at higher speeds. Other changes in the Evolution VII contributing to superior [transmission](#) of drive torque and durability include an updated [clutch](#) cover clamp load, and the use of larger clutch discs and flywheel to handle greater engine torque. Fatter 235/45/ZR17 tyres replace the 225/45/ZR17 tyres used on the [Evolution VI](#), bringing a further improvement to grip under high G cornering. Wider rim, mesh-styled 8Jx17 wheels replace the 7.5Jx17 wheels used on the [Evolution VI](#).

Wrapped in refined and dynamic exterior lines that became a sophisticated 4WD sports sedan and that realise significant improvements in aerodynamic and cooling performance. Major contributing elements include; an aluminium engine hood with optimally located heat extraction outlets and NACA cooling ducts; an oversize front grille-integral bumper with side slots that reduce drag while improving cooling efficiency; a large undercover for the engine compartment; front and rear blister type fender flares that meld seamlessly into the body lines; large airdams under the front bumper and at the sides, and a rear deck spoiler with a variable angle of attack.

Housing the auxiliary lights, the multi-lamp headlight units provide superior beam distribution and light intensity, giving a better field of view and making for safer driving at night. The headlight design also adds to the Evolution VII's intrepid and formidable looks. Xenon discharge type headlights and foglamps are available as a factory option. Lighting at the rear is provided by classy three-lamp combination units using clear lenses.

With Recaro bucket seats [Factory options on the [RS](#)] and a new Momo three-spoke leather-trim steering wheel [again, factory option on the [RS](#)], leather-trimmed shift lever knob and handbrake grip complement the off-black interior. Housing five dials and gauges each with its own silver bezel, the function orientated instrument panel further adds to the sporty flavour of the interior. On the [GSR](#) trim level, an ACD mode indicator shows the driver at a glance which mode the centre differential is operating in. The [GSR](#) [[CT9A-SNGFZ](#)] was priced at 2,998,000 Yen; the [RS](#) [[CT9A-SNDFZ](#)] at 2,518,000.

2002 Evolution VII GT-A



On the 29th January 2002, the Lancer Evolution VII GT-A was announced - the first Evo to have automatic [transmission](#). Talk of a semi-automatic Evo had been circulating the industry since the latter part of 2001, and it wasn't really a shock as it was the way most manufacturers were going.

Based on the [GSR](#), but with a more sophisticated, as opposed to aggressive look, it was the brainchild of the marketing people. Nonetheless, Inagaki-san stated that he would like to see an automatic [gearbox](#) for his rally cars one day, as soon as technology allowed a suitable [transmission](#), and it was certainly an interesting development in the Lancer's history.

The air outlet and NACA duct on the bonnet, plus the inlet in the centre of the upper part of the front bumper, were removed, while the number plate moved to a central position. At the back, the standard spoiler was reduced in size and redesigned to incorporate an LED high mount brake light, although it was possible to fit the original spoiler or specify a car without a spoiler at all, according to the

buyer's wishes. Discharge headlights/foglights came as part of the GT-A package, while the indicators and rear combination lamps were given clear lenses. The interior was subtly different from that of the original [Evolution VII GSR](#), in that it featured a blue finish on the dashboard inserts, white gauges were used once again. The gearlever surround and the power window switch panels, were of chrome finish as was the air conditioning controls and door handles. Electrically adjustable leather trimmed Recaro seats were available as an option.

The 4G63 [engine](#) was retained, although given a new turbocharger with a smaller nozzle diameter for better response. In line with the adoption of an automatic [transmission](#), it was detuned slightly to give a maximum 272bhp @ 6500rpm, with 253lb/ft of torque being developed at 3000rpm. The [gearbox](#) was a five speed INVECS II "sports mode" unit, incidentally, with a traditional centre tunnel mounted shift and steering wheel paddles; the first time this arrangement had ever been used on a [Mitsubishi](#) road car.

While the drivetrain from the [GSR](#) was carried over [with [AYC](#), ACD and sports ABS included], the body was further strengthened and given a number of measures to reduce NVH [noise, vibration and harshness] and enhance refinement. The steering ratio, [suspension](#) settings and anti-roll bar diameters were also revised to fit in with the new model's sophisticated image, and the tyres made slightly narrower [now listed at 225/45]. The attractive wheels were retained, however, although given a shiny finish instead of matt silver. Limited to just 2000 units, only one grade was available priced at 3,300,000 Yen.

2003 Evolution VIII



[Mitsubishi](#) Motors Corporation announced the launch of the Lancer Evolution VIII sports sedan in Japan on January 29. Features include a high-performance 2-litre intercooler-turbocharged [engine](#), a 6-speed close-ratio [gearbox](#) and [MMC's](#) advanced all-wheel traction control system. Available in four trim levels, the Evolution VIII [GSR](#) is priced at 3,298,000 Yen, the [RS](#) 5-speed manual [transmission](#) model at 2,740,000 Yen and [RS](#) 6-speed gearbox model at 3,160,000 Yen. [Mitsubishi](#) are targeting sales of 5,000 [half that of the [Evolution VII](#)].

A 6-speed close-ratio [gearbox](#) that extracts the [engine's](#) class-topping maximum of 276bhp and 289lb/ft of torque is used. The addition of [Super Active Yaw Control](#) to the race-proved Active Center Differential in [Mitsubishi's](#) all-wheel traction control system realises significant improvements in cornering and traction performance. [Standard on [GSR](#), factory-fitted option on [RS](#) models]. Improved aerodynamic performance with the use of a new-design oversize front bumper, engine undercover and the first all-carbon rear spoiler on a 4-door production sedan.

Evolution VIII presents a more aggressive exterior design that incorporates [Mitsubishi's](#) design identity in the front grille and sees improvements in aerodynamic and cooling performance. Stamping the new design identity on the front visage is the pyramid-shape element in the center of the grill that locates the silver [Mitsubishi](#) 3-diamond logo, the apex of which provides the origin for a ridgeline that flows seamlessly into the engine hood.

Intercooler efficiency has been boosted with a 10% enlargement of the mid-bumper air intake. The [engine](#) oil cooler air intake located under the right end of the bumper has been redesigned as a duct to promote a smoother flow of air and improve oil cooler performance.

The new-design engine undercover generates significantly more downforce and features a new diffuser that directs cooling air over the drivetrain. The new model retains the brake cooling air ducts fitted on its predecessor. The rear spoiler uses carbon fibre-reinforced plastic [CFRP] for both horizontal and vertical components - a world-first on a 4-door production sedan. Exploiting to the full the low mass, high strength and rigidity properties of CFRP, the aerofoils are slimmer and optimized in section. The spoiler generates significantly more downforce than its predecessor without incurring any extra drag penalties.

Evolution VIII uses an off-black colour scheme and the strategic placement of dark titanium-finish panels to create a sporty interior space that fully complements the vehicle's character and supports sports driving requirements. Dashboard ornamentation is finished in blue to coordinate with the seat upholstery. The dark titanium-finish center panel accommodates 2DIN and 1DIN audio systems on [GSR](#) and [RS](#) trim levels respectively.

The race-serious instrument panel locates the tachometer in the center and uses the same full-scale 270kph speedometer as fitted to the recently launched North America market Evolution VIII, the first Evolution model to be offered on that market. The shifter features a smaller spherical design that enhances operability. On 6-speed close-ratio [gearbox](#) models, the shift gate plate is embellished with the Evolution logo made from the same CFRP material as the rear spoiler. Recaro bucket seats use slim-line bolsters and a lustrous blue knit fabric with a distinctive dimple-finish.

Evolution VIII is powered by an improved version of the 2-litre in-line 4-cylinder 16-valve DOHC twin-scroll turbocharger-with-intercooler 4G63 [engine](#) that develops class-topping maxima of 276bhp @ 6500rpm. Optimisation of turbocharging characteristics has produced class-topping maximum torque of 289lb/ft of torque @ 3500rpm and even gutsier torque in the flat 3000rpm-to-5000rpm band. To match the higher torque, cooling performance has been improved by updating the water pump capacity and by enlarging the water passages in the turbocharger.

[Engine](#) durability and reliability have also been improved by updating the aluminum pistons and forged steel con rods. Detail changes have reduced total [engine](#) weight by 2.5kg [models with air conditioning]. Use of lighter valve springs and valve spring tensioners has lowered the moment of inertia of, and with less load on the springs reduced friction in, the valvetrain.

Evolution VIII models use the same fuel tanks as fitted to the North America market series. At 55 litres, the [GSR](#) gets a 7-litre increase to extend its cruising range; while at 50 litres, the [RS](#) gets just 2 litres more in view of weight and motorsport minimum range considerations.

Evolution VIII uses a 6-speed close-ratio [gearbox](#) [standard on the [GSR](#)] to maximally utilize the engine's outstanding power and torque characteristics. With the motorsport competitor in mind, the [RS](#) comes with a 5-speed manual [gearbox](#) as standard and is available with a 6-speed [gearbox](#)/17-inch wheel combination package as a factory-fitted option. The ratios on the 6-speed [gearbox](#) have been carefully chosen to extract every ounce of torque from the [engine](#): 1st for acceleration from rest; 2nd to 5th for seamless shifting and response; while 6th supports an increase in top speed. The ratios also enable Evolution VIII to return 10-15 mpg on the urban mileage test, a slight improvement over the [Evolution VII](#). The 6-speed [gearbox](#) employs a pull-ring mechanism to prevent accidental selection of reverse. For Evolution VIII, 5-speed [RS](#) models now come standard with the super-close ratio [gearbox](#) offered as an option on its predecessor, with uprated durability and stiffness to match the increased torque.

Since its introduction, [Mitsubishi's](#) All-Wheel Control system - comprising ACD, [AYC](#) and Sports ABS - has elevated the Evolution's traction and dynamic performance to new levels. Debuting on Evolution VIII, the new Super [AYC](#) now brings further and significant improvements to that performance. Super [AYC](#) uses a planetary gear differential in place of the bevel gear type in the current [AYC](#) to double the amount of torque it can transfer between the rear wheels. This enables Super [AYC](#) to boost both cornering and traction performance. The [RS](#) comes with ACD only. The ACD unit gives priority to drive traction, with its operating modes [Tarmac/Gravel/Snow] tuned for the requirements of rally, gymkhana and dirt and snow trials.

The new model uses the same [brakes](#) as its predecessor: Brembo ventilated discs with 4-piston calipers at the front and 16-inch ventilated discs with 2-piston calipers at the rear. Evolution VIII also retains [Mitsubishi's](#) Sports ABS, which uses a steering wheel angle sensor to detect steering inputs. The computer uses this information to regulate braking force at each wheel independently and improve handling behavior under braking. The system also incorporates [Mitsubishi's](#) EBD [Electronic Brake Force Distribution] system, which optimally apportions braking force between front and rear wheels for different road surface and vehicle load conditions to deliver predictable and consistent stopping performance.



To improve handling stability and perceived driving quality, Evolution VIII's body has been made stronger and stiffer in a program pinpointing those areas giving the largest gain in strength for the smallest increase in weight. The upper and lower body joint, a major factor in overall torsional stiffness, has been strengthened with the addition of large reinforcements to inner and outer panels at the bottom of the center pillar. Body panel joints have been strengthened with the addition of reinforcements at the top of the front strut tower and on the upper and side surfaces of the rear wheelhouse, and by increasing the number of spot welding points. [Suspension](#) mounting stiffness has also been uprated by strengthening the mid-section of the strut tower bar and its point of attachment to the body.

Complementing the stiffer body, detail optimisation of Evolution VIII's MacPherson strut front and multi-link rear [suspension](#) results in better on the limit

handling stability and perceived driving quality over the full performance range. [GSR](#) and 6-speed gearbox [RS](#) models retain [Evolution VII](#)'s ADVAN A046 model 235/45ZR17 tyres, which use a high-grip compound and are built with a very stiff carcass. The [GSR](#) and 6-speed [gearbox RS](#) models ride on ENKEI 6-spoke 17-inch alloy wheels. The spun-rim construction of the wheels cuts the weight of a set of wheels by 3.2kg and this reduction in unsprung weight contributes directly to improved dynamic performance. The 5-speed manual [gearbox RS](#) retains the 205/65R15 94H tyres and 15-inch steel road wheels of its predecessor. The [GSR](#)'s 17-inch alloy wheels and 235/45ZR17 tyres are available as a factory-fitted option.

Evolution VIII achieves further advances in weight reduction over the [VII](#), particularly in the front end, upper body and the unsprung weight - areas that contribute most to handling stability.

For similar equipment levels and fuel load, the new [GSR](#) comes in at virtually the same weight as its predecessor despite the 10kg increase ensuing from the introduction of the 6-speed [transmission](#). Serving as the base model for competition use, the 5-speed [gearbox RS](#) model also features further reductions in weight as the result of rationalizing the equipment and sound insulation specifications. For similar equipment levels and fuel load, the new [RS](#) weighs in 20kg lighter than its predecessor. All Evolution VIII models come standard with a vehicle immobiliser system that requires the use of a pre-coded key to start the engine.

2004 Evolution VIII MR



Tokyo, February 4, 2004. Mitsubishi Motors Corporation [MMC] today announced that the Lancer Evolution VIII MR¹ high-performance sports sedan will go on sale at dealerships throughout Japan on February 13. The new series is offered in [GSR](#), [RS](#) 5M/T and [RS](#) 6M/T trim levels, with prices ranging from 2,740,000 yen up to 3,398,000 yen. MMC is targeting sales of 3,000 units.

The Lancer Evolution series went on sale in the United States for the first time in January 2003 where it immediately proved a great success claiming two major accolades in being named 2004 Car of the Year by Automobile Magazine and by Sport Compact Car Magazine. Sales of the series began in Europe in January this year and Germany's Sport Auto magazine recently chose the car as its Sportiest Car 2003.

Lancer Evolution VIII MR builds on this reputation, pushing the performance envelope even further. It is the first production model in Japan to use a lightweight aluminium roof panel. Other distinguishing features include exclusive Bilstein shock absorbers developed jointly with Bilstein, and BBS lightweight forged alloy wheels [factory-fitted option]. The turbocharged engine is tuned to deliver maximum power over the mid-to high-rev band and generates 2.0-liter class-topping torque of 295lb/ft [400N-m] at 3500 rpm. Detail improvements to the ACD + Super [AYC](#) + Sports ABS electronic all-wheel drive control system realize a more natural and better-mannered driving feel and a closer man-machine interaction for true driving pleasure of the highest quality.

MMC retired its works team from the [World Rally Championship](#) for the 2003 season to concentrate on developing a new WR Car and rebuilding its motor sport organization around a new subsidiary, MMSP GmbH. The company returned to [WRC](#) competition at the 2004 Rallye Monte Carlo in January when the new Lancer

WRC04 finished a very creditable sixth on its first outing. Once it receives [FIA](#) homologation, the Lancer Evolution VIII MR is expected to provide the base vehicle for professional and amateur competitors alike in motor sport events around the world, the Production Car [World Rally Championship](#) included.

Exterior

- Evolution VIII MR sees no changes in body design over its predecessor but is distinguished by new colouring and exclusive styling trim that accentuate its aggressive ultra-performance machine looks.
- Matt-black headlamp and rear combination lamp extensions tighten up the facial features front and rear. Turquoise-blue lenses in the projector low-beam lights located outboard in the headlamp units also give accent to the car's aggressive lines.
- The outboard faces of the rear-deck spoiler plates use a dark grey finish close to the colour of the carbon wing, replacing the body colour-keyed treatment on [Evolution VIII](#).
- The "Lancer" emblem at the bottom left and the "Evolution" part of "Evolution MR" at the bottom right of the trunk lid use a dark grey finish, while the "MR" letters are finished in red.
- The brilliant mirror finish to the muffler tail pipe adds a touch of quality and a highlight to the rear. [All models except the [RS 5M/T](#)]
- Tremendously strong fin-design BBS forged alloy road wheels [factory-fitted option] each weigh 1.25 kg less than the standard wheels. The wheels are finished in a dark grey finish that is coordinated to the overall colour scheme.
- The vortex generator, an innovation in aerodynamics technology and offered as a dealer-fitted accessory, creates small vortices at the trailing end of the roof that reduce drag and increase the downforce generated by the rear-deck spoiler. The generator vanes are finished in the same dark grey as the outer panels of the spoiler.
- Evolution VIII MR is offered in four [body colours](#) that blend tastefully with the exterior styling trim and accessories: Medium-purplish Gray Mica [new]; Cool Silver Metallic and Solid Red, which take the MMC corporate colours for their motif; and White Solid, the traditional colour for competition models. [[RS](#) is available in White Solid only.]

Interior

- Interior trim is coordinated in dark tones to present a sporty [interior](#) that projects the same aggressive and ultra-performance image as the exterior.
- Retaining the off-black monotone keynote colour of its predecessor, Evolution VIII MR uses carbon-finish dash ornamentation and a no-frills black center panel to accent the mechanical, function-oriented nature of the cockpit.
- The Momo steering wheel has matt-black spokes and a dark titanium-finish center ring that are coordinated with the dashboard colour.

- The Recaro front seats are upholstered in an elegant black monotone suede-look non-slip material. The shoulder support uses a knit fabric with a distinctive high-grip dimple finish that provides better location.
- The trim uses the same suede-look fabric as the seats to produce a well-coordinated [interior](#).
- The floor-console is embellished with a classy stainless steel plate embossed with the "Lancer Evolution MR" emblem. As with the trunk lid emblem, "MR" is finished in red to stamp its presence more vividly on the [interior](#).

Engine

- The well-proven 2-liter in-line 4-cylinder 16-valve DOHC intercooler-turbocharged 4G63 [engine](#) has undergone detail improvements. The power unit retains Lancer Evolution's trademark flat torque band that kicks in from low engine speeds but now generates gutsier torque in the mid- to high-rev band.*
- The turbocharger uses a larger turbine nozzle with matching cam profile to deliver higher output at mid- to high engine speeds.*
- The turbocharger waste gate now uses two solenoids. This optimizes boost pressure control to give more stable torque in the low to mid-range and helps the powerplant to generate class-topping torque of 295ft/lbs at 3,500 rpm.*
- Durability is improved through shape optimization and reinforcement of the cooling water channels, upgrading from a 3-ply to 5-ply head gasket and the use of magnetic ion-coated piston rings.
- Engine response is improved with the use of lighter silent shafts.
- Cooling performance is improved with the use of a larger oil cooler that features two extra rows. [* [RS](#) 5M/T excluded]

Body

- Evolution VIII MR is the first steel monocoque body Japanese production car to use an aluminium roof panel, reducing vehicle weight by some 4 kg. Reduction of weight in the upper [body](#) lowers the vehicle's center of gravity and reduces roll moment to realize a substantial improvement in handling performance.
- To join the steel monocoque frame and aluminium roof panel, Evolution VIII MR employs an innovative method that uses self-piercing rivets, which expand radially into the steel of the structural member below, and a structural adhesive.
- The provision of a single longitudinal design bead in the roof panel solves the problem of thermal warping that occurs in the manufacturing process as a result of aluminium having a thermal expansion coefficient nearly twice that of steel. This measure has also enabled any increase in the weight of the roof panel to be minimized.
- For increased cabin strength, diagonal braces are used to reinforce the roof joints at the front, center and rear pillars.

- The front door side impact bars use aluminium instead of steel, reducing weight by 3.5 kg while providing the same level of impact safety.

Suspension

- Shock absorbers jointly developed with Bilstein exclusively for Evolution VIII MR offer superior response characteristics and realize better road holding.
- The use of different damping rates for the single-tube front and rear shocks and shape optimization of the rear bump stop has resulted in superior levels of handling stability and road holding together with a sporty ride quality.

Electronically-controlled 4WD system

- Harmonized control of the ACD², Super [AYC](#)³ and Sport ABS⁴ 4WD system components is more finely tuned on Evolution VIII MR after feedback from testing programs and from use in actual competition. As a result, the all-wheel control [AWC] system is tuned with greater bias on sporty and competitive use.
- On [Evolution VIII](#), the AWC system gave control bias to the Sport ABS in order to stabilize the body attitude under hard braking. For Evolution VIII MR, the system is tuned for optimum response on different road surfaces. More specifically, by keeping ACD + Super [AYC](#) control active while Sport ABS is in operation, the car now responds more accurately to steering inputs as it enters, and holds its line better through, corners on dry tarmac and other high-friction surfaces.
- The weight of the Super [AYC](#) unit has been reduced by 800 grams by switching from steel to aluminium for the clutch case and by reviewing the metal clutch disc gauge. The use of high-strength steel for the differential hypoid gears has raised fatigue strength by some 20%.

¹ [Mitsubishi](#) Racing: a designation first used on the Colt Galant GTO, the first [Mitsubishi](#) production car powered by a DOHC engine, and traditionally reserved for the Lancer, GTO and other Mitsubishi high-performance sports models.

² The Active Center Differential incorporates an electronically controlled hydraulic multi-plate clutch. An ECU optimizes clutch cover clamp load for different driving conditions, regulating the differential limiting action between free [where torque is split equally between front and rear wheels] to locked states. The result is improved steering response together with better traction. ACD operation switches automatically between three modes - Tarmac / Gravel / Snow - to realize quicker control response for changes in road surface. A single ECU provides integrated management of both ACD and Super [AYC](#) components.

³ [The Active Yaw Control](#) system uses a torque-transfer mechanism in the rear differential. Under ECU control, the system operates to raise cornering performance by transferring torque between the rear wheels as dictated by driving conditions and so control the yaw moment acting on the car body. With Super [AYC](#), the use of a bevel- instead of a planetary-gear differential enables the transfer of almost twice as much the torque between the rear wheels. As well as reducing understeer further, Super [AYC](#) acts like a limited slip differential to extend cornering limits. The use of a single ECU to integrally manage Super [AYC](#)

with the ACD produces a synergism that makes both components operate more effectively than if they were under independent control.

⁴ The Sport Anti-lock Braking System ECU uses information from a steering angle sensor that detects steering inputs as well as from lateral G and vehicle speed sensors to apportion pressure to each of the four wheels independently. The result is improved steering response under braking. Integral with Sport ABS, MMC's Electronic Brake Force Distribution [EBD] system optimizes allocation of braking force between the front and rear wheels. Increasing the pressure applied to the rear wheels when braking close to the limit, EBD reduces the load acting on the front wheels to realize better anti-fade performance. The system also compensates for changes in surface and vehicle load conditions to ensure predictable and consistent stopping performance at all times.

2004 Evolution VIII 260



Gutsy, exhilarating, powerful, outstanding, breathtaking, spine tingling.... just a few of the words people have used to describe the experience of driving the Mitsubishi Lancer Evolution VIII. Through eight generations or 'Evolutions' these cars have acquired a cult status that's rare in any car at any price.

With the introduction of the Mitsubishi Lancer Evolution VIII 260, true rally car handling has become accessible to a wider range of customers. Priced at **£23,999 on the road**, the new Mitsubishi Lancer Evolution VIII 260 is available now from all [Mitsubishi Ralliart](#) dealers across the UK.

Powered by [Mitsubishi's](#) formidable rally-bred 2-litre [engine](#), the new Evolution VIII 260 produces a 261bhp punch at 6,500rpm and shifts from 0-62mph in 6.1 seconds. To better suit European requirements, the acclaimed [Recaro front seats](#) have been widened slightly from the version sold in the Japanese market and a stereo radio CD with six speakers has been added as standard equipment. The only exterior 'visual' difference is the new more subtle small rear spoiler, which is standard for the UK market.

Improvements on its predecessor [[Evolution VII](#)] include the addition of Super [AYC](#) [Active Yaw Control] and a revised 5-speed close ratio manual [gearbox](#); extensive improvements to and tuning of the [engine](#), suspension and aerodynamics; a stiffer body and extensive reductions in weight.

The UK performance car sector, in which the new 260 competes, has increased by 285%, rising from 9,321 cars in 1999 to 26,587 units last year. This increase has been primarily brought on by an influx in lower priced, maximum appeal performance cars. Customers are now constantly shopping around for the best combination of product performance, image, value for money and customer service. Lancer Evolution VIII 260, priced at £23,999 epitomises these values and will help double sales in 2004 to around 2,000 units.

The launch of the new Evolution VIII 260 has worldwide significance for [Mitsubishi Motors](#). For the first time the new Evolution VIII 260 meets strict European homologation regulations and is now sold in 35 countries spanning from Russia to Portugal.

At £23,999 the Evolution VIII 260 represents exceptional value for money for customers. Add to this the support and expertise of a fully trained network of [Mitsubishi Ralliart](#) dealers and the security of a comprehensive 3-year warranty, and you have an exceptional package for one of the most coveted performance saloons on the road.

CHAPTER III – Stats and Facts

Export Figures

The Evo has never been “officially” exported by [Mitsubishi](#), although many have been imported through [Ralliart](#). These have either been used in Competition [probably the [RS](#) model], or for private customers for road use. This large table shows the correct export figures as of the end of the [Evolution VII](#) production.

	Evo II + III		Evo IV		Evo V		Evo VI			Evo VI TME			Evo VII		
	RS	GSR	RS	GSR	RS	GSR	RS	RSII	GSR	RS	RSII	GSR	RS	RSII	GSR
Austria	--	--	1	--	12	--	--	--	--	--	--	--	--	--	--
Belgium	12	--	14	--	36	--	30	128	--	--	100	--	20	1	--
Cyprus	3	--	--	--	1	2	7	34	--	--	1	--	--	1	--
Denmark	7	--	--	--	3	--	--	--	--	1	--	--	3	--	--
England	15	--	5	1	33	8	10	14	--	--	--	--	3	60	1
Estonia	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--
Finland	14	--	7	--	20	--	14	26	--	26	64	--	42	26	--
France	5	--	3	--	38	--	1	--	--	--	--	--	--	--	--
Germany	21	--	3	--	52	--	1	330	203	45	--	250	32	255	--
Greece	--	--	--	--	3	--	1	10	--	--	35	--	--	2	--
Holland	7	--	14	--	99	50	100	72	298	16	40	--	30	30	--
Ireland	1	--	--	--	8	7	1	7	--	--	--	--	--	--	--
Israel	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--
Italy	8	--	14	--	60	--	30	70	--	5	5	--	78	40	1
Malta	--	--	--	--	--	--	--	--	--	--	--	--	--	1	--
Monaco	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--
Norway	--	--	10	--	5	--	--	--	--	1	--	--	5	--	--
Poland	--	--	2	--	5	--	--	7	--	--	3	--	--	10	--
Portugal	--	--	1	--	12	--	--	75	--	--	--	--	1	29	--
Russia	3	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Slovenia	--	--	6	--	12	--	13	31	--	11	28	--	11	47	--
Spain	--	--	--	--	38	--	20	102	--	23	50	--	35	37	--
Sweden	8	--	--	--	5	--	8	--	--	--	200	--	10	--	--
Switzerland	1	--	--	--	--	--	--	1	--	--	1	--	--	--	--
Turkey	--	--	--	--	--	--	2	1	--	--	25	--	2	3	--
Brunei	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--
China	--	--	--	--	1	--	--	--	--	--	--	--	--	2	--
Hong Kong	9	32	8	--	62	25	3	24	25	--	6	10	18	32	76
Indonesia	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Korea	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Malaysia	6	--	--	--	2	--	1	2	--	--	--	--	--	--	--
Philippines	--	--	--	--	4	--	--	--	--	--	--	--	--	--	--
Singapore	--	--	--	2	--	--	--	3	--	--	--	6	1	5	--
Sri Lanka	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1
Taiwan	--	--	--	--	--	--	--	--	--	--	--	--	--	1	--
Thailand	13	--	--	--	--	--	--	--	--	--	--	--	--	1	--
Bahrain	--	--	1	--	1	--	--	2	--	--	2	--	--	11	--
Jordan	--	--	--	--	1	--	1	1	--	--	4	--	--	3	--
Lebanon	--	--	--	--	1	--	--	4	--	--	4	--	--	4	--
Oman	--	--	--	--	7	--	7	3	--	1	14	--	--	3	--
Qater	--	--	--	--	1	--	1	--	--	--	4	--	--	3	--
Saudi Arabia	--	--	--	--	10	--	--	2	--	--	2	--	--	4	--
UAE	--	--	--	--	4	--	2	5	--	2	13	--	--	12	--
Egypt	--	--	--	--	1	--	--	--	--	--	--	--	--	1	--
Kenya	--	--	--	--	--	5	3	1	--	--	--	--	--	--	--
Senegal	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Sudan	--	--	--	--	--	--	--	--	--	--	--	--	--	1	--
Uganda	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

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Australia	13	--	--	--	24	--	7	1	--	--	98	--	11	1	--
N.Zealand	8	2	--	--	5	15	5	1	35	5	2	30	5	--	41
Antigua	2	--	--	1	1	4	1	3	--	--	2	--	--	--	--
Argentina	7	--	8	--	10	--	13	20	--	--	--	--	--	--	--
Barbados	--	--	--	--	--	--	--	4	--	--	--	--	--	2	--
Bolivia	--	--	--	--	1	--	2	--	--	2	--	--	--	--	--
Brazil	--	--	--	--	10	--	--	1	--	2	3	--	3	6	--
Chile	--	--	--	--	5	--	--	2	--	1	6	--	--	4	--
Costa Rica	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--
Dom Repub	--	--	--	--	5	--	--	8	--	--	6	--	--	5	--
El Salvador	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--
Equador	--	--	1	--	2	--	--	--	--	--	--	--	--	--	--
Gr. Cayman	--	--	--	--	--	2	--	1	--	--	1	--	--	--	--
Grenada	--	--	--	--	--	3	--	--	--	--	--	--	--	--	--
Guyana	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--
Haiti	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--
Jamaica	13	1	--	--	3	3	2	8	--	--	--	--	1	2	--
Panama	3	--	--	--	--	--	--	9	--	--	--	--	--	2	--
Paraguay	2	--	2	--	18	--	--	--	--	--	--	--	--	1	--
Peru	--	--	1	--	17	--	--	--	--	--	--	--	1	4	--
Puerto Rico	--	--	--	--	--	--	3	2	--	--	--	--	--	--	--
Suriname	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--
Trinidad	--	--	--	--	--	3	--	10	--	--	--	--	--	--	--
Uruguay	2	--	--	--	5	--	--	--	--	--	--	--	--	--	--
USA	--	--	--	--	--	--	--	1	--	--	--	--	--	3	--
Venezuela	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--

Technical Specification

Here is every major technical detail for every Evolution model.

	Evo	Evo II	Evo III	Evo IV	Evo V	Evo VI
Start of Production	Oct 1992	Jan 1994	Jan 1995	Aug 1996	Jan 1998	Jan 1999
No. Produced	5000	5000	7000	9000	6000	7000
Length [mm]	4310	4310	4330	4330	4350	4350
Height [mm]	1395	1420	1420	1415	1415	1415
Width [mm]	1695	1695	1695	1690	1770	1770
GSR Weight [KG]	1240	1250	1260	1350	1360	1360
RS Weight [KG]	1170	1180	1190	1260	1260	1260
Chassis Type	CD9A	CE9A	CE9A	CN9A	CP9A	CP9A
Engine Size [cc]	1997	1997	1997	1997.5	1998.6	1998.6
Bore and Stroke	85.0 x 88.0					
Compression Ratio	8.5:1	8.5:1	9.0:1	8.8:1	8.8:1	8.8:1
Power [bhp]	247	257	266	276	276	276
Torque [lb/ft]	228	228	228	260	275	275
Injector Size [cc]	510	510	510	510	560	560
0-60mph	5.1	5.0	4.9	4.8	4.8	4.8
0-100mph	13.7	13.5	13.3	12.9	12.9	12.9
Top Speed mph	143	147	149	150	155	155
Av. Fuel cons	21	21	22	23	24	24
Fuel Tank Cap.	48	48	48	48	48	48
Transmission	5 Sp Man					
AYC	No	No	No	Yes	Yes	Yes
Act Cent Diff [ACD]	No	No	No	No	No	No
Ratio: 1st [GSR/RS]	2.750	2.750	2.750	2.785	2.928/2.785	2.928/2.785
Ratio: 2nd [GSR/RS]	1.684	1.684	1.684	1.950	1.950/1.950	1.950/1.950
Ratio: 3rd [GSR/RS]	1.160	1.160	1.160	1.407	1.407/1.444	1.407/1.444
Ratio: 4th [GSR/RS]	0.862	0.862	0.862	1.031	1.031/1.096	1.031/1.096
Ratio: 5th [GSR/RS]	0.617	0.617	0.617	0.761	0.720/0.761	1.031/1.096
Ratio: 6th [GSR/RS]	NA	NA	NA	NA	NA	NA
Ratio: Rev [GSR/RS]	3.166	3.166	3.156	3.416	3.416/3.416	3.416/3.416
Ratio: Fin [GSR/RS]	5.443	5.443	5.358	4.529	4.529/4.529	4.529/4.529

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	Evo VI TME	Evo VII	VII GT-A	Evo VIII	Evo VIII MR	Evo VIII 260
Start of Production	Jan 2000	Mar 2001	Jan 2002	Jan 2003	Feb 2004	Feb 2004
No. Produced	5000	10000	2000	5000	3000	2000
Length [mm]	4350	4455	4455	4455	4455	4455
Height [mm]	1405	1450	1450	1450	1450	1450
Width [mm]	1770	1770	1770	1770	1770	1770
GSR Weight [KG]	1360	1400	1480	1380	1400	1470
RS Weight [KG]	1260	1320	NA	1300	1340 /1310*	NA
Chassis Type	CP9A	CT9A	CT9A	CT9A	CT9A	CT9A
Engine Size [cc]	1998.6	1998.6	1998.6	1998.6	1998.6	1998.6
Bore and Stroke	85.0 x 88.0	85.0 x 88.0	85.0 x 88.0	85.0 x 88.0	85.0 x 88.0	85.0 x 88.0
Compression Ratio	8.8:1	8.8:1	8.8:1	8.8:1	8.8:1	8.8:1
Power [bhp]	276	276	276	276	From 276	261
Torque [lb/ft]	275	282	253	289	From 295	261
Injector Size [cc]	560	560	550	560	560	560
0-60mph	4.8	4.7	5.5	4.5	4.6	6.1
0-100mph	12.9	12.7	13.8	12.5	12.5	Unknown
Top Speed mph	155	155	155	160	160	152
Av. Fuel cons	24	24	25	24	24	25
Fuel Tank Cap.	48	48	48	55**	55**	55
Transmission	5 Sp Man	5 Sp Man	6 Sp Man/Aut	5/6 Sp Man	5/6 Sp Man	5 Sp Man
AYC	Yes	Y: Super AYC				
Act Cent Diff [ACD]	No	Yes	Yes	Yes	Yes	Yes
Ratio: 1st [GSR/RS]	2.928/2.785	2.928/2.785	2.928	2.909/2.785	2.909/2.785	2.928
Ratio: 2nd [GSR/RS]	1.950/1.950	1.950/1.950	1.950	1.944/1.950	1.944/1.950	1.950
Ratio: 3rd [GSR/RS]	1.407/1.444	1.407/1.444	1.407	1.434/1.444	1.434/1.444	1.407
Ratio: 4th [GSR/RS]	1.031/1.096	1.031/1.096	1.031	1.100/1.096	1.100/1.096	1.031
Ratio: 5th [GSR/RS]	1.031/1.096	0.720/0.825	0.720	0.868/0.825	0.868/0.825	0.720
Ratio: 6th [GSR/RS]	NA	NA	NA	0.693/NA	0.693/NA	NA
Ratio: Rev [GSR/RS]	3.416/3.416	3.416/3.416	3.416	1.944/1.950	1.944/1.950	3.416
Ratio: Fin [GSR/RS]	4.529/4.529	4.529/4.529	4.529	4.583/4.583	4.583/4.583	4.529

* 1340kg for 6 speed and 1310kg for 5 speed

** RS Capacity is slightly smaller at 50 Litres



The Ultimate Evo? The Evo VI Tommi Makinen Edition RS. Also known as the Evo VI TME Monte Carlo

Tyre Pressures

The table below shows the standard tyre sizes and correct pressures in both PSI and bar. Useful to know after purchasing the car.

Model	Standard Tyre Size	Tyre Pressure [FR]	Tyre Pressure [R]
1992 Evolution	195/65 R15 84V	2.1 Bar / 30 PSI	1.8 Bar / 26 PSI
1994 Evolution II	205/60 R15 91H	2.1 Bar / 30 PSI	1.8 Bar / 26 PSI
1995 Evolution III	205/60 R15 91H	2.1 Bar / 30 PSI	1.8 Bar / 26 PSI
1996 Evolution IV	205/50 R16 87H	2.2 Bar / 32 PSI	1.9 Bar / 28 PSI
1998 Evolution V	225/45 ZR17	2.2 Bar / 32 PSI	1.9 Bar / 28 PSI
1999 Evolution VI	225/45 ZR17	2.2 Bar / 32 PSI	1.9 Bar / 28 PSI
2000 Evolution VI TME	225/45 ZR17	2.2 Bar / 32 PSI	1.9 Bar / 28 PSI
2001 Evolution VII	235/45 ZR17	2.2 Bar / 32 PSI	1.9 Bar / 28 PSI
2002 Evolution VII GT-A	225/45 ZR17	2.2 Bar / 32 PSI	1.9 Bar / 28 PSI
2003 Evolution VIII	235/45 ZR17	2.2 Bar / 32 PSI	1.9 Bar / 28 PSI
2004 Evolution VIII MR	235/45 ZR17	2.2 Bar / 32 PSI	1.9 Bar / 28 PSI
2004 Evolution VIII 260	235/45 ZR17	2.2 Bar / 32 PSI	1.9 Bar / 28 PSI

Colour Options

Each Evo model is available in a number of colours. Shown below are the official colour names and which colour is available for each model [For every model except the **RS**. The **RS** is only available in Scotia White]. This is important to take note of, if you see an Evo VI in yellow you know its been resprayed.

	1992 Evo	1994 Evo II	1995 Evo III	1996 Evo IV	1998 Evo V	1999 Evo VI
Carlton Red	√					
Dandelion Yellow			√		√	
Grace Silver [Met]	√					
Icelle Blue				√		√
Monaco Red		√	√			
Moonlight Blue Pearl		√				
Palma Red				√	√	
Pyrenees Black Pearl	√	√	√	√	√	√
Queen's Silver Pearl		√	√			
Reims Blue						√
Saint Armour Green	√					
Satellite Silver [Met]					√	√
Scotia White	√	√	√	√	√	√
Steel Silver [Met]				√		
	2000 Evo TME	2001 Evo VII	2002 Evo VII GT-A	2003 Evo VIII	2004 Evo VIII MR	2004 Evo VIII 260
Amethyst Black Pearl		√		√		√
Black Pearl			√			
Canal Blue	√					
Canal Red		√				
Cool Silver Metallic				√	√	√
Dandelion Yellow		√		√		√
Deep Blue Pearl			√			
Eisen Gray Pearl		√				
French Blue		√				√
Gun Metal Grey					√	
Light Gold [Met]			√			
Medium Purple Pearl				√		
Palma Red				√	√	√
Passion Red	√					
Pyrenees Black Pearl	√					
Queen's Silver Pearl			√			
Satellite Silver [Met]	√	√				
Scotia White	√	√		√	√	√
Silky White			√			
Wine Red [Met]			√			

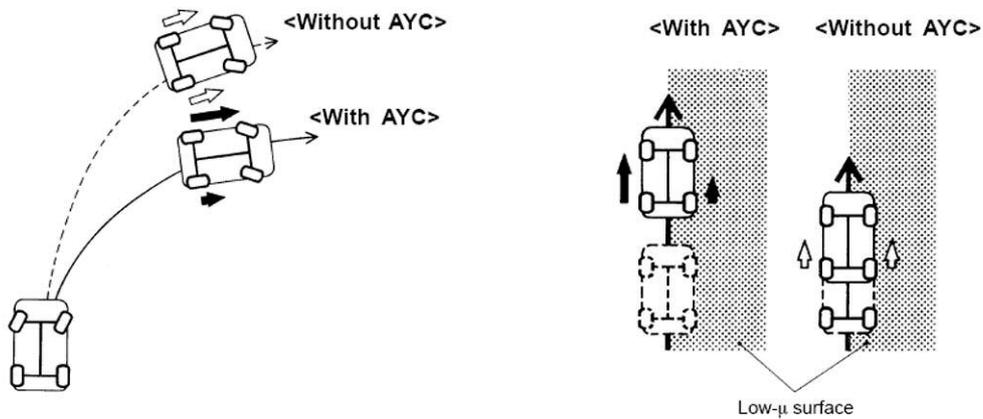
Active Yaw Control [AYC] System [Evo IV Onwards]

Mitsubishi Motors' AYC system actively controls the difference in driving force between the left and right wheels, thereby adjusting the vehicle's yaw moment such that the tires perform to their maximum potential.

Benefits of Control

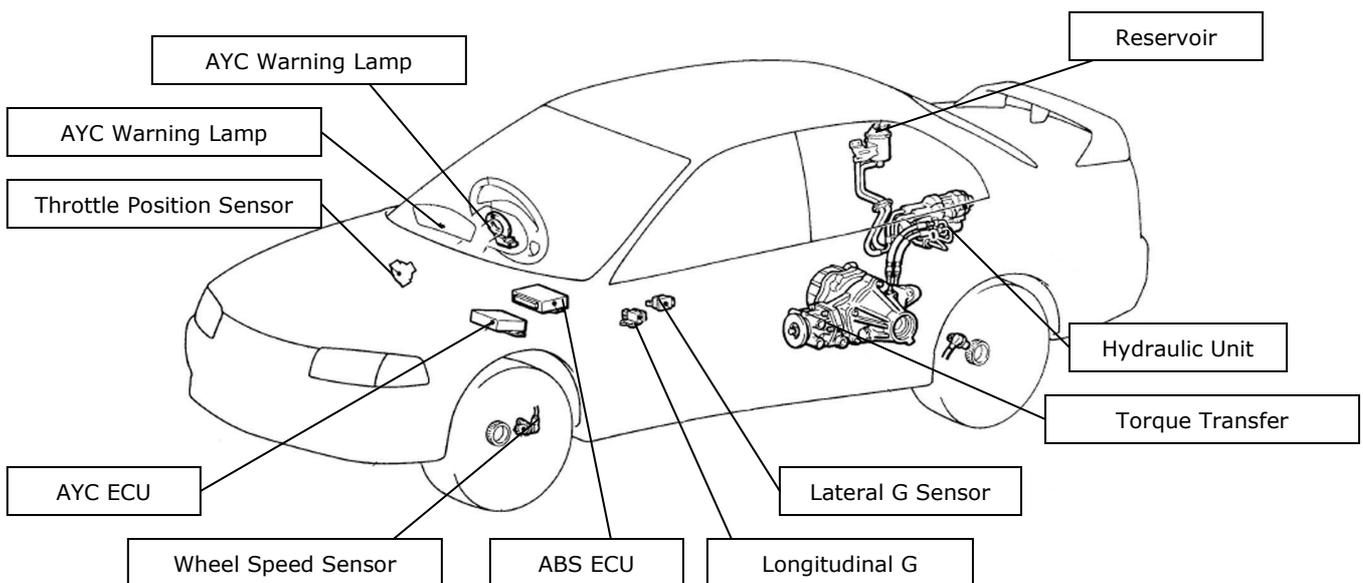
Suppression of understeer during simultaneous acceleration and cornering and when steering angle is increased

Enhanced acceleration from standing start with left and right wheels on surfaces with different friction μ values

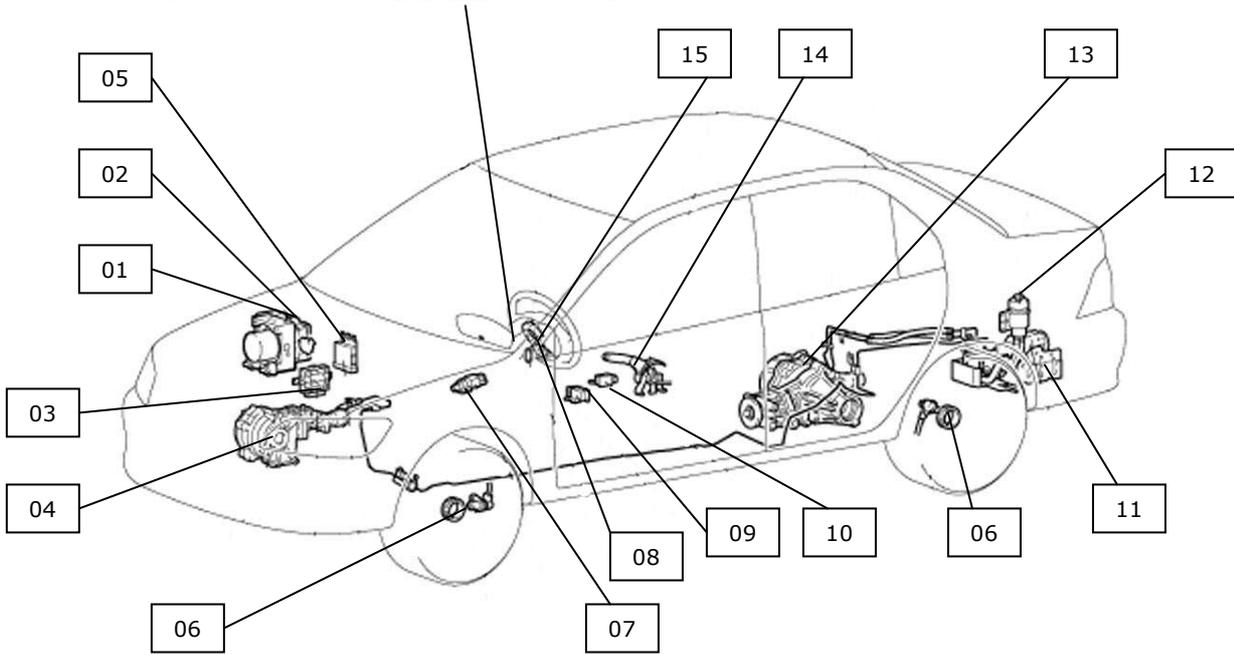
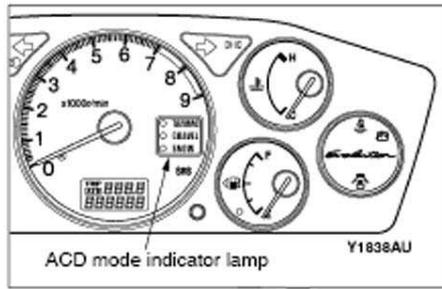


As a result, the vehicle's cornering performance and safety are enhanced under a wide range of operating conditions. The images below show where each major part of the AYC system is situated on the vehicle.

Evo IV, V and VI



Evo VII and VIII [Super AYC]



Ref No.	Description	Ref No.	Description
01	ABS ECU	09	Longitudinal G Sensor
02	Throttle Position Sensor [TPS]	10	Lateral G Sensor
03	4WD ECU	11	Hydraulic Unit Assembly
04	ACD Transfer	12	Reserve Tank
05	Engine ECU	13	AYC torque transfer diff
06	Wheel speed Sensor	14	Parking brake switch
07	Stop Lamp Switch	15	Steering Wheel Sensor
08	ACD Mode Switch		

Fault/Error Codes

This section outlines the Error/Fault codes for both the AYC ECU and the engine ECU.

AYC/ACD

CN9A Evolution IV and CP9A Evolution V/VI

Fault Code	Diagnosis
12	Power supply voltage (valve power supply) system (open- or short-circuit)
21	FR wheel speed sensor system (open- or short-circuit)
22	FL wheel speed sensor system (open- or short-circuit)
23	RR wheel speed sensor system (open- or short-circuit)
24	RL wheel speed sensor system (open- or short-circuit)
25	Wrong-diameter tire
26	Faulty wheel speed sensor
31	Steer sensor (ST-1, ST-2, ST-N) system (open-circuit)
32	Steer sensor (ST-N) system (short-circuit)
33	Steer sensor (ST-N) system
34	Steer sensor (ST-1, ST-2) system (short-circuit)
41	TPS system (open- or short-circuit)
51	Longitudinal acceleration sensor system (open- or short-circuit)
52	Longitudinal acceleration sensor
56	Lateral acceleration sensor system (open- or short-circuit)
61	Stop lamp switch system (open-circuit)
65	ABS monitor system (open-circuit or defective ABS)
71	Proportioning valve system (open- or short-circuit)
72	Directional control valve (right) system (open- or short-circuit)
73	Directional control valve (left) system (open- or short-circuit)
81	AYC relay system (open- or short-circuit)
82	Electric pump system
83	Electric pump system

CT9A Evolution VII/VIII

Fault Code	Diagnosis
12	Power supply voltage (valve power supply) system (open- or short-circuit)
13	Fail-safe relay system - inside 4WD-ECU
21	FR wheel speed sensor system (open- or short-circuit)
22	FL wheel speed sensor system (open- or short-circuit)
23	RR wheel speed sensor system (open- or short-circuit)
24	RL wheel speed sensor system (open- or short-circuit)
25	Wrong-diameter tire
26	Faulty wheel speed sensor
31	Steer sensor (ST-1, ST-2, ST-N) system (open-circuit)
32	Steer sensor (ST-N) system (short-circuit)
33	Steer sensor (ST-N) system
34	Steer sensor (ST-1, ST-2) system (short-circuit)
41/42	TPS system (open- or short-circuit)
45/46/47	Pressure sensor system
51	Longitudinal acceleration sensor system (open- or short-circuit)
52	Longitudinal acceleration sensor
56/57	Lateral acceleration sensor system (open- or short-circuit)
61/62	Stop lamp switch system (open-circuit)
63	Parking brake switch system
65	ABS monitor system (open-circuit or defective ABS)
71	Proportioning valve system (open- or short-circuit)
72	Directional control valve (right) system (open- or short-circuit)
73	Directional control valve (left) system (open- or short-circuit)
74	Proportional valve [ACD] system
81	AYC relay system (open- or short-circuit)
82	Electric pump system
84	AYC control error
85	ACD control error

Engine ECU Fault Codes

The engine warning lamp illuminates in the event of an abnormality in any of the items shown below:

- Air flow sensor
- Atmospheric pressure sensor
- Intake temperature sensor
- Knock sensor
- Throttle position sensor
- Injectors
- Coolant temperature sensor
- Ignition coils; power transistor units
- Crank angle sensor
- Engine ECU
- Cam position sensor
- Misfire [Evolution V onwards]

CN9A Evolution IV and CP9A Evolution V/VI

Fault Code	Diagnosis item	Main fault[s] diagnosed
12	Air flow sensor	Open/short circuit in sensor-related circuitry
13	Intake temperature sensor	Open/short circuit in sensor-related circuitry
14	Throttle position sensor	Abnormal sensor output
21	Coolant temperature sensor	- Open/short circuit in sensor-related circuitry - Increased contact resistance in connector
22	Crank angle sensor	Abnormal sensor output
23	Cam position sensor	Abnormal sensor output
24	Vehicle speed sensor	Open/short circuit in sensor circuitry
25	Atmospheric pressure sensor	Open/short circuit in sensor-related circuitry
31	Knock sensor	Abnormal sensor output
41	Injectors	Open/short circuit in injector-related circuitry
44	Ignition coils; power transistor units	Abnormality in ignition system (failure in one out of two coils)
64	Alternator FR terminal	Open circuit in sensor circuitry

CT9A Evolution VII

Fault Code	Diagnosis item
P0100	Air Flow sensor system
P0105	Barometric pressure sensor system
P0110	Intake air temperature sensor system
P0115	Engine coolant temperature sensor system
P0120	Throttle position sensor
P0125	Feedback system monitor
P0130	Oxygen sensor [front] system
P0135	Oxygen sensor heater [front] system
P0136	Oxygen sensor [rear] system
P0141	Oxygen sensor heater [rear] system
P0170	Abnormal fuel system
P0201	No 1 injector system
P0202	No 2 injector system
P0203	No 3 injector system
P0204	No 4 injector system
P0325	Detonation sensor system
P0335	Crank angle sensor system
P0340	Camshaft position sensor system
P0403	EGR control solenoid valve system
P0443	Purge control solenoid valve system
P0500	Vehicle speed sensor system
P0505	Idle Speed control system
P0551	Power steering fluid switch system
P1104	Wastegate Solenoid valve system
P1105	Fuel pressure control solenoid valve system
P1500	Alternator FR terminal system
P1603	Battery Backup line malfunction
P1610	Immobiliser system

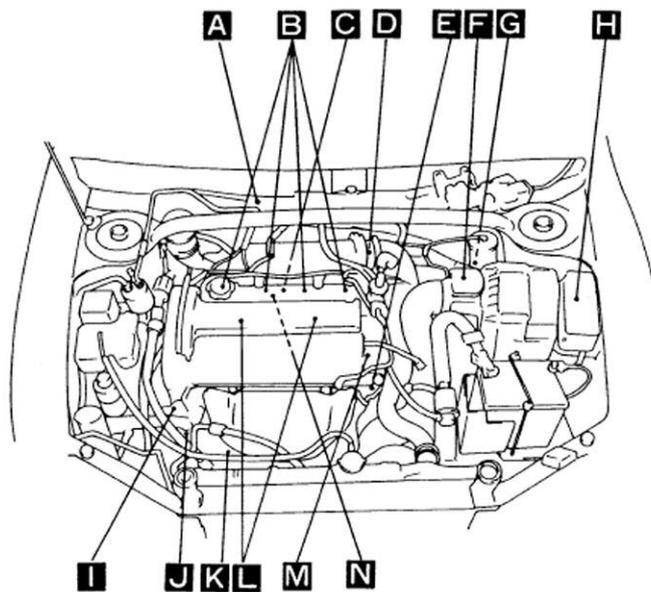
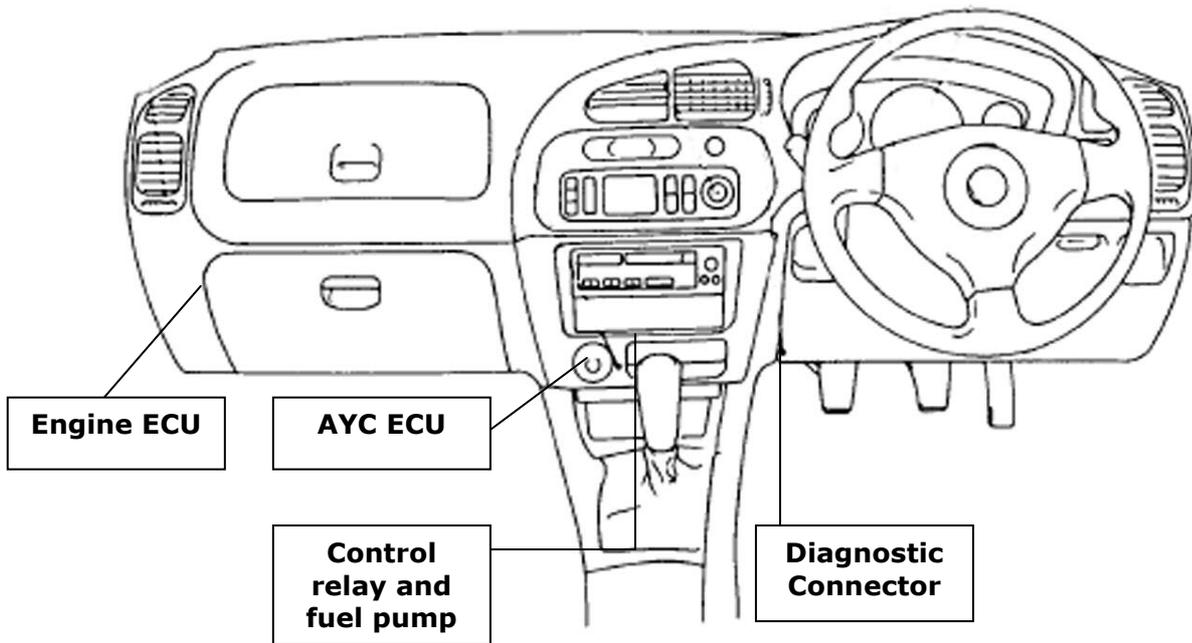
CT9A Evolution VIII

Fault Code	Diagnosis item
P0090	Fuel pressure control valve system
P0100	Air Flow sensor system
P0105	Barometric pressure sensor system
P0110	Intake air temperature sensor system
P0115	Engine coolant temperature sensor system
P0120	Cam position sensor
P0125	Feedback system monitor
P0130	Oxygen sensor [front] system
P0135	Oxygen sensor heater [front] system
P0136	Oxygen sensor [rear] system
P0141	Oxygen sensor heater [rear] system
P0170	Abnormal fuel system
P0201	No 1 injector system
P0202	No 2 injector system
P0203	No 3 injector system
P0204	No 4 injector system
P0243	Wastegate Solenoid valve system
P0300	Random cylinder misfire detection system
P0301	No 1 cylinder misfire detection system
P0302	No 2 cylinder misfire detection system
P0303	No 3 cylinder misfire detection system
P0304	No 4 cylinder misfire detection system
P0325	Detonation sensor system
P0335	Crank angle sensor system
P0340	Camshaft position sensor system
P0403	EGR control solenoid valve system
P0421	Warm up Catalyst malfunction
P0443	Purge control solenoid valve system
P0500	Vehicle speed sensor system
P0505	Idle Speed control system
P0551	Power steering fluid switch system
P1603	Battery Backup line system



Component Layout

This section should answer a lot of questions that people ask about the Evo. Where can I find the engine ECU? Which one is the air flow sensor? This new section will educate you on the layout of components used on the Evolution model. It doesn't list everything, just the major things [that aren't obvious i.e., the turbo].



Name	Symbol	Name	Symbol
Fuel pressure control valve	A	Injectors	B
Detonation sensor	C	Throttle position sensor [with a built-in idle switch]	D
Coolant temperature sensor	E	Air flow sensor	F
Wastegate solenoid valve	G	A/C relay	H
Power steering fluid pressure switch	I	Crank angle sensor	J
Oxygen sensor	K	Ignition coil and power transistor unit	L
Camshaft position sensor	M	Secondary air control solenoid valve	N

CHAPTER IV – Model Variations

Chassis Numbers and Model Codes

Each Evolution model had a different 4-digit start of the chassis number [the **V** and **VI** were the same, CP9A, **VII**, **VII GT-A** and **VIII** were also identical, they used CT9A – see [Technical Specification](#) for the full list].

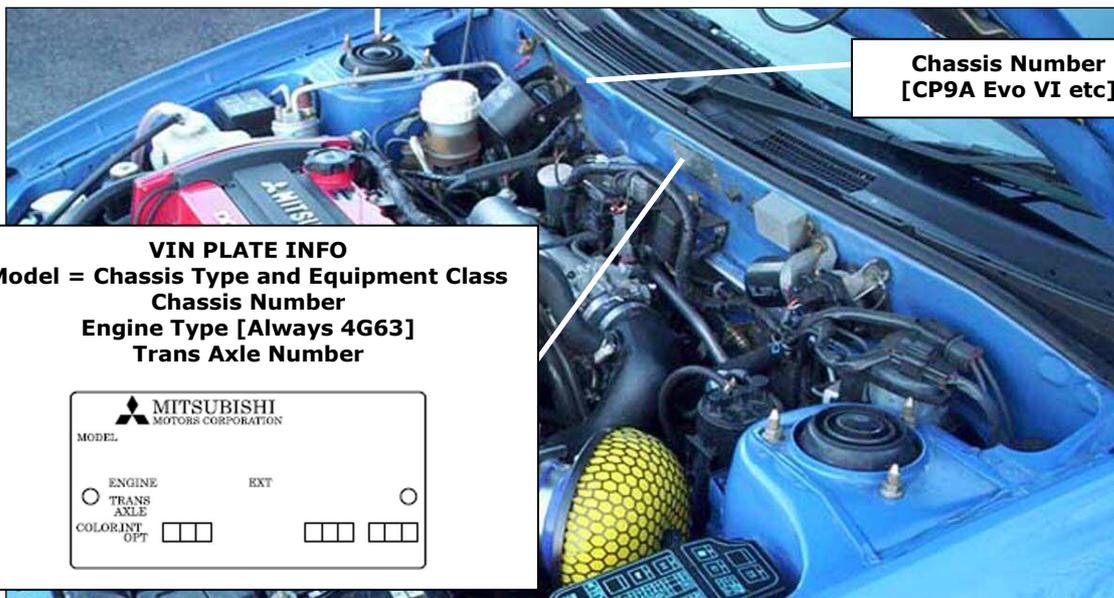
There is also a model number to distinguish between the **GSR** and **RS**. The tables below show the meaning of each digit [example is an **Evo VI TME GSR**]:

1	2	3	4	5	6	7	8	9	10
C	P	9	A	S	N	G	F	2	

No.	Items		Description
1	Car Series	C	Lancer
2	Vehicle Type	D	4WD, Wheelbase 2500mm
		E	4WD, Wheelbase 2510mm
		N	4WD, Wheelbase 2510mm
		P	4WD, Wheelbase 2510mm [Wide treads]
		T	4WD, Wheelbase 2625mm
3	Engine Type	9	4G63
4	Vehicle Sort	A	Passenger Car
5	Body Type	S	4 Door Sedan
6	Transmission Type	N	4WD 5M/T
7	Equipment Class	D	RS
		G	GSR
8	Engine Specification	F	DOHC, MPI, intercooler, turbocharger
9	Additional		Nothing is for all models except the VI TME
		2	Additional digit for the Evolution VI TME
10		L	Left Hand Drive*
		R	Right Hand Drive*

*RS and RS II only

To find the chassis number and equipment class, pop the bonnet and look at the bulk head, there should be a silver plate, see the image below:



GSR and RS – The differences

Technical

The [Evo I](#) to [III](#) RS and GSR employ the same gearbox. The later Evo's are however, are different. The GSR box has longer gearing than the RS.

The RS Model hasn't got ABS or [AYC](#) and the car is between 70kg and 100kg lighter [dependant on model – see [Technical Specification](#)] due to lighter panels and lightweight window glass. Although weight could be reduced further on the RS model by opting for the thinner gauge body, or by asking for a car minus the aerodynamic appendages.

There are a few more technical differences. These are:

- Option of twin-plate clutch [from the 1996 [Evolution IV](#)]
- TD05HRA-16G6-10.5T titanium turbocharger was employed on the [Evolution VI](#) onwards
- RS has closer gearing for better acceleration. But top speed is around 125mph.
- RS's 0-60 is a fraction faster than the GSR times.
- The RS also has a quicker steering rack, 2.1 max turns [2.3 on the GSR]
- Option of either a normal open front differential or a helical gear Limited Slip Differential ['worm gear' type]
- Rear differential is a mechanical LSD

Cosmetic

There are a few cosmetic differences also. These are:

- The RS has black door handles and wing mirrors.
- The RS has no rear wash wiper.
- The RS has no front fog lamps [for the GSR models that have foglights, the RS bumper is the same but has the spaces blanked out with covers].
- In some cases the wheels are 15" steels [it was option to have GSR wheels].
- The RS has no Climate Control, electric windows or mirrors; the seats are slightly different [more bucket like].
- The RS is available in Scotia White only.
- Smaller leather Momo steering wheel [365mm] with no airbag
- No central locking and no radio-type keyless entry system

The images below show the cosmetic differences:



GSR Model [Model shown: [Evo VII](#)]



RS Model [Model shown: [Evo VII](#)]

The GSR is the more refined of the two. It has all the extras you would find in any saloon car such as climate control, electric windows, electric mirrors, Alloy wheels etc.

The RS seats are more like the traditional bucket seats used in competition cars. Rally teams don't want climate control, nice seats, and alloy wheels, ABS etc. as they would just have to ditch it all and replace it for high specification rally items or lose most of the equipment completely to save weight. The RS is a popular car with Group N teams.

The RS is a cheaper car, so if you were thinking of using the Evo a few times a month for a blast and for track days then the RS is a better option. But, if you are planning on driving the car frequently and like your luxuries then don't even consider the RS. See [Current Prices](#) for more details of pricing.



Other Evolution Models

OK, so you are clued about on the [GSR](#), [RS](#), but there are other Evo's you need to be aware of. From the 1992 [Evo](#) to 1996 [Evo IV](#) there were just the standard two models; The [GSR](#) and [RS](#). The differences between these models are covered on the previous page of this buyers guide.

There are some other models for the [Evo V](#), [VI](#), [VII](#) and [VIII](#). After the arrival of the [Evolution V](#) in 1998, the Evo model became a cult icon in the UK. [Ralliart](#) began to import the [Evolution V](#) and the [Evolution VI](#). With years of knowledge and experience behind them, [Ralliart](#) turned there hand at tuning the Evolution.

I have added this small table to highlight a few of the differences between the normal Evolution models [GSR and RS] and the Ralliart specials.

Model	AYC	ABS	SR Seats	Air Con	Climate Cont
Evolution IV-VIII GSR	√	√	X	X	√
Evolution IV-VIII RS	X	X	√	X	X
Evolution V/VI RS450	X	X	√	√	X
Evolution VI/VII RSII [AKS RS2]	X	X	√	√	X
Evolution VI/VII RS Sprint	X	X	√	X	X
Evolution VI RSX	X	X	√	√	X

I won't cover what to look for in these [Ralliart](#) models in this Buyers Guide as it would be far too complex, plus, I have never had the pleasure of looking at a lot of these vehicles close up but I have had spoken to the owners. Here is some basic information on these extra special Evo's.

Evolution V/VI RS450

The RS450 upgrade was only fitted to the Evo VI. Although one Evo V RS did have the conversion done [white one featured in some magazines]. There were only 4 or 5 all based on eXtremes, and were based on the RSII, not an RS. So, air con, long gearing but no AYC or ABS. AP brakes were fitted to most of them but it wasn't mandatory and some had 4pot fronts with Brembo rears while the better option was 6pot front/4pot rear.

Why was it named the RS450? That was the torque figure they aimed for but never achieved. One has been measured T1RBO's [rolling road] at 383lbs/ft with 379bhp. 0-100 appears in just 8.8 seconds. A psychotic car! [Ralliart](#) also reckon 0-60 will appear in under 4 seconds. The original price tag was £44,000! The RS450 is also as rare as rocking horse s**t! I have never seen one in the flesh.

All the customer cars were mapped "conservatively" to make sure that none exploded - which they didn't! More aggressive mapping would get much nearer to the aimed 450lbs/ft. [Full engine spec](#) is available in the [articles section](#) on the [MLR](#).

Evolution VI/VII RSII

The RSII is a cross between a GSR and RS. The RSII [also noted as the RS2] was first introduced as an option on the Evo VI. It sits in the middle ground between the RS and GSR but is basically an RS with some added GSR equipment. No ABS, no AYC, no rear wiper, however it has air conditioning [not climate control]. It has upgraded Recaro SR seats with more thigh support than the standard GSR.

The turbocharger is the same high response titanium-aluminium alloy turbine unit employed on the TME GSR [Type TD05HRA-15GK2-10.5T]. Both the RS and RSII are available in LHD, the GSR is available in RHD only.

Evolution VI/VII RS Sprint

The Evo VI RS Sprint is a [Ralliart](#) tuned Evo VI RS that produces a healthy 320bhp. Modifications include a [Ralliart](#) ECU, ARP conrod bolts, HKS exhaust system and HKS air filter. Again, extremely rare.

Evolution VI RSX

It doesn't have [AYC](#) or ABS or climate control but it does have aircon, electric windows and electric mirrors. The RSX has upgraded Recaro SR seats with more thigh support than the standard GSR. It has the standard GSR gearbox but also has the Torsen front diff.

It also has a big 16G titanium turbo. This is the same turbo as the GSR but with a titanium shaft and turbo wheel and it isn't the same as the small titanium unit used on the Makinen editions.

90% of the RSX's have had ARP conrod bolts put in but even [Ralliart](#) can't tell you which ones have and which ones haven't.

It also has a modified ECU to take account of the fact that there is no ABS and [AYC](#). As a result of all this it weighs 1280kgs, which is approximately 80kgs less

than the [GSR](#). Due to the lighter weight it is supposedly slightly quicker to 60 but you're only talking tenths of seconds.

Only 30 of these RSX's exist. And they only came in [Satellite Silver](#) [10 produced] and [Scotia White](#) [20 produced].

Evolution VI/VII/VIII Extreme/Extreme S/Extreme SC/Zero Fighter

Now, these are the ultimate Evo's. A few cosmetic changes, white and red colour-coding. The real deal! Not for the faint-hearted.

Head of tuning at [Ralliart UK](#) [now [Xtreme Autos](#) - See [Ralliart goes "Xtreme"](#)] Toney Cox stated that you would need a serious motorbike to keep with the Extreme [Quoted from the Mitsubishi Lancer Story DVD] I can believe him! The Evo VI Extreme can be picked up for under £25k now. A bargain! Power figures are as follows:

Model	Power [bhp]	Torque [lb/ft]
VI Extreme/Zero Fighter	340	303
VII Extreme	339	350
VII Extreme S	357	383
VII Extreme SC	458 [500 is available]	410
VIII Extreme	337	320

Evolution VII/VIII FQ-300/FQ-330

The table below shows basic information about the FQ Evo's.

Model	Modifications	Power - Torque	Price New
VII FQ-300	Exhaust system/filter	301bhp - 300lb/ft	£29,995
VIII FQ-300	Exhaust system/filter	301bhp - 300lb/ft	£28,995
VIII FQ-330	Exhaust system/filter/ECU	330bhp - 305lb/ft	£31,995

Evolution VIII MR

The table below shows basic information about the MR Evo's.

Model	Modifications	Power - Torque	Price New
VIII FQ-300	Exhaust system/filter	305bhp - 294lb/ft	£27,999
VIII FQ-320	Exhaust system/filter	326bhp - 305lb/ft	£29,999
VIII FQ-340	Exhaust system/filter/ECU	342bhp - 309lb/ft	£32,999
VIII FQ-450	TBC	TBC	Circa £45k



CHAPTER V - Before you buy!!

There are some important things to decide before you start looking for an Evo. Don't rush into any of them. Read this section, get educated and decide.

Standard or Modified vehicle?

Do you want a car that has already been modified to produce more power? Or would you feel more comfortable buying a completely standard car and doing a few minor modifications yourself? Or maybe you plan to leave it standard? [We all say that!]

I decided to buy standard and carry out the modifications myself. I feel that you don't know too much about the car if it has had a lot of bolt on goodies. But, it is totally your choice.



However, there are certain modifications you may want to keep clear of:

There are the obvious things such as "Motorsport" or "Pioneer" stickers, no seriously, as stated further down [[Inspecting the vehicle](#)] [fuel cuts](#) are a bad sign, an aftermarket [fuel cut](#) defencer is a good reason to just walk-away too. I have been reliably informed that these can cause problems with the Evo.

The Evo [IV](#) to [VI](#) will hit [fuel cut](#) at just under 1.3 bar [19 Psi] the [VII](#) hits it at 1.5 bar [22 Psi], a standard Evo engine can take this boost pressure with standard internals as long as the fuelling has been adjusted to compensate for this rise in boost.

If a boost upgrade [ECU or electronic controller are better options] has been fitted and the fuelling hasn't been reconfigured correctly for this increase in boost pressure the engine may start "pinking" or "detonating". In the end, the engine will go pop, usually the pistons or the bottom end.

With this increase in boost pressure it is known practice to use cable ties around the turbo hoses to stop the hoses expanding. This is another sign that all may not be well.

Upgraded forged pistons can be fitted to withstand higher boost pressures, but it is recommended that the car has had upgraded conrods and bolts fitted [usually ARP items as fitted to the [RSX](#) model]

[Brake](#) upgrades are a good extra as this can be a costly upgrade; most cars you view may have an aftermarket air filter and stainless exhaust system. This is no reason to get worried. Also, if the car has a strut brace there is a chance that it could be factory fitted.

A large bill for an engine rebuild can be a bad sign, as it may not have been looked after, thus causing the engine to go pop. The Evo engine is extremely well made and can easily be tweaked to produce a healthy 320bhp. So, if an engine has gone pop it could mean that someone was running far too much boost and didn't look after the car. Good enough reason to walk away. Although the engine may have been repaired, damage to the [transmission](#) [diffs] may have occurred. There are plenty more out there so don't let the cash burn a hole in your pocket.

Another common modification now is an Anti-Lag System or ALS. This system basically keeps the turbocharger spinning once you have let off the throttle. This seriously reduces the life of the turbocharger.

To find out more about Anti-Lag visit: <http://www.rallycars.com/Cars/bangbang.html>

Imports

All Evolution's from the [1992 Evo I](#) to the [1998 Evo V](#) are imports. Some [Evolution VI](#)'s and [VII](#)'s are official UK imports through [Ralliart](#) UK [now [Xtreme Autos](#) – See [Ralliart goes "Xtreme"](#)] but they are **STILL** imports. They all came from the same factory! A UK car is just a car that has been officially imported by Ralliart.

Don't let anyone tell you different. All Evo's should have the following alterations to make them UK road legal:

112mph restriction removed

The 112mph [180kph] restriction should be removed. Give the car a blast along an open road to check this out [watch off for hidden cameras!] If it hasn't been removed the car will "bounce" off 112mph.

Costs around **£100** to correct so maybe you could use this is a bargaining point or demand that it be fixed at no extra cost to you.

Converted Speedometer and Odometer

Has the Speedometer and odometer been converted to read in mph? To be UK road legal this **MUST** be done. Usually with the Evo this is converted at the same time as the 112mph restriction so check this out!

Sometimes the odometer may have been read in kilometres for the first part of its life then converted to Miles. Look at the MOT certificates to do the math to calculate the official Mileage. If the owner knows his Evo's he may have done this already.

Rear Foglight

A rear Foglight has to be fitted for the car to pass an SVA/MOT. Japanese cars don't have rear fogs so a lot of them get fitted to the bumper. Is it a professional job or has "Dave" round the MOT center fitted it on the day of the MOT?

Check the wiring under the car and make sure it is correctly insulated and fixed to the body.

Underseal

The roads in Japan aren't covered in grit and crap like our roads. This is mainly due to their climate and weather being drastically different. Because of this the cars imported from Japan aren't undersealed like UK production road cars.

During the winter in the UK all sorts of grit is laid down on our roads. Unfortunately this stuff corrodes cars fast! Especially when they aren't properly undersealed. I have seen 2-year-old Evo's with surface rust underneath due to the car not being undersealed.

If the Evo you are looking at hasn't been undersealed since it has been in the UK and hasn't seen a winter yet I suggest you use this fact as a haggling point. To get the car undersealed it is going to cost you around **£150**.

Tyres

Again, due to the roads in Japan not having grit laid the tyres aren't suitable for UK roads. Change them immediately for a decent set of UK tyres as you will find that they don't grip our roads too well when driving hard. Cost anywhere between £350 and £700 for decent tyres [Dependant on model - See [Tyre Pressures](#) section for more details on tyre sizes].

What should I go for, an Import or a UK car?

As I stated before, there is in fact no such thing as a UK Evolution! Any car officially supplied by [Ralliart](#) UK [now [Xtreme Autos](#) - See [Ralliart goes "Xtreme"](#)] from new is classed as a UK supplied car.

All Evolution models were built on the same production line in Japan and they are all built for the Japanese market. To the best of my knowledge the only cars to be officially supplied from new by [Ralliart](#) UK [now [Xtreme Autos](#) - See [Ralliart goes "Xtreme"](#)] are the [Evo VI](#), [Evo VI TME](#), [Evo VII](#), [Evo VII GT-A](#) and the new [Evo VIII](#).

Don't let any owner/salesperson tell you that there are differences between the UK supplied cars and the imports. As stated above; they all came from the same factory!

If you are buying an imported vehicle then make sure the insurance quote you have is for an imported vehicle and not a UK supplied car as some insurance companies add up to 40% onto your premium! [Only applies to the [Evo VI](#) onwards]

My insurance on my GTI-R went from £1100 to £1800 when I told them it was a Pulsar [Japanese name for the Sunny]. When I asked for an explanation all I got was a load of bull:

- The parts are more expensive [load of crap]
- It is faster than the UK car [only when using 100Ron fuel]
- It has got air-conditioning. The UK car hasn't [so what?]
- The mirrors fold in [wow!]

The car must have the alterations mentioned in the [Imports](#) section to be a UK legal car. If you are planning on buying an import straight from Japan ensure you use a reputable sourcing company [See the [Useful Links](#) Section for a comprehensive list].

When any car is imported from Japan it is given an import grade dependant on the quality of the car. They range from 1-5. Some owners may have kept this documentation. Its not vital but can give you an idea of the condition of the car when it entered the UK.

Grade	Description
5	As new, delivery miles on the clock
4.5	Exceptional condition, usually a car that is 1-3 years old
4	A few panels affected by minor paint blemishes, but overall condition good
3.5	Two panels affected by paint blemishes and minor panel work required
3.0	Rough overall with numerous blemishes on several panels and work required
2.5	Rough panels and paint all round. Rust evident
2.0	Some serious panel damage and the car barely legal
1.5	At the absolute limit, think X Reg Escort for sale for £80 as a non-runner!
1	Non-runner, needs major attention

Current Prices - What's an Evo Worth?

The current prices for the Evo listed below are for a standard car. Prices are taken from various sources including <http://www.autotrader.co.uk>, <http://www.lancerregister.com> and other Evolution sites that offer cars for sale. Unfortunately, the Evolution model Lancer is not listed in the Parkers used car price guide or on their website [<http://www.parkers.co.uk>] so there is no "official" price guide.

	92 Evolution			94 Evolution II			95 Evolution III			96 Evolution IV		
Model/Value	A1	Good	Poor	A1	Good	Poor	A1	Good	Poor	A1	Good	Poor
GSR	5500	5100	4700	6200	5600	5000	7200	6200	6000	10200	9400	8500
RS	5000	4600	4200	5600	4900	4400	6800	5900	5600	9800	8800	7500
RSII	--	--	--	--	--	--	--	--	--	--	--	--
RSX	--	--	--	--	--	--	--	--	--	--	--	--
RS Sprint	--	--	--	--	--	--	--	--	--	--	--	--
RS450	--	--	--	--	--	--	--	--	--	--	--	--
Extreme	--	--	--	--	--	--	--	--	--	--	--	--
Extreme S	--	--	--	--	--	--	--	--	--	--	--	--
Extreme SC	--	--	--	--	--	--	--	--	--	--	--	--
FQ-300	--	--	--	--	--	--	--	--	--	--	--	--
	98 Evolution V			99 Evolution VI			00 Evolution VI TME			01 Evolution VII		
Model/Value	A1	Good	Poor	A1	Good	Poor	A1	Good	Poor	A1	Good	Poor
GSR	14500	13200	12000	16500	15500	14000	18500	17500	16000	19000	17500	16500
RS	13500	12200	11000	15500	14500	13000	17500	16500	15500	18000	16800	15200
RSII	--	--	--	16200	15200	13800	--	--	--	18800	17400	16300
RSX	--	--	--	16500	15500	14000	--	--	--	--	--	--
RS Sprint	--	--	--	16500	15500	14000	--	--	--	19000	17500	16500
RS450	24000	22000	20000	25000	23000	21000	--	--	--	--	--	--
Extreme	--	--	--	22000	21000	19000	--	--	--	27000	25000	23000
Extreme S	--	--	--	--	--	--	--	--	--	28000	26000	24000
Extreme SC	--	--	--	--	--	--	--	--	--	29000	27300	25500
FQ-300	--	--	--	--	--	--	--	--	--	19750	18250	17500
	02 Evo VII GT-A			03/04 Evolution VIII			04 Evolution VIII MR					
Model/Value	A1	Good	Poor	Good	Poor	Poor	A1	Good	Poor			
GSR	19000	17500	16500	22800	21500	20800	21500	20800	19200			
RS [5 sp]	--	--	--	19300	18700	18200	21000	20300	19000			
RS [6 sp]	--	--	--	19800	19100	18500	22000	21000	19600			
RSII	--	--	--	--	--	--	--	--	--			
RSX	--	--	--	--	--	--	--	--	--			
RS Sprint	--	--	--	--	--	--	--	--	--			
RS450	--	--	--	--	--	--	--	--	--			
Extreme	--	--	--	30500	29100	28000	--	--	--			
Extreme S	--	--	--	--	--	--	--	--	--			
Extreme SC	--	--	--	--	--	--	--	--	--			
260	--	--	--	23500	22500	21500	--	--	--			
FQ-300	--	--	--	23800	22500	22000	27200	26500	25900			
FQ-320	--	--	--	--	--	--	29200	28500	27900			
FQ-330	--	--	--	24800	23500	23000	--	--	--			
FQ-340	--	--	--	--	--	--	32200	31500	30900			

Insurance

BEWARE! The current grouping for the Evo's is between 19-20. And **ALL** reputable insurance companies will want a Cat 1 Alarm/Immobiliser fitted. Some insurance companies offer further reductions for a [tracker](#).

If you are buying a car from a trader that has just imported the car there is a good chance that the car hasn't got any security what so ever. It is a known fact that car crime is not a problem in Japan and some SVA testers ask for the alarm to be removed. Unfortunately car crime is a problem in the UK, keep your new pride and joy away from prying eyes by garaging your car where possible. A decent CAT 1 alarm system is going to cost you at least £300. Another haggling point if the car you are viewing hasn't got a decent alarm.

Here is a list of UK insurance companies that may offer cover on an Evo:

Company Name	Contact Details
Academy	0800 7314984
Adrian Flux	8700 777240
AON	01384 552 67
A-Plan	0845 071 1234
Bell Direct	0800 140 180
Bennetts	0990 202090
Catterall	01254 695 055
Cool Quotes	01923 690800
CoverSure [RallySure]	01829 733 880
Crowthorne Insurance	01344 771626
Direct Line	0117 946 8846
Elephant	0870 0131072
Elestree Insurance Services	0181 386 7766
Endsleigh Insurance	0121 651 6250
Fred Roberts & Partners James	0191 5650222
Gladiator	0800 90 80 80
Greenlight	01277 263 030
Hill House Hammond	01733 310899
Hyperformance	020 8939 3949
JDI Insurance	0118 950 2155
Pace Ward Financial [MLR Recommended]	Speak to Insbro
John Denton	0118 950 2155
Keith Michaels	0181 642 7868
Liverpool Victoria	0800 608608
Martin Gray Insurance	01481 728072
Nash Warren Darren	0121 561 4484
Norwich Union	0870 242 0800
OAMPS Insurance	01372 467 266
OPI	0121 3250633
Privilege Insurance	0113 292 5555
Tangent	01923 254 888
Tesco	0845 300 9900
Torview Insurance	0181 6998888
Wilson's	0990 143 424
Tett Hamilton and Company	01275 856618
Ashley Insurance	01785 214444
Schofield Insurance	0113 250 0377
Adrian Flux	08700 777888
Randall Pace	01782 286311
Admiral Insurance	0800 600 800
Eastwood	0141 6365822
Osbourne & Sons	020 8388 6000
A-One Insurance	01202 760022
Livingstone	01935 706258
Crowne Thorne	01344 771626
Egger Lawson	0115 9415255
Performance Direct	0870 604 0136
Privilege	0870 243 5555 or 0113 292 5555
Footman James	0121 561 4196
Autonet	0870 2400999
Lifesure Group	01480 474604
Noel Dazley Co	01276 25996
Premium Search	0800 109876
Roadsure	020 8989 3339
Super Car Insurance	01604 615 400
Touchline	0800 207800
Axa	0800 0154292
Barclays	0870 600 1414
Budget	0800 801954
Churchill	0800 200 326
Coversure [Rallysure]	01829 733880
Dial Direct	0500 333 600
Eagle Star	0800 33 38 00
Kwik Fit	0870 0507777 or 0870 0500870
Locker Insurance	01977 51 51 66
Masterquote	0870 2411572
NFU Mutual	01677 422517

RAC	0845 3000755
Swinton	0800 6565631
Tangent	01923 254888
AA	0800 444777
TSB	0800 7313687
CIS	0845 7464646
Halifax	0845 6089913
Wilsons	0161 874 8011 or 0990 143424

Thanks to [Jetskidia](#) for helping put this list together.
 Want to add an insurance company to this list? [Email me.](#)

Running/Serviceing Costs

The Evo is an expensive toy to own. It has to be well looked after to enjoy to its full potential. Here is a list of service prices and procedures for the Evo IV-VIII [Evo VIII 260 service schedule is TBA]. I would have thought that these procedures would cover the Evo I-III [minus the AYC check]. You can view these procedures online in PDF format: <http://www.lancer-evo.net/manuals/misc/service.pdf>

Overview

Every 4,500 Miles Or 6 Months	Every 9,000 Miles Or 12 Months
1. Check operation of all exterior lights	1. Check all turbo hoses for damage and security
2. Check condition of wiper blades	2. Check condition of the air filter
3. Check auxiliary drive belts for damage/tension	3. Check cooling system for leaks
4. Replenish washer fluid level	4. Check brake/clutch fluid levels
5. Replenish inter-cooler spray system	5. Check battery levels. Replenish were necessary
6. Check brake line for leaks	6. Check f/r suspension for damage and security
7. Check rear differential oil level	7. Check steering system for damage and security
8. Replace AYC fluids [diffs + reservoir]	8. Check gearbox oil level
9. Replace engine oil [fully synthetic oil only]	9. Check transfer box oil level
10. Replace engine oil filter	10. Check brake/clutch pedals for travel/adjustment
11. Check brake pads/discs for wear	11. Check/adjust hand brake travel
12. Check tyres for damage/wear	12. Swap tyres front to rear [if required]
13. Check/reset engine idle speed	13. Check condition of body
Every 18,000 Miles Or 24 Months	Every 45,000 Miles Or 60 Months
1. Replace brake fluid	1. Replace timing belts A and B
2. Replace air filter	2. Replace spark plugs
3. Replace coolant. Check system for leaks	3. Replace fuel filter
4. Check HT leads	4. Check secondary air system hoses for leaks
5. Check drive shafts and gaiters	5. Check crankcase control system/pipes
	6. Check fuel pipes for damage and security
Every Service	
Carry out a full road test to check correct operation of all systems.	

Bill Breakdown

1,000 Mile Service [Only for new cars]	
1 hour Labour	£60.00
4.5 Litres Engine Oil [semi synthetic]	£30.00
Oil Filter	£13.00
Sump Plug Washer	£0.41
Sub-Total	£103.41
VAT [17.5%]	£18.09
TOTAL	£121.50

4,500 Mile Service	
2 hours Labour	£120.00
Active Yaw Control Oil	£13.98
4.5 Litres Engine Oil [fully synthetic]	£49.50
Oil Filter	£13.00
Sump Plug Washer	£0.41
Screenwash	£1.76
Brake Cleaner	£2.82
Sub-Total	£201.47
VAT [17.5%]	£35.25
TOTAL	£236.72

9,000 Mile Service	
2.5 hours Labour	£150.00
Active Yaw Control Oil	£13.98
4.5 Litres Engine Oil [fully synthetic]	£49.50
Oil Filter	£13.00
Sump Plug Washer	£0.41
Screenwash	£1.76
Brake Cleaner	£2.82
Brake Fluid	£3.89
Sub-Total	£235.36
VAT [17.5%]	£41.18
TOTAL	£276.54

18,000 Mile Service	
3 hours Labour	£180.00
Active Yaw Control Oil	£13.98
4.5 Litres Engine Oil [fully synthetic]	£49.50
Oil Filter	£13.00
Sump Plug Washer	£0.41
Screenwash	£1.76
Brake Cleaner	£2.82
Brake Fluid	£3.89
Air Filter	£19.90
Anti-Freeze	£10.62
Sub-Total	£295.88
VAT [17.5%]	£51.77
TOTAL	£347.65

45,000 Mile Service	
6.6 hours Labour	£396.00
Active Yaw Control Oil	£13.98
4.5 Litres Engine Oil [fully synthetic]	£49.50
Oil Filter	£13.00
Sump Plug Washer	£0.41
Screenwash	£1.76
Brake Cleaner	£2.82
Brake Fluid	£3.89
Air Filter	£19.90
Anti-Freeze	£10.62
Timing Belt	£70.29
Balancer Belt	£14.30
Plugs	£60.88
Sub-Total	£657.35
VAT [17.5%]	£115.03
TOTAL	£772.38

Financial Overview

Always use a [Ralliart](#) approved dealer with Evo knowledge to service your car, as Evo's are extremely complicated vehicles. To service an Evo with [AYC](#) [Evo IV onwards], a [Mitsubishi](#) diagnostic tool known as **MUT-II** is required. Without this kit the [AYC](#) cannot be serviced correctly. It is also an option to use a respected tuner to service your car. Most tuners out there have had extensive experience with the Evo and have all the equipment necessary to carry out the servicing correctly. See the [links](#) section at the end of this doc.

As you can see from the figures on the previous pages, the Evo is not cheap to service. My Evo VI is driven everyday [albeit 10 miles] so I would only be looking at a few minor services a year. If you were looking to own an Evo and drive it 60 miles a day then you are looking at some major cash being spent out on servicing alone, let alone the fuel bill!

It is also recommended that you change the oil every 3000 miles if the car is tuned in any way. [Mitsubishi](#) will charge you around **£121** for this. Fully synthetic oil should really be used after the 1000-mile service [new vehicles].

To source parts for any Evo through a genuine [Mitsubishi](#) dealer you will need the [chassis number](#). For the [Evo IV](#) the chassis number starts with CN9A. Without this number they will not be able to help you, or they will refuse to help you.

The Evo is also known for eating [tyres](#) [especially if you like to drive it hard] and warping [brake](#) discs if you brake hard frequently. Both of these items aren't cheap so always bear that in mind before purchasing. For a decent set of uprated [brake](#) discs and pads for an Evo IV-VI you are looking at around £400.

The original Lancer [Evolution](#) can be picked up for under £5000 now, it's a very fast and stable car and for under £5000 you can't grumble. But, the truth is that it is just as expensive as a brand new [Evo VIII](#) to own. So don't think that because the car is £5000 then it's going to be a cheap owning experience. No matter what, the Evo is an expensive toy!

Some would even argue the earlier Evo's are more expensive to own than the next generation Evo's [[IV-VIII](#)] as parts are a lot harder to source.

I had first hand experience of this when I first started looking at purchasing a Nissan Sunny GTI-R. Young lads had bought them for under £6000 as the GTi-R is a fast little car and at half the price of a decent Subaru/Evo/Cosworth, it seems a bargain. Major mistake as the Nissan is just as expensive to run as the Evo! You wouldn't see more than 18mpg out of the Nissan, servicing is expensive [annual service is £440], the clutch change is around a grand and an uprated item is needed if the vehicle is running over standard power.

Be warned; do not buy an Evo unless you are fully aware of the running cost and the attention it needs. If you have a demanding partner then think twice!

Driving any performance car at high speed when the car hasn't been looked after, is due a service and has mechanical problems doesn't only put you at risk, but other road users. Think before you buy! I can't stress this enough.

Owning an Evo and coming unstuck with repairs can be an unhappy experience and a financial nightmare if you are trying to sell it on due to the expensive running costs. Sit down, do the maths! It's going to be an expensive experience no matter how often you drive it. Insurance alone is going to cost most of us out there around £1000 a year.

From owning **two** Evo's I have put together this simple table to make it clear how much running an Evo can cost [don't be shocked]:

Item	PCM	Per Year
Fuel [6000 miles]	£83.33	£1000
Insurance	£119.91	£1439
MOT	£2.91	£35
Tax	£13.33	£160
Tyres [set of 4]	£41.66	£500
Tracker [if applicable]	£11.66	£140
Brake pads/other ware and tear and repairs/servicing	£125	£1500
Totals*	£397.80	£4774

*Don't forget, if you have a loan or HPI for your Evo, add this on top of the running costs.



Warranty

If you are buying an Evo that is [Ralliart](#) supplied within the last **three** years then there should still be some warranty remaining. Modifications will void the warranty unless carried out by [Ralliart](#) [very common on the [Evo VI](#) is the basic [Ralliart](#) Stage 1 conversion to 300-310bhp].

If you are buying an older car from a dealer and they offer a warranty make sure it is reputable. Ask to see the paperwork, as most warranty companies won't pay out for anything. As said **MANY MANY** times before, avoid warranties though **Warranty Holdings** at all costs. It isn't worth paper it's written on!

I am not saying that the Evo is an unreliable car by any means. Look after it and service it on time and it will be a joy. A warranty is just piece of mind as you have no idea what sort of life it had before you owned it or when it was used in Japan.

Where can I find an Evo advertised For Sale?

The chances of finding an advert for an Evo in your local newsagents is like winning the lottery without a ticket.

Autotrader/Top Marques regularly have a few Evo's for sale too. Visit <http://www.autotrader.co.uk> for both. This allows you to choose how far you want to

travel to look at a car, what color etc. Registration is required if you want to add more details into the search engine [that's free though].

To join the Evo mailing list go to: <http://groups.yahoo.com/group/evo/>

There are various magazines such as Banzai and Japanese Performance that have a For Sale section at the back. Avoid Evo's for sale in the back of Max Power or Fast Car for obvious reasons. But then again, you won't be reading that crap will you?

Feeding Time!

This topic has been widely discussed. Don't expect more than 23-24mpg out of any standard Evo. Even if you don't take the car over 3,000rpm you still won't get above 25mpg. But then again, you aren't really buying an Evo for its fuel economy now are you?

On an enthusiastic blast expect economy to drop between the mid to low teens. This is normal [It may be expensive but it's well worth it!]

If you choose to tune your car then expect a loss in fuel economy. The Evo fuel tank is pathetically small. This is due to a large [50+ litres] full tank of petrol weighing a lot and thus, weighing the car down. Expect to be filling your car up every 180-220 miles. [The [Evo VII GT-A](#) and [Evo VIII](#) has a slightly larger fuel tank than previous Evo's.]

It costs me around £36.00 to fill up my car [roughly £4.00 a gallon] with 98 RON Optimax.

While I am on the subject of higher RON fuel, do not use standard 95 RON fuel! It will cause detonation and running problems as all Evo's [apart from certain cars that have been remapped for 95 RON fuel, which in turn will reduce power] are setup to run on 100 RON fuel, which is used in Japan [we get the shitty 95 Ron fuel ☹ - Take note Shell!!].

When you are looking at a vehicle ask the previous owner/sales person if they know what fuel it has been run on. If they answer "just normal fuel mate" then walk away.

UK Supplied Evolution's have a sticker in the inside of the petrol flap warning the driver to use 98 Ron fuel.

Here is a list of the more reliable UK fuel suppliers [not Jet 95 Ron supercrap!]:

Rating	Fuel type	Outlet	Result
95 RON	Unleaded	Esso, BP, Shell	May cause detonation
97 RON	Super Unleaded	Esso, BP, Shell	Great, much better than 95 RON
98 RON	SUL Optimax	Shell	The best fuel in the UK

To find out where you're nearest Shell stations are located visit:
<http://www.multimap.com/clients/places.cgi?client=shell&db=GB&lang=en>

CHAPTER VI - Inspecting the vehicle

This section will cover most aspects of inspecting an Evo. If you think something should be added then please [PM me](#).

In each section a diagram may be used to explain where to find each of the faults. A big help if you aren't too familiar with the Evolution model. If you aren't too sure about anything in this section and require further assistance, simply join the <http://www.lancer-evo.net/community> forum and post your query. Somebody will always be willing to help you.

Strongly Recommended!

I strongly recommend you visit <http://www.hpcheck.com> to do a full HPI check on the car. £39.95 is the current price. Well worth it if you are considering spending between £5000+!

[TIP] Drive a reasonably average car such as a Corsa or a Peugeot 306 and then drive the Evo. It's a good way of testing the performance.

If you have just driven to inspect this Evo in another Evo or an Impreza/GTI-R then you will think that the Evo was fast, but not a big jump from what you came in. Trust me, it works.

When you get back in the Joe Public car you will really appreciate how fast the Evo is! **[/TIP]**

The Owner

One of the most important things to think about when viewing a car is the owner or salesperson. What are they like? Here is a list of a few things to consider, trust nobody! Remember, you're giving over **your** hard-earned cash!

- Do they thrash the car when it's still cold?
- How long have they owned the car? Between 1 and 6 months may suggest the car needs a major repair that they cannot afford. What's the reason for the sale?
- Do they let the turbo warm up/cool down?
- The area in which they live. Is it a complete dump?
- Do they reply "donno mate" to any simple questions?
- Do they state, "My mate Dave serviced it"?
- Do they know anything about the Evolution model?
- How many cars have they got on the drive? 5 or more means they could be a dealer.
- What is their reaction when you ask to see Paperwork?
- What is their reaction to you asking for details for HPI check?

If you get a bad gut feeling from their answer/reaction to these questions then walk away! Trust me; there are plenty more decent examples out there. Don't let your money burn a hole in your pocket.

You will be lucky to find an Evo for sale in the local area so be prepared to spend a few weekends travelling around the country to find the right car. I completed 1000 miles in one week looking for my [Evo IV](#). It's well worth the cost in petrol/hotels.

With my latest Evo [a Reims Blue Evo VI GSR – no jokes RE colour please!] I was lucky to find it within a 50 Mile radius. Keep your eyes peeled and check the For Sale section on the lancer-evo.net and [MLR](#) Forums.

Bodywork

The Japanese have a different mentality to us Brits. They take extra care of their [engines](#) and overlook their bodywork. The quality of most body repair centres is nothing short of terrible. Are there stone chips on the paintwork?

It seems certain paints on the Evo's are more vulnerable to chipping than others. The front of the Evo's are very upright to allow for the intercooler and therefore it's more prone to stone chips than other saloon cars. The [Evo V](#) introduced rear arch extensions due to the wider track and unfortunately, these also do suffer from stone chips due to stones being thrown up from the front wheels. Clearly it is a good idea to keep on top of the stone chips by using a 'touch up' paint stick.



Also consider 'chip sticks' which are solid coloured polish sticks, which do much the same thing accept not as permanent, good for a quick fix. For protecting the rear arch extensions then fitting front mud flaps can help deflect the stones back onto the road. It is also worth considering preventing the stone chips in the first place by fitting clear plastic protection film on the vulnerable areas.

[TIP] Always to view the car in daylight. It's really hard to see the car at night. Dents, scratches etc are hidden in darkness. If you do view in darkness try and get the car under a streetlight, it will show any differences in paint colour. **[/TIP]**

There is another known problem with Evo. Paint being worn under the boot lid. This is caused to the boot lid flexing/moving due to the rear wing. The rubber 'bump' stops under the boot lid eventually rub away the paintwork and can eventually lead to rust spots appearing.

There are a few fixes you can employ. You can rub some petroleum jelly, or similar lubricant, onto the spot to prevent further wear but this will eventually wash off. You can also place some cloth tape over the spot or, probably the neatness solution, is to fit some clear plastic stickers on the spots. There are also some other problem areas that require close attention:

Paint runs

As stated above always view the car in daylight. Paint runs are easy to spot, usually a few lines with a "blob" at the end of the run. If the car has got a few paint runs bear in mind that the whole panel will need to be re sprayed. Costly. And then you know that the car has been in an accident or some sort.

Over spray

Again, if evident it always points towards an accident. Look on the plastic trims around the windows/windscreen as when you are spraying panels you cover the windows [obviously], the Japanese don't tend to take much care so a few bits of over spray end up on the window seals.

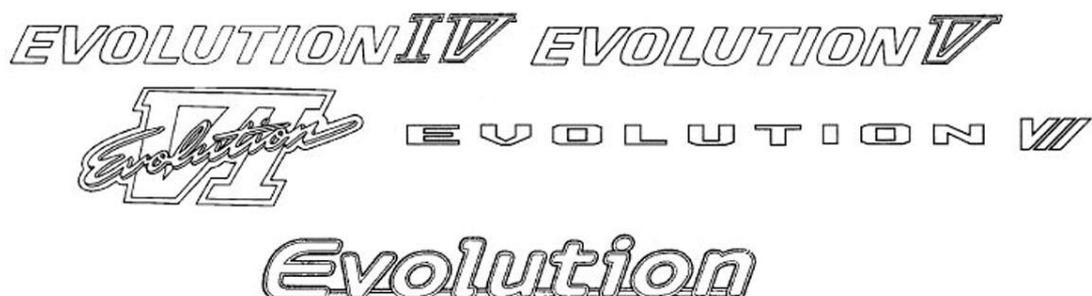
Panel Alignment

See if panels match up correctly, larger or smaller gaps than normal are a dead giveaway. Do all doors and the boot/bonnet open and shut easily? Do all the lights fit flush with the rest of the car? If the owner says the car hasn't had an accident in the UK, that doesn't mean it didn't have one in Japan. Bear that in mind.

Badges

If any of the badges are missing from the back or sides [not the Mitsubishi ones] then there is a good chance that it has had a repair and the body shop couldn't find the correct replacement badge. There could also be a valid reason for the missing badge.

Shown below are the correct badge designs for the Evo IV-VIII, this will help you identify if the owner [previous or current] have replaced the badges with the incorrect type.



Interior

It's a clean and simple cabin, with easy to use climate control controls, an excellent driving position and plenty of room.

When viewing the Evo some people tend overlook the interior as the most important thing is the engine and transmission. I personally like the Evo interior; I made sure that the cars I bought had an immaculate interior [or as close as you can get].

Follow this section carefully; it covers a hell of a lot.

Electrics

Do the following work correctly:

- All four electric window controls [[GSR](#) only]
- All driver window controls including child window lock [[GSR](#) only]
- Electric mirrors fold in and adjust properly [[GSR](#) only]
- All lights including the added rear fog light [you would be surprised]
- Climate Control [[GSR](#) only]
- Climate Control screen [[Evo IV-VI](#) and [GSR](#) only]
- Sunroof controls [option on some cars]

The Stereo should be a UK stereo and receives an FM radio signal ok. From the [Evo IV](#) onwards the [GSR](#) models were fitted with a rear window glass antenna for the radio [the top 2 'lines' across the rear window glass, separate from the window demister]. This antenna has a booster amplifier that is required to get a good reception. The booster amplifier requires a 12-volt feed to work but often this has been disconnected. This is an easy fix but just another problem needing attention. Check out the [MLR](#) for a guide to how to fix this small problem.

Another known Evo problem is if the [engine](#) and all electrical items suddenly die briefly and then return, or it may die completely. It will, more likely, occur at low or idle revs or when going over bumpy ground or when turning on a high drain electrical item [Climate control or headlights etc]. This is not to be confused with the engine revs and headlights dropping/dimming slightly when the A/C comes on, as that is normal. This is usually caused by either a corroded earth connection, or the clamps on the battery being over tightened. Ensure there is a gap big enough to fit a screwdriver head between the battery connector legs.

Dashboard

The dashboard is plastic and should have no damage including scuffs and splits. If there is a section torn off it usually means that a previous owner had a nodding dog or a boost gauge fitted [probably the latter].

The dashboard has had to come off at some point to fit the speed derestrictor; check to make sure it has been put back together properly. Missing screws are common.

Check to see if the lights on the dash work, when you start the car all the lights should go off apart from the Battery, [AYC](#) and Oil. These should go off within a few seconds.

If the [AYC](#), ABS, Oil light stays on this could mean problems; all these things could potentially cost you some cash. Bear that in mind before making a decision. If you are in any doubt consult a knowledgeable mechanic. It is a common problem for the ABS light to flicker on and off.

Check that the [intercooler](#) spray button works. This is a known problem for the later Evo's.

The [Evo IV](#) onwards had dual airbag, check the light on the dash. One car I looked at, the airbag light was permanently on. This made me raise some questions about the cars history.

Another Evo problem is the fuel gauge not reading correctly [jumping from $\frac{1}{4}$ to $\frac{3}{4}$]. The Evo's fuel tank is divided into two halves due to the propshaft and rear differential location. The tank has a connection between the two halves however; it can take a while for the fuel level to balance out after a blast. This causes the unpredictable readings. A standard Evo should complete about 200 miles to a tank of petrol. If your gauge is reading totally out then contact your [Ralliart](#) approved [Mitsubishi](#) dealer to get it checked out. Until then, refill the car every 180 miles just to make sure.

[TIP] There is approximately 10 litres of fuel left in the tank when the low fuel light is illuminated. I recommend you do not take that as gospel. Do not allow the tank to get too low as particles that settle to the bottom of the tank can be drawn into the fuel system leading to poor performance and possibly detonation. **[/TIP]**

Seats/doors/lining

The seats used in the Evo are made by Recaro. They are extremely rare and cost a packet to replace. Make sure the seats are in good condition and working order; they stain easily and are difficult to clean.

Check to make sure both the passenger and drivers seat slide on the runners ok and don't have any play. They should be solid in the runners. A seat that is moving in the runners whilst the car is in motion is not only an MOT failure its also extremely dangerous.



Great as the Recaro's are there is one problem; the recline adjustment on the seat gradually slips back over a period of time. This is a known problem with Recaro seats fitted to the Evo's and most other performance cars. The recline adjustment clamp doesn't secure itself correctly which leads to gradual slippage backwards and therefore readjustment every few days.

There is a fix for it from Recaro that requires the fitting of a replacement base frame. If you have an 'official' [Ralliart](#) car then the fix can be arranged if the car is still under warranty, ask your [Mitsubishi/Ralliart](#) dealer to contact Darren Hughes at [Mitsubishi](#) UK and the replacement parts can be arranged to be fitted. For non official cars or cars outside of the warranty then contact Recaro UK directly to arrange for the parts to be delivered, the car owner will have to arrange fitting.

You can contact Recaro in the UK on +44 [0] 1926 484111 or

Recaro UK Ltd.,
Unit F7,
Holly Farm Business Park,
Honiley,
Warwickshire,
CV8 1NP.

If the owner/sales person says the car has done only 15k miles then the interior should be mint. The outside of the seats shouldn't be worn; the driver's mat shouldn't have marks where heel of the driver has dug into it [clutch more than anything else]. These are all signs that the car has done a few miles.

Is there any sign of a smoker owning the car? Look in the ashtray for any burn marks and have a smell of the roof lining. If it reeks of cigarettes then you know that at some point in its life it's had a smoker in it. Another dead giveaway is if the lining has changed color slightly towards the front of the car where the sunroof/interior light controls are located.

Smelly Climate Control

A horrible smell when the Climate Control is turned on, often smelling of rotting fish or stale urine. Nice! The smell is due to the Air Conditioning Evaporator surface becoming contaminated with dust and debris. This eventually starts to smell if it becomes wet due to the condensation from the Evaporator and cannot dry out.

The main reason for the Evaporator not drying out is the drain hole becoming blocked. It's an easy fix; visit the [MLR](#) for a guide to fixing this unpleasant problem.

The Engine [Including Intercooler and Turbocharger]

The engines [4G63] used in the Evo are built to the usual Japanese bulletproof standard. But they only remain bulletproof if they are looked after. Failure to [service](#) the engine at the set [Mitsubishi/Ralliart](#) intervals means problems.

Here is a list of known problems with the Evo and some important information, which will assist you in finding a car with a clean engine, not a dog with problems.

Fuel Cuts

A very sudden de-acceleration due to the fuel being cut to the injectors, similar to your foot slipping off the accelerator except it will recover almost immediately. It occurs if over boost is detected while accelerating hard [common at roughly 4000rpm in 2nd, 3rd or 4th gear but possible at other rpm and gears].

Fuel Cuts are the Engine Management's way of stopping serious over boost situations occurring. Instead of detecting the actual boost pressure the ECU [Electronic Control Unit] uses information from the Air Flow meter to work out the boost pressure. The ECU will cut the fuel at roughly 1.3 bar boost pressure [19 psi] on the [Evo V/VI](#) [approximately 1.5 bar on the [Evo VII](#) and [VIII](#)] but the specific cut point is dependant on atmospheric conditions at the time so it will not be the same from car to car.

Fuel cuts are more likely to occur in winter, as the air is colder and therefore denser. Early Evo models may have a lower cut point that is in relation to their standard boost pressure level setting. Fuel cuts commonly occur after fitting an upgraded aftermarket induction kit and/or exhaust due to the increased airflow they create but fuel cuts have occurred on standard cars before. It is also possible for fuel cuts to occur due to a faulty Wastegate Actuator but it is not that common.

Do not live with fuel cuts! The sudden cutting of the fuel sends a shock through the engine and drivetrain, which in itself can be harmful. You can temporarily

'drive around' fuel cuts by avoiding using full acceleration or if very worried keeping below 4000rpm at all times [as if you were running in the engine]. The cure for fuel cuts depends on what is causing it and also what you intend to do with your car. If you believe the over boost is due to any upgraded parts that have been fitted then the boost level can be dropped fairly easily by a manual alteration to the Boost Control system, although dropping the boost obviously partially defeats the object of fitting performance parts.

If you intend to modify your car further then you will require an upgrade to the Engine Management system to either eliminate the cut point or "work around" it. It is not recommended that you use a "Fuel Cut Defender" as they tell the ECU that the fuel cut point has not been reached by electronically reducing the air flow signal and this can lead to a lean mixture as the ECU will reduce the fuelling to suit. If you are having problems with fuel cuts then consult a [Ralliart](#) approved dealer or an experienced tuner.

[TIP] When you first arrive at the showroom/owners house, discretely place your hand on the bonnet to see if the car has been warmed up or not. He may have just been out in it or he may be trying to hide something that only becomes apparent from a cold start. **[/TIP]**

Noisy Tappets

A noticeable "ticking" noise from the top of the engine. Usually appears when starting the engine from cold but can persist.

The noise is caused by air being trapped in the Lash Adjuster [Hydraulic Tappet]. Normally the high-pressure chamber in the Lash Adjuster should contain oil but due to various reasons [listed below] the oil drains away leaving only air present. This causes the adjuster to become compressed. The compressed adjuster does not take up the clearance between the roller rocker and the cam lobe correctly when the valve is opening meaning a "ticking" can be heard. It may take a short period for the air to be expelled after starting the engine so some "ticking" noise is acceptable however, if the noise lasts for a long period or doesn't go away at all then there maybe a problem.

Air can be trapped in the adjuster due to several reasons that are listed below:

- Incorrect grade of oil used [too thin or thick].
- Old oil [debris in the oil may block an adjuster].
- If the car is stood for a long period or if it is stood on an incline [the oil will drain from the adjusters].
- Over filling the engine with oil [if the oil level reaches the crank it may churn air into the oil that will migrate to the lash adjusters].

Rusted Wastegate Actuator

Lack of boost or excessive boost levels with possible fuel cuts. It can be intermittent or erratic.

The location of the Wastegate Actuator and angle of the actuator arm promotes water entering the Actuator diaphragm assembly. This can lead to early failure of the actuator due to rust build up. Early symptoms maybe hard to spot without a Boost Gauge fitted.

The only cure is to fit a new Actuator. The fitting of an aftermarket actuator of different design should prevent any further problems.

A new wastegate actuator for the Evo is around **£200** + plus fitting.

Overflowing Expansion Tank

Coolant leaks out around the Expansion tank filler cap.



This is a very common problem and really is a quirk rather than a fault. It will occur after a period of hard driving after the coolant has been topped up or changed. The cap does not seal very effectively and coolant can leak out around it rather than go down the drainpipe.

The correct coolant level, when cold, is approximately 10mm-20mm above the 'Min'

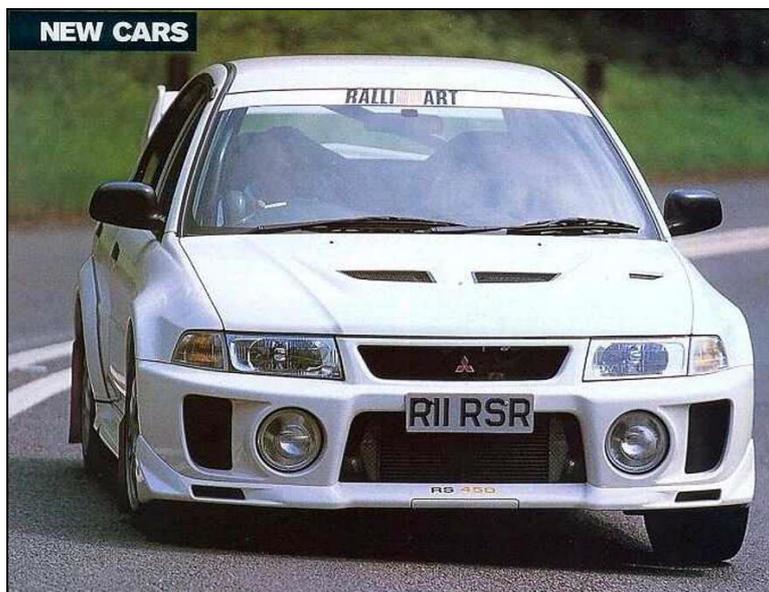
level. If the coolant continually drops below the minimum point and doesn't settle at a specific level then it could indicate a coolant leak somewhere in the system and will require further checks.

Idle Speed Control Valve

Unstable idle and possible stalling or higher than normal idle speed especially when the engine loading changes [e.g. when fans or A/C comes on].

Unstable idle is possibly due to deterioration of the Idle Speed Control Valve stepper motor. The motor controls a valve that allows air around the throttle butterfly to maintain a steady engine speed at idle, if the motor does not work correctly then the idle speed cannot be maintained. Note that if unstable idle occurs and the car has been fitted with a vent to air blow off valve then this is the likely to be the problem.

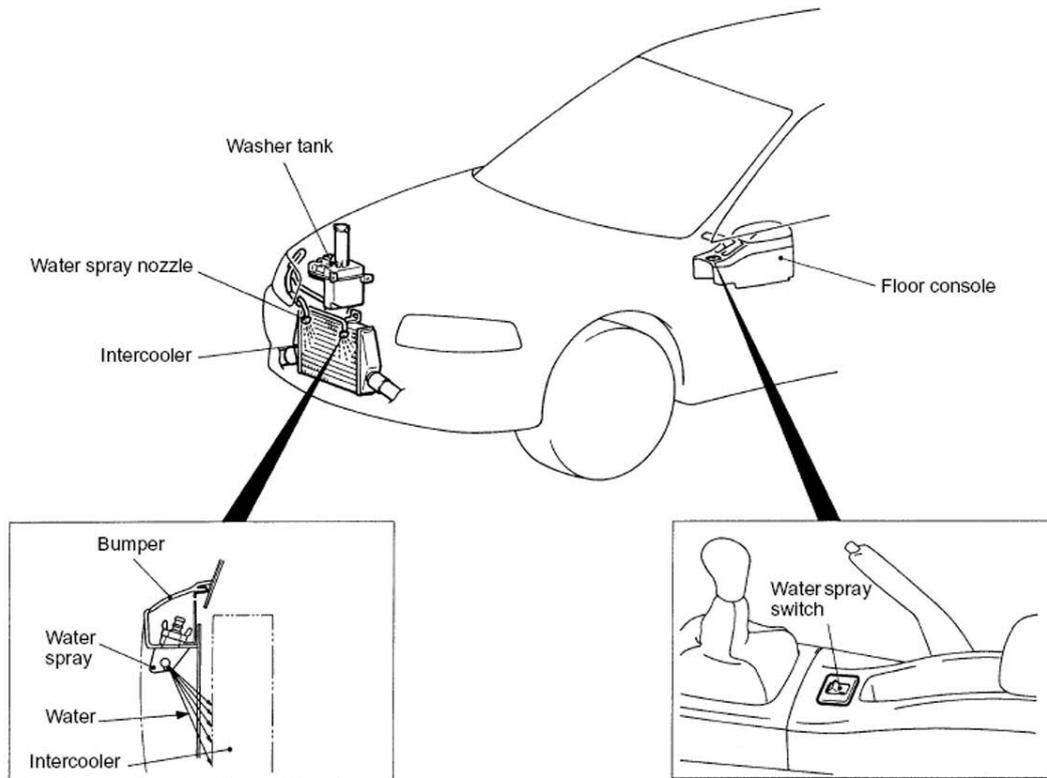
A replacement for any Evo model shouldn't cost more than **£300**.



Intercooler

A large intercooler is utilised to improve cooling performance. An intercooler water spray system sprays water from the washer tank onto the intercooler's front surface to lower the intercooler's temperature. However, it is well worth checking this system works.

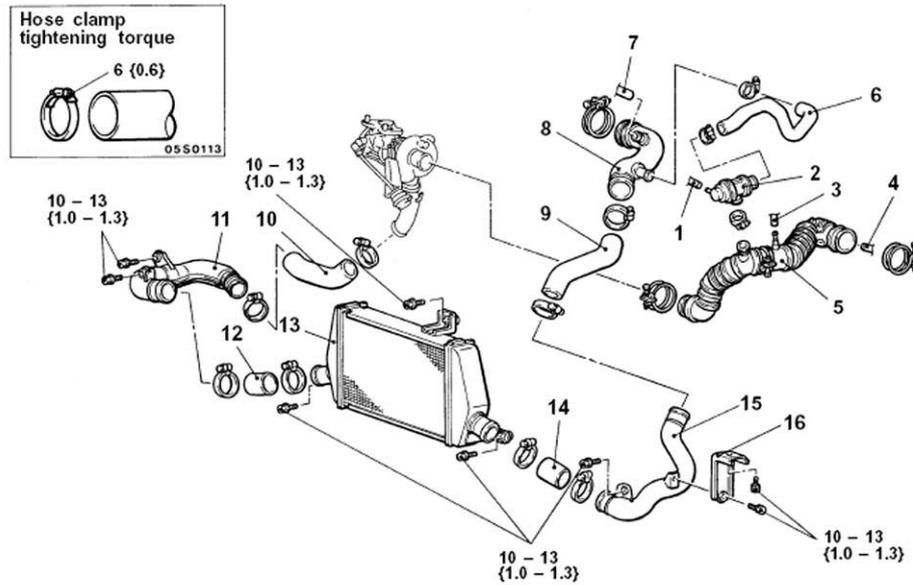
The diagram below shows how the system works [example is for Evo IV-VI]



Press the spray button [see images – it's positioned behind the gear lever] and you should hear the pump working. If the pump is working and no water is being sprayed there is a blockage in the pipe. It can be a pain to get your hands in to the area the pipes are run through.

The intercooler itself should have no damage to it. A damaged intercooler will need to be replaced. This could cost anywhere between **£150-£300** depending on whether it's new or used. The pipework/hoses for the intercooler [and there's lots of it] should not be missing any jubilee clips or connecting pipes.

The diagram below shows the intercooler pipework:

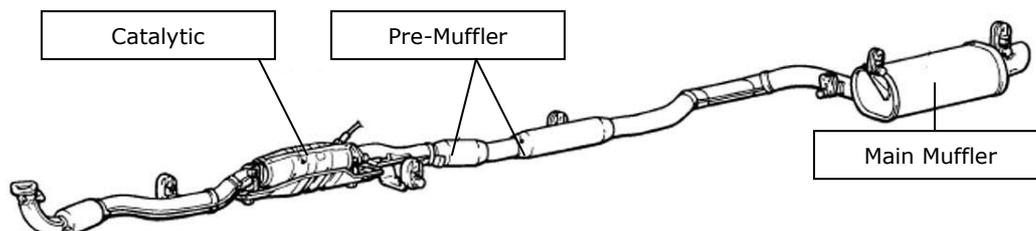


Check as many of these hoses as you can, missing clips mean hoses aren't secure.



Exhaust System

The first question you should ask is "has it got an aftermarket exhaust system?" If it has then you should check to see if it has the catalytic converter still fitted. If you check the exhaust system under the car it should look like this:



Notice the catalytic converter, if a de-cat pipe has been fitted, make sure the owner/dealer has the original catalytic converter.

The original exhaust is pretty hardwearing, if the car hasn't been driven [e.g – not hot], give the exhaust a good shake to see if it knocks on the body. All rubber hangers should be present, if they aren't, don't fret. They only cost a few pound each.

Also check welding points on the system for excessive rust. The last thing you want to do is to spend £500 in the first week of owning the car.



Transmission [diffs and gearbox]

The following section covers what most would say is the most complex area of the Lancer Evolution [More so with vehicles fitted with [AYC/ACD](#)].

If you are unsure of anything when inspecting this part of the vehicle please seek advice from a qualified mechanic or a [Ralliart](#) approved [Mitsubishi](#) dealer.

Front Helical LSD Bolt Failure

A regular "clunking" noise from the front with every rotation of the wheel but only on full or partial lock. It will "clunk" all the time on lock regardless of [suspension](#) travel. It can affect the left, right or both sides.

This is a problem with the factory fitted Front Helical [Torsen] Limited Slip Differential. The Helical LSD is standard fitment on [RSII's](#), optional on the [RS](#) and although they were never supposed to be fitted, some crept onto the [GSR](#) models when the production line ran out of normal open type diffs.

The "clunking" noise occurs because the bolts securing the two halves of the diff start to break or come loose. The "clunk" happens on full or partial lock as that is

when the diff is under the most strain due to torque transfer. Generally no damage will be caused to the diff unless it is left for a long period time before it is repaired.

This could cost up as little as **£500** to get repaired if you are lucky. If you're unlucky and the loose bolt[s] damage the transfer box then it has to be replaced. Mitsubishi quote **£2,500** to get this replaced. If you shop about you can get it done for under **£1,750**.

Worn Gearbox Output Shaft Bearings

This is a whine from the transmission that rises steadily with road speed. It may be difficult to hear below 30mph-40mph. The noise will persist no matter what gear you are in [or neutral] or whether the clutch is depressed or not. It will usually appear after the car has covered between 18,000 to 26,000 miles but possibly earlier.

There have been numerous cases of gearbox bearings wearing prematurely. This is due to the preload on the Input Shaft being incorrectly set in the factory which leads to extra stress on the bearings and eventually failure due to wear. This only seems to be a problem on some [Evo VI](#) gearboxes. Bear in mind that to remove gearbox, strip and replace all six gearbox bearings and refit gearbox costs between **£850-£1150** inclusive of all charges.

Baulking Gear change/hard to select gears

1st, 2nd and Reverse are hard to select. This is another quirk rather than a fault or problem. First, Second and Reverse gears can be hard to select when the gearbox is cold. After a few changes the shift should respond better and be completely free when warm. To ease initial gear selections try selecting Third before First or Reverse. If the problem persists when the gearbox has warmed then it could indicate a clutch, gearbox or a gearbox-mounting problem. Initially try changing the gearbox oil for good quality fully synthetic oil as it can improve the shifting.

Squawking Rear Axle [AYC equipped cars only]

This is where a "Squawking" noise from the [AYC](#) diff can be heard on tight, low speed corners.

A "squawking" from the rear diff on [AYC](#) equipped cars usually means that there are some wear particles trapped between the clutch plates. When you corner and the plates are pressed together the trapped particles cause the plates to "squawk". The system will need to be bled, preferably using the MUT-II diagnostic tool at a [Mitsubishi](#) dealership. If you have an [Evo IV](#) or [V](#) and the problem persists then it could be that the diff is permanently damaged due to a faulty [AYC](#) ECU. There is a product recall that affects certain numbers of [Evo IV](#) and [V GSR](#) models due to a faulty [AYC](#) ECU [Active Yaw Control Electronic Control Unit]. It has been found that due to incorrect programming that the clutches that control the torque transfer can remain engaged on starting the engine. This can lead to premature wear and eventual failure of the [AYC](#). Under the recall the faulty [AYC](#) ECU's are required to be replaced with correctly programmed versions.

The cars affected are the [Evo IV](#) and [V GSR](#)'s built between December 20th 1996 and July 17th 1998. To find out if you need to take further action or how to proceed then contact you're nearest [Mitsubishi](#) dealership or Colt Car Company Customer Services quoting the car's [VIN/Chassis number](#). The [VIN/Chassis number](#) appears on the VIN plate or on the engine bulkhead and will start with CN9A [[Evo IV](#)] or CP9A [[Evo V](#)] followed by 7 digits.

The new [AYC](#) ECU takes 30 minutes to fit and you **will not be charged** for its replacement. You can identify a replaced, correctly programmed [AYC](#) ECU, as it will have a 5mm black dot stuck on the serial number label. The [AYC](#) ECU is in the center console behind the ashtray.

The Colt Car Company UK can be contacted on:

Phone +44 [0] 1285 655777

Fax: +44 [0] 1285 658026



Slipping Clutch

Select 4th gear and accelerate hard from low revs [1500-2000rpm] and the [engine](#) should speed should pick up slowly without any clutch slippage. If there are signs of a worn clutch then either walk away or use it to bargain. [Mitsubishi](#) quote around **£800** including parts and labour for fitting a standard clutch [although you are better off with an aftermarket item that can take more power and torque].

Suspension

There are only a few things to look out for with the standard Evo suspension [apart from the usual suspension checks to see if the shocks/springs are in working order].

After market suspension systems are incredibly expensive for the Evolution. HKS suspension retails at £1844 + VAT and fitting! Other kits are available from Eibach, GAB and Ohlins. If the car you are looking at has this sort of setup remember what it costs!

Front Strut top mount

A regular knocking noise can be heard from the front on turning. Similar to a CV joint problem although the knocking noise will be dependent on suspension travel.

The problem is associated with the front strut top mounts drying out or being inadequately lubricated. Again, bear in mind that a replacement could cost you around **£300**.

Anti-Roll Bar Bushes/Drop Links

A rattle from the front [one side or both] mainly over light to medium-rough roads can heard.

The Anti-Roll bar bushes and the drop links do suffer from wear, as on most cars, but the Evo's do seem to get more abuse though!

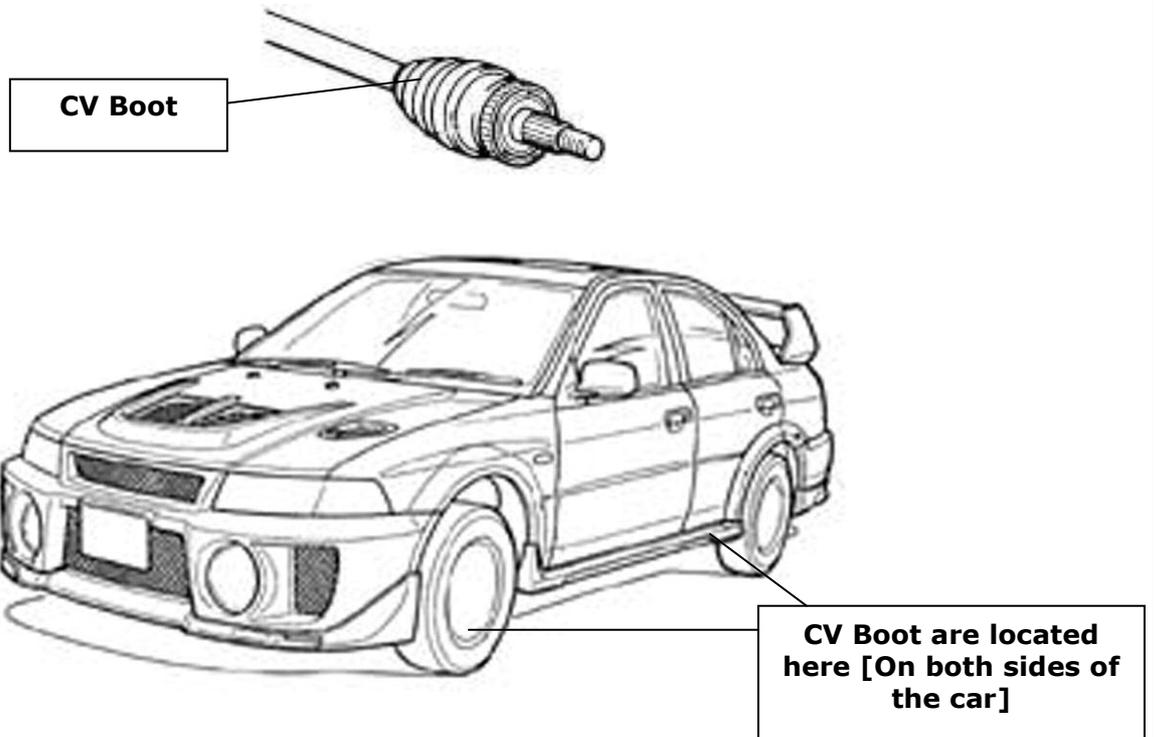
Uneven Tyre Wear

If the tyres have worn unevenly then it's a sure bet that the suspension has been setup incorrectly or it is faulty. If you are unsure seek advice from a [Ralliart](#) approved [Mitsubishi](#) dealer.

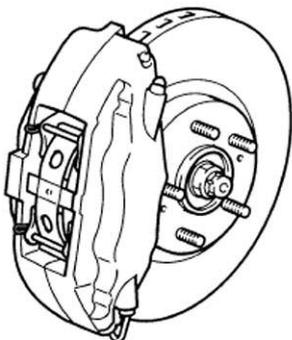
CV Boots

Check the condition of all CV boots, a split boot could mean that grease and other road debris is over the inside of the wheel, and more importantly, that road debris is now inside the boot.

A CV boot is a flexible rubber cover, it looks like this:



Brakes



Some would say that this is one of the Evo's main weak points. Although the Evo V onwards employed 4-pot Brembo brakes for the front the Evo still manages to warp discs.

The Evo inspires massive amounts of driver confidence when driven hard, so the brakes have to be fantastic to compliment the car when driven hard. They just don't do the job! Read on.

Warped Discs

Front discs warping which shows up as judder felt through the steering wheel and/or pedal under braking. Usually the first signs appear under high speed braking i.e. 100mph down through to 70mph.

The front disc warping on the [Evo IV](#) onwards is a well-known problem [my old [Evo IV GSR](#) warped them badly!]. Some cars have never warped their discs yet others seem prone to the problem. Warping can happen within a few thousand miles and often reoccurs when the discs are replaced, or skimmed, and in most cases it makes no difference how you treat the brakes with even careful owners eventually reporting problems. Unfortunately, the only definite way of curing the warping is to fit an aftermarket caliper and disc kit such as the popular AP 6-pot kit, anything else and warping may possibly reappear. Bad news is that this upgrade could cost between **£1800 - £3000**.

Visit <http://www.apracing.com/> for more details on an upgrade.

Flaking Caliper Lacquer / Brown Calipers [[Evo V](#) onwards]

Caliper lacquer flaked off leaving a dull finish or the calipers can turn brown or a darker red.

The lacquer on the Brembo calipers can be very easily chipped, and once chipped, the lacquer can peel away showing the paint underneath which then appears very dull. This usually only occurs due to poor handling of the calipers when changing discs etc.

The Brembo calipers turning a dark shade of red or brown is due to the calipers continually overheating which can occur after prolonged periods of long hard braking when using aggressive pads. Once the calipers have turned brown they stay brown!

Seized Brakes

If the car owner/salesperson has left the vehicle standing for a period [overnight even] then the brakes can become locked on and it makes it difficult to first pull away [a loud thud is heard]. It is nothing to worry about; this is not a fault, rather an effect if the car is left overnight with wet brakes.

The front and rear discs rust onto the pads and the rear handbrake drum also rusts onto the shoes. The main problem is the rear drum/shoes, as they have a larger contact area than the discs/pads and can rust fairly solid in a short space of time. The problem usually occurs after washing a car and then leaving it overnight without drying out the brakes although it has been known for simple condensation or overnight rain to cause the same results.

Service History

It is important to find an Evo with a good service history.

If you are buying a car that has just recently been imported ask to see the logbook from Japan. Even if it is in Japanese you should still be able to see if certain services have been carried out. Ask the dealer if he has serviced the car since it has come into his possession.

If you feel the car needs a service demand that the car has one before you part with any cash. And don't just take their word for it! Ask to see the paperwork!

A car without a service history is a No No. It is not worth the hassle and the car will become a financial burden. There are plenty more good examples out there. Stay patient.

It's a lot of money to be spending on a car if you aren't 100% sure it's the car that you are after. Just walk. I cannot stress this enough. As shown in the [Running/Service Costs section](#), the Evo **HAS** to be serviced at regular intervals and looked after well. As mentioned time and time again, the car will become a financial burden if it is not looked after.

Documents and receipts

There should be plenty of paperwork that will need close inspection:

- Vehicle Registration Document
- SVA Certificate [import paperwork if not a UK supplied car]
- MOT Certificates
- Warranty Certificates [if any]
- Proof of Alarm/Immobiliser fitting [and tracker if applicable]
- [Mitsubishi](#) Service Book or service paperwork
- Receipts for aftermarket parts supply and fitting

[TIP] Check the cars mileage on this paperwork and see if it tallies up with the figure on the odometer. If at the time of the last MOT 4 months ago the car had done 32,000 miles and now it has done 32,110 and the tyres show evidence of doing 2,000 miles since the MOT you know that the odometer has been rewound or the car has been driven really hard.

As stated earlier, I strongly recommend you carry out a HPI check [£37.95] on the vehicle before even putting your deposit down. Visit <http://www.hpichk.com>.

[/TIP]



CHAPTER VII – Evo life

Congratulations on your new purchase.

Join lancer-evo.net! A Great resource for everything Evo related and a very friendly forum!

Just a few things left to read!

- Service the car at regular intervals. See the [Running/Service Costs section](#)
- Use only 97 or 98 Ron fuel. Crappy 95 Ron **will** cause detonation.
- Get a decent alarm fitted and keep it in a locked garage when possible, keep the keys in a safe place. Not in a kitchen draw or a key rack [seriously – some thieving scum broke into my house to steal my keys!]
- Have fun, drive sensibly and within your limits, always wear a seatbelt and be courteous to other road users [including horses!!]
- If you decide to buy a Reims Blue VI, be prepared to be abused!

Workshop and Technical Manuals



I went to great lengths to find the workshop and technical manuals for the Evo IV/V/VI/VII/VIII and MR.

lancer-evo.net offers these manuals [PDF format] on a single DVD-ROM for just **£8.29** [Plus postage].

It also includes the complete Mitsubishi Official Press releases over the past 20+ years!

[The Lancer-evo.net Store](#) offers a range of products to suit your Evo needs.

Pub. No.	Description
N9806CNC9	Evolution IV/V Technical Information Manual
S9806CNC9	Evolution IV/V Workshop Manual
N9806CNC9-A	Evolution VI Technical Information Manual [Supplement]
S9806CNC9-A	Evolution VI Workshop Manual [Supplement]
S9806CNC9-B	Evolution VI TME Workshop Manual [Supplement]
N0104CT9A	Evolution VII Technical Information Manual
S0105CT9A	Evolution VII Workshop Manual
Unknown	Evolution VIII UK Workshop and Technical Manuals
Unknown	Evolution VIII US Manuals
Unknown	Evolution VIII 260 Manuals
Unknown	Evolution VIII MR Manuals [Supplement]

These Manuals can be viewed or downloaded from my site:

<http://www.lancer-evo.net>. They are free to view. Membership is required if you wish to download the manuals in [zip format](#). Membership starts at just £9.49 for 6 months.

Useful Links

Dealers/Importers

Best Car Japan - <http://www.bestjapanicar.com>
Distinctive Cars York - <http://www.distinctivecarsyork.com>
Goulders of Nottingham - <http://www.goulders.co.uk>
JapVillage.com - <http://www.japvillage.com>
Junction 28 - <http://www.jct28.co.uk>
Kaizousha Japanese Dealer - <http://www.kaizousha.com>
Mitsubishi Motors UK - <http://www.mitsubishi-cars.co.uk>
New Mill Motor Company - <http://www.newmillmotorco.co.uk>
Newera Personal Imports - <http://www.neweraimports.com>
ParkLane - <http://www.parklaneuk.net>
Prestige Motorsport - <http://www.prestigemotorsport.co.uk>
R-Sped - <http://www.r-spec.co.uk>
Skyline's R Us - <http://www.skylinesrus.com>
STI Imports - <http://www.stiimports.co.uk>
Warrender - <http://www.warrender.co.uk>
Xoticar - <http://www.xoticar.co.uk>
Xtreme Automobiles - <http://www.xtreme-uk.net>
Yam - <http://www.yam3.com>

Tuners

Abbey Motorsport - <http://www.abbeymotorsport.co.uk>
AP Brakes - <http://www.apracing.com>
Apexi USA - <http://www.apexi-usa.com>
Blitz UK - <http://www.blitz-uk.co.uk>
Bomex - <http://www.bomexaero.com>
BTR Preparations - <http://www.btrprep.com>
Coordsport - <http://www.coordsport.co.uk>
Cusco - <http://www.cusco.co.jp>
DP Motorsport - <http://www.dpmotorsport.com>
Ears Motorsport - <http://www.ears.co.uk>
EJ Performance - <http://www.ejperformance.com>
Fensport - <http://www.fensport.co.uk>
Forge Motorsport - <http://www.forgemotorsport.com>
GDA Sports and Performance - <http://www.gdasportscars.co.uk>
Greddy - <http://www.greddy.com>
HighPower Systems - <http://www.noswizard.com>
HiTeq Performance Centre - <http://www.hiteq.co.uk>
HKS USA - <http://www.hksusa.com>
Hyper Sports and Racing - <http://www.hypersr.com>
JW Racing - <http://www.j-w-racing.com>
MA Developments - <http://www.madevelopments.com>
Mine's - <http://www.mines-wave.com>
Nemesis - <http://www.nemesisperformance.co.uk>
Nismo - <http://www.nismo.co.jp>
Power Engineering - <http://www.powerengineering.co.uk>
PSI3 - <http://www.psi3.co.uk>
RC Developments - <http://www.rcdevelopments.com>
RS Autos - <http://www.rs-autos.com>
Spec-R Alloy Parts - <http://www.spec-r.co.uk>
Sumopower - <http://www.sumopower.com>

SVS - <http://www.specialvehicle.co.uk>
Takakaira - <http://www.takakaira.com>
TDI - <http://www.tdi-plc.com>
TopSecret - <http://www.topsecretjpn.com>
Torque IC - <http://www.torqueic.com>
Trust - <http://www.trust-power.com>
Tuning Japanese - <http://www.tuning-japanese.co.uk>
Totally Custom - <http://www.totallycustom.co.uk>
Veilside - <http://www.veilside.co.jp>
Whifbitz - <http://www.whifbitz.co.uk>
Xtreme Automobiles - <http://www.xtreme-uk.net>

Other

200 Plus Club - <http://www.200plusclub.co.uk>
All Acura - <http://www.all-acura.com>
Autotrader UK Site - <http://www.autotrader.co.uk>
Caleb Zunino's GTi-R Site - <http://www.godzillr.co.uk>
Car Audio Discount - <http://www.caraudiorestore.com>
Car Junky - <http://www.carjunky.com/>
Car Survey Website - <http://www.carsurvey.org>
Celica Club - <http://www.celica-club.co.uk>
Cem's Blowdog Site - <http://www.blowdog.com>
Civic Type-R UK site - <http://www.civictype-r.co.uk>
Cornish Skylines - <http://www.cornishskylines.com>
Dave Wilson's FTO Site - <http://www.mivec.co.uk>
Evo Club [Japan] - <http://www.evoclub.net>
Evo Club [Sweden] - <http://www.evoclub.nu>
Evo Magazine - <http://www.evo.co.uk>
Ex Vi Termini - <http://www.exvitermini.com/>
FIA Official Site - <http://www.fia.com>
FTO Homepage - <http://www.mitsubishi-fto.net>
GT4 Owners Club - <http://www.gt4oc.com>
GTi-R Homepage - <http://www.gti-r.com>
GTi-R Owners Club - <http://www.gtiroc.com>
GTi-R Recourse Page - <http://www.gti-r.org>
GTi-R UK - <http://www.gtir.co.uk>
GTO UK - <http://www.gtouk.org.uk>
GTO Owners Club - <http://www.gtouk.org.uk>
GTR Central - <http://www.gtrcentral.com>
Hobby Link Japan Homepage - <http://www.hlj.com>
Integra Type-R Website - <http://www.itr-dc5.co.uk>
Jap Heaven - <http://www.jap-heaven.com>
Lancer Evo Club [Italy] - <http://www.lancerevoclub.com>
Lancerevoclub.org - <http://www.lancerevoclub.org>
Lancer Forums - <http://www.lancerforums.com>
Mazda Rotary Club - <http://www.mazdarotaryclub.com>
MKIV Supra Hompge - <http://www.mkivsupra.net/>
Mirage Forums - <http://www.mirageforums.net>
Mitsubishi Lancer Evo Info Site - <http://members.tripod.com/~LancerEVO>
Mitsubishi Lancer Register - <http://www.lancerregister.com>
Mitsubishi GSR/Evo Club of Adelaide, Australia - <http://www.gsr-evo-club.net>
Monster Evo - <http://www.monsterevo.com>
MR2 Club - <http://www.imoc.co.uk>
MR2 Information site - <http://www.mr-2.com/English/default.htm>
Nissan Skyline GTR Register - <http://www.gtr.co.uk>
Official Ralliart Clothing - <http://www.performance-clothing.com>
Orimantal - <http://www.orimantal.com>
Parkers Guide UK - <http://www.parkers.co.uk>

Pulsating Star - <http://www.pulsatingstar.dsl.pipex.com>
Ralliart.com - <http://www.ralliart.com>
Rallycars.com - <http://www.rallycars.com>
Renault 172 Site - <http://www.renaultclio172.net>
RX7 Club - <http://www.fduk.org>
Roy Weg's Evoblast - <http://www.evoblast.com>
Santapod Raceway - <http://www.santapod.co.uk>
Skyline Homepage - <http://www.gtr.co.uk>
Skyline Owners - <http://www.skylineowners.com>
South-West Performance Car - <http://www.sw-pc.com>
Speed Camera Map of the UK - <http://www.abd.org.uk/cameras/map.htm>
Supra's Hompage - <http://www.supras.co.uk>
Top Marques UK - <http://www.topmarques.co.uk>
Tokyo Club UK - <http://www.tokyoclub.co.uk>
Tokyo Express - <http://www.tokyo-express.co.uk>
Toyota Turbo Forum - <http://www.toyotagtturbo.com>
Track Day Plus - <http://www.trackdayplus.com>
Ultimate 200SX Website - <http://www.sxoc.com/vbb>
WingsWest USA - <http://www.wingswest.com>
WRC Official Site - <http://www.wrc.com>

Mailing Lists

Honda Type R Mailing List - <http://groups.yahoo.com/group/TypeR/>
Mazda RX-7 Mailing List - <http://groups.yahoo.com/group/rx7/>
Mitsubishi Lancer Evo Mailing List - <http://groups.yahoo.com/group/evo>
Mitsubishi FTO Mailing List - <http://www.smartgroups.com/groups/FTOLIST>
Nissan Sunny GTi-R Mailing List - <http://groups.yahoo.com/group/gti-r/>
Nissan Skyline GTR Mailing List - <http://groups.yahoo.com/group/nissanskylinegtr/>
Toyota Supra Mailing List - <http://groups.yahoo.com/group/supras/>



Evolution Jargon/Index

Ok, this is the final section of this guide. If you aren't too sure about any of the areas shown below then read the brief explanation before clicking on the reference link to find out more. *[This section is still under construction]*

4G63

Explanation: The engine type that is used in all Evolution models. The engine is a 4-cylinder, DOTC, 16v turbocharged monster that produces anywhere between 247 and 276 in standard form [this doesn't include FQ or any other special edition]. When comparing the Evo with other performance cars in its class, it outperforms them in both power and torque output.

Reference: [Engine](#)

ABS

Explanation: Anti-Skid Braking system – standard on most road cars after 1992. ABS is not fitted to the [RS](#) model.

Reference: [Brakes](#)

ACD

Explanation: Active Center Differential [ACD], used on the [Evolution VII](#) onwards. Gives the driver the option to switch the ACD settings for Snow, gravel and tarmac.

Reference: [History of the Evolution](#)

Amethyst Black Pearl

Explanation: Colour Option for the Evolution VII, VIII and VIII 260.

Reference: [Colour Options](#)

AWD

Explanation: Stands for all-wheel drive. All four wheels are powered at the same time instead of the conventional 2 wheels.

Reference: [AYC System](#)

AYC

Explanation: A system that actively controls the difference in driving force between the left and right wheels [Evo IV onwards].

Reference: [AYC System](#)

ALS [AKA Anti-lag]

Explanation: System that keeps the turbocharger spinning once you have let off the throttle. Can cause pre-mature damage to your turbocharger.

Reference: [Before you buy!!](#)

Black Pearl

Explanation: Colour Option for the Evolution VII GT-A.

Reference: [Colour Options](#)

Carlton Red

Explanation: Colour Option for the Evolution.

Reference: [Colour Options](#)

CD9A

Explanation: Model code for the [1992 Evolution](#).

Reference: [Chassis Numbers and Model Codes](#)

CE9A

Explanation: Model code for the [1994 Evolution II](#) and [1995 Evolution III](#).

Reference: [Chassis Numbers and Model Codes](#)

CN9A

Explanation: Model code for the [1996 Evolution IV](#).

Reference: [Chassis Numbers and Model Codes](#)

CP9A

Explanation: Model code for the [1998 Evolution V](#), [1999 Evolution VI](#) and [2000 Evolution VI TME](#).

Reference: [Chassis Numbers and Model Codes](#)

CT9A

Explanation: Model code for the [2001 Evolution VII](#), [2002 Evolution VII GT-A](#), [2003 Evolution VIII](#), [2004 Evolution VIII 260](#) and [2004 Evolution VIII MR](#).

Reference: [Chassis Numbers and Model Codes](#)

Clutch

Explanation: Unfortunately this is one of the Evo's weak points. The clutch [when the clutch pedal is not pressed] allows power from the engine to be transferred to [all four] wheels. When the clutch is engaged it allows the driver to change gears. Whilst engaged no engine power will be transferred to the wheels.

Reference: [Transmission](#)

Dandelion Yellow

Explanation: Colour Option for the Evolution III, V, VII, VIII and VIII 260.

Reference: [Colour Options](#)

ECU

Explanation: The engines "Electronic control unit" – Key to unlocking big power.

Reference: [Component Layout](#)

Exhaust System

Explanation: An item that is usually replaced on the Evo as it unlocks more power. The standard Exhaust system is small in diameter and has many bends. This helps keep the power output down. There are a number of exhaust systems available for the Evo from manufacturers such as Blitz and HKS.

Reference: [Exhaust System](#)

Extreme

Explanation: Ralliart/Xtreme Auto's tuned version of the Evo. Seriously quick out of the box.

Reference: [Other Evolution models](#)

FQ300

Explanation: A tuned version of the [Evolution VII](#) and [Evolution VIII](#).

Reference: [Other Evolution models](#)

FQ330

Explanation: A tuned version of the [Evolution VIII](#).

Reference: [Other Evolution models](#)

Grace Silver Metallic

Explanation: Colour Option for the Evolution.

Reference: [Colour Options](#)

GSR

Explanation: Most common Evo model. It has all the usual family saloon goodies.

Reference: [GSR and RS – The differences](#)

Icelle Blue

Explanation: Colour Option for the Evolution IV and VI.

Reference: [Colour Options](#)

Intercooler

Explanation: Cools air from the turbocharger before it enters the engine.

Reference: [Intercooler](#)

Moonlight Blue Pearl

Explanation: Colour Option for the Evolution II.

Reference: [Colour Options](#)

Monaco Red

Explanation: Colour Option for the Evolution II and III.

Reference: [Colour Options](#)

Palma Red

Explanation: Colour Option for the Evolution II.

Reference: [Colour Options](#)

Pyrenees Black Pearl

Explanation: Colour Option for the Evolution, II, III, IV, V, VI, and VI TME.

Reference: [Colour Options](#)

Queens Silver Pearl

Explanation: Colour Option for the Evolution, II, III and VII GT-A.

Reference: [Colour Options](#)

Reims Blue

Explanation: Colour Option for the Evolution VI.

Reference: [Colour Options](#)

Saint Armour Green

Explanation: Colour Option for the Evolution.

Reference: [Colour Options](#)

Scotia White

Explanation: Colour Option for every Evolution except the VII GT-A.

Reference: [Colour Options](#)

Silky White

Explanation: Colour Option for the Evolution VII GT-A.

Reference: [Colour Options](#)

SNDF

Explanation: Equipment class code for the RS model.

Reference: [Chassis numbers and model codes](#)

SNGF

Explanation: Equipment class code for the GSR model.

Reference: [Chassis numbers and model codes](#)

Super AYC

Explanation: A system that actively controls the difference in driving force between the left and right wheels [Evo VII onwards].

Reference: [AYC System](#)

Tommi Makinen

Explanation: World Championship winning Finnish Rally Driver.

Reference: [LanEvo's in Rallying – A glorious Heritage](#)

Tommi Makinen Edition

Explanation: AKA Evo 6.5, the Tommi Makinen Edition has a few tweaks over the Evo VI. These include a suspension drop of 10mm and a titanium turbocharger.

Reference: [History of the Evolution](#)

TME

Explanation: AKA Evo 6.5, the Tommi Makinen Edition has a few tweaks over the Evo VI. These include a suspension drop of 10mm and a titanium turbocharger.

Reference: [History of the Evolution](#)

Turbo/Turbocharger

Explanation: A system that forces air back into the engine using a turbine which is powered by exhaust gases.

Reference: [Engine](#)

Wine Red Metallic

Explanation: Colour Option for the Evolution VII GT-A.

Reference: [Colour Options](#)

WRC

Explanation: A form of Motorsport – The Evo stands side by side with such greats as the Toyota Celica GT4, Lancia Delta Intergrale and the Subaru Impreza as the most successful rally cars ever!

Reference: [LanEvo's in Rallying](#)

World Rally Championship

Explanation: A form of Motorsport – The Evo stands side by side with such greats as the Toyota Celica GT4, Lancia Delta Intergrale and the Subaru Impreza as the most successful rally cars ever!

Reference: [LanEvo's in Rallying](#)

Zero Fighter

Explanation: A tuned version of the standard Evolution [Japan only]

Reference: [Other Evolution models](#)