

GENERAL

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EXTERNAL VIEW

LANCER EVOLUTION-V GSR



MODEL LINEUP

<LANCER EVOLUTION-IV>

Model	Variant	New for MY97	Grade	Engine model	Transmission model	Fuel system
E-CN9A	SNDF	●	RS	4G63 (2.0-liter, DOHC, 16-valve with turbocharger and intercooler)	W5M51 (4WD, 5M/T)	Electronically controlled multi-point injection (MPI) system
	SNGF	●	GSR			

<LANCER EVOLUTION-V>

Model	Variant	New for MY98	Grade	Engine model	Transmission model	Fuel system
GF-CP9A	SNDF	●	RS	4G63 (2.0-liter, DOHC, 16-valve with turbocharger and intercooler)	W5M51 (4WD, 5M/T)	MPI
	SNGF	●	GSR			

Applicable Model and Production Numbers

E-CN9A: CN9A-0100001 and the following

GF-CP9A: CP9A-0000001 and the following

MODEL AND VARIANT CODES

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

No.	Items		Description
1	Car family series	C	LANCER
2	Vehicle type	N	4-door; 4WD (wheelbase: 2,510 mm)
		P	4-door; 4WD (wheelbase: 2,510 mm, wide treads)
3	Engine type	9	2,000 cc (4G63)
4	Sort	A	Passenger car
5	Body type	S	4-door sedan (Lancer)
6	Transmission type	N	5M/T
7	Equipment class	D	EVOLUTION-IV•V RS
		G	EVOLUTION-IV•V GSR
8	Engine specification	F	DOHC; MPI; turbocharger; intercooler

AIMS OF DEVELOPMENT

The Evolution-IV was developed to offer even better performance than earlier Evolution generations and to enable Mitsubishi Motors to continue displaying its technological prowess in the World Rally Championship and other motorsports competitions.

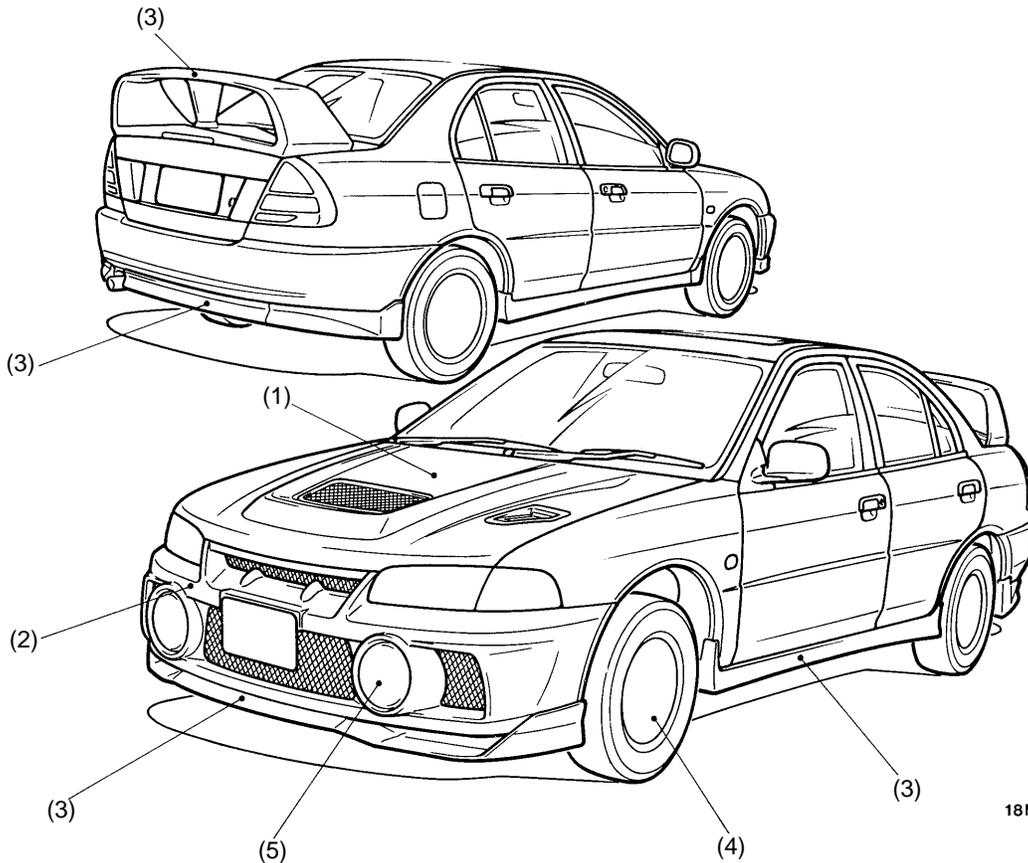
The Evolution-V is based upon the Evolution-IV. With wider treads and 17-inch wheels, it offers enhanced handling stability and acceleration response. Plus, it features revised bumpers and aerodynamic body parts for an enhanced exterior design.

TECHNICAL FEATURES

EXTERIOR

<EVOLUTION-IV>

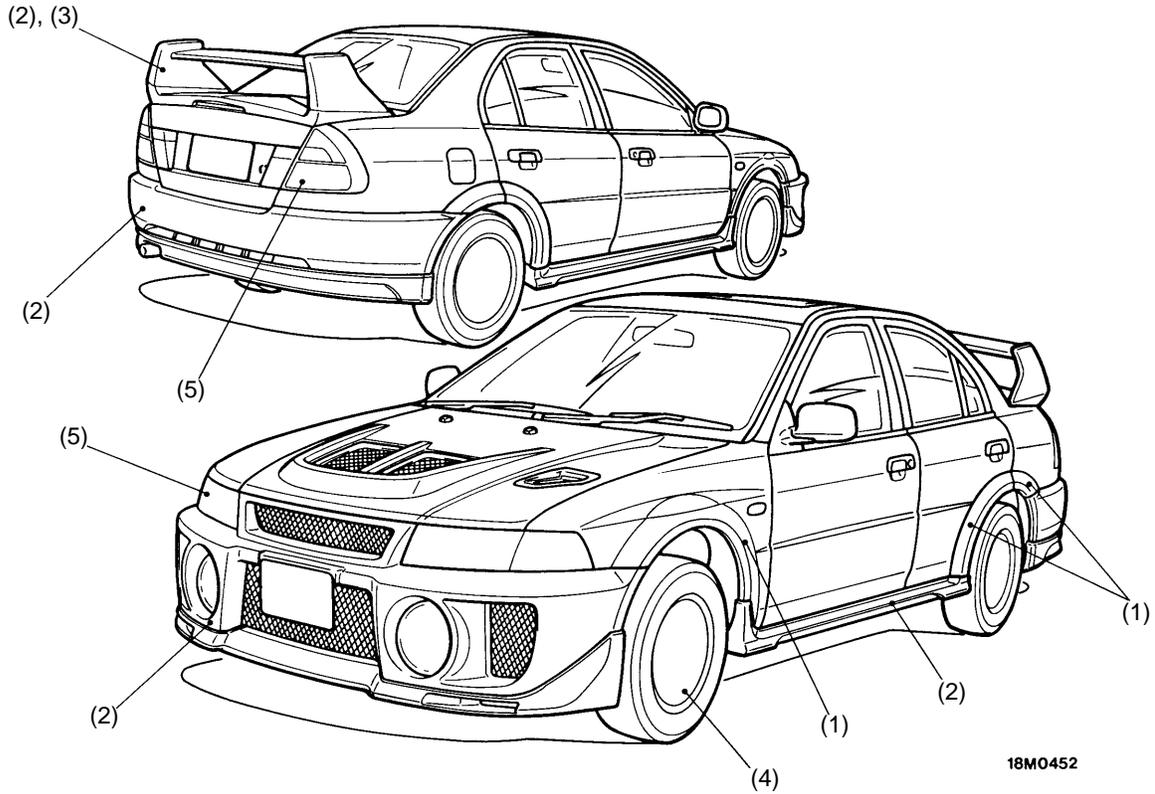
- (1) Aluminum hood
- (2) Integrated radiator grille and front bumper
- (3) Large rear spoiler (incorporating high-mount stop lamp) plus front, side, and rear airdams
- (4) Newly designed 16-inch aluminum wheels with 205/50R16 tires <standard on GSR; optional on RS>
- (5) Reflector-type foglamps <standard on GSR; optional on RS>



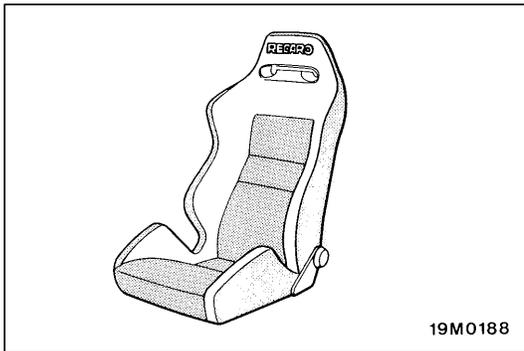
18M0331

<EVOLUTION-V>

- (1) Wide front fenders and rear fender garnishes to match wider treads
- (2) Newly designed bumpers and aerodynamic body parts
- (3) Rear spoiler with adjustable attack angle
- (4) 17-inch wheels (225/45Z R17 + 7 1/2J J X 17) <standard on GSR; optional on RS>
- (5) Newly shaped exterior lamps (same as those of non-EVOLUTION MY98 LANCERS)



18M0452



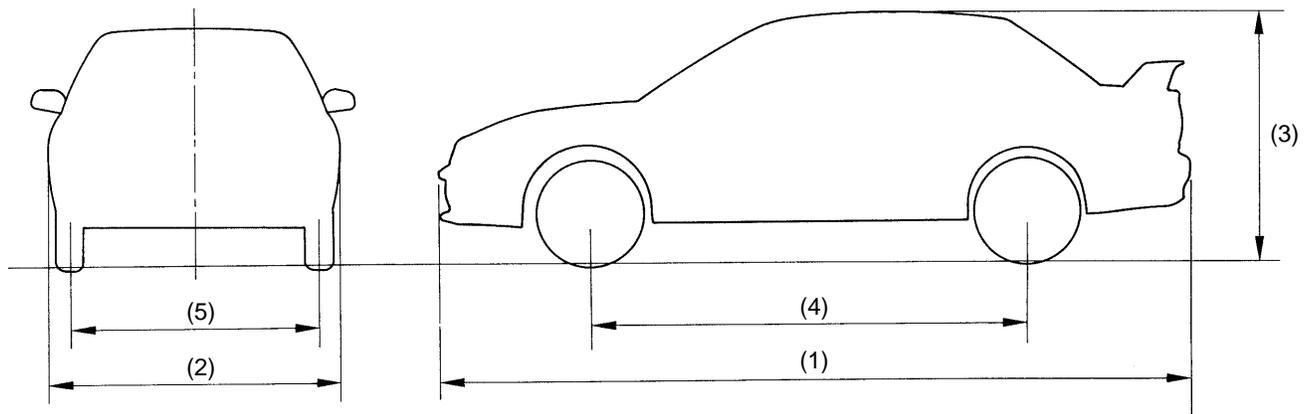
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INTERIOR

- (1) Momo steering wheel (incorporates airbag in GSR)
- (2) Recaro front seats <GSR>

VEHICLE DIMENSIONS

<EVOLUTION-IV>



00S0111

No.	Item		EVOLUTION-IV	EVOLUTION-V
(1)	Overall length (mm)		4,330	4,345, 4,350* ¹
(2)	Overall width (mm)		1,690	1,770
(3)	Overall height (mm)		1,415	1,415
(4)	Wheelbase (mm)		2,510	2,510
(5)	Tread	Front	1,470	1,510* ² , 1,495* ³
		Rear	1,470	1,505* ² , 1,490* ³

NOTE:

*1: With front airdam

*2: With 17-inch wheels

*3: With 15-inch or 16-inch wheels

ENGINE PERFORMANCE <EVOLUTION-IV>

The engine is based on the 4G63 DOHC turbocharged engine used in the EVOLUTION-III. For higher power and durability, it incorporates the improvements shown below.

Improvements (newly adopted items only)	Aim		
	Higher performance	Higher reliability	Lower weight
High-rigidity forged pistons	–	○	–
High-rigidity connecting rods	–	○	–
Steel flywheel	○	–	○
Twin-scroll turbocharger	○	–	–
Newly designed air flow sensor	○	–	–
Secondary air system	○	–	–
High-capacity water pump	–	○	–

IMPROVED ENGINE PERFORMANCE <EVOLUTION-V>

Revision of the turbocharger and other items has yielded the improvement in engine performance shown below.

Item	EVOLUTION-IV	EVOLUTION-V
Engine	4G63-DOHC-I/C, T/C	←
Max. output (PS/rpm)	280/6,500	←
Max. torque (kgf-m/rpm)	36.0/3,000	38.0/3,000

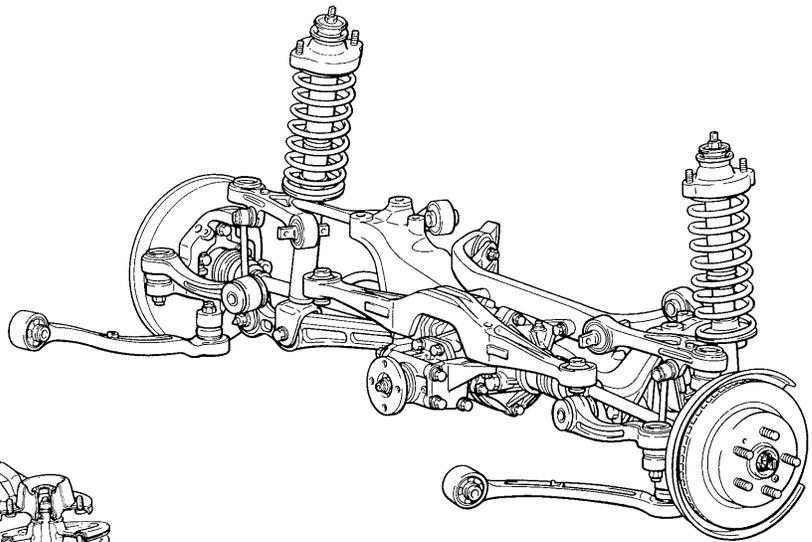
HANDLING STABILITY <EVOLUTION-IV>

Suspension System

The front suspension mechanism has the same MacPherson-strut design as that on the non-Evolution Lancers. In light of the Evolution-IV's higher performance, however, it has been optimized for greater lateral rigidity and roll stiffness. Also, the wheel alignment has been optimized. Together, these revisions enhance handling stability.

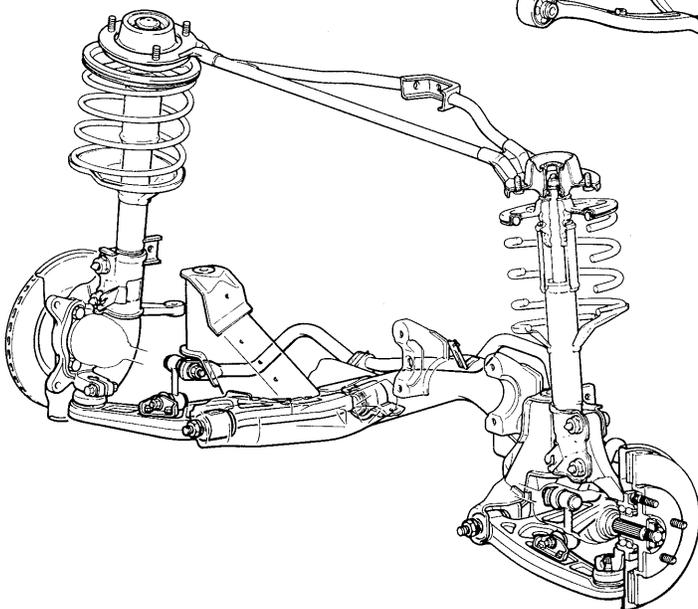
The rear suspension mechanism has a new multi-link design that was developed specifically for motorsports use. With a totally optimized structure and geometry, it realizes significantly better handling stability on various road surfaces than was possible with the previous design.

<Rear Suspension>



12M0061

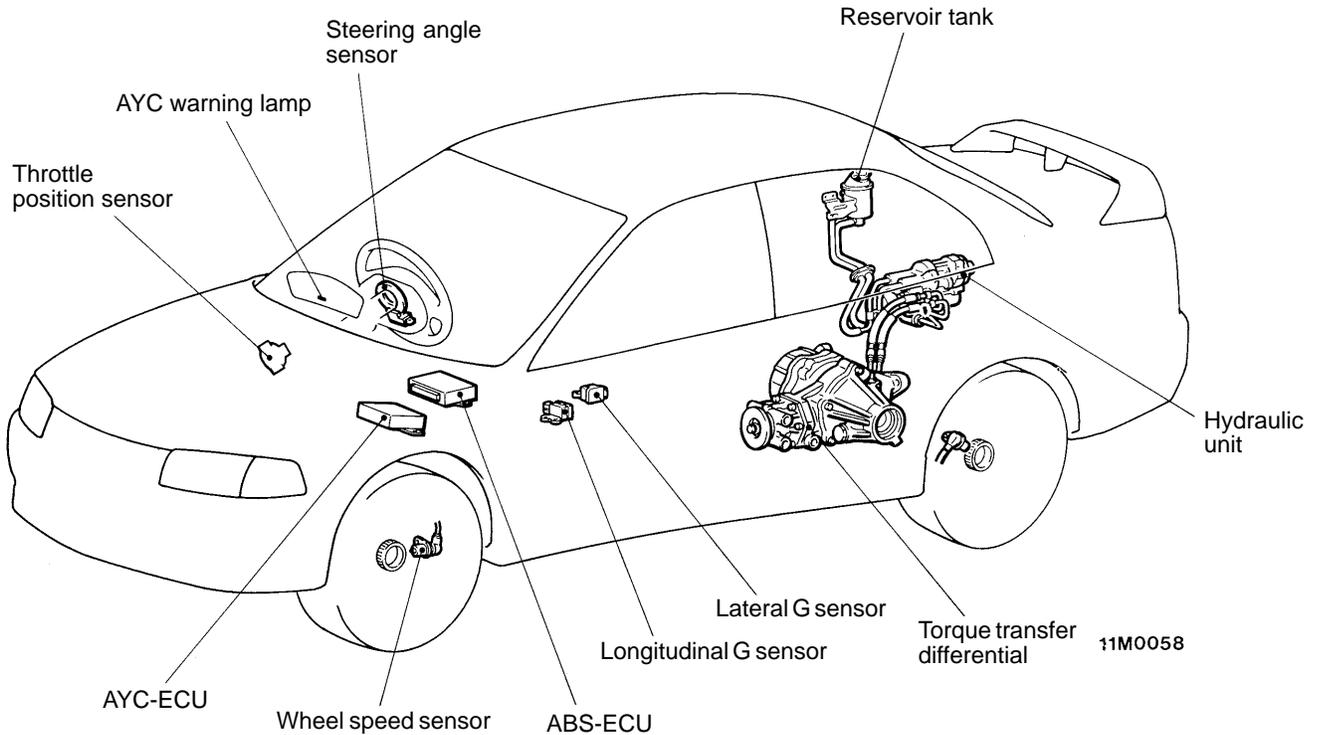
<Front Suspension>



12M0063

Active Yaw Control (AYC) System

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. As a result, the vehicle's cornering performance and safety are enhanced under a wide range of operating conditions.



Benefits of Control

<p>Suppression of understeer during simultaneous acceleration and cornering and when steering angle is increased</p>	<p>Enhanced acceleration from standing start with left and right wheels on surfaces with different friction (μ) values</p>
<p style="text-align: right;">1110024</p>	<p style="text-align: center;">Low-μ surface</p> <p style="text-align: right;">1110021</p>

IMPROVED HANDLING STABILITY AND ACCELERATION RESPONSE <EVOLUTION-V>

Handling stability and acceleration response are improved by the revisions shown below.

Item	Revision		Applicable model	
			GSR	RS
Handling stability	Front suspension camber stiffness increased	Front cross member bar added	○	△*
		Inverted front struts adopted	○	○
	Front suspension wheel alignment improved	Steering gearbox mounting position lowered by approx. 10 mm	○	○
	Front suspension rebound stroke increased	Front strut rebound stroke increased by approx. 20 mm	○	○
	Wider treads	Front suspension lower arms lengthened	○	○
		Body mounting positions of rear suspension upper and lower arms revised	○	○
	Lateral rigidity increased	Body mountings of rear differential support member stiffened	–	○
		Toe control bar added	–	○
	Tire performance increased	Front suspension camber adjustment mechanism adopted	○	○
		17-inch wheels (225/45Z R17 + 7 1/2J J X 17) fitted	○	△
Suspension tuning optimized		Front coil spring specifications revised	○	○
	Rear shock absorber specifications revised	○	○	
Acceleration response	Engine roll decreased	Center member rigidly mounted	○	○
		Diameter of engine rear roll stopper insulators reduced	○	○

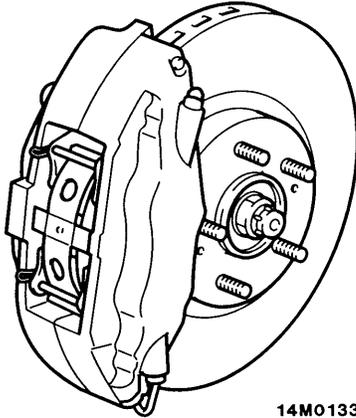
NOTE:

- (1) ○: Standard; △: Maker option
- (2) *: Vehicles with 17-inch wheels

IMPROVED BRAKING PERFORMANCE <EVOLUTION-V>

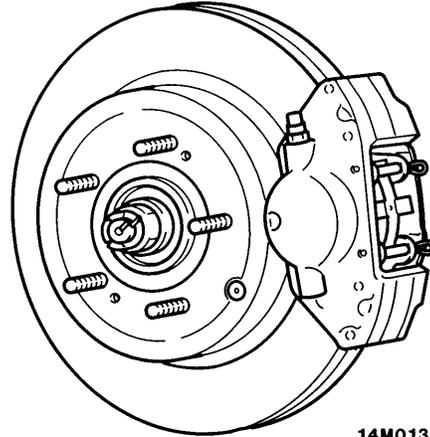
- (1) Vehicles with 17-inch wheels have Brembo disc brakes (front: four-piston; rear: two-piston) with larger discs. This equipment enhances braking performance and the pedal feeling.
- (2) The antilock braking system (ABS) is supplemented by a lateral G sensor to enhance control during steering operations.

**Brembo Four-Piston
Front Disc Brake**



14M0133

**Brembo Two-Piston
Rear Disc Brake**



14M0134

EVOLUTION-IV OVERVIEW

EVOLUTION-IV		Base vehicle (non-EVOLUTION LANCER)		
E-CN9A	SNDF SNGF	LANCER 1800 GSR	E-CM5A	SNGF

The EVOLUTION-IV differs from the base vehicle (non-EVOLUTION LANCER) mainly in the areas shown below. For items not shown below, refer to Group 7, "Equipment".

Group	Main differences in EVOLUTION-IV from base vehicle	Reference page
Engine	<ul style="list-style-type: none"> ● 4G63 DOHC turbocharged engine ● Air-cooled engine oil cooler ● Twin-scroll turbocharger ● Intercooler spray system ● Secondary air system (enhances acceleration responsiveness after deceleration) 	1-2 1-6 1-10 1-8 1-22
Power train	<ul style="list-style-type: none"> ● W5M51 manual transmission ● Rear mechanical limited-slip differential (vehicles without AYC system) ● AYC system 	2-3 2-7 2-9
Drive-control components	<ul style="list-style-type: none"> ● Front strut tower bars ● New multi-link rear suspension ● 16-inch wheels and tires ● Power steering fluid cooler ● Two-piston front ventilated disc brakes ● Drum-in-disc rear ventilated disc brakes 	3-2 3-7 3-13 3-16 3-17 3-17
Body	<ul style="list-style-type: none"> ● Aluminum hood ● Front end cross bar <RS> 	4-3 4-3
Exterior	<ul style="list-style-type: none"> ● Integrated radiator grille and bumper ● Large rear spoiler plus front, rear, and side airdams 	5-2 5-2
Interior	<ul style="list-style-type: none"> ● Recaro front seats with integrated headrests <GSR> 	6-2
Equipment	<ul style="list-style-type: none"> ● PIAA foglamps <GSR> 	7-2

EVOLUTION-V OVERVIEW

EVOLUTION-V			EVOLUTION-IV		
GF-CP9A	SNDF	RS	E-CN9A	SNDF	RS
	SNGF	GSR		SNGF	GSR

The EVOLUTION-V differs from the EVOLUTION-IV mainly in the areas shown below. For items not shown below, refer to Group 7, “Equipment”.

Group	Main differences in EVOLUTION-V from EVOLUTION-IV	Reference page
Engine	<ul style="list-style-type: none"> ● Engine performance improved (higher torque) ● Cooling performance of engine oil cooler improved (increased size) ● Cooling performance of radiator assembly improved ● Exhaust pipe temperature sensor and heat protectors eliminated in accordance with revision of safety regulations ● Diameter of engine rear roll stopper insulators revised and center roll member rigidly mounted to reduce engine roll 	1-3 1-6 1-7 1-11 1-12
Power train	<ul style="list-style-type: none"> ● Clutch cover load setting increased to match increased engine performance ● Propeller shafts revised <RS> ● Drive shafts lengthened in accordance with increased treads ● Rear differential reduction ratio revised <RS> ● Rear differential support member rigidly mounted to improve torsional rigidity of body <RS> 	2-2 2-4 2-5, 6 2-8 2-8
Drive-control equipment	<ul style="list-style-type: none"> ● Front and rear treads widened ● Front cross member bar added to increase lateral rigidity of cross member <vehicles with 17-inch wheels> ● Inverted design adopted to increase flexural rigidity of front struts ● Front camber adjustment mechanism added ● Front lower arms lengthened in accordance with wider tread ● Toe control bar added to increase rear lateral rigidity <RS> ● Body mounting positions of rear suspension upper and lower arms revised in accordance with wider tread ● Steering gearbox mounting position lowered by approx. 10 mm to optimize front wheel alignment ● 17-inch tires (225/45Z R17 + 7 1/2J J X 17) fitted for improved tire performance <standard on GSR; maker option on RS> ● Brembo brake calipers with larger brake discs <vehicles with 17-inch wheels> 	— 3-2 3-6 3-6 3-5 3-8 — — — 3-17
Body	<ul style="list-style-type: none"> ● Aluminum front wide fenders fitted to match wider tread and reduce weight ● Rear end cross bar fitted to increase rigidity of body’s rear end <RS> ● Front end cross bar eliminated <RS> 	4-2 4-3 —
Exterior	<ul style="list-style-type: none"> ● Shapes of bumpers and aerodynamic body parts revised ● Rear fender garnishes fitted to match wider tread ● Rear spoiler with adjustable attack angle fitted 	5-3 5-3 5-4
Interior	<ul style="list-style-type: none"> ● Newly designed Recaro front seats <GSR> ● Sodium-azide-free airbag inflator <GSR> 	6-2 6-2