

GROUP 00

GENERAL**CONTENTS**

HOW TO USE THIS MANUAL	00-2	SUSPENSION SYSTEM	00-10
TARGETS OF DEVELOPMENT	00-2	BASIC BRAKE SYSTEM	00-13
PRODUCT FEATURES	00-2	ACTIVE SAFETY	00-14
TECHNICAL FEATURES	00-3	PASSIVE SAFETY	00-17
EXTERIOR	00-3	ENVIRONMENTAL PROTECTION	00-20
INTERIOR	00-4	SERVICEABILITY AND RELIABILITY	00-21
BODY DIMENSIONS AND SPACIOUS CABIN	00-5	VEHICLE IDENTIFICATION	00-26
ENGINE	00-6	MODELS	00-26
TRANSAXLE	00-7	VEHICLES IDENTIFICATION NUMBER (VIN) PLATE	00-26
		GENERAL DATA AND SPECIFICATIONS	00-28

HOW TO USE THIS MANUAL

M2000029001030

ABBREVIATIONS

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

MFI: Multiport fuel injection, or engines equipped with multiport fuel injection.

PCM: Powertrain control module

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

AWD: Indicates 4-wheel-drive vehicles.

Keyless Operation System (KOS): Free-hand Advanced Security Transmitter (F.A.S.T.-key)

SWS: Simplified wiring system

A/C: Air conditioning.

TARGETS OF DEVELOPMENT

M2000004001624

As a globally acclaimed, high-performance AWD sport sedan, the new LANCER EVOLUTION has embodied a high-dimensional balance of high athletic performance and driving comfort. The basic performance has been enhanced to improve the driving

quality. At the same time, with its high capabilities which allow a full control as well as with its sporty and superior interior and exterior appearances, it pursues to offer a new driving fun and a joy of ownership.

PRODUCT FEATURES

M2000005000828

STYLING

With a foundation on sporty and functional interior and exterior appearances, variations are available to match various user needs.

DRIVING PERFORMANCE

- Turbocharger is adopted to the newly developed aluminum block engine, improving the super-charging response.
- Power performance has been greatly enhanced from the conventional LANCER EVOLUTION, improving marginal performance, and realizing new driving and riding quality.

COMFORT

- Adoption of new platform has significantly improved comfort including riding feel and vibration.
- Newly developed twin clutch sportronic shift transmission (TC-SST) has been adopted.

1. The clutch and gear shift operation are automatically controlled, reducing the power transfer loss and achieving the ideal starting acceleration.
2. Sporty, straight type shift pattern has been adopted, and the operating power at each shift position have been properly tuned, ensuring the firm and smooth operation feel.
3. The sport mode (6-speed) has been installed to allow manual shifting according to the driver's intention.

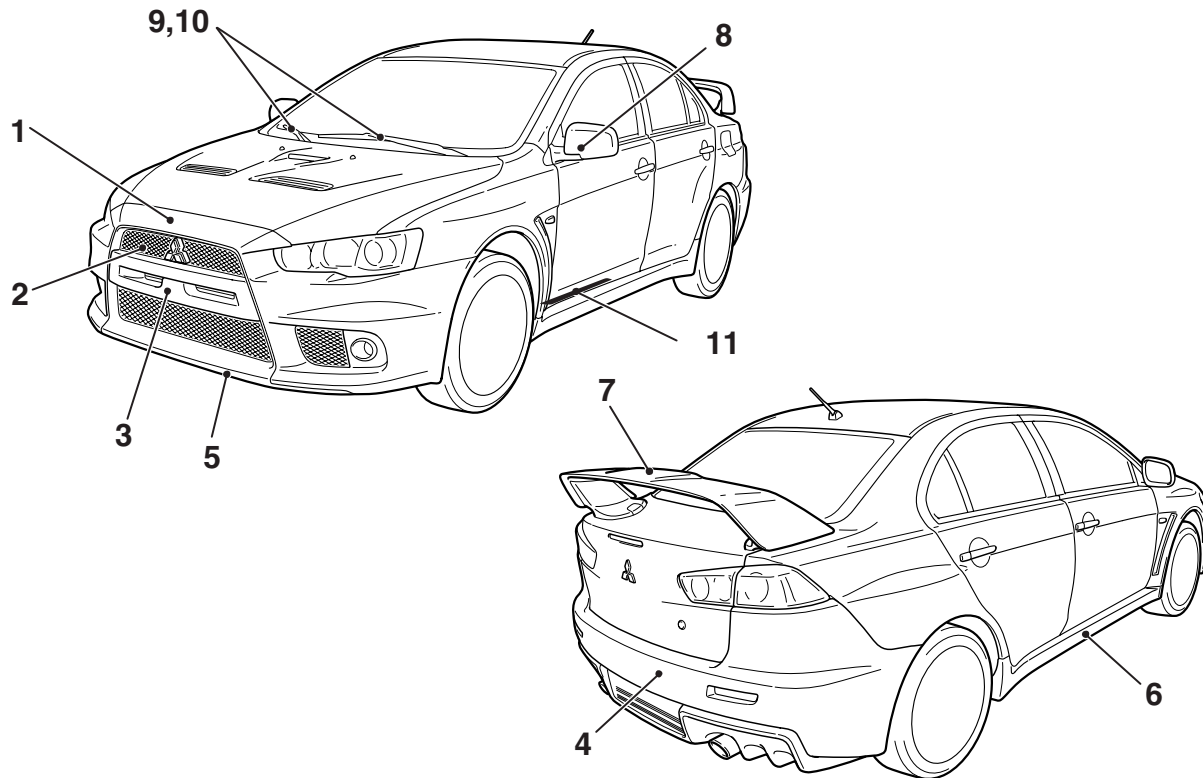
SAFETY

- 18-inch ventilated disk brake is adopted to the front brake, improving the brake basic performance.
- Traction control (TCL) function is integrated to ASC, improving the preventive safety.
- Low mount multi-link suspension has been newly developed which corresponds to the impact safety body RISE.

TECHNICAL FEATURES

EXTERIOR

M2000017001260



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BETTER APPEARANCE

1. Specially-shaped upper section of front bumper emphasizes the front mask, and decreases the air resistance.
2. Mesh type radiator grille gives a sleek front mask and sporty image.
3. Large front bumper appealing the robust front mask
4. Large rear bumper extending to side body

BETTER AERODYNAMIC CHARACTERISTICS

5. Air dam skirt panels
6. Side air dams
7. Rear spoiler

BETTER USER-FRIENDLINESS

8. Electric remote-controlled door mirrors

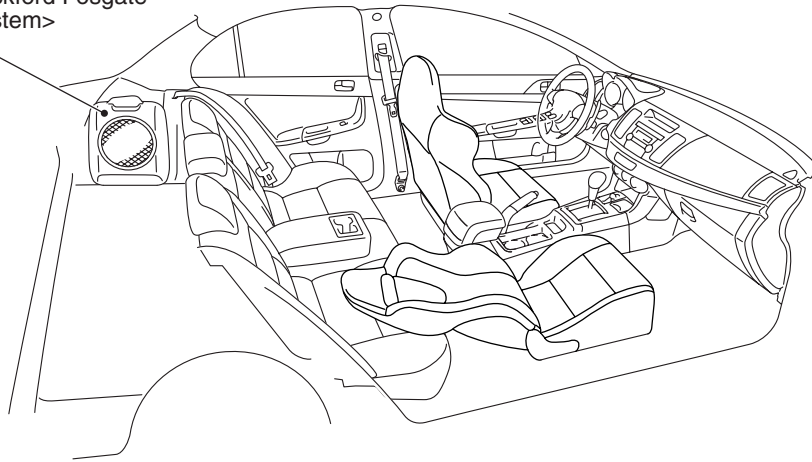
BETTER PRODUCT PACKAGE

9. Vehicle speed sensitive intermittent time variable windshield wiper
10. Rain sensitive intermittent time variable windshield wiper
11. Installation of exclusive front step plate to side sill <MR>

INTERIOR**DESIGN FEATURES**

The functional cockpit heightens the driving concentration, and its sporty and high quality interior symbolizes the new-generation global AWD sport sedan. Various measures have been taken actively to protect the environment and recycle resources.

Subwoofer (left side only)
< Vehicles with Rockford Fosgate premium sound system >



AC708567AB

Quality improvement

- Spartan, black monotone interior
- Full interior trim

Usability improvement

- Armrest (floor console, rear seat, front door trim <MR>, rear door trim <MR>)
- Cup holder (floor console, rear seat armrest)
- Bottle holder (front door trim)

Convenient storage

- Glove box
- Card holder (glove box)
- Floor console box
- Door pocket (front door trim, rear door trim)

Safety improvement

- Front and rear collision protection seat mechanism (front seat)
- ISO-FIX lower anchor (rear seat outside)
- Upper tether anchor (rear shelf)
- ELR 3-point seat belt (driver's seat)
- ELR/ALR 3-point seat belt (front passenger, rear)

- Seat belt retractor with a driver's side pretensioner and force limiter
- Seat belt retractor with a passenger's side pretensioner and force limiter
- Headliner energy absorption rib <Vehicles without curtain air bag>

Consideration for the optimum driving position

- Seat slide adjustment (front)
- Reclining adjustment (front)

Comfort equipment

- Rockford Fosgate ® premium sound system
- Steering wheel audio remote control

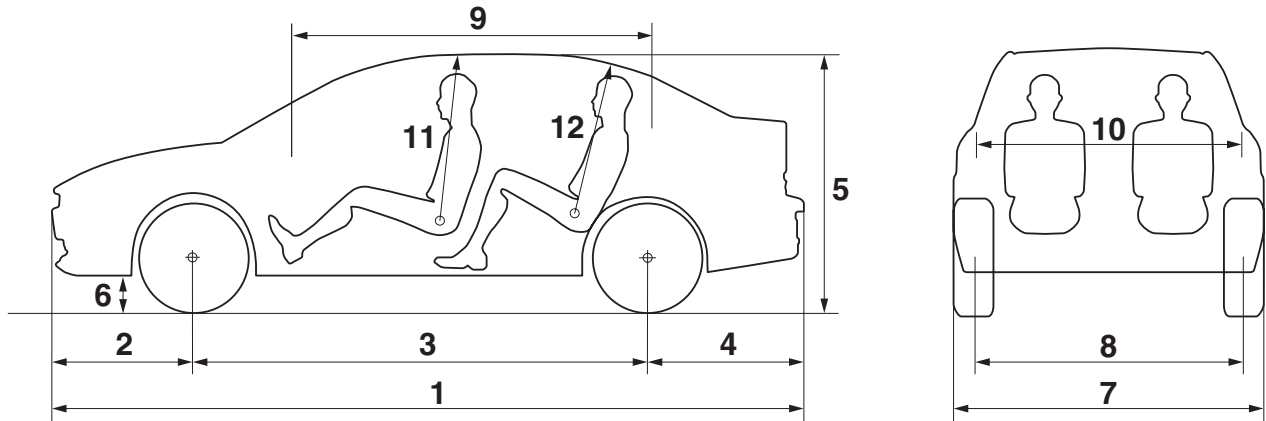
Measures for resource recycling

1. Aggressively use PP materials that are easy to recycle and easy to stamp material symbols on the plastic (resin) parts.
2. Reduction of chemical material (formaldehyde*, organic solvent)

NOTE: *: Clear and colorless, toxic, irritating odor

BODY DIMENSIONS AND SPACIOUS CABIN

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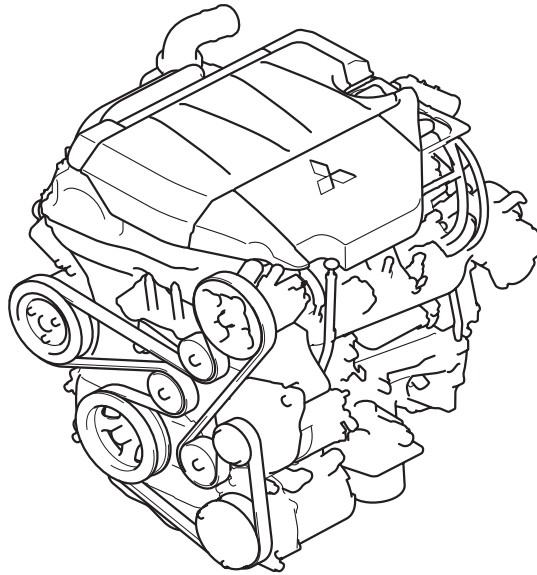


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No.	Item	Dimension	
1	Overall length mm (in)	4,495 (177.0)	
2	Front overhang mm (in)	910 (35.8)	
3	Wheelbase mm (in)	2,650 (104.3)	
4	Rear overhang mm (in)	935 (36.8)	
5	Overall height mm (in)	1,480 (58.3)	
6	Ground Clearance mm (in)	135 (5.3)	
7	Overall width mm (in)	1,810 (71.3)	
8	Tread mm (in)	Front	1,545 (60.8)
		Rear	1,545 (60.8)
9	Interior effective length mm (in)	2,030 (79.9)	
10	Interior room mm (in)	Front seating	1,470 (57.9)
		Rear seating	1,350 (53.1)
11	Head room mm (in)	Front seating	970 (38.2)
12		Rear seating	Right and Left seat
			Center seat

ENGINE

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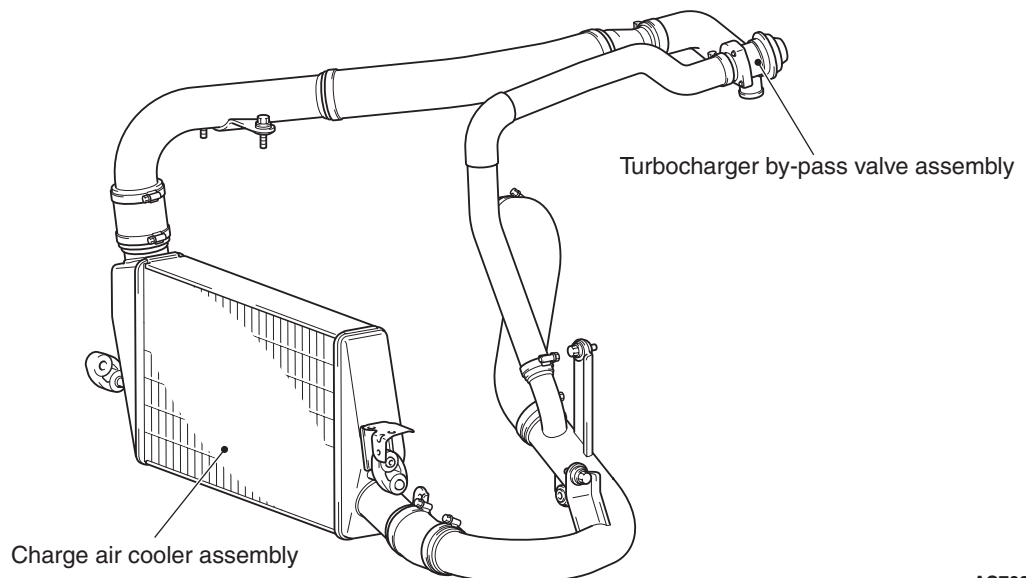


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This model is equipped with a newly developed 4B11 engine. It is a 4-cylinder, double overhead camshaft (DOHC) engine with a 2.0-L cylinder displacement. This engine has adopted the following features:

- MIVEC (MITSUBISHI INNOVATIVE VALVE TIMING ELECTRONIC CONTROL SYSTEM) for both the intake and exhaust valves
- Cylinder block made of an aluminum alloy
- Valve train with direct-acting valve tappets
- Silent timing chain

CHARGE AIR COOLER

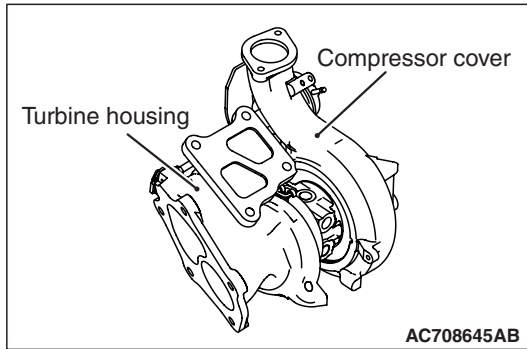


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An air cooled charge air cooler has been adopted. There are the following features.

- Aluminum has been used for the charge air cooler piping to reduce the vehicle weight.
- The bending points of the charge air cooler piping have been reduced to reduce the intake resistance.

TURBOCHARGER



The turbocharger uses TD05H-152G6-12T: Inconel turbine wheel/ aluminum alloy compressor wheel.

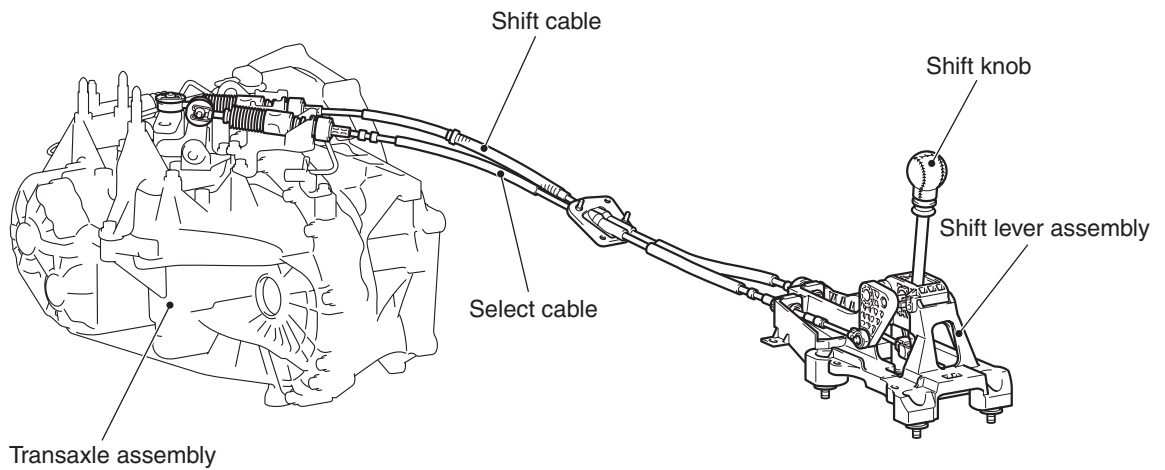
TRANSAXLE

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MANUAL TRANSAXLE

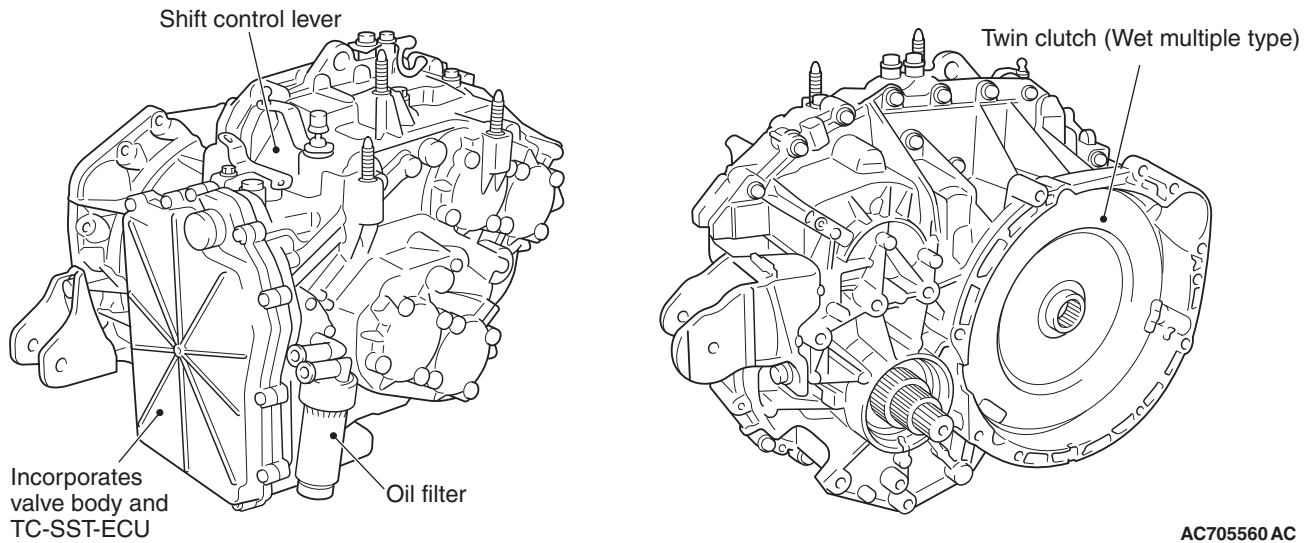
For the manual transaxle, newly developed W5M6A transaxle has been adopted.

TRANSAXLE CONTROL



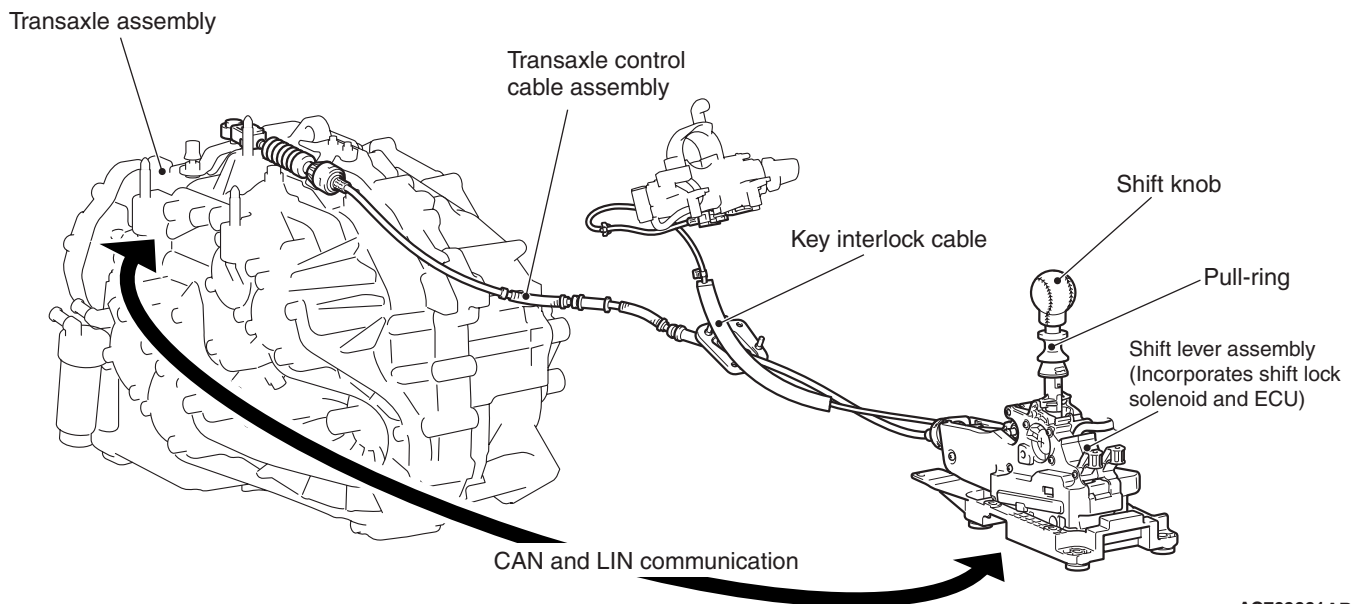
With the transaxle control, a cable type is adopted with which the gear is shifted through a cable between the transaxle and shift lever.

TWIN CLUTCH SPORTRONIC SHIFT TRANSMISSION (TC-SST)



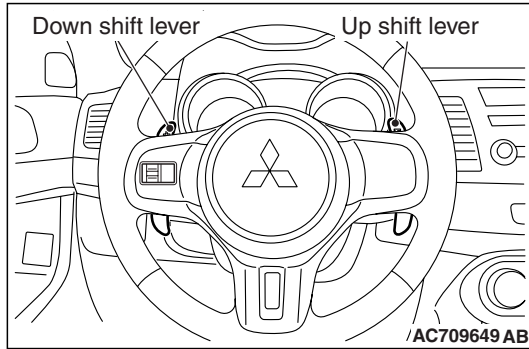
With the twin clutch sportronic shift transmission (TC-SST), easy driving similar to A/T and excellent sport driving have been achieved. For this twin clutch automatic M/T, W6DGA has been adopted.

TRANSAXLE CONTROL



In order to differentiate the TC-SST shift lever from A/T and CVT, a new exclusive TC-SST shift lever has been developed whose operation system and appearance are made similar to that for M/T. ECU that is incorporated in the shift lever transmits the lever position information and others to TC-SST-ECU via CAN (main circuit) and LIN (auxiliary circuit). The cable type having an established past record is adopted for the key interlock mechanism.

PADDLE SHIFT



This mechanism is basically the same as that used for OUTLANDER.

NOTE: With the automatic shifting (shift lever position: D), when the mode is changed to the sport mode by the paddle shift operation, the mode is cancelled by the conditions below.

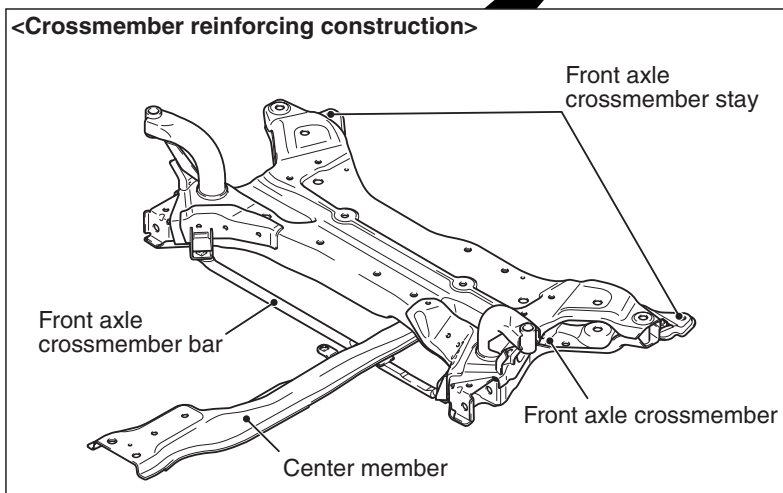
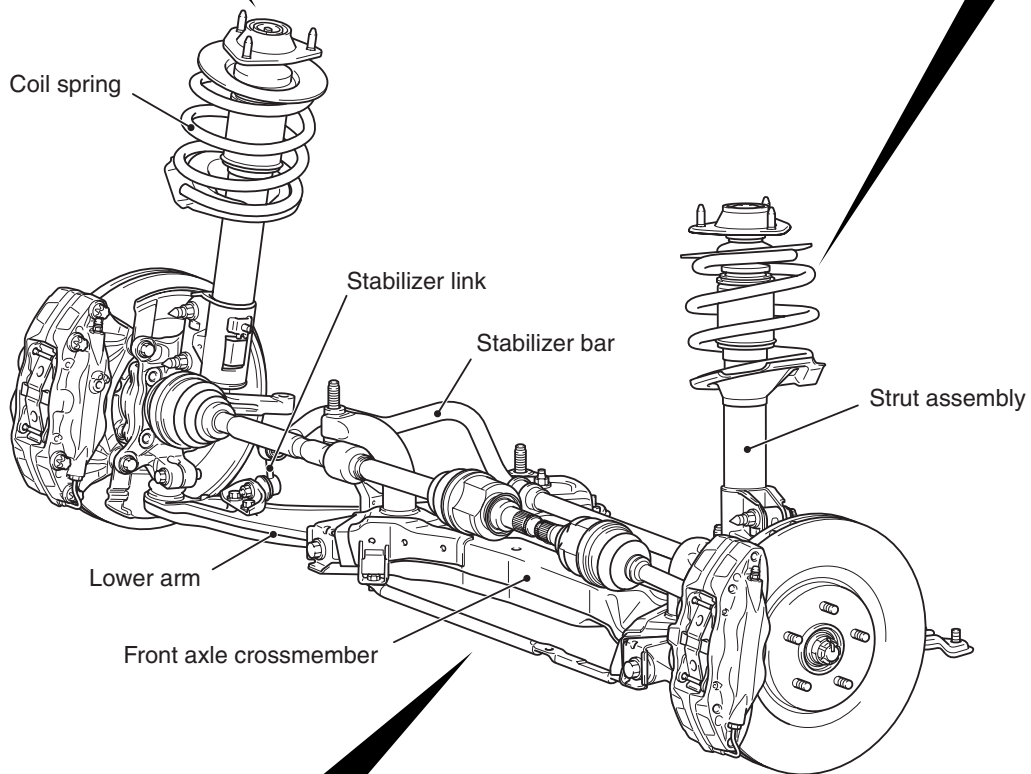
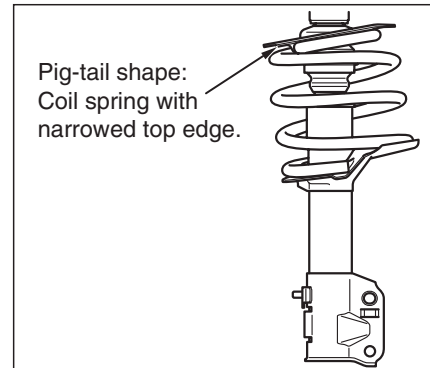
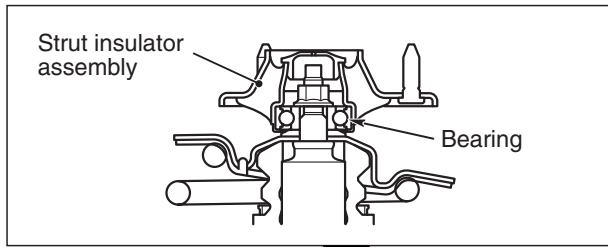
- *Upshift lever is pulled for 1 second or more.*
- *Vehicle is stopped.*
- *No operation is performed for 4 minutes and 25 seconds.*

SUSPENSION SYSTEM

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FRONT SUSPENSION

The MacPherson strut type suspension is adopted.



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IMPROVEMENT IN SUSPENSION RIGIDITY

- Based on the highly rigid full-flat crossmember, by adding the reinforcement part such as a stay, the respective rigidity of the crossmember has been improved significantly.
- The forged knuckle has been adopted. The deformation of knuckle by ground contact force has been suppressed, and the camber rigidity and lateral rigid brake caliper supporting rigidity have been improved.

IMPROVEMENT IN CORNERING PERFORMANCE

- The 18-inch low-aspect ratio tire has been equipped, the wheel tread has been widened, and the suspension rigidity has been improved, for better cornering performance and cornering limit.
- By adopting the 18-inch low-aspect ratio tire, the caster trail amount has been increased, resulting in the better steering feel and steering response for slight steering operation.
- The caster angle has been increased and the camber angle to the ground while operating the steering wheel has become negative, for better cornering performance within the middle and large steering angle range.
- By widening the stabilizer diameter, the optimal roll posture for cornering limit improvement has been secured.

IMPROVEMENT IN QUALITY

- The compact lower arm pillow ball bush has newly been designed. The stroke feeling by the pillow has been improved, the rubber damping characteristics has been tuned, and the vibration from the ground has been reduced, for improved quality.
- The Bilstein shock absorber and the Eibach coil spring* have been established as options.

*NOTE: *: The Eibach coil spring has widely been adopted in the motor sport field; sports vehicles in Europe, F1, WRC, etc.*

WEIGHT SAVING

- To respond the increase of weight and ground surface force by adopting the 18-inch low-aspect ratio tire, the suspension structure has been optimized, resulting in weight saving.
- By adopting the Bilstein shock absorber, the outer cylinder thickness has been reduced, resulting in weight saving.

IMPROVEMENTS IN RELIABILITY

- The deep groove upper bearing, which support the vehicle weight to the strut upper insulator, has been enlarged and sealed for the better reliability.
- The upper part of the coil spring has been squeezed, making the big-tail shape. Consequently though the vehicle weight is increased and the spring constant is high, the gap between coils can be widened, reducing the rattle noise and scratches.

HEXAVALENT CHROMIUM-FREE COMPONENT

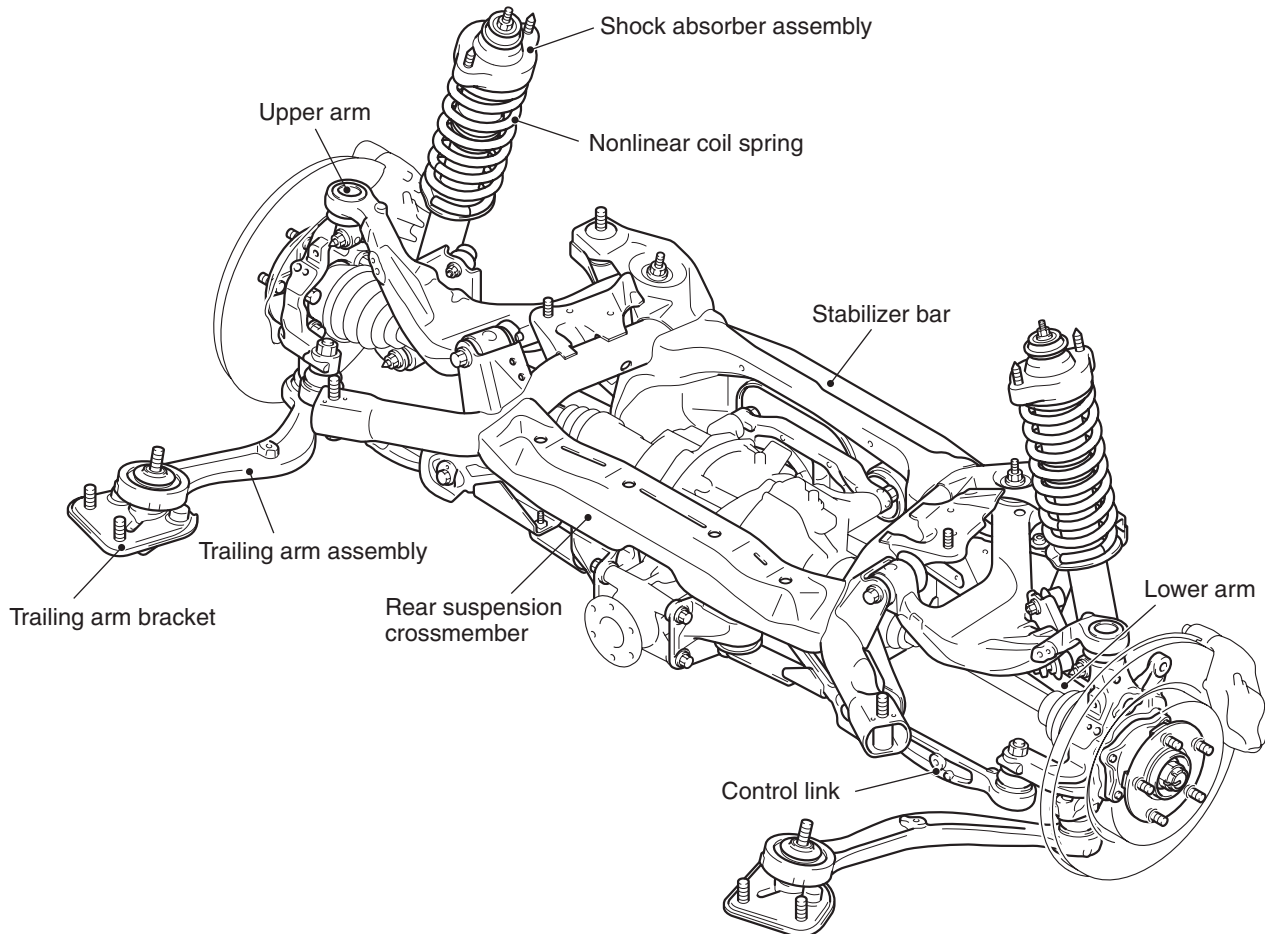
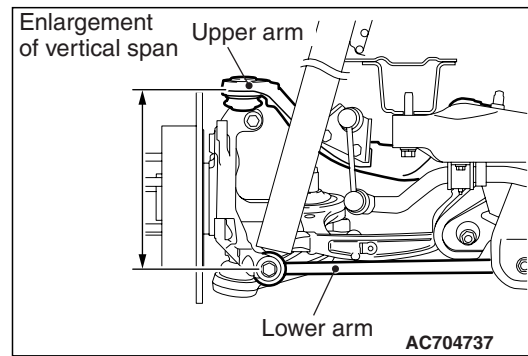
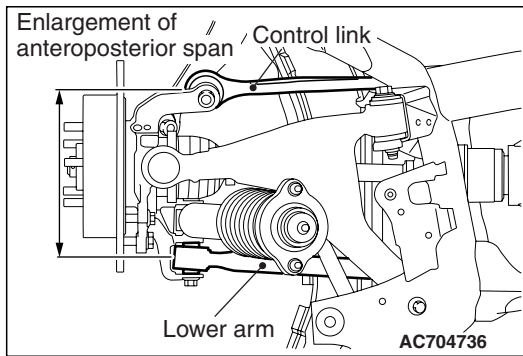
- Hexavalent chromium has been eliminated from bolts and nuts.

LEAD-FREE COMPONENT

- The lead-free grease has been adopted for the ball joint.

REAR SUSPENSION

The low mount multi link suspension has been adopted.



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IMPROVEMENT IN SUSPENSION POSITIONING RIGIDITY

- The arm layout has been optimized. (Each arm support span has been widened.)
- The rigidity of the arm installation part has been improved. (Better rigidity of crossmember, addition of trailing arm bracket)

IMPROVEMENT IN CORNERING PERFORMANCE

- The 18-inch low-aspect ratio tire has been equipped, the wheel tread has been widened, and the suspension rigidity has been improved, for better cornering performance and cornering limit.
- By adopting the non-linear coil spring, the sufficient wheel stroke has been secured, and the cornering stability not affected by the road condition has been obtained.

- By widening the stabilizer diameter, the optimal roll posture for cornering limit improvement has been secured.

IMPROVEMENT IN STROKE FEELING

- The numbers of pillow ball bush and ball joint on the arm installation part have been increased for the better road-holding quality of the suspension.

IMPROVEMENT IN DAMPING FEELING

- The shock absorber, which is arranged on the same axle for the coil spring, has been mounted with a knuckle for better absorber efficiency.
- The shock absorber installation angle has been optimized.

IMPROVEMENT IN QUALITY

- The Bilstein shock absorber has been established. <GSR: optional equipment, MR: standard equipment>

IMPROVEMENT IN ALIGNMENT ACCURACY

- Arms have been installed to the lattice cross-member, and the rear suspension has been broken down into sub assembly for the better alignment accuracy.

WEIGHT SAVING

- The aluminum forged upper arm, trailing arm, and control link have been adopted for weight reduction and high rigidity.
- The light weight lower arm made with a steel pipe has been employed.

HEXAVALENT CHROMIUM-FREE COMPONENT

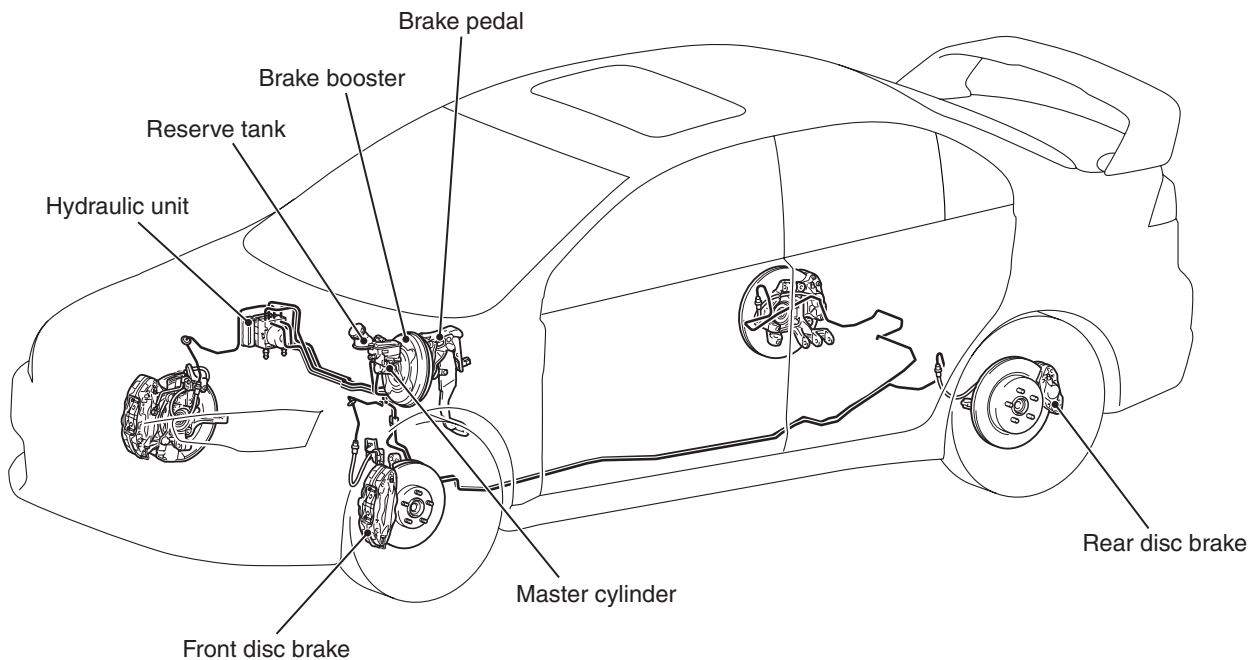
- Hexavalent chromium has been eliminated from bolts and nuts.

LEAD-FREE COMPONENT

- The lead-free grease has been adopted for the ball joint.

BASIC BRAKE SYSTEM

M2000024000593



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The brake system has high reliability and durability, and provides an exceptional braking performance.

FEATURES

IMPROVED BRAKING PERFORMANCE

- In addition to the 10-inch through bolt type single brake booster, the small and long stroke-type master cylinder is adopted to provide rigidity, to reduce weight, and to secure the assist force.
- Brembo™ 18-inch 4-pot front ventilated disc brakes and Brembo™ 17-inch 2-pot rear ventilated disc brakes are adopted to provide stable braking force and improved braking feel.
- To the front, two-piece structure brake disk is installed. <GSR: Option, MR: Standard>

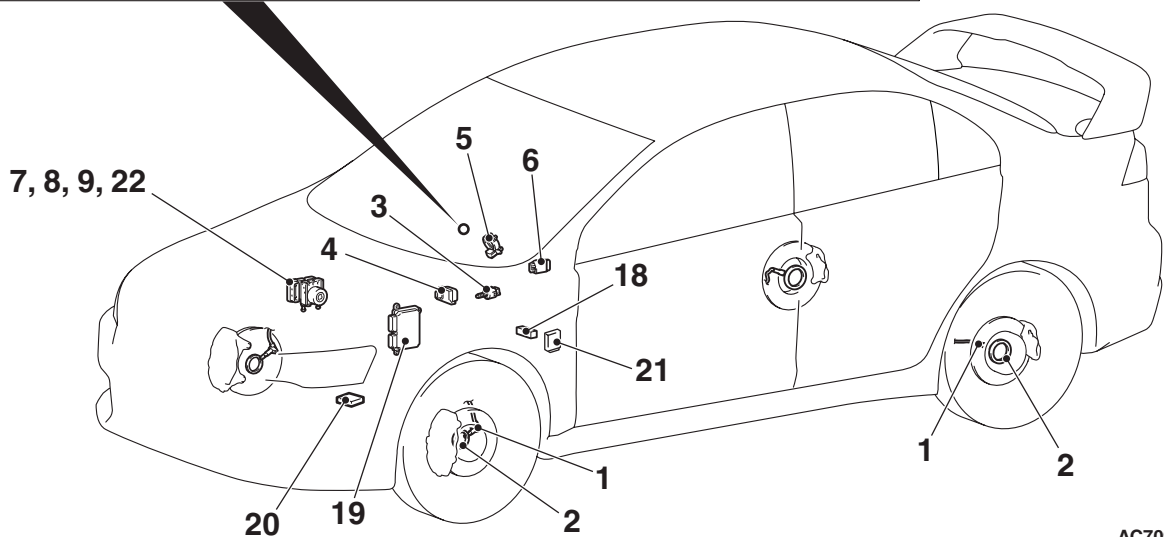
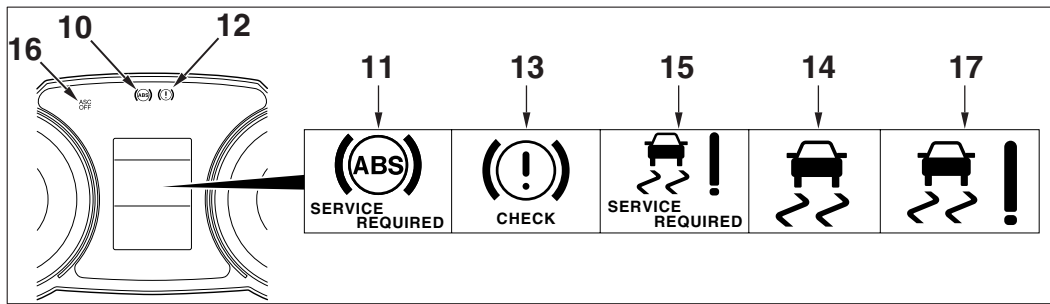
IMPROVED STABILITY

- Front- and rear-wheel X-type brake line layout is used.
- The brake pedal retreat suppression mechanism that suppresses the retraction of brake pedal surface upon a frontal collision is adopted.
- To the front brake and rear brake, the brake pads with audible wear indicator are adopted which warn the driver of the wear limit.

ACTIVE SAFETY

ACTIVE SKID CONTROL SYSTEM (ASC)

M2000031000959

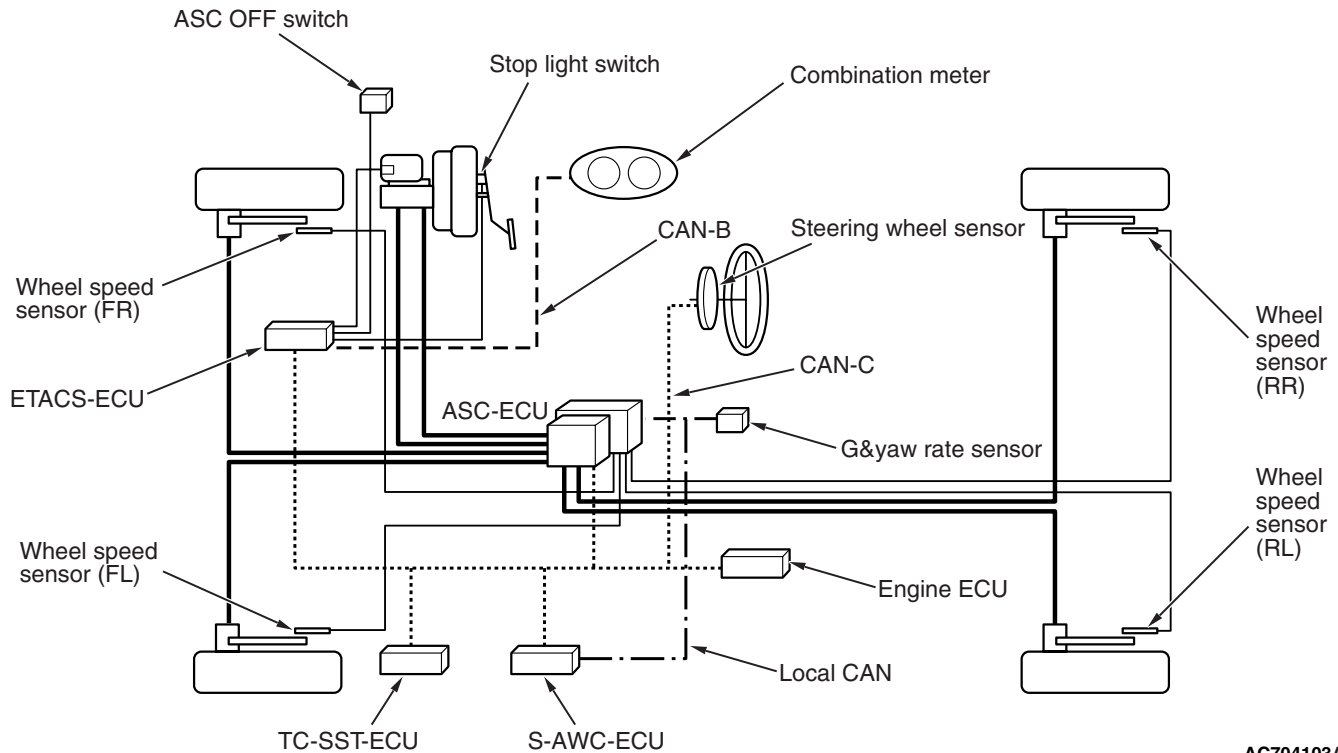


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MAIN COMPONENTS AND FUNCTIONS

Parts name		No.	Functional description
Sensor	Wheel speed sensor	1	Outputs the frequency pulse signal in proportion to the rotation speed of each wheel to ASC-ECU.
	Magnetic encoder for wheel speed detection	2	When the magnetic encoder for wheel speed detection (a plate on which north and south pole sides of the magnets are arranged alternately) rotates, the wheel speed sensor outputs frequency pulse signal in proportion to each wheel speed.
	Stop light switch	3	Outputs the signal indicating whether the brake pedal is depressed or not to ASC-ECU.
	G and yaw rate sensor	4	Detects the yaw rate and longitudinal/lateral acceleration of a vehicle, then outputs the signal to ASC-ECU via the CAN line.
	Steering wheel sensor	5	Detects the steering angle of steering wheel, and outputs the signal to ASC-ECU via the CAN bus line.
	Master cylinder pressure sensor	6	Integrated into the hydraulic unit, converts the signal of brake fluid pressure in master cylinder to the voltage value, then outputs the value to ASC-ECU.
	Wheel cylinder pressure sensor	7	Integrated into the hydraulic unit, converts the signal of brake fluid pressure in wheel cylinder of each wheel to the voltage value, then outputs the value to ASC-ECU.
Actuator	Hydraulic unit	8	Drives the solenoid valve using the signal from ASC-ECU, and controls the brake fluid pressure for each wheel.
	ABS warning light	9	Informs the driver of the system status by illuminating, flashing, or turning off the warning light according to the signal from ASC-ECU.
	ABS warning display	10	Informs the driver of the system status by illuminating or turning off the warning light according to the signal from ASC-ECU.
	Brake warning light	11	Used as the warning light for the parking brake, brake fluid level, and EBD control. Informs the driver of the system status by illuminating or turning off the warning light according to the signal from ASC-ECU.
	Brake warning display	12	Used as the warning light for the brake fluid level and EBD control. Informs the driver of the system status by illuminating or turning off the warning light according to the signal from ASC-ECU.
Data link connector	13	Outputs the diagnostic trouble code and establishes the communication with the scan tool.	
ASC control unit (ASC-ECU)	14	Controls the actuators (described above) based on the signals coming from each sensors.	
		Controls the self-diagnostic functions and fail-safe functions.	
		Controls diagnostic function (Compatible with scan tool).	

SYSTEM CONFIGURATION



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The transaxle ^{*1} twin clutch sportronic shift transmission (TC-SST) ^{*2} control and AWD ^{*2} super all wheel control (S-AWC) ^{*2} control have been added to the conventional brake control and engine output control, and the controls are integrated. The vehicle stability has been improved with the equipped ASC.

- The ASC system integrates the traction control (TCL) function and skid control function.
- When TCL function detects the slip of driving wheel (for example, during startup on slippery road), it automatically applies the braking force to the slipping driving wheel. At the same time, TCL function reduces the engine output and prevents the wheel spin when it determines that the engine torque is too high for the road surface friction coefficient.
- When the skid control function determines that the vehicle is in a dangerous state, it reduces the engine output and applies brake force to four wheels independently to control the vehicle behavior, avoiding the critical state.
- Brake performance at ASC system failure is ensured by the fail-safe function, and at the same time, the serviceability during service is improved.

NOTE:

- ^{*1}: For the details on twin clutch sportronic shift transmission (TC-SST), refer to GROUP 22B – Twin Clutch Sportronic Shift Transmission (TC-SST) P.22B-2.
- ^{*2}: For the details on super all wheel control (S-AWC), refer to GROUP 22B – Super All Wheel Control (S-AWC) P.22B-18.
- The active skid control (ASC) has the traction control function and the skid control function. By the integrated control with the anti-lock brake system, the system stabilizes the vehicle attitude and, at the same time, secures the driving force.

FOUR-WHEEL ANTI-LOCK BRAKE
SYSTEM (4 ABS)

The ABS (with EBD and brake assist) that ensures directional stability and controllability during hard braking has been equipped to GSR.

This ABS employs a 4-sensor system that independently controls the right and left wheels of front and rear, and has the following features:

- EBD ^{*1} (Electronic Brake-force Distribution system) control that can provide ideal rear wheel brake force has been employed.
- The magnetic encoder for wheel speed detection has been installed instead of the rotor as the wheel speed sensor.

- For wiring harness saving and secure data communication, CAN ^{*2} bus has been adopted as a tool of communication with another ECU.

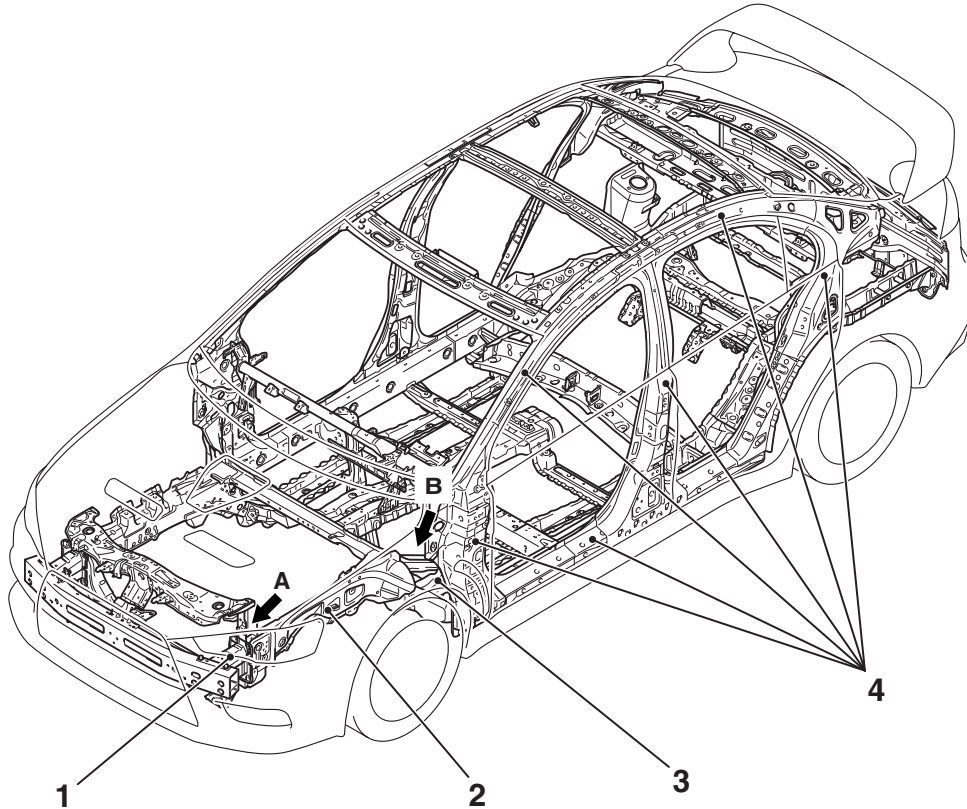
NOTE:

- ^{*1}: EBD (Electronic Brake-force Distribution)
- ^{*2}: For more details on CAN (Controller Area Network), refer to GROUP 54C P.54C-2.
- As with the active skid control (ASC), ABS is controlled by ASC-ECU.

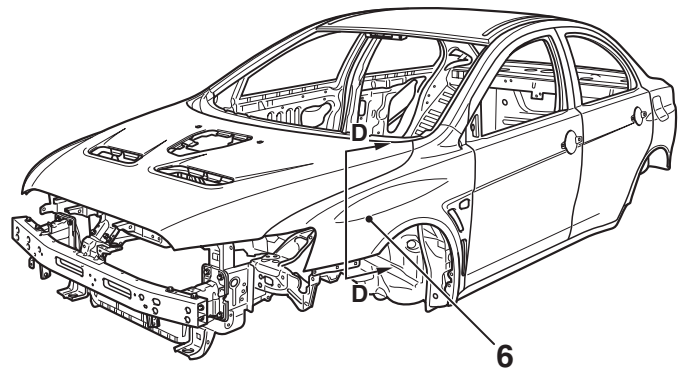
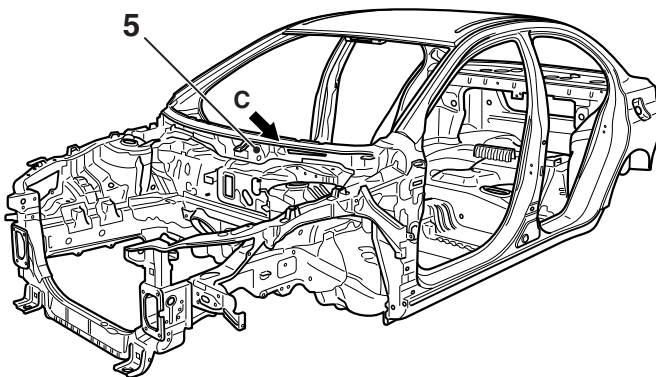
PASSIVE SAFETY

IMPACT SAFETY BODY RISE (REINFORCED IMPACT SAFETY EVOLUTION)

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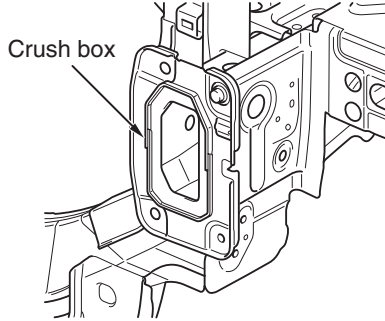


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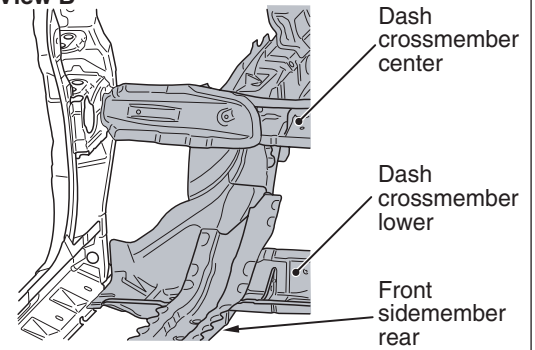


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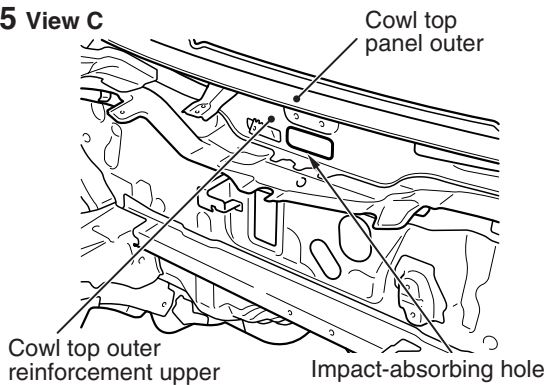
1 Section A - A



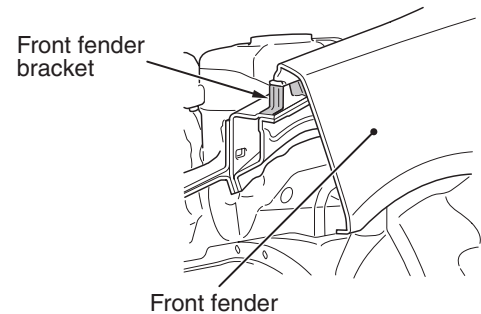
3 View B



5 View C



6 Section D - D

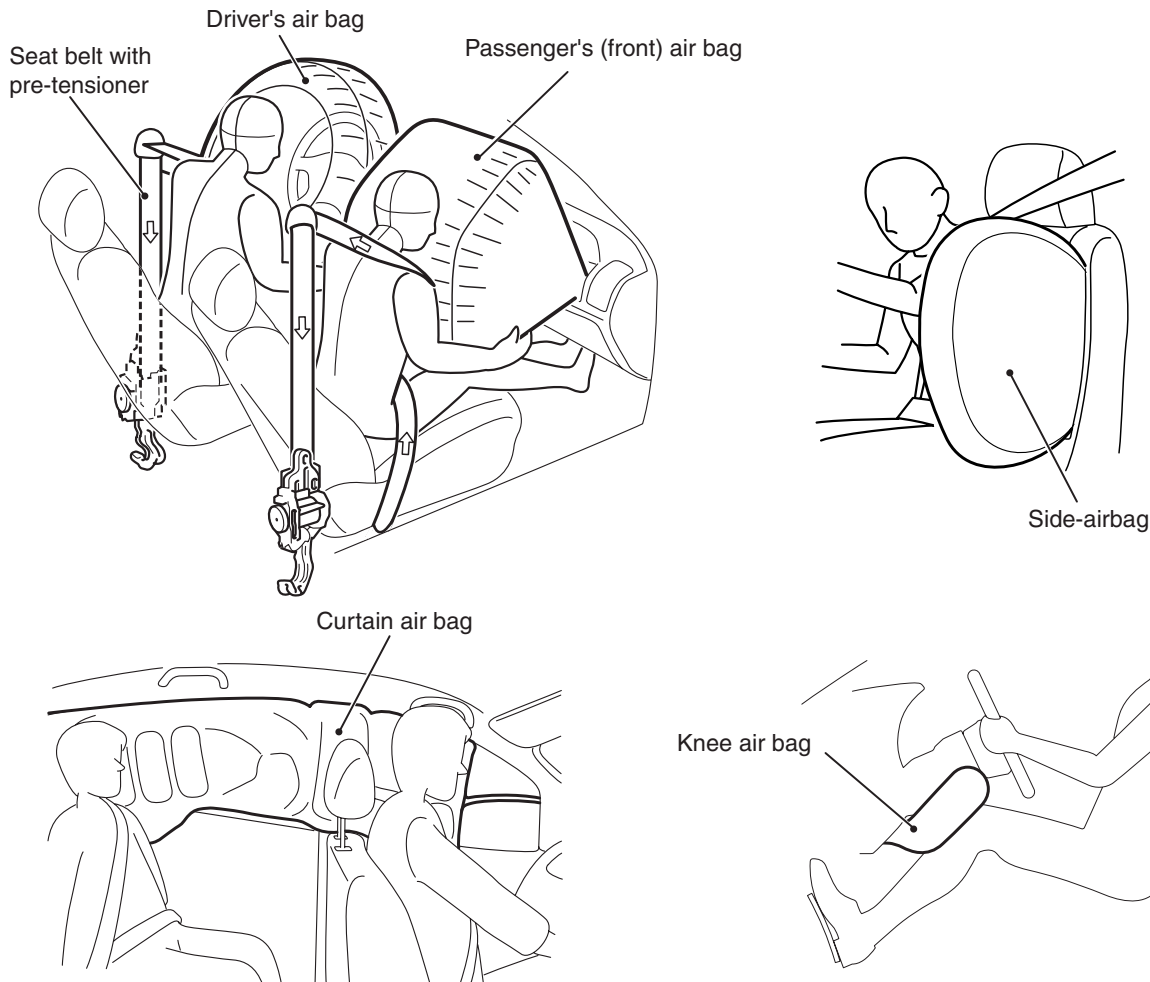


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The front and rear structures to absorb high energy, and the highly tough cabin structure is adopted to reduce the risk of passenger injuries at front-, rear-, and side-impact collisions, secure the space for life protection, and facilitate rescuing passengers. The structures also have the following features:

1. The crush box structure, which has an octagonal cross-section at the front end of the front side-member, has been adopted. This structure can effectively absorb energy upon frontal impact and reduces the vehicle repair cost caused by a light collision.
2. The front sidemember structure is changed to a straight frame structure with an octagonal cross section in order to improve the frontal collision characteristics.
3. The front frame structure is supported in three directions by the dash crossmember center, dash crossmember lower, and front sidemember rear in order to improve the frontal collision characteristics, and increase the vehicle body rigidity.
4. An annular structure has been used for the side structure reinforcement to improve collision safety and vehicle body rigidity.
5. The impact absorbing opening on the cowl top outer reinforcement upper has been added to efficiently absorb energy upon impact and improve the pedestrian protection capability.
6. The padding structure of front fender bracket is adopted to have a crushable structure that efficiently absorbs energy upon impact, improving the pedestrian protection capability.

SRS AIR BAGS/PRE-TENSIONER



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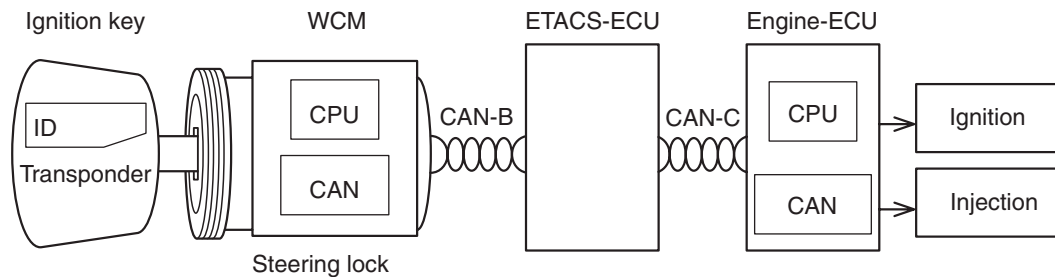
⚠ CAUTION

- **Driver's and passenger's (front) air bags, knee air bag and seat belt pre-tensioner deploy and operate in frontal collisions that exceed the threshold to activate the SRS (Supplemental Restraint System).**
- **The front air bag deploys when a vehicle collides head-on with a concrete (fixed) wall at approximately 25 km/h (15 mph) or more, or when a vehicle suffers a severe impact from the front side. The side air bag deploys when a center of side body suffers a severe impact.**
- **The front air bags and pre-tensioner may not work under the following conditions:**
 - **A frontal collision is less than the specific value.**
 - **The collision is from the rear**
 - **The collision is from the side**
 - **The vehicle rolls over or is in a similar position.**

- **The side-airbags and curtain air bags may not work under the following conditions:**
 - **The collision is from the front**
 - **The collision is from the rear**
- **Driver's and passenger's (front) air bags, side-airbags, knee air bag, curtain air bags and seat belts with pre-tensioner have been installed to all the vehicles as standard.**
- **The SRS is a system that is effective with the seat belt fastened, and it is designed as a supplemental system of the seat belt.**
- **The advanced air bag system has been adopted to the driver's and passenger's (front) sides. When a frontal impact exceeds the threshold upon a frontal collision, or depending on the seat position (driver's seat side), the air bag inflates the cushion air bag in two stages, improving the protection for the front seat passengers.**
- **When a frontal impact exceeds the threshold, the knee air bag is instantaneously inflated to protect the passenger's feet (knee and leg).**

- The side-airbag is activated when an impact exceeds the threshold upon a side collision, and the cushion air bag is instantaneously inflated to protect the chest area of the front seat passengers.
- The curtain air bag is activated simultaneously with the side-airbag upon a side collision to protect the heads of the front seat and second seat passengers.
- For the inflator, the gas which is harmless to the human body has been adopted.
- The seat belt pre-tensioner is activated simultaneously with the deployment of driver's and passenger's (front) air bags in case of a frontal collision. Seat belts are pulled in to eliminate the slack upon a collision, thus improving the initial occupant restraint, and reducing the travel distance of the occupants.

IMMOBILIZER FUNCTION



AC507888AB

The immobilizer function prevents the engine from starting and immobilizes the vehicle if a key other than the key registered for that vehicle is used in an attempt to start the engine after forced entry.

ENVIRONMENTAL PROTECTION

M2000027000677

IMPROVEMENT ON RECYCLING EFFICIENCY

Thermoplastic resin, which dissolves in liquid by heating and can be remolded (recycled) easily, is actively used, and the multilayer materials are integrated to thermoplastic resin, achieving an easy-to-disassemble structure.

Classification	Main contents
Components made of recycled materials	Chip materials produced during manufacturing process are reused for the following components: Bumper, radiator grille, instrument panel, and interior trims.
	Other industrial waste materials are reused for the following components: Dash panel pad, roof pad (vehicles without sunroof), and floor carpet.
Components made of materials which can be easily recycled	Thermoplastic resin is used for the following components: Bumper, radiator grille, instrument panel, and interior trims.
	Thermoplastic resin has been used for all the materials for floor carpet.

REDUCTION OF MATERIAL BURDEN ON ENVIRONMENT

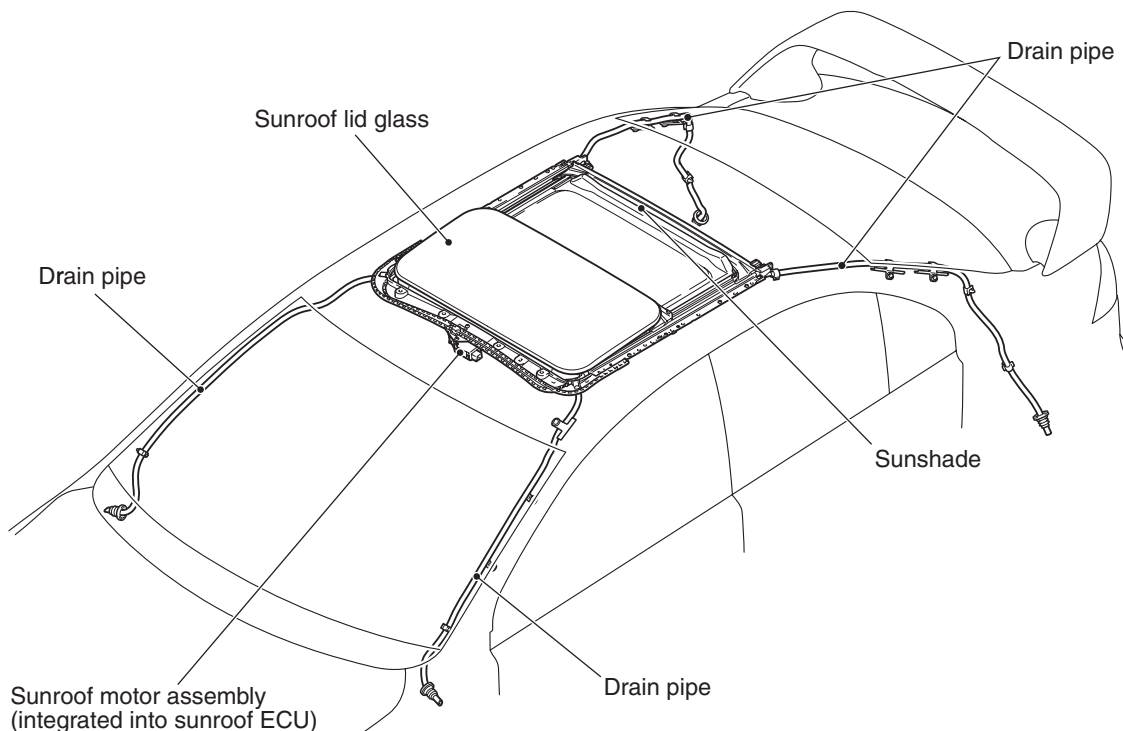
Lead-free materials are used for the radiator, fuel tank, wheel balance weight, and rubber parts.

Item	Main contents
Elimination of environmental burden materials	Lead-free materials are used for the following components: Fuel tank, radiator, glass ceramic print, heater core, wheel balance weight, electrode position paint, battery cable terminals, and wiring harness.
	Hexavalent chromium-free anti-rust treatment is applied to bolts, nuts, and metal parts.
Prevention of ozone layer depletion	Air conditioning filled with new refrigerant (HFC 134a) is installed.
Prevention of air pollution	Employment of a metal cylinder head gasket reduces the volume of incomplete combustion generated between the cylinder block and cylinder head, and suppresses the level of unburned hydrocarbon (HC).
	Organic solvent drainage amount is reduced by reducing the solvent level in top coat of the body coating process.

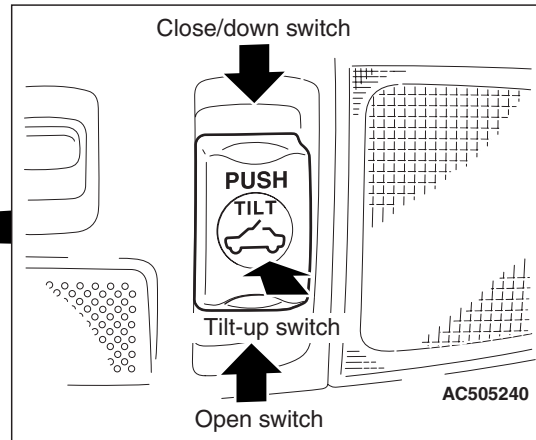
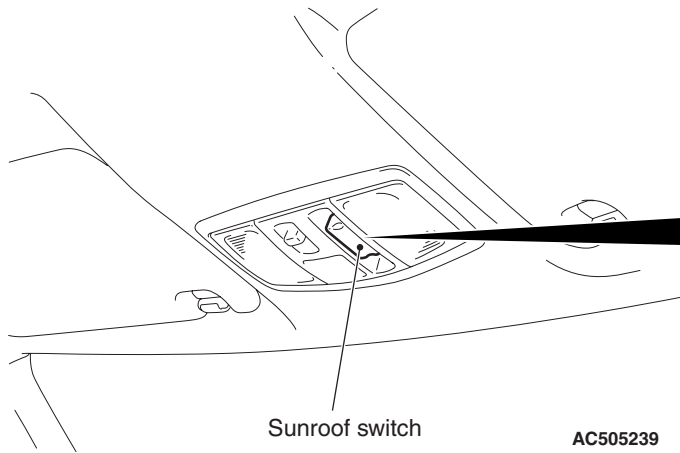
SERVICEABILITY AND RELIABILITY

M2000028000885

SUNROOF <OPTIONAL>



AC705682AC

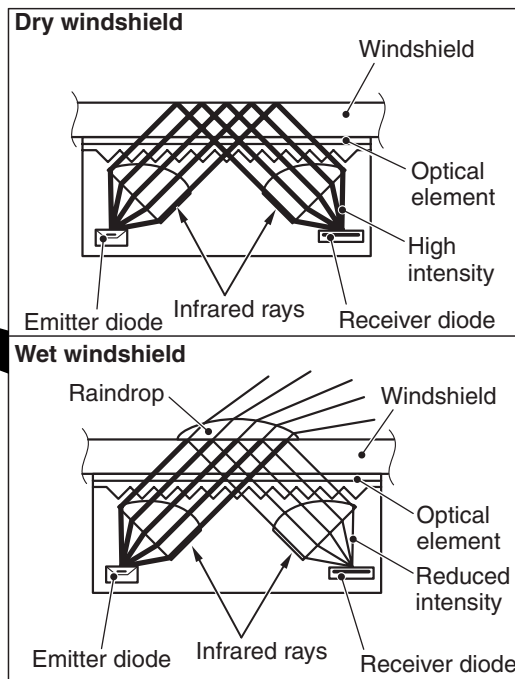
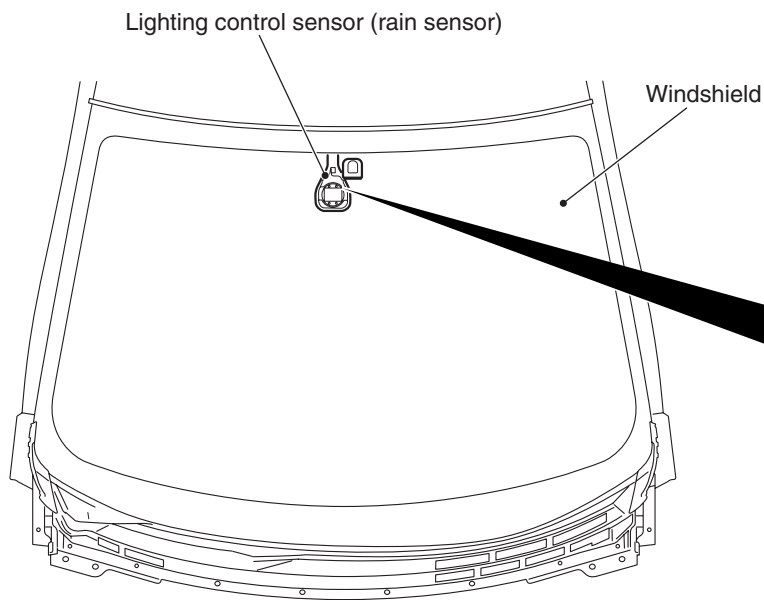


AC506511AC

The electric sliding glass sunroof with tilt-up mechanism has been adopted as an option. This sunroof has the following characteristics:

- A lightweight sunroof has been adopted.
- The sunroof tilts up for approximately 30 mm (1.2 inches) to improve ventilation.
- The integrated switch for the sunroof allows for all slide open/close, tilt up/down and stop operations. Operations other than open are available at one touch. When the open switch is operated, the sunroof lid glass stops approximately 30 mm (1.2 inches) before the fully-open position. This position is called comfort position. The sunroof lid glass can be fully opened by operating the open switch again.
- If external force is applied during slide closing or tilt down operations that obstructs operations, the sunroof lid glass will move in the reverse direction.
- By turning ON the sunroof window lock switch (integrated in the power window main switches) of the driver's power window switch, the sunroof operation is prevented.

**RAIN SENSITIVE AUTOMATIC WINDSHIELD WIPER FUNCTION <OPTIONAL:
VEHICLES FOR USA WITH LIGHTING CONTROL SENSOR (RAIN SENSOR) >**



AC708778AB

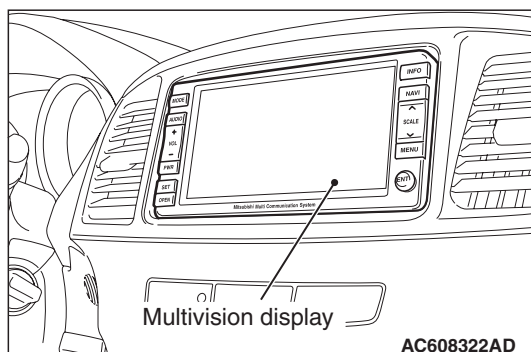
Lighting control sensor (rain sensor) has been installed on the upper part of the windshield to sense the raindrops and windshield wiper can be operated automatically when the ignition switch is at ON and wiper switch at AUTO position.

- The amount of rainfall on the windshield surface are detected by using the infrared reflection, and intermittent operation or LO and HI operation of the windshield wiper is controlled automatically depending on the amount of rainfall.

- Dry windshield: All infrared rays emitted from the emitter diode are reflected by the windshield and directed to the receiver diode as they are.
- Wet windshield: Part of the infrared rays emitted from the emitter diode are transmitted to outside of the windshield through the raindrops, and the infrared rays with reduced intensity are directed to the receiver diode.

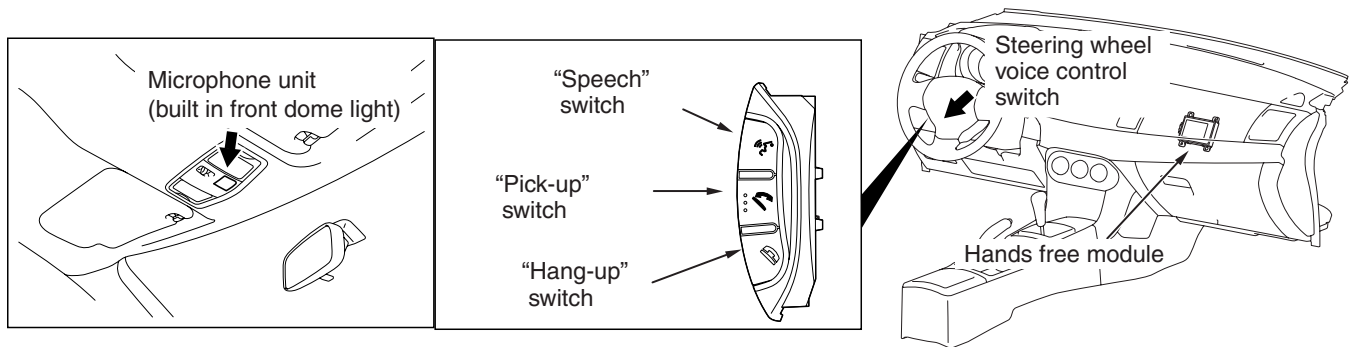
NOTE: Using the configuration function, the rain sensitive automatic windshield wiper function can be invalidated (Refer to P.51-12).

MITSUBISHI MULTI COMMUNICATION SYSTEM



- For Mitsubishi multi-communication system (MMCS), the multivision display (7-inch liquid crystal display of wide 2 DIN size) with hard disk drive (30 GB) and the CD/DVD drive is established.
- Rockford Fosgate Premium Sound System (9-speaker, 7-position system) is supported.

HANDS FREE CELLULAR PHONE SYSTEM



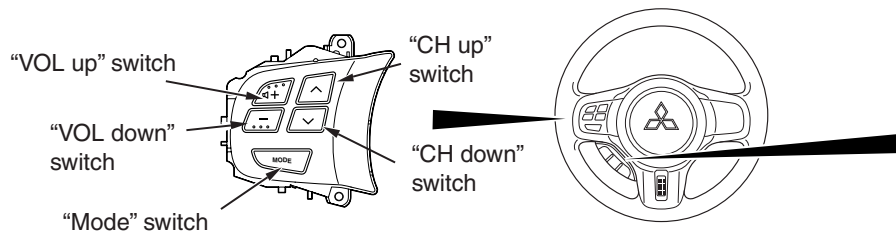
AC700417AE

With the hands free cellular phone system by registering a cellular phone for Bluetooth™* with voice recognition to the hands free module, the telephone function becomes available without operating the cellular phone directly. The hands free cellular phone system can be used without connecting the cellular phone to the vehicle via wiring cable.

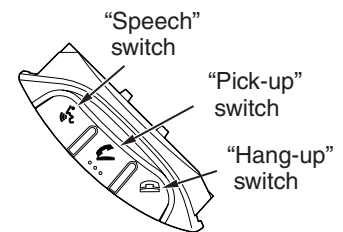
NOTE: *: Bluetooth™ is the short-distance digital wireless communication technology using 2.45 GHz frequency band. The communication effective area is within 10 m, and the feature is that the communication can be achieved even when an obstacle is present between the communicating devices.

STEERING WHEEL REMOTE CONTROL SWITCH

<Steering wheel audio remote control switch>



<Steering wheel voice control switch>



AC705510AB

On the steering wheel spoke, the steering wheel audio remote control switch and steering wheel voice control switch have been established.

STEERING WHEEL AUDIO REMOTE CONTROL SWITCH

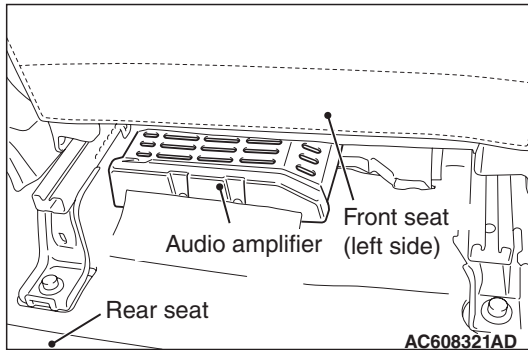
With the steering wheel audio remote control switch, the sound volume adjustment, mode changeover, CD track up/down and other operation of multivision display, radio, and CD player are available.

STEERING WHEEL VOICE CONTROL SWITCH

With the steering wheel voice control switch, the hands free cellular phone system can be operated. (Refer to P.54A-33.)

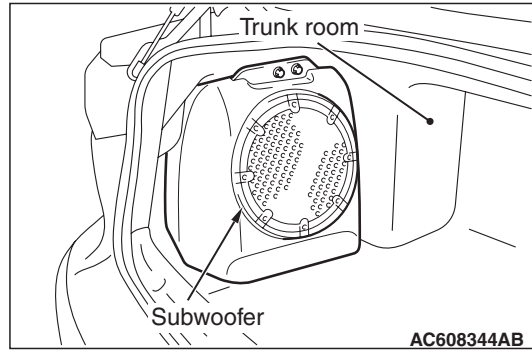
ROCKFORD FOSGATE® PREMIUM SOUND SYSTEM

AUDIO AMPLIFIER



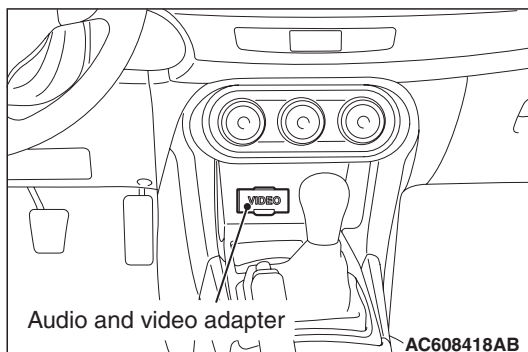
The 8-ch high-power audio amplifier with integrated DSP (total maximum output of 650 W) equipped with the front seat (left side) has been combined with the 9-speaker 7-position system, adopting the Rockford Fosgate® premium sound system. The audio amplifier offers the clear treble without distortion.

SUBWOOFER



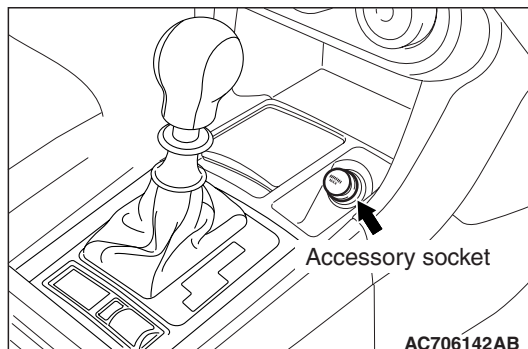
To the trunk room, a 25-cm dual voice coil subwoofer and a 20-liter subwoofer sealed box are installed. The punched sound with dynamic deep bass and rhythm can be played back.

AUDIO AND VIDEO ADAPTER <VEHICLE WITH MMCS>



The audio and video adapter has been established to the center tray in order to connect visual equipment such as game machine and video player.

ACCESSORY SOCKET



The plug-in type accessory socket has been installed for the convenient use of accessories. This accessory socket can be replaced to the cigar lighter as an option.

Accessory socket has been added to the front floor console. The maximum load is 120 W when a single accessory socket is used.

VEHICLE IDENTIFICATION

MODELS

M2000001100287

VEHICLES FOR USA

Model code		VIN code (Except sequence number)	Engine model	Transaxle model	Fuel supply system
CZ4AS	NGFZL2M	JA3AW86V_8U	4B11 DOHC MIVEC with Charge air cooler, Turbocharger [1 998 cm ³ (121.9 cu in)] petrol engine	W5M6A (AWD, 5M/T)	MFI
	MGFZL2M	JA3AW86V_8U		W6DGA [AWD, Twin clutch sportronic shift transmission (TC-SST)]	
	MPFZL2M	JA3AW86V_5U			

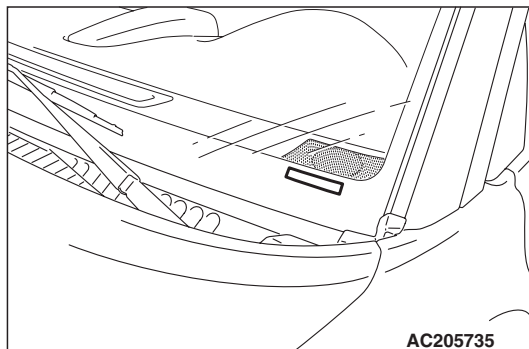
VEHICLES FOR CANADA

Model code		VIN code (Except sequence number)	Engine model	Transaxle model	Fuel supply system
CZ4AS	NGFZL3M	JA3AW86V_8U	4B11 DOHC MIVEC with Charge air cooler, Turbocharger [1 998 cm ³ (121.9 cu in)] petrol engine	W5M6A (AWD, 5M/T)	MFI
	MPFZL3M	JA3AW86V_5U		W6DGA [AWD, Twin clutch sportronic shift transmission (TC-SST)]	

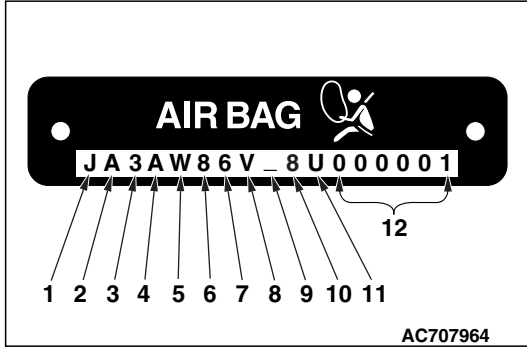
VEHICLES IDENTIFICATION NUMBER (VIN)
PLATE

M2000001300032

The vehicle identification number (VIN) plate is located on a plate attached to the left top side of the instrument panel.



CODE CHART



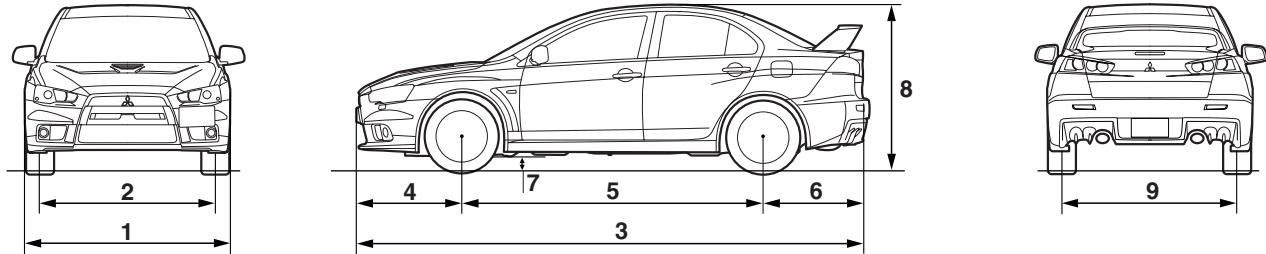
No.	Item	Content	
1	Country	J	JAPAN
2	Make	A	Mitsubishi Motors
3	Vehicle type	3	Passenger car
4	Others	A	Driver and passenger air bags
5	Line	W	LANCER EVOLUTION
6	Trim level (Price class)	5	PREMIUM
		8	SPORTS
7	Body style	6	4-door sedan
8	Engine type	V	2.0L DOHC MIVEC with charge air cooler, turbocharger (4B11)
9	Check digits*	0, 1, 2, 3, -----9, X	
10	Model year	8	2008 year
11	Plant	U	Mizushima
12	Serial number	000001 to 999999	

*NOTE: *: Check digit means a single number, or letter X, used to verify the accuracy of transcription of vehicle identification number.*

GENERAL DATA AND SPECIFICATIONS

M2000030001476

VEHICLES FOR USA

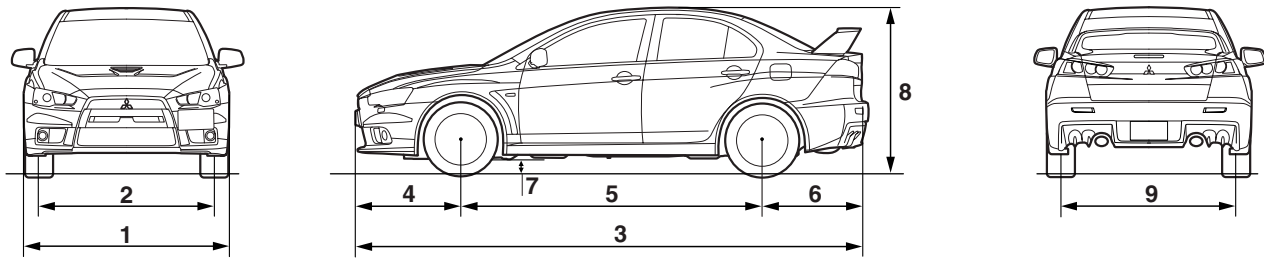


AC710509 AC

Item			CZ4AS		
			NGFZL2M	MGFZL2M	MPFZL2M
Vehicle dimension mm (in)	Overall width	1	1,810 (71.3)	1,810 (71.3)	1,810 (71.3)
	Tread-front	2	1,545 (60.8)	1,545 (60.8)	1,545 (60.8)
	Overall length	3	4,495 (177.0)	4,495 (177.0)	4,495 (177.0)
	Overhang-front	4	910 (35.8)	910 (35.8)	910 (35.8)
	Wheelbase	5	2,650 (104.3)	2,650 (104.3)	2,650 (104.3)
	Overhang-rear	6	935 (36.8)	935 (36.8)	935 (36.8)
	Ground clearance	7	135 (5.3)	135 (5.3)	135 (5.3)
	Overall height (unladen)	8	1,480 (58.3)	1,480 (58.3)	1,480 (58.3)
	Tread-rear	9	1,545 (60.8)	1,545 (60.8)	1,545 (60.8)
Vehicle weight kg (lb)	Curb weight		1,595 (3,517)	1,620 (3,572)	1,630 (3,594)
	Gross vehicle weight rating		2,060 (4,542)	2,060 (4,542)	2,060 (4,542)
	Gross axle weight rating-front		1,080 (2,381)	1,080 (2,381)	1,080 (2,381)
	Gross axle weight rating-rear		1,050 (2,315)	1,050 (2,315)	1,050 (2,315)
Seating capacity			5	5	5
Engine	Model No.		4B11	4B11	4B11
	Piston displacement cm ³ (cu in)		1,998 (121.9)	1,998 (121.9)	1,998 (121.9)
	Maximum output kW/r/min (HP/r/min)		217/6,500 (291/6,500)	217/6,500 (291/6,500)	217/6,500 (291/6,500)
	Maximum torque N·m/r/min (ft·lb/r/min)		407/4,000 (300/4,000)	407/4,000 (300/4,000)	407/4,000 (300/4,000)
Fuel system	Fuel supply system		MFI	MFI	MFI
Transaxle	Model No.		W5M6A	W6DGA	W6DGA
	Type		5M/T	TC-SST*	TC-SST*
Turning radius m (ft)			5.0 (16.4)	5.0 (16.4)	5.0 (16.4)

NOTE: *: TC-SST (Twin clutch sportronic shift transmission)

VEHICLES FOR CANADA



AC710509AC

ITEM			CZ4AS	
			NGFL3M	MPFL3M
Vehicle dimension mm (in)	Overall width	1	1,810 (71.3)	1,810 (71.3)
	Tread-front	2	1,545 (60.8)	1,545 (60.8)
	Overall length	3	4,495 (177.0)	4,495 (177.0)
	Overhang-front	4	910 (35.8)	910 (35.8)
	Wheelbase	5	2,650 (104.3)	2,650 (104.3)
	Overhang-rear	6	935 (36.8)	935 (36.8)
	Ground clearance	7	135 (5.3)	135 (5.3)
	Overall height (unladen)	8	1,480 (58.3)	1,480 (58.3)
	Tread-rear	9	1,545 (60.8)	1,545 (60.8)
Vehicle weight kg (lb)	Curb weight		1,600 (3,528)	1,635 (3,606)
	Gross vehicle weight rating		2,060 (4,542)	2,060 (4,542)
	Gross axle weight rating-front		1,080 (2,381)	1,080 (2,381)
	Gross axle weight rating-rear		1,050 (2,315)	1,050 (2,315)
Seating capacity			5	5
Engine	Model No.		4B11	4B11
	Piston displacement cm ³ (cu in)		1,998 (121.9)	1,998 (121.9)
	Maximum output kW/r/min (HP/r/min)		217/6,500 (291/6,500)	217/6,500 (291/6,500)
	Maximum torque N-m/r/min (ft-lb/r/min)		407/4,000 (300/4,000)	407/4,000 (300/4,000)
Fuel system	Fuel supply system		MFI	MFI
Transaxle	Model No.		W5M6A	W6DGA
	Type		5M/T	TC-SST*
Turning radius m (ft)			5.0 (16.4)	5.0 (16.4)

NOTE: *: TC-SST (Twin clutch sportronic shift transmission)

NOTES