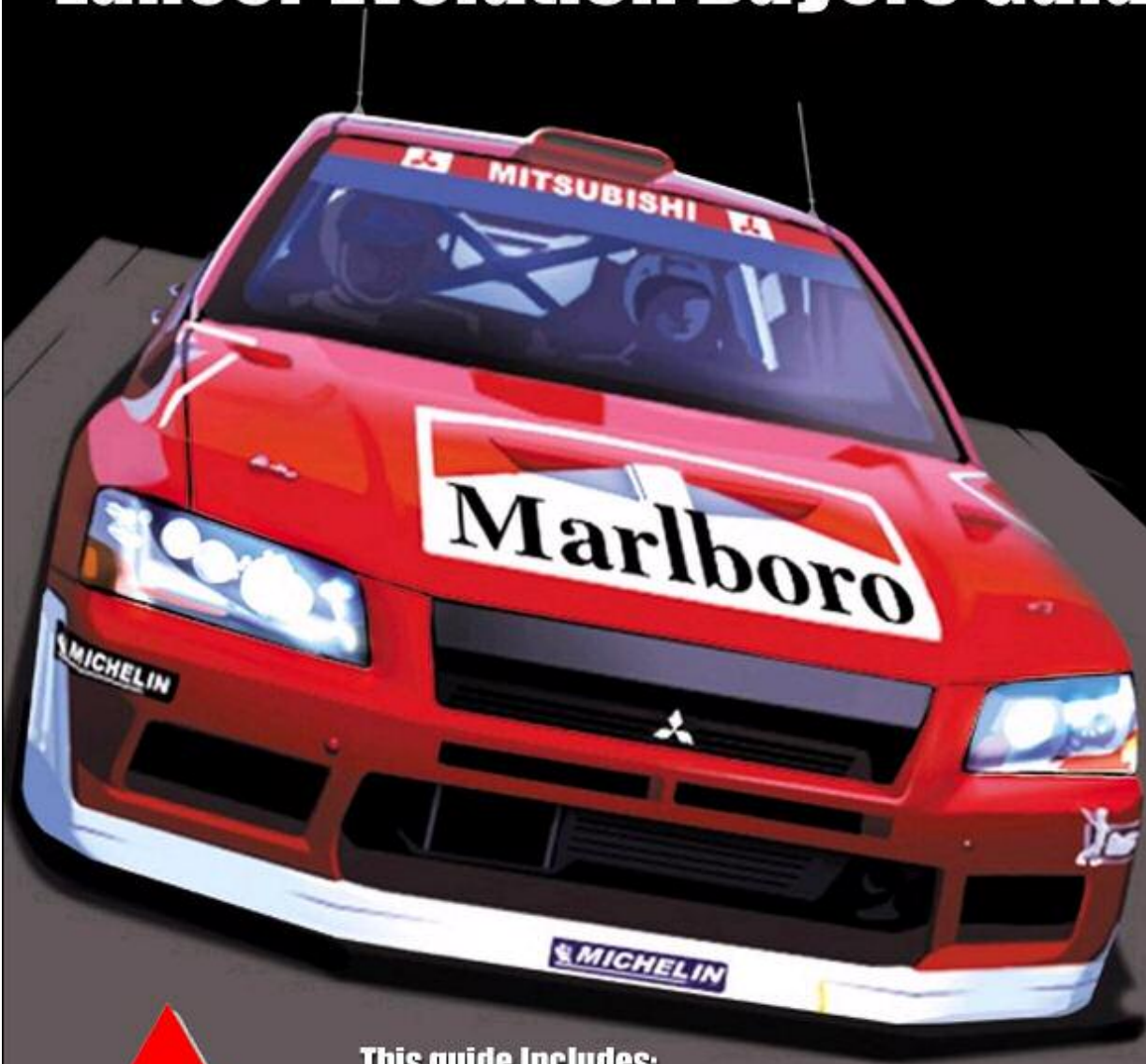


Bazza in conjunction with the Mitsubishi Lancer Register Present

The Ultimate Mitsubishi Lancer Evolution Buyers Guide



This guide Includes:

- The Evo's rivals and its WRC development
- The complete History of the Evolution Model
- The variations in model specifications (GSR/RS etc)
- Full technical breakdown of Every Evolution Model
- In-depth Step-by-Step inspection guide + much more!



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

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ICQ: [173162505](#)

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Boring Legal Bit – Disclaimer

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Introduction

Before I finally bought my [Evo IV GSR](#) I had a great interest in the Lancer Evo as well as other Japanese Performance cars. Astounded by the performance, handling and the looks, I started a website dedicated to the Lancer Evolution: <http://www.lancer-evo.net> back in August 2001. The site started slowly. Having just 5 html pages! Today it regarded as one of the biggest online resources for not just the Evo, but for Japanese performance cars in general.

Before I started the website I owned a 1993 Nissan Sunny/Pulsar GTI-R. I decided to sell the GTI-R in the September of 2001 due to my newfound love of the Evo. I looked at three or four Evo's from then before finally parting with my hard earned cash in May 2002. The other cars I looked at were either shabby examples, poorly looked after or had had a rather over enthusiastic owner. This guide will hopefully help you establish the difference between a good clean Evo and a complete heap. Owning a bad example could turn an enjoyable experience into a financial nightmare!! Read on Evo lovers..

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>. For Ralliart’s 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 and of course 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/ mailing lists and owning an Evo and talking to other enthusiasts. The end result? This buyer’s guide that covers **EVERY** Evo model from the 1992 [Evo](#) right through to the new 2003 [Evo VIII](#).

There have been some major changes to this buyer’s guide since the first version was released in June 2002. This is Version 2.1. It has taken me hours and hours of research and writing to get this buyers guide to what it is today. Enjoy.

About the Evo

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, some figures show around 4.4, this figure is possible but you want your clutch to last more than a week don't you?] and 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 11 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 bang from the exhaust confirms 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 FQ-300](#) was the second fastest car round a test track, faster than both the Porsche 911 and Ferrari 575. Only the Radical was faster! And as of today [06/08/03] the [Evo VII FQ-300](#) is the second fastest car round the [TopGear](#) Track [driven by the Stig].

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 the 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 ☺].

What about the other Rally Specials?

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 for 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 costs. Service intervals are 7,000 miles compared to the crazy 4,500 that the Evo demands. There are various specification Imprezas. The one to go for is the Sti. Be warned, WRX owners try and sell their cars as Sti vehicles. The differences are huge! I never thought I would say this. Go to <http://www.scooby.net.co.uk> or <http://www.sidc.co.uk> for more details on the Impreza. ☺

The Nissan Sunny GTI-R was built for the 1991 Rally season but didn't do too well. There are numerous reasons for its failure that I won't get into [the interwarmer!!]. 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.

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 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.

For £4500-£5500 you can't go wrong! 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](#).

As for the Toyota Celica GT4, I have never driven a GT4 so I can't give my opinion. I have played with a few GT4's and I must say that it is the slowest of the 4 cars due to its excessive weight. If you have been living in deepest darkest Peru your entire life you won't know what these beasts look like. So here are a few pictures that link to their respected sites.



WRC – A glorious Heritage

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

Extracts from: <http://www.mitsubishi-motors.co.jp/motorsports/history/90s/90.html>

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] | 4 th |
| 1993 | Acropolis [WRC] | 3 rd |
| 1993 | Indonesia [APRC] | 2 nd |
| 1993 | Malaysia [APRC] | 3 rd |
| 1993 | Australia [WRC/APRC] | 4 th |
| 1993 | RAC [WRC] | 2 nd |
| 1993 | Thailand [APRC] | 3 rd |
| 1993 | Overall in Asia Pacific Rally Championship | 2 nd in Manufacturers Championship |
| 1994 | Safari [WRC] | 2 nd |

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

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] | 2 nd |
| 1995 | Tour de Corse [APRC] | 3 rd |
| 1995 | Indonesia [APRC] | 2 nd |
| 1995 | Malaysia [APRC] | 1 st |
| 1995 | 1000 Lakes [WRC] | 1 st |
| 1995 | Australia [WRC/APRC] | 1 st |
| 1995 | Hong Kong-Beijing [APRC] | 1 st |
| 1995 | Thailand [APRC] | 1 st |
| 1995 | Overall in World Rally Championship | 2 nd in Manufacturers Championship |
| 1995 | Overall in World Rally Championship | 3 rd in Drivers' Champ [K.Eriksson] |
| 1995 | Overall in Asia Pacific Rally Championship | 1 st in Manufacturers Championship |
| 1995 | Overall in Asia Pacific Rally Championship | 1 st in Drivers' Champ [K.Eriksson] |
| 1996 | Swedish Rally [WRC] | 1 st |
| 1996 | Safari [WRC] | 1 st |
| 1996 | Acropolis [WRC] | 2 nd |
| 1996 | Malaysia [APRC] | 2 nd |
| 1996 | Argentina [WRC] | 1 st |
| 1996 | New Zealand [WRC/APRC] | 1 st |
| 1996 | 1000 Lakes [WRC] | 1 st |
| 1996 | Australia [WRC/APRC] | 1 st |
| 1996 | Hong Kong Beijing [APRC] | 1 st |
| 1996 | Overall in World Rally Championship | 2 nd in Manufacturers Championship |
| 1996 | Overall in World Rally Championship | 1 st in Drivers' Champ [T.Makinen] |
| 1996 | Overall in Asia Pacific Rally Championship | 1 st in Manufacturers Championship |
| 1996 | Overall in Asia Pacific Rally Championship | 2 nd 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] | 3 rd |
| 1997 | Swedish [APRC] | 3 rd |
| 1997 | Safari [APRC] | 2 nd |
| 1997 | Portugal [WRC] | 1 st |
| 1997 | Catalunya [WRC] | 1 st |
| 1997 | Argentina [WRC] | 1 st |
| 1997 | Acropolis [WRC] | 3 rd |
| 1997 | New Zealand [WRC/APRC] | 4 th |
| 1997 | Finland [WRC] | 1 st |
| 1997 | Indonesia [WRC] | 4 th |
| 1997 | San Remo [WRC] | 3 rd |
| 1997 | Australia [WRC/APRC] | 2 nd |
| 1997 | RAC [WRC] | 4 th |
| 1997 | Overall in World Rally Championship | 3 rd in Manufacturers' Championship |
| 1997 | Overall in World Rally Championship | 1 st in Drivers' Champ [T.Makinen] |
| 1998 | Swedish [WRC] | 1 st |
| 1998 | Safari [WRC] | 1 st |
| 1998 | Portugal [WRC] | 4 th |

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] | 3 rd |
| 1998 | Argentina [WRC] | 1 st |
| 1998 | New Zealand [WRC/APRC] | 3 rd |
| 1998 | Finland [WRC] | 1 st |
| 1998 | San Remo [WRC] | 1 st |
| 1998 | Australia [WRC/APRC] | 1 st |
| 1998 | Great Britain [WRC] | 1 st |
| 1998 | Overall in World Rally Championship | 1 st in Manufacturers' Championship |
| 1998 | Overall in World Rally Championship | 1 st 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 a 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] | 1 st |
| 1999 | Swedish [WRC] | 1 st |
| 1999 | Portugal [WRC] | 5 th |
| 1999 | Catalunya [WRC] | 3 rd |
| 1999 | Tour de Corse [WRC] | 6 th |
| 1999 | Argentina [WRC] | 4 th |
| 1999 | Acropolis [WRC] | 3 rd |
| 1999 | New Zealand [WRC/APRC] | 1 st |
| 1999 | San Remo [WRC] | 1 st |
| 1999 | Australia [WRC/APRC] | 3 rd |

| | | |
|------|-------------------------------------|--|
| 1999 | Great Britain [WRC] | 5 th |
| 1999 | Overall in World Rally Championship | 3 rd in Manufacturers' Championship |
| 1999 | Overall in World Rally Championship | 1 st 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] | 1 st |
| 2000 | Swedish [WRC] | 2 nd |
| 2000 | Portugal [WRC] | 6 th |
| 2000 | Catalunya [WRC] | 4 th |
| 2000 | Argentina [WRC] | 3 rd |
| 2000 | Finland [WRC] | 4 th |
| 2000 | Cyprus [WRC] | 5 th |
| 2000 | San Remo [WRC] | 3 rd |

| | | |
|------|-------------------------------------|--|
| 2000 | Great Britain [WRC] | 3 rd |
| 2000 | Overall in World Rally Championship | 4 th in Manufacturers' Championship |
| 2000 | Overall in World Rally Championship | 5 th in Drivers' Champ [T.Makinen] |
| 2001 | Monte Carlo [WRC] | 1 st |
| 2001 | Swedish [WRC] | 2 nd |
| 2001 | Portugal [WRC] | 1 st |
| 2001 | Catalunya [WRC] | 3 rd |
| 2001 | Argentina [WRC] | 4 th |
| 2001 | Cyprus [WRC] | 5 th |
| 2001 | Acropolis [WRC] | 4 th |
| 2001 | Safari [WRC] | 1 st |
| 2001 | Overall in World Rally Championship | 3 rd in Manufacturers' Championship |
| 2001 | Overall in World Rally Championship | 3 rd in Drivers' Champ [T.Makinen] |



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](#). 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](#). Here is the complete history of the Lancer Evolution.

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 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 of 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, wetting 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. Tyres were now 225/45 ZR17 on OZ alloys (OZ Racing F1 Cup). 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. Dealer 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. Dealer 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 to 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 dealer 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 uprated 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, uprated 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 uprated [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 [dealer 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 Yen.

2002 Evolution VII GT-A



look,
people.

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.

Announced 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 it was the brainchild of the marketing. Nonetheless, Inagaki-san stated that he

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 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 join, 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 joins 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.

Export Figures

The Evo has never been "officially" exported by [Mitsubishi](#), although many have 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 | -- |

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| | | | | | | | | | | | | | | | |
|--------------|----|----|----|----|----|----|-----|-----|-----|----|-----|----|----|----|----|
| 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 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| Australia | 13 | -- | -- | -- | 24 | -- | 7 | 1 | -- | -- | 98 | -- | 11 | 1 | -- |
| New 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 | -- | -- | -- | -- | -- | -- | -- |

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|-------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| 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

Below are some technical details for the Evolution models:

| | Evo | Evo II | Evo III | Evo IV | Evo V | Evo VI | VI TME | Evo VII | VII GTA | Evo VIII |
|----------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|-----------|
| Start Product | 10/92 | 01/94 | 01/95 | 08/96 | 01/98 | 01/99 | 01/00 | 03/01 | 01/02 | 01/03 |
| # Made | 5000 | 5000 | 7000 | 9000 | 6000 | 7000 | 5000 | 10000 | 2000 | 5000 |
| Length | 4310 | 4310 | 4310 | 4330 | 4350 | 4350 | 4350 | 4455 | 4455 | 4455 |
| Width | 1695 | 1695 | 1695 | 1690 | 1770 | 1770 | 1770 | 1770 | 1770 | 1770 |
| Height | 1395 | 1420 | 1420 | 1415 | 1415 | 1415 | 1405 | 1450 | 1450 | 1450 |
| Wheelbase | 2500 | 2510 | 2510 | 2510 | 2510 | 2510 | 2510 | 2625 | 2625 | 2625 |
| Weight GSR | 1240 | 1250 | 1260 | 1350 | 1360 | 1360 | 1360 | 1400 | 1480 | 1380 |
| Weight RS | 1170 | 1180 | 1190 | 1260 | 1260 | 1260 | 1260 | 1320 | NA | 1300 |
| Chassis Type | CD9A | CE9A | CE9A | CN9A | CP9A | CP9A | CP9A | CT9A | CT9A | Unknown |
| Engine Size | 1997 | 1997 | 1997 | 1997.5 | 1998.6 | 1998.6 | 1998.6 | 1998.6 | 1998.6 | 1998.6 |
| Compression | 8.5:1 | 8.5:1 | 9.0:1 | 8.8:1 | 8.8:1 | 8.8:1 | 8.8:1 | 8.8:1 | 8.8:1 | 8.8:1 |
| Transmission | 5 Speed | 5 Speed | 5 Speed | 5 Speed | 5 Speed | 5 Speed | 5 Speed | 5 Speed | 6 Speed | 5 or 6 Sp |
| AYC | X | X | X | √ | √ | √ | √ | √ | √ | √ |
| ACD | X | X | X | X | X | X | X | √ | √ | √ |
| Power [bhp] | 247 | 257 | 266 | 276 | 276 | 276 | 276 | 276 | 272 | 276 |
| Torque [lb/ft] | 288 | 228 | 228 | 260 | 275 | 275 | 275 | 282 | 253 | 289 |
| Injector Size | 510cc | 510cc | 510cc | 510cc | 560cc | 560cc | 560cc | 560cc | 550cc | 560cc |
| 0-60mph | 5.1 | 5.0 | 4.9 | 4.8 | 4.8 | 4.8 | 4.8 | 4.7 | 5.5 | 4.5 |
| 0-100mph | 13.7 | 13.5 | 13.3 | 12.9 | 12.9 | 12.9 | 12.9 | 12.7 | 13.8 | 12.5 |
| Top Speed | 143 | 147 | 149 | 150 | 155 | 155 | 155 | 155 | 155 | 160 |
| Fuel Cons. | 21 | 21 | 22 | 23 | 24 | 24 | 24 | 24 | 25 | 24 |

Tyre Pressures

The table below shows the standard tyre sizes and correct pressures in both Psi and bar.

| Model | Standard Tyre Size | Tyre Pressure [Front] | Tyre Pressure [Rear] |
|-------------------------|--------------------|-----------------------|----------------------|
| 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 |

Colour Options

Each Evo [GSR](#) model is available in a number of colours. Shown below are the official colour names and which colour is available for each model [[RS](#) is available in Scotia White only].

| | Evo | Evo II | Evo III | Evo IV | Evo V | Evo VI | VI TME | Evo VII | VII GTA | Evo VIII |
|------------------------|-----|--------|---------|--------|-------|--------|--------|---------|---------|----------|
| Amethyst Black Pearl | | | | | | | | √ | | √ |
| Black Pearl | | | | | | | | | √ | |
| Canal Blue | | | | | | | √ | | | |
| Canal Red | | | | | | | | √ | | |
| Carlton Red | √ | | | | | | | | | |
| Cool Silver Metallic | | | | | | | | | | √ |
| Dandelion Yellow | | | √ | | √ | | | √ | | √ |
| Deep Blue Pearl | | | | | | | | | √ | |
| Eisen Gray Pearl | | | | | | | | √ | | |
| French Blue | | | | | | | | √ | | |
| Grace Silver [Met] | √ | | | | | | | | | |
| Icelle Blue | | | | √ | | √ | | | | |
| Lance/Reims Blue | | | | | | √ | | | | |
| Light Gold [Met] | | | | | | | | | √ | |
| Medium Purple Pearl | | | | | | | | | | √ |
| Monaco Red | | √ | √ | | | | | | | |
| Moonlight Blue Pearl | | √ | | | | | | | | |
| Palma Red | | | | √ | √ | | | | | √ |
| Passion Red | | | | | | | √ | | | |
| Pyrenees Black Pearl | √ | √ | √ | √ | √ | √ | √ | | | |
| Queen's Silver Pearl | | √ | √ | | | | | | √ | |
| Saint Armour Green | √ | | | | | | | | | |
| Satellite Silver [Met] | | | | | √ | √ | √ | √ | | |
| Scotia White | √ | √ | √ | √ | √ | √ | √ | √ | | √ |
| Silky White | | | | | | | | | √ | |
| Steel Silver [Met] | | | | √ | | | | | | |
| Wine Red [Met] | | | | | | | | | √ | |

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 – see [Technical Specification](#)]. There is also a model number to distinguish between the [GSR](#) and [RS](#). These codes are as follows:

| Model | Model Code |
|------------------------------------|------------|
| GSR Model | SNGF |
| RS Model | SNDF |
| Tommi Makinen Edition [Stripe] GSR | SNGF2 |

Every Evolution model uses the same [engine](#) code [4G63]. In order to find the chassis number, pop the bonnet and look at the left hand side at the back as the image below illustrates:



GSR and RS – The differences

Technical

The [Evo I](#) to [III](#) RS and GSR have the same gearbox. The later Evo's are however, are different. The GSR box has longer gearing; the RS has closer gearing for better acceleration. But top speed is around 125mph. Thus, the RS's 0-60 is a fraction faster than the GSR times.

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. From the 1996 [Evolution IV](#), an option of a twin-plate clutch is added. The [Evolution VI](#) RS had a TD05HRA-16G6-10.5T titanium turbocharger [as do the [VII](#) and [VIII](#)].

Cosmetic

There are a few cosmetic differences also. These are:

- The RS has black door handles and wing mirrors.
- The RS has no rear 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].
- 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.

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, 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 would seem 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

Confused by all the talk about [GSR](#), [RS](#), and [Extreme](#)? There is no need to be. Read ahead to find out exactly what the differences are between each model.

From the 1992 [Evo](#) to 1996 [Evo IV](#) there were just the standard two models; The [GSR](#) and [RS](#). The differences between these models has been covered in the previous sections 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](#) began to experiment with the Evolution.

I won't cover these [Ralliart](#) models in this Buyers Guide as it would be far to complex, plus, I have never had the pleasure of looking at a lot of these vehicles close up or speaking to the owners [lucky barstewards] but 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 RS2, 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 RS450? That was the torque figure, aimed at 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! 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. From the Evo VI onwards there is also an RSII version that sits in the middle ground between the RS and GSR but is basically an RS with some added GSR equipment.

The RS and RSII is also 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.

Evolution VI RSX

It doesn't have AYC or ABS or climate control but it does have electric windows and mirrors and has aircon. It 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 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. Some 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 1280 kgs, 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.

Evolution VI/VII 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. I can believe him! The Evo VI Extreme can be picked up for under £25k now. A bargain! Power figures are as follows:

VI Extreme: 340bhp / 303 lbs/ft
VII Extreme: 339bhp / 350 lbs/ft
VII Extreme S: 357bhp / 383 lbs/ft
VII Extreme SC: 458bhp / 410lbs/ft

Evolution VII/VIII FQ-300

[Ralliart](#) tuned [Evo VII](#) GSR. The **FQ-300** stands for "f*****g quick 300". 305bhp and 300lb/ft of torque. Stainless steel exhaust and aftermarket filter are the only modifications. FQ-300 on the side of the rear spoiler looks the business. MMC are selling the Evo VIII FQ-300 at £28,995. The FQ-300 has had some fantastic reviews from Evo magazine and a various websites. The new Evolution VIII FQ-300 is being sold at [Mitsubishi](#) dealers; the Evolution VII FQ-300 was sold only through [Ralliart](#).

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??

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 will 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.

Up-rated forged pistons can be fitted to withstand higher boost pressures, but it is recommended that the car has had up-rated rods and bolts fitted [usually ARP items].

[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.

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! 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. If it hasn't been removed the car will "bounce" off 112mph. Costs around **£100** to correct so maybe you could use this as a bargaining point or demand that it be fixed at no extra cost to you.

Speedometer and Odometer converted

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 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 fitted

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.

Has the car been undersealed?

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**.

Have the tyres been changed?

Again, due to the roads in Japan not having grit laid the tyres aren't suitable for the 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].

What should I look for, Import or UK?

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 upto 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 hasn't [so what?]

The car must have the alterations mentioned in the [Imports](#) section.

If you are planning on buying an import straight from Japan ensure you use a reputable sourcing company.

For advice on this matter go to <http://www.lancerregister.com> or join the [Mitsubishi Lancer Mailing 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 condition 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 [as at August 2003]

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. 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. Remember, these prices are for a standard vehicle in good condition.

| Year / Model | Price [GBP] |
|---|-----------------|
| 1992 Evolution GSR | £5500 - £6800 |
| 1992 Evolution RS | £4800 - £6000 |
| 1994 Evolution II GSR | £7200 - £8200 |
| 1994 Evolution II RS | £6200 - £7700 |
| 1995 Evolution III GSR | £8100 - £8700 |
| 1995 Evolution III RS | £7500 - £9000 |
| 1996 Evolution IV GSR | £9500 - £12500 |
| 1996 Evolution IV RS | £9500 - £11000 |
| 1998 Evolution V GSR | £13500 - £15500 |
| 1998 Evolution V RS | £12000 - £14000 |
| 1999 Evolution VI GSR | £15500 - £17000 |
| 1999 Evolution VI RS | £15000 - £16500 |
| 2000 Evolution VI Tommi Makinen Edition | £19500 - £21500 |
| 2001 Evolution VII GSR | £18000 - £20500 |
| 2001 Evolution VII RS | £16500 - £18500 |
| 2002 Evolution VII GT-A | £19000 - £21000 |
| 2003 Evolution VIII GSR | £25000 - £27000 |
| 2003 Evolution VIII RS | £22000 - £24000 |

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](#). There was already a tracker fitted to my car, it cost me £480 for three years subscription. If the car didn't have a tracker fitted when I bought the car it would have cost me over £600 to get one fitted.

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 are the details of my insurance for a rough guide:

Driver: 24 year old, 4 years NCD, 3 points
Location: Ashford, Kent
Car: Scotia White Evo IV GSR
Modifications: HKS Exhaust, HKS Racing Suction Kit, Evo VI brakes/wheels
Security: CAT 1 Alarm and Immobiliser, Tracker
Stored: Locked Garage
Premium: £1262 fully comprehensive with £300 excess, 4000 Miles a year limit.

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

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| 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 | 0845 246201 |
| 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 | 0181 939 3944 |
| JDI Insurance | 0118 950 2155 |
| Pace Ward Financial (MLR Recommended) | Speak to Insbros |
| 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 |
| Wilsons | 0990 143 424 |

Want to add an insurance company to this list? [PM me](#).

Running/Service 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 for the Evo IV-VIII. Contact your nearest [Mitsubishi Dealer](http://www.mitsubishi-cars.co.uk/dealers/search.asp) for details: <http://www.mitsubishi-cars.co.uk/dealers/search.asp>

| 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 | |
|---|----------------|
| 3 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 |

Always use a [Ralliart](#) approved dealer with Evo knowledge to service your car, as Evo's are extremely complicated. To service an Evo with [AYC](#), 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.

As you can see from the figures above the Evo is not cheap to service. I don't drive my Evo everyday so I would only be looking at 2 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 recommend that you change the oil every 3000 miles if the car is tuned. [Mitsubishi](#) will charge you around **£121** for this! Fully synthetic oil should really be used after the 1000-mile service.

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 won't 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 £6000 now, it's a very fast and stable car and for under £6000 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 £6000 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 rarity.

I had first hand experience of this when I first started looking at purchasing a Nissan Sunny GTI-R. Young guys 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 more expensive to run than 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 can it can go at any given moment [especially when 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 sums! 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. You have been warned!

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 is the [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 **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. If you join the [Mitsubishi Lancer Register Forum](#) there is a [FOR SALE/WANTED section](#).

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. A very good site for sourcing. Registration is required if you want to add more details into the search engine.

If you join the Evo Mailing list you could post a message stating what sort of car you are after. Or [PM me](#) and I will post a message for you.

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!

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.

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]

It costs me around £33.00 to fill up my car [roughly £4.00 a gallon] with 98 RON Optimax. Why 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.

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

| RON Rating | Fuel type | Outlet | Result |
|------------|----------------|---------------------------|--------------------------------|
| 95 RON | Unleaded | Tesco 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>

Inspecting the vehicle

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

!!TIP!!

Drive a reasonably average car such as a Corsa or a Peugeot 306 and then drive the Evo. It's a fair 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 Corsa you will really appreciate the Evo! I used to drive a Corsa 1.4 SRI all week [well, 6 miles a day to the local train station and to the supermarket] and when I do my 50 miles at the weekend in the Evo it feels amazing. You will appreciate the car a lot more.

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, your giving over **your** hard-earned cash!!

- Do they thrash the car when it's still cold?
- 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.

If you can answer "yes" to any of 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 traveling around the country to find the right car.

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 centers 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 colored 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

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 things to look closely at:

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.

Strongly Recommended!

I strongly recommend you visit <http://www.hpichack.com> to do a full HPI check on the car. £35.95 is the current price. Well worth it if you are considering spending £5000 to £28,000 on an Evo.

Interior

A lot of people overlook the interior in the Evo. I personally like it; I made sure that the car I bought had an immaculate interior. 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 window 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 corroded earth connection of the clamps on the battery being over tightened. Ensure there is a gap big enough to fit a screwdriver head between the two 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.

One known problem with the Evo is the fuel gauge not reading correctly [jumping from ¼ to ¾]. 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.

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, 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.

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.

**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.

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. Its an easy fix, go to the [MLR](#) for a guide to fixing this unpleasant problem.



The Engine

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]. Also, fuel cuts are more common if the outside air temperature is low as the charge temp will be lower, and the air therefore more dense.

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 depend 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.

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 **£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**.

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 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 to **£500** to get repaired.

Worn Gearbox Output Shaft Bearings

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]

"Squawking" from the [AYC](#) diff 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. 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.

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! Under normal driving they more than cope. 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 V/VI/TME](#) is a well-known problem [my [Evo IV GSR](#) warps 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 could cost between **£1800 - £3000**. Visit <http://www.apracing.com/> for my 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 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 his 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.

I looked at 12 Sunny GTI-R's before parting with my cash. 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]
- 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 on the vehicle before even putting your deposit down. Visit <http://www.hpicheck.com>. £37.95 is the current price.

Once you have taken the plunge

Congratulations! There are some things I strongly recommend though:

- Service the car at regular intervals. See the [Running/Service Costs section](#)
- Join the [MLR!!](#) Great resource for anything Evo related and a friendly [forum](#)
- Download or get hold of the Lancer Evolution workshop/technical manuals from <http://www.lancer-evo.net>, these pages will become your Evo Bible! Covers all models from the [Evolution IV](#) onwards
- Use only 97 or 98 Ron fuel to feed her appetite. Crappy 95 Ron will cause detonation. [Power Engineering](#) do a 95 Ron remap for the [VI](#) onwards
- Get a decent alarm fitted and keep it in a locked garage when possible
- Have fun, drive sensibly and to your limits, and always wear a seatbelt!

Useful Links

Dealers/Importers

Best Car Japan - <http://www.bestjapancar.com>
Goulders of Nottingham - <http://www.goulders.co.uk>
JapVillage.com - <http://www.japvillage.com/>
Junction 28 - <http://www.jct28.co.uk/>
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/>
Ralliart UK [now Xtreme Automobiles] - <http://www.xtreme-uk.net>
R-Spec - <http://www.r-spec.co.uk/>
STI Imports - <http://www.stiimports.co.uk/>

Warrender - <http://www.warrender.co.uk/>

Xoticar - <http://www.xoticar.co.uk/>

Yam - <http://www.yam3.com/>

Tuners

United Kingdom

Abbey Motorsport - <http://www.abbeymotorsport.co.uk/>

AP Brakes - <http://www.apracing.com/>

Blitz UK - <http://www.blitz-uk.co.uk/>

Coordsport - <http://www.coordsport.co.uk/>

DP Motorsport - <http://www.dpmotorsport.com/>

Ears Motorsport - <http://www.ears.co.uk/>

Forge Motorsport - <http://www.forgemotorsport.com/>

GDA Sports and Performance - <http://www.gdasportscars.co.uk/>

HighPower Systems - <http://www.noswizard.com/>

HiTeq Performance Centre - <http://www.hiteq.co.uk/>

JW Racing - <http://www.j-w-racing.com/>

MA Developments - <http://www.madevelopments.com/>

Norris Designs - <http://www.norrisdesigns.com>

Power Engineering - <http://www.powerengineering.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/>

Steve Hill Motorsport - <http://www.stevehillmotorsport.com>

Sumopower - <http://www.sumopower.com/>

SVS - <http://www.specialvehicle.co.uk/>

TDI - <http://www.tdi-plc.com/>

Torque IC - <http://www.torqueic.com/>

Tuning Japanese - <http://www.tuning-japanese.co.uk/>

Xtreme Automobiles - <http://www.xtreme-uk.net/>

Japan [Possible Mail order]

Cusco - <http://www.cusco.co.jp/>

Mine's - <http://www.mines-wave.com/>

Nismo - <http://www.nismo.co.jp/>

Takakaira - <http://www.takakaira.com/>

TopSecret - <http://www.topsecretjpn.com/>

Trust - <http://www.trust-power.com/>

Veilside - <http://www.veilside.co.jp/>

USA [Possible Mail order]

Apexi USA - <http://www.apexi-usa.com/>

Bomex - <http://www.bomexaero.com/>

Greddy - <http://www.greddy.com/>

HKS USA - <http://www.hksusa.com/>

Other

Autotrader UK Site - <http://www.autotrader.co.uk/>

Car Survey Website - <http://www.carsurvey.org/>

Dave Wilson's FTO Site - <http://www.mivec.co.uk/>

Evo Club [Sweden] - <http://www.evoclub.nu/>

FIA Official Site - <http://www.fia.com/>

Lancer Evo Club [Italy] - <http://www.lancerevoclub.com/>

Lancerevoclub.org - <http://www.lancerevoclub.org/>

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/>
Ralliart.com - <http://www.ralliart.com/>
Shell Locator - <http://www.multimap.com/clients/places.cgi?client=shell&db=GB&lang=en>
Speed Camera Map of the UK - <http://www.abd.org.uk/cameras/map.htm>
Top Marques UK - <http://www.topmarques.co.uk/>
WRC Official Site - <http://www.wrc.com/>

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