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MITSUBISHI MOTORS

RALLIART

TECHNICAL INFORMATION MANUAL

LANCER
EVOLUTION-VI

Pub. No. N9806CNCP9-A

RALLIART

MITSUBISHI LANCER EVOLUTION-VI

TECHNICAL INFORMATION MANUAL

FOREWORD

This manual was produced in accordance with vehicle specifications correct in March 1999. Owing to design revisions, the specifications of later vehicles may differ from those shown in this manual.
Please note that the following service manuals are also available and should be used in conjunction with this manual.

TECHNICAL INFORMATION MANUAL
N9806CNCP9

WORKSHOP MANUAL
S9806CNCP9
S9806CNCP9-A

The EVOLUTION-VI is sold exclusively through RALLIART Inc. Since the EVOLUTION-VI is a rally-based model, it will not be warranted and will not be homologated for general production. Therefore, any service matters on the EVOLUTION-VI should be inquired to RALLIART Inc. as usual.

GROUP INDEX

NOTE
Group 6 is not contained in this manual.

MITSUBISHI MOTORS CORPORATION
RALLIART INC.

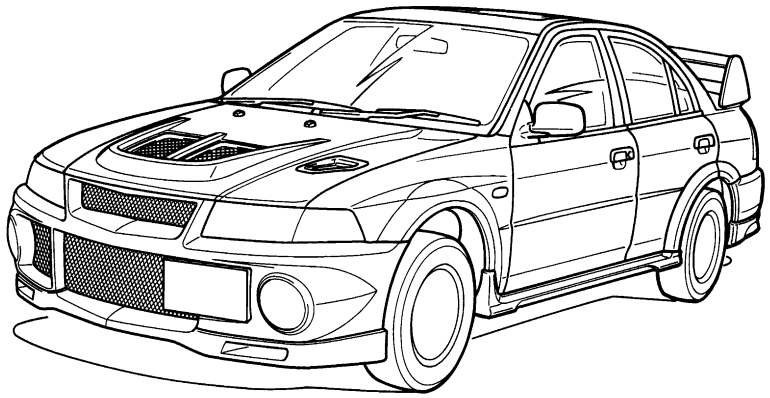
 March 1999

GENERAL

CONTENTS

EXTERNAL VIEW

LANCER EVOLUTION-VI GSR



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MODEL LINEUP

<LANCER EVOLUTION-VI>

Model	Variant	Model year	Grade	Engine model	Transmission model	Fuel system
GF-CP9A	SNDF	’99	EVOLUTION-VI RS	4G63 (2.0-liter, DOHC, 16-valve with turbocharger and intercooler)	W5M51 (4WD – 5M/T)	Electronically controlled multi-point injection (MPI) system
	SNGF	’99	EVOLUTION-VI GSR			

Applicable Model and Production Numbers

GF-CP9A: CP9A-0100001 and the following

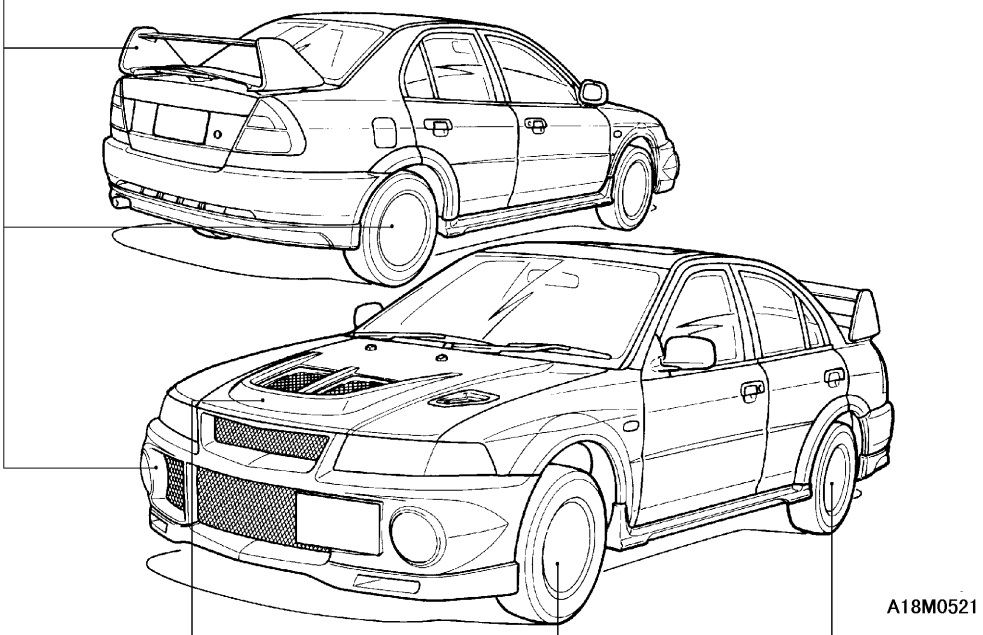
AIMS OF DEVELOPMENT

The EVOLUTION-VI was developed as the successor to EVOLUTION-V which had been well received owing to its excellent kinetic performance. It was refined in all details of its performance and had the potential enhanced up to a higher level. Further, it had the exterior and the interior renewed to conform to the regulations for entering the ’99 World Rally Championship.

TECHNICAL FEATURES

EXTERIOR

- Reshaped front bumper and front airdam
- New Wicker type twin rear spoiler with adjustable attack angle
- Newly designed aluminum wheels



ENGINE AND POWER TRAIN

- Titanium-aluminum turbocharger turbine wheel <RS> and lighter pistons not only making the engine power in the high speed range more steady but also improving the responsiveness
- Twin plate clutch available optionally <RS>

DRIVE-CONTROL COMPONENTS

- Higher driving stability assured by optimized front lower arm ball joint installation and lowered front roll center
- Forged front knuckle assuring higher rigidity
- Rear suspension arm made of forged aluminum contributing to lighter vehicle weight

EVOLUTION-VI OVERVIEW

EVOLUTION-VI			Base vehicle (EVOLUTION-V)		
GF-CP9A	SNDF	RS	GF-CP9A	SNDF	RS
	SNGF	GSR		SNGF	GSR

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

Group	Main differences in EVOLUTION-VI from the base vehicle	Reference page
Engine	● Pistons provided with cooling channels and reduced in weight	1-2
	● Baffle plate in engine oil pan improved	1-2
	● Engine oil cooler improved in cooling performance	1-3
	● Engine coolant temperature control changed from inlet control to outlet control	1-4
	● Intercooler & radiator water spray tank changed in configuration	1-4
	● Turbocharger compressor inlet enlarged in bore diameter	1-4
	● Turbocharger turbine wheel made of titanium-aluminum adopted <RS>	1-4
	● Arrangement of fuel gauge unit and pump & gauge assembly revised	1-5
	● Fan motor relay control optimized	1-6
Power train	● Twin plate clutch made available optionally <RS>	2-2
	● Drive shaft length revised	2-3
Drive-control components	● Installation method of front lower arm ball joint changed for higher driving stability	3-2
	● Forged front knuckle adopted	3-2
	● Rear suspension lower arm, trailing arm and toe control arm replaced by aluminum forged ones	3-3
	● Rear suspension lower arm joint on crossmember side provided with a pillow ball bushing	3-3
	● Newly designed aluminum wheels installed	3-4
	● Brembo disc brake revised in pad mounting method	3-5
Exterior	● Front bumper reshaped	5-2
	● Front airdam reshaped	5-2
	● Rear spoiler reshaped	5-3
	● Decal for model name emblem (EVOLUTION-VI) revised	5-4
Equipment	● Front turn signal lamps changed in lens and bulb colors	7-2
	● Washer tank relocated from engine compartment to luggage compartment	7-2
	● Blue-faced combination meter adopted	–

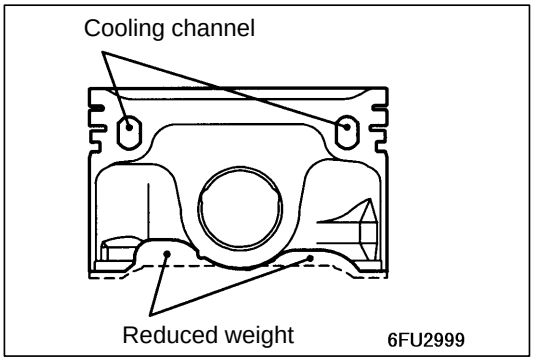
ENGINE <4G6>

CONTENTS

OVERVIEW

The engine of the EVOLUTION-VI is based on the 4G63 DOHC turbocharged unit used in the EVOLUTION-V. It incorporates the revisions shown below for more steady rotations in the high speed range and better responsiveness, offering higher reliability.

- Pistons provided with cooling channels and reduced in weight
- Baffle plate in oil pan improved
- Nozzle shape of oil jets optimized
- Eye bolt for oil cooler at oil filter bracket increased in diameter (from M16 to M18)
- Coolant temperature control method changed from inlet control to outlet control
- Turbocharger compressor inlet enlarged in bore diameter
- Turbocharger turbine wheel replaced by one made of titanium-aluminum <RS>
- Fan motor relay control revised
- Alternator control revised (only FR terminal used)



MAIN UNIT

PISTONS

(1) The cooling channel added improves the cooling characteristics.
(2) Reduced weight enhances the performance in the high speed range.

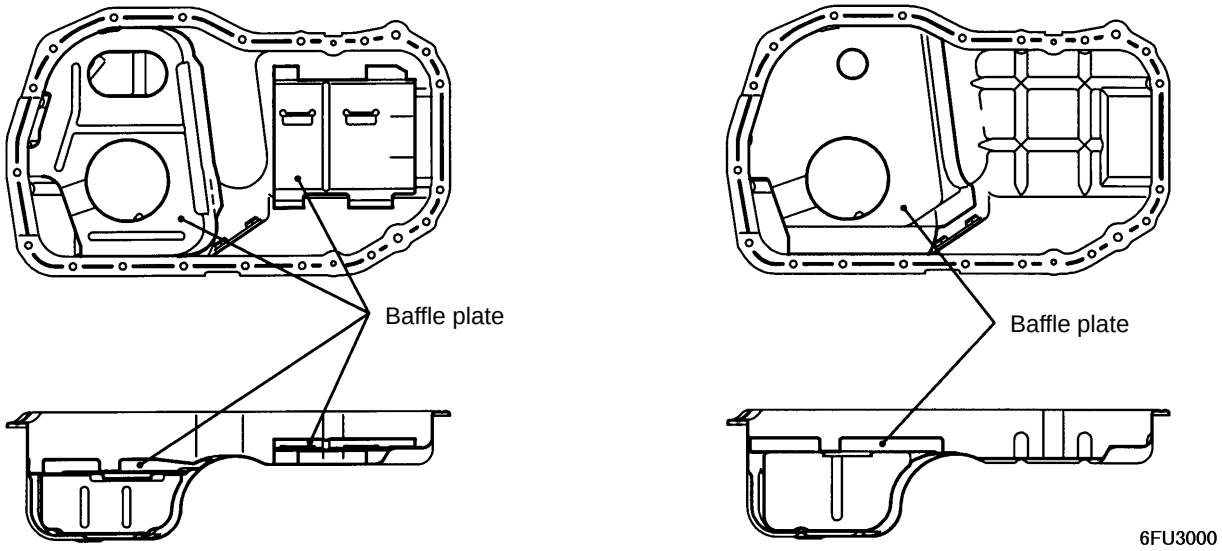
LUBRICATION SYSTEM

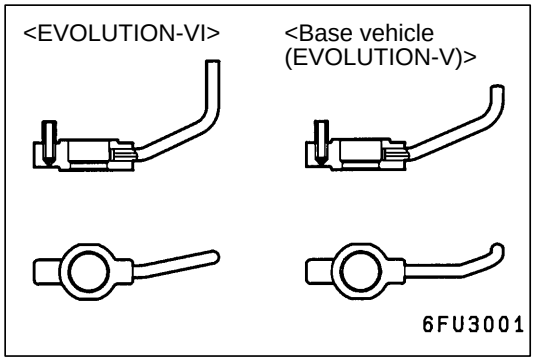
OIL PAN

The baffle plate has been improved for higher cooling performance.

<EVOLUTION-VI>

<Base vehicle (EVOLUTION-V)>





OIL JET

The nozzle configuration has been revised in accordance with the cooling channel incorporated in the piston.

OIL FILTER BRACKET

The diameter of the eye bolt for the oil cooler has been changed (from M16 to M18) to increase the oil flow to the oil cooler for better cooling.

ENGINE OIL COOLER

The oil cooler core size (depth) has been increased to enhance the cooling capacity.

Specifications

Item	EVOLUTION-VI	Base vehicle (EVOLUTION-V)
Type	Drawn-cup	Drawn-cup
Core dimensions (width × height × depth) (mm)	200 × 130 × 49	200 × 130 × 32
Engine oil cooler oil capacity (cc)	300	210
Heat release kW	7.2	5.8

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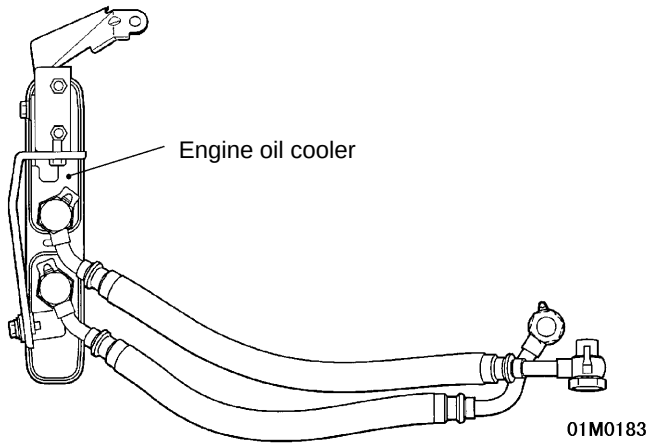
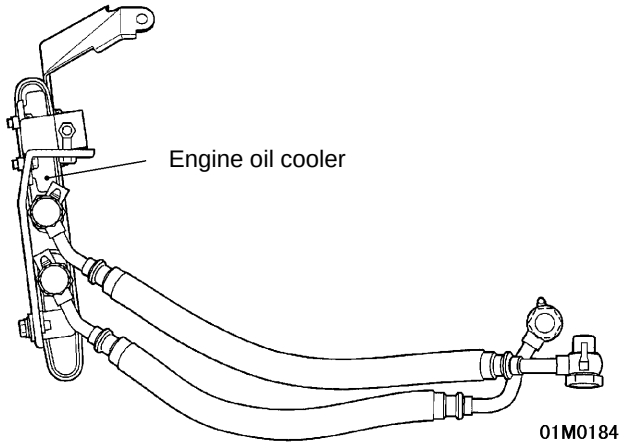


<Base vehicle (EVOLUTION-V)>

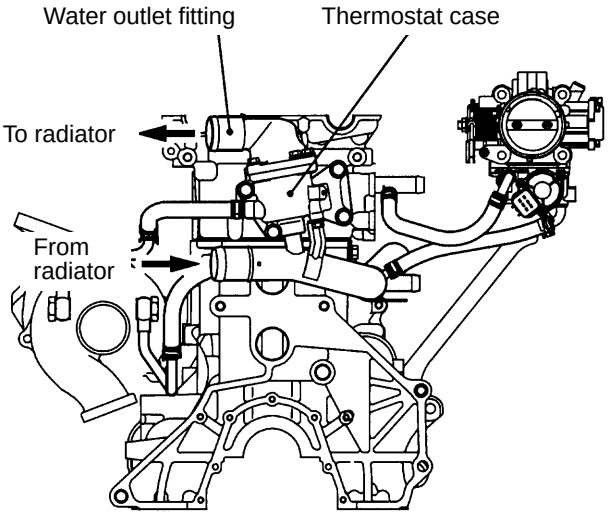


COOLING SYSTEM

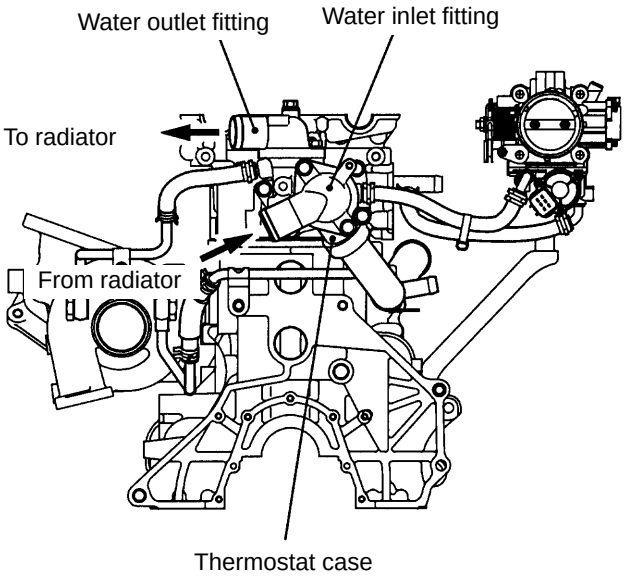
The coolant control system has been changed from the inlet control type to the outlet control type to protect the system against cavitation which could generate during high speed rotation and thus to enhance its reliability. The system has also been increased in the coolant flow rate.

Construction

<EVOLUTION-VI>



<Base vehicle (EVOLUTION-V)>



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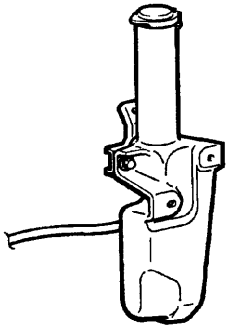
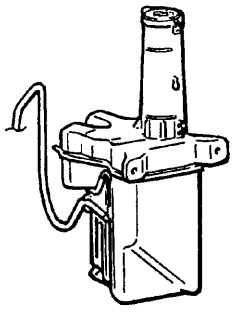
INTERCOOLER AND RADIATOR WATER SPRAY SYSTEM

The intercooler & radiator water spray system had a dedicated tank provided since the washer tank for the windshield and rear window washers was relocated to the luggage compartment.

<EVOLUTION-VI>



<Base vehicle (EVOLUTION-V)>



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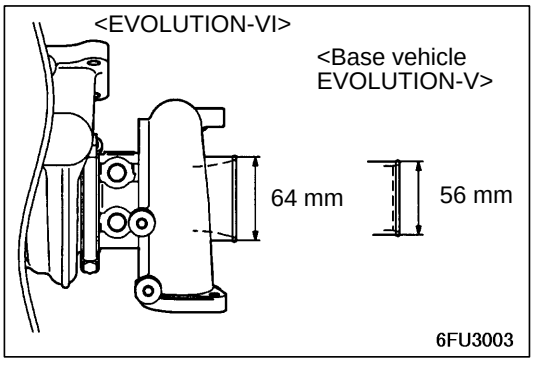


6FU3003

INTAKE AND EXHAUST SYSTEMS

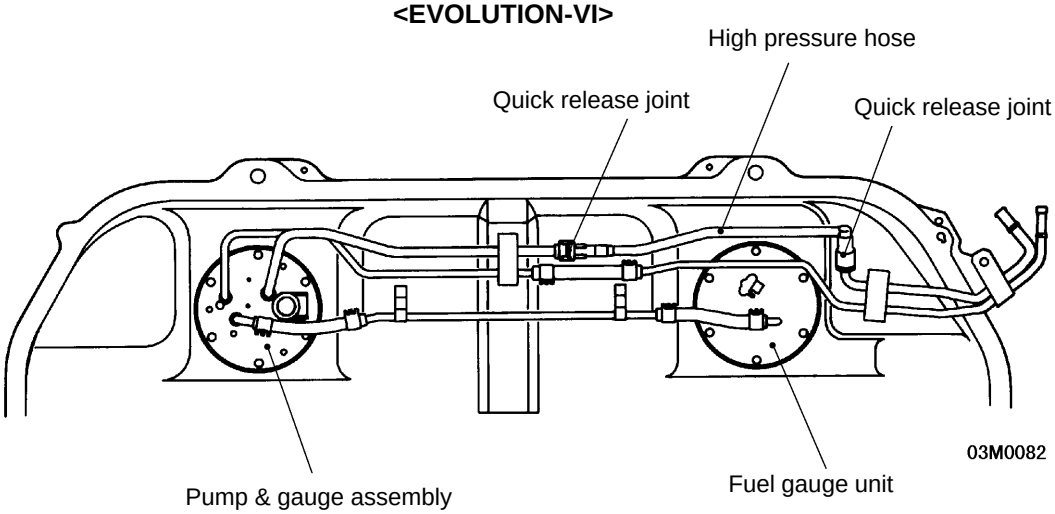
TURBOCHARGER

(1) The compressor inlet has been enlarged in the bore diameter to enhance the boost performance in the high speed range.
(2) The turbine wheel has been replaced by one made of titanium-aluminum for better responsiveness <RS>.

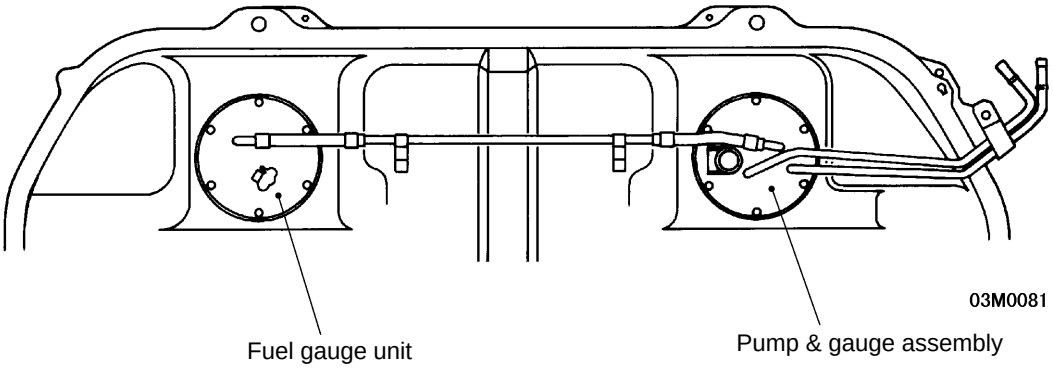
FUEL SYSTEM

The fuel tank has been revised in the arrangement of the pump & gauge assembly and the fuel gauge unit so that a sufficient amount of fuel supply might be assured even during sporty driving.
Further, the high pressure hose connecting the pump & gauge assembly to the main pipe has been provided with quick release joints for improved workability.

<EVOLUTION-VI>



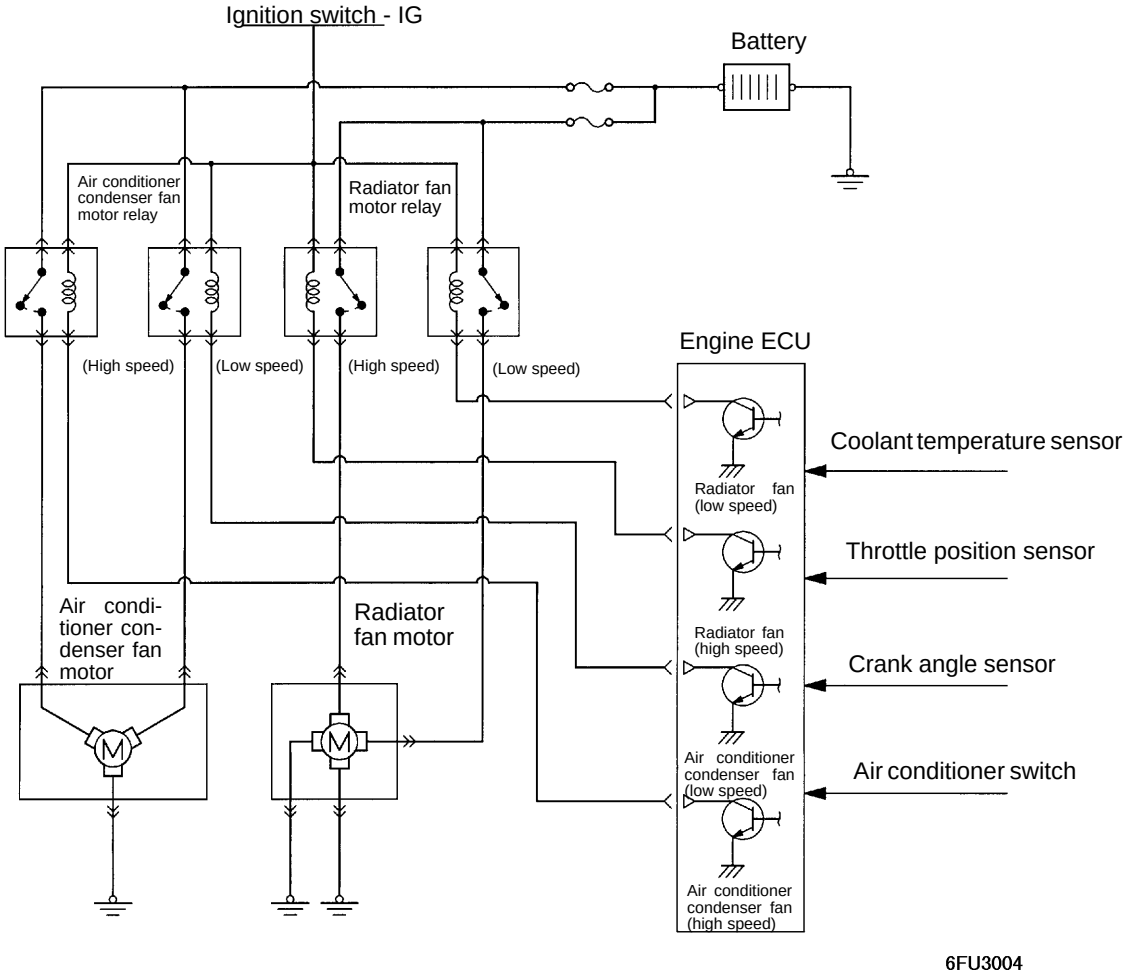
<Base vehicle (EVOLUTION-V)>



CONTROL SYSTEM

FAN MOTOR CONTROL

The radiator fan motor relay (high/low speeds) and the air conditioner condenser fan motor relay (high/low speeds) have been arranged in separate circuits so that they could be controlled independently by the engine ECU.
The operating principle of the fan motor is basically the same as that of conventional one. However, the control mode is different:
it is so performed that the air conditioner condenser fan may begin to operate with a certain time of delay after the radiator fan is operated in order to prevent sharp voltage drop which can be caused by simultaneous operation of both fans.



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Fan	Air conditioner switch	Engine coolant temperature (°C)	Power transistor (low speed)	Power transistor (high speed)	Fan operation
Radiator fan	OFF	Lower than approx. 95	OFF	OFF	Stopped
		95 to 105	ON	OFF	Low speed
		Higher than approx. 105	ON	ON	High speed
	ON	Lower than approx. 105	ON	OFF	Low speed
		Higher than approx. 105	ON	ON	High speed
Air conditioner condenser fan	OFF	Lower than approx. 105	ON	OFF	Stopped
		Higher than approx. 105	ON	ON	Low speed
	ON	Lower than approx. 105	ON	OFF	Low speed
		Higher than approx. 105	ON	ON	High speed

POWER TRAIN

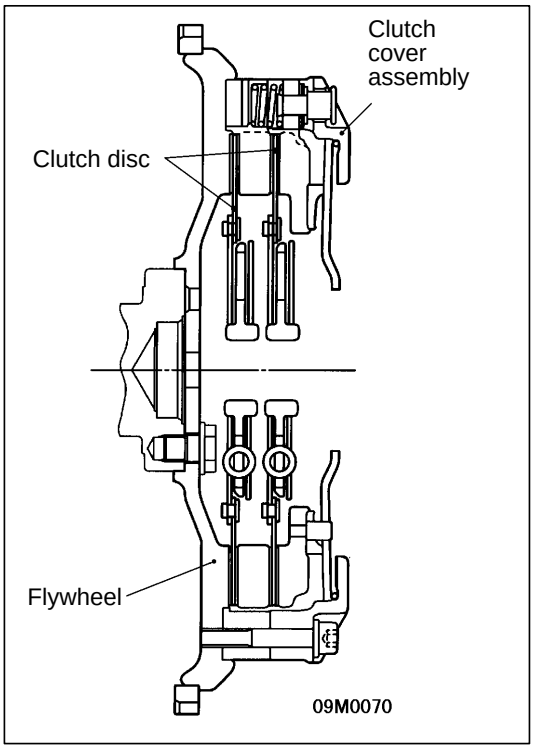
CONTENTS

CLUTCH

The EVOLUTION-VI RS is optionally equipped with a twin plate clutch.

Specifications

Item	Twin plate clutch (option)	Standard clutch
Clutch disc size mm	200 × 152	230 × 150
Clutch cover load setting N	6,370	8,826



TWIN PLATE CLUTCH

The twin plate clutch is characterized by the following:

- Lager torque transmission capacity due to the increased number of clutch discs
- Constant friction coefficient even at high temperatures (severe usage) and less lowered wear-resistant performance due to metal clutch facing

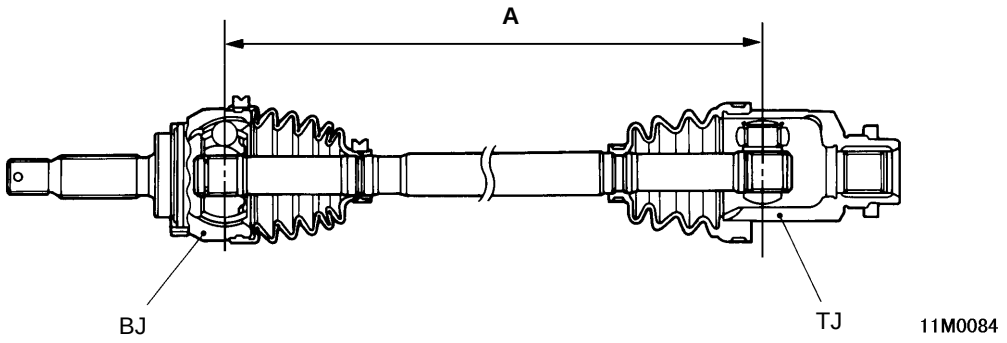
Caution
The twin plate clutch is so designed as to be used on a vehicle for motor sport competitions.
In view of noises at starting and during driving and maneuverability, it is not suited to ordinary driving.
It should also be noted that the disc must be replaced more frequently than a standard type clutch because of the inherent characteristics of its friction material.

FRONT AXLE

DRIVE SHAFTS

The joint-to-joint distance of the drive shaft (dimension A in the illustration) has been revised.

Item		EVOLUTION-VI	Base vehicle (EVOLUTION-V)
Joint-to-joint distance (dimension A) mm	LH side	352	365
	RH side	429	442



FRONT HUB

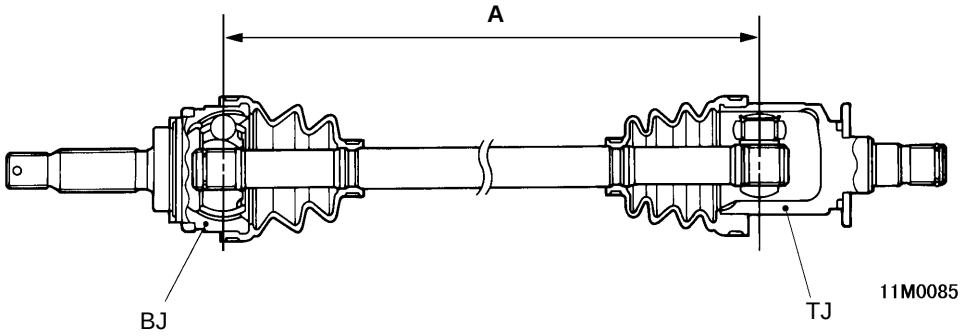
Induction hardened front hubs which were installed optionally on RS to be put in competitions have been replaced by non-induction hardened front hubs (same ones as used in GSR).
For customers having the will to enter a competition, however, induction hardened front hubs are still available as service parts.

REAR AXLE

DRIVE SHAFTS

The joint-to-joint distance of the drive shaft (dimension A in the illustration) has been revised.

Item		EVOLUTION-VI		Base vehicle (EVOLUTION-V)	
		Without AYC system	With AYC system	Without AYC system	With AYC system
Joint-to-joint distance (dimension A) mm	LH side	490	432	498	443
	RH side	570	442	578	453



REAR HUB

Induction hardened rear hubs which were installed on RS to be put in competitions have been replaced by non-induction hardened rear hubs (same ones as used in GSR). For customers having the will to enter a competition, however, induction hardened rear hubs are still available as service parts.

NOTES

DRIVE-CONTROL COMPONENTS

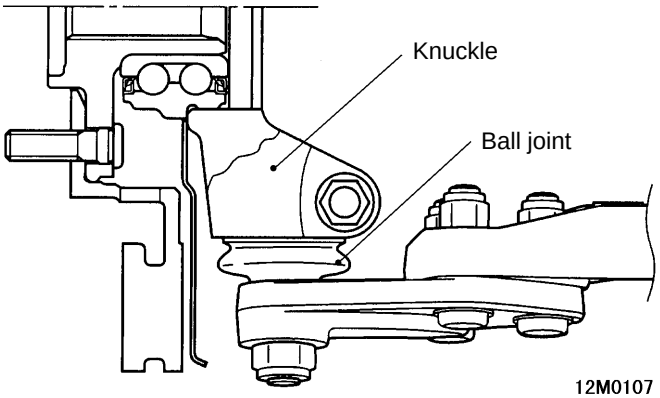
CONTENTS

FRONT SUSPENSION

The front suspension has been revised as follows:

- In order to enhance the driving stability, the front roll center has been lowered by changing the installation method of the ball joint between the knuckle and the lower arm.
- The knuckle has been replaced by one manufactured by forging. It has also been revised in shape because of the change in the ball joint.

<EVOLUTION-VI>



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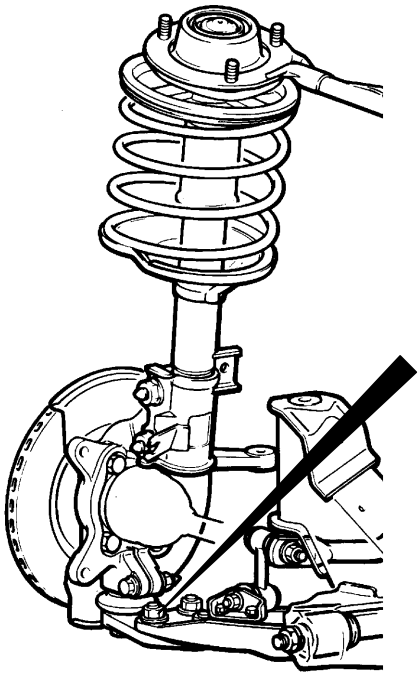

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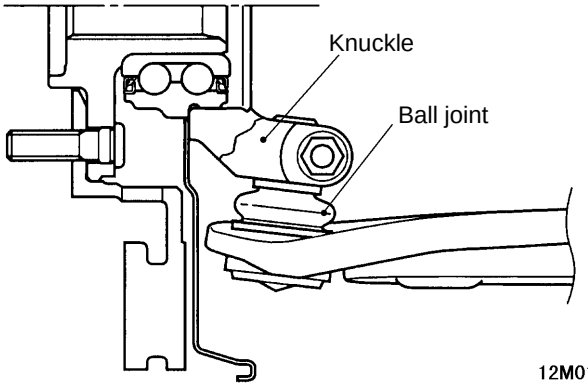
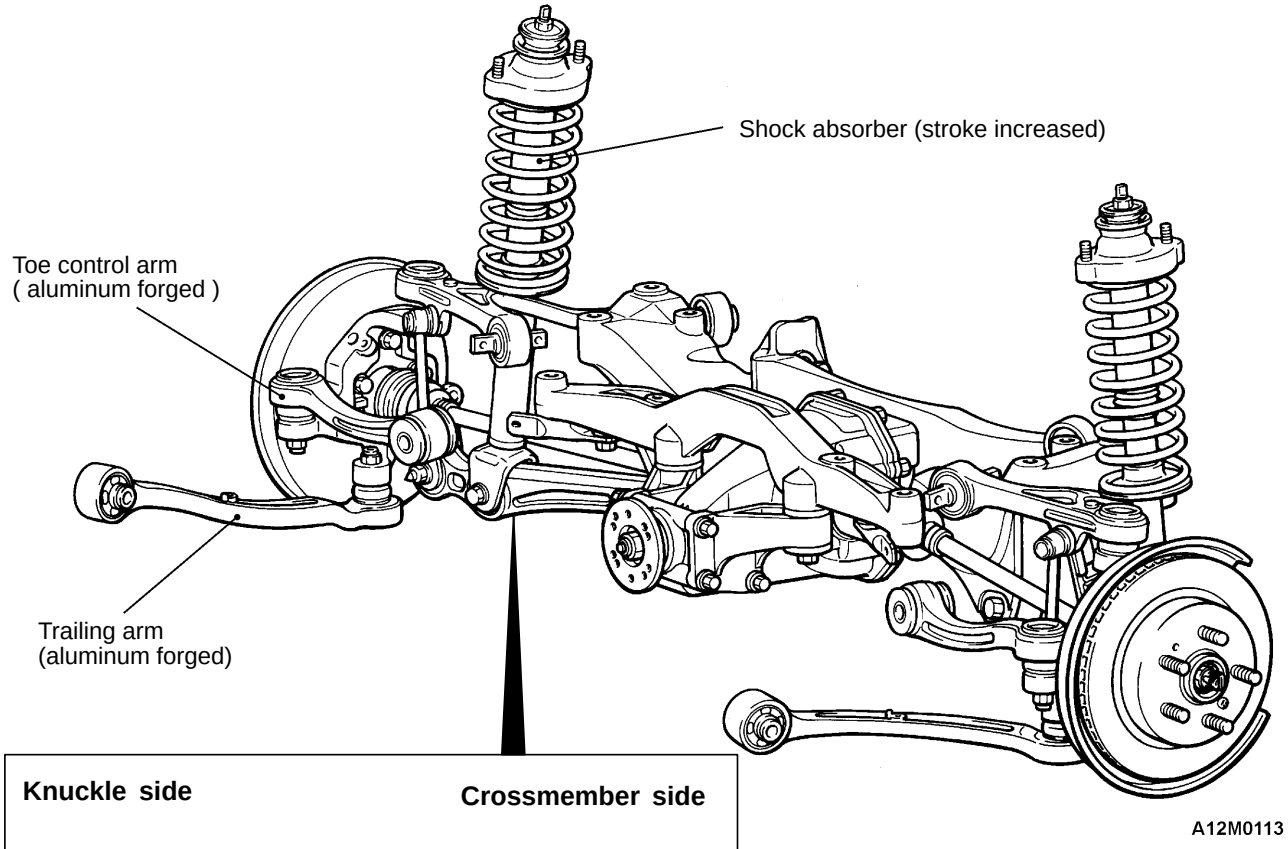


12M0108

REAR SUSPENSION

The rear suspension has been revised as follows:

- The lower arms, trailing arms and toe control arms have been replaced by aluminum forged ones for lighter weight.
- In order to improve the drive stability, the bushing of the lower arm-to-crossmember joint has been replaced by one of pillow ball type.
- The shock absorber stroke (tire stroke) has been increased.



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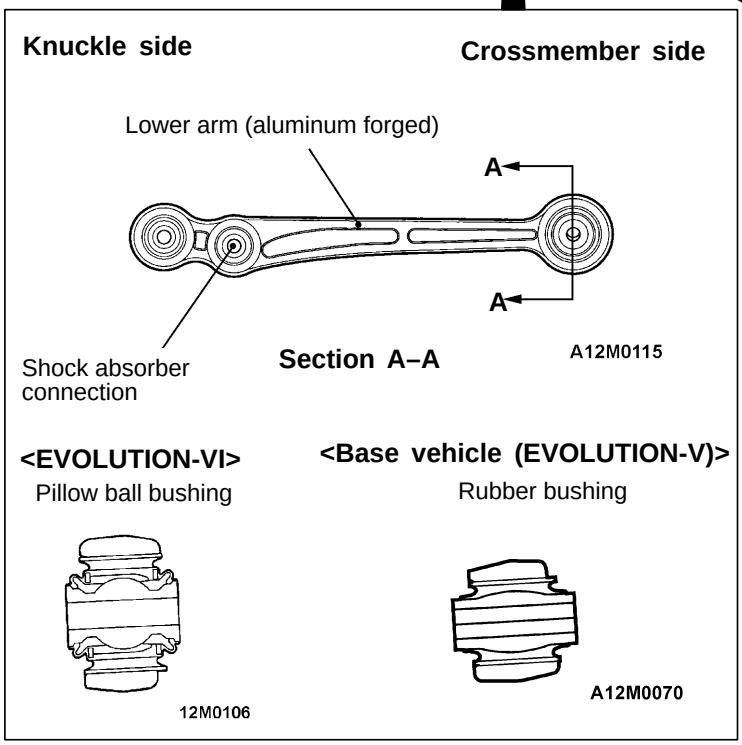
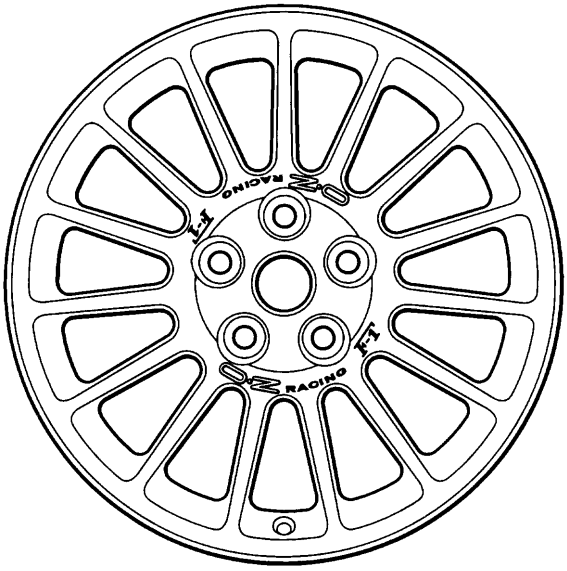


WHEELS AND TIRES

The newly designed 17-inch aluminum wheel is the standard wheel for GSR. It is also available for RS as a maker-option.

<EVOLUTION-VI>



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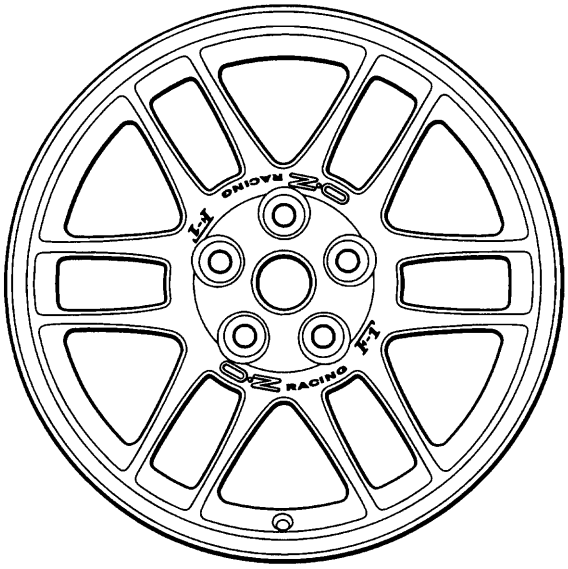
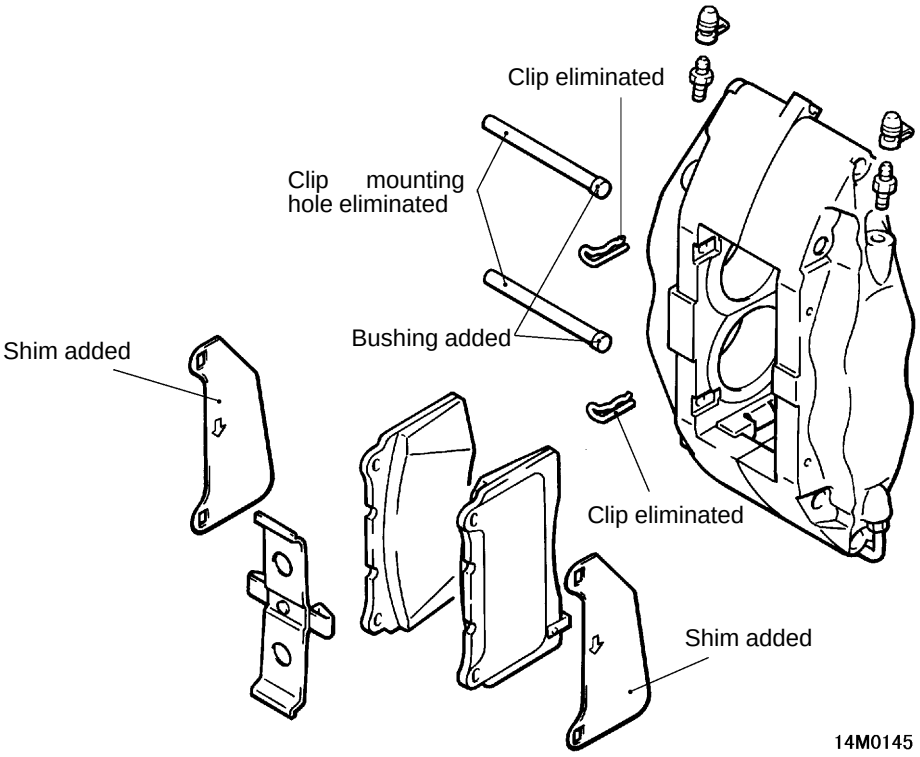


11M0088

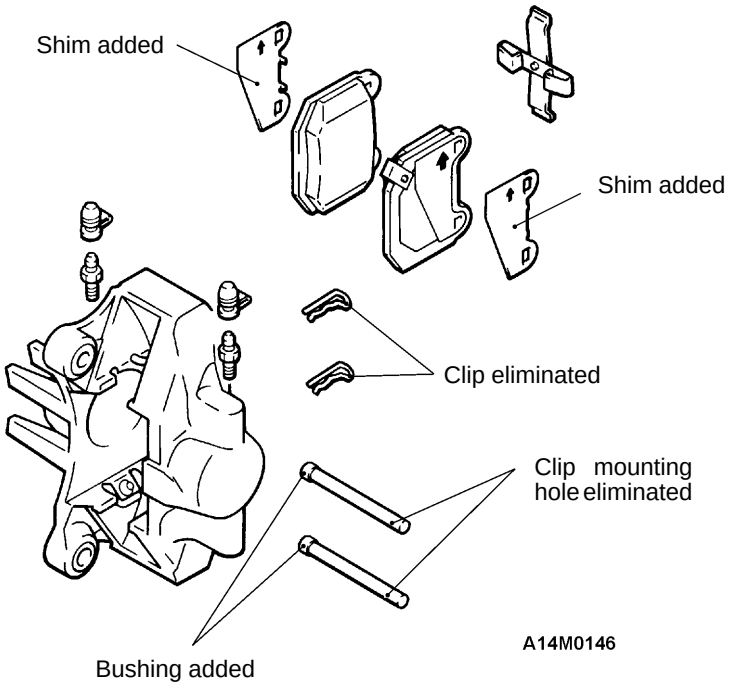
SERVICE BRAKES

The Brembo front and rear brakes have been revised as follows:
- The clips for securing the pins have been eliminated.
- With elimination of the clips, each pin had a bushing added and the clip mounting hole eliminated.
- Two shims have been added.

<Front>



<Rear>



NOTES

BODY

CONTENTS

MAIN BODY

BODY COLOUR CHARTS

Check the vehicle's body colour code and then use this body colour chart to determine the refinishing paint supplier from which the colour can be purchased.

PAINT USED BY MANUFACTURER	Colour	Body colour code	Colour number	Body colour name	Composition of film	Engine compartment and luggage compartment colour	
						Colour number	Colour
	SILVER	A69	AC11169	Satellite Silver	Metallic	AC10595	GRAY
	BLACK	X08	AC11008	Pyreness Black	Coloured Pearl	AC10903	BLACK
	WHITE	W83	AC10983	Scotia White	Solid	AC10863	WHITE

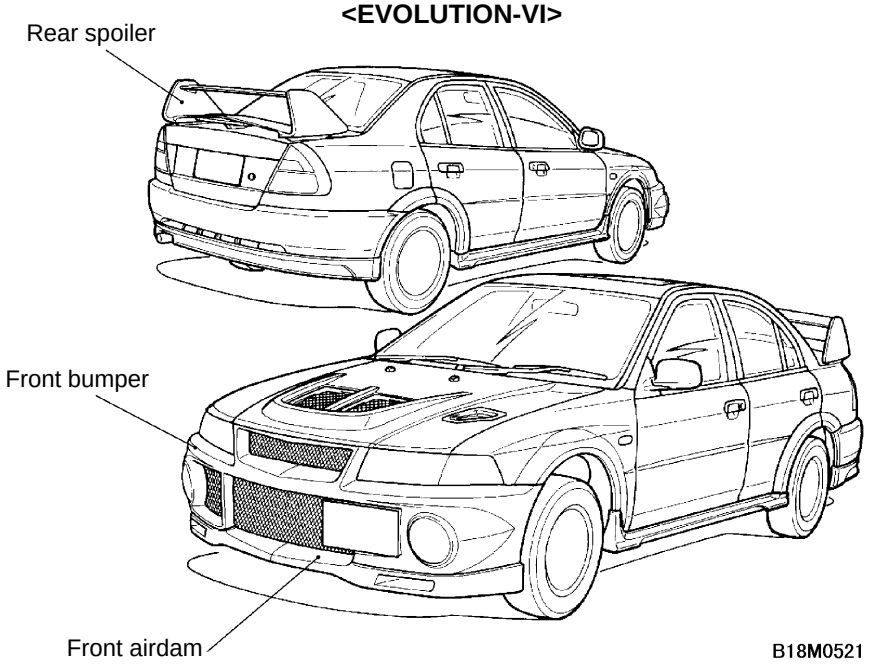
EXTERIOR

CONTENTS

BUMPERS AND AERODYNAMIC PARTS

- The front bumper, front airdam and rear spoiler have been revised to improve the aerodynamic characteristics and to emphasize the sporty image.
- The rear spoiler is a newly designed Wicker type twin spoiler with adjustable attack angle.

<EVOLUTION-VI>



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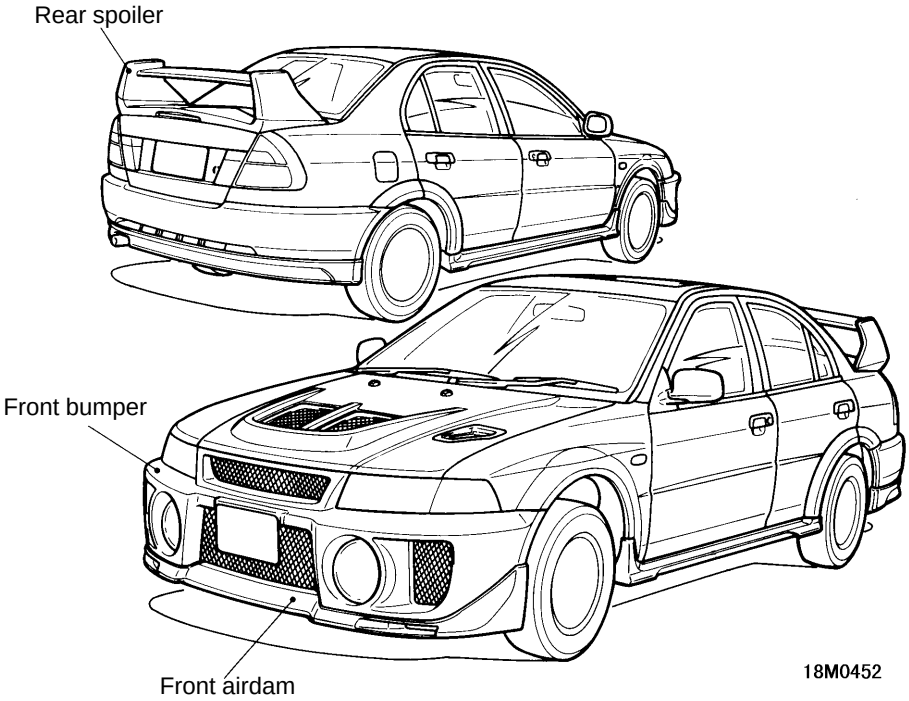
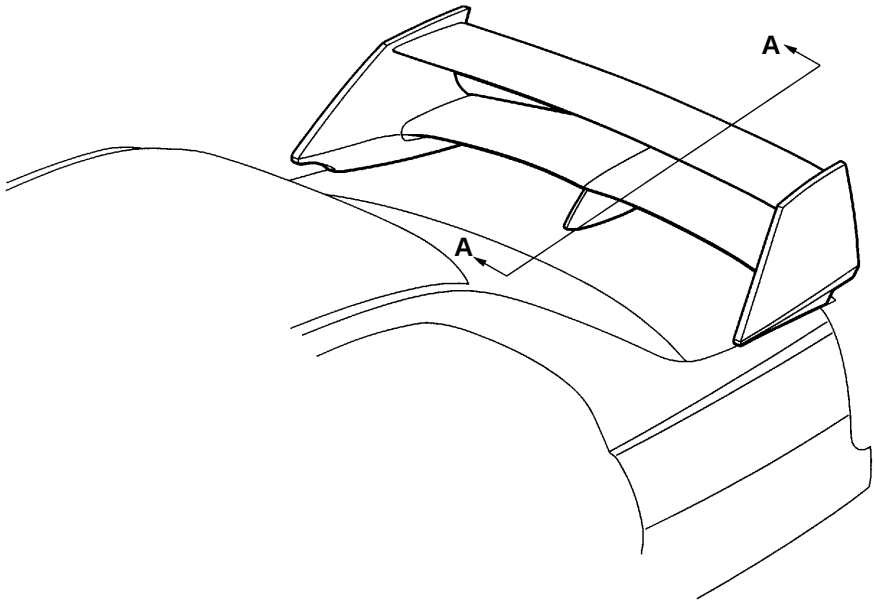


WICKER TYPE TWIN REAR SPOILER WITH ADJUSTABLE ATTACK ANGLE

The wings arranged in two stages have realized a downsized rear spoiler capable of offering the down force equivalent to that of EVOLUTION-V.
Further, the left and right vertical support plates arranged in the rearward tapered form have also improved aerodynamic characteristics; this arrangement makes the inside air flow faster, increasing the negative pressure important for better aerodynamics.
The upper wing is adjustable in the attack angle in the same manner as the base model.



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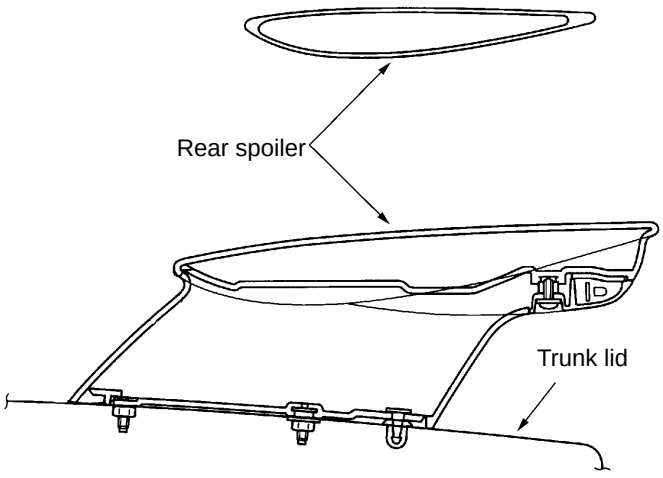
Section A – A



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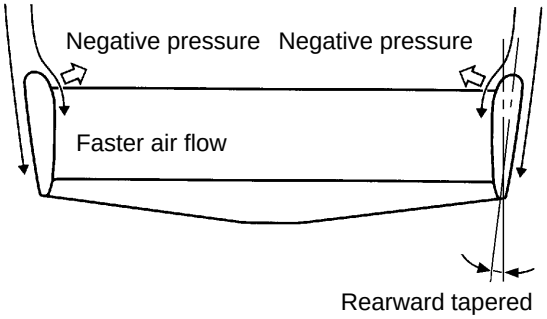

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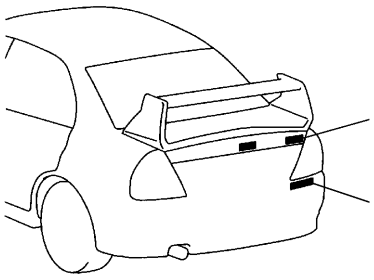
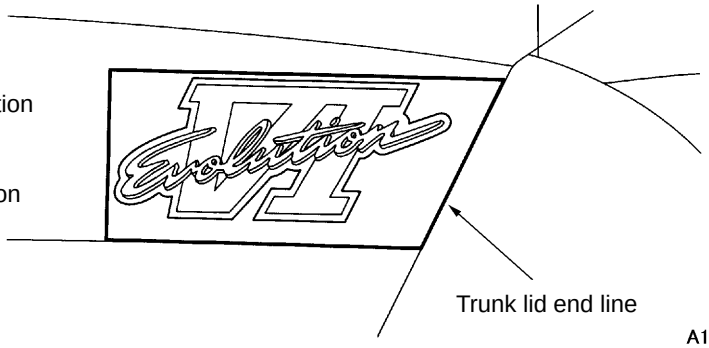
EMBLEMS

The decal of the model name emblem (EVOLUTION-VI) has been revised. The installation position has been moved to the right side of the trunk lid.

<EVOLUTION-VI>

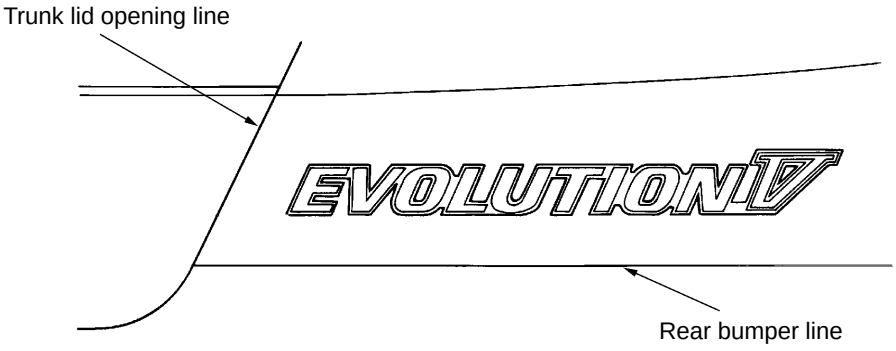


B18M0532



A18M0530

<Base vehicle (EVOLUTION-V)>



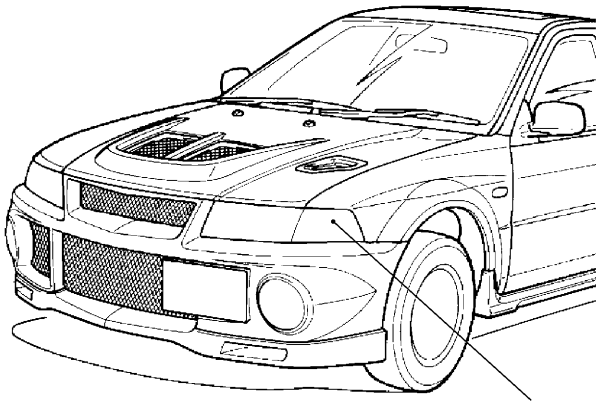
18M0471

EQUIPMENT

CONTENTS

FRONT TURN SIGNAL LAMPS

The color of the front turn signal lamp lens has been changed from amber to clear. In addition, the color of the lamp bulb has been changed from clear to amber.

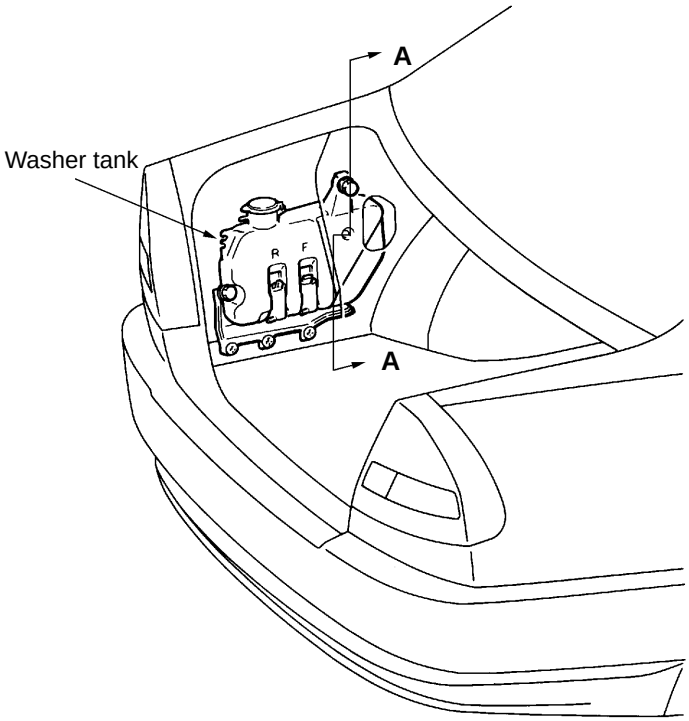


C18M0521

Front turn signal lamp
Lens color: clear (old: amber)
Bulb color: amber (old: clear)

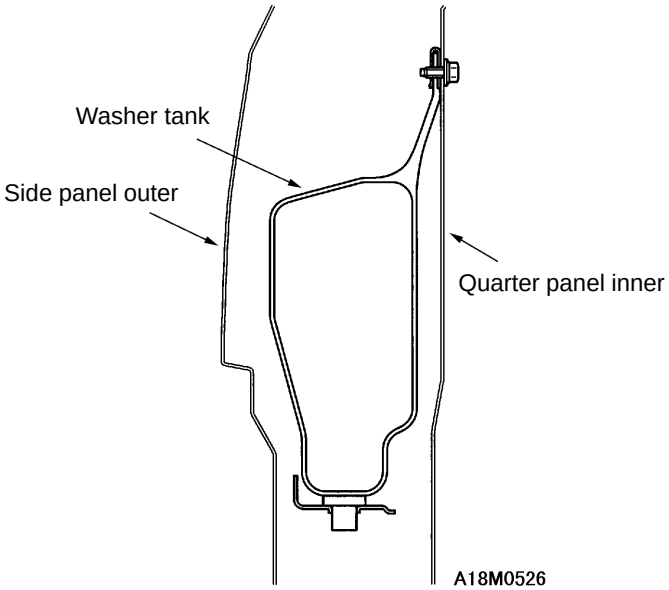
WASHER TANK

The washer tank for the windshield and rear window washers has been relocated from the engine compartment to the luggage compartment.



A18M0525

Section A–A



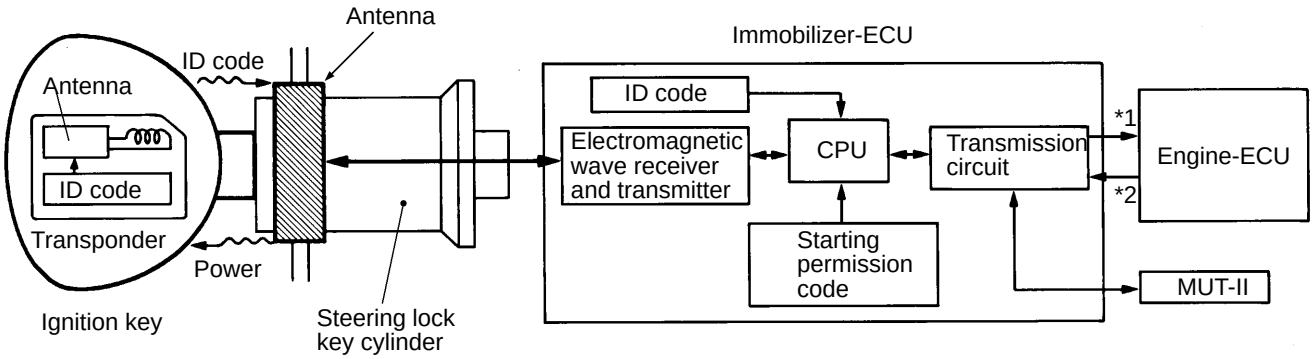
A18M0526

IMMOBILIZER SYSTEM

The immobilizer system is optionally available.
The immobilizer system consists of the ignition key, the antenna, the immobilizer-ECU, and the engine-ECU. The ignition key has a built-in transponder as the oscillator. The antenna is installed on the steering lock key cylinder. The system prevents the engine from being started deviously to protect the vehicle from theft. The operation is as follows.

1. When the ignition switch is turned on, immobilizer-ECU supplies power to the transponder inside the ignition key via the antenna.
2. The energized transponder outputs an ID code to the immobilizer-ECU via the antenna.
3. The immobilizer-ECU compares the input ID code with the registered ID code. If they are the same, the immobilizer-ECU sends a starting permission signal to the engine-ECU. If they are not the same or if the ID code input cannot be received, the immobilizer-ECU sends a starting prohibition signal to the engine-ECU.

As mentioned above, only the ID code which is specific to each ignition key permits the engine to start. Therefore, the engine can never be started by means of a forged key or by connecting the ignition wiring directly. The system is significantly safe and reliable against theft. In addition, the driver has only to turn the ignition switch to the ON position to activate the immobilizer system. If the ignition key is lost or another ignition key is added, the ID code can be registered or erased by using the MUT-II.



NOTE
(1) *1: Starting permission code
(2) *2: Permission confirmation code

NOTES

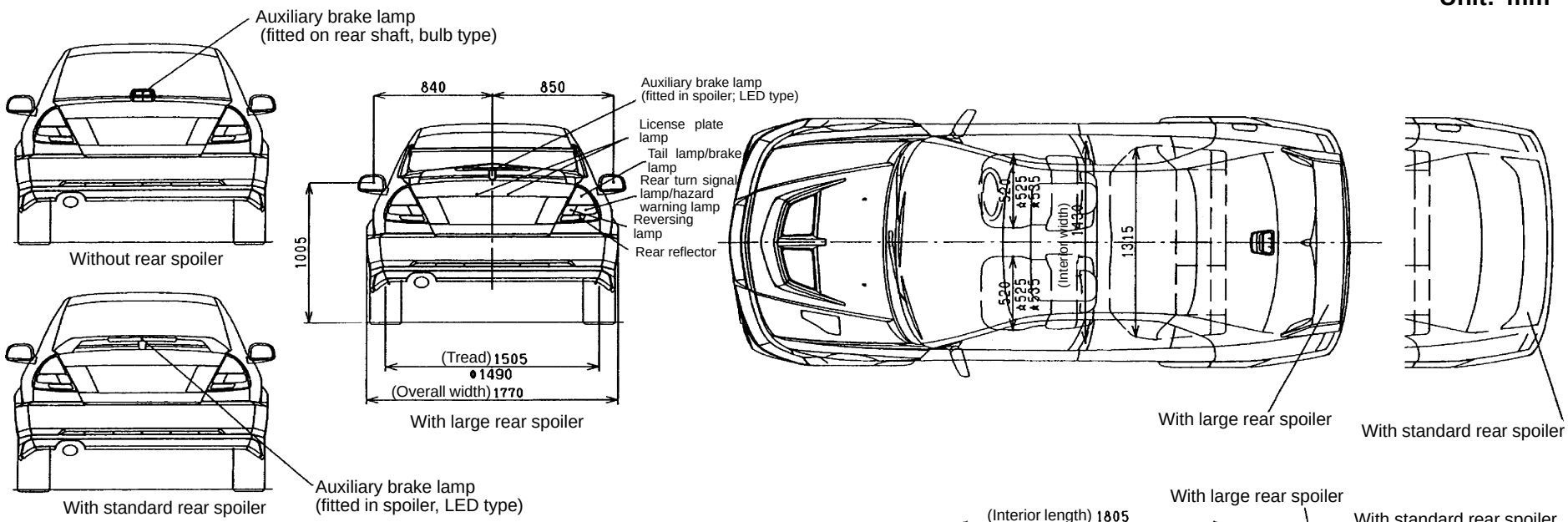
REFERENCE DATA

CONTENTS

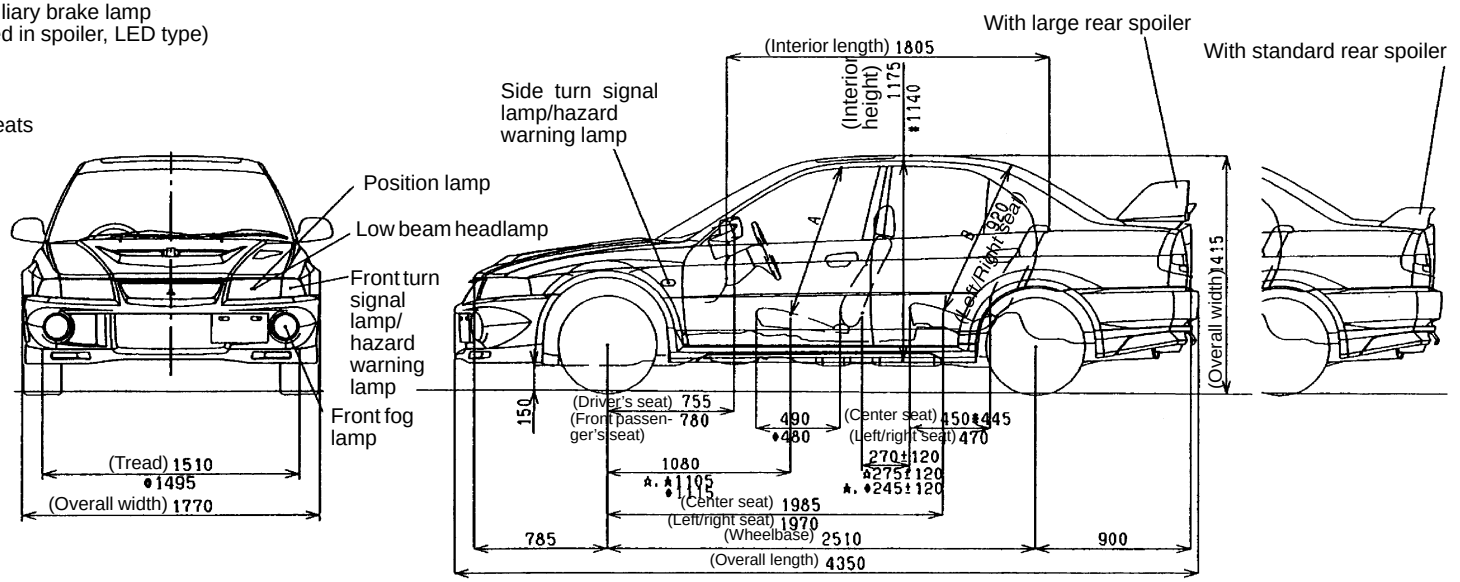
DIMENSIONAL VIEWS

For the mounting positions of lamps, refer to the “Lamp Mounting Positions” table.

Unit: mm



1) ♯ : With sunroof
2) ☆ : With low-back B and high-back B seats
3) ★ : With high-back C seats
4) ♦ : With low-back C seat
5) ※ : With high-back seat
6) ⓪ : With 15” or 16” wheels
7) Δ : Newly incorporated items



Head clearance

		Without sunroof	With sunroof	
Front seats	A	985	935	All except: Low-back B, C High-back B, C
		995	945	Low-back B High-back B
		1005	955	Low-back C High-back C
Rear-center seat	B	875		Low-back
		865	845	High-back

Lamp Mounting Positions **(Unit: mm)**

Item \ Model			EVOLUTION-VI
Low beam headlamp	Mounting height	Top edge	675
		Bottom edge	575
	Distance from vehicle's outermost point		300
Front fog lamp	Mounting height	Top edge	450
		Bottom edge	340
	Distance from vehicle's outermost point		160
Position lamp	Mounting height	Top edge	665
		Bottom edge	575
	Distance from vehicle's outermost point		300
Tail lamp	Mounting height	Top edge	845
		Bottom edge	740
	Distance from vehicle's outermost point		135
Rear reflector	Mounting height	Top edge	835
		Bottom edge	740
	Distance from vehicle's outermost point		310
Brake lamp	Mounting height	Top edge	845
		Bottom edge	740
	Distance from vehicle's outermost point		135
Auxiliary brake lamp (fitted on rear shelf)	Mounting height	Bottom edge	1,065
	Distance from bottom of window		Not lower than bottom of window
	Distance from vehicle's center (as seen from rear)		0
Auxiliary brake lamp (fitted in spoiler)	Mounting height	Bottom edge	1,100 (large spoiler) 1,090 (standard spoiler)
	Distance from bottom of window		Not lower than bottom of window
	Distance from vehicle's center (as seen from rear)		0
Turn signal lamp/hazard warning lamp (front)	Mounting height	Top edge	670
		Bottom edge	580
	Distance between inside edges		1,310
	Distance from vehicle's outermost point		110
Turn signal lamp/hazard warning lamp (side / front)	Mounting height	Top edge	705
		Bottom edge	675
	Distance from vehicle's frontmost point		1,215
Turn signal lamp/hazard warning lamp (rear)	Mounting height	Top edge	975
		Bottom edge	850
	Distance between inside edges		1,110
	Distance from vehicle's outermost point		170

MAJOR SPECIFICATIONS

Vehicle designation and model	Mitsubishi GF-CP9A
Chassis designation and model	Mitsubishi CP9A
Name of manufacturer	Mitsubishi Motors Corporation
Category	Ordinary-sized
Purpose	Passengers
Body type	Sedan
Engine model	4G63
Displacement (cc)	1,997

Item \ Model			GF-CP9A	
			SNDF	SNGF
Type classification number			033 to 040	052, 056
Dimensions	Overall length (mm)		4,350	
	Overall width (mm)		1,770	
	Overall height (mm)		1,415, 1,380*1	
	Wheelbase (mm)		2,510	
	Tread (mm)	Front	1,510*2, 1,495*3	
		Rear	1,505*2, 1,490*3	
	Interior dimensions (mm)	Length	1,805	
		Width	1,430	
		Height	1,175, 1,140*1	
Weight			See “Weight” table	
Perfor-mance	Max. stable inclination angle	Leftward	51°	
		Rightward	51°	
Other	Wheel arrangement		Front: two drive wheels; rear: two drive wheels	
	Tire size		205/60R15 91H 205/55R16 89V 205/50R16 87V 225/45ZR17	

NOTE
(1) See “Weight” table for correspondence between type classification numbers and equipment specification.
(2) *1: Vehicle with sunroof
(3) *2: Vehicle with 17-inch wheels
*3: Vehicle with 15-inch or 16-inch wheels

Weight

Item \ Model			GF-CP9A							
			SNDF							
Type classification number			033 (P)	034 (P, A)	035 (P, B)	036 (P, A, B)	037 (P, C)	038 (P, A, C)	039 (P, B, C)	040 (P, A, B, C)
Weight	Vehicle weight (kg)	Front axle weight	770	790	780	800	770	790	780	800
		Rear axle weight	490				510			
		Total	1,260	1,280	1,270	1,290	1,280	1,300	1,290	1,310
	Max. occupants		5							
	Gross vehicle weight (kg)	Front axle weight	865	885	875	895	865	885	875	895
		Rear axle weight	670				690			
		Total	1,535	1,555	1,545	1,565	1,555	1,575	1,565	1,585

			GF-CP9A	
			SNGF	
Type classification number			052 (P, A, B, C)	056 (P, A, B, S, C)
Weight	Vehicle weight (kg)	Front axle weight	820	830
		Rear axle weight	540	550
		Total	1,360	1,380
	Max. occupants		5	
	Gross vehicle weight (kg)	Front axle weight	915	925
		Rear axle weight	720	730
		Total	1,635	1,655

NOTE
Letters with type classification numbers indicate installation of the following equipment:
P: Power steering
A: Air conditioner
B: ABS
S: Sunroof
C: AYC system

DETAILED SPECIFICATIONS

Item \ Model				GF-CP9A		
				SNDF		SNGF
Min. ground clearance (m)				0.150		
Performance	Max. speed (estimated) (km/h)			180		
	Fuel consumption (km/ℓ)	Constant speed (60 km/h)		17.4	16.0	17.4
		10-15-mode		10.2*1, 9.7*2	9.7*1, 9.2*2	10.2*1, 9.7*2
	Braking distance to complete stop (initial speed) (m)			60.0 (100) [56.0 (100 ... with ABS)]		
	Min. turning radius (m)			5.5		
Engine	Bore × stroke (mm)			85.0 × 88.0		
	Compression ratio			8.8 (with unleaded premium gasoline)		
	Max. output (PS/rpm)			280/6,500 (net)		
	Max. torque (kgf·m/rpm)			38.0/3,000 (net)		
	Valve/port opening/closing timing	Intake	Open	BTDC 21°		
			Close	ABDC 59°		
		Exhaust	Open	BBDC 58°		
			Close	ATDC 18°		
Fuel tank capacity (ℓ)				50		
Electrical devices	Ignition advance device type and performance			Electronic: –10° to 45° (in crank angle)		
	Spark plug model			PGR6A, PGR7A, IGR6A, IGR7A, P20PR-P8, P22PR-P8, S20PR-A8 or S22PR-A8		
	Battery capacity (Ah)			24 (5), 27 (5), 34 (5), 36 (5), 48 (5), or 52 (5)		
	Alternator output (V-A)			12–90 or 100		
Power train	Transmission	Gear ratios	1st	2.785		
			2nd	1.950		
			3rd	1.407	1.444	1.407
			4th	1.031	1.096	1.031
			5th	0.761	0.825	0.761
			Reverse	3.416		
	Differential	Reduction ratio	First	4.529	4.875	4.529
			Second	Rear: 3.312 or 3.307		
	Transfer		Reduction ratio	3.312		

Item \ Model			GF-CP9A	
			SNDF	SNGF
Drive-control components	Service brakes		Hydraulic Front: disc Rear: disc	
	Parking brake mechanism		Mechanically activated; acts upon wheels	
	Suspension	Front/rear	MacPherson strut/multilink	
Exhaust emission control performance	Exhaust gas weight/concentration	Unloaded	CO: 0.1%, HC: 100 ppm	
		10–15-mode (g/km)	CO: 1.38, HC: 0.17, NO_x:0.20	
		11-mode (g/test)	CO: 45.7, HC: 5.08, NO_x: 3.41	

NOTE
*1: Vehicles with weight of 1,265 kg or less
*2: Vehicles with weight of 1,266 kg or more

MAJOR EQUIPMENT

●: Standard equipment; △: Maker option
Equipment specifications may vary depending on time of production.

Item \ Vehicle model			LANCER EVOLUTION-VI 4WD 2,000 DOHC-T/C	
			RS	GSR
Engine	Engine oil cooler	Air-cooled	●	●
	Intercooler	Air-cooled		
	Intercooler and radiator water spray system			
	Turbocharger			●
		Titanium-aluminum turbine wheel	●	
Power train	Clutch control	Hydraulic	●	●
	Full-time 4WD	Center differential + VCU		
	Front LSD	Helical-gear type	△	
	Super close ratio 5M/T	Hi		
		Lo		
	AYC		△	●
	Rear LSD	Mechanical	●	
	Twin plate clutch		△	

Item			Vehicle model	LANCER EVOLUTION-VI 4WD 2,000 DOHC-T/C RS	LANCER EVOLUTION-VI 4WD 2,000 DOHC-T/C GSR
Drive-control compo-nents	Front suspension		Inverted strut	●	●
			Two-step camber adjustment mechanism		
			Front strut tower bar	●	△
			Front cross member bar	△*1	●
	Rear suspension		Toe control bar	●	
	Tires		205/60R15 91H	●*2	
			205/55R16 89V	□*2	
			205/50R16 87V		
			225/45ZR17	△*1	●
	Wheels	Steel	15 × 6JJ (46 mm) [114.3 mm]	●*2	
		Aluminum	15 × 6JJ (46 mm) [114.3 mm]	□*2	
			16 × 6 1/2JJ (46 mm) [114.3 mm]	□*2	
			17 × 7 1/2JJ (38 mm) [114.3 mm]	△*1	●
	Spare wheel *3	Temporary wheel	T125/70D16	●	●
	Center cap			●	
	Steering wheel		3-spoke (Momo; leather-covered)		
			3-spoke (Momo; leather-covered; with airbag)		●
	Power steering			●	●
	Tilt-adjustable steering column				
	Brake booster		7+8-inch tandem		
	Brakes	Front	15-inch ventilated disc (2-piston)	●	
			17-inch ventilated disc (Brembo; 4-piston)	△*1	●
		Rear	15-inch ventilated disc	●	
			16-inch ventilated disc (Brembo; 2-piston)	△*1	●

NOTE
(1) On tire and wheel lines, □ symbol indicates tires and wheels that can be fitted.
(2) On wheel lines, figures in parentheses ( ) indicates wheel offset values and figures in brackets [ ] indicate pitch circle diameters of wheel mounting holes.
(3) *1: Fitted when 17-inch aluminum wheels and tires are fitted as maker option
(4) *2: 15-inch or 16-inch wheels and tires cannot be fitted when 17-inch aluminum wheels and tires are fitted as maker option.
(5) *3: On vehicle with 17-inch wheels <standard on GSR; optional on RS>, spare wheel cannot be fitted at front.

Item			Vehicle model: LANCER EVOLUTION-VI / 4WD / 2,000 DOHC-T/C	
			RS	GSR
Drive-control compo-nents	4ABS			●
	Parking brake mechanism	Lever-operated	●	●
Body	Fluorocarbon resin clear coating *4			△
	Central door locking			●
	Radio-type keyless entry system			
	Child protection		●	●
	Power windows with anti-entrapment mechanism			●
	Windshield (laminated glass; green-tinted)		●	●
	Front door window glass (reinforced; green-tinted)			
	Rear door window glass (reinforced; green-tinted)			
	Rear window glass (reinforced; green-tinted; printed heating wires)			
	Sunroof glass (reinforced; green-tinted)			△
	Electrically powered slide-and-tilt glass sunroof			
	Aluminum hood and fenders		●	●
	Front end cross bar, rear end cross bar		●	
Exterior parts	Bumpers	Front bumper incorporating radiator grille	●	●
		Body color		
	Door mirrors	Manual (black)	●	
		Electric remote-controlled retractable (body color)		●
	Moldings (black)	Windshield	●	●
		Rear window		
		Pillar roof drip		
		Belt line		
	Aerodynam-ic parts	Front air dam	●	●
		Side air dams		
		Rear air dam		
		Wicker type time rear spoiler with adjustable at-tack angle		
		Aerodynamic-parts-less *5	△	

NOTE
(1) *4: Fluorocarbon resin clear coating cannot be applied if body color is Scotia White, or Reims Blue.
(2) *5: Front air dam, rear air dam, and rear spoiler are not fitted.

Item \ Vehicle model				LANCER EVOLUTION-VI 4WD 2,000 DOHC-T/C RS	LANCER EVOLUTION-VI 4WD 2,000 DOHC-T/C GSR
Exterior parts	Rear fender garnish			●	●
	Air blow duct			●	●
	Thin-sheet body *6			△	
Interior parts	Front seats: Seat type		Low-back seat	●	
			Recaro seat (high-back type)		●
	Front seats: Adjustment functions: Driver's seat, front passenger's seat		Slide adjustment	●	●
			Recline adjustment		
	Rear seat		Low-back bench seat (fixed)	●	
			High-back bench seat (fixed)		●
			Center armrest		
	Seat covering		Fabric front surface covering	●	
			Fabric (special)		●
	Front seatbelts		3-point ELR seatbelt × 2	●	●
			Adjustable shoulder belt anchors		
			Clamp for passenger's seat		
	Rear seatbelts		3-point ELR seatbelt × 2 + 2-point lapbelt × 1		
	Front door trim		Molded type (soft)	●	●
			Fabric upholstery		●
			Door pockets (both sides)	●	●
	Rear door trim		Molded type (soft)		
			Fabric upholstery		●
	Trunk trim				
	Floor carpet (needle punch)			●	●
	Trunk floor mat (needle punch)				
	Sun visor		Driver's side + front passenger's side		
			Ticket holder (driver's side)		
			Vanity mirror with cover (both sides)		●
	Rearview mirror		Day/night type (bonded onto windshield)	●	●
	Ashtray		In instrument panel		
			In rear		●

*6: Roof panel and trunk lid panel are made of thinner material, and side impact bars are not fitted.

Item			Vehicle model: LANCER EVOLUTION-VI / 4WD / 2,000 DOHC-T/C	
			RS	GSR
Interior parts	Floor console box	Standard type	●	
		Large lid type		●
	Pull-out cup holder			
	Gum pocket		●	●
	Personal pockets			
	Retractable handstrap	Front passenger's seat + rear seats × 2		
	Footrest	Driver's seat		
	SRS airbag	Driver's seat + front passenger's seat		●
Equipment	Battery	44B20L	●	●
	Ignition switch lamp timer			●
	Exterior lamps: Specially shaped twin headlamps	Halogen bulbs	●	●
		Position lamps		
	Exterior lamps: High-mount stop lamp	Fitted in rear spoiler	●	●
	Interior lamps: Interior lamp			
	Interior lamps: Map lamp			
	Interior lamps: Interior lamp with built-in map lamp (vehicle with sunroof)			△
	Interior lamps: Trunk lamp		●	●
	Blue-faced meters			
	Backlighting			
	Meters/gauges	Speedometer (electric)		
		Tachometer		
		Tripmeter (LCD)		
		Fuel gauge		
		Water temperature gauge		
	Warning/indicator lamps	Fuel level warning	●	●
		Oil pressure warning		
		Charging warning		
		Parking brake warning		
		Brake fluid level warning		
		Door ajar warning		
		Seatbelt warning		
		Engine check warning		
		ABS warning		●

Item / Vehicle model				LANCER EVOLUTION-VI 4WD 2,000 DOHC-T/C	
				RS	GSR
Equipment	Warning/indicator lamps		SRS warning		●
			AYC warning	△	●
	Warning buzzer		Ignition key removal reminder	●	●
			Lighting monitor warning		
	Windshield wipers and washers		Two-speed wipe		
			Intermittent wipe (fixed interval)	●	
			Intermittent wipe (variable interval)		●
			Mist wipe	●	●
			Fins (driver's side)		
			Wipe upon washer operation		
	Rear wiper and washer		Intermittent wipe (fixed interval)	△	●
	Audio	Audio fitting kit (antenna, harness, audio bracket)	For two speakers	●	
			For four speakers		●
		Full-logic cassette player with electronically tuned AM/FM radio + six speakers + rear window glass diversity antenna (compatible with CD autochanger)			△
		Pole antenna		●	
		Rear window glass antenna			●
	Digital clock			●	●
	Cigarette lighter				
	Air conditioning	Heater	Automatic		●
			Manual	●	
		Fully automatic air conditioner			●

COLD-AREA SPECIFICATIONS

Item \ Vehicle model		LANCER EVOLUTION-VI	
		4WD	
		2,000 DOHC-T/C	
		RS	GSR
Weather strip silicone coating		△	△
Battery	44B20L → 55B24L		
Wiper circuit breaker			
Heavy-duty heater			
Rear seat heater duct			
Cold-zone specification label			
Electrically retractable door mirrors with printed heating wires			△