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# GENERAL



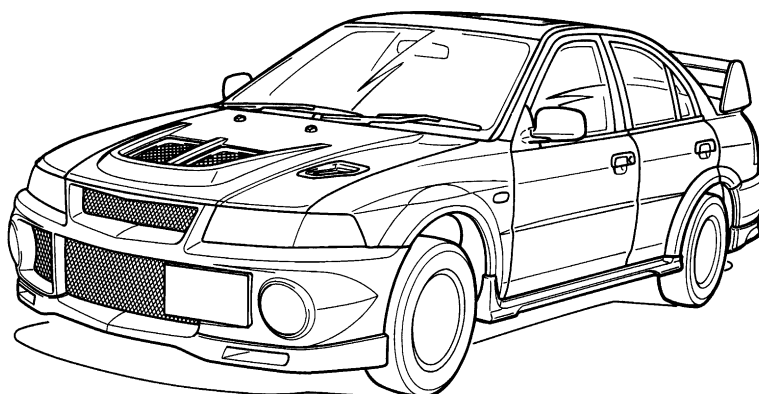
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## EXTERNAL VIEW

### 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

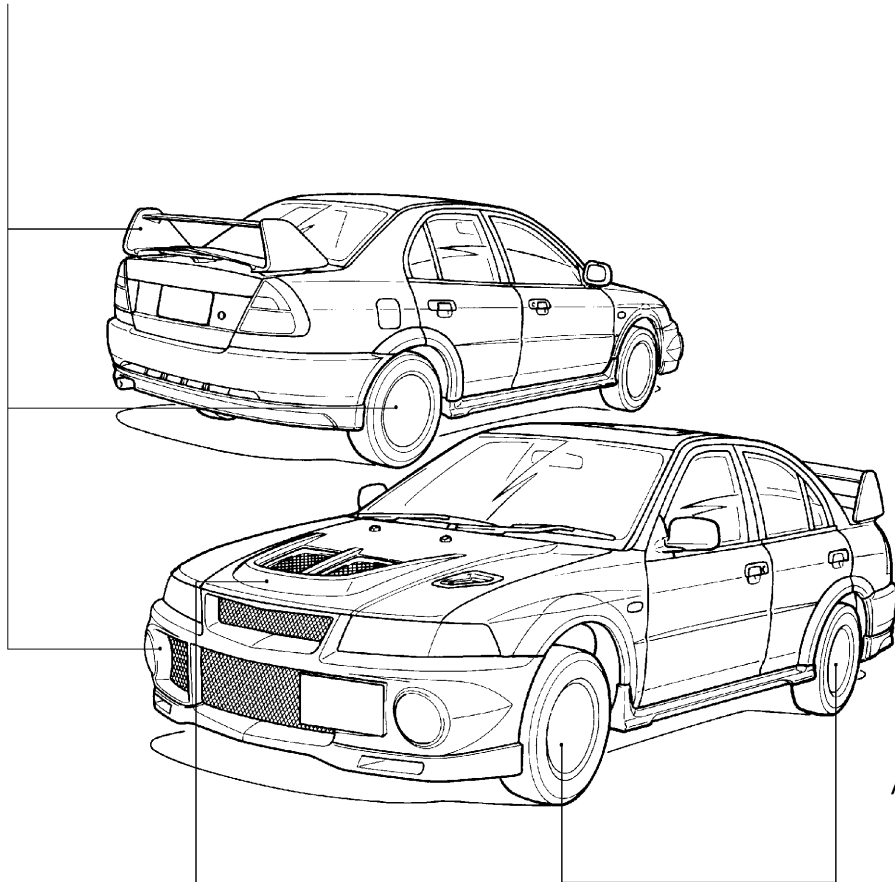
## AIMS OF DEVELOPMENT

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



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### 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	—