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IX

2006





M O D I F Y

It's a millisecond shaved here, a millimeter adjustment there. It's invisible to the naked eye but not to ours. To us, a millisecond is like an eternity. A millimeter, closer to a mile. A pound, like a ton of bricks.

What kind of obsession drives us to these extremes? The need to constantly test the boundaries of performance. To make something great, even better. To M-O-D-I-F-Y. Introducing the 2006 Lancer Evolution.

Lancer Evolution IX shown in Cool Silver Metallic. Not all features are standard on every Lancer Evolution. See specifications for details. Professional driver. Do not attempt. Always buckle your safety belt, obey all traffic laws and drive safely.

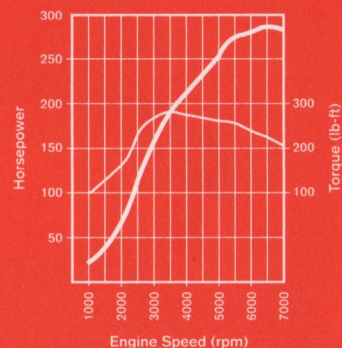


M O D I F Y

T I M E

We started with our 4G63 engine, featuring the highest power-to-displacement ratio of any production inline 4-cylinder engine available. But that wasn't enough for us. So we adapted our MIVEC variable valve-timing

protocol to the intake system of the Lancer Evolution to increase its overall performance even further. Then we tweaked and tuned that 2.0-liter, 16-valve beast harder and harder until we got 286 time-altering horses.

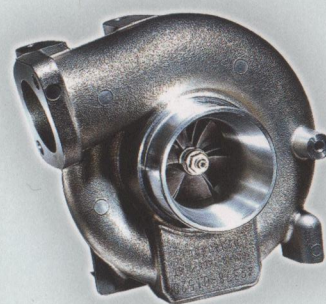


289
LB-FT TORQUE

NO, IT'S NOT A DIAGRAM OF YOUR HEART RATE. It's a dyno chart. That lower curve is a torque curve. The flatter it is, the sooner that gut-churning surge of acceleration begins when you step on the gas. Looks pretty flat, huh? That's because the engine delivers 85% of its torque at just 2500 rpm. Good thing it's not your heart rate.

150,000 RPM

THAT'S NOT A TYPO. That's how mind-bendingly fast this turbocharger unit spins to achieve maximum boost. Its twin-scroll design divides the exhaust intake into two passages, enabling the engine to develop its maximum torque at just 3500 rpm and helping to virtually eliminate turbo lag. Now that's revolutionary.



INTERCOOLER

BY MAKING THE AIR COOLER, YOU MAKE IT DENSER. The denser the air, the more power the engine produces. The more power, well, do we really need to explain the benefits of that?

286
HORSEPOWER



MOMO®

STEERING WHEEL

IT'S WHAT SEPARATES THE CARS FROM THE SUPERCARS. Often found on those high-octane machines you see burning up the pro circuit, it's standard on every Lancer Evolution. It's small, to take advantage of the quick-ratio power steering. Thick, so it's easy to grip. And created for those who take their driving seriously.



6

GEARS

DO YOU REALLY NEED SIX GEARS? First of all, it's not about need. Need is more along the lines of food, water and shelter. This is about want. Six keeps the gearing close for faster acceleration. Six gives you more chances to experience the gearbox's jewel-like movement. Six gives you one more gear to brag about. And who doesn't want that?

3

ALUMINUM PEDALS

PUT YOUR FOOT DOWN. These pedals feature convex curves to create one constant point of contact with your shoe. And in our world: constant contact = constant control = constant excitement.



M O D I F Y B E H A V I O R

It starts the moment you take the driver's seat. The Lancer Evolution just feels different. The fit of the Recaro® seats is snug, like a racecar. You're closer to the MOMO steering wheel. The racing-

style pedals fall naturally at your feet—perfectly positioned for heel-and-toe shifting. The leather-wrapped gearshift feels secure in your hand. Sound thrilling? Wait until you start the engine.



M O D I F Y P H Y S I C S

You smell that? That's where the rubber meets the road. Multiplied by four. The Lancer Evolution's advanced all-wheel-drive system features our amazing Active Center Differential (ACD). Just choose the road surface —Tarmac, Gravel or Snow—with the user-selectable switch on the dashboard. The ACD springs into action,

distributing all of the 4G63 engine's raw power through a hydraulic multi-plate clutch. It adjusts front and rear torque output for maximum traction based on numerous inputs like steering angle, throttle input, wheel speed and slip angle. What does all of this mean to you? Amazing traction in virtually any type of road condition.



Lancer Evolution MR shown in Cool Silver Metallic. Not all features are standard on every Lancer Evolution. See specifications for details. Dramatization of lab-controlled testing. Professional driver on closed course. Do not attempt. Always buckle your safety belt, obey all traffic laws and drive safely. Mitsubishi Motors North America, Inc. and its agents and representatives neither encourage nor condone operating an automobile in a manner that could result in conditions depicted here.

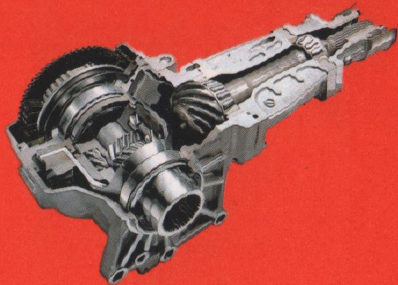
M O D I F Y G R A V I T Y

Or rather, welcome it. Gobs of it. Because with Lancer Evolution, you'll be experiencing quite a bit of g-force wherever you go. We start out with a stiff chassis, to help reduce body flex and improve suspension dynamics. This chassis is so stiff in fact, we only had to make minor modifications when adapting it to the Evolution WRC 05 competition car. Then we designed a ridiculously capable

four-wheel independent suspension to help keep each wheel firmly in contact with the ground. And what contact it makes, thanks to Yokohama™ ADVAN® tires specifically designed for the Lancer Evolution. This special rubber helps deliver close to 1.0g on the skidpad. Which means a couple of miles in this machine, and you'll have a pretty good idea how fighter pilots feel.



Lancer Evolution RS shown in Phoenix Red.



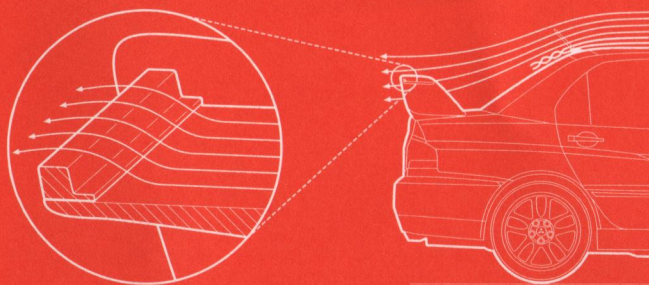
AWD

MORE IS MORE. Most cars make do with one differential. With Lancer Evolution, you get 3—of the limited-slip variety—for tenacious grip that doesn't quit.



4 WHEEL INDEPENDENT SUSPENSION

THE KILLER Bs. Bilstein® struts with inverted dampers are specially tuned to help improve ride quality, while Brembo® ventilated brakes help deliver astounding stopping power.

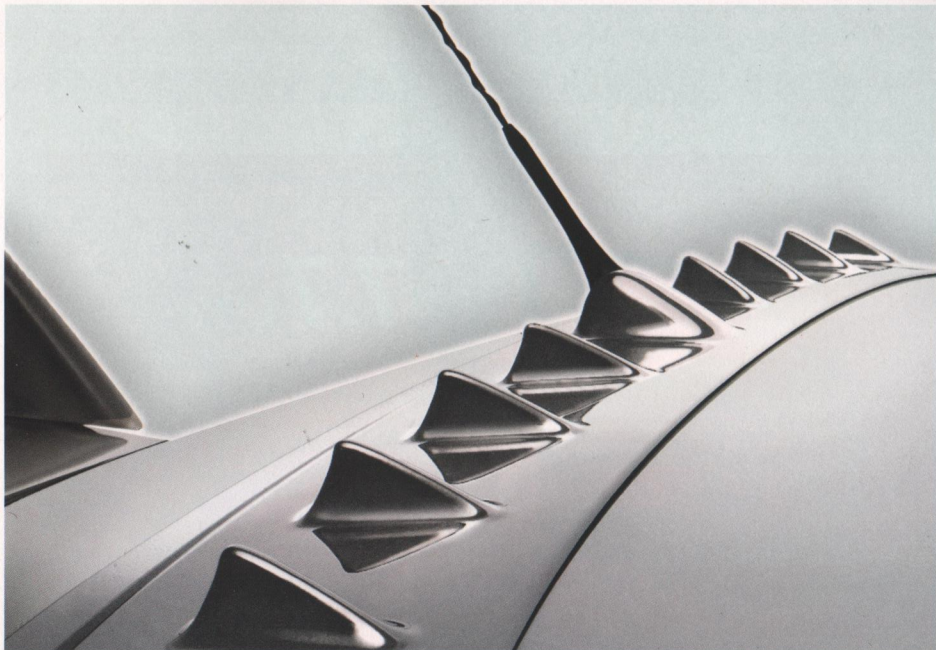


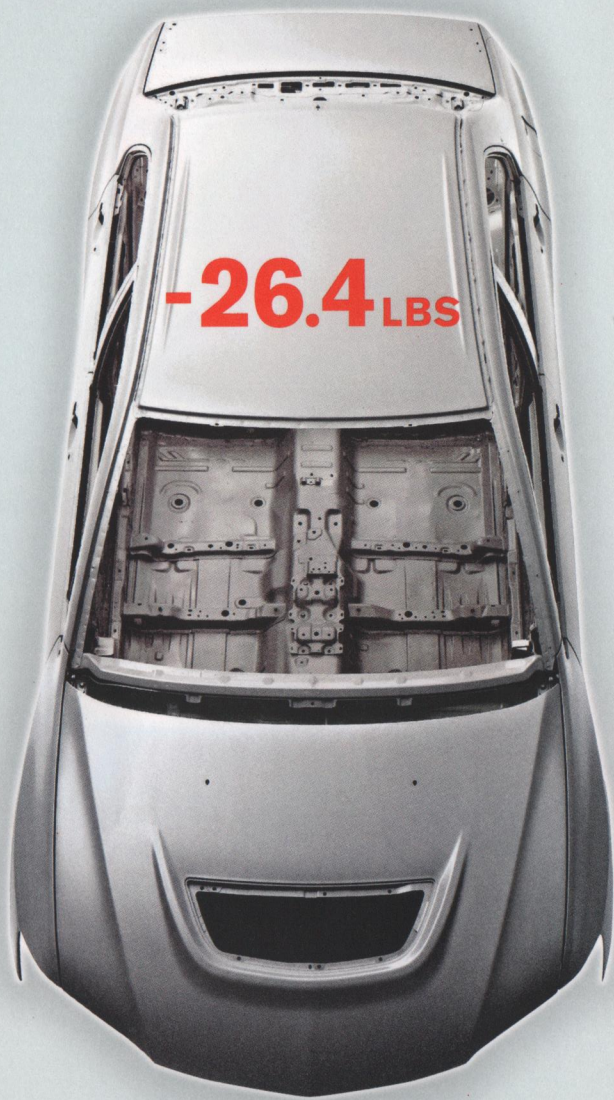
A WING THAT HELPS KEEP YOU ON THE GROUND. The rear spoiler assembly features a hollow carbon-fiber wing that not only weighs less but creates downforce to help keep the rear end of the Lancer Evolution glued to the ground. It also offers a new wicker bill. This small lip at the trailing edge of the wing increases the air pressure on top of it—which creates even more downforce.

8

VORTEX GENERATORS

DON'T LET THE FANCY NAME INTIMIDATE YOU. These little fins redirect air off the roof towards the rear wing to create even more downforce. Starting to see a pattern here?





ALUMINUM HOOD, ROOF AND FRONT FENDERS

IF IT'S GOOD ENOUGH FOR JET AIRCRAFT, IT'S GOOD ENOUGH FOR US. Modern aircraft are made from aluminum because it's light yet exceptionally strong. By switching to aluminum body panels on the roof,* hood and front fenders, we've shaved weight while maintaining structural rigidity and lowering the center of gravity. So you can really fly.

*RS and MR models only.

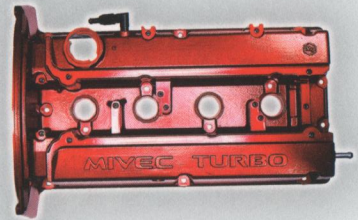


-7.7 LBS

BEHIND DOOR NUMBER ONE: MODIFICATION. We've replaced the steel side-guard beams in our doors with aluminum ones. Same strength and less weight. We all win.

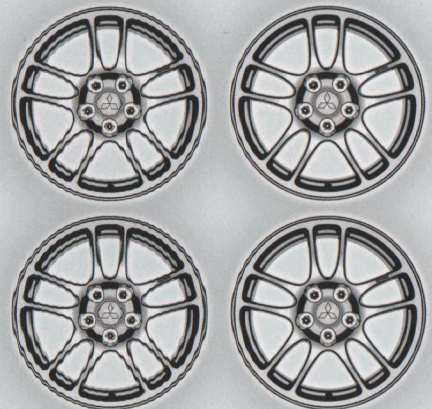
-3 LBS

MAGNESIUM VALVE COVER



-2.2 LBS

HEAR THAT ECHO? Hollowing out a camshaft makes it lighter. It also makes it, well, it just makes it lighter. And lighter makes it faster, if that's OK with you.



-1.32 LBS

NEW ENKEI® ALUMINUM ALLOY WHEELS



M O D I F Y W E I G H T

Less weight means better acceleration and more speed, pure and simple. It's this single-minded philosophy that motivates us to come up with even more innovative and groundbreaking ways to shave off the

extra weight, so you can enjoy that crazy feeling in the pit of your stomach every time you step on the gas. Sometimes we take off pounds, other times it's mere ounces. But it all adds up. Or in this case, down.

M O D I F Y

E V E R Y T H I N G

Let's face it, the Lancer Evolution is too much car for 99.99% of the population. But if you've read this far, you're probably pretty serious about your cars. But serious enough? We hope so. Inspired by our wins in legendary rally races around the world,

we couldn't just leave this machine alone. It's in our DNA. We had to keep modifying. We had to make it faster, lighter, better. And this journey never ends. So if you're ready, visit a dealer and take one out. But remember, you don't test it, it tests you.



Specially prepared race vehicle. Vehicle is shown driven by professional driver. Do not attempt. Always buckle your safety belt, obey traffic laws and drive safely.

ENGINE & DRIVETRAIN

4G63 2.0L, DOHC, 16-valve inline-4, turbocharged and intercooled MIVEC engine:

Power	286 hp @ 6500 rpm
Torque	289 lb-ft @ 3500 rpm
Redline	7000 rpm
Displacement	1997 cc
Bore x Stroke	85.0 mm x 88.0 mm
Compression ratio	8.8 : 1
Engine oil (fully synthetic, factory fill):	10W30 Mobil1® w/SuperSyn™
Twin-scroll turbocharger (TD05HR-16G6C-10.5T)	20.16 psi boost @ 3500 rpm (WOT) 16.10 psi boost @ 6500 rpm (WOT)

Permanent all-wheel drive with:

Active Center Differential (ACD) with driver-selectable, dash-mounted control for Tarmac, Gravel and Snow
Mechanical limited-slip rear differential
Helical limited-slip front differential

5-speed close-ratio manual transmission

6-speed close-ratio manual transmission (Evolution MR)

Gear ratios	5-speed (IX and RS)	6-speed (MR)
1st (triple synchro)	2.785	2.909
2nd (triple synchro)	1.950	1.944
3rd (double synchro)	1.444	1.434
4th	1.096	1.100
5th	0.761	0.868
6th	-	0.693

DIMENSIONS

Wheelbase (in.)	103.3
Overall length (in.)	178.5
Overall width (in.)	69.7
Overall height (in., excluding antenna)	57.1
Track (in., front and rear)	59.6
Headroom (in., front/rear)	39.9/36.7; with sunroof: 39.1/36.4
Legroom (in., front/rear)	43.0/36.6
Shoulder room (in., front/rear)	54.1/53.3
Passenger volume (cu. ft.)	95.1; with sunroof: 93.7
Cargo volume (cu. ft.)	10.2
Curb weight (lb.)	3274; with sunroof: 3309
Estimated fuel use (mpg, city/highway)	5-speed: 19/25, 6-speed: 18/24
Fuel tank capacity (gal.)	14

VEHICLE DYNAMICS

Front independent suspension:

MacPherson struts with Bilstein® dampers (MR), inverted for higher roll center and to accommodate oversized brake components
Forged aluminum lower control arms
24 mm dia. stabilizer bar
Tubular strut-tower brace
175 mm total wheel stroke

Rear independent suspension:

Multi-link wishbone with Bilstein dampers (MR)
Forged aluminum link members (trailing and lateral)
Forged aluminum main crossmember
22 mm dia. stabilizer bar
185 mm total wheel stroke

4-wheel ventilated Brembo® disc brakes:

Front: 320 mm dia. rotors and 4-piston calipers in aluminum housing
Rear: 300 mm dia. rotors and 2-piston calipers in aluminum housing
4-wheel, 4-channel, 4-sensor Sport ABS + EBD (delete for RS)

Power-assisted rack-and-pinion steering:

Gear ratio:	13 : 1
Turns, lock-to-lock:	2.1
Turning radius, curb-to-curb:	19.35 ft.
Customized titanium-finish MOMO® leather-wrapped steering wheel	

Wheels and tires:

17" x 8" ENKEI® high-strength, lightweight cast aluminum alloy, double 5-spoke, bright finish (IX and RS)
17" x 8" BBS® ultra-lightweight forged aluminum alloy, double 7-spoke, anthracite finish (MR)
Yokohama™ ADVAN® A-046 235/45R17 93W, high-grip compound

Aerodynamics:

Front underbody aero panel for reduced lift and drag, and to enhance front brake cooling
Rear spoiler with hollow carbon-fiber wing, wicker bill (MR only), steel-reinforced side members
Rear roof-mounted 8-fin vortex generator for air-flow management (MR only)

EXTERIOR COLORS



LANCER EVOLUTION RS



LANCER EVOLUTION IX



LANCER EVOLUTION MR



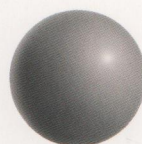
Labrador Black Pearl (IX)



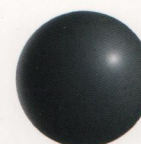
Electric Blue Pearl (IX, MR)



Phoenix Red (All)



Cool Silver Metallic (IX, MR)



Graphite Grey Pearl (IX, MR)



Igloo White (All)



17" ENKEI Aluminum Alloy
P235/45 R17 Yokohama ADVAN tires



17" BBS Aluminum Alloy
P235/45 R17 Yokohama ADVAN tires (MR)

INTERIOR

	RS	IX	MR
Customized Recaro® front sport bucket seats (leather bolsters and Alcantara® seat surfaces)	•	•	•
Customized Recaro front sport bucket seats with leather bolsters and leather seating surfaces	–	PKG	–
140W Mitsubishi 6-speaker CD audio system	–	•	•
315W Mitsubishi/Infinity® 7-speaker CD audio system (incl. trunk-mounted subwoofer)	–	PKG	–
In-dash 6-CD changer	ACC	ACC	ACC
Air conditioning	•	•	•
Full-scale, black-faced, permanently red-illuminated instrument cluster with center-located 9000 rpm tachometer	•	•	•
Dash-mounted headlight leveling control	–	•	•
Dash-mounted ACD mode selector (Tarmac, Gravel, Snow)	•	•	•
Dash-mounted performance gauge kit (Turbo boost, Oil temperature, Voltage)	•	–	•
Customized titanium-finish MOMO® leather-wrapped steering wheel	•	•	•
Leather-wrapped shift knob	•	•	–
Leather-wrapped brake handle	–	•	–
Aluminum shift knob	•	ACC	•
Carbon-fiber and aluminum brake handle	–	–	•
Contoured aluminum pedals	–	•	•
Power windows with driver's side auto-down	–	•	•
Power door locks	–	•	•
Center storage console	•	w/armrest	w/armrest
Front map lights	–	•	•
Visor mirrors, left and right	•	•	•
3-point safety belts and headrests at all seating positions	•	•	•
Pre-tensioners and force limiters for front safety belts	•	•	•
Front SRS air bags ¹	•	•	•
Lower anchors and upper tethers for child-seat installation	•	•	•
Electronic ignition with theft-detering engine immobilizer	•	•	•

EXTERIOR

Projector-style halogen headlights	•	•	–
High-Intensity Discharge (HID) headlights with in-cluster fog lights	–	PKG	•
Headlight auto-off feature	•	•	•
Aluminum hood with hot-air expulsion vents	•	•	•
Aluminum front fenders	•	•	•
Aluminum roof panel	•	–	•
Aluminum side-guard door beams	•	•	•
Black mesh grille insert	•	•	•
Lower air intake openings for intercooler	•	•	•
Front underbody aero panel	•	•	•
Side-mounted front turn indicators	•	•	•
Intermittent front wipers	fixed	variable	variable
Intermittent rear wiper	–	•	•
Rear-window defroster with timer	•	•	•
Folding power sideview mirrors	black	color-keyed	color-keyed
Rear roof-mounted antenna	•	•	•
Dual-mode muffler with variable back-pressure valve	•	•	•
4-inch-diameter polished stainless-steel tailpipe	•	•	•
Color-keyed rear spoiler with hollow carbon-fiber wing	ACC	•	•
Wicker bill for rear spoiler	ACC	ACC	•
8-fin color-keyed rear roof-mounted vortex generator	ACC	ACC	•
Keyless entry	–	•	•

ACCESSORIES

- In-dash 6-CD changer
- Performance gauge kit (Turbo boost, Oil temperature, Voltage)
- Gauge cluster surround (blue or silver)
- Leather seating package
- Floor mats (logo)
- Floor mats, all-weather
- Aluminum shift knob (blue or silver)
- Aluminum brake handle (blue, silver or carbon-fiber and silver)
- Aluminum sport pedals (blue or silver)
- Door-sill scuff plate (logo)
- High-energy grounding-cable kit
- Aluminum-alloy front strut-tower brace
- 8-fin vortex generator (color-keyed)
- License-plate frame (logo)
- Nose mask (with or without license plate window)
- Rear lateral brace
- Cargo organizer
- Front corner air dams
- Front-brake air guide
- Sunroof wind deflector
- Side-window air deflectors (4)
- Windshield sunshade (logo)
- Wheel locks
- Car cover
- Rear spoiler extension
- Front air dam extension

OPTIONAL EQUIPMENT

- SUN, SOUND AND LEATHER PACKAGE FOR LANCER EVOLUTION IX**
- One-touch power sunroof
 - 315W Mitsubishi/Infinity 7-speaker audio system (incl. trunk-mounted subwoofer)
 - Recaro leather-surfaced front seats
 - HID headlights with in-cluster fog lights

LEGEND

- Standard equipment
- Not available
- PKG Item is available, at additional cost, as a factory-installed package.
- ACC Item is available, at additional cost, as a Retailer-installed accessory.

For complete details about equipment configuration and Mitsubishi Genuine Accessories, please consult your Mitsubishi Retailer.

¹ Air bags can cause serious injury or death to anyone too close to an air bag when it deploys. To decrease the risk of injury from a deploying air bag, all occupants must be properly restrained and seated well back, upright and in the middle of the seat. Do not lean against the door. Always place children 12 and under in the rear seat and use appropriate child restraints. Never place a rear-facing infant restraint in the front seat. See your Owner's Manual and instructions provided with your child restraint for more information.

Technical data, features, options and other equipment shown in this brochure are based on the latest information available at the time of printing and are subject to change without notice. Headlights, parking lights, fog lights and instrument panel lights on vehicles may be illuminated for illustration purposes only.



MONTERO



ENDEAVOR



OUTLANDER



ECLIPSE



GALANT



LANCER



LANCER EVOLUTION

BEST BACKED CARS IN THE WORLD™

10

YEAR/100,000-MILE
POWERTRAIN LIMITED
WARRANTY*

5

YEAR/60,000-MILE
BUMPER-TO-BUMPER
LIMITED WARRANTY*

7

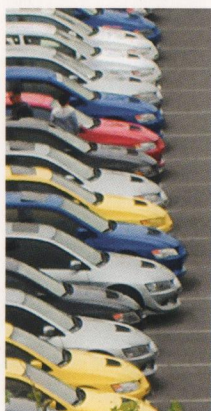
YEAR/100,000-MILE
ANTI-CORROSION LIMITED
WARRANTY*

5

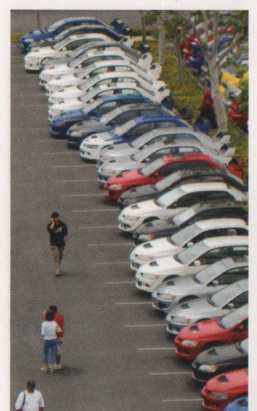
YEAR/UNLIMITED-MILE
ROADSIDE ASSISTANCE*

The experience of owning a Mitsubishi is something you can look forward to for years to come. Each of our new 2006 passenger cars and sport utility vehicles comes backed with one of the most comprehensive warranties in the business. It includes a 10-year/100,000-mile Powertrain Limited Warranty, a 5-year/60,000-mile Bumper-to-Bumper New Vehicle Limited Warranty, a 7-year/100,000-mile Anti-Corrosion/Perforation Limited Warranty and 5-year/Unlimited-mile Roadside Assistance. Excessive? Perhaps. But when you're this confident in the reliability and durability of your cars, it just makes sense.

* See retailer or visit mitsubishicars.com for limited warranty and roadside assistance terms and conditions.



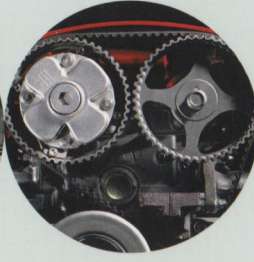
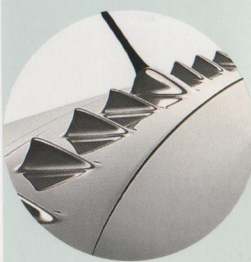
READY, SET, MODIFY. Every year, people gather at Mitsubishi's headquarters in California for Mitsubishi Owner's Day (MOD). Enthusiasts bring their customized Mitsubishis to compare cars, share secrets and be part of this very exclusive group.





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MOTORS**

Driven to Thrill



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