

On September 2, 2002, Mitsubishi Motors Corporation (MMC) launched the eK-SPORT, a sporty variant of the eK-WAGON minicar that it launched in October 2001.

1. Targets

In developing, the eK-SPORT, MMC worked toward the following main targets:

- (1) a new identity appealing specifically to sports-oriented young people (as opposed to an identity derived from that of the eK-WAGON, which is intended to appeal to a wide range of customers irrespective of gender and age);
- (2) increased levels of running, turning, and stopping performance for an exhilarating drive befitting the vehicle's 'SPORT' badge; and
- (3) superior quality reflected in styling and quietness in a higher class than those of conventional sport-minicar models.

2. Features

Created in line with a 'stylish sport wagon' product concept and aimed mainly at customers in the 20 – 30 age group, the eK-SPORT reflects a new vision for the sport-minicar genre. It's available in two versions: "R" (with an intercooler-turbocharged engine) and "Z" (with a naturally aspirated engine). Major features are as follows:

(1) Distinctive exterior styling

Rather than taking the conventional approach of creating a sporty appearance using a profusion of accessories, MMC pursued simplicity, paying exceptionally close attention to colors and materials and cleverly combining subtle contours to achieve a new look that's simple but distinctive and sporty but refined.

Other exterior features include high-intensity discharge headlamps, which are offered as a factory-fitted option.

(2) Refined interior appointments

While the imaginatively designed storage spaces and other utility-oriented features of the eK-WAGON are retained, a stronger sense of sportiness and refinement is yielded by exclusive features including a black-based color scheme; hybrid instrumentation with an analogue tachometer and a digital speedometer; a leather-wrapped three-spoke steering wheel; and front and rear sports seats that give superior comfort and hold.

(3) Superior performance

In the "R" version, superior low-speed torque and excellent response across the entire rev range are delivered by a 660 cc, three-cylinder, 12-valve, intercooler-



turbocharged engine with ECI-Multi fuel injection. The engine is mated to an electronically controlled four-speed automatic transmission, resulting in smooth, natural-feeling acceleration.

The "Z" version has the same 12-valve, ECI-MULTI engine as the eK-WAGON. In two-wheel-drive form, it qualifies for 'green' tax exemptions by complying with Japan's 2010 fuel-consumption standards.

Every vehicle in the eK-SPORT lineup is certified as a LEV.

(4) Sharp handling and dependable braking

The suspension system of the "R" version is based on that of the eK-WAGON but is tuned for nimbler handling and better roadholding and stability befitting the eK-SPORT's more dynamic identity. Exclusive features including reinforced suspension mountings, a performance rod, and a rear stabilizer further enhance handling stability and realize a flat ride.

For superior braking performance, the "R" version is equipped as standard with 14-inch ventilated front disc brakes and an antilock braking system with brake assist and electronic braking-force distribution.

(5) Quietness like that of larger cars

A forged crankshaft, revised engine mountings, and extensively applied sound-insulating and sound-absorbing materials on engine-compartment and floor surfaces effectively suppress the transmission of vibra-



tion and noise, making the eK-SPORT one of the quietest vehicles in the class.

(6) Wide range of colors

The eK-SPORT is available in a range of 10 colours. The main display color is a refined silver metallic that emphasizes the metallic impression created by the eK-SPORT's body contours.

3. Major specifications

The major specifications of the eK-SPORT are shown in the following table.

Specification		Model	eK-SPORT				
			Z		R		
			2WD	4WD	2WD	4WD	
			3 A/T		4 A/T		
Dimensions	Overall length	(mm)	3,395				
	Overall width	(mm)	1,475				
	Overall height	(mm)	1,550		1,570		
	Wheelbase	(mm)	2,340				
	Tread	Front	(mm)	1,295		1,300	1,295
		Rear	(mm)	1,295			
	Cabin length	(mm)	1,830				
	Cabin width	(mm)	1,220				
	Cabin height	(mm)	1,280				
Vehicle weight	(kg)	800	850	850	900		
Minimum turning radius	(m)	4.4					
Engine	Model		3G83		3G83 (with intercooled turbocharger)		
	Displacement	(cc)	657				
	Valve mechanism and number of cylinders		SOHC; 12-valve; three cylinders				
	Maximum output	(kW (PS)/min ⁻¹ Net)	37 (50) /6,500		47 (64) /6,000		
	Maximum torque	(Nm (kg-m)/min ⁻¹ Net)	62 (6.3) /4,000		93 (9.5) /3,500		
Fuel supply system		ECI-MULTI (electronically controlled fuel injection)					
Running equipment	Steering		Rack and pinion (power-assisted)				
	Suspension	Front	MacPherson struts				
		Rear	Three-link rigid axle with torque arm				
	Brakes	Front	Discs (13-inch)		Ventilated discs (14-inch)		
		Rear	Leading/trailing drums (7-inch)				
Tires		155/65R13		155/55R14	165/55R14		

([A&B Product Dev. Project], Car Research & Dev. Office, MMC: Morii, Nishino, Sasakura, Masuda)