

## Mitsubishi Gear Ratio Manual

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Transmission: Five-speed manual. Super Select 4WD with traction control. Single, dry plate clutch with diaphragm spring. Gear ratios: 1st: 4.313:1 2nd: 2.330:1 3rd: 1.436:1 4th: 1.000:1 5th: 0.789:1 Reverse: 4.220:1 Final drive ratio: 4.100:1 Transfer gear low ratio: 1.900:1 High ratio: 1.000:1

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Mitsubishi L200 technical specifications by Car Enthusiast

<u>RS (Gear Ratio B, Final Drive 4.875)</u> 1st: 2.785 2nd: 1.950 3rd: 1.444 4th: 1.096 5th: 0.825 Final Drive: 4.875 Just as a point of interest the above ratio sets combined with whether a LSD was fitted and the type of speedometer gear ratio used meant that there were 12 different Transmission Models on the Evo IV! The Evo V and VI only had 6 a piece.

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Gear Ratios - Mitsubishi Lancer Register Forum

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Mitsubishi Gear Ratio Manual - modularscale.com

Gear Ratios : EVO 8 Stock 4.53:1 : EVO 9 Stock 4.529:1 : EVO 8 4.0:1 : EVO 9 4.0:1 : EVO 8 4.1:1 : EVO 9 4.1:1: 1st Gear : 2.928 : 2.785 : 2.928 : 2.785 : 2.928 : 2.785: 2nd Gear : 1.95 : 1.95 : 1.95 : 1.95 : 1.95 : 1.95: 3rd Gear : 1.407 : 1.444 : 1.407 : 1.407 : 1.407 : 1.407: 4th Gear : 1.031 : 1.096 : 1.031 : 1.031 : 1.031 : 1.031: 5th Gear : 0.72 : 0.761 : 0.72 : 0.761 : 0.72 : 0.761: JDM 5th Gear: 0.825 : 0.825 : 0.825 : 0.825 : 0.825 : 0.825

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The Super Shift transmission, also marketed as Twin-Stick, was a manual transaxle transmission developed by Mitsubishi Motors in the late 1970s and used in a limited number of the company's road cars, most of which were manufactured in the 1980s. It was unusual in that it had 8 forward speeds in a 4x2 arrangement.

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Mitsubishi Super Shift transmission - Wikipedia

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Mitsubishi L200 Engine | A Fuel-Efficient Powerhouse

Gear ratio: 1/5 to 1/240 For medium loads Service factor: 1.4 Output range: 3-phase, 3.7 to 11 kW Gear ratio: 1/15 to 1/100 For medium loads Service factor: 1.4 Output range: 3-phase and single-phase, 0.1 to 0.4 kW Gear ratio: 1/3 to 1/1200 For uniform loads Service factor: 1.0

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