This new generation of the Outlander shares its platform with the Lancer. The redesigned Outlander is 9 cm longer and 5 cm wider than its predecessor. One of its interesting features is an aluminium roof, which lowers the centre of gravity for improved road holding. The new platform is 18% more torsion resistant and 39% more resistant to bend. Right now the only available engine is a 3.0L V6, mated with a six-speed automatic transmission. A 2.4L 4-cylinder will become available in 2008, with a diesel engine to be added within the next 24 months. The Outlander is offered in two trim levels: LS, with a choice of either two- or four-wheel drive, and the four-wheel-drive XLS.

**Interior and cargo area**

The front seats are easy to access and comfortable but do not have adjustable lumbar support. The driving position is good, but space for the driver’s left leg is tight, unless you slip your foot between the brake pedal and the sidewall.

The 60/40-split rear bench is comfortable for two adults, with good head and leg room. Both seat sections slide fore and aft and both seatbacks recline to ten or so different angles. Folding the seats involves lowering the seatback onto the cushion, then tumbling the whole assembly forward. The thickness of the assembly reduces cargo space, the floor freed up is not level, and the exposed seat anchor points can injure a pet.

Cargo capacity is average with the bench in place. The two-part rear door has a top that lifts like a standard hatch and a bottom panel that flips down like the tailgate on a pickup. The bottom panel has two sections, one of which unfolds and lengthens the tailgate. The full tailgate can support 200 kg. The small lower panel complicates loading: liftover is higher when it
is up, and you’re farther away from the cargo area when it is down. It is a complex system that requires a seal and more hinges than a standard one-piece hatch. The top part of the door does not clear the head of a tall person. The cargo floor is 20,6 cm lower and the opening is wider than in the former model.

**Convenience and safety features**

The interior is very well finished in no-nonsense materials. Road noise is inadequately muted. Good storage spaces include two glove compartments. Unfortunately, there are no anchor points for the installation a vertical net.

The gauges and controls are well laid out, but several controls are not illuminated at night. The air conditioner is efficient, and the blower has more settings than usual. Bright sunlight wipes out the audio system display. The click of the turn signals is inaudible.

Offered, as an option on the XLS is a navigation system with a 30-gigabyte hard drive that reserves 6GB for a music server that can store around 1,200 songs. Insert a CD, and its content is recorded on the hard drive.

Safety-wise, the Outlander is equipped with dual front, side and curtain airbags; five or seven head restraints, depending on the version; good headlights; four-wheel antilock disc brakes; and stability control. Visibility is good, but the wide C-pillars create blind zones on a ¾ rear angle, and it is hard to judge distances when backing up.

The Insurance Institute for Highway Safety gave the Outlander a Good rating, its highest, for driver protection in an offset frontal collision and for all-occupant protection in a rear crash.

**Engine and transmission**

The 3.0L V6 engine produces 220 horsepower and 204 pound-feet of torque. Acceleration is adequate and pickup is relatively lively. Overall engine performance is satisfactory. The engine in our tester growled when idling with the transmission engaged. The throttle is rather abrupt. The engine meets strict Tier2/Bin5 emissions control standards.

The six-speed automatic transmission shifts smoothly. It is well geared and allows the vehicle to be driven off in second. The manual-shift mode is relatively quick. The four-wheel-drive system offers a choice of three modes: 2WD; on-demand 4WD; and full-time 4WD, which splits torque 50/50 front and rear. The system is efficient, and selecting the desired mode is easy.
On the road

The Outlander rests on a fully independent suspension tuned for a very smooth, generally comfortable ride, though some types of bumps can generate a firm reaction. Road holding is good. The Outlander is stable and predictable. With its lower profile and wider tires, the XLS offers more sporty road holding. Behind the wheel, both versions have a sturdy feel.

The power steering though slightly heavy is stable, precise and relatively quick. It provides little road feel. The turning circle is normal. Braking is powerful and fade resistant.

Inspection

An inspection at a CAA-Quebec technical inspection centre showed that the Outlander is solidly built, with ample rust proofing. However, the bracket for the filler neck of the windshield washer tank is flimsy, and the transmission cooler can easily be damaged by debris that can get through an opening that has no debris guard. The overhead camshafts are chain driven.

Conclusion

The new Outlander is clearly superior to the generation it replaces. Larger and more comfortable, it offers improved balance and performance. With the arrival of the new engines, buyer choice will get even more interesting.

**PROS:** spacious, comfortable seats, smooth transmission, road behaviour, careful assembly, good warranty

**CONS:** road noise, slightly heavy steering, tailgate design, rather abrupt throttle, ¾ rear visibility, exposed transmission cooler

**2007 MITSUBISHI OUTLANDER**

**Engine:** 24-valve, 3.0-litre V6  
**Horsepower:** 220 hp at 6,250 rpm  
**Torque:** 204 lb-ft at 4,000 rpm  
**Transmission:** 6-speed automatic  
**Suspension:** fully independent  
**Brakes:** disc/disc  
**Wheelbase:** 267 cm  
**Length:** 464 cm  
**Width:** 180 cm  
**Height:** 172 cm (with roof rails)  
**Weight:** 1,602 to 1,711 kg  
**Tires:** P215/70R16; P225/55R18  
**Maximum towing capacity:** 1,588 kg  
**Airbags:** dual front, plus two side and two curtain airbags
**Fuel consumption with AWD:**
Natural Resources Canada rating:
  - City: 12.2 L/100 km (23 mpg)  
  - Highway: 8.5 L/100 km (33 mpg)  
Test result: 11.5 L/100 km (25 mpg)  
  - Test temperature: 15°C to 30°C

**Fuel tank capacity:** 63 litres (60 litres with AWD)

**Fuel requirement:** regular grade gasoline

**Acceleration:**
  - 0–100 km/h: 9.2 seconds  
  - 60–100 km/h: 6.4 seconds


**Warranty:**
- Full basic coverage: 5 years/100,000 km
- Powertrain: 10 years/160,000 km
- Surface corrosion: 3 years/60,000 km
- Perforation damage: 5 years/unlimited km
- Emissions control system: 5 years/100,000 km (full coverage);
  8 years/130,000 km (catalytic converter, electronic control module, onboard diagnostic system).

**Factory replacement parts:**
- Rear bumper: $801
- Front brake disc: $141
- Brake pads: $102
- Muffler: $663
- Front fender: $479

**Average insurance premium** (Quebec City, replacement cost endorsement, claim-free insurance record, male or female driver 30 to 40 years old): $891 to $1,044

**Price according to trim level:**
- LS 4X2: $25,498
- LS 4X4: $26,998
- XLS 4X4: $32,998

**Main options:**
- Convenience package: $1,250 (LS)
- Sun and sound package: $1,950 (LS)
- Navigation/entertainment package: $4,000 (XLS)
Price as tested: $26,998

Freight and preparation: $1,645

Dealers: Quebec: 20  Canada: 65

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