



Lancer Evolution I



Legendary 4G63 Turbocharged engine

Lancer Evolution I was powered by the 2.0-liter turbocharged 4G63 unit that had already reached a high level of engineering maturity in the Galant VR-4. The engine was tweaked to generate maxima to 250PS and 31.5 kg-m and realize a power-weight ratio of 4.96kg/ps that definitely qualified Evolution for its description as the most powerful sports sedan on the road in Japan. To boost cooling efficiency, always a concern with turbocharged engines, Evo I gained an air vent in the weight-cutting aluminum engine hood while a large-capacity water-spray intercooler poked through the front bumper opening. In a design that broke the conventional sedan mold, the exterior was wrapped in aggressive styling that embodied all the functional qualities required for WRC competition.



Sport Sedan loaded with all necessary rally car features

To trace the development of the Lancer Evolution series down the years, we first have to know why it came into existence. The WRC used to be contested by Group A machines which required the homologation of 2,500 production models. . The homologation model needed a number of qualities to make it competitive enough to win rallies, including: a body size compact enough for rally requirements; a powerful engine; and a suspension able to handle the myriad changes in and different types of road surface. The Lancer was chosen as the base model for its compact body size on the basis of data collected campaigning the Galant VR-4,. Described as “a car born to rally” by Andrew Cowan, then director of Ralliart Europe, Lancer Evolution came to the starting line as a revolutionary machine that met all the conditions necessary to win.



Compact body with 4WD drivetrain unparalleled strength

Measuring in with an overall length of 4310 mm and width of 1695 mm, Evo I presented a genuine sporty silhouette. With its compact body and powerful engine, a 4WD system that transmitted the full engine performance to the road was prerequisite if Evo I was to qualify as a rally car in which balance is everything. Evo I was fitted with the Galant VR-4's established viscous coupling center differential AWD drivetrain and took its suspension from the Lancer 1800 GSR. Using MacPherson struts at the front and a multi-link arrangement at the rear, the suspension was set up and tuned to handle the extra output and torque. Braking was provided by 15-inch front and 14-inch rear discs.

