



Lancer Evolution II



More competitive with extra 10PS

Born against the backdrop of the WRC, Evolution I was also passionately welcomed by rally and gymkhana participants and other motorsport enthusiasts in Japan. Evolution II answered their avid support by boosting maximum power output to 260PS.

The extra power came from higher-lift cams, higher turbo boost pressure, and exhaust efficiency optimization. While retaining the same compression ratio and intercooler capacity as Evo I, the use of SUS steel for the turbocharger housing and other evolutionary changes seen in Evo II did not escape notice. The transmission was modified using closer ratio gearing as well as lower first and second gear ratios in order to extract the extra engine power with maximum efficiency.



Primary focus on improving handling

The area given top priority in Evo II was handling. Using the Lancer 1800GSR body meant that space inside the rear wheel house was restricted and that 195/55R tires were the largest that could be fitted. However, extending vehicle track by 15 mm and 10 mm front and rear, respectively, and extending the wheel arches now allowed the use of 205/60R tires. The wheelbase was also stretched by 10 mm to 2510 mm. Modifications in the suspension department included the use of stiffer control arms and optimization of spring and damping rates. The front suspension geometry in particular underwent a major reconfiguration that restricted camber changes during steering maneuvers and stabilized front tire traction for improved steering turn-in.



Body styling grows muscular

Evo II's exterior may, at first glance, not appear to differ much from the first Evo but, in fact, it had undergone a number of changes designed to extract higher performance from the vehicle in a more refined fashion. Structural reinforcements increased body torsional stiffness by 30% and the use of a mechanical rear LSD contributed to sharper handling characteristics. The addition of an extension to the front bumper air dam and of a wicker to the rear wing at this stage are interesting advances when considering the styling changes seen in future Evolutions.





Destiny to win drives evolutionary changes

In the space of just 18 months, Evolution had undergone the same number of model changes a normal car would go through in four years. Evolution's battleground was the WRC, where success required endless evolutionary advances and improvements. Evident in Evo II is an awareness on the part of the development team of how necessary evolutionary changes were in order to win.

