



Evolution V



Power unit tuned for torque

Evolution V kept the same maximum power output of 280PS as Evo IV but maximum torque was cranked up 2 kg-m to 38.0 kg-m. WCR regulations requiring the fitting of an air restrictor on the turbocharger saw the focus switch from squeezing higher output at higher revs to tuning torque for quicker pickup and response from low engine speeds. And it would be fair to say that the technological know-how and proven settings were fed back into the performance of Evolution V's power unit. To beef up cooling performance to match the gutsier torque, Evo V used the same size of intercooler as Evolution IV but with a larger radiator and a twin water spray design.



New styling projects muscular silhouette

Evo V visually represents the Evolution's mission of being a rally car better honed for WRC competition than any other in the series to date. Competing against the new World Rally (WR) Car class, Evo V arrived with a wider track as a solution to the one drawback its Lancer predecessors had suffered competing under Group A regulations. Spanning 1510 mm at the front and 1505 mm at the rear, the wider tracks were complemented by aggressively muscular over fenders, front and rear, to bring overall width up to the 1770 mm maximum permitted. Modifications were also made to the body aerodynamics, as seen in the canard design of the front bumper extension. At the rear, Evolution V retained the delta wicker in a new aluminum wing with an adjustable angle of attack.



New footwork delivers linear handling characteristics

The footwork changes accompanying the extension of the front and rear tracks constituted another major feature that distinguished the Evo V. The generous over fenders allowed the use of 225/45R17 tires, and the fitting of Brembo® 17-inch 4-pot caliper front and 16-inch 2-pot caliper rear brakes saw a dramatic improvement in stopping power. The front suspension was adjustable for camber and inverted shock absorbers were used for the first time, while the rear roll center was lowered 30 mm to deliver sharper response and improved tire contact and grip. The AYC now incorporated a helical limited-slip front differential as a standard feature, improving traction and steering turn-in.



Answer to WR Car rivals

Bearing the initial letter of the word Victory in its name, Evo V stayed competitive with machines built under the new WR regulations as it realized a dramatic leap forward in performance with its wider tracks and achieved higher levels of maturity with its new body.

