



Lancer Evolution III



Power unit incorporates WRC stratagem

The 4G63-type power unit reached a performance peak in Evolution III. Modifications to the piston crown design allowed a compression ratio of 9.0:1, unprecedented on a turbocharged engine, while switching from a 60 mm to a 68 mm compressor wheel and redesigning the exhaust for less backpressure all combined to boost maximum output to 270PS. Evo III used the same size intercooler, but it now had a twin water spray design. Evo III also saw the introduction of an anti-lag system that would later become a normal feature in WRC cars. Known as a secondary air supply system, the anti-lag system was not actually operational on Evo III but Group A regulations required it to be fitted in the same manner as on the production model. This is another example confirming how development of the Evolution was directly linked to the WRC.



Aero devices designed for winning

The feature that defined Evo III more than any other is its striking styling. Evo II's aerodynamic styling attracted much attention, but Evo III raised the bar several notches. This is particularly evident in the front end, the design of which was drastically modified to more actively use the airflow for engine and brake cooling. The extension of the air duct opening across the full length of the front bumper and the addition of brake cooling inlets to the air dam extension gave Evo III the pugilistic look of a fighting machine. The rear wing was also redesigned. Larger in size, with a reshaped wicker and now sporting endplates, it generated significantly more downforce.



Stiffer body and suspension

Because aerodynamics and more power were the main development themes, these areas generally catch the eye. However, Evo III also brought greater maturity in terms of the body and chassis. Body torsional stiffness was up 20% on Evo II. While the suspension layout was left unchanged, control arm stiffness was uprated. This modification was made in response to requests from motorsports enthusiasts in Japan and from Group N competitors in overseas rallies for surer handling that would allow the engine's power to be fully exploited.





The culmination of bold improvements to previous Evos

Launched in January 1995, Evo III represented an evolutionary stage that maximally extracted the performance potential of the first-generation Evolution series. Just after its launch, Evo III chalked up Evolution's first WRC win in the Swedish Rally, a welcome victory that validated the success of the Evolution concept.

