



Interviews with development team: Mr. Fujii

(Project Manager C-seg Product Development)



Evolutionary goals for the Lancer Evolution X

Whenever you got into the previous Evo, you typically felt tense and anticipated a harder drive. The current Evo gives you a more relaxed state of mind, but still provides the same thrilling Evo performance. Driving quality and high, dynamic performance are both equally maximized; that's what the car was designed to do. For that reason we changed the layout, the body we approached it in that way using a lighter engine, and achieved a better weight balance than its predecessor, as well as mounting the engine as low as possible for a lower center of gravity.



The center of gravity is lower than that of other Evolutions

We improved the base performance of the car over the previous version, adding new components like S-AWC and the twin-clutch SST, to deliver a new kind of driving pleasure.



Why twin-clutch SST was used

It allows for quicker shifts than are possible with conventional transmissions. Plus, you can keep your mind focused on the road.

When compared with an automatic transmission, the mileage is better. This is partly because we decided this was a necessary item for a next-generation sport sedan.

Why Evo was fitted with S-AWC

S-AWC is about squeezing the most out of all four tires. The same may be said of AYC, ACD, and the other control systems we've produced to this point, but this time we added new hardware to help those four tires produce the performance the driver wants, allowing, of course, for the driving conditions at the time. A new sensor was added for the new car, plus braking control was notched up a level. And when you push the limits on cornering, that control stacks up to effortless, intuitive handling with even better stability.





All-new Lancer Evolution X

In the previous model, I think we really got it down to its most efficient, in terms of hardware and performance. So in order to take an evolutionary step forward, we had to start fresh: a new layout, new body, and a new high-rigidity platform. Now, more than ever before, the body contributes toward ride quality.

Without changing the car as much as we did I don't think it would have been possible to evolve the Evo any further. It's very easy to control, and not just by professional drivers. That goes for all car enthusiasts – and it's not just about speed it's about raising the level of their driving experience. More than just how many seconds you can shave on the track it's about making the car one with the driver, and making the drive a stress-free experience.

It's about making the car easier to drive and about making a safe drive more fun. I think it's not just about raising the performance of the car in the mechanical sense but about providing new ways for the driver to experience that performance.

