



Evolution VI



Refinements in response and cooling

Evolution VI brought with it the same 280PS and 38.0 kg-m maximum power output as Evo V, but modifications were made to improve engine performance in terms of response and durability. To begin with, it used new pistons with cooling channels cast underneath for recirculating the oil, thereby reducing piston temperatures. Reducing thermal deformation allowed the use of shorter skirts and achieved a 7% reduction in piston weight. The RS became the first car in the world to use a turbocharger with a titanium-aluminide turbine wheel, reducing rotational inertia by 50% and improving boost response. Other changes included increasing the turbo air intake diameter from 52 mm to 60 mm and revising the engine compartment layout to reduce intake air temperatures. Detail refinements such as these allowed Evo VI to deliver its awesome performance with greater reliability.



Bodywork evolution reaches new heights

While Evo VI featured the same body dimensions as Evo V and retained its defining fender extensions, considerable work went into refining the aerodynamics, calling upon experience gained in actual competition. Much effort went into dealing with heat, as seen in the offsetting of the number plate base to get it out of the way of the cooling air. An air intake and vent for the oil cooler were added to the right end of the bumper. The rear wing was reduced in size to the same width as that used on the WR machines, but a second tier was added to make up for the lost area and generate the same downforce as before. As with Evo V, the upper tier was adjustable for attack angle. To improve front/rear weight distribution, the single water tank that had supplied the intercooler spray and windscreen washer was replaced by individual tanks with the washer tank moved to the trunk.



In search of better roadholding

The suspension was revamped on Evo VI. For more linear handling response, at the front the ball joints were moved from the lower control arms to the steering knuckles. The roll center was lowered. At the rear, the steel trailing arms, toe control arms, and lower control arms were all replaced with forged aluminum parts. Ball joints were used for the lower control arm body linkages and reinforcements were added to the cross member. Evolution's suspension was already nearing perfection on Evo V, but for Evo VI the tuning level was raised an extra notch. The car was set up with a definite roadholding bias.



Technology drives ongoing refinement

Of all the models in the Evolution series, each bringing its own bold evolutionary advances, the sparkling styling that identifies Evo VI was crafted around a core that was defined by the high level of refinement attained in all its constituent elements.

