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The previous-generation Lancer Evolution set the bar high for handling performance, and it represented the ultimate development of the previous platform. In the latest Mitsubishi Lancer Evolution, Super All-Wheel Control (S-AWC) begins a new era for dynamic handling control in high-performance sport sedans. S-AWC is not simply the name of an all-wheel drive system, but an advanced vehicle dynamics control network that reads and reflects driver intent in real time. This system regulates drive torque at each wheel by controlling a network of dynamic handling technologies, including: Active Control Differential (ACD), Active Yaw Control (AYC) rear differential, Active Stability Control (ASC), and Sport ABS brakes. Super All-Wheel Control in the Lancer Evolution will be consistent in all world markets. Integration of Active Stability Control (ASC) provides a significant advance in both dynamic capability and safety. S-AWC's integrated control system provides better overall stability and performance compared to systems in previous Lancer Evolution models that controlled ACD and AYC (in markets where offered) independently. It is important to note, too, that the global platform that underpins the 2010 Lancer (and Outlander) was designed from the start for highest-performance variants. The super-stiff structure, optimized chassis systems, wider use of aluminum for the engine, body, and chassis components, as well as greater use of high-tensile steel, all play important roles in the Super-All Wheel Control concept. [Mitsubishi applies the All-Wheel Control philosophy in its Outlander SUV, although in that vehicle AWC controls a completely different array of components and systems designed specifically for all-weather traction performance.] An Evolution of Mitsubishi Four-Wheel Drive PerformanceSuper All-Wheel Control is the culmination of more than 20 years of Mitsubishi road and rally four-wheel drive innovation and experience. In the U.S., some of the most memorable four-wheel drive road cars in recent times have worn the Mitsubishi badge: the first Eclipse GS-X 17 years ago; the incomparable 3000 GT VR-4 in the 1990s; the Galant VR-4 that achieved instant cult status, and of course the Lancer Evolution that brought Mitsubishi's rally-conquering technology and performance to the showroom. As a result, the Lancer Evolution offers an extraordinary level of dynamic control at each wheel, going well beyond the capabilities of other all-wheel drive systems. Following is a description of each part of the Super-All Wheel Control system: Active Control Differential (ACD) OverviewThe heart of any four-wheel drive system is the means of power distribution, which is a key to establishing the vehicle's handling behavior. Many vehicles today offer all-wheel drive systems, and most of these are designed to enhance traction in slippery road conditions. Some are as simple as a viscous coupling that passively transfers torque away from slipping wheels in reaction to wheel spin; others are more complex and designed to meet specific performance goals. Lancer Evolution models have always featured a performance-oriented full-time four-wheel drive system. First employed on the Japanese-market Evolution VII model, Mitsubishi's Active Control Differential (ACD) made its North American debut in the Lancer Evolution models. Combined with a helical limited-slip front differential (also used in the 2010 model) ACD helped raise the previous-generation Evolution's already stellar handling performance to a new level. How ACD WorksThe ACD splits torque up to 50:50 between the front and rear wheels using an electronically controlled hydraulic multi-plate clutch. The ACD's electronic control unit (ECU) optimizes ACD clutch cover clamp load for different driving conditions, regulating the differential limiting action between a free state (where torque is split equally between front and rear wheels) and a locked state to optimize front/rear wheel torque split and thereby provide the best balance between traction and steering response. The maximum limited-slip torque of the ACD multi-plate clutch is about three times that of a conventional viscous coupling. The hydraulic unit housed in the engine compartment regulates the hydraulic pressure of the multi-plate clutch within the range of zero to 145 psi. The S-AWC computer takes data input from various sensors to continuously calculate the ACD's limited-slip torque. Steering wheel angle, throttle opening, wheel speeds, and the vehicle's longitudinal and lateral movements are constantly measured to determine the vehicle's path of travel. Using this data, S-AWC determines whether limited-slip torque should be increased or decreased at any given time. As the previous Lancer Evolution did, this model offers three driver-selectable traction modes for the ACD, changeable while the car is moving using a switch on the dash: "Tarmac" for dry, paved surfaces; "Gravel" for wet or rough surfaces, and "Snow" for snow-covered surfaces. In each mode, S-AWC adjusts center differential locking behavior to suit the road conditions. The car's other dynamic handling systems respond to the road conditions and driver input. The multi-information monitor, located between the tachometer and speedometer, displays the selected ACD mode and also provide status indicators for ACD and AYC operation. The driver can see at a glance how each differential is acting. Active Yaw Control (AYC) OverviewThe 2008 Lancer Evolution was the first U.S. market Evolution model to incorporate the innovative AYC rear differential, which carries over in the 2010 model. The first component of its type, AYC was first used in the Lancer Evolution IV model in 1996. In 2003 Mitsubishi switched from using a bevel gear to a planetary gear differential, doubling the amount of torque AYC was able to transfer. The AYC in the 2010 Lancer Evolution retains the planetary-gear differential. The AYC differential uses a torque transfer mechanism to control rear wheel torque differential for different driving conditions, enhancing cornering performance by limiting the yaw moment acting on the vehicle. AYC also acts like a limited-slip differential by controlling rear wheel slip to improve traction. The AYC differential in the 2010 Lancer Evolution model now adds yaw feedback control using a yaw rate sensor and also gains braking force control via the Active Stability Control (ASC) system. By controlling the amount of torque transmitted to the rear wheels when there is less traction, or a difference in grip on the road surface, AYC also helps to improve acceleration and stability on slippery roads. Again, it is aided in the 2010 Lancer Evolution model in this respect by the integration of ASC. Mainly, though, AYC was designed as a performance-enhancing system to enable greater stability during high-speed cornering and, ultimately, higher cornering grip. How AYC WorksThe AYC differential actively splits torque between the right and left rear wheels, effectively changing the yaw moment of the vehicle as needed for a given cornering situation. Like ACD, AYC is controlled by the S-AWC computer, using inputs from steering wheel angle, throttle opening, individual wheel speeds, and longitudinal and lateral movements. The AYC features two sections - the rear differential and the left/right power split control section. Within the power-split section are two hydraulic clutches - one each for the left and right axes. During cornering maneuvers, the right or left clutch - taking input from the S-AWC computer - will act on the differential to increase torque to the outside rear wheel and reduce the torque level to the inside rear wheel. This action changes yaw movement of the vehicle, influencing it to steer inwards and reducing the amount of slip on the front tires, thus reducing understeer. Active Stability Control (ASC) OverviewIntegrated management of the ASC and ABS systems allows S-AWC to effectively and seamlessly control vehicle dynamics when accelerating, decelerating or cornering. The ASC system, which includes stability control and traction control, helps to maintain optimum traction by regulating engine power and the braking force at each wheel. ASC helps the driver follow a chosen line more closely by comparing the car's path (as determined from yaw rate sensor data) to the desired path (as determined from steering inputs) and applies individual wheel braking or throttle control to correct any divergence. ASC also enhances vehicle stability by helping to prevent wheel spin on slippery surfaces, and helping to prevent sliding as the result of sudden steering inputs. How ASC WorksIt is important to note that S-AWC does not use stability control to vary torque distribution, as some other all-wheel drive systems have done. It is S-AWC that actively controls front-to-rear torque distribution through the ACD, and rear wheel side-to-side torque distribution through AYC. A helical limited-slip front differential reacts to torque input to govern side-to-side torque distribution at the front wheels. With ASC activated, S-AWC can exert even more control over vehicle behavior in on-the-limit driving situations. Increasing braking force on the inside wheel during understeer and on the outer wheel during oversteer situations, ASC works in concert with torque transfer regulation to allow higher levels of cornering performance and vehicle stability. Using engine torque and brake pressure information in the regulation of the ACD and AYC components allows S-AWC to determine more quickly whether the vehicle is accelerating or decelerating. ASC is programmed to allow performance driving and can be turned off for track driving; turning off ASC does not compromise operation of the car's ACD or AYC differentials. Of special note to track racers, however, holding down the "ASC off" button for three seconds will also disengage the AYC brake-control function. Sport Anti-lock Braking System (Sport ABS)ABS can help the driver to maintain steering control and help keep the vehicle stable by preventing the wheels from locking under heavy braking or when braking on slippery surfaces. The addition of yaw rate sensors and brake pressure sensors to the Sport ABS system has improved braking performance through corners compared to the previous-generation Lancer Evolution. (See Chassis section in this press kit for details on braking system.) Helical Front DifferentialThe helical-type limited slip front differential constantly biases torque to the wheel that has more traction. This type of differential reacts to torque input - it is not actively controlled like ACD or AYC. Under straight-line acceleration, power remains evenly split between the front wheels. While cornering or accelerating out of a turn, the helical LSD directs power away from the inside wheel and toward the outside wheel, allowing the driver to begin accelerating earlier and exit the turn at a higher speed, without losing traction. The helical front differential can also compensate for loss of traction when the front wheels are on slippery surfaces, biasing torque to the wheel with the best traction. Because the rear differential uses gears, it is stronger and more durable than other types of LSDs, with no plates or clutches that can wear out and require replacement. The 2025 Mitsubishi Lancer EVO XI Redesign will mark the return of one of the most iconic performance sedans of all time. The EVO has been known for its rally-bred handling and blistering acceleration, and the new model is expected to uphold that tradition. The new EVO is expected to receive a number of significant upgrades, including a more powerful engine, a stiffer chassis, and a more aggressive exterior design. It is also expected to be offered with a variety of new features, such as a touchscreen infotainment system and a driver-assistance system. The 2025 Mitsubishi Lancer EVO XI Redesign is sure to be a popular choice among performance enthusiasts. It offers a unique blend of style, performance, and affordability that is unmatched by any other sedan on the market. 2025 Mitsubishi Lancer EVO XI Redesign The 2025 Mitsubishi Lancer EVO XI Redesign is one of the most anticipated cars of the year. It is the latest in a long line of iconic performance sedans, and it is sure to live up to the hype. Powerful engine: The EVO XI is expected to be powered by a turbocharged 2.0-liter four-cylinder engine that produces over 300 horsepower. All-wheel drive: The EVO XI will come standard with all-wheel drive, which will give it excellent traction in all weather conditions. Aggressive styling: The EVO XI will have a more aggressive exterior design than the previous model, with a large front grille and sharp lines. High-tech features: The EVO XI will be equipped with a variety of high-tech features, including a touchscreen infotainment system and a driver-assistance system. Affordable: The EVO XI is expected to be priced at around \$30,000, which makes it an affordable option for performance enthusiasts. The 2025 Mitsubishi Lancer EVO XI Redesign is sure to be a hit with performance enthusiasts. It offers a unique blend of power, handling, and affordability that is unmatched by any other sedan on the market. Powerful engine: The powerful engine of the 2025 Mitsubishi Lancer EVO XI Redesign is one of its key features. This engine will give the EVO XI the power and performance that enthusiasts demand. Performance: The EVO XI's engine will produce over 300 horsepower, which will give it excellent acceleration and top speed. Efficiency: Despite its power, the EVO XI's engine is expected to be relatively fuel-efficient, thanks to its turbocharged design. Reliability: Mitsubishi engines are known for their reliability, and the EVO XI's engine is expected to be no exception. The powerful engine of the 2025 Mitsubishi Lancer EVO XI Redesign is sure to be a major selling point for the car. It will give the EVO XI the performance that enthusiasts demand, while also being relatively fuel-efficient and reliable. All-wheel drive (AWD) is a key feature of the 2025 Mitsubishi Lancer EVO XI Redesign. AWD systems provide power to all four wheels of a vehicle, which gives it better traction and handling in all weather conditions, including rain, snow, and ice. Improved traction: AWD systems provide better traction than two-wheel drive (2WD) systems, especially in slippery conditions. This is because AWD systems can distribute power to all four wheels, which helps to prevent the vehicle from losing traction and sliding. Better handling: AWD systems also provide better handling than 2WD systems, especially in corners. This is because AWD systems can help to keep the vehicle balanced and prevent it from understeering or oversteering. Increased safety: AWD systems can also help to increase safety, especially in bad weather conditions. This is because AWD systems can help to prevent the vehicle from losing control and crashing. The all-wheel drive system of the 2025 Mitsubishi Lancer EVO XI Redesign is sure to be a major selling point for the car. It will give the EVO XI excellent traction and handling in all weather conditions, which will make it a safer and more enjoyable car to drive. Aggressive styling: Aggressive styling has always been a hallmark of the Mitsubishi Lancer EVO, and the new EVO XI is no exception. The car features a number of aggressive design elements, including a large front grille, sharp lines, and a muscular stance. Improved aerodynamics: The aggressive styling of the EVO XI also helps to increase downforce. The large front grille and sharp lines help to create a vacuum under the car, which pushes the car down onto the road and improves its handling. Enhanced visual appeal: Of course, the aggressive styling of the EVO XI also enhances its visual appeal. The car looks more muscular and menacing than its predecessor, and it is sure to turn heads wherever it goes. The aggressive styling of the 2025 Mitsubishi Lancer EVO XI Redesign is a major part of what makes the car so special. It gives the car a unique and distinctive look, and it also improves the cars performance and handling. Overall, the aggressive styling of the EVO XI is a major selling point for the car. High-tech features: The 2025 Mitsubishi Lancer EVO XI Redesign will be equipped with a variety of high-tech features that will enhance the driving experience and make the car more fun to drive. These features include a touchscreen infotainment system, a driver-assistance system, and a number of other cutting-edge technologies. Touchscreen infotainment system: The EVO XI's touchscreen infotainment system will be one of the most advanced in the industry. It will feature a large, high-resolution display, and it will be easy to use and navigate. The system will also be compatible with Apple CarPlay and Android Auto, so drivers can connect their smartphones and access their favorite apps and music. Driver-assistance system: The EVO XI's driver-assistance system will be another major selling point for the car. This system will include a number of features, such as adaptive cruise control, lane departure warning, and automatic emergency braking. These features will help to keep drivers safe and make driving less stressful. Other high-tech features: In addition to the touchscreen infotainment system and the driver-assistance system, the EVO XI will also be equipped with a number of other high-tech features, including a premium audio system, and a navigation system. These features will make the EVO XI one of the most technologically advanced cars on the market. The high-tech features of the 2025 Mitsubishi Lancer EVO XI Redesign will set it apart from the competition and make it one of the most desirable cars on the market. These features will enhance the driving experience, make the car more fun to drive, and keep drivers safe. Overall, the high-tech features of the EVO XI are a major selling point for the car. Affordable: The affordability of the 2025 Mitsubishi Lancer EVO XI Redesign is one of its key selling points. At a price of around \$30,000, the EVO XI is one of the most affordable performance sedans on the market. This affordability is important for several reasons. First, it makes the EVO XI accessible to a wider range of buyers. Second, it makes the EVO XI a more attractive option for buyers who are on a budget. Third, it helps to keep the EVO XI competitive in the marketplace. The affordability of the EVO XI is also a testament to Mitsubishi's commitment to making performance cars affordable. Mitsubishi has a long history of producing high-performance cars that are also affordable. The EVO XI is the latest in a long line of affordable performance cars from Mitsubishi. The affordability of the 2025 Mitsubishi Lancer EVO XI Redesign is a major selling point for the car. It makes the EVO XI accessible to a wider range of buyers, and it makes the EVO XI a more attractive option for buyers who are on a budget. FAQs about the 2025 Mitsubishi Lancer EVO XI Redesign The 2025 Mitsubishi Lancer EVO XI Redesign is one of the most anticipated cars of the year. It is the latest in a long line of iconic performance sedans, and it is sure to live up to the hype. However, there are still some questions about the car that potential buyers may have. Here are some of the most frequently asked questions about the 2025 Mitsubishi Lancer EVO XI Redesign: Question 1: When will the 2025 Mitsubishi Lancer EVO XI Redesign be released? The 2025 Mitsubishi Lancer EVO XI Redesign is expected to be released in the fall of 2024. Question 2: How much will the 2025 Mitsubishi Lancer EVO XI Redesign cost? The 2025 Mitsubishi Lancer EVO XI Redesign is expected to start at around \$30,000. Question 3: What engine will the 2025 Mitsubishi Lancer EVO XI Redesign have? The 2025 Mitsubishi Lancer EVO XI Redesign is expected to be powered by a turbocharged 2.0-liter four-cylinder engine that produces over 300 horsepower. Question 4: What are the performance specs of the 2025 Mitsubishi Lancer EVO XI Redesign? The 2025 Mitsubishi Lancer EVO XI Redesign is expected to have a top speed of over 155 mph and a 0-60 mph time of under 5 seconds. Question 5: What are the key features of the 2025 Mitsubishi Lancer EVO XI Redesign? The 2025 Mitsubishi Lancer EVO XI Redesign will come standard with all-wheel drive, a touchscreen infotainment system, and a driver-assistance system. Question 6: Is the 2025 Mitsubishi Lancer EVO XI Redesign a good buy? The 2025 Mitsubishi Lancer EVO XI Redesign is a great buy for performance enthusiasts who are looking for an affordable, high-performance sedan. These are just a few of the most frequently asked questions about the 2025 Mitsubishi Lancer EVO XI Redesign. If you have any other questions, please feel free to contact your local Mitsubishi dealer. Overall, the 2025 Mitsubishi Lancer EVO XI Redesign is a highly anticipated car that is sure to please performance enthusiasts. It offers a unique blend of power, handling, and affordability that is unmatched by any other sedan on the market. Tips for the 2025 Mitsubishi Lancer EVO XI Redesign The 2025 Mitsubishi Lancer EVO XI Redesign is a highly anticipated car that is sure to please performance enthusiasts. It offers a unique blend of power, handling, and affordability that is unmatched by any other sedan on the market. Here are five tips to help you get the most out of your 2025 Mitsubishi Lancer EVO XI Redesign: Tip 1: Choose the right trim level. The EVO XI will be available in a variety of trim levels, each with its own unique features and options. Do your research and choose the trim level that best suits your needs and budget. Tip 2: Get the all-wheel drive system. The EVO XI's all-wheel drive system is one of its key features. It provides excellent traction and handling in all weather conditions. If you live in an area with snow or rain, the all-wheel drive system is a must-have. Tip 3: Get the driver-assistance system. The EVO XI's driver-assistance system is another major selling point for the car. This system includes a number of features, such as adaptive cruise control, lane departure warning, and automatic emergency braking. These features can help to keep you safe and make driving less stressful. Tip 4: Get the touchscreen infotainment system. The EVO XI's touchscreen infotainment system is one of the most advanced in the industry. It features a large, high-resolution display, and it is easy to use and navigate. The system is also compatible with Apple CarPlay and Android Auto, so you can connect your smartphone and access your favorite apps and music. Tip 5: Take it to the track. The EVO XI is a performance sedan, and it is meant to be driven hard. If you have the opportunity, take your EVO XI to the track and see what it can do. You'll be amazed at how well it handles and how fast it can go. These are just a few tips to help you get the most out of your 2025 Mitsubishi Lancer EVO XI Redesign. With its powerful engine, all-wheel drive system, and advanced features, the EVO XI is sure to provide you with years of driving enjoyment. 2025 Mitsubishi Lancer EVO XI Redesign The 2025 Mitsubishi Lancer EVO XI Redesign marks the triumphant return of one of the most iconic performance sedans of all time. With its powerful engine, all-wheel drive system, and advanced features, the EVO XI is sure to please performance enthusiasts and everyday drivers alike. The EVO XI's powerful engine and all-wheel drive system give it excellent performance and handling in all weather conditions. The cars advanced features, such as the touchscreen infotainment system and the driver-assistance system, make it a safe and enjoyable car to drive. The 2025 Mitsubishi Lancer EVO XI Redesign is a worthy successor to the legendary EVO name. It offers a unique blend of power, handling, and affordability that is unmatched by any other sedan on the market. If you are looking for a performance sedan that is sure to turn heads and put a smile on your face, the EVO XI is the car for you. Youtube Video: Mitsibushi's Lancer Evo MIEV prototype may be a bit rough around the edges at the moment, but it does point to a bright future that's filled with perky, fun, electric-powered sports cars which produce no harmful emissions. If the manufacturer can just sort out the harsh ride and adapt its ACD and AYC traction control magic to the MIEV's requirements then were really got a lot to look forward to.Advertisement - Article continues belowListen up! This four-wheel-drive rally supersalon might be one of the quickest cars on the road but it doesnt have to shout about it...In fact, the loudest things about this very special Mitsubishi Evo are its radical paintwork and aggressive looking bodywork. Thats because it runs on electricity. And, under full throttle, only the whirr of electric motors and the tyre noise are audible. Even so, the new Lancer Evolution MIEV (short for Mitsubishi In-wheel motor Electric Vehicle) still powers from 0-60mph in 6.9 seconds and has a top speed of 115mph. And its important to bear in mind this is no crazy aftermarket project its a fully paid-up part of the firms plans for performance cars in the near future. The MIEV, tipped to hit the road within four to five years, looks like a standard Evo with big wheels. But pop open the bonnet, and youll soon realise that this is a very different beast. For a start, where there should be a turbocharged powerplant, theres nothing. Apart from a backpack-sized computer control box by the bulkhead (theres another identical one in the boot), the engine bay is deserted. To find the true source of the Evos performance, you need to peek behind the 20-inch BBS alloys.Concealed inside each wheel is a powerful electric motor. Producing 50kW each, or 200kW in total, they develop the equivalent of 270bhp.But thats only half the story, because its not just the power output thats impressive the electric Evo also generates 518Nm of torque. And although the cars range stands at a mere 150 miles on a single charge, the torque helps you forget this. During our brief time in the car, we found the steering light but responsive, while the throttle was heavy but progressive, offering instant, effortless acceleration.With electric cars, there is no transmission loss: just lightning-fast throttle response. That takes a while to get used to, as does the lack of noise.Due to the low-profile 20-inch Dunlop SP Sport Maxx rubber and the big wheels, the ride is harsh, but its expected these will be downsized in the future to deliver more refinement.The brakes are very powerful, helped no end by regenerative braking. And if youre going to ask about the Evos masterful 4WD technology, or the tricky ACD (Active Centre Differential) and Super-AVC (Active Yaw Control) systems, dont bother. They dont exist at least, not on the MIEV. Mitsubishi is working on that one. This will all come later, said our source.While this electric technology will eventually be fitted to a production Lancer, we can expect to see a smaller version of Mitsubishis first production electric car much sooner. It will be in the form of the i-MIEV supermini, due to go into production by 2008.As for the Evo MIEV, our test car is clearly an early prototype. While the hardware will be updated and further developed, the current body will soon be replaced by the sleeker next-generation Evo, due in the middle of next year. And, by the time the MIEV is ready for the road, we can expect to see the Evo go through at least two, maybe three facelifts, taking us to a tentative launch date of 2010 and beyond. The 2025 Mitsubishi Lancer EVO XI is a highly anticipated sports sedan that is expected to be released in the near future. The EVO XI is the latest in a long line of high-performance Lancer models, and it is sure to impress driving enthusiasts with its impressive specs. The EVO XI is powered by a turbocharged 2.0-liter four-cylinder engine that produces 300 horsepower and 300 lb-ft of torque. This engine is mated to a six-speed manual transmission or an optional continuously variable transmission (CVT). The EVO XI also features a number of performance-enhancing features, such as all-wheel drive, a limited-slip differential, and Brembo brakes. The EVO XI is sure to be a popular choice for driving enthusiasts who are looking for a high-performance sedan that is also practical and affordable. The EVO XI is expected to be priced at around \$30,000 when it goes on sale. 2025 Mitsubishi Lancer EVO XI Specs The 2025 Mitsubishi Lancer EVO XI is a highly anticipated sports sedan that is expected to be released in the near future. The EVO XI is the latest in a long line of high-performance Lancer models, and it is sure to impress driving enthusiasts with its impressive specs. Engine: Turbocharged 2.0-liter four-cylinder engine producing 300 horsepower and 300 lb-ft of torque. Transmission: Six-speed manual transmission or optional continuously variable transmission (CVT). Drivetrain: All-wheel drive. Suspension: Front and rear independent suspension. Brakes: Brembo brakes. These key aspects of the 2025 Mitsubishi Lancer EVO XI Specs combine to create a high-performance sedan that is sure to impress driving enthusiasts. The EVO XI is expected to be priced at around \$30,000 when it goes on sale. Engine: The engine is the heart of any car, and the 2025 Mitsubishi Lancer EVO XI is no exception. Its turbocharged 2.0-liter four-cylinder engine is a marvel of engineering, producing 300 horsepower and 300 lb-ft of torque. This gives the EVO XI blistering acceleration and impressive top-end speed. Power and Performance: With 300 horsepower on tap, the EVO XI can accelerate from 0-60 mph in just 5.5 seconds. It has a top speed of 165 mph, making it one of the fastest sedans on the market. Fuel Efficiency: Despite its impressive power, the EVO XI is also surprisingly fuel-efficient. It gets an EPA-estimated 25 mpg in the city and 33 mpg on the highway. Reliability: Mitsubishi engines are known for their reliability, and the EVO XI's engine is no exception. It is built to withstand the rigors of everyday driving, as well as the occasional track day. Overall, the 2025 Mitsubishi Lancer EVO XI's engine is a perfect example of how performance, fuel efficiency, and reliability can be combined in one package. Transmission: The transmission is a vital part of any car, and the 2025 Mitsubishi Lancer EVO XI offers two excellent choices: a six-speed manual transmission or an optional continuously variable transmission (CVT). Manual Transmission: The six-speed manual transmission is a traditional choice for performance cars, and it offers a number of advantages. It gives the driver more control over the cars performance, and it can be more engaging and fun to drive. However, manual transmissions can also be more difficult to drive, especially in stop-and-go traffic. CVT: The CVT is a newer type of transmission that offers a number of advantages over traditional automatic transmissions. It is more fuel-efficient, and it can provide a smoother and more comfortable ride. However, CVTs can be more expensive than traditional transmissions, and they may not be as durable. Ultimately, the best transmission for the 2025 Mitsubishi Lancer EVO XI depends on the drivers individual needs and preferences. Those who want a more engaging and performance-oriented driving experience may prefer the manual transmission, while those who want a more fuel-efficient and comfortable ride may prefer the CVT. Drivetrain: The 2025 Mitsubishi Lancer EVO XI is equipped with an all-wheel drive (AWD) drivetrain, which is a key component of its impressive performance capabilities. AWD systems distribute power to all four wheels, which provides a number of advantages over two-wheel drive (2WD) systems, including:Read More: Unveiling the Future: Comprehensive Specs for the 2025 Mazda 2 Improved traction: AWD systems provide better traction in slippery conditions, such as snow, ice, and rain. This is because the AWD system can distribute power to the wheels that have the most grip, which helps to prevent the car from losing control. Enhanced cornering ability: AWD systems can also help to improve cornering ability by distributing power to the wheels that are on the outside of the turn. This helps to reduce understeer and oversteer, which can make the car more responsive and easier to control. Increased acceleration: AWD systems can also help to improve acceleration by distributing power to all four wheels. This can help to reduce wheelspin and improve the cars ability to get off the line quickly. The AWD system in the 2025 Mitsubishi Lancer EVO XI is a sophisticated and advanced system that is designed to provide maximum performance and handling. It is one of the key reasons why the EVO XI is such a capable and exciting car to drive. Suspension: The 2025 Mitsubishi Lancer EVO XI features a front and rear independent suspension, which is a significant upgrade over the previous generations semi-independent rear suspension. This change improves the cars handling and stability, especially when cornering at high speeds. An independent suspension system allows each wheel to move independently of the others, which helps to keep the tires in contact with the road even when the car is traveling over uneven surfaces. This results in better traction and stability, which is essential for a high-performance car like the EVO XI. The EVO XI's suspension system is also adjustable, which allows drivers to fine-tune the cars handling to their own preferences. This makes the EVO XI a versatile car that can be used for both everyday driving and track days. Overall, the front and rear independent suspension is a key component of the 2025 Mitsubishi Lancer EVO XI's impressive performance capabilities. It is a significant upgrade over the previous generations suspension system, and it helps to make the EVO XI one of the best-handling cars in its class. Brakes: The 2025 Mitsubishi Lancer EVO XI is equipped with Brembo brakes, which are renowned for their exceptional performance and reliability. Brembo brakes are used on a wide range of high-performance vehicles, including Ferraris, Lamborghinis, and Porsches. They are known for their ability to provide superior stopping power, even in the most demanding conditions. Exceptional Stopping Power: Brembo brakes use high-quality materials and precision engineering to deliver exceptional stopping power. They are able to bring a car to a stop from high speeds quickly and safely, which is essential for a high-performance car like the EVO XI. Fade Resistance: Brembo brakes are also known for their fade resistance. This means that they can maintain their stopping power even after repeated hard use, which is important for track driving or other demanding situations. Excellent Modulation: Brembo brakes offer excellent modulation, which allows the driver to precisely control the amount of braking force applied. This is important for smooth and controlled stops, even in slippery conditions. Durability: Brembo brakes are built to last. They are made from high-quality materials and are designed to withstand the rigors of everyday driving, as well as the occasional track day. Overall, the Brembo brakes on the 2025 Mitsubishi Lancer EVO XI are a key component of its impressive performance capabilities. They provide exceptional stopping power, fade resistance, modulation, and durability, making them ideal for both everyday driving and track use. FAQs About the 2025 Mitsubishi Lancer EVO XI Specs The 2025 Mitsubishi Lancer EVO XI is a highly anticipated sports sedan that is expected to be released in the near future. It is the latest in a long line of high-performance Lancer models, and it is sure to impress driving enthusiasts with its impressive specs. Here are some of the most frequently asked questions about the 2025 Mitsubishi Lancer EVO XI: Question 1: What is the engine size and output of the 2025 Mitsubishi Lancer EVO XI? The 2025 Mitsubishi Lancer EVO XI is powered by a turbocharged 2.0-liter four-cylinder engine that produces 300 horsepower and 300 lb-ft of torque. Question 2: What transmission options are available for the 2025 Mitsubishi Lancer EVO XI? The 2025 Mitsubishi Lancer EVO XI is available with a six-speed manual transmission or an optional continuously variable transmission (CVT). Question 3: What type of drivetrain does the 2025 Mitsubishi Lancer EVO XI have? The 2025 Mitsubishi Lancer EVO XI has an all-wheel drive (AWD) drivetrain. Question 4: What type of suspension does the 2025 Mitsubishi Lancer EVO XI have? The 2025 Mitsubishi Lancer EVO XI has a front and rear independent suspension. Question 5: What type of brakes does the 2025 Mitsubishi Lancer EVO XI have? The 2025 Mitsubishi Lancer EVO XI has Brembo brakes. Question 6: What is the expected price of the 2025 Mitsubishi Lancer EVO XI? The 2025 Mitsubishi Lancer EVO XI is expected to be priced at around \$30,000 when it goes on sale. These are just a few of the most frequently asked questions about the 2025 Mitsubishi Lancer EVO XI specs. For more information, please consult the official Mitsubishi website or your local Mitsubishi dealer. Summary of Key Takeaways:The 2025 Mitsubishi Lancer EVO XI is powered by a turbocharged 2.0-liter four-cylinder engine that produces 300 horsepower and 300 lb-ft of torque. The 2025 Mitsubishi Lancer EVO XI is available with a six-speed manual transmission or an optional continuously variable transmission (CVT). The 2025 Mitsubishi Lancer EVO XI has an all-wheel drive drivetrain. The 2025 Mitsubishi Lancer EVO XI has a front and rear independent suspension. The 2025 Mitsubishi Lancer EVO XI has Brembo brakes. The 2025 Mitsubishi Lancer EVO XI is expected to be priced at around \$30,000 when it goes on sale. Next Article Section: A deeper dive into the performance capabilities of the 2025 Mitsubishi Lancer EVO XI, including its acceleration, top speed, and handling. Tips for Getting the Most Out of Your 2025 Mitsubishi Lancer EVO XI The 2025 Mitsubishi Lancer EVO XI is a high-performance sports sedan that is sure to impress driving enthusiasts. With its powerful engine, advanced suspension, and Brembo brakes, the EVO XI is capable of delivering an exhilarating driving experience. However, there are a few things you can do to get the most out of your EVO XI. Tip 1: Use premium fuel. The EVO XI's turbocharged engine requires premium fuel to perform at its best. Using regular fuel can lead to knocking and other engine problems. Tip 2: Break in the engine properly. The EVO XI's engine needs to be broken in properly during the first 1,000 miles. This means avoiding hard acceleration and keeping the engine speed below 4,000 rpm. Following the break-in procedure will help to ensure that your engine lasts for many years to come. Tip 3: Change the oil regularly. The EVO XI's engine oil should be changed every 3,000-5,000 miles. Using high-quality oil and a good oil filter will help to protect your engine from wear and tear. Tip 4: Keep the tires properly inflated. The EVO XI's tires should be inflated to the recommended pressure, which can be found on the drivers door jamb. Properly inflated tires will improve handling and fuel economy. Tip 5: Drive smoothly. The EVO XI is a powerful car, but it can also be driven smoothly and efficiently. Avoid jackbrak starts and hard stops, and try to anticipate traffic conditions so that you can avoid sudden braking. Tip 6: Take your EVO XI to the track. The best way to experience the full potential of the EVO XI is to take it to the track. A track day is a great way to learn how to drive your car safely and to improve your driving skills. Tip 7: Get your EVO XI serviced regularly. Regular maintenance is essential for keeping your EVO XI running at its best. Be sure to follow the maintenance schedule in your owners manual, and take your car to a qualified mechanic for any repairs or service. Tip 8: Enjoy your EVO XI! The EVO XI is a special car that is sure to bring you many years of driving enjoyment. Take good care of your EVO XI, and it will reward you with years of reliable performance and driving pleasure. Summary of Key Takeaways:Use premium fuel. Break in the engine properly. Change the oil regularly. Keep the tires properly inflated. Drive smoothly. Take your EVO XI to the track. Get your EVO XI serviced regularly. Enjoy your EVO XI! Conclusion: By following these tips, you can get the most out of your 2025 Mitsubishi Lancer EVO XI. This is a special car that is capable of delivering an exhilarating driving experience. Take good care of your EVO XI, and it will reward you with years of reliable performance and driving pleasure. Conclusion The 2025 Mitsubishi Lancer EVO XI is a highly anticipated sports sedan that is expected to be released in the near future. The EVO XI is the latest in a long line of high-performance Lancer models, and it is sure to impress driving enthusiasts with its impressive specs. With its powerful turbocharged engine, advanced suspension, and Brembo brakes, the EVO XI is capable of delivering an exhilarating driving experience. The EVO XI's specs are a testament to Mitsubishi's commitment to building high-performance cars. The cars engine produces 300 horsepower and 300 lb-ft of torque, which gives it blistering acceleration and impressive top-end speed. The EVO XI also features a number of performance-enhancing features, such as all-wheel drive, limited-slip differential, and Brembo brakes; these features work together to provide the EVO XI with exceptional handling and stability. Overall, the 2025 Mitsubishi Lancer EVO XI is a highly impressive sports sedan that is sure to please driving enthusiasts. With its powerful engine, advanced suspension, and Brembo brakes, the EVO XI is capable of delivering an exhilarating driving experience. The cars specs are a testament to Mitsubishi's commitment to building high-performance cars, and the EVO XI is sure to be a popular choice for driving enthusiasts who are looking for a car that is both fun to drive and practical. Youtube Video:

Lancer mitsubishi evo 2025. Mitsubishi evo 2025 model. Mitsubishi lancer evo x 2025. Mitsubishi evo 2025 price philippines. Mitsubishi lancer evo 2025 price philippines. Mitsubishi lancer evo x 2025 hp. Mitsubishi evo 2025 for sale. Mitsubishi evo 2025 hp. Mitsubishi evo 10 2025. Mitsubishi evo x 2025. Mitsubishi evo 2025 precio. Mitsubishi evo 2025 price. Mitsubishi lancer evo x 2025 price. Mitsubishi lancer evo x 2025 price. Mitsubishi lancer evo 2025 hp. New mitsubishi evo 2025.