

Quicksilver EVOs

A Trio of 10-Second Street EVOs



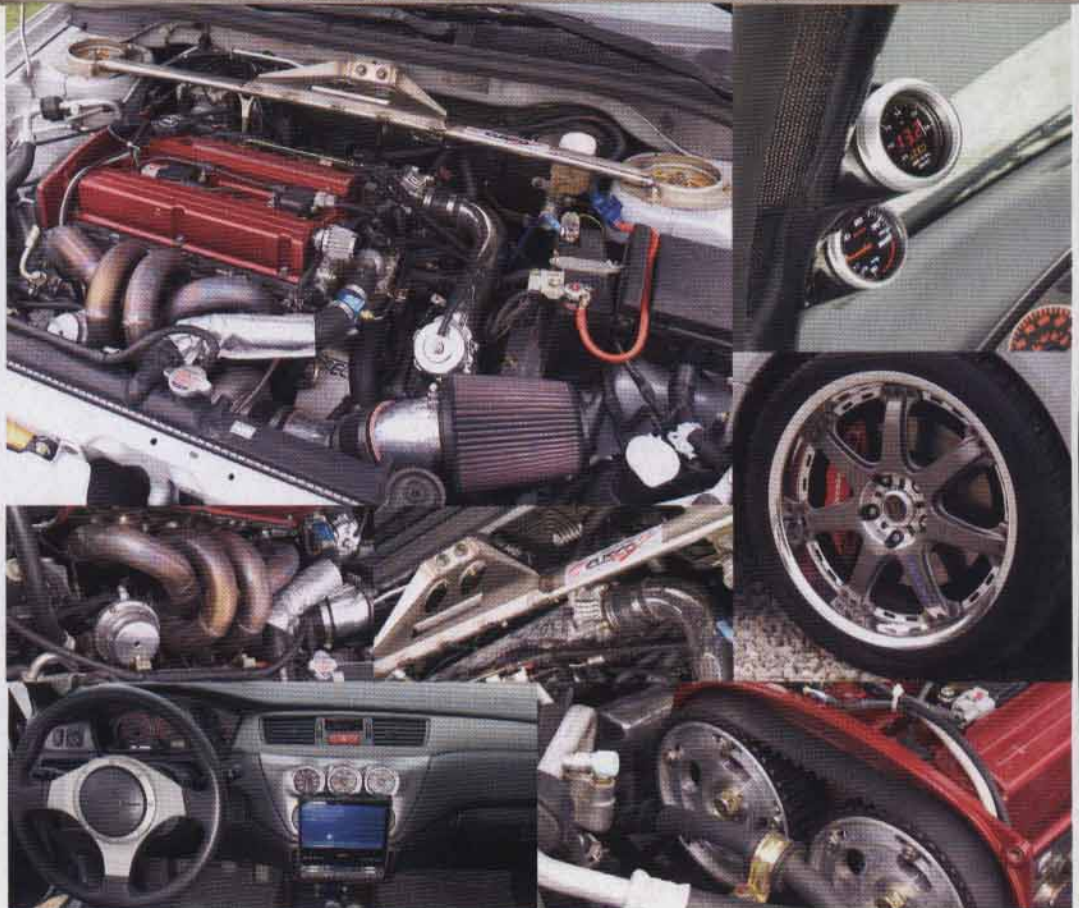
10.83 @ 127 MPH

Blingin' Street 10-second EVO

Chris Belshaw of Lawrenceburg, Indiana is a loyal customer of AutoMotoSports. Together they have used off-the-shelf parts from AMS to again hit a 10-second quarter mile. Chris is Martin Musial's protégé if you will; Martin has assisted Chris in assembling one of the few 10-second street EVOs in the country. There are certain things that make this EVO special, most importantly it runs 10's! Secondly, Chris is just your average Joe; he is not backed by a big-time sponsor. He's simply a privateer that built his car to break records. Chris has a love for Motorsports but more importantly a love for cars.

Chris' EVO has been given the AMS treatment, using off-the-shelf parts. An all time best of 10.83 was the end result, the result of endless testing and technology from AMS.

Chris started off with pulling out the stock 4G63 and replacing the pistons with a set of Ross Racing Pistons finished to 8.8-to-1 compression ratio. The connecting rods matched to the Ross pistons are Eagle Specialty Products. With nothing left to change on the 4G63, the attention was turned to the cylinder head. The cylinder head received 1mm oversized Supertech valves with Crower springs and titanium retainers, all of which are controlled by



D Sport Piston Vehicle Spec Sheet

Vehicle Information

Year / Make / Model:	2003 Mitsubishi Lancer Evolution VIII
IDAC Competition Class:	True Street Turbo
Vehicle Weight:	3300 Lbs.
Weight Bias (F/R):	60/40
Launch RPM:	7000 RPM
Shift RPM:	8700 RPM
Peak Boost:	35 PSI
Fuel:	VP C-16

Engine Information

Engine Code:	4663
Displacement (cc):	1997 cc
Bore & Stroke (mm):	Stock Bore/Stock Stroke
Peak Horsepower (@RPM):	599.8 HP @ 7500 RPM
Peak Torque (@RPM):	481.9 Lbs. / Ft. @ 7500 RPM
Dyno Type:	Dyno Jet
Pistons / Compression Ratio:	Ross/ 8.8:1
Connecting Rods / Crank:	Eagle Rods/ Stock Crank
Block Modifications:	None
Machine Work:	None
Camshafts:	HKS 272 Intake and Exhaust
Valves / Springs / Retainers:	1mm Oversized Supertech Crower Titanium Springs and Retainers
Cylinder Head Mods:	None
Intake Manifold:	Magnus Sheet Metal
Injection:	880 cc AMS Injectors
Fuel Delivery:	Walbro 255 High Flow Pump
Engine Management:	AEM EMS
Boost Control:	Graddy Profec B-Spec II
Ignition:	Stock
Spark Plugs:	NGK
Turbocharger:	AMS Spec GT 35RL
Turbocharger Information:	
Frame	GT35
Compressor	GT35
Turbine Wheel	GT35
Turbine Housing	NA

Exhaust Manifold:	AMS Custom Equal Length Header
Wastegate:	Tial 38mm External
Blow off Valve:	Tial Race Blow off Valve
Exhaust System:	AMS Downpipe, Cat. Delete, and Cat. Back Exhaust.
Intercooler:	AMS
Nitrous Oxide:	NONE
Cooling System:	Stock
Oil System:	Stock
Performance Electronics:	Apexi Turbo Timer
Gauges:	DEFI Boost, Oil Pressure, Fuel Pressure, Coolant Temp, AEM UEGO Wideband Gauge

Chassis/Driveline

Front Springs (Make & Rate):	JIC Full Coilover Suspension
Rear Springs (Make & Rate):	JIC Full Coilover Suspension
Front Shocks (Make & Rate):	JIC Full Coilover Suspension
Rear Shocks (Make & Rate):	JIC Full Coilover Suspension
Additional Suspension Components:	Cusco Titanium Front Strut Bar, Rear Upper
Transmission:	Stock
Transmission Gearing:	Stock
Final Drive:	Stock
Clutch / Flywheel:	Exedy Twin Disc Carbon
Differential Type:	Stock
Axles / Driveshaft:	Stock
Wheels (Make & Size):	Stock Enkei 17" x 8"
Tires (Make & Size):	BFG Drag Radial 225/45/17
Brakes (Front & Rear):	Stock Brembo

Interior

Seats:	Recaro Suede Race Buckets
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Exterior

Bumpers:	Accolade Front Fascia
Hood:	Giulla Carbon Fiber 6 lbs. weight
Taillights:	2005 Lancer Evolution MR Tails
Custom Body Work:	Fiberglass Headlight Eyebrows

HKS 272 camshafts, 880cc's per minute of fuel are injected though AMS fuel injectors aided by a Walbro 255 liter-per-hour, high-flow fuel pump. After calculating the compression and displacement of the new engine, AMS staff concluded that the perfect turbocharger would be a Garrett GT35RL matched to an AMS Custom Equal Length Tubular exhaust manifold.

Chris' EVO is capable of 10-second ET's on demand in full street form. The addition on C16 leaded race fuel and BFGoodrich Drag Radials are the only modification performed for the track. Putting down 600 horsepower to the wheels, Chris is happy with the power and performance of his EVO but decided to go one step further and upgrade the

aesthetics of the car. The EVO has been given its aggressive look by adding an Accolade front bumper, Giulla Carbon Fiber hood and fiberglass headlight eyebrows.

This trio of 10-second Street EVOs is making an impact on the performance market. In the past, there were a lot of non-believers that a four-cylinder could go deep into the 10-second range at all. Certainly 10s in street trim was impossible! These street monsters have not only proved that they could but have also done so without the use of nitrous oxide. Martin has already foreshadowed the future of the AMS EVO. Nitrous-oxide injection is on the horizon. Will true-street EVOs break into the 9s? We wouldn't bet against it. ■

THE HOOK UPS

Accolade

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A'PEX Integration

330 W. Taft, Dept. DS22
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BFGoodrich Tires

One Parkway South, Dept. DS22
Greenville, SC 29615
(864) 458-4484

Crower Cams & Equipment

6180 Business Center Court,
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San Diego, CA 92154
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Cusco / Nukabe Automotive

410 Richmond Ave. Dept. DS22
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DEFI - Sharp Precision Instruments

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Dynojet Research

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Eagle Specialty Products

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Exedy / Daikin Clutch Corp.

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Graddy Performance Products

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Magnus Motorsports

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NGK Spark Plugs

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Ross Racing Pistons

625 S. Douglas St. Dept. DS22
El Segundo, CA 90245
(310) 536-0100

Supertech Performance

3851-C Charter Park Dr. Dept. DS22
San Jose, CA 95136
(408) 448-2001

TiAL Sport

615 Cass St. Dept. DS22
Owosso, MI 48867
(989) 729-8553

VP Racing Fuels

P.O. Box 47878, Dept. DS22
San Antonio, TX 78265
(210) 635-7744

Walbro Pumps

6242 Garfield St. Dept. DS22
Cass City, MI 48726
(989) 872-2131

AutoMotoSports (AMS) EVO8

AutoMotoSports (AMS) specializes in DSM and EVO performance. From the looks of it, one could argue the new EVO will rival the popularity of all-wheel-drive DSMs of the past. AMS president, Martin Musial stated "We bought the EVO VIII to develop parts and bring a new level of performance to the Lancer EVOlution world". Developing new parts which are track proven is what AMS has been accomplishing since they started tuning EVOs. Geared toward everyday reliability and ultimate performance, all of the AMS kits and components are developed on the dyno and tested on the track. The purchase of the AMS EVO turned out to make the EVO a "Test Platform" for all the products that AMS manufactures. With everyday street performance a priority for AMS, their EVO showcases just that. With the addition of AMS off-the-shelf components, they have also rocketed deep into the 10-second range in street trim. AMS has developed a full-line of upgrades for the EVO that vary from a horsepower increase of 75 all the way up to 500 horsepower over stock.

Martin has been a long time tuner of the 4G63 platform and knew what needed to be done to have a 10-second street EVO. Martin knew that the AMS EVO had to produce approximately 650 wheel horsepower to travel into 10-second ET's. With the constant testing and tuning of their EVO, the staff at AMS has used the best of the best to



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Vehicle Information

Year / Make / Model:	2003 Mitsubishi Lancer Evolution VIII
IDRC Competition Class:	True Street Turbo
Vehicle Weight:	3250 Lbs
Weight Bias (F/R):	60/40
Launch RPM:	5000 - 6000 RPM
Shift RPM:	8500 RPM
Peak Boost:	39 PSI
Fuel:	VP C16

Engine Information

Engine Code:	4G63T
Displacement (cc):	1997 cc
Bore & Stroke (mm):	85 mm bore - 88 mm stroke
Peak Horsepower (@RPM):	667 HP @ 7700 RPM
Peak Torque (@RPM):	536 Ft.-Lbs @ 5600 RPM
Dyno Type:	Dynojet 2wd
Pistons / Compression Ratio:	AMS Custom Spec Ross Racing / 8.8:1 Compression
Connecting Rods / Crank:	Eagle Rods - Stock Crank
Block Modifications:	Stock block
Machine Work:	N/A
Camsshafts:	HKS 272 Intake & Exhaust
Valves / Springs / Retainers:	Supertech Valves, Springs & Retainers
Cylinder Head Mods:	Forrester Racing Street Port
Intake Manifold:	Magnus Sheet Metal Intake Manifold
Injection:	AMS 1000 cc / min Injectors
Fuel Delivery:	AMS EVO VIII Dual Pump Kit
Engine Management:	AEM EMS
Boost Control:	Greddy Protec B spec II
Ignition:	AMS EVO B Ignition System w/ AEM CDI
Spark Plugs:	NGK BPR8ES
Turbocharger:	AMS EVO VIII GT35R Turbo Kit
Turbocharger Information:	Garrett GT35RL
Frame:	Garrett GT35RL
Compressor:	GT35R 61mm Inducer
Turbine Wheel:	GT35R
Turbine Housing:	Custom Housing

Exhaust Manifold:	AMS Tubular Manifold
Wastegate:	Tial 38 mm
Blow off Valve:	Tial BOV
Exhaust System:	AMS EVO VIII Cat-Back
Intercooler:	AMS EVO VIII Intercooler Upgrade
Nitrous Oxide:	N/A
Cooling System:	Stock
Oil System:	Stock
Performance Electronics:	AEM EUGO Gauge
Gauges:	Defi-D Boost Gauge

Chassis/Driveline

Front Springs (Make & Rate):	Tein Flex Coilovers
Rear Springs (Make & Rate):	Tein Flex Coilovers
Front Shocks (Make & Rate):	Tein Flex Coilovers
Rear Shocks (Make & Rate):	Tein Flex Coilovers
Additional Suspension Components:	N/A
Transmission:	Stock
Transmission Gearing:	Stock
Final Drive:	Stock
Clutch / Flywheel:	Exedy Dual Disc Carbon-Carbon
Differential Type:	Stock (open front, viscous center, limited slip rear)
Axles / Driveshaft:	Stock
Wheels (Make & Size):	Rota Slipstreams 16" x 7.5"
Tires (Make & Size):	Hoosier Quick Time Pro's 16" x 9.5"
Brakes (Front & Rear):	EVO GSR Fronts, Stock Rear

Exterior

Taillights:	JDM EVO VIII
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put together their EVO VIII. Their first decision was to fabricate a tubular exhaust manifold for the 4G63; the manifold would soon be home to a Garrett GT35RL turbocharger with a custom turbine housing and Tial 38mm wastegate. These key parts would be in charge of producing almost 40 PSI of boost pressure to the engine. Although the factory engine would let go with this task, the engine needed to be over-hauled to handle the power being thrown at it. The 4G63 block received the AMS treatment with custom AMS/ Ross Racing Pistons finished to an 8.8-to-1 compression. The new pistons were then matched to a set of Eagle Specialty Products connecting rods. Other than the pistons and rods, the block remained stock. The cylinder head was then sent to Forrester Racing Heads for a street port along with the addition of Supertech valves, springs and retainers. The increased airflow to the head called for increased airflow through the intake manifold, the obvious choice was the Magnus sheet metal intake manifold. All of which is controlled by an AEM EMS engine management system. The finished product yielded a 667 wheel horsepower

street EVO when dynoed on a two-wheel drive DynoJet.

The chassis was then set for a 10-second pass. The factory EVO suspension was tossed in favor of Tein Flex adjustable coilovers. A downfall to the massive Brembo braking system is the mandatory use of a 17-inch wheel. To ensure traction, a set of Hoosier Quick Time Pro's were to be used mounted to 16-inch Rota Slipstreams. For clearance issues the Brembos were replaced with EVO GSR front calipers and rotors. After a couple rigorous 6000 RPM launches the factory Mitsu clutch would have been fried, Martin and the gang installed a Exedy Dual-Disc Carbon-Carbon clutch and flywheel to remedy any drivetrain problems.

The AMS staff is constantly working on upgrading the performance level of the EVO VIII, their goal is to break into the 9-second barrier in a full weight street EVO. With a Nitrous Express nitrous kit soon being installed, the horsepower goal will be over 900 wheel horsepower; hopefully these numbers will motivate the 3500 Lb. EVO into the 9-second realm.

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Garrett Boosting Systems

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