

GANG Member

Just Another AMS 500HP+ EVO

DON'T BELIEVE THE HORSEPOWER CLAIMS? THINK THIS CAR CAN'T HOOK? THERE IS AN OPEN INVITATION TO LINE UP AGAINST THIS OR ANY OF THE AMS GANG ON ANY DAY. JUST BRING IT TO CHICAGO AND BRING SOME DOLLARS TO MAKE IT INTERESTING. WHO KNOWS THEY MAY EXTEND THE FIVE PLUS A HIT OFFER AS WELL.

Story By David Pankew Photos By John Choi



If you have never been jumped by a gang before, it is totally scarring. The gang member homies pounce on you when you least expect it and proceed to stomp you senseless 'til you stop moving. The victim is usually left unconscious but sometimes they are dead. Either way you are not getting out alive from then on. Not like I know or anything but I saw it on Maury so I know this is how it goes down. The team down at Auto Moto Sports (AMS) down in Arlington Heights, IL have formed a gang and built a rep in Chicago. Test them and get served. So any new potential member that will wear the AMS brand will have to prove his worth.

"It has gotten so bad around Chi-town that no one will race any car with AMS stickers on it," admits AMS co-founder Arne Toman. "We've had single digit Stangs not want to tangle with us on the street." And the Mustang owners are likely making a wise decision considering everything in the AMS stable is over 500 horsepower delivered to all four wheels. That combination would likely put the hurt on any big block on the street so they give the AMS gang a wide girth. "Our crew gets over-excited some times," says Toman. "They will roll up to a race and offer anyone there five cars and the hit but they still

turn it down."

Along with the trash talking, AMS-built cars have the minerals. Every AMS car is built with parts that really work and are tuned to stardom. The brains of the operation, well aside from Toman and co-founder Martin Musial, is the AEM standalone EMS. The AEM EMS has proven in tests to extract almost 50 additional wheel horsepower versus the piggybackers they used to dial. When an EVO swings by the AMS headquarters ready to make some real power, they insist that the customer uses it along with the AEM wideband controller.

But enough of the chit-chat, let's find out what the meat is under the hood. The twin-scroll 16G stocker is a solid turbo, one of the leading factory units around and they extracted over 400whp from it. However, in the hunt for more abusive power they kicked in some new ballistics. A Garrett GT30R turbo with classified specs was paired with a TIAL 38mm external wastegate onto an AMS stainless steel header. The searing gases are dumped into the AMS 80mm down-pipe, exhaust and get their menacing tone from a Vibrant titanium canister. The compressed goodness is channelled through a network of AMS 2.5-inch intercooler piping, passes by an

AMS core and vented by a TIAL blow-off valve to the windy atmosphere in Chicago.

With 93 octane available there, AMS cars rock the spot on pump. Pushing the 93 is a Walbro 255lph in-tank feeding a billet fuel rail and AMS 880cc injectors. Some of the other gear under the hood is standard but proven. A set of NGK 7mm wires with #7 plugs ignite with effortless precision while the electronics are powered by the AMS baby battery kit.

The bottom end is all Mitsu and deals with over 500whp quite nicely. "The EVO 4G63 engine is the real deal," says Toman. "We tore one down and there was minimal wear, so we kept mine intact." The head received a full port and polish, a metal gasket and went back online with ARP studs. The OE cams are of course ultra pimp with their hollow design but the AMS boys are fans of top end and could care less about idle. So they sleeved in a set of HKS 272 cams to mingle with the factory valvetrain. The redline is safely elevated to 8,500rpm and the EVO practically lives there now. "This used to be my regular daily driver but somehow has become one of the shop beasts," shouts Toman.

After they bolted it back up, they went to visit Maria to throw down some ponies. Maria,



INTERIOR MODIFICATIONS

AEM UEGO wideband AF gauge; Stewart Warner (boost, oil pressure, fuel pressure); B&M short shifter



WHEELS, TIRES, BRAKES

(f/r) 19X8.5-inch CCW SP20A
forged wheels; Dunlop
235/35R19 SP Sport 9000 tires;
Racingbrake.com slotted rotors

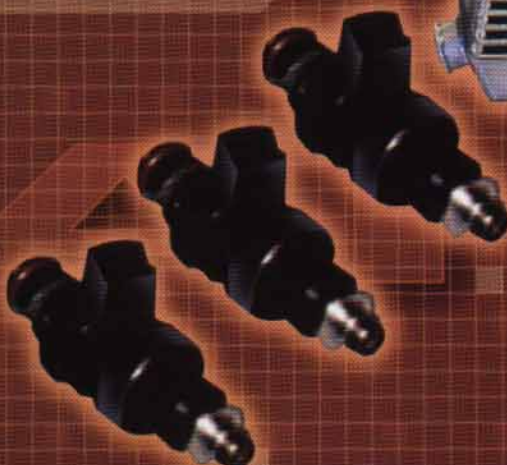


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MODIFIED FEATURE

for those that don't know is Musial's mistress, a dynamometer - considering he's usually found with her. With race gas and 28psi, Maria says Toman's EVO is pegged at 505whp and 452 lb-ft of axle snapping twist which will make any OE clutch run for cover. A Competition clutch and heavy duty pressure plate meet all of the force and introduce it to the stout driveline.

The most striking feature of this Mitsu is its exotic appearance. "The factory white paint was

a joke," states Toman. "It stained when anything touched it and the porous surface absorbed wax and turned parts of the car yellow." Rather than deal with warranty issues when the warranty was already killed, they contracted the sister shop AMS Bodyworks to get Carlos "My Ese" Bolanos to make it sparkle. The first order of business, all of the emblems were shaved and the door handles were trimmed off. The paint? Probably the furthest from Mitsubishi Weightless

White around. Several coats of House of Kolor Candy Brandy Wine were applied to the carefully prepped surface. The results are stunning but to provide some more impact, the fade out vinyl was cut by Sticker Dude Designs in Lake Zurich, IL. This is proof that to be feature-worthy in Modified, exotic JDM bodykits, 10-pounds of vinyl and carbon panels aren't always mandatory. Hell, we wanted it on the cover but a trio of EVOs in only seven issues would be excessive.



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CHASSIS, BODY

Shaved door handles; shaved emblems; House of Kolor Candy Brandy Wine paint by AMS Bodyworks

SPECIAL THANKS

TIAL; Stewart Warner Gauges; Racing Brake.com; Carlos "My Ese" Bolanos; Greg Zoetmolder; Tim Salefski; Greg Greenwald; Eric Jones; Adam Doerr; Justin Wyld; Drew Johnson

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ENGINE SPECIFICATIONS

ENGINE
Mitsubishi 2.0L 4G63 inline-4

ENGINE MODIFICATIONS
AMS (Aluminum intake, 880cc injectors, turbo-back 3-inch exhaust system, front mount intercooler, intercooler piping, exhaust manifold, baby battery, ported and polished head); Garrett GT30R; TIAL 38mm wastegate; HKS 272 Cams; Walbro 255lph pump; ARP head studs

ENGINE MANAGEMENT
AEM EMS

DRIVETRAIN
Competition Clutch pressure plate and disc

SUSPENSION
Tein Type Flex coil-overs with EDFC Controller

NUMBERS
505whp with 452 lb-ft at 28psi



himself drag Monte Carlos and Chevelles, the EVO opens up a whole new world of traction.

The rolling gear is critical to adhere this middleweight to the road. A set of spectacular 1-piece forged CCW SP20A wheels have been polished to mirror status. And while the polished 19x8.5-inch wheels may not be your bag, they don't just jump out, they leap out and that is what a shop car is designed to do. Wrapped in one of Dunlop's finest, the SP Sport 9000s, these 235/35ZR19 treads are all the EVO needs to generate some rather large forces in many directions.

The only thing the AMS crew uses I.C.E. for is chilled beer to wash down those Wrigley Field franks. The Recaro seats are just that, they are Recaros that work flawlessly. All engine stats are displayed on 52mm Stewart Warner gauges including boost, oil and fuel pressure, while the AEM UEGO 52mm gauge keeps tabs on the critical air/fuel mix because any car that makes power is one AFR away from destruction.

Bam there it is. Don't believe the horsepower claims? Think this car can't hook? There is an open invitation to line up against this or any of the AMS gang on any day. Just bring it to Chicago and bring some dollars to make it interesting. Who knows they may extend the five plus a hit offer as well. Afterwards, feel free to swing by the AMS club house, kick it and get some tips on how to propel quicker down that 1320. ■■■

Brakes, suspension, chassis braces? Sure they can make EVOs into supercars but there is nothing wrong with some mild upgrades instead. "Out of the box, this Mitsu stopped and handled better than any of our DSMs," says Toman. "With further tweaks the car just doesn't want to let go of the pavement." A set of TEIN Type Flex 16-way adjustable coilovers are controlled with the TEIN EDFC. The TEIN Electronic Dampening Force Controller (EDFC) allows for adjustability from inside the cockpit with 32-increments instead of 16. The brakes are the Brembos which leave most drivers very content but the rotors were changed to Racingbrake.com slotted units which dissipate the heat over the solid units. The rest is all USDM Evolution running gear which meets or exceeds almost anything on the road anyway. For Toman, who has also owned or built

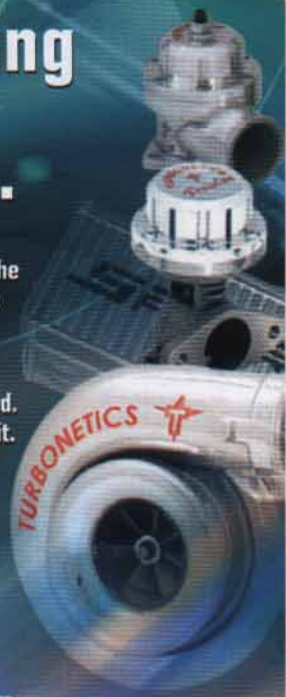
Honey, I'm going to the store ...

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