

# EVOlicious

1320 IN 10-SECONDS WITH STYLE

THE 4G63 POWERPLANT HAS BEEN TO MITSUBISHI WHAT A HAMMER IS TO A NAIL. IT HAS BEEN PURPOSE BUILT WITH IMMENSE POTENTIAL; OVER 500HP ON A STOCK BLOCK CAN BE DONE. BUT FROM THE FACTORY IT COMES CAGED AT A MERE 271HP FOR MANY REASONS THAT WE NEED NOT GET INTO.

**IN THE MIDST** of the rust belt lies Cincinnati Ohio, a city that besides laying claim to the oldest major league baseball team, the Cincinnati Reds, has me pondering what else besides a good frank at Great American Ball Park does this place have to offer? A quick online search reveals that the Cincinnati Zoo has been rated the number one attraction in the city. Ah yes, the zoo, and it just happens to have a rather large rhinoceros named Suci. Suci is as strong as steel itself and her skin tough, like that of a bullet proof vest. She is however, timid. Living in the zoo has made her soft, kind, and gentle. What was once a powerful, dominant beast roaming the vast lands of Africa has now become a sheltered, restricted creature.

This Mitsubishi Evolution VIII, like many that roll off the assembly line, has one thing in common with Suci. Their potential is trapped inside and it beckons to be set free. The 4G63 powerplant has been to Mitsubishi what a hammer is to a nail. It has been purpose built with immense potential; over 500hp on a stock block can be done. But from the factory it comes caged at a mere 271hp for many reasons that we need not get into.



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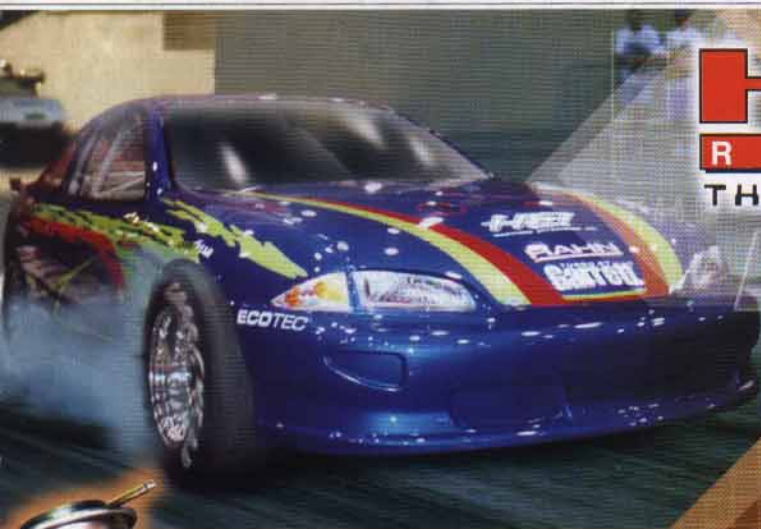
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Chris Belshaw purchased his silver 2003 EVO VIII knowing full well he couldn't keep all that raw power and brute force caged up. Belshaw isn't too fond of cutting corners and he wanted to build his EVO right the first time. So he turned two states west to Auto Moto Sports (more commonly known as AMS). The goal was to produce over 550 all-wheel hp but still keep the car streetable. AMS went to work tearing down the entire engine. Starting at the short block, they knew that although the stock EVO pistons are stout and can handle mass amount of boost, at over 500hp they become a liability, so a set of new Ross Pistons were going to take over their duties. The same can be said about the stock rods so they too were ousted for some robust Eagle Rods while ARP main studs were bolted up to guarantee the rods stay put. Balance shafts cancel out vibrations in the engine for a silky smooth ride but they are dead weight in the mind of a performance enthusiast. Gone! AMS installed their balance shaft eliminator kit which seals the oil journals and holes that the shafts reside in. Without them you have a potential massive oil leak and no oil pressure on your hands.

Sitting atop the now fully built AMS short block is a Forrester Racing full race head. This head has received a complete port and polish while the valvetrain consists of a 1mm Super-Tech oversized intake and exhaust valves being held in place by crower titanium retainers and springs. Sandwiching the stock EVO metal head gasket between the head and O-ringed block are ARP head studs. AMS swears by these studs and to this day haven't had a set fail or stretch so you won't catch them using anything else. Speaking of brand loyalty, HKS camshafts have been serving the 4G63 community for over a decade now with no sign of letting up. In this case, a set of 272/272 duration intake/exhaust camshafts have been enforced to create a fat powerband.

Onto the beast that feeds the frenzy. Creating 550whp is no laughing matter and it takes loads of time and effort to properly match a turbo to an engine. Thankfully, AMS has done all the hard work so you don't have to. Employing a rather large Garrett GT35R dual ball-bearing turbo and an AMS ceramic coated exhaust header ensures full boost at an impressive 3,800rpm. Not too shabby for a turbo of that

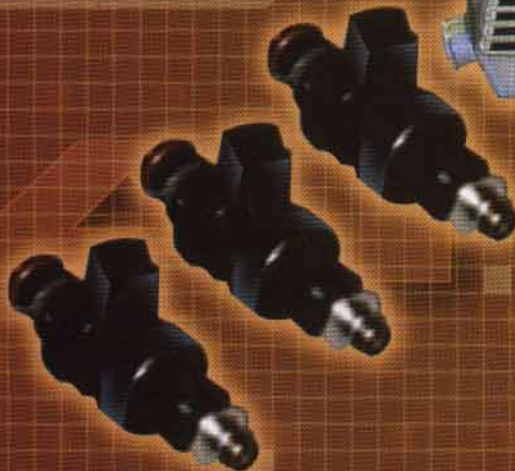


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size. Keeping a close tab on the exhaust gases, a TIAL 38mm external wastegate dumps the right volumetric amount of fumes and stable boost is achieved. The scorched exhaust gases travel through 3-inches of mandrel-bent goodness in the form of an AMS stainless steel turbo-back exhaust before they are expelled into the environment. While the exhaust is spewing clouds of soot behind, up front the turbo is charging clean air sucked through an AMS 3-inch intake and forcing it down the 2.5-inch AMS intercooler-piping, through the AMS big intercooler and into the stock intake manifold. When the air has nowhere to go, the TIAL Race blow-off valve takes over and disperses the oxygen with a menacing purge into the atmosphere.

To attain a complete and healthy air/fuel ratio, fuel is delivered by dual Walbro 255lph high pressure fuel pumps to an AMS bored out fuel rail and finally injected by means of four AMS 1,000cc injectors. It may seem as if these fuel components are a bit overboard but if this were your car would you want to be taking chances? I think not. The motto do it once, do it right, stands true.

An AEM C2DI ignition is employed to generate obscene amounts of power into the EVO's ignition system and overseeing all of the operations is AEM's glory child, the EMS. Martin Musial, who tuned Belshaw's EVO has a long history with the EMS. You see, Musial and his mistress Maria (the shop dynamometer) have

done too many unsafe full pulls together and as a result the EMS has become Musial's love-child. Like any loving father, Musial now spends many long nights taking care of his new found love in hopes that one day it will be perfectly in-tune, just like Daddy.

Musial has gotten very close to perfection with Belshaw's EVO netting a pimp slapping 600 awhp / 505 lb-ft of torque @ 33psi! That's almost 750hp at the crank which is enough to send any OEM clutch into a frenzied fit. However, the current Exedy Twin-Plate carbon clutch remains calm and cool at even the most demanding situations. It's hard to imagine a stock transmission holding up to the strenuous amounts of power this car produces but it does. And to add to the surmounting stress, a Perrin short shifter with Speed Source shifter bushings and counter weighted shift knob make for even quicker shifts.

The rolling matter, 18x8-inch Volk GT-7 wheels wrapped in 245/40/18-inch BFGoodrich G-Force KD Drag Radials provide some decent hook up but who are we kidding? In the first 3 gears, AWD traction and all, the EVO can cook the tires as good as any fine dining restaurant chef can a steak. Trying to keep the car loaded up with traction both in a straight line and though the twisties are Cusco sway bars and an RMR front X-brace underneath, while a Ralliart strut tower bar in the rear and a Cusco titanium strut bar up front join forces to link their opposing

## ↘ INTERIOR & EXTERIOR

### WHEELS, TIRES, BRAKES

(f/r) 18x8-inch Volk GT-7 wheels;  
245/45/18 BFGoodrich G-Force  
KD drag radial tires

### CHASSIS, BODY

Accolade front bumper; Gialla carbon  
fiber hood; C-West eyelids; 6-point  
roll cage

### I.C.E.

Clarion in-dash DVD touchscreen player;  
DEFi (boost; EGT; Fuel and Oil Pressure)  
gauges



## ▾ SPECIFICATIONS

### ENGINE

Mitsubishi 2.0L 4G63 inline-4

### ENGINE MODIFICATIONS

AMS (fully built short block, 3-inch turbo back exhaust, 1,000cc injectors, front mount intercooler, GT Series turbo kit, bored out fuel rail); Forrester Racing Head; SuperTech 1mm oversized valves; Crower retainers & springs; ARP main & head studs; Ross pistons; Eagle rods; TIAL (Race blow-off valve; 38mm wastegate); HKS 272 camshafts; (2) Walbro 255lph fuel pumps

### ENGINE MANAGEMENT

AEM (C2DI ignition; EMS standalone; UEGO wideband O<sub>2</sub> sensor gauge)

### DRIVETRAIN

Exedy Twin Disc carbon clutch; Perrin short shifter; Speed Source shifter bushing kit

### SUSPENSION

JIC FLT-A1US Coilovers; RMR X-brace; Cusco (sway bars, titanium front strut bar); Ralliart rear strut bar

### NUMBERS

600 awhp / 505 lb-ft @ 33psi  
10.83 @ 128 mph



shock towers. To complete the handling package the EVO sits on JIC FLT-A1US coil-overs adjusted to sit nice and near to the ground.

The lowered stance enhances the EVO's already aggressive body styling and with the addition of the Accolade front bumper ([www.body-kit.com](http://www.body-kit.com)), Gialla carbon fiber hood, and C-West eyelids, it's down right nasty. And so is the quarter-mile time. Can you believe 10.83 @ 128 mph in full street trim?! And we mean FULL street trim - the same 18-inch Volk wheels and BFG rubber Belshaw rolls on everyday, full-weight. Nothing has been removed from the interior to the chassis and even the A/C is intact.

When it comes to interior amenities this EVO is well-equipped. A complete set of DEFI D-Series EGT, oil and fuel pressure 52mm gauges reside in the center console via

a 3-gauge pod while the fourth DEFI D-Series boost gauge finds solace in a Carbon Trix dual A-pillar pod alongside the AEM wideband gauge. Tucked neatly under the center gauges and HVAC controls is a Clarion in-dash DVD touchscreen unit for those moments where the sound of a BOV and hiss of the turbo become too much. In an otherwise stock interior, a G-Force Racing Harness and 6-point roll cage shield Belshaw from any imminent danger.

Cruising the streets of Cincinnati, with its silver shell, slanted nose, sloped eyelids, and large air ducts, this EVO has a striking resemblance to a hard charging rhinoceros in the open plains of Africa. It's potential has been realized and set free. So be wary when driving the streets of Cincinnati because you never know when a particular EVO may roll up on you and give your car a shake down like no other. ■■■