

Ich Bin Eine Austlander

Soccer Moms get Served by
this Outlander with a Heart of an EVO

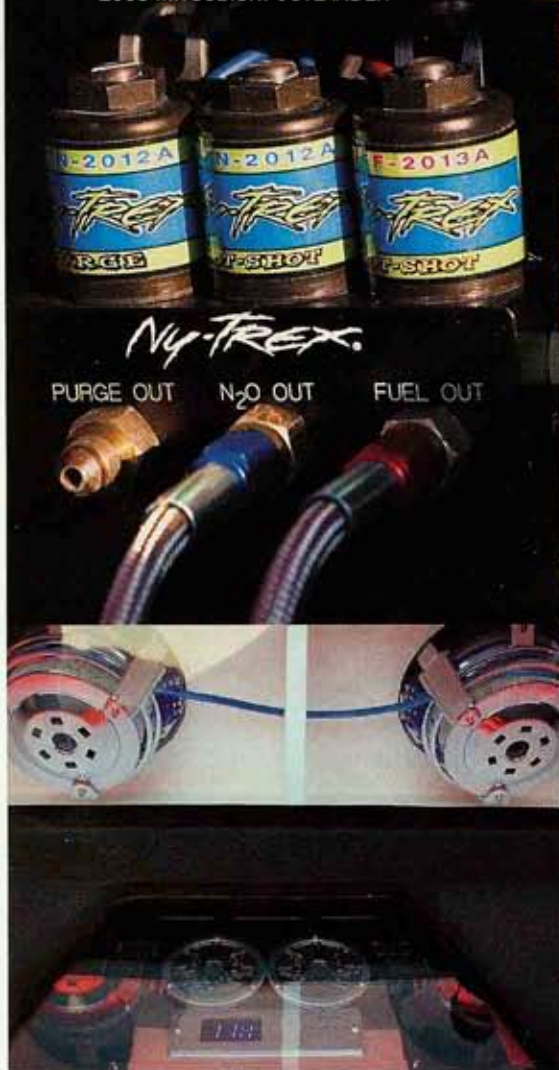


Story Alesh Jamsek Photos Betsy McDonald

This is basically an EVO in SUV clothing. There is literally nothing left of the suburbia cruiser roots, aside from basic silhouette.



ICH BIN EINE AUSTLANDER 2003 MITSUBISHI OUTLANDER



DETAILS 2003 MITSUBISHI OUTLANDER

Wheels, Tires, Brakes (f+r) 18x8.5-inch Work Emotion with 265/35R18 Kumho MX900s (f) Brembo 4-piston EVO caliper (r) Brembo 3-piston EVO caliper

Exterior Modifications JDM Airtrek sheetmetal, HQ Customs Lava Red paint, Stickerdude.com stickers

Interior Modifications Stewart Warner gauges, Status reclining racing seats

I.C.E. Pioneer AVIC-D1 touchscreen, AudioBahn: (LCD flip downs, DVD player, component speakers, Amps and Subs)

I am a foreigner. Well that is what the direct German to English translation of "Ich Bin Eine Austlander" is. A phrase made more popular by the pseudo-political electronic band Pop Will Eat Itself from the early '90s. Damn, I'm dating my old-self again. But when it comes to being a total foreigner, we couldn't think of a better candidate than right here. When it comes to import performance, this was about as foreign a platform as it gets.

Auto Moto Sport (AMS) of Chicago, IL calls it the EVOlander (real original boys) but we call it unsuspectingly fast. Why you ask? Well as the name suggests, this is basically an EVO in SUV clothing. There is literally nothing left of the suburbia cruiser roots, aside from basic silhouette. The first time we stumbled on the EVOlander, it didn't register as to what it was; strangely the initial reaction was a WRX wagon or maybe a re-sprayed Saab 9-2? It was de-badged and the front clip was nothing that was sold around here.

It wasn't until a few minutes and a few "what the hells?" later on, that it slowly started coming

together. "Airtrek Turbo" shouts Martin Musial, co-founder of AMS. "It is sheetmetal from the JDM version of the Outlander, the Airtrek" adds Musial. Now since I have lived in Japan, I'm embarrassed to say that I didn't recognize the Airtrek front sheetmetal, but let me just say, the JDM version hardly has the street fighter persona that owner Tim Salefski injected here. For sleeker looks, Salefski also removed the

roof racks and filled the tracks they slide on. The car was then shot with Mitsu Lava Red by HQ Kustoms and plastered in AMS and sponsor badging by Stickerdude.com.

Completing the anti-SUV movement are a fat set of Work wheels finished in gloss black. Measuring 18x8.5-inches the Emotion CR wheels are found all the way around wearing 265/35R18 MX900s from Kumho to hook at the track.



ICH BIN EINE AUSTLANDER 2003 MITSUBISHI OUTLANDER

Yep, I said track. Did you think AMS built this for the company picnic? Hell, do you even think they have a company picnic? The suspension has been dumped over 2-inches thanks to TEIN Suspension. A set of TEIN Flex dampers for the Airtrek is commonplace in Japan but here...not such a big seller. Salefski broke the bank and installed a Brembo 4-piston brake system up front and 2-piston rear found in the application chart under Evolution but with Racing Brake slotted rotors instead. I shouldn't have to say, the handling of the EVOlander is in a whole different class. However, one element that helps out and hasn't been mentioned is the entire EVO VIII driveline swap.

Yes, the widely acclaimed, award-winning driveline was upgraded with an Exedy triple carbon clutch for unyielding grip. Salefski admittedly went off the chain on this project, "I just couldn't stop building on it." He then laughed and continued "the more insane it got, the further I wanted to take it to ensure no one would

believe it." If we didn't see and touch it, we might have thought Salefski is a better photo-shopper than a tuner but we did and we don't.

Although a regular EVO motor swap itself would have sufficed, Salefski crammed in the AMS 2.3L stroker plant. This motor easily cranks 550whp but on the high side can top 800 horsepower. Using AMS-spec Ross 8.5:1 pistons and rods milled by Eagle, the engine is balanced with ARP head studs to hold it together. Musial intervened and insisted on a pair of HKS 280/280 cams that decimate daily driving but get the job done on the 1320. Intake air is ingested past a 75mm throttlebody into an AMS VSR sheet metal intake, which they state maintains stock power curve but with more top

end. The head is AMS port and polish job filled with SuperTech Inconel 1mm over valves and dual springs.

The entire turbo setup is an AMS design using Garrett bulletproof gear. The GT40R kit was slightly modified to suit the new engine bay and positioning of the AMS front mount intercooler. The AMS intercooler piping was rerouted and the TiAL blow off valve is stationed at a different position than the standard EVO setups. An AMS top-mount header dumps into a modified 3-inch Vibrant exhaust and exhales with twin TiAL wastegates. This mass of piping this AMS car needs promoted the design of their baby battery kit, born from necessity.

With an AMS undertaking from beater to

I'm embarrassed to say that I didn't recognize the Airtrek front sheetmetal, but let me just say the JDM version hardly has the street fighter persona that owner Tim Salefski injected here.



Real Power Pulleys!

For modified street and race engines!



Race proven performance for the street & track!

- GM
- HONDA
- NISSAN
- TOYOTA
- MITSUBISHI

Coming Soon!
4G63 EVO & Eclipse

Extend engine life, stop oil pump failure and free up power with the ATI Super Damper®. OEM crank pulleys and engine internals are not designed to handle harmonic vibrations caused by significant increases in HP & RPM. The ATI Super Damper is the only dampened crank pulley developed specifically to eliminate these harmful vibrations to boost the HP & torque of any high performance or race engine.

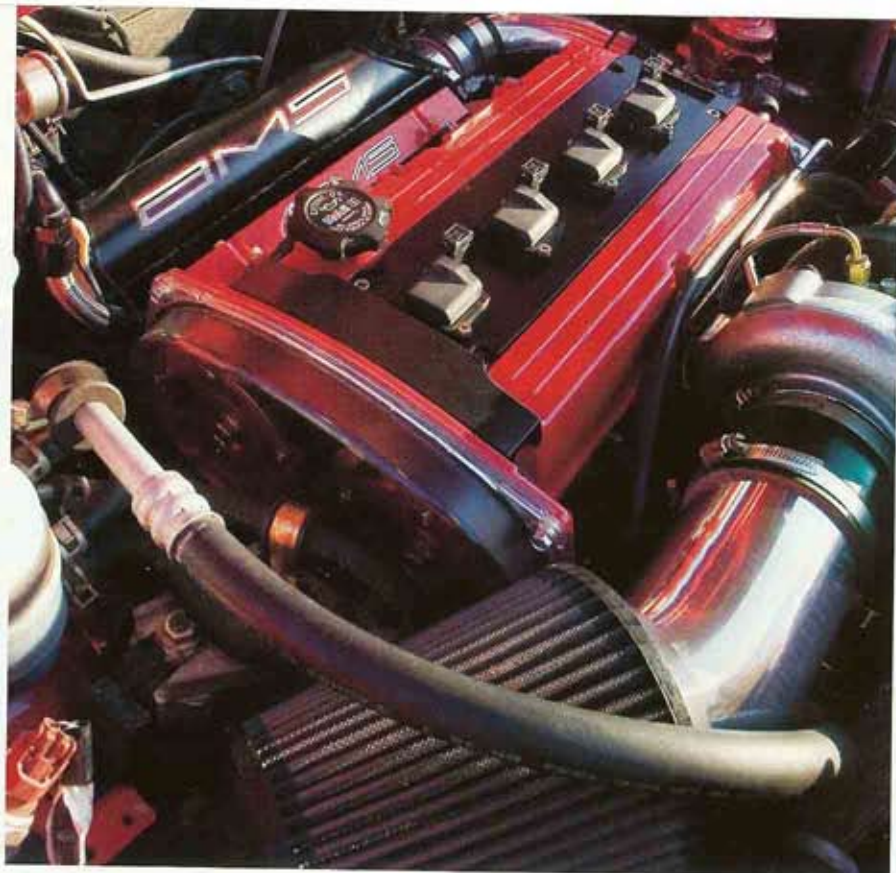
- Patented "2 Dampers in 1 Diameter" design eliminates crankshaft harmonic vibrations at all RPM.
- Street Dampers are lighter than stock units for more power and include all factory accessory drives!
- Race Dampers available with NO power steering or A/C drives.
- All ATI Dampers are SFI certified, completely tunable and rebuildable to match any setup.

ATI SUPER DAMPER

www.atiracing.com
Toll Free: 1(877)298-4790

6747 Whitestone Road - Baltimore, Maryland 21207
Tech Line: (410)298-4343 - Email: info@atiracing.com

©2006 ATI Performance Products, Inc.



A regular EVO motor swap itself would've sufficed, but Salefski crammed in the AMS 2.3L stroker plant.

SPECS ■ 2003 MITSUBISHI OUTLANDER

Engine AMS 2.3L 4G63 Stroker

Engine Modifications AMS (2.3L stroker kit, VSR sheetmetal intake, FMIC, top-mount header, fuel rail); HKS 280 cams, Garrett GT40 kit, Eagle rods, Ross pistons, ARP studs, TiAl (blow off valve, wastegates) Vibrant 3-inch exhaust, Walbro fuel pump, Aeromotive FPR, MSD DIS-4

Engine Management AEM EMS, UEGO wideband

Drivetrain Exedy triple carbon clutch, Full EVO8 drivetrain swap

Suspension TEIN Flex coilovers

Numbers 660whp @ 32psi

Special Thanks AMS, Audiobahn, Exedy Clutch, Fidanza, HQ Customs, Nytrex Nitrous Systems, Status, Stewart Warner, Supertech, TiaL, Fuel Systems of Wisconsin, Carlo "Esse" Bolonas, Justin, Drew, Adam and Scott with Fabrication, Martin for tuning, Arne, Eric, Chris, Frank, Eric, Mark and Ivan

record breaker, they spec, or at least highly recommend AEM standalones. The EVOlander received the EMS box, with the UEGO wideband and is also used to control the boost. The EMS is responsible for firing cylinders through the MSD DIS-2 ignition and coil-on-plug configuration. Fuel comes into the chamber bumped by twin Walbro's, hooked up to the Aeromotive FPR, AMS fuel rail and 1000cc injectors. Nitrous is usually not present on AMS machines but the EVOlander sniffs it from the Nytrex system. Around town, instead of race gas the EVOlander is known to binge on methanol when Salefski pulls the trigger.

The yin to the driveline yang in the EVOlander is the interior treatment. For the most part, it is stock with all of the sound deadening intact. It is quiet and rattle free and the only indicator that there is something different are the stack of Stewart Warner gauges countersunk into the dash. For the long haul is the Pioneer AVIC-D1 in-dash LCD along with an AudioBahn DVD player and 7-inch flip down monitors. All new component speakers along with a pair of amplifiers and 10-inch subwoofers fit in the compact. The Status racing seats are another red flag indicating the EVOlander isn't for everyone.

And 660whp at 32psi isn't for everyone either. "The car pulls hard and should be running 10s this season" claims Salefski. We'll take the safe route and just agree with AMS. We just heard hours ago that one of their 2.3L EVOs dropped 826whp and is going back to terrorizing Vipers and turbo "Busas back in Florida. Looks like there may be a 4-door kiddie-hauler not far behind them. ■