

WORKS

Summer 2006 Edition

Welcome to the Summer WORKS Newsletter for the summer of 2006. WORKS has had an exciting end of 2005 and a fascinating start of the New Year. Several new product announcements are scheduled for the Evolution IX and the 4th generation Eclipse along with our evolving WORKS Racing Program (WRP).

WORKS values your privacy. If you do not wish to receive these updates, simply reply to this email with the word "unsubscribe" in the subject line and we will remove your email address.

News and Events:

Öhlins Factory Authorized Service Center

(The only one in the western US)

WORKS is proud to announce its partnership with Öhlins, the leader in high end street and race damper technology. We offer service for all Öhlins dampers. WORKS is the only factory authorized and trained facility on the West Coast to rebuild and re-valve Öhlins dampers, all of which is done in house. We have applications for, and service not only Mitsubishi, but Subaru, BMW, Porsche, and many other makes of performance vehicles.

Öhlins dampers dramatically improve traction, handling and at the same time the comfort of the car. All shock absorbers are individually tuned for each model and its specific characteristics. We test ourselves by fitting shock absorbers to each vehicle and conducting thorough tests, both on street and the track. WORKS strives to combine the hard-to-define 'feeling' of our experienced drivers with measurements obtained from our advanced data logging equipment.

The shock absorbers are externally adjustable, allowing the damping to be tuned to the individual preference of the driver. It can also be stripped and rebuilt to individual requirements. The product range focuses on high performance cars that tend to be driven hard by their owners. These shock absorbers can be used in club-races, on race tracks etc. Our customers are motor enthusiasts who want maximum performance from their cars, which is one of the reasons why they choose our shock absorbers, which are of a higher quality and have better characteristics. Normally, a sport kit of this type is slightly bumpy. However, our track racing experience, coupled with a lot of hard work, has taught us how we can combine improved road holding with an identical, or even improved, level of comfort.

This is why we are now in a position to offer Öhlins products that, up until now, were exclusively available to the motor racing elite, to more and more 'street' drivers, giving them the chance to experience that special 'Öhlins feeling' in their day-to-day driving. Motorcycles have been enjoying the quality of Öhlins for many years, and that quality is now being shared with the auto enthusiasts.

Cosworth Crate Motors

Another major element in our ongoing efforts to provide the highest quality parts for your EVO, is our relationship with Cosworth. Utilizing their state-of-the-art engine building facilities in Southern California and the UK, Cosworth is the premier engine builder in the World. This quality comes

with a premium price, but the results will speak for themselves as their product picture clearly shows. Please call or visit our website for the WORKS crate motor specifications.



Photo provided by Cosworth

First Time Attack of 2006

WORKS is proud to announce our first victory in the 2006 Time Attack series (Modified AWD class), expertly driven by Dave Brown with the WORKS Time Attack EVO. The course was laid out at California Speedway, and was at best, a makeshift road course, with constantly moving pylons, meaning that two of the chicanes were mostly different from one lap to another. WORKS utilized engine and GPS data acquisition system to build a virtual course and help the driver negotiate the temporary road course. The never ending battle to get closer to the “theoretical fast lap” was both informative and entertaining and provided extra motivation for both the driver and the WORKS team.

WORKS Racing Program: WORKS is now offering the Time Attack undefeated EVO for **rental** for track days at all levels. Experience the power of the WRP crate motor and the WORKS/Öhlins racing double adjustable suspension. Trackside support is also available. Please contact us for details- racing@worksmitsu.com

RIM of the WORLD

WORKS and Cosworth shared a booth at this years running of the Rim of the World Rally in Lancaster, California. The weekends activities included the Rally, including special spectator stages and a drifting show for the fans. The race was won by a factory Subaru effort and the Evolution was barely represented, showing four cars. Hopefully that will change by next year, otherwise the WORKS Time Attack car might see some 15” gravel tires and supporting mods to give the Subaru’s a run for their money. The link to the event is [Rim of the World Website](#).

WORKS at Rally America in a Subaru!!!

Earlier this June, WORKS, K&N, and former factory Mitsubishi rally driver Lauchlin O'Sullivan with co-driver Scott Putnam, worked together for a qualifying event at the Susquehannock Trail Rally, where Lauchlin finished 3rd overall, which was the top qualifying position for the X-Games. Having some early gearbox problems, Lauchlin and Scott persevered and took the final spot on the podium. More information can be found here [STPR Website](#). The 2006 X-Games will feature Rally Racing for the first time with only 12 select drivers including Colin McRae racing on American soil for the first time. This will take place in Los Angeles from August 1st-3rd.



Photo graciously provided by: www.onalimbracing.com

USTCC WORKS EVO

Several weeks after the Time Attack Win at California Speedway, Dave Brown (driver) and David Bongiovanni (team owner) took an overall victory at Laguna Seca for the first event of the NASA USTCC season. Battling the ever changing track conditions due to rain kept all teams on their toes. Utilizing last minute changes to improve the suspension setup for the rain, WORKS suspension guru, Ali Javidan provided the settings needed to take an overall victory. All engine tuning and was also provided by WORKS in addition to their Exhale exhaust, Croxx Plate II, and CK2 clutch kit. It was a close race between with the Subaru.

A few weeks later, David Bongiovanni and David Brown took another victory at the new Miller Motorsports Park in Utah. West coast competitor Dave Brown, and his Goodsport Racing/WORKS/Robispec Mitsubishi Evolution RS, have come away with bragging rights from the 2006 USTCC East/West Shoot-Out, despite pressure from a host of competitors! Today's flag-to-flag win, represents two starts and two wins in 2006 for the 2005 USTCC Champion. The USTCC teams rolled into Salt Lake City to face the brand new, massive, Miller Motorsports Park, featuring 4.5 miles and 23 turns. Under warm skies all weekend, the USTCC teams put on another great show! Times in qualifying were exceptionally close over the monster 4.5 mile track with the top eight separated by less than three seconds. Dave Brown was quick all weekend and put in yet another pole lap (3:20.2) in the Saturday qualifying session. Joining Brown on the front row was Vesko, driving the M 7 Tuning Mini, with a time of 3:21.4. Third in the qualifying order was east coast regular Toby Grahovec in his Classic BMW/Red Line Oil, BMW 330i at 3:22.0, fourth was rookie sensation Austin Harris driving the Team Cobalt California/GM Performance Chevy Cobalt with a time of 3:22.4, and Dale Sievwright in the MPact Motorsports, Moton, Ground Control BMW 328is filled out the top five with a time of 3:22.8. At the finish, it was Dave Brown taking his second straight win. Dale Sievwright held on to second, just ahead of Toby Grahovec, followed by Vesko. Austin Harris recovered from 12th spot to make it all the way back to fifth, winning the Apex Integration Top Rookie Award. East coast USTCC stand-out Jeff Mishtawy overcame a low starting spot to finish a great 6th, driving his Team Cobalt California GM Performance Chevy Cobalt.

Most recently, the Goodsport Racing team competed in Portland at PIR with Champ Car. With unpredictable weather, the track was dry for the race on Saturday. After qualifying second, Dave Brown used the advantage of AWD to leap ahead of the pack at the start. The lead was shortened while Tyler McQuarrie in the RSX-R and Curt Simmons in the Neon SRT-4 charged forward for an exciting wheel to wheel race. The final result ended up like qualifying with Tyler and Dave taking the 1 and 2.

Dave Brown still leads the USTCC Championship points with 310, Dale Sievwright with 249 and Toby Grahovec with 244 points. The next race is July 21-23 at PIR again with ALMS.



Photos provided by Goodsport Racing

To Stroke or Not to Stroke

As more and more EVO's fall out of warranty, the question of stroking becomes increasingly prevalent. Maybe you just want to reduce lag on a larger turbo for your EVO, or maybe you just want to gain more low-end torque. Of course, there are different schools of thought when it comes to stroking the EVO. One of the largest misconceptions is that the stock turbo is not the proper setup for a stroked motor. However, if you enjoy full spool below 3,000rpm, or having more torque than power (in terms of numbers), then it does become an interesting solution, that also costs significantly less than upgrading the turbo as well.

WORKS has worked closely with our partner Cosworth, to provide the EVO community with sound choices in terms of stroking the EVO. You can take a look at [WORKS - Stroked Motor Options](#) for more information. This would also include options in terms of working with our clients to build custom solutions that will encompass your long-terms goals of your EVO.

Don't cut any corners on your stroker!

Speaking of personal experience (before joining WORKS), I stroked my EVO last year due to an unforeseen event on the Dyno. A "premier" tuner was tuning my '03 EVO when the number 4 piston decided to break into smaller pieces due to severe detonation.

To make a long story short, we rebuilt the motor using the 4G64 crank and oversized Weisco Pistons from a prominent Bay Area Tuning shop. To save some money and time, we did not replace the oil pump or balance the crankshaft. Here is the key. If you have the money for a stroked motor, get everything done properly, especially the oil pump and correct bearings. One of the best lessons I've learned since joining WORKS is that engineers are overly cautious and every little detail is always a big deal. I would have spent a little more money here at WORKS initially but would have saved a lot more money in the long run. A few extra dollars at this stage will go a long way in providing reliable, high mileage out of a stroked motor. Mine only lasted 16,600 miles.

Hopefully there will be a more positive update next quarter on the new motor in my 2003, making more and safer power with the longevity that we have come to expect out of our 4G63 motors.

Cheers,
Oliver Simons

A Word from our Sponsors:

For 2006, The WORKS (Limited Class) Time Attack Evo is poised to defend it's title with help from two of our sponsors **Toyo Tires** and **5-Zigen**. As the defending Toyo Tire Champion, the WORKS Evo will continue to be fitted with 5-Zigen rims on Toyo Proxes RA-1's during competition and Toyo ProxesT1-R's for street use and display.

For competition and track use, the RA-1's are matched with 5-Zigen FN01-RC's in Matt Black 17 x 9's. As a staple D.O.T. R-compound, the RA-1 continues to be an industry leader for its' outstanding value, performance and wear characteristics. As a dynamic company always pushing the envelope, Toyo Tire USA announced the upcoming release of the latest DOT R-compound theToyo Proxes 888's. Tried & tested in the UK, Japan and by WORKS, the 888's provide all the characteristics of the RA-1's but with an improved, stiffer sidewall. Currently, the 888's are in the process of receiving D.O.T. approval and should hit the shelves shortly after SEMA.

For street use and display, the WORKS Evo is fitted with the Toyo Proxes T1-R's and the new 5-Zigen FN01-RC's (BLP) in gloss black w/ the polished aluminum lip. If you are looking for a high performance street tire/wheel combination that offers a good value; is comparable to the OEM Yokohama Advan A046 and increases track by one inch...look no further...the T1-R /5-Zigen combo is it!

WORKS is a complete 5-Zigen dealer so call us with your wheel and accessory needs.



Racing Rim for WORKS Time Attack EVO



Show Rim for WORKS Time Attack EVO

The True Color of Brembo Brakes

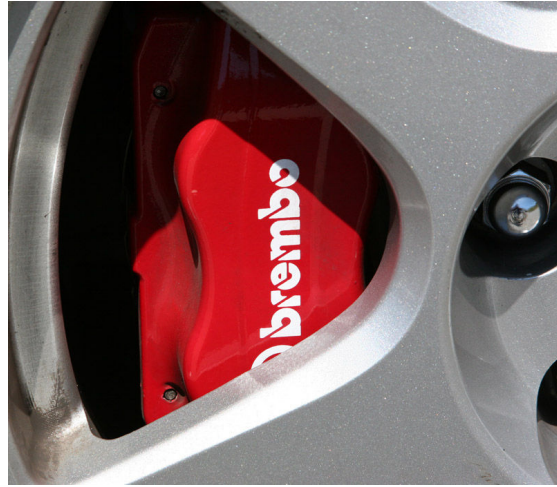
You pick up your EVO from the dealership and proudly show your friends. More than likely, they will ask you about those beautiful Brembo calipers that are so prominently red. As many of you know, that Red will change to a maroon color under heavy track use, especially with performance pads and fluids. However, we have found that the calipers will actually turn black with prolonged heavy breaking on the race track. It is always easy to tell the non-racers from the racers due to

the color of their Brembos. We think it is in the eye of the beholder as to what color looks best on the EVO.

One of the shortcomings of the EVO on the race track is the braking system. The underbody airflow and the weight of the car are just too much for the system to endure after a handful of laps on the track. WORKS has several high performance solutions for your EVO's braking system, from upgraded pads to a 6 piston big brake kit. Call us today for any questions that you might have in terms of upgrading the brakes.



Time Attack EVO – 11,200 miles



Stock Brembos – 34,300 miles

Big Projects:

Since the quick build-up of the WORKS Time Attack EVO, we have been talking about building a cover-car, in conjunction with our new race car build program. These would be daily drivable show cars with enough “bling” to attract the magazines and television shows. We have 4 projects that are on the drawing boards, all based on the EVO platform. These projects would be well documented during the build and testing phases and our readers will get the latest news and results from these projects.

If any of our customers, vendors and/or enthusiasts would be interested in getting involved with a project that will get International attention, contact [WORKS](#) and get the inside scoop, however an NDA will have to be signed before we receive the green light on the build. At the same time, if you have an idea for an interesting build, let us know.

Product Testing:

During product development, each WORKS component undergoes many levels of scrutiny. In addition to an OEM-like fitment, we expect the part to perform (whether it's improved power, handling, ride quality, etc.). If it doesn't function as intended, we try to ascertain why and (based on this) may attempt to reengineer it, start again from the beginning (heading in an alternative direction) or scrap the project entirely. Each has come up during different phases of R&D at WORKS.

For parts intended to make power, testing typically involves using a dyno at some stage. (For more on dynos and our tuning philosophy, please read: [Tuning Article](#)). WORKS has spent numerous days and thousands of pulls with a wide array of EVOs, Eclipses and others strapped to various brands of dynos compiling data. However, some cars (such as the WORKS Time Attack EVO) have never seen a dyno. When parts undergo dyno testing, it takes more than one session

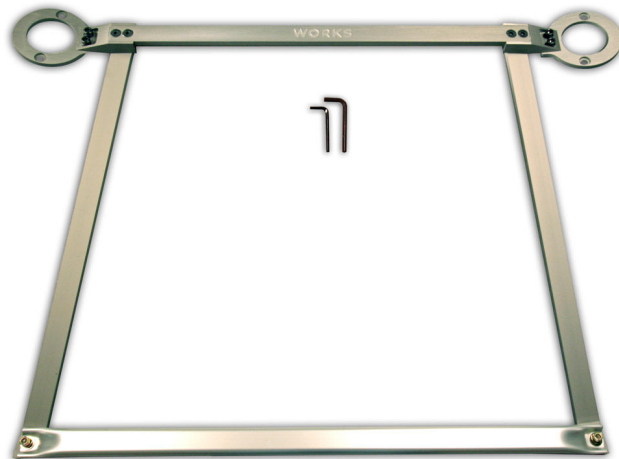
on any given day to compile a data set that can be statistically compared with others. One day may show a 20 HP gain while another may show 18 HP or even 24 HP. It takes numerous tests to determine a “true” number and even then there will be some variation depending on the test conditions (see above article). Because of these fluctuations, we often elect not to publish hard numbers with our products. For the gains/ratings we do distribute, these are usually on the low side of the range of repeatable results we have encountered. Some of our customers will take the liberty of testing WORKS components on their own vehicles and often report back with gains higher than expected.

There are also other variables that are often hard to display using a graph, spreadsheet, etc... Some of these include: fitment, quality of construction, durability. WORKS prides itself in achieving a balance of all of these aspects in order to bring the finest goods to market. They may not be the shiniest, the stiffest, the lightest, the thickest or the most powerful item available—although in some cases they are. What WORKS does make available are products that have well rounded characteristics that improve performance, drivability, handling, etc... not only today, but for years to come.

New Products:

WORKS Rear Trunk Brace/Bars

The WORKS Rear Strut Tower Brace is a super stiff version of the optional factory piece. This brace incorporates the OEM mounting locations and increases the torsional rigidity of the chassis by reducing body flex in the rear end. Improve chassis rigidity even more by adding the optional WORKS Drop Bars. These bars (combined with the Mitsubishi RS Trunk Bar) form a multi-point cage for the ultimate in bracing. Features anodized finish with a machined WORKS logo and coated hardware. The WORKS Rear Strut Tower Brace includes a tool kit and installation instructions. The picture shows the optional RS Truck Bar.

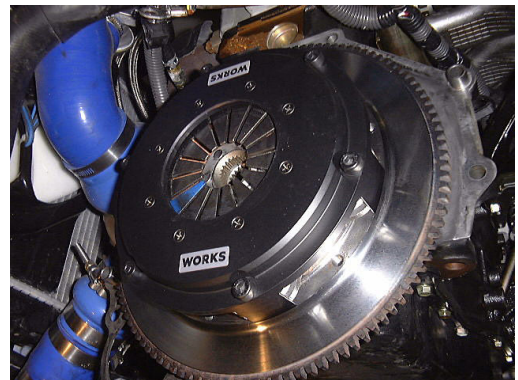


New WORKS CK3 Clutch

Producing power is one thing... getting it to the ground is another!

WORKS has finally developed the long-awaited CK3 twin disc clutch. This kit actually converts the pull-style into a proven push-style without added pedal pressure. This complete kit is more involved than your standard clutch and is designed for mainly high HP applications at the track (twin 7" racing discs) but is actually well suited for the street. The CK3 kit alone will be sold for \$2,199.

WORKS is able to offer such improved performance while maintaining its user friendliness by converting the clutch from a “pull” to a “push” style setup. By doing so, we have taken out the possibility of the snap ring failing



under extreme conditions. The WORKS CK3 also uses a twin disc setup instead of the conventional single disc. This allows for increased clamping force and more aggressive disc materials while still maintaining a stock like pedal feel and clutch modulation. The CK3 also comes with a lightweight Spin flywheel for improved throttle response.

Comes complete with:

- Extreme-Duty Reinforced Pressure Plate
- Two Sprung Discs
- Hydraulic Throw-out Bearing w/ Lines
- Integrated Lightweight Spin Flywheel
- Alignment Tool
- Installation Instructions

WORKS Eclipse OS Brake Kit

While improved acceleration can be fun, controlled deceleration can prove to be more important. The WORKS OS (Over Size) Brake Kit takes braking in your Eclipse to a whole new level. Each front aluminum caliper features a 4-piston layout (doubling the number of the originals at a fraction of the weight) that push against one of many available pad compounds to suit your braking needs and driving conditions. Working in conjunction with the calipers are the massive WORKS 13" slotted, 2-piece brake rotors* which increase contact area for improved performance and heat dissipation.

Comes complete with:

- Two Front Brake Calipers (Powder Coated Red) with Brackets and Hardware
- Two Slotted Front Brake Rotors (2-Piece, Directional)
- Four Front Brake Pads (BP1 Compound for Street Use—Other Compounds Available)
- Installation Instructions

Combined with the WORKS TKS Brake Lines, these will provide the ultimate stopping experience.

*Due to increase in overall diameter, certain rims may present fitment clearance issues.

WORKS USB

WORKS is now offering our Urethane Suspension Bushings for the front and rear sway bars for OEM sizes as well as a rear Bump Steer Kit for the EVO. Individual bushings (as well as full kits) are now listed on our website.

Exhale 70mm DP

WORKS has recently reintroduced a redesigned version of the original 70mm Exhale Downpipe for the EVO. The latest revisions to the pipe allow for its use with our Exhale O₂ Housing. As to be expected, quality and fitment superiority have been maintained. The WORKS Thermal Coating is optional.

New Website Additions:

Over the last few months, WORKS has been upgrading our website to have a more functional FAQ section along with some new sections, such as Classifieds and Cars for Sale.

List your car (any) and gain nationwide exposure with the option of marketing your modified car to several International markets, namely Germany and UAE. Give us a call if you would like more detailed information.

[WORKS Car for Sale](#) - Cars for Sale
[WORKS Classifieds](#) - Classified Section - Used Parts – Overstock, Etc.

Specials:

Webstore Promotion – WORKS will be offering free shipping on most online orders through the month of July. This promotion is capped at \$100 per order for the shipping portion. The order will be adjusted after the order process, so your statement from the online store will not reflect the free shipping.

WORKS Air Filters – WORKS will provide free shipping on all Air Filter purchases for the month of August.

WORKS SS1 – The WORKS Suspension package (Springs and Swaybar) will be on sale for another month, before going back to regular pricing. Call now and receive the 10% discount through July for both the Mitsubishi Evolution and Eclipses.

WORKS Calendar:

Schedule of Select Events:

July	21-28	Red Bull USGP (Moto GP)
July	29	Battle of the Imports California Speedway, Fontana, CA
July	29	Mitsubishi Owners Appreciation Day - Cypress
July	30	San Jose Grand Prix CART, San Jose, CA with Champ Car
July	28-30	NHRA Nationals- Infineon
Aug	4-6	X-Games Rally-ESPN, Locations TBA in So Cal.
Aug	18-20	Monterey Historics- Laguna Seca
Aug	19	Hot Import Nights LA Convention Center Los Angeles
Aug	19-20	Pacific Raceways, Kent, WA with NASCAR
Aug	25-27	IRL GP- Infineon
Aug	29	MOD (Mitsubishi Owners Day) Cypress, CA
Sep	9	MOD (Mitsubishi Owners Day) Normal, IL (Date Not Confirmed)
Oct	7-8	Super Street TA Qualifier Infineon Raceway Park, CA
Oct	20	SPEED World Challenge Mazda Raceway Laguna Seca, CA
Oct	21	Formula D Irwindale Speedway CA
Oct	20-22	ALMS Sportscar Championship- Laguna Seca - Attend w/ WORKS car for display
Oct	28-29	Battle of the Imports Famoso Raceway, Bakersfield, CA
Oct 31	Nov 3	The SEMA Show Las Vegas Convention Center
Nov	8	Super Street Time Attack Finals (West) Buttonwillow Raceway Park, CA
Nov	8-14	Macau Grand Prix- Formula 3
Nov	11	IDRC California Speedway Fontana, CA
Dec	2-3	Redline TIME ATTACK- Buttonwillow
Dec	2-3	D1GP California Speedway Fontana, CA

Select Track days Upcoming Quarter:

July	13	Infineon Raceway – Testing Day
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July	15-16	Streets of Willows – Fast Lane Racing School
July	16	Reno / Fernley – The Next Level
July	20	Infineon Raceway – Testing Day
July	21	Thunderhill – N.A.S.A
July	21	Infineon Raceway – Track Masters
July	22-23	Streets of Willows – Redline Track Events
July	24	Thunderhill – Lotus Club
July	24	Infineon Raceway – Testing Day
July	24-25	Reno / Fernley – TNL Driving School
July	25-26	Thunderhill – Proformance Driving School
Aug	3	Thunderhill – Open Test
Aug	6	Streets of Willows – Just Drift
Aug	6	Reno / Fernley – APEX
Aug	7-8	Reno / Fernley – TNL Driving School
Aug	10	Infineon Raceway – Testing Day
Aug	11-13	Thunderhill – N.A.S.A
Aug	15-16	Infineon Raceway – Testing Day
Aug	19-20	Streets of Willows – Fast Lane Racing School
Aug	20	Reno / Fernley – PCA Coastal Driving School
Aug	21-22	Reno / Fernley – TNL Driving School
Aug	24	Thunderhill – N.A.S.A
Aug	26-27	Streets of Willows – Redline Track Events
Aug	27	Reno / Fernley – T.E.A.M. Racing
Aug	31	Thunderhill – High Performance Driving School
Sept	1	Infineon Raceway – Testing Day
Sept	2-3	Reno / Fernley – Zoom Zoom
Sept	5-6	Reno / Fernley – TNL Driving School
Sept	6	Thunderhill – Hooked on Driving
Sept	7	Reno / Fernley – Testing Day
Sept	8	Thunderhill – Track Masters
Sept	8	Infineon Raceway – Testing Day
Sept	12-13	Infineon Raceway – Testing Day
Sept	16-17	Streets of Willows – Fast Lane Racing School
Sept	18-19	Reno / Fernley – TNL Driving School
Sept	21	Thunderhill – N.A.S.A
Sept	28	Reno / Fernley – Testing Day
Sept	30	Streets of Willows – Fast Lane Racing School