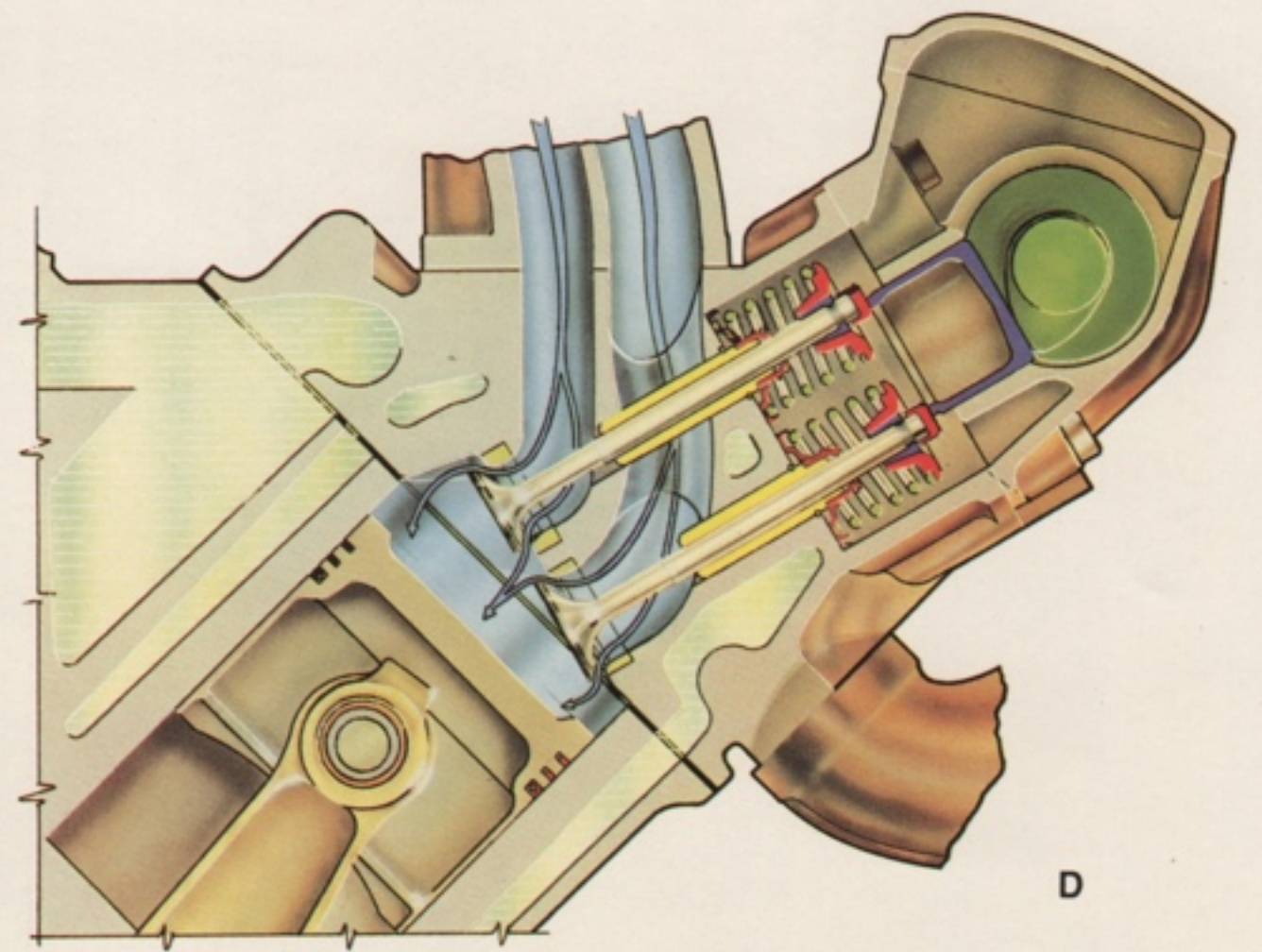
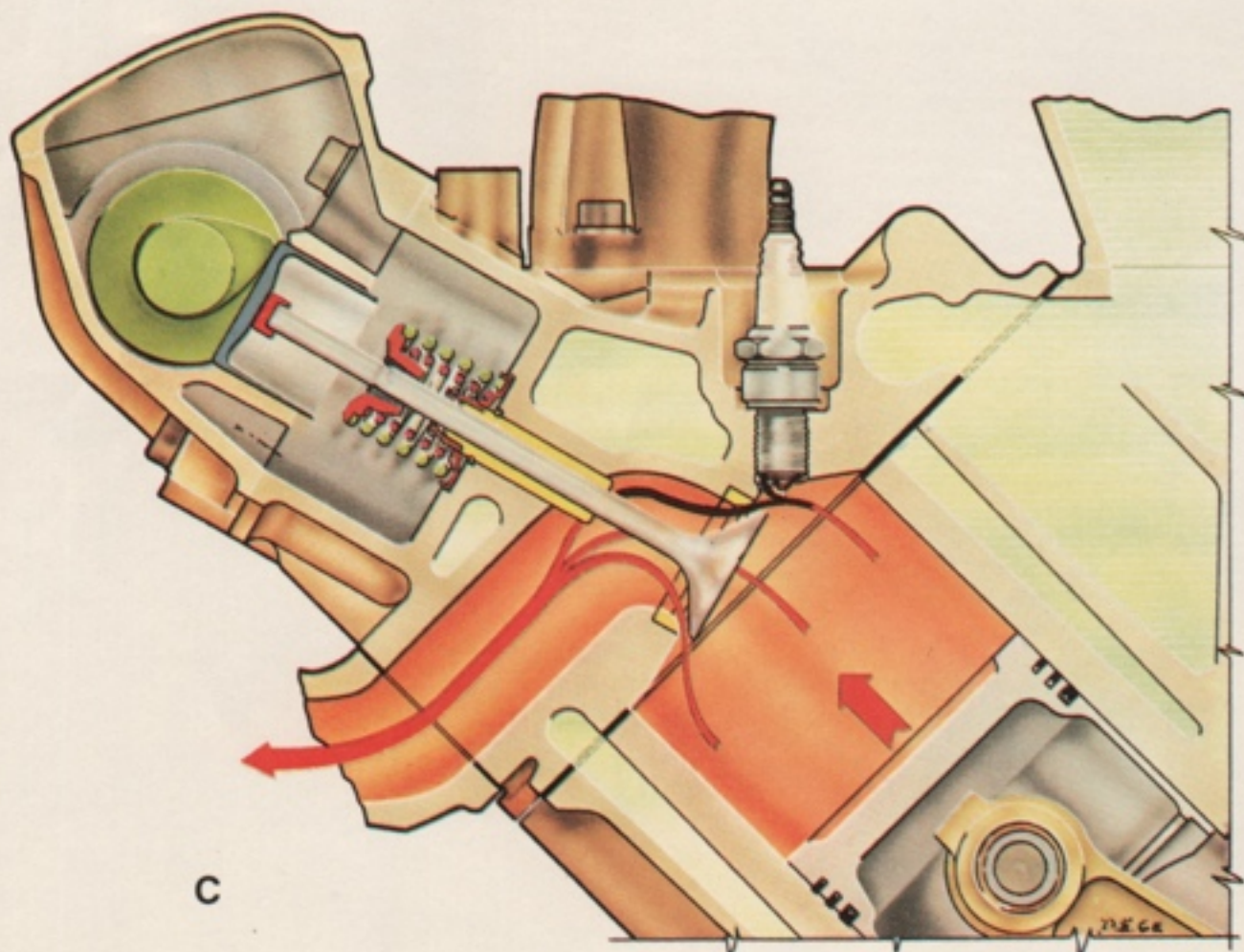
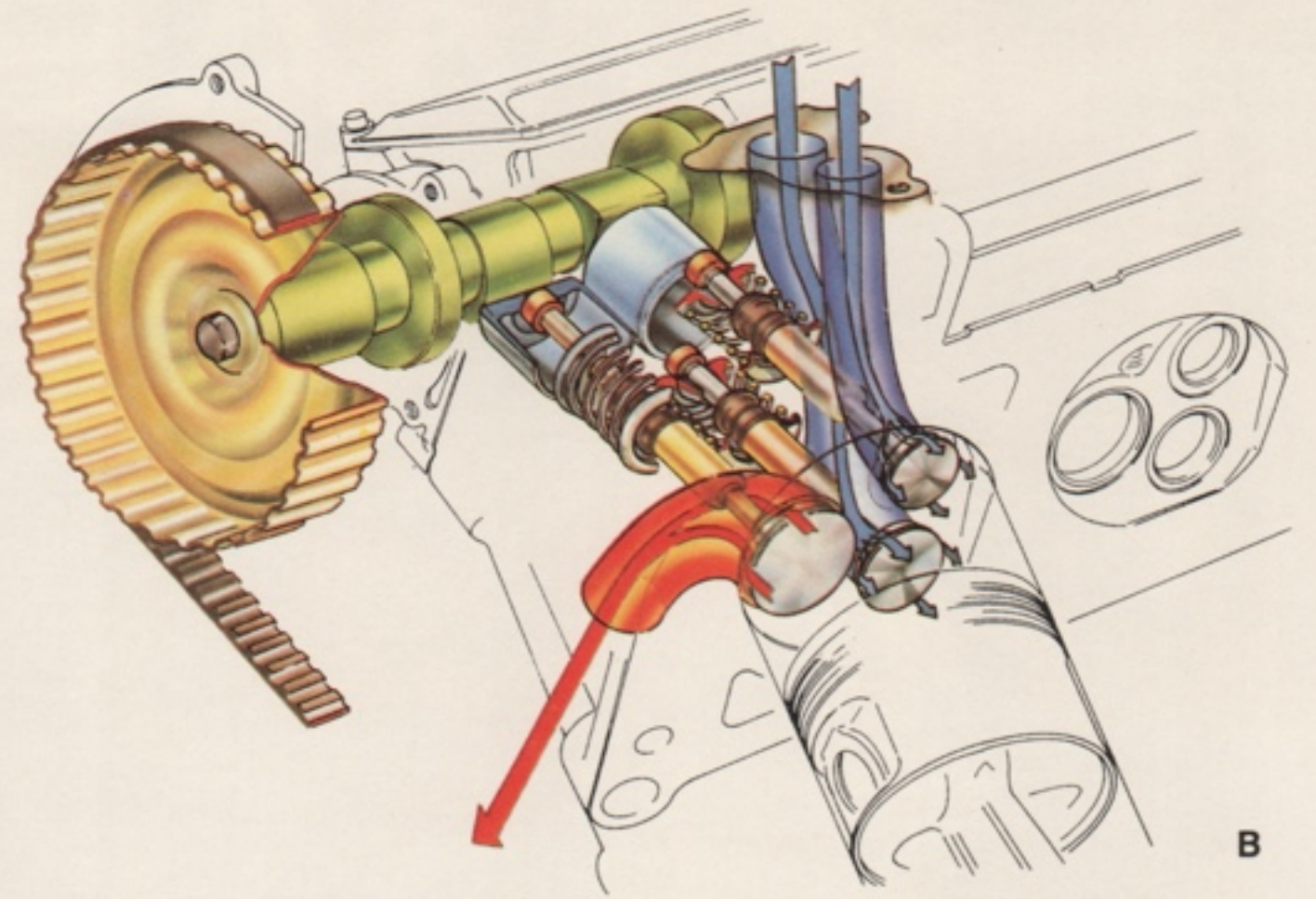
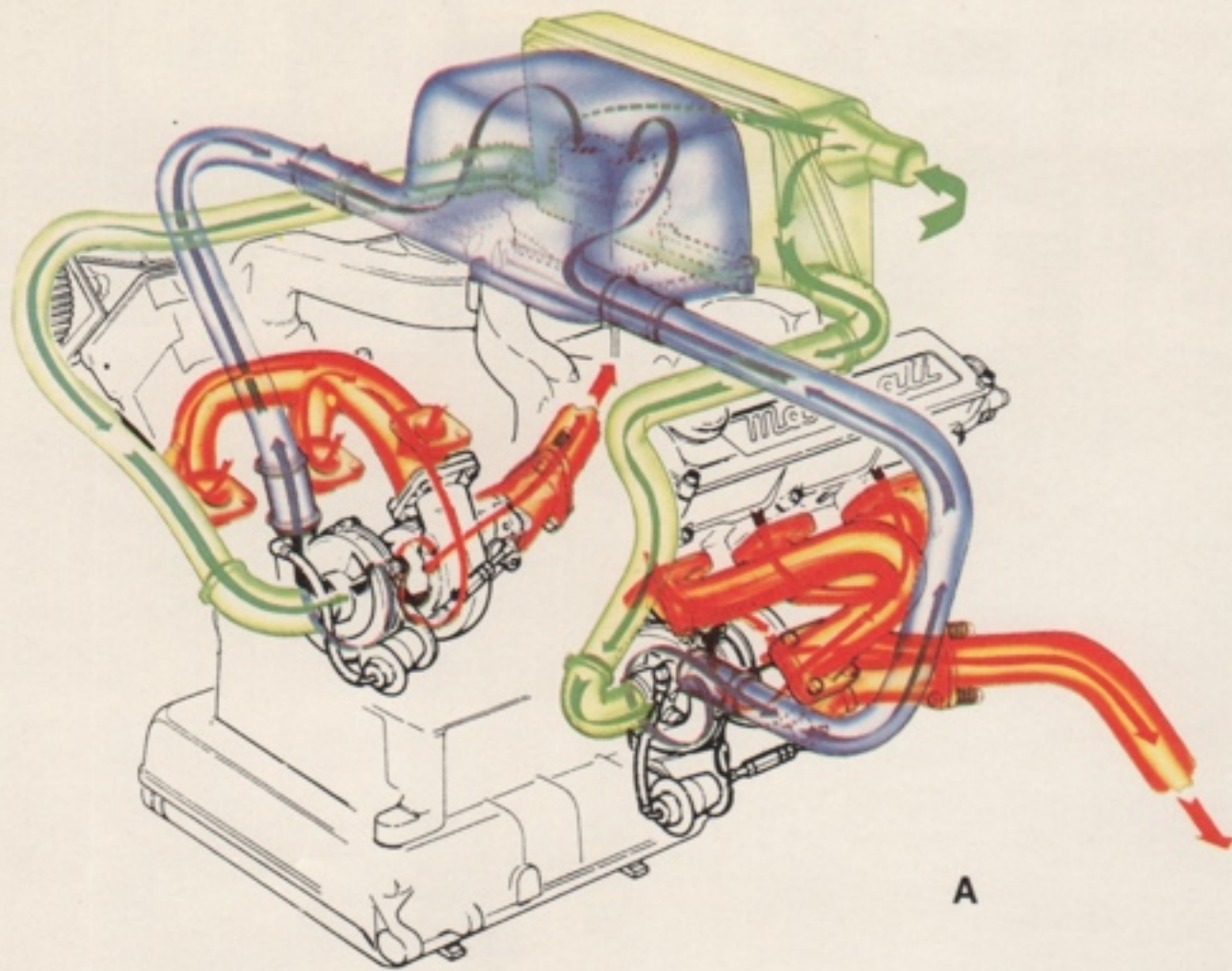


MASERATI BITURBO





MASERATI BITURBO

Formula One Performance in a Grand Touring Masterpiece

The Maserati legend takes flight with the new Biturbo. Technology enhances traditional craftsmanship to produce performance and elegance valued by enthusiasts and passengers alike — a combination which can only be appreciated from behind the wheel. The essence of this Italian masterpiece is a revolutionary Biturbo engine combined with a solid, yet forgiving, chassis.

WHY BITURBO?

While Maserati's choice to use twin turbochargers is consistent with Formula One performance standards, it is also unique. The new Maserati, all aluminum, V-6 engine is the only passenger car engine that uses two turbochargers, one per cylinder bank (Fig. A). The system reduces inertia dramatically which, in turn, reduces turbo "lag", the primary drawback of single turbocharged engines. The temperature of each turbo is also reduced which helps to lower intake air temperature and increase performance. Much less stress is put on each turbo therefore increasing reliability. All Formula One racing cars that are turbocharged use a twin turbo system.

VALVE INNOVATION

A patented 3-valve head (2 intake and 1 exhaust) (Fig. B) allows the engine better breathing, increasing combustion efficiency. Without the use of complicated rocker arms or double cams, this cylinder head remains simple, compact and lightweight. The exhaust valve uses the traditional method with the valve stem inside a cup (Fig. C). However, the two intake valves are actuated by the edge of a strengthened valve cup off a single cam lobe (Fig. D). The single overhead camshafts are belt driven to reduce noise and weight.

FUEL EFFICIENCY

Simplicity is the key to efficiency. A single Weber two-barrel carburetor is mounted inside a plenum chamber. Pressurized air from the turbochargers enters the plenum and travels through the carburetors into the combustion chamber.

MASERATI AUTOMATIC BOOST CONTROL

A computer-based monitoring system continuously regulates turbocharger boost, to yield optimum performance, increased power and reduced fuel consumption. Power is transmitted through a 5-speed ZF gearbox that is light and precise. This combination of features makes the new Biturbo engine compact, lightweight and extremely powerful. No other engine in its class can compare.

BEAUTY IN DEPTH

The body and chassis are of unitized construction for maximum strength. They are completely rust proofed and painted in a new facility, using the most modern technology. Suspension is independent on all four wheels, using MacPherson struts in front with telescopic, double-acting shock absorbers and an anti-roll bar. The rear uses semi-trailing arms with coil springs over telescopic, double-acting shock absorbers. The brakes are four wheel disc with servo-assist by ATE of Germany. They provide safe stopping power with ease, a must in a high performance car. The interior is spacious, yet compact and is hand-crafted to provide the luxury that has always been expected from Maserati. The controls are designed with functionality in mind so that the driver can keep his mind on driving. The Maserati legend was earned with exceptional cars. The Biturbo is only the newest Maserati masterpiece — one which can only be appreciated through driving.

MASERATI BITURBO — TECHNICAL DATA

ENGINE

Position/Drive		Front/Rear
Cylinders	No.	V-6 at 90°
Bore	mm	91.6
Stroke	mm	63
Cubic Capacity	cc	2491
Compression Ratio		8.0 to 1
Max. Torque	ft. lbs.	233 @ 3000 rpm
Max. H.P.	H.P.	192 @ 5500 rpm
IHI Turbochargers	No.	2
Carburetor		1 Twin Weber
Electronic Ignition		

GEAR BOX

Manual; 5 speed, ZF Type

STEERING

Mechanical Rack & Pinion.

WHEELS AND TIRES

Magnesium Alloy 5½" Rims with
Pirelli P6 195/60HR14

PERFORMANCE

Top Speed	130 mph
0 - 60	6.9 Sec.
MPG (expected)	18 mpg City 26 mpg Highway

DIMENSIONS AND WEIGHTS

Wheel Base	in.	98.9
Length	in.	163.5
Width	in.	67.4
Dry Weight	lbs.	2580
Fuel Tank	gal.	19 Usable

