



BITURBO



THE INTERIOR AND CONTROLS COMBINATION

The Biturbo interior represents a combination of comfort, Italian style, and functionality.

The steering wheel position is adjustable in both vertical and longitudinal directions.

The four hand-made bucket seats are covered in

soft Italian glove leather, and they slide forward when tilted to allow easy access to the rear seats.

The Biturbo console houses the air conditioning, heater controls, radio, and side window switches in an elegant area that incorporates a spacious storage compartment and armrest.

STANDARD FEATURES ACCESSORIES

- Maserati Automatic Boost Control
- All engine and electrical components
- Steering wheel lock
- Vertical and longitudinal adjustment of steering wheel
- 5 speed transmission (automatic transmission optional)
- Electronic ignition
- Headrests
- Folding armrest between rear seats
- Safety rear view door mirror adjustable from inside
- Passengers sun visor vanity mirror with automatic light
- Digital quartz clock with stop-watch
- Front ashtray, lighter and cigarette box
- Centralized door locking
- Open door safety lights
- Air conditioning system with additional distribution of air to rear seats and side windows
- Aluminum alloy wheels
- Electrically operated side windows
- Tinted glass
- Heated rear window
- Opening rear side windows
- Blinds at the rear window
- AM/FM digital cassette radio with 4 speakers
- Halogen headlights
- Seatbelts
- Hand sewn Italian leather seat facings
- Engine and luggage compartment lights
- Full size spare wheel in retractable carrier
- Electronic warning system to monitor
- Remote trunk release in driver's door post
- Emergency tool kit

AUTOMATIC TRANSMISSION

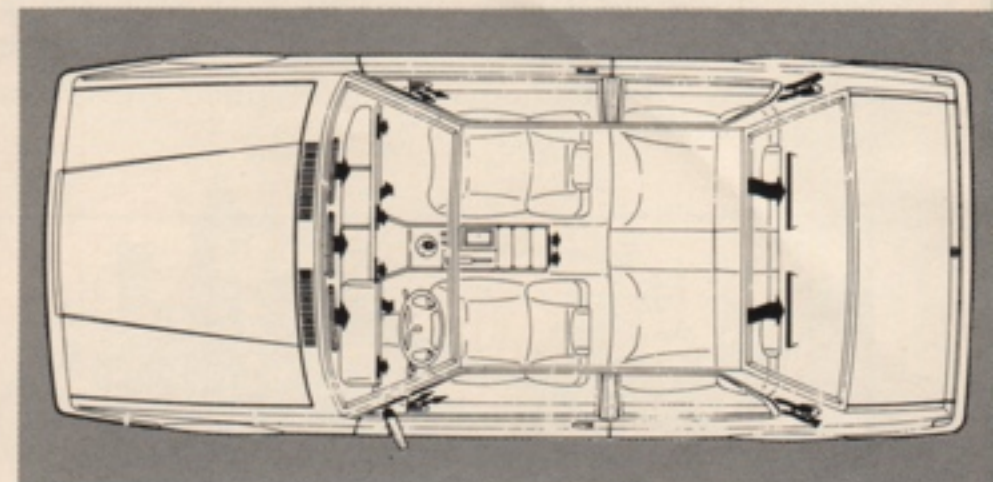
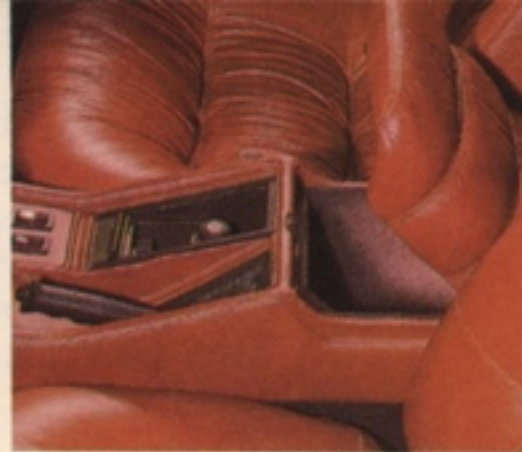
Equipped with ZF 3-speed automatic, the incredible power of Maserati's biturbo motor can be applied to the road effortlessly with no loss of performance. The automatic allows no loss of revs between shifts which keeps the "biturbos" spinning at full efficiency and engine output at its maximum.



THE INSTRUMENTATION

The instrumentation includes:

- Instrument panel illumination rheostat
- Electronic speedometer with standard odometer and trip odometer
- Tachometer
- Water temperature gauge
- Turbocharger pressure gauge
- Engine oil pressure gauge
- Engine oil pressure gauge
- Fuel level gauge
- Voltmeter
- A set of warning lights for various functions, including:
 - parking and stop light failure
 - water temperature, oil pressure, brake oil level, failure of the braking circuit and brake pad wear



— direction indicators, parking lights, headlamp high beam, fog lights, generator, hand brake, fuel level, choke, safety belts, heated rear window

A set of electric control buttons: — hazard warning lights, heated rear window, fuel flap opening and fog light — test control and corresponding warning light.

MABC® MASERATI AUTOMATIC BOOST CONTROL SYSTEM

The function of the Maserati Automatic Boost Control System is to continuously and intelligently adjust turbocharge boost pressure.

In order to adjust boost pressure, the turbochargers are supplied with bypass valves (wastegates) that, when open, allow some gas to go directly into the exhaust system without passing through the turbine wheel. In traditional turbocharger systems (dotted pipe (A) in drawing), the wastegate is opened by a diaphragm valve to which the pressure of the compressor is supplied.

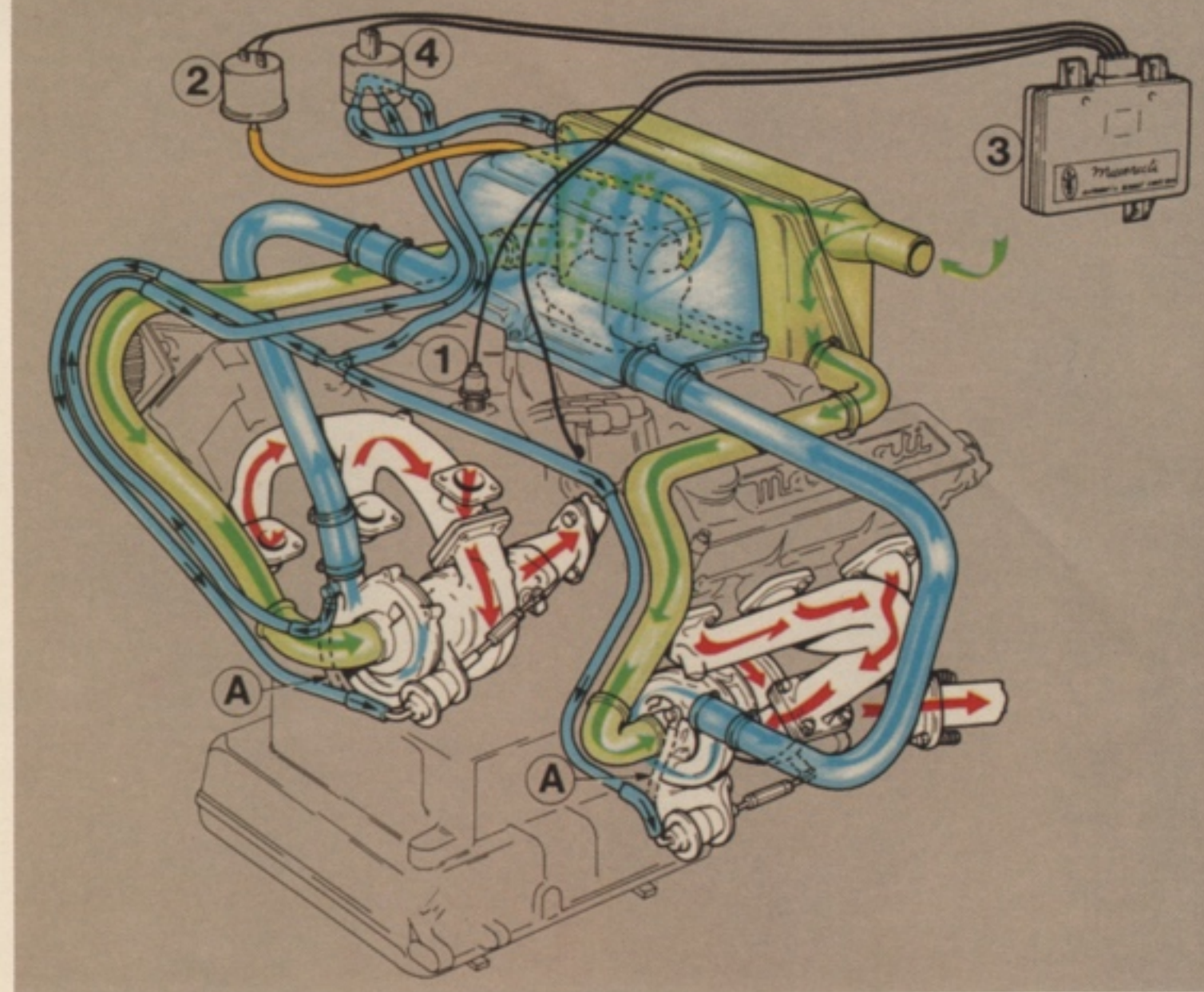
The adjustment of wastegate opening is made by varying the preload of the spring in the diaphragm valve. As a consequence, the wastegates are always more or less open depending on the boost pressure and not according to the actual needs of the engine.

The purpose of the MACB® is to control boost pressure under all conditions through the use of electronic control. There are two advantages to such a system:

- Improvement of engine performance, i.e.:
 - better efficiency at part and wide open throttle
 - better mileage
- Protection of the engine from:
 - knocking (for any reason)
 - excessive boost pressure
 - overspeed

MABC® consists of four components:

1. Knock sensor (screwed into engine block in the middle of the V)
2. Pressure transducer (senses pressure/vacuum in the intake manifold)
3. Electronic control unit (E.C.U.)
4. Solenoid valve

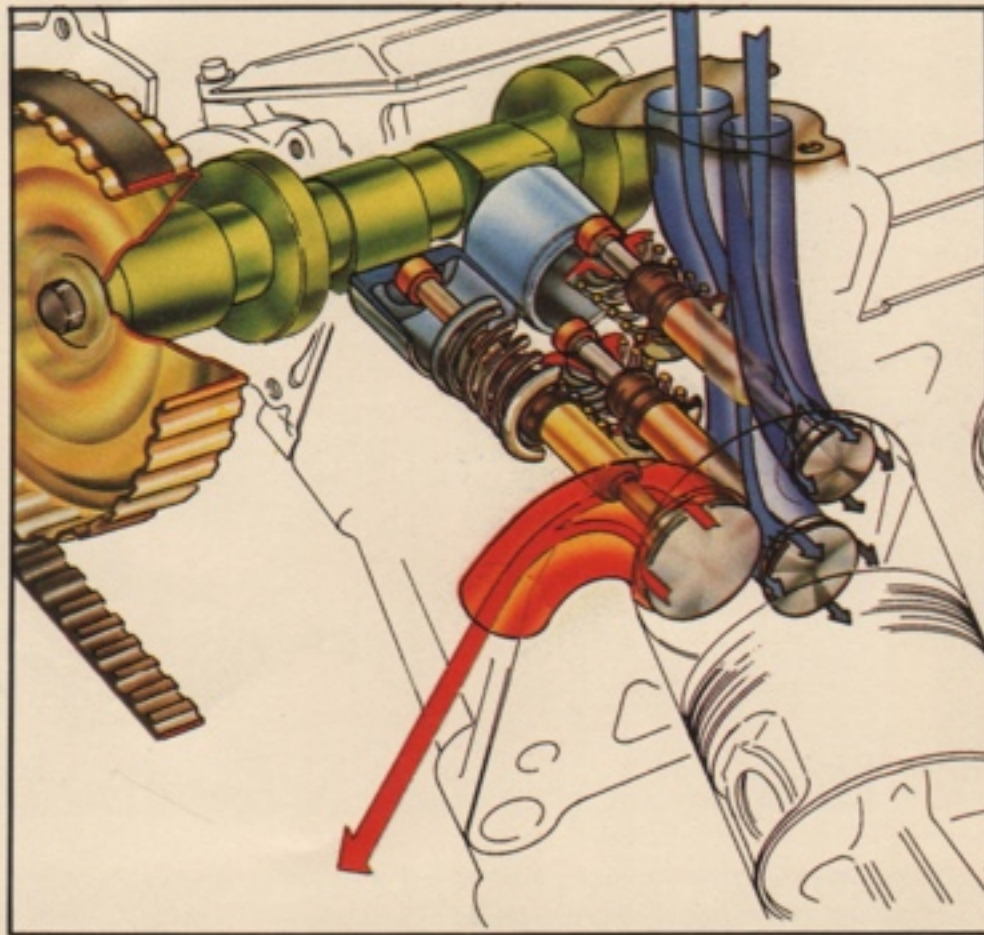


WHY BITURBO?

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 pressure and increase performance. Much less stress is put on each turbo therefore increasing reliability. All Formula One "Vee" engine racing cars that are turbocharged use a twin turbo system.

3-VALVE INNOVATION

A patented 3-valve head (2 intake, 1 exhaust) allows the engine better breathing while increasing combustion efficiency. Without the use of complicated rocker arms or double arms, this cylinder head remains simple, compact, and lightweight. The exhaust valve uses the traditional method with the valve stem inside a cup; however, the two intake valves are actuated by the edge of a strengthened valve cup off a single cam lobe. 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.

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
Automatic 3-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	6.8 Sec.
MPG (EPA)	15 mpg City 20 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



dimensions in millimeter





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