



CALLAWAY

A Sports Car  
That is  
Second to None...



# CALLAWAY TWIN TURBO CORVETTE

"It is the quickest, fastest, best-handling, best-braking, most fuel efficient production-based road car for the money in America."

*Joe Ruz, Road & Track April 1988*

"It's one-way speed of 195.5 mph and average of 191.7 proved what American devotees claim, that the Corvette is... a world class performer."

*Ray Hutton, Motor December 1987*

"The power delivery is phenomenal... I've never driven a street car like this."

*Derek Bell quoted in Automobile April 1988*

"What you get for your money is a combination of quality and performance that companies such as AMG can only dream about at less than one-third the price."

*Grag Raven, Autotech April 1988*

"This turbosystem we can get close to — it's got all the good stuff."

*Don Runke, then Chevrolet's Chief Engineer quoted in Automotive Industries July 1986*

The 1988 Callaway Twin Turbo Corvette is proof that America can build a sports car second-to-none. With a top speed of over 190 miles per hour, it ranks as one of the fastest production cars in the world and the fastest Corvette ever produced. This performance, coupled with a sophisticated suspension, a full range of creature comforts and everyday driveability, makes the Callaway Corvette the most versatile sports car in the world.

Callaway Engineering, started in 1978, specializes in advanced engine design and development. When the Corvette engineering group asked us to develop and market a twin-turbocharged version of the Corvette, the vehicle's excellent reputation made it easy for us to agree. Owing to the extraordinary refinement of the Z51 and Z52 Corvettes used in our production, the twin-turbo engine's power is efficiently utilized without any suspension, tire or brake changes.

The heart of the 1988 Callaway Corvette is a custom built version of the venerable 5.7 Liter Chevrolet small block. We carefully machine, balance, blueprint, clean and re-assemble each engine using a forged crankshaft, forged connecting rods, Mahle forged aluminum pistons and a myriad of other Chevrolet racing components. Mated to this core is a compact, intercooled twin turbosystem that produces 382 bhp @ 4250 rpm and 562 ft-lbs @ 2500 rpm. With over 400 ft-lbs of torque available anywhere between 2000 and 4750 rpm, response is staggering at any speed.

Technical refinements for 1988 include free-flowing turbochargers and a low restriction stainless steel exhaust that generate an additional 40 bhp over the 1987 model, an upgraded cooling system that includes a copper/brass radiator, high-flow pump and high-flow thermostat, a fourth-generation engine computer calibration

and special Dymag magnesium race wheels. The Callaway Corvette is available in both coupe and convertible versions, and for 1988 the customer has the choice of either a four-speed/overdrive or automatic/overdrive transmission. An optional full leather interior with Wilton carpeting is also available.

The result of our work is a Corvette without peer, one capable of outstanding performance and constructed by production methods representative of exotic car exclusivity. However, the Callaway Corvette demands significantly less of you in initial price and long-term maintenance than the rest of the world-class sports cars from Germany and Italy. The idea behind the Callaway Corvette — best expressed by our chief engineer, Tim Good — is simple: "A car aimed at those individuals who want the fastest, best-handling, best braking car they can buy. And we're proud because it's American-made."



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# Callaway Equipment and Procedures FOR RPO B2K

## POWERTRAIN

- Twin-turbocharged V-8 350 cu in (5.7 liter) L98 engine
- Compression ratio 7.5:1
- Maximum boost pressure 10.0 psi
- Power SAE net 382 bhp @ 4250 rpm
- Torque SAE net 562 ft-lbs @ 2500 rpm
- 0-60 mph 4.5 sec
- standing 1/4 mile in 13.0 sec @ 110 mph
- Top speed:
  - coupe - 191 mph\*
  - convertible - 185 mph

\*equipped with aerokit spoiler

## EQUIPMENT

- twin turbochargers with integral wastegates
- twin charge air coolers
- free-flow turbo exhaust system
- L98 engine block
- four-bolt main caps, splayed bolt style
- Clevite engine bearings
- forged, gas-nitrided crankshaft, 60Rc journal hardness
- forged connecting rods
- proprietary Cosworth or Mahle forged aluminum pistons
- plasma moly piston rings
- Mellling high volume oil pump
- stainless steel inlet and exhaust valves

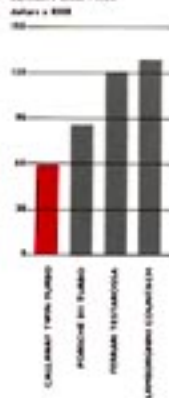
- up-rated valve springs
- steel roller camshaft & hydraulic roller lifters
- specially hardened distributor drive gear
- Callaway Microfueler II™ fuel enrichment system
- Callaway-calibrated engine management system
- dry sump turbo oil scavenge
- engine oil cooler, air-to-oil
- high performance cooling system includes:
  - 3-row copper/brass radiator
  - high-speed waterpump
  - high-flow thermostat

## PROCEDURES

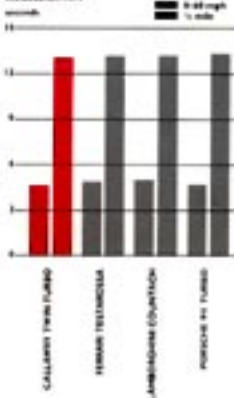
- balance and blueprint all components
- magnaflux block and crankshaft assembly
- crankshaft journals cross-drilled and polished
- aluminum cylinder heads decked
- re-machine block to accept four-bolt splayed caps
- align hone main bearing bores
- decks squared to crankshaft centerline
- all galleries cleaned and re-plugged
- valve springs shimmed for equal pressure
- all threads chased

- heatshielding & insulation of critical hotside components
- clean room assembly and inspection
- complete engine pressure test for oil and coolant leaks
- black laquered block
- wrinkle black valve covers, plenum and inlet runners
- Dymag 17" x 9.5" wheels
- Goodyear P275/40ZR17 tires
- Callaway manufacturer number plaque
- Callaway urethane hood and deck inserts
- Callaway Privileged Presentation kit
- Z5G special equipment option includes:
  - Z51 mufflers
  - long front air dam
  - power steering cooler
  - J-55 large front brakes
- OPTIONAL:
  - Turbo Hydramatic 400 automatic transmission with Laycock overdrive
  - full leather interior with Wilton carpeting

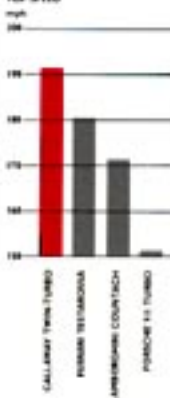
CURRENT BASE PRICE  
\$4000 + \$500



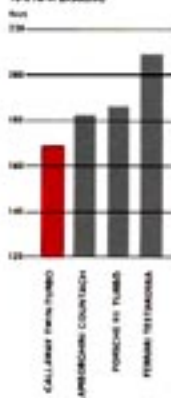
ACCELERATION  
seconds



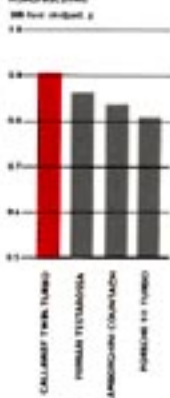
TOP SPEED  
mph



15-17 MPH BRAKING  
feet



POWERSHIFT DRIV  
0-60 feet (seconds)



17% ESTIMATED FUEL ECONOMY  
mpg

