



INTRODUCING THE ULTIMATE AERO TT...

7 YEARS OF PASSIONATE DESIRE IN CREATING
THE ULTIMATE DRIVERS CAR, DELIVERED.

POWERED BY A PROPRIETARY TWIN TURBO V-8 PRODUCING A
STAGGERING 1183 BHP AND AN EARTH SHAKING 1094 LBS./FT.
OF TORQUE THE ULTIMATE AERO TT IS THE MOST POWERFUL
PRODUCTION CAR IN THE WORLD. BUT REDEFINING THE PERFECT
DRIVING EXPERIENCE DOES NOT STOP WITH THE TT'S POWER
PLANT. RAZOR SHARP HANDLING COMES STANDARD THANKS TO
THE DESIGN OF A LIGHT-WEIGHT CHASSIS AND A RACE-READY
SUSPENSION SYSTEM FEATURING A CUSTOM PENSKE COILOVER,
WORLD CLASS AMENITIES FEATURING A CUSTOM LEATHER
INTERIOR, 10 SPEAKER PREMIUM AUDIO/VIDEO SYSTEM, DVD
NAVIGATION/BACKUP CAMERA, AND A CAB CONTROLLED FRONT
LIFT TO HELP NAGIVATE ROAD HAZARDS ALL COME STANDARD.



UNPARRELLED PERFORMANCE:

73.1 MPH IN SLALOM

0-60: 2.78 SECONDS

CAPABLE OF 273 MPH

1/4 MILE: 9.9 SECONDS AT 144 MPH

SKIDPAD: 1.05 G

60 MPH TO 0 (BRAKING): 103 FEET

AERODYNAMICS,

THE CONNECTION IS SIMPLE,
THE PHILOSOPHY PRICELESS

A TRUE COMPOSITION OF FORM AND FUNCTION, THE ULTIMATE AERO TT'S SLEEK BODY DOES MORE THAN JUST PLEASE THE EYE. COMPRISED SOLELY OF CARBON FIBER COMPOSITE; THE ENTIRE BODY, MINUS THE DOORS, HOOD, AND TRUNK WEIGHS A MERE 131 LBS, AND ALLOWS THE ULTIMATE AERO TT TO SLIP THROUGH THE AIR AT HIGH SPEEDS WHILE PRODUCING PRECISELY ENOUGH DOWNFORCE TO KEEP IT PLANTED ON THE PAVEMENT.

NASA'S WIND TUNNEL AT LANGLEY VIRGINIA NOT ONLY SHOWED THE ULTIMATE AERO TT STABLE OF SPEEDS IN EXCESS OF 250 MPH BUT CAPABLE OF SPEEDS UP TO 273 MPH.



SPECIFICATIONS:

ENGINE:
TYPE: ALUMINIUM BLOCK AND HEADS (V-8)
DISPLACEMENT: 387.2 CU.IN.
BORE X STROKE: 4.125 X 3.620"
COMPRESSION RATIO: 8.975:1
HORSEPOWER: 1183 BHP @ 6950 RPM
TORQUE: 1094 LB./FT. @ 6150 RPM
REDLINE: 7200 RPM
INDUCTION SYSTEM: TWIN TURBO CHARGERS

ACCOMODATIONS:
SEATING CAPACITY: 2
HEADROOM: 38.5"
SEAT WIDTH: 2 X 19"
LEG ROOM: 47"
SEAT BACK ADJUSTMENT: 25 DEGREES
SEAT TRAVEL: 6.0"

STANDARD EQUIPMENT:
INCLUDES:
AIR-CONDITIONING
POWER WINDOWS
POWER MIRRORS
TILT-STEERING
CAB-CONTROLLED FRONT AIR LIFT

CHASSIS/BODY:
LAYOUT: MID-ENGINE/REAR DRIVE
BODY/FRAME: CARBON FIBER/COMPOSITE/STEEL
SPACE FRAME
BRAKES:
FRONT: 14.0" VENTED SLOTTED DISCS/8-PISTON
CALIPERS
REAR: 14.0" VENTED SLOTTED DISCS/6-PISTON
CALIPERS
WHEELS: FORGED 3-PIECE ALLOY
19X9-1/2" FRONT, 20X13" REAR
TIRES: MICHELIN PILOT SPORT PS2
FRONT: 235 35 (YR)19
REAR: 335 30 (YR)20
STEERING: RACK AND PINION, ASSISTED

SUSPENSION:
FRONT: UNEQUAL LENGTH UPPER AND
LOWER A-ARMS COIL-OVER SPRINGS REMOTE,
RESERVOIR-ADJUSTABLE PENSKE COIL-OVER SHOCKS
CAB CONTROLLED AIR LIFTANTI-ROLL BAR
REAR: UNEQUAL LENGTH UPPER ROCKER AND LOWER
A-ARMADJUSTABLE COIL-OVER SPRINGS
REMOTE, RESERVOIR-ADJUSTABLE PENSKE COIL-OVER
SHOCKS ANTI-ROLL BAR

INSTRUMENTATION:
GAUGES:
260-MPH SPEEDOMETER
8000-RPM TACHOMETER
SEQUENTIAL SHIFT LIGHTS
HORSEPOWER GAUGE
OIL PRESSURE
WATER TEMPERATURE
FUEL LEVEL
VOLT
AUDIO/VIDEO:
NAVIGATION SYSTEM
10-SPEAKER PREMIUM AUDIO/CD/DVD SYSTEM
7.5" VIDEO/DVD SCREEN
AUTOMATIC BACK-UP CAMERA

DRIVETRAIN:		
GEAR RATIO	RPM	MPH
1ST 3.00:1	7200	61.564
2ND 2.15:1	7200	85.903
3RD 1.4545:1	7200	126.976
4TH 1.1176:1	7200	165.251
5TH 0.8571:1	7200	215.474
6TH 0.6452:1	7200	286.272
FINAL DRIVE RATIO: 3.44:1		
ENGINE RPM @ 60 TOP GEAR: 1550		
COEFFICIENT OF DRAG (CD): 0.357		
FRONTAL AREA: 19.0 SQUARE FEET		
BELLY PAN: COMPLETE FLAT BELLY PAN W/REAR VENTURI TUNNELS		

INTERIOR STANDARD COLORS ARE BLACK, TAN, CREME,GRAY AND RED.
CUSTOM COLORS AREAVAILABLE UPON REQUEST.



