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ROCKET REVOLUTION

BRABUS ROCKET **1000**

The first BRABUS supercar with 1,000 horsepower
and a massive peak torque of 1,820 Nm

Exclusive four-door, high-performance all-wheel-drive coupe
in a limited edition of just 25 vehicles worldwide

Elaborately calibrated hybrid drive concept with
BRABUS 4.5-liter, twin-turbo V8 increased-displacement engine
and electric drive

Sprint from 0 – 100 km/h in 2.6 seconds,
300 km/h reached after just 23.9 seconds

Spectacular BRABUS ROCKET carbon widebody version and
BRABUS hi-tech wheels with exposed-carbon AERO-DISCS

Ultra-luxury BRABUS MASTERPIECE interior

BRABUS supercars have been part of the absolute elite of high-performance automobiles for more than four decades. With the new BRABUS ROCKET **1000** “1 of 25”, the Bottrop-based vehicle manufacturer accredited with the German Federal Motor Transport Authority continues this tradition with its first supercar that produces 1,000 horsepower. The basis is provided by the Mercedes-AMG GT 63 S E PERFORMANCE four-door coupe.

As the name of this supercar limited to just 25 vehicles worldwide indicates, the BRABUS ROCKET **1000** “1 of 25” produces a system output of 736 kW / 1,000 hp. Even more massive is the increase in peak torque from 1,470 Nm to 1,820 Nm (1,084 to 1,342 lb-ft). This value is reduced to 1,620 Nm (1,195 lb-ft) in the car to protect the driveline.

The hybrid drive of this exclusive automobile with 4MATIC+ all-wheel drive consists of an internal combustion engine, the 4.5-liter BRABUS ROCKET **1000** V8 Biturbo increased-displacement engine, which produces an impressive 157

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horsepower more than the production engine rated at 470 kW / 639 hp, and an electric motor that generates 150 kW / 204 hp.

The performance on the road speaks for itself: The sprint from rest to 100 km/h (62 mph) takes a mere 2.6 seconds and to 300 km/h (186 mph) just 23.9 seconds. The top speed of the new BRABUS supercar is electronically limited to 316 km/h (196 mph).

The car's outstanding performance is accompanied by spectacular looks and highly efficient aerodynamics. The BRABUS ROCKET 1000 "1 of 25" widebody version ensures the hallmark BRABUS "1-Second-Wow" effect and has a host of elements made from exposed carbon with a high-gloss clear coat finish.

Under the carbon fenders are the newly developed king-sized BRABUS Monoblock P hi-tech forged wheels of size 10.5Jx21 at the front and size 12Jx22 on the rear axle. The high-performance tires up to size 335/25 ZR 22 at the rear are supplied by technology partner Continental.

The extravagant character of the BRABUS ROCKET 1000 "1 of 25" also includes a highly exclusive MASTERPIECE interior that impresses not only with its exquisite material selection, but also on account of its sophisticated design and precision workmanship in every detail.

The retail price for a supercar of the exclusive "1 of 25" limited edition from BRABUS (Brabus-Allee, D-46240 Bottrop, phone + 49 / (0) 2041 / 777-0, email info@brabus.com, internet www.brabus.com) starts at 450.000 euros (export price in Germany excluding 19 percent VAT).

For the new hybrid supercar the BRABUS power unit engineers und specialists developed a new variant of the BRABUS 4.5-liter increased-displacement engine based on the Mercedes-AMG twin-turbo eight-cylinder that powers the various AMG 63 hybrid models from the German manufacturer.

Hi-tech engines with enlarged displacement have had a firm place in the BRABUS DNA for decades. These days, this extremely efficient and robust type of performance increase that involves a lot of effort is actually only still employed by BRABUS. The German company maintains an in-house hi-tech engine building shop for the production of the engines, which helps to achieve a level of vertical integration unparalleled in the industry.

BRABUS

PRESS RELEASE

In addition to a host of BRABUS performance components, the BRABUS 1000 V8 Biturbo engine is also fitted with a custom turbocharging system comprising two BRABUS high-performance turbos that produce a maximum boost pressure of 1.4 bar.

The BRABUS high-performance exhaust system with brilliantly efficient catalyst system and special particulate matter filter is manufactured from stainless steel. Integrated butterfly valves in the exhaust enable drivers to control the exhaust note electronically from inside the cockpit. They can choose between the subtle “Coming Home” mode and an extremely powerful eight-cylinder sound, depending on the selected drive mode.

The electronic engine control unit of the BRABUS V8 ensures the perfect interplay with the electric motor of the hybrid coupe. To this end, the company conducted extensive testing on stationary engine test benches and all-wheel-drive rolling roads at the BRABUS development center in Bottrop as well as numerous driving tests on public roads and on various racetracks and proving grounds. This immense effort not only ensured the desired performance increase, but also compliance with the latest EURO 6D ISC-FCM emission standard.

The combination of BRABUS increased-displacement engine and alternative drive technology makes the BRABUS ROCKET 1000 “1 of 25” the most powerful supercar in the long successful history of the German company. Together, the two power units develop a system output of 736 kW / 1,000 hp. Even more breathtaking is the boost in peak torque from 1,470 Nm (1,084 lb-ft) in the production car to a massive 1,820 Nm (1,342 lb-ft) in BRABUS configuration. To protect the driveline components, this figure is electronically limited to 1,620 Nm (1,195 lb-ft) for driving.

This makes the BRABUS ROCKET 1000 “1 of 25” one of the world’s most powerful hybrid cars. From rest, the exclusive four-door coupe slings itself to 100 km/h (62 mph) in just 2.6 seconds. The supercar is already traveling at 200 km/h (124 mph) after 9.7 seconds and reaches the 300-km/h mark (186 mph) in just 23.9 seconds. The top speed is electronically limited to 316 km/h (196 mph).

The new BRABUS ROCKET 1000 V8 increased-displacement engine produces a peak output of 585 kW / 796 hp (785 bhp) and a peak torque of 1,250 Nm (922 lb-ft), which is electronically limited in the vehicle to 1,050 Nm (774 lb-ft).

BRABUS

PRESS RELEASE

The power of the internal combustion engine is transmitted by a SPEEDSHIFT MCT nine-speed sports gearbox, whose gears can be shifted either automatically or manually with the BRABUS RACE carbon paddle shifters on the steering wheel, and 4MATIC+ all-wheel drive. Technology partner MOTUL supplies the hi-tech lubricants for the ICE and the driveline.

The hybrid drive of the new BRABUS supercar is rounded off by the electric power unit installed on the rear axle. It comprises a powerful permanently excited synchronous electric motor, which produces an output of 150 kW / 204 hp (201 bhp), an automatically shifted two-speed transmission and a 6.1 kWh lithium-ion battery. This electric drive is adopted from the base car unchanged.

However, the new BRABUS supercar compels not only with outstanding performance, but also due to the spectacular widebody version. All components are produced from high-strength yet very light carbon using the elaborate pre-preg process. To ensure the hallmark BRABUS look, numerous elements are made from exposed-structure carbon. The two BRABUS ROCKET 1000 “1 of 25” supercars pictured here sport the paint finish variants “Superblack” and “Signature Gray.”

The carbon widebody version with custom front fenders and more expansive quarter panels makes the four-door coupe 67 millimeters (2.6 inches) wider than the production car. Special Kevlar liners were developed for the enlarged wheel arches. LEDs integrated into the sides illuminate the ground next to the vehicle with a bright BRABUS logo as soon as a door handle is pulled or the Keyless-Go system is activated by the driver approaching the vehicle. The exposed-carbon covers for the exterior mirrors are above all visually appealing.

For a vehicle as fast as the new BRABUS supercar the aerodynamics play an elementary role. The ROCKET carbon front fascia creates perfect transitions to the wider front fenders. What is more: The integrated exposed-carbon spoiler with raised flaps at the sides reduces front-axle lift at high speeds. The large air intakes with exposed-carbon aero blades route the airflow to the radiators and front brakes. The two exposed-carbon ram-air intakes integrated into the radiator grille supply the V8 with air and in concert with the red ROCKET Launch Ambience Light add another unmistakable detail.

The rear end of the BRABUS ROCKET 1000 “1 of 25” impresses with the multi-piece rear wing and the BRABUS rear diffuser, which perfectly showcases the four carbon-jacketed titanium

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PRESS RELEASE

exhaust pipes. This combination produces significantly increased aerodynamic downforce at high speeds. The sporty view from the rear is rounded off by the trim pieces on the sides of the rear bumper, which like the other BRABUS rear-end components are likewise produced from carbon fiber with a high-gloss finish. To ensure a homogeneous look, all parts with chrome plating on the production car sport a black finish on the two supercars pictured here.

The widebody version includes high-performance tires of extreme dimensions, which BRABUS technology partner Continental supplies in the form of the SportContact 7. The BRABUS suspension engineers developed custom extra-large wheels in the new BRABUS Monoblock P design with stylized centerlock for this purpose. To achieve an optimal combination of maximum strength and lightweight construction, the black five-spoke wheels are manufactured using state-of-the-art forging and CNC technologies. In addition, this striking custom design comprises exposed-carbon AERO-DISCS that place even more emphasis on the sporty looks of these rims.

At the front, the supercar runs on BRABUS Monoblock P "PLATINUM EDITION" 10.5Jx21 wheels with 275/35 ZR 21 tires. The additional space in the larger wheel wells at the rear axle is filled out perfectly by tires of size 335/25 ZR 22 mounted on size 12Jx22 rims. The BRABUS SportXtra suspension module allows lowering the ride height of the four-door coupe by up to 20 millimeters (0.8 inches), depending on the selected driving mode.

BRABUS has enjoyed world renown in the area of designing and crafting exclusive interiors for decades. For the two supercars pictured here, the master upholsterers of the BRABUS Manufaktur in Bottrop created exclusive MASTERPIECE interiors sporting the corresponding labels on the backrests of the four seats.

The designers selected black leather and likewise black Dinamica synthetic fiber for both supercars. The latter was used for the headliner. The leather seats and inner sections of the door panels feature the "Ellipse" quilting pattern applied with the same pinpoint precision as the exceedingly accurate perforations. The floor mats and the trunk liner from BRABUS sport the identical quilting pattern. Some elements in the interior feature a "Heritage" brand pattern with embossed "77" logos to commemorate the year 1977, the founding year of BRABUS.

Scuff plates with BRABUS logo backlit in colors that change in sync with the ambient lighting welcome the occupants of the four-door car.

BRABUS

PRESS RELEASE

Numerous parts in the cockpit of the two BRABUS supercars pictured here were fitted with elaborate glazing. They range from switches to surrounds. All elements in the vehicle with “Superblack” paint finish sport a “Shadow Gray” finish to match the exterior skin. The interior components of the other supercar were coated “ROCKET RED” to provide contrast to the “Signature Gray” vehicle body.

The sporty character of both BRABUS hybrid supercars is underscored by the interior carbon elements with a high-gloss clear coat finish. BRABUS aluminum door pins and pedals round off the decidedly sporty flavor.

Fuel economy, CO₂ emissions and efficiency class:

BRABUS ROCKET 1000 “1 of 25” according to the WLTP:

Combined fuel economy, weighted	9.6 l/100 km (24.5 mpg)
Combined power consumption, weighted	13.9 kWh/100 km
Combined CO ₂ emissions, weighted	218 g/km
Electric range (EAER)	12 km
Electric range city (EAER)	13 km
Efficiency class	B

Technical Data BRABUS ROCKET 1000 “1 of 25”

Body

4-door coupe based on the Mercedes-AMG GT 63 S of the X 290 series.

BRABUS ROCKET 1000 carbon widebody version, 67 mm wider than standard. Consisting of front component with integrated front spoiler and additional air intakes in the radiator grille, wider front fenders at the front and rear fender flares, each with custom Kevlar wheel arch liners, multi-piece rear wing, and rear diffuser.

Dimensions:

Length	5,068 mm (199.5 in)
Width	2,068 mm (81.4 in)
Height	1,439 mm (56.7 in)
Curb weight	2,380 kg (5,247 lbs.)
Gross vehicle weight rating	2,760 kg (6,085 lbs.)
Tank capacity/reserve	73 l / 12 l (19.2 gal. / 3.2 gal.)

Hybrid drive

Internal combustion engine: BRABUS 1000 V8 Biturbo increased-displacement engine

BRABUS 1000 V8 Biturbo engine modifications consisting of:

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Displacement increase to 4.5 liters by means of a billet custom crankshaft with longer stroke and larger cylinder bores in conjunction with corresponding pistons and piston rods. BRABUS multi-layer steel cylinder head gaskets.

BRABUS 1000 V8 Biturbo system with two high-performance turbochargers with larger compressor unit with a diameter of 52 millimeters (2.04 inches) and special core assembly with reinforced axial bearings. BRABUS downpipes with a diameter of 76 mm (3 inches).

BRABUS stainless high-performance exhaust system with a pipe diameter of 76 mm (3 inches) and actively controlled butterfly valves. Free-flow high-performance metal catalysts and high-performance particulate matter filter.

Custom maps for injection, ignition and boost pressure control for the electronic engine control unit.

V8 cylinder 4-valve alloy engine with two turbochargers

Displacement	4,407 cc (269 cu. in)
Bore	84 mm (3.3 in)
Stroke	100 mm (3.9 in)
Compression ratio	8.6 : 1
Maximum boost pressure	1.4 bar
Rated output	585 kW / 796 hp (785 bhp) at 5,900 rpm
Peak torque	1,250 Nm (922 lb-ft) at 2,900 rpm (electronically limited to 1,050 Nm (774 lb-ft))
Fuel:	Premium plus (102 or 98 RON)
Motor oil:	MOTUL

Permanently excited synchronous electric motor at the rear axle with automatically shifted two-speed transmission and lithium-ion battery with 6.1 kWh capacity

Rated output	150 kW / 204 hp (201 bhp)
Peak torque	320 Nm (236 lb-ft)

System output, combines ICE and electric motor

Rated output	736 kW / 1,000 hp (987 bhp)
Peak torque	1,820 Nm (1,342 lb-ft, electronically limited in the vehicle to 1,620 Nm (1,195 lb-ft))

Driveline

4MATIC+ all-wheel drive with electronically controlled limited-slip rear differential

SPEEDSHIFT MCT 9-speed sports transmission, either automatic shifting or manual gear changes with BRABUS RACE carbon paddle shifters on the steering wheel

Suspension

Independent air suspension front and rear.

BRABUS SportXtra suspension module for a ride-height lowering by about 20 millimeters (0.8 inches) in the two driving modes "Comfort" and "Sport."

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Wheels and tires:

Wheels: One-piece BRABUS Monoblock P “PLATINUM EDITION” five-spoke forged wheels with exposed-carbon AERO-DISCS

Tires: Continental SportContact 7 high-performance tires

Dimensions:

Front axle: 10.5Jx21 with 275/35 ZR 21

Rear axle: 12Jx22 with 335/25 ZR 22

Braking system

Dual-circuit braking system with vented and cross-drilled carbon-ceramic compound technology brake rotors, ABS.

Brake rotors front: 420 x 39 mm (16.5 x 1.5 in)

Brake rotors rear: 380 x 32 mm (14.9 x 1.3 in)

Performance

0 - 100 km/h (62 mph): 2.6 s

0 - 200 km/h (124 mph): 9.7 s

0 - 300 km/h (186 mph): 23.9 s

Top speed: 316 km/h (196 mph – electronically limited)

Price

From 450.000 euros (export price in Germany excluding 19 percent VAT)

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