

BRABUS

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BRABUS 1000

**The new hybrid supercar with 1,000 horsepower and
a giant peak torque of 1,820 Nm**

**High-performance drive concept with 4.5-liter
twin-turbo, increased-displacement V8 and electric drive**

**Zero – 100 km/h in just 2.6 seconds, 23.6 seconds to 300 km/h,
top speed electronically limited to 320 km/h**

**Thrilling BRABUS carbon aerodynamics package and
BRABUS Monoblock Z “PLATINUM EDITION” wheels
up to 22 inches in diameter**

Exclusive BRABUS Masterpiece interior

BRABUS supercars have been part of the global automotive high-performance elite for more than four decades. They impress not only with their incredible performance, but also with their extravagant design and outstanding quality. In the new BRABUS 1000, the vehicle manufacturer accredited by the German Federal Ministry of Transport presents a new high-end car with 1,000 horsepower. The basis is provided by the Mercedes-AMG GT 63 S E PERFORMANCE 2+2-seater coupé.

As the name indicates, the new supercar from BRABUS (Brabus-Allee, D-46240 Bottrop, phone + 49 / (0) 2041 / 777-0, e-mail: info@brabus.com, www.brabus.com) delivers a system output of 735 kW / 1,000 hp (986 bhp). Even more massive is its system torque of 1,820 Nm (1,342 lb-ft).

These performance figures come courtesy of the state-of-the-art powertrain with 4MATIC+ all-wheel drive. The lion's share of this falls to the BRABUS twin-turbo V8 with a displacement increased to 4.5 liters. It sends an impressive 184 horsepower more to the nine-speed transmission and the four-wheel drive than the four-liter production engine. The hybrid drive is completed to great effect by an electric motor that produces an output of 150 kW / 204 hp (201 bhp).

With sprint times from zero to 100 km/h (62 mph) of just 2.6 seconds and 23.7 seconds to 300 km/h (186 mph), the BRABUS 1000 is one of the most dynamic

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road-going vehicles in the world. The top speed is electronically limited to 320 km/h (200 mph).

This tremendous performance requires sophisticated aerodynamics. The BRABUS designers went into the wind tunnel to develop equally efficient and visually thrilling aerodynamic-enhancement components for the two-door body. They are produced from exposed-structure carbon with a choice of glossy or matte finish.

The BRABUS Monoblock Z wheels are likewise tailor-made for this supercar. The choice of a staggered combination of 21-inch wheels at the front and 22-inch wheels at the rear emphasizes the wedge-shaped design of the sports car. The high-performance tires up to size 335/25 ZR 22 at the rear are supplied by technology partners Continental or Hankook.

The highly exclusive Masterpiece interior, which is characterized by the finest leather and Dinamica microfiber, also highlights the extravagant character of the BRABUS 1000. Just as extraordinary are the sophisticated design and the high-precision workmanship down to the smallest detail.

As a member of the Aura Blockchain Consortium, an initiative by leading luxury brands such as LVMH, Prada Group, Cartier and OTB Group, BRABUS registers this supercar in the Aura private blockchain. Its Digital Product Passport certifies the ownership, prevents counterfeits and offers unparalleled transparency with this digital proof of authenticity.

The recommended retail price for the BRABUS 1000 supercar shown here is 445,900 euros (export price in Germany excluding 19 percent VAT).

Increased-displacement engines have shaped the BRABUS DNA since the 1980s. In recent years, the complex science of enlarging an internal combustion engine and in this way achieve a higher peak output and above all a significant increase in torque has been employed almost exclusively by the luxury manufactory from Bottrop. To this end, the company maintains its own engine machining shop with a vertical integration that is unique for the entire industry.

The formula for the BRABUS twin-turbo V8 engine is as elaborate as it is proven: More displacement produces more power. The cylinder volume of the eight-cylinder, four-valve engine was increased from stock 3,982 cc to 4,407 cc. To this end, the cylinder bore was enlarged to 84 millimeters (3.3 in.) and the matching forged pistons were installed. A special,

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precision-balanced billet-aluminum crankshaft in concert with likewise forged high-performance connecting rods lengthens the stroke to exactly 100 millimeters (3.9 in.).

Under the BRABUS 1000 engine cover made from red exposed-structure carbon operates a special forced induction system with two BRABUS high-performance turbochargers. The exhaust side is additionally upgraded with the BRABUS stainless high-performance exhaust system with metal catalysts and special particulate matter filters. Electronically controlled butterfly valves in the exhaust enable the driver to choose between the quiet “Coming home” mode and, depending on the selected drive mode, a particularly powerful eight-cylinder sound.

The electronic engine management system from BRABUS controls the optimal power delivery of the combustion engine. It produces an output of 585 kW / 796 hp (785 bhp) at 5,900 rpm and a peak torque of 1,250 Nm (922 lb-ft) at a low 2,900 rpm, which is electronically limited in the vehicle to 1,050 Nm (774 lb-ft). What is more: the system also ensures perfect interaction with the permanently excited synchronous electric motor of the hybrid supercar on the rear axle. It generates an output of 150 kW / 204 hp (201 bhp) and was adopted from the production car unchanged.

The power of the internal combustion engine is sent to the wheels by the 4MATIC+ all-wheel-drive system and the SPEEDSHIFT MCT nine-speed sports transmission, which is shifted automatically or manually using the BRABUS RACE carbon paddle shifters on the steering wheel. Technology partner MOTUL supplies the high-tech lubricants for the ICE and the transmission. The electric drive on the rear axle has its own automatic two-speed gearbox.

Extensive tests on stationary engine and all-wheel test benches were conducted at the BRABUS Development Center in Bottrop in order to achieve optimal coordination of the hybrid drive. In addition, a large number of tests were conducted on the road and on various racetracks and test tracks. This great effort benefits not only the performance, but also serves to comply with the current EURO 6D ISC-FCM emissions standard.

The hybrid drive comprising the BRABUS increased-displacement engine and the electric module on the rear axle gives this supercar a system output of 735 kW / 1,000 hp (986 bhp). Even more breathtaking is the collective peak torque of 1,820 Nm (1,342 lb-ft). To protect the power transmission components, this figure is electronically limited to 1,620 Nm (1,195 lb-ft) for driving.

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This makes the BRABUS 1000 one of the most powerful hybrid cars in the world. The exclusive 2+2-seater catapults itself from rest to 100 km/h (62 mph) in just 2.6 seconds. After 9.5 seconds, the coupé is already traveling at 200 km/h (124 mph) on its way to shattering the 300-km/h mark (186 mph) in 23.6 seconds. The top speed is electronically limited to 320 km/h (200 mph).

At these speeds, handling stability resulting from aerodynamic downforce is of utmost importance. To this end, the BRABUS designers developed tailor-made components in the wind tunnel. They give the car a sportier appearance and generate more front and rear-axle downforce at high speeds. All exposed-structure carbon bodywork components are manufactured in the in-house production facilities and can be ordered with a choice of glossy or matte finish. They can also optionally be painted in vehicle or contrasting color, of course.

The BRABUS front spoiler with raised side flaps at the wheel arches lends the sports car a visual upgrade and contributes to even more stable handling at high speeds. This effect is further amplified by canards mounted in front of the wheel arches. In addition, the two BRABUS inserts for the radiator grille give the coupé an even more striking face.

The BRABUS design extensions aft of the front wheel arches play a key role in the BRABUS looks as do the BRABUS Monoblock "PLATINUM EDITION" forged wheels, which were custom-developed for this sports car and are produced using state-of-the-art forging technology and CNC machining.

The BRABUS 1000 is equipped with the Monoblock Z design with ten delicate spokes. To make optimal use of the available space under the wheel arches, these wheels were produced in size 10.5Jx21 for the front and in size 12Jx22 for the rear axle. The extra-wide high-performance tires of sizes 305/30 ZR 21 and 335/25 ZR 22 come from technology partners Continental or Hankook. A further contribution to the fascinating looks comes from the BRABUS sports springs, which were developed together with suspension systems manufacturer KW. They are height-adjustable and thus make it possible to lower the ride height of the supercar by a maximum of 20 millimeters (0.8 in.) and further optimize the handling as the result of the lowered center of gravity.

The BRABUS design for the sides also includes exposed-structure carbon trim for the exterior mirrors and underbody lighting with BRABUS logo projection onto the ground when the doors are open.

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The looks of the rear end are made more spectacular by the BRABUS carbon diffuser with cutouts for the four 76mm (3.0 in.) tailpipes of the BRABUS sports exhaust system, and the BRABUS rear wing. The airfoil also increases rear-axle downforce at high speeds.

BRABUS has been one of the global leaders in exclusive automotive interiors for decades. The master upholsterers of the BRABUS Manufaktur in Bottrop created a Masterpiece interior with red labels on the backrest upholstery of the seats for the BRABUS 1000 shown here.

Black leather was selected for the all-leather interior while Dinamica man-made fiber of the same color was chosen for the headliner. The leather seat surfaces and inner sections of the door panels feature "Shell"-design quilting applied with pinpoint precision and equally accurate perforations. The floor mats and the trunk liner from BRABUS also sport the same quilting design. Some elements in the interior commemorate the founding of BRABUS in 1977 with their "Heritage" brand pattern, which features embossed "77" logos.

Carbon scuff plates with backlit BRABUS logo that changes color in sync with the ambient interior lighting are also part of the newly designed cockpit, as are numerous carbon inlays and the "ROCKET RED" glazing of a host of interior components.

The sporty character of the new BRABUS hybrid supercar is underscored by glossy carbon elements in the interior, which also include pedal pads.

Fuel economy, CO₂ emissions and efficiency class:

BRABUS 1000 in accordance with WLTP:

Fuel economy weighted, combined	12.9 l/100 km (18.2 mpg)
Power consumption weighted, combined	33.6 kWh/100 km
CO ₂ emissions weighted, combined	291 g/km
Electric range (EAER)	12 km
Electric range city (EAER)	12 km
Efficiency class	G

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