

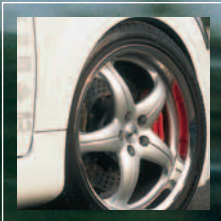
The **PES TT** Is About To Get Some Serious Balls



PES Infinite SIBILITIES

ink+pics: Philip Royle

Antera wheels were bolted to the car, and under those were Brembo's famed four-piston calipers clamping cross-drilled 328mm rotors.



Peering out from under the factory rear bumper is a Milltek exhaust that runs from just aft of the catalytic converter and releases the air with a low grumble.



Sportec's front spoiler is designed with vents on each side. The vents can be ducted to act as brake coolers if needed.



Audi did one thing very right. The company produced the Audi TT with a 225hp variant of the 1.8T powerplant and mated it to a silky smooth six-speed manual tranny. Sure, the Haldex-based all-wheel-drive system that transfers the power to the ground isn't quite as fluid as the one that drives the A4 platform, but it does enable a lot of power to be put to the floor without the concern of futile tire spin. >>





Under the hood sits the 225hp 1.8T with a GIAC chip and other PES goodies. Soon to be nestled there is PES's new Stage III, utilizing a Garrett T-28/T-35 turbo.

Performance Engineered Systems, otherwise known as PES, knew that the quattro system joined with a modified high-output 1.8T would be unstoppable in the right hands. As soon as the company could, an '02 Audi TT with the 225hp engine was added to its stable of cars. The plan was to ready the car for its future purpose: developing the PES Stage III turbo upgrade kit. What that meant was the car needed to have the cream of the crop bolted to it so the TT, and the driver, could handle the added power.

Since the Stage III kit for this engine wouldn't be developed for a while, PES opted to let the motor breathe easier for the time being by installing a GIAC chip, Milltek exhaust, and a PES intake. The chip alone added a claimed 31 horses to the motor, meaning that with just simple engine bolt-ons, the TT was already a force to be reckoned with.

Once power is added, it gets difficult keeping the car on the road—and with the impending swapped turbo that this motor was eventually to receive, this problem needed to be solved quickly. PES wasted no time tracking down a set of KW Variant 2 coilovers for the quattro TT. KW coilovers offer Koni dampers, progressively wound springs, a TÜV approval, and one helluva great ride. By utilizing coilovers, PES could drop the rear of the Audi lower than is possible with conventional performance shocks, while at the same time maintaining enough suspension travel so as to not adversely affect the car's performance. PES also opted to replace the factory 31.2mm vented front discs with Brembo four-piston calipers with 328mm rotors. Brembo's cross-drilled replacement rear rotors were swapped in place of the stock

256mm units, and EBC brake pads were installed. The result of the KWs and Brembos is a car that is as assiduous and steadfast in the turns as it is coming to a complete stop.


For looks, PES bolted on a Sportec front spoiler and rear wing, then added a projektzwo grille. The three-piece rear wing replaces the factory unit and greatly enhances the lines of the car as it curves to follow the contours of the taillights perfectly. The front Sportec spoiler is equipped with twin vents that can easily be wired for brake ducting. The new body components complement the classic good looks of the 18-inch Antera Type 309 wheels, which PES got a little crazy with.



PES opted to go with the rear-drive look on the Audi, so the company bolted on 9-inch rear wheels and fitted them with 265/35-18 Pirelli P-Zero tires. The car's stance is wildly aggressive, especially when compared to the front 235mm tires on 8-inch wide wheels.

With the car able to handle massive amounts of power, PES dove into the engine bay and began to develop its Stage III kit. Although the kit wasn't completely installed for the time of our evaluation and photo shoot, we did get the inside scoop from some of PES's higher-ups. Instead of using the Garrett T-28 turbo that the 180hp and 150hp 1.8T kits come equipped with, the 225hp Stage III version will utilize a larger T-28/T-35 ball bearing turbo. As the 225hp version of the Stage III kit was incomplete at this writing, horsepower numbers were unconfirmed and PES was being very hush-hush about the potential output, but we overheard that the output will be close to 320 horses. What we can tell you for sure is that the kits for the 180hp and 150hp 1.8Ts generate a claimed 270 fly-



wheel horsepower, and the kit for the 225hp TT will produce more—much more. We also know that the new kit will utilize much of the same CAD technology and proven performance parts that makes PES's existing kit so powerful and efficient.

After having a little fun with the chipped 225hp TT, the thought of driving the car with nearly another 100 hp is too irresistible to pass up. As you can guess, we're going to be first in line to test this kit once it hits the market. 

The cockpit was left relatively stock with the exception of the Auto Meter boost and EGT gauges connected to the A-pillar.

The Sportec three-piece rear spoiler sits where the factory spoiler would have, but the Sportec unit wraps around to the taillights, offering an aggressive look without the need for a coat hanger spoiler.



2002		AUDI TT
PERFORMANCEENGINEEREDSYSTEMS // FLEMINGTON, NJ		
OCCUPATION:		
We're Pe. We make cool stuff for cool VWs and Audis.		
HOW COOL?		
Log on to www.pes-tuning.com and see.		
SHAMELESS PLUG?		
Shameless plug.		
— TECH SPECS —		
ENGINE:		
1.8T I-4 (225hp version), PES/GIAC ECU upgrade, Milltek after-cat exhaust, PES racing bypass valve and intake		
TRANSMISSION:		
Six-speed manual		
SUSPENSION:		
KW Variant 2 coilovers front and rear		
WHEELS & TIRES:		
Antera Type 309 18x8 front and 18x9 rear wheels, Pirelli P-Zero Rosso 235/40-18 front and 265/35-18 rear tires		
BRAKES:		
Brembo four-piston front calipers with 328mm rotors, Brembo cross-drilled rear rotors, EBC brake pads front and rear		
BODYWORK/LIGHTING:		
Sportec front spoiler and rear wing, projektzwo grille		
INTERIOR:		
Auto Meter Pro-Comp Ultra Lite boost and EGT gauges, custom dual gauge pod		
MOBILTRONICS:		
Factory system		
PROPS/SHOUT-OUTS/MAD LOVE:		
Everyone that was involved, and of course the crew at PES		