



PORSCHE



The new 911 Turbo S

Relentless

911 *Turbo S*

European models shown. Some options may not be available in the U.S. Some items of equipment are available as extra-cost options only. The availability of models and options may vary from market to market due to local restrictions and regulations. For information on standard and optional equipment, please consult your authorized Porsche dealer. All information regarding construction, features, design, performance, dimensions, weight, is correct to the best of our knowledge at the time of going to print (10/2020). Porsche reserves the right to alter specifications, equipment and delivery scopes without prior notice. Colors may differ from those illustrated. Errors and omissions excepted. Please visit www.porsche.com/disclaimer

**Delighted when the benchmark
is our own family.**

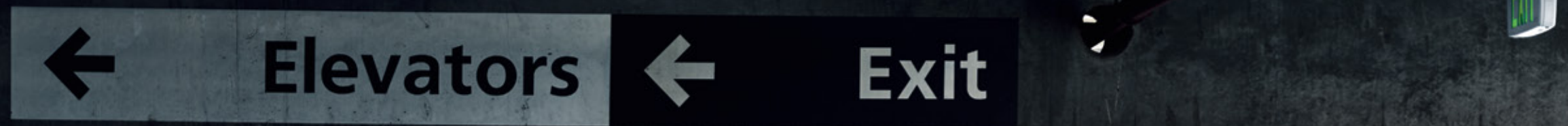
Eight generations of the 911 Turbo.

Every generation has its role models. Exceptional vehicles that provide direction and set standards. We are both honored and motivated when such role models come from our own family.

In 1974 the first 911 Turbo was showcased at the Salon de l'Automobile in Paris. During the oil crisis and automotive restraint, Porsche demonstrated one thing above all else: attitude. With one of the first series production sports cars to feature an exhaust turbocharger. The world held its breath.

As it has done ever since with every new 911 Turbo. We have always remained true to its form, as well as its characteristic rear spoiler and wings. But have never been able to curb its unbridled forward thrust. Nor have we wanted to. So, over time, it has become more powerful, intelligent and future-oriented.

46 years and seven generations later, the newest 911 Turbo is in the same place as all its predecessors: top spot. In pole position of our hearts.





1st generation
G Series
930 3.0
1975–1977

2nd generation
G Series
930 3.3
1977–1989

3rd generation
964
1991–1994

4th generation
993
1995–1998

5th generation
996
2000–2005

6th generation
997
2006–2012

7th generation
991
2013–2019

8th generation
992
From 2021

The 911 Turbo.
Ahead of its time for eight generations.



911 Turbo S

911 Turbo S Cabriolet





**Attitude comes from restraint.
Nevertheless, you should now
be more assertive.**

The 911 Turbo S concept.

911.
Turbo.
S.
Each of these three alone is enough to make car enthusiasts' hearts beat faster. All three together signify the height of feasibility. That's why our engineers like to refer to the 911 Turbo S as a perfect sports car. The height of driving emotion. A model for eternity – but also for every day. For all that the name Porsche represents: performance, athleticism and sense of style. For the uncompromising way in which we commit to an idea. Passionately – yet with a calm, down-to-earth attitude. With appropriate sincerity – yet unlimited driving fun.

This is partly due to the new, even more dynamic engine generation, producing 640 hp and a maximum torque of 590 lb-ft and the new 8-speed Porsche Doppelkupplung (PDK) that delivers the power of the engine to the road even more effectively.

This is simply our way. Never thinking: giving it our all. Never giving up. Always getting that little bit more out of our performance. Without accepting any limitations. Without restraint. Relentless.

**When we get things done without ‘ifs’ or ‘buts’,
it is instantly noticeable.**

Exterior.

Making distinctive design language even more extraordinary? A huge task. Yet one that is way too attractive to go unchallenged. Relentless. With infinite passion. To provide clarity and consistency at first glance.

As much as we like being at the forefront – let’s start with the rear, where the heart of every 911 has beaten since 1963 and the heart of every 911 Turbo since 1974: the horizontally opposed engine. The rear has an appropriately powerful design – and is 0.79 in. (20 mm) wider than that of its predecessor.

Its muscular fenders, in particular, emphasize its sporting genes. They are another distinguishing feature that has characterized the 911 Turbo since the very first model.

The seamless, one-piece light strip including ‘PORSCHE’ logo at the rear connects the three-dimensional LED taillights. A powerful rear view: the new four-tract exhaust system with its twin dual-tube tailpipe trims in black in a 911 Turbo design.





The front design language is a reference to Porsche history – and yet breaks new ground. It is a whopping 1.78 in. (45 mm) wider. In combination with its broader track, this significantly increases stability. The fenders are traditionally higher than the hood, emphasizing the design DNA typical of Porsche. The hood's characteristic dynamic recess profiles and straight slope to the front fascia are a tribute to earlier 911 models. Equally distinctive: the four-point daytime running lights and low beam of the new, more slanted LED headlights with Matrix Design.

The more pronounced front fascia with its black airblades directs any headwind. Or to be more precise: into the side air intakes and new active cool air intake flaps that enable adjustable air-flow and thus optimum aerodynamics and cooling. In addition, the front fascia accommodates the inconspicuously integrated camera and sensors for the comfort and assistance systems.

The variable front spoiler can be extended lower than the previous model, further optimizing the aerodynamics.

From the rear, through the front end, to the side view with its traditional athletic form: timeless design whose every detail shows us the way forward.



Pretty much the opposite of a flag waving in the breeze: the 911 Turbo S Cabriolet. It combines the traditional silhouette of a 911 Turbo with the ability to listen to the unmistakable, unfiltered sound of a turbo engine with the top down.

The fully automatic fabric roof of the 911 Turbo S Cabriolet has a fixed rear windshield made of glass and three integral supporting magnesium elements, making it extremely robust and yet incredibly lightweight. It opens or closes in around 12 seconds – up to a speed of 31 mph.

The roof lining is made from a heat-insulating and sound absorbing material, resulting in perceptibly consistent interior temperatures and an effective suppression of wind noise. If that's what you want.

An electric wind deflector offers draft-free driving with the top down. Again with minimum wind noise. At the touch of a button, it can be extended or retracted in just two seconds.





**Only the deepest conviction
can trigger the highest emotion.**

Interior.

Typical Porsche, typical 911 Turbo S: the combination of traditional design elements and groundbreaking technology. This is instantly apparent on the instrument cluster with its analog tachometer and two high-resolution displays, whose virtual instruments show all the essential vehicle information. Right next to this: the high-resolution 10.9-inch Porsche Communication Management (PCM) touchscreen display including online navigation. Analog precision meets digital integration.

New and yet a nod to the previous 911 generations: the horizontal lines of the interior. The concept, with its ascending center console decoupled from the dashboard, provides optimum access to all the main functions at all times. The number of controls has been significantly reduced as part of the Porsche Advanced Cockpit operating concept, and everything is located within direct reach of the driver. Sports car ergonomics that also characterize the new GT Sport Steering Wheel with multifunction controls and shift paddles.

A detailed view of the interior of a Porsche 911, showing the front and rear seats upholstered in red leather with black stitching. The dashboard, center console, and door panels are finished with black matte carbon fiber. The steering wheel is black with the Porsche crest. The car's exterior is a light gray color, and the door is open, revealing the interior components.

We build sports cars with conviction. This means attaching maximum importance to every detail. Wherever you look and whatever you touch, everything has its place and everything is of high quality. The leather interior in two-tone combination with contrasting stitching is extremely stylish. The quilted seat centers and quilted door panels are a reference to 911 history: the interior of the first 911 Turbo models was produced in this elaborate fashion. Added to this are decorative elements in matte carbon fiber. Yet more evidence that maximum performance can also be expressed in terms of look and feel.



Checkered flag? End of the line? Exhausted all the options? No way!

Performance.

For our engineers, every finish line is just a stop-over. On their onward journey. In their eternal quest for further improvements. Which brings us to the 640 horsepower of the 911 Turbo S. Actually, that says it all. But it would be a real shame not to mention other details.

Larger exhaust turbochargers and piezo injectors are used for the first time. Exhaust manifolds derived from the 911 GT2 RS improve responsiveness and efficiency, thanks to optimized flow ratios. Charge-air cooling and engine air intake have been completely redesigned. Previously, air for the intercooler was supplied via side air intakes in the rear

fenders and the engine air via a tailgate grille. This principle has been swapped over in the new 911 Turbo S. This enables more efficient charge air cooling – and thus more power.

Producing an extremely sporty result. The twin-turbo, six-cylinder horizontally opposed engine with VTG produces 640 hp. Breathtaking: acceleration from 0 to 60 mph takes just 2.6 seconds with Launch Control. Time to cover 1/4 mile is also outstanding: 10.5 seconds. Top track speed: 205 mph. Impressive performance values – and ultimately merely a stop-over. You know how our engineers work.



The entirely redeveloped 8-speed Porsche Doppelkupplung (PDK) enables gear changes in milliseconds – without interrupting the flow of power. Compared to the previous generation, it provides a noticeably wider spread between comfort, performance and efficiency.

All-wheel drive Porsche Traction Management (PTM) optimally distributes drive force between the permanently driven rear axle and the front axle. The system has been further enhanced. It is now more robust and offers improved control. The result: increased precision and resilience. Together with Porsche Torque Vectoring Plus (PTV+) including electronic rear differential lock, it ensures the optimum level of drive power is distributed to the individual wheels in every situation.

Porsche Active Suspension Management (PASM) has new dampers and new damping regulation, thereby responding to changing road conditions more quickly. For impressive athleticism and a great deal of everyday comfort.

For the first time in the 911 Turbo S: the optional Sport Exhaust System with two oval tailpipes in black or silver.

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- 1 Tailpipe trims, 911 Turbo S
 - 2 Sport Exhaust System with tailpipes in black
 - 3 Sport Exhaust System with tailpipes in silver





Sometimes you have to relent. And sometimes not.

Chassis.

Hard shell, hard core. Relentless is not an empty promise. The basis for always maintaining your course: an unshakable chassis. Which nevertheless ensures that you can enjoy a relaxed ride. Just the way you want, in fact.

Depending on the road conditions and the driving mode, the enhanced Porsche Active Suspension Management (PASM) actively and continuously controls the damping force for each individual wheel. The result: reduced body movements and thus more comfort with increased dynamism.

Optionally available for the first time on the 911 Turbo S: 10 mm (0.4 in.) lower PASM sport suspension that allows the new 911 Turbo S to deliver even more neutral and balanced road handling.

The Porsche Stability Management (PSM) and Porsche Torque Vectoring Plus (PTV+) automatic control systems provide excellent stability, traction and safety, along with extraordinary agility. And tremendous fun on corners.

Single-minded? Uncompromising? Yes, but safe.

Brakes and wheels.

No compromises – we take this very seriously. Especially when it comes to the serious side of driving pleasure, of course: your safety. Because we love accelerating, we also aim for maximum speed when braking.

The motorsport-proven Porsche Ceramic Composite Brakes (PCCB) feature extremely light ceramic brake discs. They have a diameter of 420 mm at the front and 390 mm at the rear. Together with the new 10-piston fixed calipers at the front and 4-piston calipers at the rear, they produce outstanding braking performance. The calipers are characteristically painted yellow. On request, they are also available in High Gloss Black. Also characteristic: their extraordinary performance – when you need to go fast or very slow.

The new 911 Turbo S is fitted with 20/21-inch 911 Turbo S forged alloy wheels. These have a two-tone finish (High Gloss Black) and are equipped with motorsport-proven central locking.





For your best time. And great times.

Sport Chrono Package.

Those who have tested their limits on the racetrack also strive for maximum sporting performance on the road. It's always about best times – and great times. The Sport Chrono Package including mode switch is a visible expression of our racing history. For an even sportier tuning of the chassis, engine and transmission.

With the mode switch including SPORT Response button on the steering wheel you can choose from five driving modes: 'Normal', 'SPORT', 'SPORT PLUS' and 'Individual'. A new addition to this is 'WET' mode¹⁾ that helps support the driver

when driving in the wet. With the 'SPORT Response' function, the engine and transmission are prepared for the fastest possible unleashing of power. The result: maximum responsiveness and acceleration potential for a period of approximately 20 seconds.

The Sport Chrono Package also includes: the new Porsche Track Precision app for measuring and managing lap times and driving data. To show you precisely what your new personal best time looks like. The user interface of the app has been completely modernized, making it even more intuitive and easy to use on your smartphone.²⁾

1) The 'WET' driving program is not a substitute for adopting an appropriate driving manner in different road and weather conditions, and is, at the most, an aid for the driver.
2) App usage permitted on private land only. Operation of this product (including the video recording feature in particular) could be prohibited by laws or regulations in specific markets or events. Before any use of this product, please check that this is permitted under local laws and regulations.



You'll never have the wind taken out of your sails.

Porsche Active Aerodynamics (PAA).

You cannot avoid the wind. But you can direct it. If you are equipped with active aerodynamics, at least. The aerodynamic system, which has been enhanced compared to the previous generation, makes the 911 Turbo S models even more flexible in any situation. Porsche Active Aerodynamics (PAA) ensure optimum performance, along with optimizing aerodynamic drag

Important for this: the new active cool air intake flaps in the front air intakes. These are designed to reduce drag during everyday use and optimize performance. They close automatically while the car is in motion, thereby reducing drag. If required, the flaps open, ensuring optimum engine cooling.

Added to this is the variable front spoiler made from a flexible, pneumatic elastomer and the rear spoiler. Both will extend and retract synchronously in several positions.

In combination with the driving modes, the following aerodynamic functions are available: in Normal mode, efficiency, stability and everyday driveability are pivotal. In SPORT mode, the focus is on the sportily balanced dynamics. In SPORT PLUS mode, the vehicle can unleash its full performance potential, for instance on the racetrack. WET mode is new: when this is enabled, the aerodynamic balance shifts towards the rear axle. The result is increased rear and thus overall stability. For improvement on wet roads.¹⁾

Also new: the Airbrake function. At full braking from high speed, the front and rear spoilers automatically (additionally) extend, producing a positive impact on the braking distance – depending on the selected driving program.

- 1 Cool air intake flaps closed
- 2 Cool air intake flaps open, front spoiler extended
- 3 Rear spoiler in performance position

¹⁾ The 'WET' driving program is not a substitute for adopting an appropriate driving manner in different road and weather conditions, and is, at the most, an aid for the driver.

SPORT PLUS mode with extended front spoiler lip and extended rear spoiler





A beautiful image.

Light systems.

Being visible is one thing. But the ability to see everything is even more important. This is taken care of by the LED headlights with Matrix Design and High Beam Assist including Porsche Dynamic Light System Plus (PDLS+).

The three-dimensional LED taillights are connected by the new seamless light strip.





**It's great to be entirely on your own.
But even better not to be left alone.**

Assistance systems.¹⁾

Why is driving the 911 Turbo S so fulfilling? Because you don't have to concentrate on anything else and are at one with yourself. Thanks to numerous assistance systems. Such as warm and Brake Assist or automatic distance control: it regulates the speed of your 911 Turbo S fully independently based on the distance from the vehicle in front. Added to this is the new WET mode driving program. An innovative system that supports you when driving in the wet. ParkAssist and Reversing Camera can be extended to include the Surround View option. This supplements the Reversing Camera with three more high-resolution cameras.

With sports car-specific tuning, Porsche InnoDrive optimizes your speed with the aid of navigation data and information supplied by the radar and video sensors. The result: improved comfort, increased efficiency and a driving experience typical of Porsche. Driving speed is predictively adapted to speed restrictions and road topography (gradients, corners). At the same time, Porsche InnoDrive controls acceleration, deceleration and gear selection (including coasting). The system's predictive capability of up to 1.9 miles and real-time optimization of driving strategy enable a harmonious and comfortable drive.

¹⁾ See Important Limitations of Assistance Systems page 56



**Simply sit back and enjoy the ride?
Yes, but only to get ahead.**

Comfort.

Are uncompromizing athleticism and excellent comfort mutually exclusive? Not in the new 911 Turbo S: hardly anywhere else will you enjoy such a thoroughly dynamic driving experience.

The new Adaptive Sport Seats Plus with 18-way electric adjustment are finished in smooth-finish leather, with their firm, sporty padding providing outstanding lateral support. Turbo typical: the headrests with embossed 'turbo S' logo. The quilted seat centers and quilted door panels are reminiscent of the first 911 models.

A new ionization function is available as an option – for improved air quality. The ionizer reduces airborne spores and other bacteria and improves the quality of the air inside the vehicle, which can noticeably enhance your sense of well-being.

Porsche Communication Management (PCM) is your central control center for audio, navigation and communication as well as for a variety of assistance systems. Most vehicle functions can be easily and conveniently controlled via the high-resolution 10.9-inch touchscreen display.

With 12 loudspeakers and amplifier channels, including a patented 100-watt subwoofer fitted to the bodywork, the BOSE® Surround Sound System ensures optimum sound. Total output: a whopping 570 watts. The optionally available Burmester® High-End Surround Sound System provides sound performance of the highest level.





**Even those who go their own way
need to be well connected.**

Porsche Connect.

We need to get the most out of every day. Porsche Connect helps you do this. It puts you in the ideal starting position for any road trip – and any of your goals.

With new, helpful services and the Porsche Connect app you can synchronize destinations and calendars with your Porsche, plan trips with Real-time Traffic Information and use music services on your smartphone. Be navigated, informed and entertained by your Porsche in real time. The navigation and infotainment package helps you to reach your destination faster, thanks to route calculation with up-to-date online maps. Using the voice control you can easily search for information, such as the weather at your destination, and have current news on the economy, politics and sports read aloud to you.



**Your inspiration.
Our passion.**

Porsche Exclusive Manufaktur.

Our wealth of experience goes back a long way. Since the very beginning, we at Porsche have been dedicated to realizing customer wishes. Known until 1986 as the Porsche Sonderwunschprogramm, then Porsche Exclusive – and now Porsche Exclusive Manufaktur.

We love what we do. We love our work. Every stitch, every square inch of leather, and every single other fine detail receives the same devotion. We transfer our experience and passion together with your inspiration to the car – and that's how we bring dreams to life. Directly from the factory.

None of this would be possible without originality, enthusiasm and attention to detail, beginning as early as the consultation stage. That's because we keep in mind one thing above all else: your particular wishes and requirements, turning 'a' Porsche into 'your' Porsche.

And how do we turn your dreams into reality? With composure and meticulous care, by means of precision handcrafting and the use of exquisite materials such as leather, carbon fiber, fine wood or aluminum. Added value is achieved through dedication and finesse. Or to put it another way: the intersecting of sporty performance, comfort, design and your personal taste. A Porsche with your signature touch.

We offer a wide range of personalization options. Visually and technically. For the interior and exterior. From a single alteration to extensive modifications. Your inspiration is our passion.

Be inspired by our examples on the following pages and visit www.porscheusa.com/exclusive-manufaktur to learn everything you need to know about configuring these extraordinary vehicles.





There is only one approach to making yourself unique: your own.

The new 911 Turbo S in Guards Red.

A configuration example from the Porsche Exclusive Manufaktur.

- 1 20/21-inch 911 Turbo S Exclusive Design wheels painted in High Gloss Black, Clear Taillights, sideskirts painted in exterior color, rear side air intakes painted in High Gloss Black
- 2 Interior Trim Painted in Exterior Color, dashboard/door panel trim package in Leather, sun visors in Leather, Porsche Crest on headrests, seat belts in Guards Red
- 3 LED headlights with Matrix Design in black including Porsche Dynamic Light System Plus (PDLS+)
- 4 Mirror base painted in High Gloss Black, side window trims painted in High Gloss Black
- 5 Sport Chrono stopwatch instrument dial in Guards Red





A configuration example from the Porsche Exclusive Manufaktur.

- 1 Exclusive Manufaktur leather interior¹⁾, Sport Chrono stopwatch and tachometer in White, door sill guards Dark Silver brushed Aluminum, illuminated
- 2 'PORSCHE' logo in High Gloss Black, model designation and inlay slats in the rear lid painted in exterior color
- 3 20/21-inch 911 Turbo S Exclusive Design wheels, Clear Taillights, sideskirts painted in exterior color
- 4 Seat belts in Chalk, Porsche Crest on headrests
- 5 Exterior mirrors and rear side air intakes painted in exterior color

¹⁾ Dashboard/door panel trim package in leather, steering column casing in leather, Porsche Crest on headrests, 'Porsche Exclusive Manufaktur' logo on storage compartment lid.

Making something extraordinary
even more extraordinary? Relentless.

The new 911 Turbo S Cabriolet in Chalk.

Technical data.

	911 Turbo S	911 Turbo S Cabriolet
Engine		
Type	B6, twin-turbo horizontally opposed engine with VTG	B6, twin-turbo horizontally opposed engine with VTG
Number of cylinders	6	6
Displacement	3.8 liters	3.8 liters
Power at rpm	640 hp 6,750	640 hp 6,750
Max. torque at rpm	590 lb-ft 2,500–4,000	590 lb-ft 2,500–4,000
Transmission		
Drive	All-wheel drive	All-wheel drive
PDK	8-speed Porsche Doppelkupplung (PDK)	8-speed Porsche Doppelkupplung (PDK)
Chassis		
Front axle	MacPherson spring-strut suspension	MacPherson spring-strut suspension
Rear axle	Multi-link suspension, Rear-axle steering	Multi-link suspension, Rear-axle steering
Steering	Rack-and-pinion steering	Rack-and-pinion steering
Brakes	Porsche Ceramic Composite Brake (PCCB) with 10-/4-piston aluminum monobloc fixed calipers at front/rear	Porsche Ceramic Composite Brake (PCCB) with 10-/4-piston aluminum monobloc fixed calipers at front/rear
Wheels	Front: 9 J × 20 ET 41 Rear: 11.5 J × 21 ET 67	Front: 9 J × 20 ET 41 Rear: 11.5 J × 21 ET 67
Tires	Front: 255/35 ZR 20 Rear: 315/30 ZR 21	Front: 255/35 ZR 20 Rear: 315/30 ZR 21
Unladen weights		
Curb weight	3,636 lb	3,790 lb
Gross Vehicle Weight Rating (GVWR)	4,453 lb	4,585 lb
Performance		
Top track speed	205 mph	205 mph
Acceleration 0–60 mph with Launch Control	2.6 sec	2.7 sec
1/4 mile	10.5 sec	10.6 sec

Important Limitations of Assistance Systems.

A Few Important Words About Porsche Driver Assistance Systems...

- 1 None of Porsche's Driver Assistance Systems can prevent accidents or loss of control.
- 2 No Driver Assistance System is ever a substitute for attentive driving. It is the driver's responsibility to be observant and in control of the vehicle at all times.
- 3 Please see your vehicle's owners' manual for further details about, and important limitations of, each of the specific systems described below.

LANE KEEP ASSIST WITH TRAFFIC SIGN RECOGNITION

- 1 Lane Keep Assist may not detect lane markers in certain road, weather, or driving conditions. Please see owner's manual for further details and important warnings about limitations of the system.
- 2 This system depends in part on signals from the worldwide Global Positioning Satellite network. The vehicle's electronic system and data connection, and existing wireless satellite technology, must be available and operating properly for the system to function fully.
- 3 Traffic Sign Recognition may not always see or understand every sign. It depends upon a clear, unobstructed view of the road ahead, and well-maintained and clean road signs of generally recognized types.

WARN AND BRAKE ASSIST

- 1 Warn and Brake Assist cannot prevent most collisions, although it may help to reduce their severity.
- 2 In addition, Warn and Brake Assist may not detect every object in the road.
- 3 The system may not operate if certain evasive maneuvers are performed by the driver.

NIGHT VISION ASSIST

- 1 Night Vision Assist does not prevent accidents. The system may not represent objects as the eye does. It will not detect persons or animals under certain lighting and temperature conditions, and it cannot detect inanimate objects in the road.

PORSCHE INNODRIVE WITH ADAPTIVE CRUISE CONTROL

- 1 Innodrive depends in part on signals from the worldwide Global Positioning Satellite network. The vehicle's electronic system and data connection, and existing wireless satellite technology, must be available and operating properly for the system to function fully.
- 2 Construction zones, traffic flow, and other road system changes are beyond the control of Porsche Cars North America. Complete detailed mapping of lanes, roads, streets, toll roads, tollbooths, highways, road signs, and so forth is impossible. Therefore, you may encounter discrepancies between the mapping and the actual location and conditions you encounter. Always pay careful attention to the road, give precedence to directional signs on the road and not the system, and do not drive while distracted.

ACTIVE LANE KEEP

- 1 Active Lane Keep may not detect lane markings in certain road, weather, and driving conditions.

INTERSECTION ASSIST

- 1 This system detects only other vehicles, but not people, cyclists, or animals, for example.

AUTO EMERGENCY STOP

- 1 Auto Emergency Stop depends in part on signals from the worldwide Global Positioning Satellite network. The vehicle's electronic system and data connection, and existing wireless satellite technology, must be available and operating properly for the system to function fully.

Not all the Driver Assistance Systems described in this brochure are installed or available on every model.

Some Driver Assistance Systems are optional at extra cost. Some Driver Assistance Systems require the selection of other systems or options at additional cost. Some Driver Assistance Systems are not available in combination with others. Ask your authorized Porsche dealer for details about the models and systems in which you are interested.

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Some vehicles may be shown with non-U.S. equipment. Please ask your authorized Porsche dealer for advice concerning the current availability of options and verify the optional equipment that you ordered. Porsche recommends seat belt usage and observance of traffic laws at all times.

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