



PORSCHE



The new 911 Turbo S

Relentless

911 *Turbo S*

The models featured in this publication are approved for road use in Germany. 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 Porsche Centre. All information regarding construction, features, design, performance, dimensions, weight, fuel consumption and running costs is correct to the best of our knowledge at the time of going to print (01/2020). Porsche reserves the right to alter specifications, equipment and delivery scopes without prior notice. Colours may differ from those illustrated. Errors and omissions excepted. For the disclaimer in every language, please refer to www.porsche.com/disclaimer

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

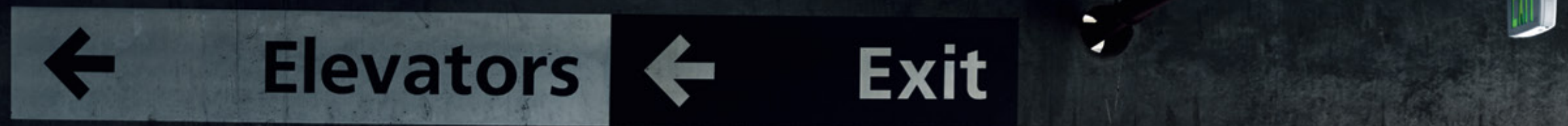
Eight generations of the 911 Turbo.

Every generation has its role models. Exceptional vehicles that provide direction and set standards. We are both honoured 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 2020

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 alone is enough to make car enthusiasts' hearts beat faster. Combined together they signify the pinnacle of possibility. That's why our engineers refer to the 911 Turbo S as the perfect sports car. The absolute peak of driving emotion. A model for eternity – but equally for every day. For all that Porsche represents: performance, athleticism and effortless 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 enjoyment.

This is partly due to the new, even more dynamic engine generation, producing 478kW (650PS) and a maximum torque of 800Nm. 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.

Lifting a design icon to new heights.

Exterior.

How do you take a perfect design, and make it even more extraordinary? By relentlessly optimising every single detail, for the purest expression of performance.

Let's start at the back, where the heart of every 911 has beaten since 1963: the rear-mounted flat-six engine. The rear of the 911 Turbo S body has an appropriately powerful design – and is 20mm wider than that of its predecessor. Its muscular shoulders, in particular, emphasise its sporting genes – another distinguishing feature that has characterised the 911 Turbo since the very first model. Equally, the distinctive rear spoiler provides unmistakable visual differentiation and hints unambiguously to the performance of the engine beneath it.

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 is refreshingly modern. 45mm wider for an even bolder statement. The wings are traditionally higher than the bonnet, emphasising the Porsche design DNA. The bonnet's characteristic dynamic recess profiles and flat centre section, dropping down towards the front bumper apron are a tribute to earlier 911 models. Equally distinctive: the four-point daytime running lights and dipped beam of the new LED main headlights with matrix beam.

True to Porsche design DNA, form has always followed function. The unique front end with black air blades is as functional as it is aesthetically striking, with seamless integration of variable cooling vanes and camera and sensors for the driver assistance systems.

The variable front spoiler can be automatically extended lower than the previous model, further optimising aerodynamics, while providing additional ground clearance when retracted.

From every angle, the instantly recognisable, timeless Porsche 911 design. Elevated to its ultimate expression.



Top down: 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 hood of the 911 Turbo S Cabriolet has a fixed rear screen made of glass and three integral supporting magnesium elements, making it extremely robust and yet incredibly lightweight. The roof opens or closes in approximately 12 seconds – at speeds up to 31mph. It can also be operated remotely..

The roof lining is made from a heat-insulating and sound absorbing material, resulting in more consistent interior temperatures and suppression of wind noise, for when you want to keep the outdoors out.

An electric wind deflector provides a smooth and quiet, draught-free open air driving experience. It can be extended or retracted in just two seconds at a touch of a button.





Tradition meets innovation. The new 911 interior.

Interior.

As expected of a Porsche, and certainly of a 911 Turbo S – the perfect combination of traditional design elements and groundbreaking technology. This is instantly apparent in the layout and instruments of the 911, its analogue rev counter flanked by two high-resolution displays with virtual instruments. Next to it is the 10.9-inch Porsche Communication Management (PCM) touch screen, seamlessly integrated into the timeless design of the new cockpit.

New but yet a nod to the previous 911 generations: the horizontal lines of the interior. The driver focused layout, with its ascending centre console decoupled from the dashboard, provides optimum access to all the main functions at all times. With intuitive, digital simplification, the number of physical controls has been significantly reduced as part of the Porsche Advanced Cockpit operating concept, and everything is located within direct reach of the driver.

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 and center console are finished with black carbon fiber. The steering wheel is black with the Porsche crest. The car's door is open, revealing the red leather interior panel. The overall design is sleek and modern, with a focus on high-quality materials and craftsmanship.

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 effortlessly stylish. The quilted seat centres 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 matt carbon. Yet more evidence that maximum performance can also be aesthetically expressed.



Relentless performance to the chequered flag, and beyond.

Performance.

For Porsche, the finish line is just a stepping stone in the continuous pursuit of further improvement. The new 911 Turbo S is an undeniable reflection of this philosophy, with unprecedented levels of performance.

Improved responsiveness delivered together with greater efficiency. Upgraded turbochargers and new piezo injectors feature alongside exhaust manifolds derived from the 911 GT2 RS. The air intake and charge cooling layout has been completely redesigned for a higher power output.

The charge coolers are now located centrally and cooled via the tailgate grille, while the side air intakes in the rear wings directly feed the engine.

All of these improvements combine to deliver a whole new level of performance. The engine produces 478kW (650PS), allowing breathtaking acceleration from 0–62mph in 2.7 seconds, continuing on to a top speed of 205mph.



For fuel consumption and CO₂ emissions, please refer to page 55.

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 improved comfort and efficiency, as well as more responsive performance – the best of both worlds.

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 Plus) 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 sports exhaust system with two oval tailpipe trims in black or silver colour.

- 1 Tailpipe trims, 911 Turbo S
- 2 Sports exhaust system with tailpipe trims in black
- 3 Sports exhaust system with tailpipe trims in silver colour





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: 10mm lower PASM sports 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 Plus) automatic control systems provide excellent stability, traction and safety, along with extraordinary agility. And tremendous fun on corners.

Slowing down. Quickly.

Brakes and wheels.

The 911 Turbo S accepts no compromises, including when you need to stop. Which is why it has the most powerful brakes of all production Porsche models.

Confidence-inspiring, relentless stopping power is provided by the standard fit Porsche Ceramic Composite Brake (PCCB) featuring light ceramic brake discs. 10-piston fixed calipers grip 420mm discs at the front and 390mm discs at the rear for unyielding deceleration and fade resistance.

The brakes are combined with 20/21-inch 911 Turbo S forged alloy wheels in black two-tone finish with central locking.





For your best time.

Sport Chrono Package.

From setting a great time on the track, to having a great time on the road, Porsche has always delivered maximum driving pleasure. The Sport Chrono Package is a visible expression of our racing heritage, with its unmistakable central chronograph and drive mode selection switch.

Five different modes (Normal, Sport, Sport Plus, Individual, Wet¹⁾ allow the driver to instantly select the most appropriate setting for the drivetrain and chassis, and set the car up perfectly for any given situation. The 'Sport Response' button gives instant access to 20 seconds of maximum responsiveness from the engine and transmission, ready to unleash its full power without delay.

The Sport Chrono Package also includes the new Porsche Track Precision app for measuring and reviewing lap times and driving data. With a revised smartphone interface, it makes it even easier for you to record your personal best.²⁾

1) The 'WET' driving programme 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.



Aerodynamics.

Porsche Active Aerodynamics (PAA).

Air. We cannot see it, but we can harness its power. With sophisticated aerodynamic development, including the advanced Porsche Active Aerodynamics (PAA), the 911 Turbo S models efficiently deal with airflow in all conditions. Enabling maximum performance while reducing drag and emissions.

For example, the new active vanes in the front air intakes. Designed to reduce drag in every day use, improving fuel consumption in their closed position, they automatically open when additional engine cooling is required for high performance driving.

The all new variable front spoiler can automatically adjust, working in harmony with the adjustable rear spoiler to optimise the aerodynamic balance in all conditions.

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 race track. 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 improved safety on wet roads.¹⁾

The new Airbrake function supplements the braking system at high speeds, by automatically extending the spoilers to increase drag and reduce braking distances.

- 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 programme 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.

The signature four-point LED daytime running lights ensure you'll always be seen. But the ability to see everything is even more important. In the 911 Turbo S, the intelligent headlight systems provide the highest level of dynamic performance.

The standard Matrix LED headlights with Porsche Dynamic Light System Plus (PDLS Plus) feature a matrix main beam which dynamically deactivates specific segments. 84 individually controlled LEDs automatically respond to the situation by switching off or dimming accordingly. Vehicles in front of you or on the opposite side of the road are dimmed, while the areas in between and next to them are still fully illuminated.

To optimise target fixation, not only are the lights selectively dimmed to fade out oncoming vehicles, the area to the right of the light void is lit more brightly for better guidance of the driver's visual attention. Segment-specific dimming of highly reflective traffic signs also acts to minimise driver dazzle.

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



← Elevators



Exit



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

Assistance systems.

Let the car help you to take care of certain tasks, for a more rewarding drive, and a more relaxing journey. With features such as the optional Adaptive Cruise Control: it automatically regulates the speed of your 911 Turbo S based on the distance from the vehicle in front. Added to this is the new Wet mode¹⁾ drive mode. An innovative system that supports you when driving in the wet by providing more confidence and control.

ParkAssist and reversing camera can be upgraded to include the Surround View option which supplements the reversing camera with three more high-resolution cameras.

With sports car-specific tuning, Porsche InnoDrive²⁾ optimises 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 adjusted 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 2 miles and real-time optimisation of driving strategy enable a harmonious and fuel-saving drive.

1) The 'WET' driving programme 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) The assistance provided by Porsche InnoDrive is subject to system limitations. The driver must monitor driving style at all times and intervene in cases of doubt. The system can be overridden at any time by use of the brake or accelerator pedal.
Provisionally available from 07/2020.



Giving you complete control.

Comfort.

The incredible combination of unwavering performance with every-day comfort and usability have always been a hallmark of the 911. The Turbo S models represent the ultimate expression of this duality.

The new adaptive sports seats with 18-way electric adjustment are finished in smooth-finish leather with unique quilted centres. These match the quilted leather door panels and are inspired by the original 911 Turbo models.

A new ionisation function is available as an option – for improved air quality. The ioniser 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 centre 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.





Always connected with Porsche Connect.

Porsche Connect.

Get the most out of every day. Porsche Connect helps you do this effortlessly. Whether driving to work or planning a road trip adventure.

With new services and the Porsche Connect app you can synchronise destinations and calendars with your Porsche, plan trips with Real-time Traffic Information and use music services on your smartphone. 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 sport read out 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 realising 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 seam, 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, fine wood or aluminium. 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 personalisation 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.porsche.co.uk/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 black (high-gloss), Exclusive Design taillights, sideskirts painted in exterior colour, privacy glass, rear side air intakes painted in exterior colour
- 2 Interior packet painted, dashboard/door panel trim package in leather, sun visors in leather, Porsche Crest on headrests, seat belts in Guards Red
- 3 LED main headlights with matrix beam in black including Porsche Dynamic Light System Plus (PDLS Plus)
- 4 Mirror base painted in black (high-gloss), side window trims painted in black (high-gloss)
- 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 rev counter in white, door sill guards in dark silver brushed aluminium, illuminated
- 2 'PORSCHE' logo in black (high-gloss), model designation and inlay slats in the rear lid painted in exterior colour
- 3 20/21-inch 911 Turbo S Exclusive Design wheels, Exclusive Design taillights, sideskirts painted in exterior colour
- 4 Seat belts in Crayon, Porsche Crest on headrests
- 5 LED main headlights with matrix beam in black including Porsche Dynamic Light System Plus (PDLS Plus), exterior mirrors and rear side air intakes painted in exterior colour

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 Crayon.

Technical data.

	911 Turbo S	911 Turbo S Cabriolet
Engine		
Type	Flat-six, twin-turbo engine with VTG	Flat-six, twin-turbo engine with VTG
Number of cylinders	6	6
Displacement	3,745cm³	3,745cm³
Power (DIN) at rpm	478kW (650PS) 6,750	478kW (650PS) 6,750
Max. torque at rpm	800Nm 2,500–4,000	800Nm 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	McPherson spring-strut suspension	McPherson 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-/four-piston aluminium monobloc fixed calipers at front/rear	Porsche Ceramic Composite Brake (PCCB) with 10-/four-piston aluminium 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
Tyres	Front: 255/35 ZR 20 Rear: 315/30 ZR 21	Front: 255/35 ZR 20 Rear: 315/30 ZR 21
Unladen weight		
(DIN)	1,640kg	1,710kg
(EC) ¹⁾	1,715kg	1,785kg
Permissible total weight	2,020kg	2,080kg
Performance		
Top speed	205mph	205mph
Acceleration 0–62mph with Launch Control	2.7secs	2.8secs
Acceleration 0–124mph with Launch Control	8.9secs	9.3secs

1) Weight is calculated in accordance with the relevant EC Directives and is valid for vehicles with standard specification only. Optional equipment increases this figure. The figure given includes 75kg for the driver.

	911 Turbo S	911 Turbo S Cabriolet
Fuel consumption (WLTP) ¹⁾ (l/100km (mpg))		
Low	21.1–20.7 (13.4–13.6)	21.2–20.9 (13.3–13.5)
Medium	12.2–11.9 (23.2–23.7)	12.5–12.1 (22.6–23.3)
High	10.5–10.2 (26.9–27.7)	10.8–10.4 (26.4–27.2)
Extra High	10.5–10.3 (26.9–27.4)	10.7–10.4 (26.4–27.2)
Combined	12.3–12.0 (23.0–23.5)	12.5–12.1 (22.6–23.3)
Emissions (combined) in g/km ¹⁾		
CO ₂ emissions	278–271	284–275
Particulate filter	Yes	Yes
Emissions standard	Euro 6d-ISC-FCM	Euro 6d-ISC-FCM

1) Data determined in accordance the Worldwide Harmonized Light Vehicles Test Procedure (WLTP) as required by law. You can find more information on WLTP at www.porsche.com/wltp. For Plug-in Hybrid Electric Vehicle (PHEV) range and Equivalent All Electric Range (EAER) figures are determined with the battery fully charged, using a combination of both battery power and fuel. Values are provided for comparison only. To the extent that fuel and energy consumption or CO₂ values are given as ranges, these do not relate to a single, individual car and do not constitute part of the offer. Optional features and accessories can change relevant vehicle parameters such as weight, rolling resistance and aerodynamics which may result in a change in fuel or energy consumption and CO₂ values. Vehicle loading, topography, weather and traffic conditions, as well as individual driving styles, can all affect the actual fuel consumption, energy consumption, electrical range, and CO₂ emissions of a car.

Technical data.

	911 Turbo S	911 Turbo S Cabriolet
Dimensions/drag coefficient		
Length	4,535mm	4,535mm
Width (including exterior mirrors)	1,900mm (2,024mm)	1,900mm (2,024mm)
Height	1,303mm	1,301mm
Wheelbase	2,450mm	2,450mm
Luggage compartment volume (front)	128 litres	128 litres
Tank capacity	67 litres	67 litres
Drag coefficient	0.33	0.33

Tyre type	Size	Energy efficiency class/ rolling resistance	Wet grip class	External rolling noise* (class)	External rolling noise (dB)
Summer tyres	255/35 ZR 20	E	B–A		72
	315/30 ZR 21	E	B–A		73

For logistical and technical reasons relating to the production process, we are unable to accept orders for a particular make of tyre.
*  Quiet rolling noise,  Moderate rolling noise,  Loud rolling noise.

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