



PORSCHE



The 911 Turbo

Relentless



PORSCHE



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For fuel consumption, CO₂ emissions and efficiency class, please refer to page 82.

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911 TURBO

RELENTLESS

Again. Again. Again. And then? Again, of course. We are only satisfied when we are not satisfied. That's why we always have to question everything, start over, do another lap – on the test track and in our head. As a result, with every generation, the 911 Turbo has become stronger, faster, more intelligent. And now in the eighth generation, it captivates with an enormous performance boost: the 911 Turbo S, for example, achieves an impressive 70PS compared with its predecessor. With optimised aerodynamics, even sportier chassis and striking sound. And the design? As unmistakable as it was over 45 years ago. The combination of innovative high-performance and assistance systems make the 911 Turbo the spearhead of our expertise. And yet we will never stop scrutinising every detail. Again and again. And again. Relentless.

For fuel consumption, CO₂ emissions and efficiency class, please refer to page 82.

The story of the 911 Turbo began in 1974 at the Salon de l'Automobile in Paris – with a bang. During times of oil crisis and automotive restraint, Porsche demonstrated one thing above all else: attitude. Consistent, uncompromising. One of the first series-production sports cars to feature an exhaust turbocharger. The first super sports car ever. A milestone for the brand. From the very first moment, this model was a paradox: extremely sporty yet, at the same time, a vehicle for every day. Developed as homologation model for the then Group 4 in motorsport, it was also fully roadworthy by using the regulation of boost pressure. Over eight generations, this combination of performance, comfort and suitability for everyday use has been enhanced and refined again and again. Which is probably one reason why our engineers call this an almost perfect sports car.



Elevators



Exit

DELIGHTED WHEN THE
BENCHMARK IS OUR OWN FAMILY.

HISTORY.





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

AHEAD OF ITS TIME FOR
EIGHT GENERATIONS.

THE 911 TURBO.

MIDDLE GROUND?
NEVER BEEN UP FOR DISCUSSION.

DESIGN.



From the rear to the front and through to the side view: the 911 Turbo has always remained true to its unmistakable design language – with a style that has been characterised by timeless elegance and maximum sporty performance for over 45 years. The trendsetting element at the rear: the rear wing that has been characteristic for many years. Its design has been refined once again and its effective surface – and therefore its aerodynamic effect – increased. The rear wings have a particularly powerful design. A distinguishing feature that has characterised the 911 Turbo since the very beginning. Special feature at the front: the bonnet's characteristic dynamic recess profile derived from the early 911 models. And the double front lights in the air intakes. In profile, it becomes clear that the 911 Turbo is serious. Only a few are as low and close to the road. The flyline remains unmistakable. It is only broken when the hood of the 911 Turbo Cabriolet models is open – for an enhanced driving experience and a good dose of oxygen.

ANYTHING BUT GOING WITH THE FLOW.

CABRIOLET MODELS.

Even with the first generation, the 911 Turbo brought a new, exciting element of freedom to the world of sports cars. From 1987, the Cabriolet models again brought a breath of fresh air. As before, the 911 Turbo Cabriolet models unite the classic silhouette of the 911 Turbo with the possibility of enjoying the unmistakable sound of the turbo engine with the hood open – unfiltered and unadulterated. The fully automatic fabric hood opens or closes in around 12 seconds – up to a speed of 50km/h. An electric wind deflector offers draught-free driving with the top down.



ONLY THE DEEPEST CONVICTION
CAN TRIGGER THE HIGHEST EMOTIONS.

INTERIOR.

The interior consistently lives up to the promise made by the exterior: the combination of classic design elements with pioneering technology. Uncompromising sporty performance combined with ultimate comfort, exclusive feel and optimum sports car ergonomics. Consistently focused on the driver, enhanced with new digital possibilities. The stylish leather interior – two-tone in the 911 Turbo S – with stitching in contrasting colour is a reference to the car's own history, with the quilted seat centres and door panels. Because even the first 911 Turbo models were manufactured in this elaborate way, with great attention to detail. Directly above the multifunction GT sports steering wheel is the instrument cluster: the analogue rev counter is centrally positioned, typical of Porsche. To the left and right, two high-resolution 7-inch displays provide both a classic view with round instruments and a reduced view for displaying purely driving-related content. The latest generation of Porsche Communication Management (PCM) with 10.9-inch touchscreen display captivates with a completely redesigned display and control concept, with clearly structured and individually configurable content.



For our engineers, every finish line is merely a stop-over. On their onward journey. In their eternal quest for further improvements. The power output of the 911 Turbo models was also increased once again: with 478kW (650PS), the 911 Turbo S sprints from 0 to 100km/h in just 2.7 seconds. The completely redeveloped 8-speed Porsche Doppelkupplung (PDK) brings this power to the road in a particularly sporty way – with gear changes in milliseconds without interrupting the power flow and a perceptibly wider middle ground between comfort, performance and efficiency. The optional PASM sports suspension with ride height lowered by 10mm, the optional sports exhaust system for a powerful engine sound and many intelligent high-performance systems round off this maximum of sporty performance. And at the same time, they set a new benchmark for all that is to come in the future.

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For fuel consumption, CO₂ emissions and efficiency class, please refer to page 82.

SILENCES MANY.
AND MAKES OTHERS CELEBRATE.

DRIVE.



WHAT DO WE APPRECIATE
MOST ABOUT AERODYNAMICS?
THE DYNAMICS, OF COURSE.

AERODYNAMICS.

You cannot avoid the wind. But you can direct it. This is ensured by Porsche Active Aerodynamics (PAA), which has been further enhanced and improved compared with its predecessor. The system achieves high driving performance and efficiency. The important factors: the extendible, flexible front spoiler and the variably extendible rear wing as well as the active air intake flaps that open and close as needed. And even when braking, the 911 Turbo makes use of the wind: with the Airbrake function, the front spoiler and rear wing extend additionally at high speeds – depending on the driving programme – and thus have a positive influence on the braking distance.

CONSISTENT TEAMWORK.
EVEN WHEN YOU'RE ON
THE GO ALONE.

LIGHTING AND ASSISTANCE SYSTEMS.

Single player or not, only perfect teamwork makes great sporting success possible. What is true in motorsport and engineering is also true on the road. For this reason, we provide you as a driver with a wide range of intelligent assistance systems. Whether it's Porsche Wet mode¹⁾ for safer handling on wet roads or Porsche InnoDrive²⁾ which offers anticipatory speed control with sports car-like tuning – based on navigation data as well as the radar and video sensor technology in the vehicle. A ray of light at night and standard on the 911 Turbo S: the LED main headlights with matrix beam including Porsche Dynamic Light System Plus (PDLS Plus). They are fitted with Main Beam Assistant, dynamic cornering lights and speed-sensitive headlight range control. In addition, the matrix function deactivates specific segments of the permanent main-beam cone, for example, so as not to dazzle oncoming traffic. For enhanced near-field, lateral and far-field illumination – and added safety.



1) Wet mode 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.



YOUR INSPIRATION. OUR PASSION.

PORSCHE EXCLUSIVE MANUFAKTUR.

You want to turn 'a' Porsche into 'your' Porsche? Porsche Exclusive Manufaktur makes it possible – as proven by this 911 Turbo S in Guards Red, customised with great attention to detail. The exterior captivates with, for example, 20/21-inch 911 Turbo S Exclusive Design wheels painted in black (high-gloss), Exclusive Design taillights and LED main headlights with matrix beam in black including Porsche Dynamic Light System Plus (PDLS Plus). And inside? There are colour-coordinated accents, such as the interior package painted in the exterior colour or the dial of the Sport Chrono stopwatch in Guards Red. All personalisation options are marked 'Porsche Exclusive Manufaktur' below.

The entire vehicle configuration as well as further information on the Porsche Exclusive Manufaktur range can be found at www.porsche.com/exclusive-manufaktur



RELENTLESS. BUT WITH EVERYTHING THAT'S POSSIBLE.

The 911 Turbo: our engineers like to talk about an almost perfect sports car. Extremely sporty, at the same time comfortable and fully suitable for everyday use. The 911 Turbo models of the eighth generation also consistently follow this path.

- Clear, striking design language in the interior and exterior
- New engine generation: six-cylinder horizontally opposed engine with VTG twin-turbo
- Optional sports exhaust system for a powerful engine sound
- 8-speed Porsche Doppelkupplung (PDK)
- Porsche Active Suspension Management (PASM) with new damper generation to increase both sporty performance and comfort
- Optionally available PASM sports suspension
- Rear-axle steering
- Porsche Torque Vectoring Plus (PTV Plus)
- Porsche Active Aerodynamics (PAA) with active air intake flaps at the front, variable front spoiler and variable extendible rear wing
- Innovative driver assistance systems such as the Porsche InnoDrive including adaptive cruise control or Wet mode and Lane Keeping Assist including traffic sign recognition

For fuel consumption, CO₂ emissions and efficiency class, please refer to page 82.



① 911 Turbo S Cabriolet

② 911 Turbo S

③ 911 Turbo

④ 911 Turbo Cabriolet



911 Turbo models

- 427kW (580PS)
- 20-/21-inch 911 Turbo wheels
- LED main headlights with Porsche Dynamic Light System Plus (PDLS Plus)
- Leather interior with contrasting stitching
- Fully electric Sports seats (14-way)
- Trim strips with decorative inlays in Dark Silver Diamar

For fuel consumption, CO₂ emissions and efficiency class, please refer to page 82.

911 Turbo S models

- 478kW (650PS)
- 20/21-inch 911 Turbo S wheels with central locking
- Porsche Ceramic Composite Brake (PCCB)
- Porsche Dynamic Chassis Control (PDCC)
- LED main headlights with matrix beam including Porsche Dynamic Light System Plus (PDLS Plus)
- Two-tone leather interior with contrasting stitching
- Adaptive Sports seats Plus (18-way)
- Trim strips with decorative inlays in matt carbon

For fuel consumption, CO₂ emissions and efficiency class, please refer to page 82.



Motor.

The 911 Turbo models feature an impressive performance. Even though the basic engine layout has not changed, every detail has been optimised, questioned, discarded or rearranged.

For example, 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 optimised 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 wings and the aspirated engine air via a

tailgate grille. This principle has been swapped over in the current 911 Turbo models. This can also be seen from an additional two-tract air outlet for the intercoolers between the tailpipes in the rear apron. This enables more efficient air flow and charge-air cooling – and thus more power.

The result: impressive. Extremely sporty. In the 911 Turbo, the unit delivers 427kW (580PS), and 478kW (650PS) in the 911 Turbo S. The sprint performances are excellent. The 911 Turbo reaches 100km/h in 2.8 seconds with Launch Control and 200km/h in 9.7 seconds. The 911 Turbo S reaches 100km/h in 2.7 seconds with Launch Control and 200km/h in 8.9 seconds.

Top speed: 320km/h in the 911 Turbo and 330km/h in the 911 Turbo S.

However, at Porsche it's never been about extra PS alone, but about more ideas per PS. Therefore, not only has the power output of the engine been increased – the energy efficiency of the 911 Turbo models has also been improved with active air intake flaps.

Sports exhaust system.

Engine on. Ears alert. Pure emotion. Then again the question: is anything else possible? Sure. With the optional sports exhaust system, the 911 Turbo experience can actually be made even more intense. The unmistakable sound is transmitted directly into the interior – and gives you goosebumps.

Visual identifying feature of the sports exhaust system: two oval tailpipe trims fixed to the rear in either silver colour or black (high-gloss).

- 1 911 Turbo tailpipe trims
- 2 911 Turbo S tailpipe trims
- 3 Sports exhaust system with tailpipe trims in silver colour
- 4 Sports exhaust system with tailpipe trims in black (high-gloss)

For fuel consumption, CO₂ emissions and efficiency class, please refer to page 82.



Transmission.

8-speed Porsche Doppelkupplung (PDK).

The completely redeveloped 8-speed Porsche Doppelkupplung (PDK) allows extremely fast gear changes without interrupting the flow of power – not even by a millisecond. In comparison with the previous generation, the 8-speed PDK offers a perceptibly wider middle ground between comfort, performance and efficiency. PDK is essentially two half gearboxes in one. This double-clutch arrangement provides an alternating, force-locked connection between the two half gearboxes and the engine by means of two separate input shafts. The flow of power from the engine is transmitted through one half gearbox and one clutch at a time, while the next gear is preselected in the second half gearbox. During a gear change, one

clutch simply opens and the other closes at the same time. The result: extremely short switch times with no interruption in the flow of power – in short, extremely sporty tuning. This is mainly noticeable in gears one to six. These have a sports ratio, with top speed being achieved in sixth gear.

The efficiency is also increased. Thanks to the additional eighth gear, the increments of the two overdrive ratios (gears seven and eight) are even better coordinated, as is their connection to sixth gear. Which helps to keep engine revs low, even at high speeds. Thereby improving efficiency and comfort over long distances.

Porsche Traction Management (PTM).

The system has been continuously enhanced. It is now more robust and offers improved control. The result: increased precision and resilience. The electronically controlled and fully variable multi-plate clutch of PTM optimally distributes drive force between the permanently driven rear axle and the front axle. The driving state of the vehicle is continuously monitored so that it's possible to respond to different driving situations. Sensors continuously collect a range of data, including the rotational speed of all four wheels, the lateral and longitudinal acceleration of the car and the current steering angle. If, for example, the rear wheels threaten to spin under acceleration, a greater proportion of drive force is transmitted to the front by a more powerful engagement of the multi-plate clutch.

Together with Porsche Torque Vectoring Plus (PTV Plus) including electronic rear differential lock, the system ensures that the optimum level of drive power is distributed to the individual wheels in every situation.

Porsche Torque Vectoring Plus (PTV Plus).

This system enhances vehicle dynamics and stability by applying brake pressure to the rear wheels, in conjunction with a rear differential lock. When the car is driven assertively into a corner, moderate brake pressure is applied to the inside rear wheel. Consequently, a greater amount of drive force is distributed to the outside rear wheel, inducing an additional rotational pulse (yaw movement) around the vehicle's vertical axis.

This results in a direct and dynamic steering action from the turn-in point. The rear differential lock is equipped with electronic control offering a fully variable torque distribution. In interaction with Porsche Stability Management (PSM), the system reveals its strengths in terms of driving stability on varying road surfaces, as well as in the wet and snow.

What does this mean for you? Considerable lateral dynamic vehicle stability and exceptional traction. Great agility at every speed – with precise steering response and balanced load transfer characteristics. What else? Tremendous fun in corners.



Chassis.

Porsche Active Suspension Management (PASM).

PASM is an electronic damping control system that actively and continuously adjusts the damping force on each wheel, based on current road conditions and driving style – for reduced body roll and thus for improved comfort and increased dynamics.

PASM has two settings which can be selected using a button above the centre console: in 'Normal' mode, the shock absorption is a blend of sporty and comfortable, and in 'Sport' mode, it is much firmer.

The new valve technology enables the damping forces to be much more widely spread and more accurately controlled – and noticeably faster. High damping forces can also be achieved even at low damping speeds. The results are tangible: increased driving stability, improved comfort – and, above all, more athleticism in every situation.

PASM sports suspension.

For the first time in the 911 Turbo models, a particularly high-performance PASM sports suspension in combination with a body lowered by 10mm is available as an option. With firm springs, adapted anti-roll bars and a new tuning of the PASM shock absorbers, the PASM sports suspension enables a further improvement in dynamic performance. Without major restrictions on driving comfort.

Derived from motorsport: the helper springs on the rear axle. These additional springs, known from the race track, enable significantly more sporty spring rates – without limiting the spring travel.

Porsche Stability Management (PSM).

Porsche Stability Management (PSM) is an automatic control system for maintaining stability at the limits of dynamic driving performance. Sensors continuously monitor the direction, speed, yaw velocity and lateral acceleration of the car. Using this information, PSM is able to calculate the actual direction of travel at any given moment and applies selective braking on individual wheels to restore stability. When accelerating on road surfaces with varying grip, PSM improves traction using the automatic brake differential (ABD) and anti-slip regulation (ASR). For a high level of driving stability and safety – and extraordinary agility at the same time.

Rear-axle steering.

Rear-axle steering enhances performance and suitability for everyday use in equal measure. For particularly nimble handling combined with a significant increase in driving stability.



The advantage for day-to-day driving: at low speeds, the system steers the rear wheels in the opposite direction to that of the front wheels. This leads to a virtual shortening of the wheelbase. The turning circle is reduced, cornering steering response becomes considerably more dynamic and parking is noticeably easier. The advantage for sporty driving: at high speeds, the system steers the rear wheels in the same direction as that of the front wheels. Driving stability is increased by the virtual extension of the wheelbase and agility is enhanced by the simultaneous steering of the front and rear axles.

Front-axle lift system.

The further development of the lift system on the front axle allows more ground clearance at the front of the 911 Turbo. More precisely, by 40mm and up to a speed of approximately 35km/h. The system therefore ensures that kerbs, ramps and car park

entrances are a sporting challenge of the past. The system can be programmed to automatically lift at regularly visited locations in the future. The GPS data of the navigation system is used for this purpose.

Porsche Dynamic Chassis Control (PDCC).

PDCC is an active roll stabilisation system. It suppresses the vehicle's lateral body movement during dynamic cornering manoeuvres. A permanently controlled rolling torque distribution between the front and rear axles ensures that the handling is ideally adjusted for every driving condition. For improved dynamic performance, even more neutral handling and increased ride comfort – whatever the speed.

Brakes.

911 Turbo brakes.

We place just as much importance on braking performance as we do on driving performance. On the 911 Turbo models, the brakes feature six-piston aluminium monobloc fixed brake calipers at the front and four-piston aluminium monobloc fixed brake calipers at the rear, in red. The brake disc diameter: 408mm at the front and 380mm at the rear. The ceramic composite brake discs are internally vented and cross-drilled, with brake disc chambers in aluminium. The one-piece brake calipers are closed. The advantages: greater inherent stability, better response when applying and releasing the brakes, even under extreme loads, and lower weight. The pedal travel is short, the pressure point precise.

Fixed brake calipers also painted in black are optionally available.

Porsche Ceramic Composite Brake (PCCB).

Motorsport tested: the Porsche Ceramic Composite Brake (PCCB) of the 911 Turbo S. The cross-drilled ceramic brake discs of PCCB have a diameter of 420mm at the front and 390mm at the rear: for even greater braking performance. PCCB features 10-piston aluminium monobloc fixed brake calipers on the front axle and four-piston units at the rear painted in yellow – or in black on request. They ensure very high and above all stable braking forces during deceleration. PCCB enables shorter braking distances in even the toughest road and race conditions. And improves safety under high-speed braking, thanks to its excellent fade resistance. Another advantage of PCCB is the extremely low weight of the ceramic brake discs, which are approximately 50% lighter than cast-iron brake discs of a similar design and size. The result:

a reduction in unsprung masses and therefore better roadholding and increased comfort, particularly on uneven roads, as well as greater agility and a further improvement in handling. On request, PCCB is also available for the 911 Turbo models.

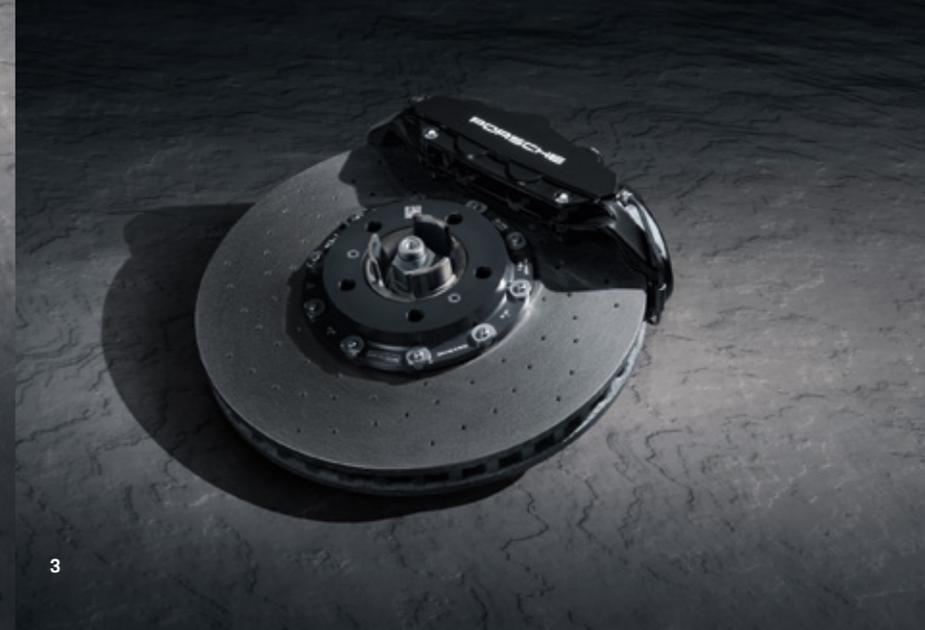
-
- 1 911 Turbo brakes
 - 2 PCCB with calipers in yellow
 - 3 PCCB with calipers in black
- Porsche Exclusive Manufaktur*



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2



3

Wheels.

The 911 Turbo is fitted with 20/21-inch 911 Turbo forged alloy wheels. The wheels have a titanium-coloured two-tone finish and the wheel centres feature a Porsche Crest. Tyre sizes: 255/35 ZR 20 at the front and 315/30 ZR 21 at the rear. This guarantees high traction and lateral force potential. Also with the 911 Turbo S with 20/21-inch 911 Turbo S wheels in a black two-tone finish. Also made of forged alloy construction, they are equipped with motorsport-proven central locking and a wheel centre with full-colour Porsche Crest.

Further designs are available on request.



1



2



3



4

-
- 1 911 Turbo wheel
 - 2 911 Turbo S wheel
 - 3 911 Turbo Exclusive Design wheel
Porsche Exclusive Manufaktur
 - 4 911 Turbo S Exclusive Design wheel
Porsche Exclusive Manufaktur

Aerodynamics.

Porsche Active Aerodynamics (PAA).

The aerodynamic system, which has been enhanced compared with the previous generation, makes the 911 Turbo models even more aerodynamically flexible in any situation. PAA ensures optimum performance, along with fuel consumption and CO₂ emissions benefits.

The active air intake flaps in the front air intakes, the pneumatically extendible front spoiler made of flexible elastomer and the variable rear wing are pivotal here. Both the front spoiler and the rear wing are extended and retracted synchronously in several positions.

The following driving programmes are available: The Normal mode is focused on efficiency, driving stability and suitability for everyday use. Between 70 and 170km/h, the position of the flaps is adjusted as the situation demands, front spoiler and rear wing are completely retracted. The front spoiler lip is well protected and facilitates driving over ramps and speed bumps. The front spoiler and rear wing are partially extended from 180km/h for improved driving stability and dynamic performance in high-speed manoeuvres – in Speed position.

In Sport mode, the focus is on the sportily balanced dynamics. The air intake flaps are open, the front spoiler and rear wing are extended to their intermediate Speed position from 120km/h. This reduces lift and improves dynamic performance.

Sport Plus mode offers uncompromising driving performance. The air intake flaps are open, the front spoiler and rear wing extend to their Performance position from 15km/h – not only is the rear wing extended, it is also tilted by 11 degrees. High downforce on the front and rear axles allows the vehicle to develop its full performance potential in this position, for example on the race track.

1 Sport Plus mode with extended front spoiler lip and extended rear wing





When Wet mode 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⁾

Also included: the Airbrake function. During emergency braking from high speeds, it has – depending on the selected driving programme – a positive influence on the braking distance by automatically (additionally) extending the front spoiler and rear wing.

Designed to reduce fuel consumption during everyday trips and achieve superlative performance on sporty drives: the active air intake flaps in the front air intakes. The flaps close automatically while the car is in motion, thereby reducing drag. On demand or in Sport, Sport Plus or PSM Sport mode, the flaps open, helping to provide optimum engine cooling. This means that cooling air is supplied only to the extent that it is actually needed. That's efficiency. Of the intelligent kind.

¹⁾ Porsche Wet mode 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.



- 1 Air intake flaps closed
- 2 Air intake flaps open, front spoiler partially extended
- 3 Air intake flaps open, front spoiler completely extended
- 4 Rear wing retracted
- 5 Rear wing in Speed position
- 6 Rear wing in Performance position

Sport.

Sport Chrono Package.

Adrenaline at the push of a button, goosebumps included: the standard Sport Chrono Package with mode switch. It allows an even sportier tuning of the chassis, engine and transmission. Also included in the package: the Porsche Track Precision app and a tyre temperature display.

With the mode switch including Sport Response button on the steering wheel, you can choose from five driving modes: 'Normal', 'Sport', 'Sport Plus', 'Individual' – allowing you to adapt the vehicle even more to your personal driving style – and 'Wet mode'.

In Sport mode, the new 911 Turbo models respond more dynamically. In Sport Plus mode, Porsche Active Suspension Management (PASM), Porsche Dynamic Chassis Control (PDCC) and rear-axle steering ensure sportier damping, increased roll stability and more direct turn-in on entering corners.

In addition, the Sport Chrono Package has three more functions. The first is Launch Control, which can be used to achieve the best possible standing start in Sport Plus mode.

The second function is the so-called motorsport-derived gearshift strategy. In this mode, PDK is geared up for extremely short shift times and optimum shift points for maximum acceleration. For uncompromising performance that is ideal for the race track with noticeably active gearshifts.

The third function is activated via the Sport Response button in the centre of the mode switch. The engine and transmission are then primed for the fastest possible unleashing of power. The result: maximum responsiveness – for a period of approximately 20 seconds.

Another component of the Sport Chrono Package is the stopwatch mounted on the dashboard. As with the dynamic engine mounts: this electronically

regulated system minimises perceptible oscillations and the vibration of the entire drivetrain, in particular the engine, so that the benefits of a hard and a soft engine mounting arrangement can be used. In short: it enhances both driving stability and driving comfort.

-
- 1 Digital and analogue stopwatch mounted on the dashboard
 - 2 Mode switch on the GT sports steering wheel





The Sport Chrono Package also includes: the Porsche Track Precision app¹⁾ for measuring lap times and driving data. These can be recorded, managed and shared with other drivers for comparison purposes, using a smartphone. The user interface of the Porsche Track Precision app has been completely modernised, making the app even more intuitive and easy to use on your smartphone.

PSM sport.

In conjunction with the standard Sport Chrono Package, PSM is supplemented by a Sport mode. This allows a significantly more sporty driving style, with PSM remaining active in the background. For a further enhanced driving experience. Activated via the mode switch on the steering wheel.

Lightweight package.

Thanks to targeted weight reduction, the optional lightweight package ensures an even sportier design of the 911 Turbo Coupé models: including lightweight full bucket seats and lightweight glass. Further sporty features: PASM sports suspension with ride height lowered by 10mm and sports exhaust system. In total, a reduction in vehicle weight of over 30kg can be achieved.

Sports package. Porsche Exclusive Manufaktur.

With the optional sports package, you will make another expressive statement-highlight elements that further emphasise the sporty performance of the 911 Turbo models: such as the Sport Design package 911 Turbo in black (high-gloss) with extensive contrast paintwork on the spoiler trims and the side fins, rear side air intakes painted in

black (high-gloss), 20/21-inch 911 Turbo S wheels painted in Dark Silver and exterior mirror upper trims in carbon. A lightweight roof in carbon and side window trims painted in black (high-gloss) lend the Coupé models that finishing touch. The package is rounded off with the Exclusive Design taillights.

¹⁾ Sports package

¹⁾ 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.

Lights.

It's simply reassuring to have everything coming in view. Which is why the main headlights of the 911 Turbo models are complete with LED technology. For fast responsiveness and powerful illumination. Unmistakably Porsche: the four-point daytime running lights with dipped beam.

LED main headlights with Porsche Dynamic Light System Plus (PDLS Plus).

In the 911 Turbo, the LED main headlights with Porsche Dynamic Light System Plus (PDLS Plus) point the way. They are fitted with Main Beam Assistant, dynamic cornering lights and speed-sensitive headlight range control. For enhanced near-field, lateral and far-field illumination – and added safety.

LED main headlights with matrix beam including Porsche Dynamic Light System Plus (PDLS Plus).

Even greater foresight is achieved with LED main headlights featuring matrix beam technology and high-performance auxiliary main beam in the 911 Turbo S. The main headlight with matrix beam strategically deactivates specific segments of the permanent main-beam cone. 84 individually controlled LEDs can be adjusted 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 avoid driver dazzle. In addition, PDLS Plus also includes, for the first time, an electronically controlled cornering light, which illuminates the bend optimally by switching individual LEDs on or off.

-
- 1 LED main headlights including PDLS Plus
 - 2 LED main headlights with matrix beam including PDLS Plus





Assistance systems.

Driving pleasure – relentless. But with a whole range of sophisticated assistance systems to help you reach your destinations.

Porsche Wet mode.¹⁾

The 911 Turbo has a special Wet mode; an innovative system that aids drivers when driving in the wet.

Using sensors in the front wheel housing, the system detects swirled-up water spray, thereby assessing wet road surfaces. If it detects a noticeably wet road surface, the response behaviour of PSM and PTM is prepared accordingly. The system informs the driver of detected wetness and recommends that they switch manually to Wet mode. If the driver activates this, PSM, PTM, aerodynamics, PTV Plus and the responsiveness of the drivetrain are adjusted.

Collision and Brake Assist.

The standard Collision and Brake Assist can reduce the risk of collisions with vehicles, pedestrians and cyclists within the limits of the system. In the first stage, the system uses the front camera to alert the driver both audibly and visually when it detects vehicles, pedestrians or cyclists in the collision area.

In the second stage, it also warns via a jolting of the brakes if the car is approaching detected vehicles, pedestrians or cyclists too quickly. If necessary, the driver can also apply the brakes to effect an emergency stop. If the driver does not react, automatic emergency braking is initiated within the system limits to reduce or completely avoid the consequences of a collision.

Automatic distance control.

Where system limitations allow, the system regulates the speed of your 911 Turbo fully independently in line with the speed of the vehicle in front. A radar sensor in the front apron monitors the area in front of your vehicle. If you have selected a cruising speed and begin to approach another vehicle that is travelling in the same lane as you and which is driving more slowly, the system slows the engine or gently applies the brakes.

Your 911 Turbo will now maintain its distance to the vehicle in front. If this continues to slow down, automatic distance control will keep on reducing your speed, right down to a halt if necessary. As soon as the road ahead clears, your 911 Turbo will accelerate independently back up to the cruising speed originally set (0–210km/h) thanks to the stop-and-go function.

¹⁾ Porsche Wet mode 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.

Porsche InnoDrive including automatic distance control.¹⁾

Porsche InnoDrive extends the range of functions of the automatic distance control system by up to three kilometres of anticipatory speed control. Based on high-precision navigation data as well as the radar and video sensor technology in the vehicle, Porsche InnoDrive can detect speed restrictions and the course of the road – before your 911 Turbo even reaches them.

The vehicle adapts the speed to the coming conditions, such as speed limits, bends, roundabouts as well as stop points or signposted right-of-way situations. The system also recognises turnings and exits on the basis of the route guidance or by activating the indicator. Depending on the driving mode selected, the system optimally plans the gear selection and the acceleration or deceleration phases in a sports car-typical set-up,

therefore ensuring a sporty, harmonised driving experience. For example, if Sport mode is activated, Porsche InnoDrive also increases the dynamics, but always keeps to the detected speed limits.

In short: Porsche InnoDrive represents the typically Porsche realisation of efficient driving – for greater comfort and greater driving pleasure.

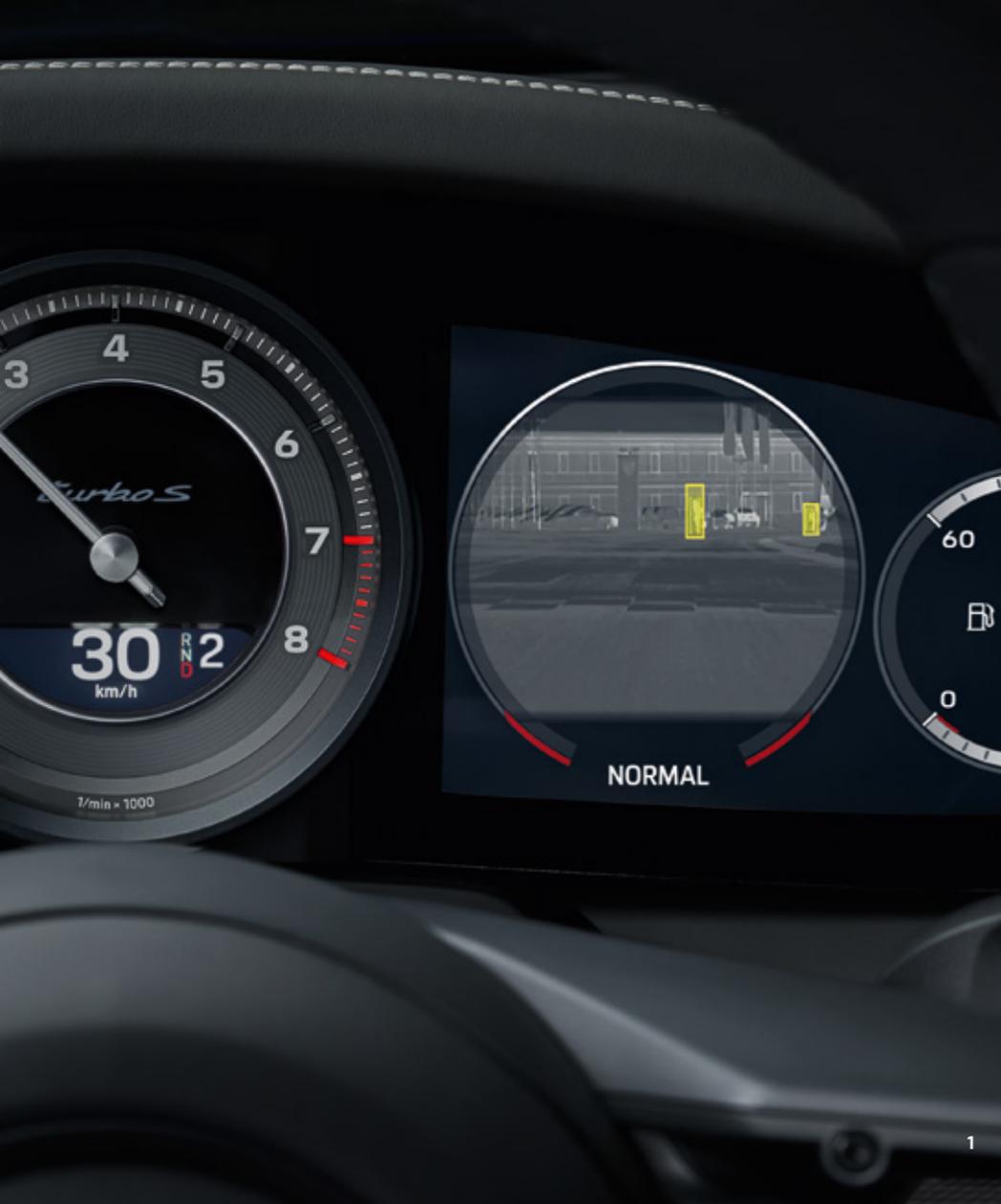
Another feature of Porsche InnoDrive including automatic distance control is active lane guidance, which combines automatic distance control and lane-keeping functionality. The system follows the queue of traffic ahead and lane markings, within the limits of the system, and keeps the vehicle in the middle of the lane by continuous steering adjustments – even in congested conditions. The benefit? Clear stress relief and greater comfort on long journeys.

Lane Keeping Assist including traffic sign recognition.

Lane Keeping Assist uses a camera to detect the divider line markings where system limitations allow. The system supports the driver with steering assistance when the vehicle approaches a detected divider line marking and threatens to leave the lane, thus helping to keep the car on track. Integrated traffic sign recognition uses camera images and navigation data to detect speed limits, 'no overtaking' zones and indirect information, such as boundary signs, and displays these in the instrument cluster. The cornering notification enhances the traffic sign recognition. Based on navigation system data and camera recognition of cornering road signs, the system displays an arrowed direction warning on the instrument cluster, alerting you to tight corners. Long before you reach them. The benefit to you? Improved comfort and less strain, on longer journeys, for example.

¹⁾ 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.





Lane Change Assist with Turn Assist.

Within system limits, Lane Change Assist uses radar-based technology to monitor the area behind your 911 Turbo and blind spots. If the system detects a vehicle approaching quickly from behind or one that is in the blind spot, and changing lanes would be too dangerous, it informs the driver with a visual signal in the exterior mirrors. For greater comfort and safety, especially on the motorway, Turn Assist provides support during low-speed turns. Once you've arrived at a junction, Turn Assist issues a visual warning if it detects objects in your blind spots.

Night Vision Assist.

When driving at night, Night Vision Assist provides the driver with information beyond the range of the headlights within the system limits. An infrared camera detects pedestrians or large wildlife before they are illuminated. A thermal image in the instrument cluster warns you: the detected person or animal is highlighted in yellow – or in red and is accompanied by an audible signal if within the

critical range in front of the vehicle. At the same time, the Warning and Braking Assistant is activated. In combination with LED main headlights with matrix beam including PDLs Plus, the marker light function briefly flashes the headlight at the pedestrian on the kerbside or in the carriageway three times to alert your attention.

ParkAssist (front and rear) including reversing camera.

The standard reversing camera facilitates precise reverse parking and manoeuvring. Help is provided in the form of the camera image and dynamic guidelines on the PCM screen, which illustrate the predicted course of the vehicle given the current position of the steering wheel.

Surround View.

Surround View supplements the reversing camera with three more high-resolution cameras in the front apron and exterior mirror lower trims. Based on the information supplied by all four cameras, the system generates a virtual bird's eye view of the car

and displays this on the PCM screen. It is also possible to switch between various camera views to improve visibility, e.g. at narrow exits.

Remote ParkAssist.¹⁾

The Remote ParkAssist combines a variety of intelligent assistance systems that make it easier for you to find suitable parking spaces as well as parking itself. Thanks to the Active Parking Assistance, when activated and at the appropriate speed, your 911 Turbo is able to measure and identify possible parking spaces as you drive past, and – monitored by the driver – independently takes over the steering and the forward and reversing manoeuvres of the vehicle during the parking process.

If desired, this manoeuvre can also be coordinated from outside the vehicle: remote-controlled parking allows you to enter and leave parallel and perpendicular parking spaces and garages, controlled via a smartphone from outside the vehicle. In addition to 3D Surround View, which

allows 3D views of the vehicle to be selected and displayed in PCM, Remote ParkAssist also includes Manoeuvring Assist, which supports reverse parking and manoeuvring: if there is an obstacle behind the vehicle which is detected by the parking sensors, the vehicle can be decelerated to a standstill within the system limits. In addition, Exit Manoeuvre Warning ensures (visually, acoustically or via brake pressure), in accordance with system limitations, that the vehicle is safe when pulling out of parking spaces.

1) Night Vision Assist

¹⁾ Only compatible with Apple iPhones from iPhone 7 generation and from iOS 13. All systems function within their system limits and the driver must constantly monitor the vehicle.

Infotainment.

Porsche Communication Management (PCM).

Your central control unit for audio, navigation and communication and for numerous assistance systems is the latest generation of Porsche Communication Management (PCM) including online navigation. The new display and control concept on the 10.9-inch central display impresses with its clear design and presentation. In addition, the view can be individually configured so that the most important functions can be called up directly. The navigation module features a clear interface – and innovative functions such as route monitor, which displays and summarises all the details of the route and any congestion in a concise timeline. Another new feature: menu 'notifications'. Incoming messages from connected devices or the vehicle can be viewed here. Voice control has been further developed and can now be operated in your

911 Turbo using natural speech. Voice control can be enabled by the "Hey Porsche" prompt, for example. In addition, multimodal interaction is possible, for example, simply tap the map in the central display and say "Take me there".

BOSE® Surround Sound System.

The standard BOSE® Surround Sound System is optimally tuned to the specific interior acoustics of the 911 Turbo models. The audio system features 12 loudspeakers and amplifier channels including a patented, 100-watt subwoofer integral to the vehicle bodyshell. The fully active system design transforms the 911 Turbo into a concert hall. The total output: 570 watts.

Burmester® High-End Surround Sound System.

The road is perhaps the last place in the world where you can still listen to music without disturbance. Reason enough, then, to upgrade your enjoyment the Porsche way. Together with Burmester® – one of the world's most significant manufacturers of premium quality audio devices – we've created the optionally available Burmester® High-End Surround Sound System. The result: a sound performance of the highest level, individually matched to your 911 Turbo using numerous measurement and audio sessions. Or in figures: 13 amplifier channels, 13 loudspeakers with maximum efficiency including an active, separate subwoofer with 300-watt class D amplifier. The result: 855 watts of pure musical pleasure.

The Burmester® system uses the patented integral subwoofer which combines lightweight construction with performance, typical of sports cars. Ribbon tweeters (air motion transformers, AMT) are used for unmistakably fine, clear and undistorted high-frequency sound reproduction with excellent level stability.

-
- 1 Porsche Communication Management (PCM)
 - 2 Burmester® High-End Surround Sound System



Porsche Connect.

Connecting you to your Porsche and your Porsche to the world – Porsche Connect. The system complements the existing digital functions of your 911 Turbo. Find the best way to navigate to your destinations, synchronise personal contacts and addresses, and access your calendar directly in PCM. Porsche Connect is your smart co-pilot for everyday life, ensuring a unique sports car experience. Before, during and after the journey.

With the Porsche Connect app, for example, you can check the vehicle status or send the next planned route to your 911 Turbo even before you set off: from fuel level to tyre pressure to the current location of your Porsche.

Stay informed about the current traffic situation and international events in real time while driving.

And afterwards, you can manage your 911 Turbo in My Porsche and personalise your Connect services to suit your needs.

The best thing: Porsche Connect is available to you free of charge for an inclusive period of three years with the purchase of your 911 Turbo. The data volume (connectivity) required for this is automatically included. The services are activated in the Porsche Connect Store and can then be configured and extended at the end of the inclusive period. Find more information at www.porsche.com/connect-store

Porsche Connect services vary by model and country. The information on this page is intended to provide a general overview. For availability of these services in your vehicle, log into the Connect Store using your Porsche ID.



Apple Music.

Simply tap the Apple Music icon on the touchscreen of your PCM to stream 70 million songs ad-free, search for playlists and listen to the best live streams from all over the world. You can even create your own radio station – with every song currently playing live. 911 Turbo drivers can use Apple Music for up to six months free of charge.

Voice Pilot.

Voice Pilot gives you natural, intuitive voice control with the keyword "Hey Porsche". Your vehicle responds to statements such as "I'm cold" or "Play the next song". Multimodal operation using both touchscreen and voice commands is also possible: point to the map and say "Start guidance there" to start navigation.

Navigation Plus.

To ensure that you are always on the fastest route, Navigation Plus continuously accesses Real-time Traffic Information that is applicable to your specific location and produces a forecast based on historic data. Allowing you to avoid traffic jams, thereby saving time.

Smartphone integration.

Apple CarPlay and Android Auto are also supported. A smarter and safer way to use your smartphone in your vehicle, if required. Apple CarPlay and Android Auto allows you to obtain directions, send and receive messages and much more. Control is easy via PCM or voice command – so that you can fully focus on the road ahead.

Exterior equipment.

Glazing.

A lightweight and noise insulated glass is available as an option for the 911 Turbo Coupé models. The use of lightweight composite safety glass allows a weight saving of more than 4kg. In addition, the windscreen construction with an acoustically damping plastic film improves the interior acoustics and reduces high-frequency wind and rolling noise.

Slide/tilt sunroof.

The electrically adjustable slide/tilt sunroof opens outwards so that it does not interfere with headroom. Another advantage of this special design is the particularly large aperture for increased driving pleasure under the open sky. The net-type wind deflector protects against draught and further reduces wind noise.

Slide/tilt glass sunroof.

The electrically adjustable slide/tilt sunroof made of tinted toughened safety glass includes an electric roll-up sunblind that provides shade from unwanted bright light. The build, headroom and aperture specifications of the glass sunroof are otherwise identical to those of the regular slide/tilt sunroof.

911 Turbo Cabriolet models.

It goes without saying that the air supply plays a decisive role in a 911 Turbo. But why limit it to the engine? Finally, the cabriolet experience can also be rigorously driven to the top. The 911 Turbo Cabriolet models unite the classic silhouette of the 911 Turbo with the possibility of enjoying the unmistakable sound of the turbo engine even more intensively with the hood open. They are fitted with a fully automatic fabric hood. It has a fixed glass rear

screen and three integral magnesium elements that make the hood highly robust and yet particularly lightweight. The hood opens or closes in around 12 seconds – up to a speed of 50km/h. Also can be operated by remote control, if you like.

The roof lining is made from a heat-insulating and sound-absorbing material. Noticeable effect: perceptibly consistent interior temperatures and an effective suppression of wind noise. If you so wish.

In addition, the climate control function is clearly improved with the hood open. In which case, too, the automatic climate control automatically regulates the optimum climate comfort without manual intervention.

The 911 Turbo Cabriolet models also have an electrically powered wind deflector. At the touch of a button, it can be extended or retracted in just two seconds, offering practically draught-free driving with the top down. With minimal wind noise.

-
- 1 Electric slide/tilt glass sunroof
 - 2 911 Turbo S Cabriolet roof system





Exterior highlights – Porsche Exclusive Manufaktur.

- 1 Painted exterior package
- 2 Sports exhaust system with sports tailpipes in silver colour
- 3 Inlay rear lid slats painted in exterior colour
- 4 PORSCHE® logo LED door projectors
- 5 LED main headlights with matrix beam in black including Porsche Dynamic Light System Plus (PDLS Plus)

Interior equipment.

Everything new? Everything the same? Neither. The interior of the new 911 Turbo combines what has characterised it for over 45 years with the possibilities of today.

GT sports steering wheel.

Tangible motorsport emotion: the GT sports steering wheel is fitted as standard in the 911 Turbo. With a thumb rest and 12 o'clock marking as well as spoke trims with bolt applications, it makes a clear reference to the motorsport DNA.

Light design package.

The optional light design package is both practical and aesthetically appealing. It includes dimmable LEDs in the centre console, around the door handles, door storage compartments, front footwells and rear seats. You have the choice between seven lighting colours.

Comfort Access.¹⁾

With Comfort Access, you can leave your car key in your pocket. Because as soon as you near the vehicle and the system has recognised the access code stored in the key, not only will the doors and luggage compartment lid unlock, the door handles will also automatically extend.

Sports seats.

The fully electric Sports seats (14-way) are not only comfortable, but also provide good lateral support. Seat height and backrest can be adjusted electrically, as can the fore/aft position, the lumbar support and the seat squab angle and depth. A comprehensive memory function is also included. The headrests are embossed with the 'turbo' or 'turbo S' logo. The seat backrests have quilted seat centres and backrests in leather.

Adaptive Sports seats Plus.²⁾

The adaptive Sports seats Plus (18-way) are standard in the 911 Turbo S models. They offer even better lateral support with the firm sporty padding of the side bolsters and additional shoulder support. In addition, the side bolsters on the seat squab and backrest can be independently adjusted for added comfort on long journeys and precision lateral support on winding roads. Also included is a memory function for all seat positions (apart from the side bolsters) on the driver's side. The headrests are embossed with the 'turbo' or 'turbo S' logo. In addition, the seat backrests come with quilted seat centres. The seat backrests are painted in Dark Silver.

Sports seats Plus.²⁾

Available as an option, at no extra cost, are Sports seats Plus with electric seat height and backrest adjustment as well as mechanical fore/aft adjustment. The side bolsters on the squab and backrest have a firm, sporty padding and offer excellent lateral support. The seat backrests are painted in Dark Silver.

Full bucket seats.

The optionally available full bucket seats are made completely of carbon-fibre reinforced plastic (CFRP) with a carbon-weave finish. They offer particularly good lateral support at minimal weight. The fore/aft adjustment is manual, the height adjustment is electric. The seat is covered in black leather – the seat centre in perforated Race-Tex³⁾. Perfect finishing: the embossed Porsche Crest on the headrests.

Seat heating and ventilation.

The seat heating includes the seat surface, backrest and side bolsters of the front seats. The seat ventilation ensures a pleasant and dry seating environment, even in hot weather.

Rear seats.

Remarkably comfortable for a sports car: the rear seats. As with the front seats, the centre panels of the seat backrests are quilted. The shelf behind these provides additional storage. Thanks to the folding backrests, the 911 Turbo Coupé models have ample space in the rear for luggage. With 163 litres in the 911 Turbo Cabriolet models.

Two-zone automatic climate control.

The two-zone automatic climate control has separate temperature controls for the driver and front passenger. The active carbon fine dust

filter traps particles, pollen and odours and thoroughly filters fine dust out of the outside air before it can reach the interior. The automatic air-recirculation mode permanently monitors air quality, reduces humidity and switches from fresh to recirculated air when needed.

Ionisator.

The ioniser reduces the microbial and pollutant content of the air. This increases the quality of air inside the cabin and can have a noticeable positive impact on wellbeing.

¹⁾ Comfort Access uses state-of-the-art technology. However, it cannot be completely ruled out that the key's wireless encryption code is intercepted and used to open or steal the vehicle.

²⁾ This option does not include the standard memory package.

³⁾ Race-Tex is a race-track-approved microfibre material with a high-quality look and feel, similar to suede. It has a comfortable, soft grip and offers good hold. It is durable and easy to care for.

Interior trim package with decorative stitching and seat centres in leather in contrasting colour.

Porsche Exclusive Manufaktur.

The interior packages with decorative stitching and seat centres in leather in contrasting colour from Porsche Exclusive Manufaktur make it possible to configure your 911 Turbo to meet your individual needs, while lending additional accents to the interior. These packages are available in all standard and selected special colours. Whether used individually or in combination – the result is always a harmonious overall image that makes your 911 Turbo one thing above all else: entirely unique. Just like you.

Be inspired by our colour combinations. Or visit www.porsche.com to access the Porsche Car Configurator.

- Interior trim package with decorative stitching
- Seat centres in leather in contrasting colour

1 As an example on the 911



Leather: black
Decorative stitching: Racing Yellow

Leather: Bordeaux Red
Decorative stitching: Crayon

Leather: black
Decorative stitching: Speed Blue

Leather: Slate Grey
Decorative stitching: orange

Leather interior Exclusive Manufaktur.

Porsche Exclusive Manufaktur.

Innovative, modern and stylish – down to the very last detail. Together with the design experts from the Development Centre in Weissach, Porsche Exclusive Manufaktur has created an interior concept characterised by a perfectly coordinated interplay of colours, materials and individual finishes from Porsche Exclusive Manufaktur. The possible colour combinations are almost as unlimited as the fun you'll have driving your 911 Turbo – and the result is as individual as you are.

The newly designed two-tone interior is particularly effective in conjunction with the quilted seat centres, quilted door panels and contrasting stitching, and is further enhanced by the dashboard and door trim package in leather and the steering column casing in leather. The headrests with embossed Porsche Crest and the belt outlet trims in Race-Tex (for the Coupé models) lend additional individual accents. The storage compartment in the centre console is embossed with 'Porsche Exclusive Manufaktur' and completes the harmonious overall impression of this special interior concept. As complete as your driving experience.

Visit www.porsche.com to access the Porsche Car Configurator and configure your dream car.

- 2 Leather interior Exclusive Manufaktur in Bordeaux Red and Crayon
- 3 Leather interior Exclusive Manufaktur in black and Speed Blue



Exterior colours.

Solid exterior colours.



White



Racing Yellow



Guards Red



Black

Metallic exterior colours.



Carrara White Metallic



Dolomite Silver Metallic



GT Silver Metallic



Agate Grey Metallic



Aventurine Green Metallic



Gentian Blue Metallic



Night Blue Metallic¹⁾



Jet Black Metallic

Hood colours.



Black



Blue



Brown

Special exterior colours.



Crayon



Python Green



Lava Orange



Carmine Red



Shark Blue



Red

Exterior colours to sample.

Choose from an extended range of solid and metallic colours with a number of historic Porsche and classic colours.

Exterior colour of your choice.

Highlight the individuality of your Porsche with a colour developed specially for you, based on your sample.

¹⁾ Provisionally available up to 12/2021.



Interior colours.

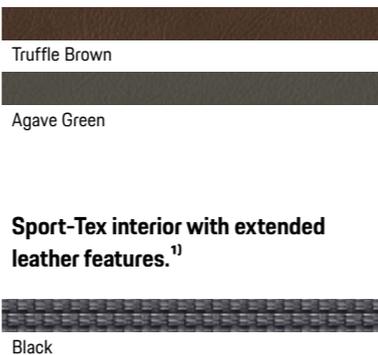
Two-tone interior Leather interior.^{2), 7), 8)}



Two-tone interior Leather interior.^{2), 7)}



Club leather interior Leather interior.^{1), 7)}



Trim strips/trims.



Decorative inlays.



Roof lining in Race-*Tex*⁶⁾ (Coupé models) or black fabric (Cabriolet models).

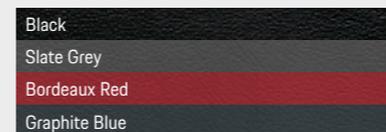
- 1) Decorative stitching partly in Crayon (dashboard upper section, door panel and rear side panels as well as seat bolsters), optionally in leather colour.
- 2) Decorative stitching partly in lighter leather colour (dashboard upper section, door panel and rear side panels).
- 3) Only applies for Coupé models.
- 4) Standard for the 911 Turbo models.
- 5) Race-*Tex* is a race-track-approved microfibre material with a high-quality look and feel, similar to suede. It has a comfortable, soft grip and offers good hold. It is durable and easy to care for.
- 6) Free choice of a colour from colour range 1 in conjunction with a colour from colour range 2. Decorative stitching according to colour selection from colour range 2. Further information can be found with the Car Configurator.
- 7) In conjunction with Adaptive Sports seats Plus: rear seat backrest painted in Dark Silver.
- 8) In conjunction with full bucket seats: seat shell including rear seat backrest made from carbon-fibre reinforced plastic (CFRP) in carbon-weave finish.
- 9) Since wood is a natural product, there may be variations in colour and grain.
- 10) Standard for the 911 Turbo S models.

Interior colours. Porsche Exclusive Manufaktur.

Exclusive Manufaktur leather interior.^{6), 7)} Colours – colour range 1.



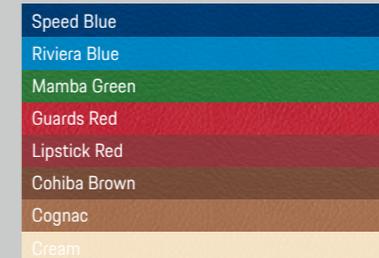
Example colour range 1: Graphite Blue
Example colour range 2: Mojave Beige



Colours – colour range 2.

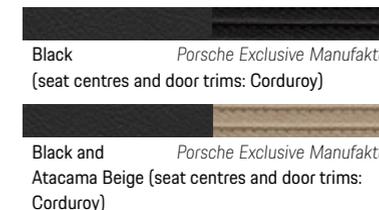


Colours available from 07/2021 at the earliest.

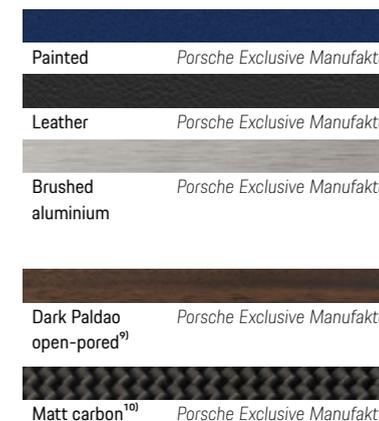


Colours available from 12/2021 at the earliest.

Heritage Design Package Pure with extended leather features.



Decorative inlays.



Porsche Tequipment.

With Porsche Tequipment products developed specifically for your 911 Turbo, you can style it entirely to your own preference. Right from the start, the same rules that apply to our vehicles also apply to the products of Porsche Tequipment: developed, tested and proven at the Development Centre in Weissach. By the same Porsche engineers and designers who made your car. Designed with the complete vehicle in mind and precisely tailored to your Porsche.

Your original car warranty? It will remain completely intact, whichever Tequipment products you ask your Porsche Centre to fit.

To discover more about Porsche Tequipment, please consult your Porsche Centre. Or visit www.porsche.com/tequipment to view the information online. Scan the QR code to go straight to our Tequipment accessories finder, where you can view all the products in detail.



1 Roof boxes

High-quality plastic boxes, available in black (high-gloss).

2 Car care products

Interior and exterior care products optimally suited to your Porsche.

3 Summer and winter wheel and tyre sets

For enhanced individuality, agility and safety. And even greater driving pleasure.



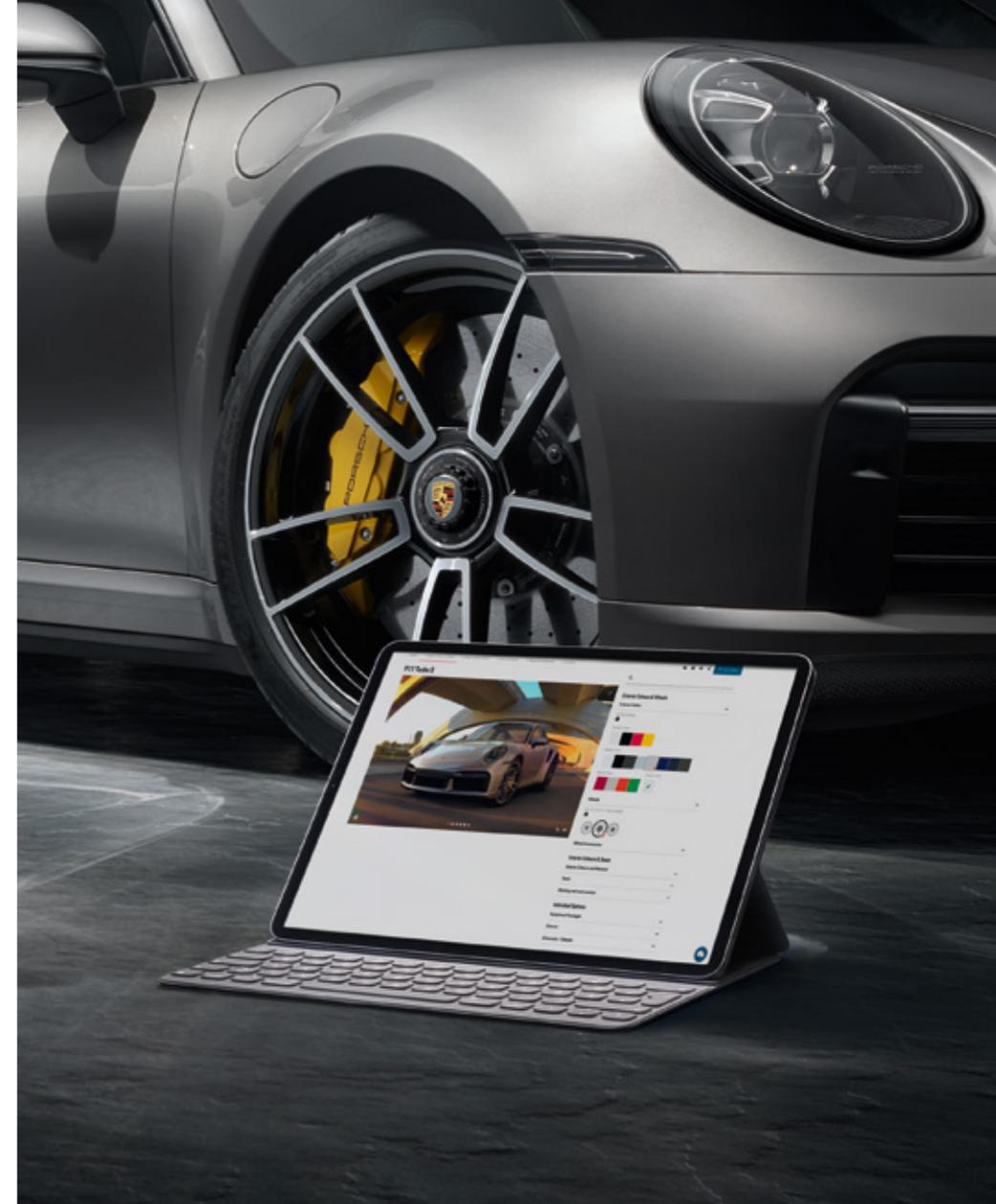
Porsche Car Configurator.

The 911 Turbo dream comes in many shapes and colours. The Porsche Car Configurator allows you to quickly and intuitively view the 911 Turbo model configuration that best suits your needs.

In the search for your genuine dream car, you can now not only create your personal configuration on your computer and tablet, but also on your smartphone. Using freely selectable perspectives and 3D animations. Individual recommendations help you to make the right decision.

Visit www.porsche.com to access the Porsche Car Configurator and learn more about Fascination Porsche.

We will also be happy to answer any questions about your new Porsche in your Porsche Centre.



Technical data.

	911 Turbo/911 Turbo Cabriolet	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	3,745cm ³	3,745cm ³
Power (DIN) at rpm	427kW (580PS) at 6,500	478kW (650PS) at 6,750
Max. torque at rpm	750Nm at 2,250–4,500	800Nm at 2,500–4,000
Transmission		
Drive	All-wheel drive (PTM)	All-wheel drive (PTM)
Transmission	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
Turning circle	10.9m	10.9m
Brakes	Six-piston aluminium monobloc fixed calipers at front and four-piston aluminium monobloc fixed calipers at rear, brake discs are internally vented and cross-drilled	10-piston aluminium monobloc fixed calipers at front and four-piston aluminium monobloc fixed calipers at rear, carbon-ceramic composite brake discs, internally vented and cross-drilled
Vehicle stability system	Porsche Stability Management (PSM)	Porsche Stability Management (PSM)
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

	911 Turbo	911 Turbo Cabriolet	911 Turbo S	911 Turbo S Cabriolet
Performance				
Top speed	320km/h	320km/h	330km/h	330km/h
Acceleration 0–100km/h with Launch Control	2.8secs	2.9secs	2.7secs	2.8secs
Acceleration 0–200km/h with Launch Control	9.7secs	10.1secs	8.9secs	9.3secs
Overtaking acceleration (100–200km/h)	6.9secs	7.2secs	6.2secs	6.5secs
Unladen weight				
(DIN)	1,640kg	1,710kg	1,640kg	1,710kg
(EC) ¹⁾	1,715kg	1,785kg	1,715kg	1,785kg
Permissible total weight	2,040kg	2,100kg	2,020kg	2,080kg
Dimensions/drag coefficient				
Length	4,535mm	4,535mm	4,535mm	4,535mm
Width (including exterior mirrors)	1,900mm (2,024mm)	1,900mm (2,024mm)	1,900mm (2,024mm)	1,900mm (2,024mm)
Height	1,303mm	1,302mm	1,303mm	1,301mm
Wheelbase	2,450mm	2,450mm	2,450mm	2,450mm
Luggage compartment volume (front)	128 litres	128 litres	128 litres	128 litres
Tank capacity	67 litres	67 litres	67 litres	67 litres
Drag coefficient	0.33	0.33	0.33	0.33

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	911 Turbo Cabriolet	911 Turbo S	911 Turbo S Cabriolet
Fuel consumption¹⁾/emissions¹⁾				
Fuel consumption urban in l/100km	16.1	16.3	16.1	16.3
Fuel consumption extra urban in l/100km	8.8	9.0	8.8	9.0
Fuel consumption combined in l/100km	11.5	11.7	11.5	11.7
CO ₂ emissions combined in g/km	263	267	263	267
Emissions standard	Euro 6b	Euro 6b	Euro 6b	Euro 6b

1) Data determined in accordance with the measurement method required by law. The figures do not refer to an individual vehicle nor do they constitute part of the offer. They are intended solely as a means of comparing different types of vehicle. Fuel consumption calculated for vehicles with standard specification only. Actual consumption and performance may vary with items of optional equipment. A vehicle's fuel consumption and CO₂ emissions depend not only on its efficient use of fuel but also on driving style and other non-technical factors. You can obtain further information about individual vehicles from your Porsche Centre.





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