



PORSCHE



# The new 911 Turbo

Relentless





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For fuel consumption, CO<sub>2</sub> emissions and efficiency class, please refer to page 120.

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is our own family.

**Fascination Sportscar**



Elevators



Exit



“In the beginning I looked around and could not find quite the car I dreamed of. So I decided to build it myself.”

*Ferry Porsche*



## The dream of the sports car.

A big dream has to be fought for. So does a bold vision. The next victory? Rarely will it simply fall into our lap. Often, though, there are innate factors we must first fight against: resistance, conventions and rigid patterns of thinking.

Whatever we fight for or against, nothing is achieved without passion, grit and determination. Ferry Porsche gave everything for the sports car of his dreams. His dream came true. Not because he hesitated, waited or got lucky. Because he went that extra mile.

This attitude, this fighting spirit, is in every Porsche that we've created since 1948. It's there in the smallest part and in every race we've won. It's also found in every idea - and in our engineers. Who continually surpass themselves. To achieve the one second that plays the decisive role between triumph and tears. For the 'Dr. Ing.' in our company name, and to reinvigorate Fascination Sportscar time and time again.

To us, it's never been about extra horsepower alone, but about more ideas per PS. It's about engines that are more efficient, not bigger. It's about a design that follows principles, not trends. It's about sports cars that can be driven day in, day out.

It's only when all these things come together that we can talk of Intelligent Performance - the core of the Porsche brand, and of its future. This is what we are fighting for. Just as we did on day one. For a dream that will forever be in our heart.

# The 911 Turbo concept.

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. It's the only way to get the most out of everything. After all, what kind of sports car would it be if it didn't make full use of its possibilities? Not a Porsche, in any case – and certainly not the 911 Turbo.

In 1974 the first 911 Turbo was showcased at the Salon de l'Automobile in Paris – with a bang. During the 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. 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 a homologation model for the then Group 4 in motorsport, it was also fully roadworthy by using the regulation of boost pressure.

With every generation, the 911 Turbo has become stronger, faster, more intelligent. The new 911 Turbo models also achieve a considerable enormous performance boost: the 911 Turbo S, for example, achieves an impressive 70PS compared with its predecessor. Optimised aerodynamics, even sportier chassis, striking sound. Innovative high-performance and assistance systems make the 911 Turbo models the spearhead of our expertise. The design is as unmistakable as it was over 45 years ago.

Meaning the new 911 Turbo is also an exceptional phenomenon that makes the hearts of car enthusiasts around the world beat faster. The best possible combination of sporty performance and comfort – redefining the limits of possible. It embodies the belief that things can still get better, and the attitude of questioning over and over again. To put details to the test. Again and again. And again. With dedication and passion. No hesitation. Without compromise.

**Relentless.**  
**The new 911 Turbo.**





**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.**

Relentless.  
But with everything that's possible.

**Models**



# Highlights.

The 911 Turbo: our engineers like to talk about the most perfect sports car ever. Extremely sporty, at the same time comfortable and fully suitable for everyday use. The new 911 Turbo models 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
- New 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 new Porsche InnoDrive with automatic distance control, 'Wet mode' and Lane Keeping Assist including traffic sign recognition



1

1 911 Turbo S Cabriolet



2

2 911 Turbo S Coupé



3

3 911 Turbo Coupé



4

4 911 Turbo Cabriolet

For fuel consumption, CO<sub>2</sub> emissions and efficiency class, please refer to page 120.



#### **911 Turbo**

- 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

#### **911 Turbo S**

- 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, CO<sub>2</sub> emissions and efficiency class, please refer to page 120.



Middle ground?  
Never been up for discussion.

**Design**

# Exterior.

How do you further develop a design that was already almost perfect with the first draft over 45 years ago? It's difficult, of course. Impossible? Is not part of our designers' vocabulary, nor our engineers'. So they just keep going, relentlessly looking for the perfect design for the perfect sports car. The good news: they found it.

First things first: the rear. Because this is where the heart of every 911 has beaten since 1963 and the heart of every 911 Turbo since 1974: the horizontally opposed engine. The rear of the new 911 Turbo models is powerfully designed: it is wider. 20mm wider than previous models, to be precise. The rear wings have a particularly powerful design. Another distinguishing feature that has characterised the 911 Turbo since the very first model. The rear is clear and precise. Straight lines, with an evident horizontal orientation. Focusing on the essentials.

The rear screen appears visually extended and merges, almost seamlessly, into the tailgate grille with black slats and silver-coloured trim strips.

The typical 911 Turbo extendible rear wing has been sharpened in design, and its effective surface enlarged. Together with its variable height and angle adjustment, it provides even more downforce on the rear axle and thus even more performance.

Directly beneath this is the seamless light strip in the rear. It combines the three-dimensional LED taillights and perfectly accentuates the framed 'PORSCHE' logo.

A high-performance finish towards the tarmac: the completely redesigned rear apron. To the left and right are the large air outlets of the charge-air cooling, between them the new four-tract exhaust

system with two twin tailpipes fixed to the rear which are silver-coloured (high-gloss) for the 911 Turbo and black (high-gloss) for the 911 Turbo S. A new feature is the additional third air outlet of the charge-air cooling: wide and powerful in design and centrally positioned in the rear apron.





The front design language is a reference to Porsche history – and yet breaks new ground. It is a whopping 45mm wider. In combination with its broader track, this significantly increases stability. The wings are traditionally higher than the bonnet. Even more clearly shaped, they highlight the typical design DNA of Porsche. The bonnet's characteristic dynamic recess profiles and straight slope to the front apron are a reference to the design language of earlier 911 models. Another typical distinguishing feature: the four-point daytime running lights and dipped beam of the new, more slanted LED main headlights.

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

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





In profile, it becomes clear that the new 911 Turbo is serious. Only a few are as low and close to the road. The athletic impression is enhanced by the differently sized wheels. They are not only wider in the back, but also larger than in the front. This so-called double-mixed tyre configuration with 20/21-inch wheels increases driving stability and thus performance.

The rear is also wider, the side air intakes now supply the engine with intake air. On the subject of air: the newly designed exterior mirrors boast particularly clear contours, minimising the air resistance and noise levels. Persistent further development down to the very last detail – we already mentioned it.





## Hood.

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.

# Interior.

The interior consistently lives up to the promise made by the exterior. Even a first glance inside the vehicle reveals one of the greatest optical and digital enhancements of all generations. Uncompromising sporty performance. Combined with high comfort and exclusive feel. Typically 911 Turbo.

Classic design elements are combined with modern technology. The best example: the instrument cluster with centrally positioned analogue rev counter and two high-resolution displays that indicate the essential vehicle information on the virtual instruments. Analogue precision meets digital integration. Right next to this in the new dimension: the high-resolution 10.9-inch Porsche Communication Management (PCM) touchscreen display including online navigation. Thus, the

interior of the new 911 Turbo models becomes a time machine that unites the past and the future like hardly any other sports car.

New and yet a nod to earlier 911 generations: the horizontal lines of the interior. The concept also offers optimum access to all important functions at all times. The number of controls has been significantly reduced and everything is located within direct reach of the driver. Sports car ergonomics that also characterise the new GT sports steering wheel with multifunction controls and shift paddles.

Tradition meets future: we don't see it as a compromise. But as the best of both worlds. An impression that is reinforced by the new centre console. It has been decoupled

from the dashboard and, as part of the Porsche Advanced Cockpit operating concept, houses just a few, partly touch-sensitive buttons.

The details are particularly stylish. Standard in the 911 Turbo: the leather interior with contrasting stitching in Crayon. Standard in the 911 Turbo S: the two-tone leather interior also with contrasting stitching. In addition, the trim strips in Light Silver: with decorative inlays in Dark Silver Diamar in the 911 Turbo and decorative inlays in matt carbon in the 911 Turbo S. The quilted seat centres and quilted door panels of the 911 Turbo models are a reference to their own great history – already in the first 911 Turbo models, the interior was manufactured in this elaborate way. Yet more evidence that maximum performance can also be interpreted in terms of look and feel.





1



2

- 
- 1 Leather interior in black with contrasting stitching in Crayon
  - 2 Leather interior in two-tone combination – black and Mojave Beige, with contrasting stitching in Mojave Beige

Overawes many.  
While making others celebrate.

**Drive and chassis**



# Engine.

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.

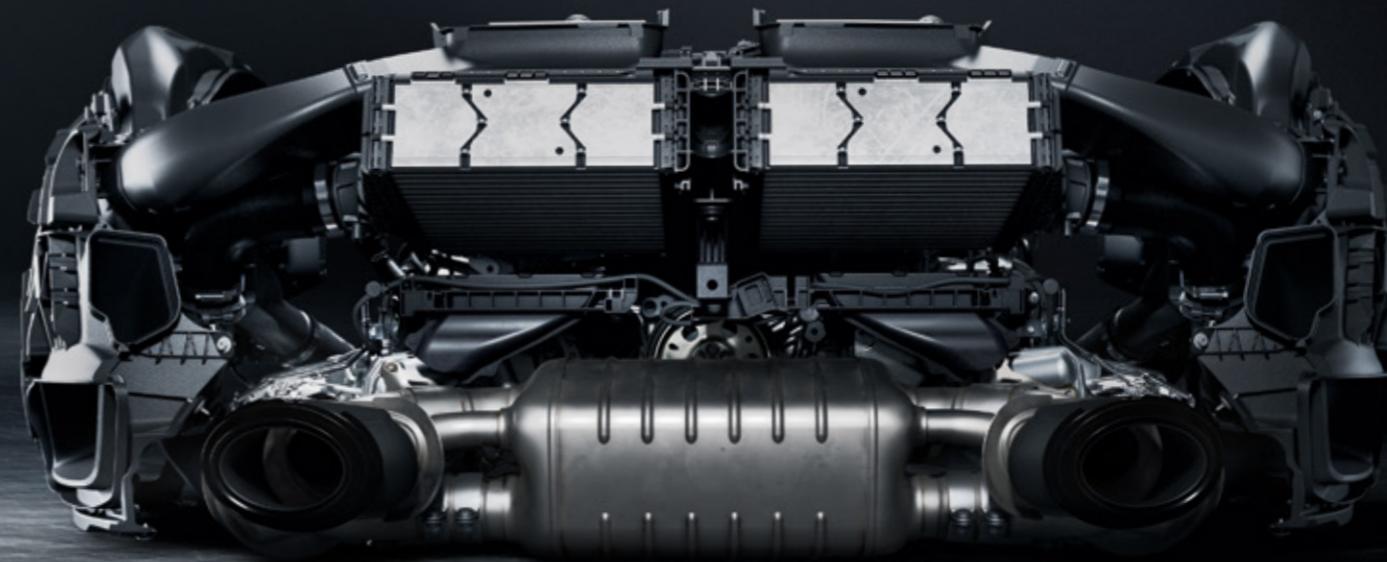
Charge-air cooling and engine air intake have been completely redesigned. Previously, air for the intercooler was supplied via side air intakes in the

rear wings and the aspirated engine air via a tailgate grille. This principle has been swapped over in the new 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 new 911 Turbo models has also been improved with active air intake flaps.



For fuel consumption, CO<sub>2</sub> emissions and efficiency class, please refer to page 120.



#### **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)

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For fuel consumption, CO<sub>2</sub> emissions and efficiency class, please refer to page 120.



# 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 previous generations, the new 8-speed PDK offers a perceptibly wider middle ground between comfort, performance and efficiency. PDK is essentially two 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. PTM's electronically controlled and fully variable multi-plate clutch 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 optionally available. With firm springs, adapted anti-roll bars and a new tuning of the PASM dampers, the new 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 new 911 Turbo. More precisely, by 40mm and up to a speed of approx. 35km/h. The system therefore ensures that kerbs, ramps and car park entrances are a sporting challenge of the past. The

new 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 conditions. 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 front and 380mm rear. The 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 brake, even under extreme loads, 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).

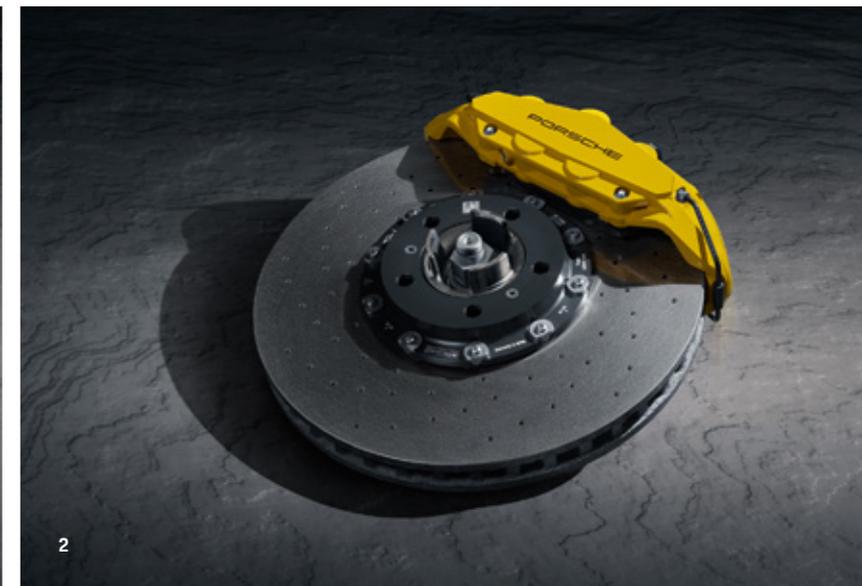
Motorsport tested: the Porsche Ceramic Composite Brake (PCCB) of the new 911 Turbo S. The cross-drilled ceramic brake discs of PCCB have a diameter of 420mm at the front and 390mm at the rear: for even greater braking performance. PCCB features 10-piston aluminium monobloc fixed brake calipers on the 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. It 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*



1



2



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# Wheels.

The new 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 new 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 motor-sport-proven central locking and a wheel centre with full-colour Porsche Crest.

Further designs are available on request.



- 
- 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).**

You cannot avoid the wind. But you can direct it. 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 CO<sub>2</sub> emissions benefits.

The new 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 spoiler





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.<sup>1)</sup>

Also new: 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 new 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.

<sup>1)</sup> The 'Wet' driving programme is not a substitute for adopting appropriate driving 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 new 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' and '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: 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





Also included in the Sport Chrono Package: the new Porsche Track Precision app<sup>1)</sup> 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 new 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.<sup>2)</sup>**

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.<sup>2)</sup> 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.

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<sup>1</sup> Sports package

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<sup>1)</sup> 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.

<sup>2)</sup> Provisionally available from 01/2021.

Consistent team work.  
Even when you're on  
the go alone.

**Lighting and assistance systems**



# Lights.

It's simply reassuring to have everything coming in view. Which is why the main headlights of the new 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 new 911 Turbo, the LED main headlights with Porsche Dynamic Light System Plus (PDLS Plus) point the way. They are fitted with Main Beam Assist, 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 new 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<sup>1)</sup>**

The new 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.

<sup>1)</sup> The 'Wet' driving programme is not a substitute for adopting appropriate driving in different road and weather conditions, and is, at the most, an aid for the driver.

**Porsche InnoDrive including automatic distance control.<sup>1)</sup>**

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, 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.

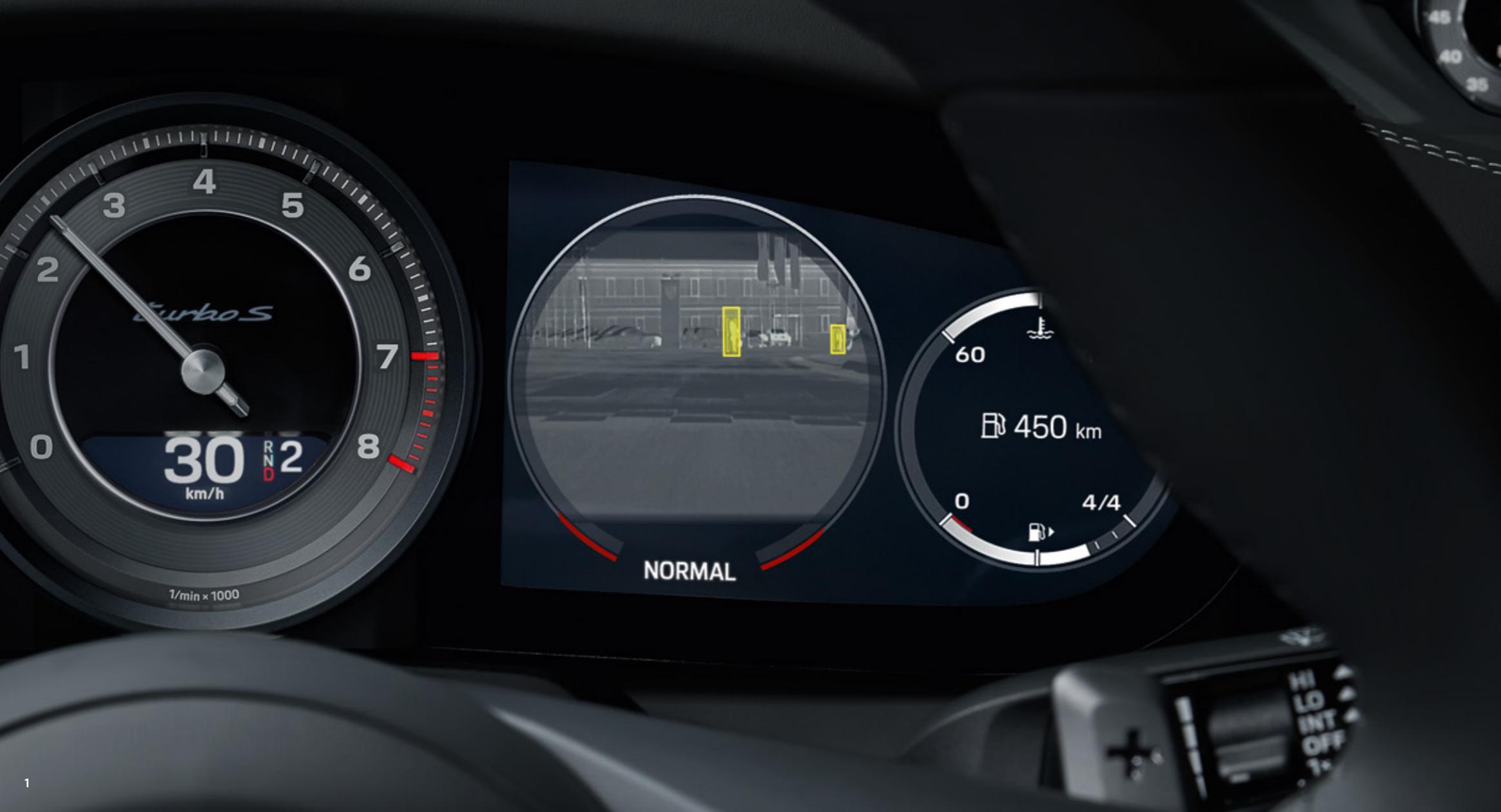
**Lane Change Assist with Turn Assist.**

Within system limits, Lane Change Assist uses radar-based technology to monitor the area behind your 911 Turbo and blind spots. If a vehicle approaches quickly from behind or is in the blind spot, and changing lanes would be too dangerous, the system 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.

<sup>1)</sup> 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.

<sup>1)</sup> Porsche InnoDrive including automatic distance control





#### **Night Vision Assist.**

Night Vision Assist provides you with information when driving at night, even beyond the range of the headlights. 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 accompanied by an audible signal if within the critical range in front of the vehicle. At the same time, the stopping distance control 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.

1 Night Vision Assist



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

**Comfort and infotainment**





## Sporty comfort.

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 new 911 Turbo. With a thumb rest and 12 o'clock marking as well as spoke trims with bolt applications, it makes clear reference to the motorsport DNA. The decorative ring surrounding the Porsche Crest is black and the shift paddles are Dark Silver. The GT sports steering wheel is covered in leather and features a cross-stitched seam. On request, it is also available with Race-Tex<sup>1)</sup> trim.

### 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.<sup>2)</sup>

With Comfort Access, you can leave your car key in your pocket. As soon as you near the side of the vehicle the system checks the access code stored in the key. If this is correct, the door or luggage compartment lid unlocks and the door handles automatically extend.

1) 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.  
2) 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.

# Seats.

Take your seat. Fasten your seat belt. Hold on tight; it's time to go. Fortunately, the seats of the new 911 Turbo are designed to be sporty in accordance with its performance values. Meaning optimum lateral support, even in dynamic driving situations. In the 911 Turbo, this also means sporty performance and comfort are not mutually exclusive. Quite the opposite.

## Sports seats.

The fully electric Sports seats (14-way) have been completely redesigned. Seat height and backrest adjustment 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.

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

## Adaptive Sports seats Plus.

The new 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.<sup>1)</sup>

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. This provides especially 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 centres in perforated Race-Tex. 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.

## Luggage compartment.

The front luggage compartment volume is 128 litres. The luggage compartment is fully trimmed in scratch-resistant materials.

## Child seat preparation.

ISOFIX child seat preparation on the front passenger seat is fitted as standard. This includes an airbag deactivation feature.

- 1 Sports seats
- 2 Adaptive Sports seats Plus
- 3 Full bucket seats



## Air conditioning and glazing.

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.

### **Ioniser.**

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

### **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.

# Infotainment.

## Porsche Communication Management (PCM) including online navigation module.

PCM is the control centre for audio, navigation and communication as well as for a variety of assistance systems. In its latest generation with mobile phone preparation, audio interfaces and online voice control, it features a high-resolution 10.9-inch touchscreen display, enabling easy control of most in-car functions. The personalisable start screen provides quick and easy access to the functions that are most important to you.

You can use the various infotainment applications while driving, such as listening to the radio or enjoying your favourite music via SD card or USB port. PCM is conveniently operated by means of the 10.9-inch touchscreen display, rotary pushbutton controls or online voice control.



- ① Mid-range speaker
- ② Tweeter  
(air motion transformer, AMT)
- ③ Woofer
- ④ Tweeter
- ⑤ Amplifier
- ⑥ Subwoofer



## Sound systems.

### BOSE® Surround Sound System.

The standard BOSE® Surround Sound System of the 911 Turbo models has been optimally tuned to the specific interior acoustics of the vehicle. The audio system features 12 loudspeakers and amplifier channels including a patented, 100-watt subwoofer integral to the vehicle bodyshell. This fully active system set-up enables each individual loudspeaker to be optimally adapted to the vehicle interior, transforming the 911 Turbo into an extremely fast-moving concert hall. The total output: 570 watts. BOSE® SoundTrue enhancement technology delivers even better audio quality and dynamics for compressed file formats such as MP3.

### 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 in a frequency range of 35Hz to 20kHz.

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

All loudspeaker housings are perfectly matched and deliver a natural and richly textured spatial sound, even at top volume, thanks to the use of analogue and digital filters. The exclusive sound pre-sets allow you to instantly customise your musical experience. The new sound enhancer also optimises the tone of data-compressed music files.

Additional plus point: the voice quality during calls has been further optimised.

1 Burmester® High-End Surround Sound System

# Porsche Connect.

We need to get the most out of every day. Whether a critical business meeting or a weekend trip is on the agenda: it's important to make the most of your own possibilities. Porsche Connect helps you do this. It puts you in the ideal starting position for any road trip – and any of your goals. With new useful in-car services and the Porsche Connect app for your smartphone.

The Porsche Connect app is the digital interface to your Porsche. Synchronise your destinations and calendar with your Porsche, plan trips using Real-time Traffic Information and listen to music services. Keep track of your sports car at all times and control certain vehicle functions via your smartphone. Navigate to your car or from your

Porsche to your final destination. Thanks to route calculation with up-to-date online maps, your sports car will get you to your destination even faster.

The basis for Porsche Connect is the LTE telephone module. It has a SIM card reader for exceptional ease of use and optimised data connection. Both in your 911 Turbo and your smartphone or tablet. In certain countries, an integrated LTE-enabled SIM card and data package are also available. These provide convenient access to the services of the Navigation & Infotainment package – excluding music streaming functions. For all music services and to use the in-car WiFi hotspot, a data package is available in the Porsche Connect Store<sup>1)</sup>.

Of course, you can still use your own SIM card if you prefer. This will require a subscription to a mobile network provider of your choice (subject to charge).

1) Note: Porsche Connect services include a free inclusive period of use, the length of which may vary by service package and country but shall not be less than three months. The full range of Porsche Connect services or individual services thereof may not be available in some countries. In addition, an integrated SIM card with data allowance for use of selected Porsche Connect services will be included in the price in some countries. For use of the WiFi hotspot and the other non-included Porsche Connect services, e.g. music streaming, via integrated SIM card, in these countries a chargeable data package is also available from the Porsche Connect Store. Alternatively, you can establish a data connection using a SIM card of your own. For further information on free subscription periods, follow-on costs and availability of individual services in your country, please visit [www.porsche.com/connect](http://www.porsche.com/connect) or consult your Porsche Centre.





1



2



3



4

**Services and smartphone apps.**

With Porsche Connect, you can access helpful services and functions which provide support before, during and after the journey in your 911 Turbo. You can access it via the Porsche Connect app, PCM or My Porsche. Thanks to Porsche Connect with the Navigation & Infotainment package, you have more time for the important things in life.

With the Finder function, for example, you can find destinations of any kind in a matter of seconds. How about covered parking, so that you can reach your destination without getting your feet wet, even when it's raining? Or a good restaurant for a catch-up with friends – chosen based on the reviews of other diners – while in your Porsche.

The new Voice Pilot, your online voice control, also provides assistance, enabling you to keep your eye on the road and traffic at all times. Simply say where you want to go. An attraction at your destination, for example. Voice Pilot will understand you without the need to specify detailed address data.

**Apple CarPlay.**

With Porsche Connect, you can also use your iPhone apps in your Porsche with the aid of Apple CarPlay. This allows you to easily and safely use apps while driving, such as 'telephone', 'music' or 'news' – via PCM or Siri, the Apple voice recognition interface.

**My Porsche.**

Every Porsche can be configured to your preferences. Porsche Connect is the same. So you can personalise and operate many of the Porsche Connect functions and services online at [www.porsche.com/myporsche](http://www.porsche.com/myporsche) – according to your needs. Plan your route and send this to your Porsche. View the current fuel level and data from your last trip, or check whether the doors and windows are closed. If required, your family and friends also have access to My Porsche and thus to certain functions of your sports car.

**Porsche Connect Store.**

Would you like to extend your contract? Or purchase additional Porsche Connect services? Visit the Porsche Connect Store at [www.porsche.com/connect-store](http://www.porsche.com/connect-store) and discover more about what Porsche Connect has to offer.

Learn all about other services, apps and functions online – including availability information for your vehicle and your country. By the way, our portfolio of services is constantly being expanded: visit [www.porsche.com/connect](http://www.porsche.com/connect) for all the latest information.

- 1 Real-time Traffic Information
- 2 Locator
- 3 Weather
- 4 News

We believe in the love  
of the sports car.  
And attention to detail.

**Personalisation**



# 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 Metallic



Jet Black Metallic

## Special exterior colours.



Crayon



Lava Orange



Carmine Red



Python Green

## Hood colours.



Black



Brown



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.



Time to reveal your colours.  
Exterior colours to sample.



# Interior colours.

## Standard interior colours Leather interior.<sup>1)</sup>



Black



Slate Grey



Bordeaux Red  
(roof lining: black)



Graphite Blue

Roof lining in Race-TEX<sup>6)</sup> (Coupé models) or black fabric (Cabriolet models).

## Two-tone interior Leather interior.<sup>2)</sup>



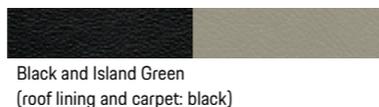
Black and Bordeaux Red  
(roof lining and carpet: black)



Black and Mojave Beige  
(roof lining and carpet: black)



Slate Grey and Crayon  
(roof lining<sup>3)</sup> and carpet: Slate Grey)



Black and Island Green  
(roof lining and carpet: black)

## Club leather interior Leather interior.<sup>1)</sup>



Truffle Brown



Agave Green

## Leather interior with seat centres in Sport-TEX Square.<sup>1)</sup>

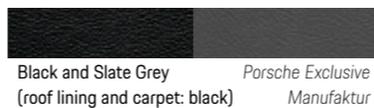


Black

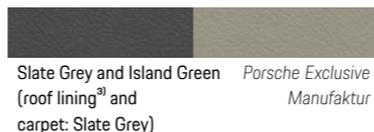
## Porsche Exclusive Manufaktur Leather interior.<sup>4)</sup>



Bordeaux Red and Crayon  
(roof lining: black and  
carpet: Bordeaux Red)



Black and Slate Grey  
(roof lining and carpet: black)



Slate Grey and Island Green  
(roof lining<sup>3)</sup> and  
carpet: Slate Grey)



Graphite Blue  
and Mojave Beige  
(roof lining<sup>3)</sup> and  
carpet: Graphite Blue)

<sup>2)</sup> Decorative stitching partly in Crayon (dashboard upper section, door panel and rear side panels as well as seat bolsters), optionally in leather colour.

<sup>3)</sup> Decorative stitching partly in lighter leather colour (dashboard upper section, door panel and rear side panels).

<sup>4)</sup> Only applies for Coupé models.

<sup>5)</sup> Decorative stitching partly in lighter leather colour (more information can be found with the Car Configurator).

<sup>6)</sup> Since wood is a natural product, there may be variations in colour and grain.

<sup>7)</sup> 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.

## Trim strips/trims.



Light Silver

## Decorative inlays.



Dark Silver Diamar

<sup>1)</sup> Agave Green leather with decorative stitching partly in Crayon

## Porsche Exclusive Manufaktur Decorative inlays.



Painted  
*Porsche Exclusive Manufaktur*



Leather  
*Porsche Exclusive Manufaktur*



Brushed aluminium  
*Porsche Exclusive Manufaktur*



Dark paldao open-pored<sup>6)</sup>  
*Porsche Exclusive Manufaktur*

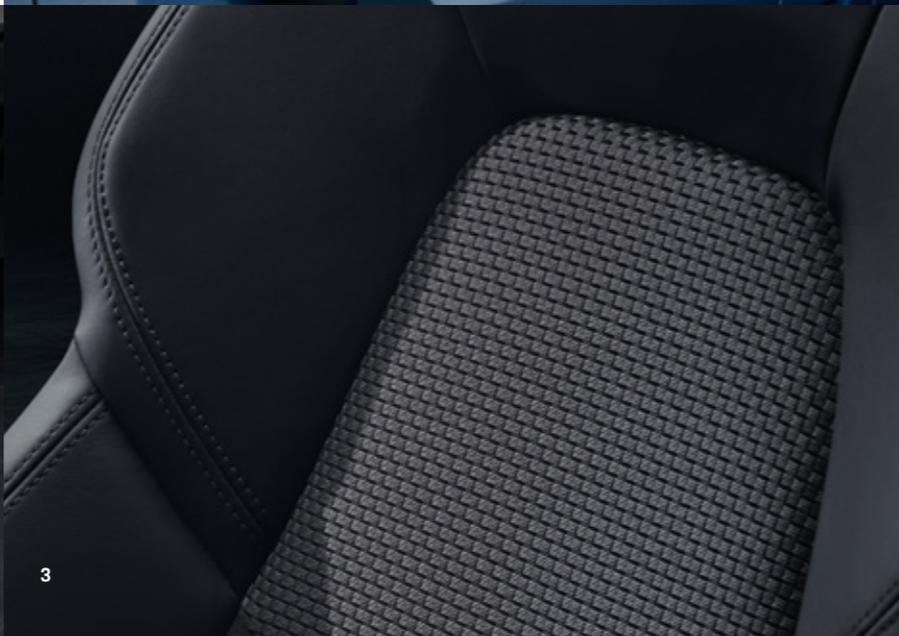


Matt carbon  
*Porsche Exclusive Manufaktur*



# Personalisation: a choice.

- 1 Side window trims in aluminium
- 2 Sports exhaust system with tailpipe trims in silver colour
- 3 Leather interior in Sport-TEX Square



- 4 Electric slide/tilt sunroof
- 5 Full bucket seats
- 6 Electric slide/tilt glass sunroof

# 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 Sonderwunschprogramm, then Porsche Exclusive – and today we call it '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.

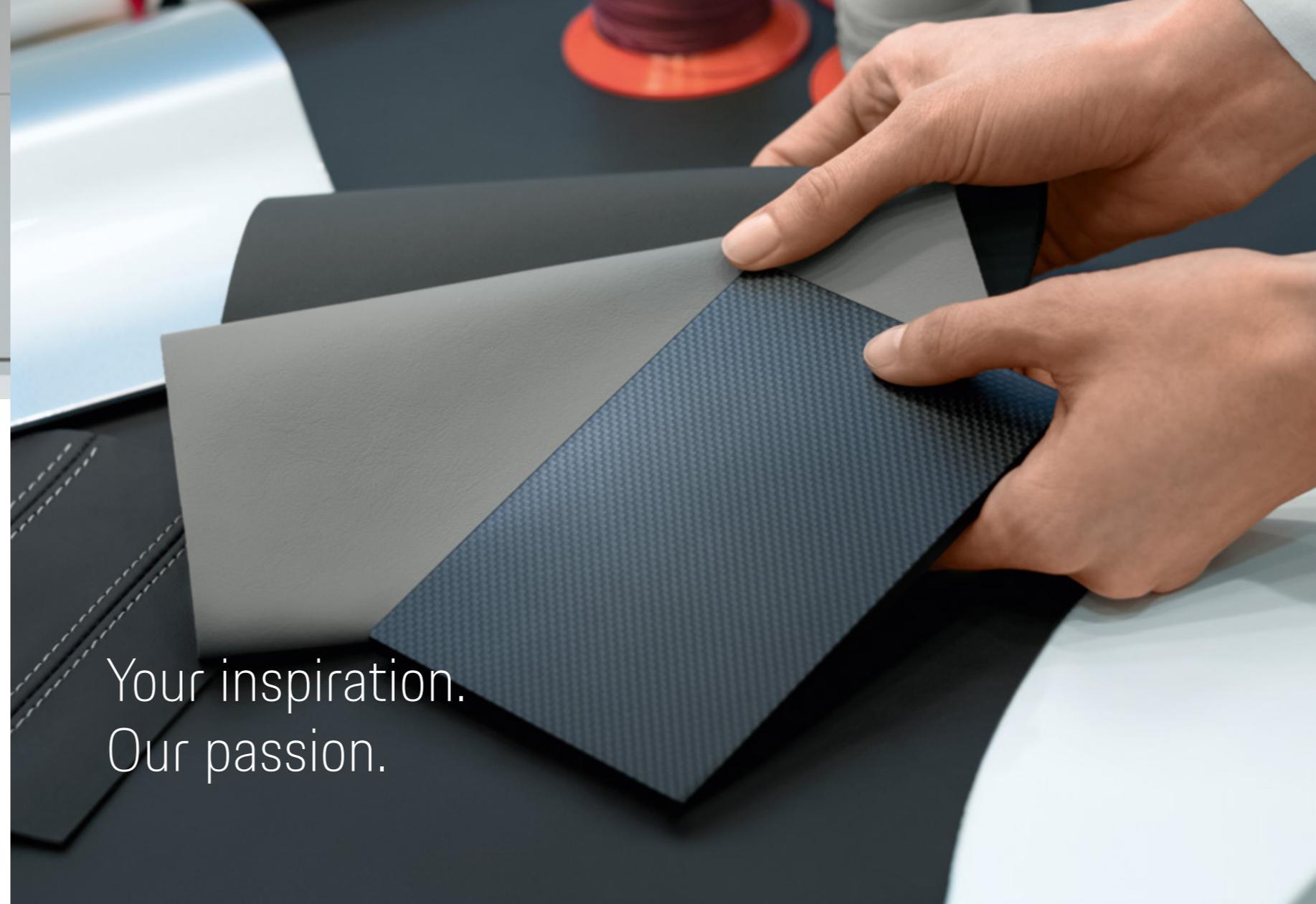
How do we turn your dreams into reality? With composure and meticulous care, by means of precision handcrafting and the use of exquisite materials such as leather, carbon, fine wood or aluminium. Added value is achieved through dedication and finesse. Or to put it another way: the intersecting of sporty 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 the 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.com/exclusive-manufaktur](http://www.porsche.com/exclusive-manufaktur) to learn everything you need to know about configuring these extraordinary vehicles. We would also be happy to advise you in a personal conversation – we look forward to your visit.



Your inspiration.  
Our passion.

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

The new 911 Turbo S in Guards Red.



1



2



3



4



5

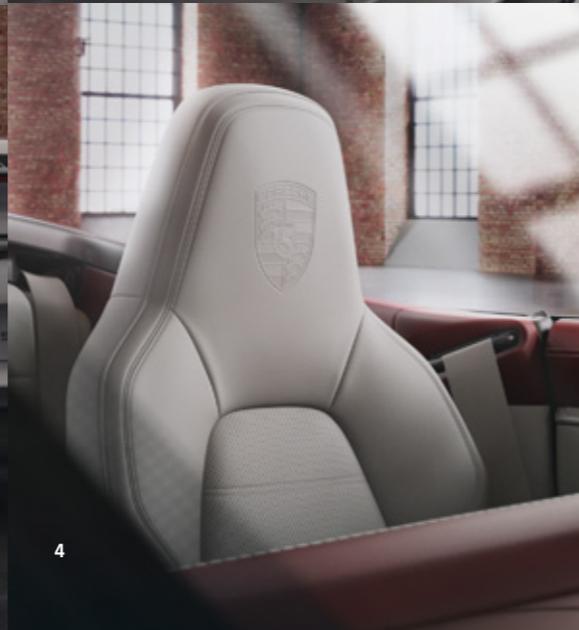
### A configuration example from Porsche Exclusive Manufaktur.

- 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 package painted, dashboard/door panel trim package in leather, sun visors in leather, Porsche Crest on headrests
- 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 Porsche Exclusive Manufaktur.

- 1 Exclusive Manufaktur<sup>1)</sup> leather interior, 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.

# Enhanced interior personalisation.

How about even more design freedom in the vehicle interior? 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. The packages are available in all standard 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](http://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 911 Carrera S



Leather: black  
Decorative stitching: Racing Yellow

Leather: Graphite Blue  
Decorative stitching: Pebble Grey

Leather: black  
Decorative stitching: Speed Blue

Leather: Truffle Brown  
Decorative stitching: Mojave Beige

Leather: Bordeaux Red  
Decorative stitching: Crayon

## Leather interior Exclusive Manufaktur.

Innovative, individual and stylish – down to the very last detail. Together with the design experts from the Development Centre in Weissach, Porsche Exclusive Manufaktur has created a new interior concept characterised by a perfectly coordinated interplay of colours, materials and individual finishes from Porsche Exclusive Manufaktur.

The newly designed two-tone interior is particularly effective in conjunction with quilted seat centres, quilted door panels with contrasting stitching and is further enhanced by the dashboard and door panel 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 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.

- 1 Leather interior Exclusive Manufaktur in Bordeaux Red and Crayon
- 2 Leather interior Exclusive Manufaktur in black and Slate Grey
- 3 Leather interior Exclusive Manufaktur in Slate Grey and Island Green
- 4 Leather interior Exclusive Manufaktur in Graphite Blue and Mojave Beige



# Highlights.

Porsche Exclusive Manufaktur.

- 1 Vehicle key painted in exterior colour with key pouch in leather
- 2 Sports seat Plus backrest in leather with decorative element in matt carbon
- 3 'PORSCHE' logo LED door projectors



- 4 20/21-inch 911 Turbo Exclusive Design wheel painted in satin Aurum
- 5 Sport package
- 6 Inlay slats in the rear lid painted in exterior colour

# 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](http://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) with a capacity of approximately 320 or 520 litres.

## 2 Care sets

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.



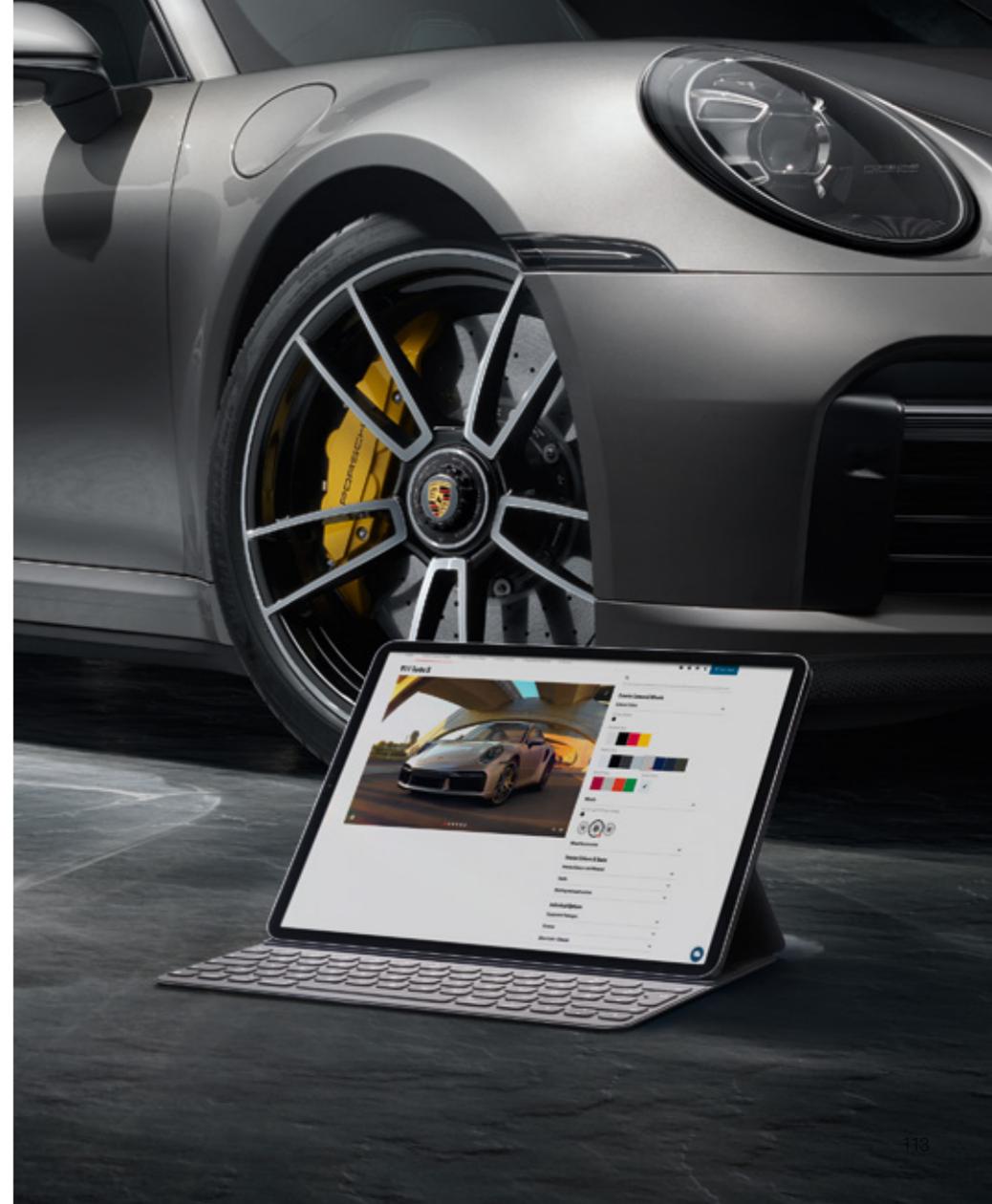
# Porsche Car Configurator.

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 create your personal configuration on your computer, tablet and smartphone. Using freely selectable perspectives and 3D animations. Individual recommendations help you to make the right decision.

Visit [www.porsche.com](http://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.



# Porsche World.



## Porsche Centres

Your Porsche Centre can assist you with every aspect of purchasing and owning your Porsche. You will also find a wide range of products and services, including genuine Porsche parts and top-quality accessories.



## Porsche Exclusive Manufaktur

At Porsche Exclusive Manufaktur, we make our customers' personal wishes a reality. With custom work. By hand. With care and dedication. To turn something special into something unique. [www.porsche.com/exclusive-manufaktur](http://www.porsche.com/exclusive-manufaktur)



## Porsche Werksabholung

Get started with your Porsche directly from the Manufaktur: in Zuffenhausen with the vehicle handover against a historical backdrop in the historic Werk 1 or in Leipzig with intensive driving induction on the race track.



## Porsche Tequipment

Personalise your Porsche at any time after purchase with our range of accessories. You will also find all our available products online at [www.porsche.com/tequipment](http://www.porsche.com/tequipment) using the Tequipment Accessories Finder.



## Porsche Driver's Selection

With leisurewear, model cars, timepieces, leather goods, luggage specifically tailored to Porsche luggage compartments and other intelligent accessories, there are plenty of opportunities to indulge your passion for Porsche off the road, too.



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## Porsche Approved Gebrauchtwagen

So that our vehicles remain reliable and retain their value whether new or previously owned, all Porsche Approved cars meet the most stringent Porsche quality standards across the world. Each car is backed by the Porsche Approved warranty.

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Our leasing and finance offers make it easy for you to fulfil your dream of owning a Porsche. To support you every step of the way, we also offer insurance products, the Porsche Card and many other services.

## Porsche Clubs

Since the first Porsche Club was founded in 1952, their number has grown to 675 with over 200,000 members worldwide. To find out more, go to [www.porsche.com/clubs](http://www.porsche.com/clubs) or call +49 711 911-77578. E-mail: [communitymanagement@porsche.de](mailto:communitymanagement@porsche.de)

## Christophorus

Published five times a year, our magazine for Porsche owners offers news, interviews and a variety of features from the world of Porsche. Visit [www.porsche.com/christophorus-magazine](http://www.porsche.com/christophorus-magazine) where all articles are available to you free of charge.

## Porsche Classic

Your specialist source for genuine Porsche parts as well as restoration services for all Porsche classics. Visit [www.porsche.com/classic](http://www.porsche.com/classic) to find out more.

## Porsche Museum

More than 80 vehicles at our headquarters in Stuttgart-Zuffenhausen await to take you on a journey through Porsche history. See icons such as the 356, 911 and 917 presented in an atmosphere you can't experience anywhere else.



You can obtain the latest brochures/magazines for Porsche Experience, Porsche Driver's Selection and Porsche Tequipment from your Porsche Centre.

When the numbers speak for themselves, the rest is silence.

**Technical data**



## Technical data.

	911 Turbo/911 Turbo Cabriolet	911 Turbo S/911 Turbo S Cabriolet
<b>Engine</b>		
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 <sup>3</sup>	3,745cm <sup>3</sup>
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
<b>Transmission</b>		
Drive	All-wheel drive (PTM)	All-wheel drive (PTM)
Transmission	8-speed Porsche Doppelkupplung (PDK)	8-speed Porsche Doppelkupplung (PDK)
<b>Chassis</b>		
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
<b>Performance</b>				
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
<b>Unladen weight</b>				
(DIN)	1,640kg	1,710kg	1,640kg	1,710kg
(EC) <sup>1)</sup>	1,715kg	1,785kg	1,715kg	1,785kg
Permissible total weight	2,040kg	2,100kg	2,020kg	2,080kg
<b>Dimensions/drag coefficient</b>				
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.

## Technical data.

	911 Turbo	911 Turbo Cabriolet	911 Turbo S	911 Turbo S Cabriolet
<b>Fuel consumption<sup>1)</sup>/emissions<sup>1)</sup></b>				
Fuel consumption urban in l/100km	15.3	15.2	15.5	15.9
Fuel consumption extra urban in l/100km	8.7	8.9	8.6	8.6
Fuel consumption combined in l/100km	11.1	11.3	11.1	11.3
CO <sub>2</sub> emissions combined in g/km	254	257	254	257
Particulate filter	Yes	Yes	Yes	Yes
Emissions standard	Euro 6d-ISC-FCM	Euro 6d-ISC-FCM	Euro 6d-ISC-FCM	Euro 6d-ISC-FCM
<b>Energy efficiency specifications (Germany)<sup>2)</sup></b>				
Efficiency class	G	G	G	G

1) Data determined in accordance with the measurement method required by law. Since 01 September 2017 certain new cars have been type approved in accordance with the Worldwide Harmonised Light Vehicles Test Procedure (WLTP), a more realistic test procedure to measure fuel/electricity consumption and CO<sub>2</sub> emissions. From 01 September 2018, the WLTP replaced the New European Driving Cycle (NEDC). Due to the more realistic test conditions, the fuel/electricity consumption and CO<sub>2</sub> emission values determined in accordance with the WLTP will, in many cases, be higher than those determined in accordance with the NEDC. This may lead to corresponding changes in vehicle taxation from 01 September 2018. You can find more information on the difference between WLTP and NEDC at [www.porsche.com/wltp](http://www.porsche.com/wltp). Currently, we are still obliged to provide the NEDC values, irrespective of the testing method used. The additional reporting of the WLTP values is voluntary until their obligatory use. As far as new cars (which are type approved in accordance with the WLTP) are concerned, the NEDC values will therefore be derived from the WLTP values during the transition period. To the extent that NEDC values are given as ranges, these do not relate to a single, individual car and do not constitute part of the offer. They are intended solely as a means of comparing different types of vehicle. Extra features and accessories (attachments, tyre formats, etc.) can change relevant vehicle parameters such as weight, rolling resistance and aerodynamics and, in addition to weather and traffic conditions, as well as individual handling, can affect the fuel/electricity consumption, CO<sub>2</sub> emissions and performance values of a car.

2) Valid in the countries listed only.

Tyre type	Size	Energy efficiency class rolling resistanc	Wet grip class	External rolling noise* (class)	External rolling noise (dB)
Summer tyres	255/35 ZR 20	E	B–A		73–72
	315/30 ZR 21	E	B–A		74–73

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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