



PORSCHE



Type 992 Porsche 911 Turbo Coupe
and Cabriolet Press Kit

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Highlights

The new 911 Turbo and the new 911 Turbo Cabriolet

An increase of 32 hp compared to the previous model.

The powerful flat-six engine with two turbochargers with variable turbine geometry has a displacement of 3.745 liters and now develops 572 hp.

Improved performance

Acceleration from 0 to 60 mph using Launch Control as part of the standard Sport Chrono Package takes only 2.7 seconds for the Coupe and 2.8 seconds with the Cabriolet (each 0.2 seconds quicker than before) with the eight-speed PDK dual-clutch transmission tailored specifically to the 911 Turbo. Top track speed is 199 mph.

Increased track widths.

Modified track widths contribute to the agility and performance: Like on the Type 992 911 Turbo S, the front track of the new 911 Turbo is now 1.65 inches wider than the previous 911 Turbo and the rear track is 0.39 inches wider.

New performance enhancing options.

First introduced on the Type 992 911 Turbo S models, a firmer PASM sports suspension that lowers ride height by 10 millimeters can also be ordered for the corresponding 911 Turbo models. The newly developed Sport Exhaust System, which boasts a distinctively rich sound, is also optionally available.

Enhanced aerodynamics

Like on the Type 992 911 Turbo S, Porsche Adaptive Aerodynamics (PAA), now features controlled cooling air flaps at the front, an extended control strategy as well as a larger but lighter rear wing for even more downforce. The PAA also acts as an air brake when decelerating at high speeds.

New lightweight and noise-insulated glass.

Like on other 911 Coupe models, newly developed lightweight and noise-insulated glass is available for the 911 Turbo Coupe, resulting in a weight reduction of more than eight pounds compared to the standard glass.

The Type 992 Porsche 911 Turbo models

The Porsche 911 Turbo has been the quintessential high-performance sports car offering a high degree of everyday usability for the past 45 years. Following the introduction of the 911 Turbo S, the next generation of 911 Turbo coupe and Cabriolet launched as part of the 2021 model year.

The new models, which complement the 911 Turbo S and 911 Turbo S Cabriolet of the same generation, offer a significant improvement in performance compared to their immediate predecessors thanks to a wide range of improvements that include increases in peak horsepower and torque, wider front and rear tracks, larger standard brakes and a new eight-speed Porsche dual-clutch (PDK) transmission. In fact, the incoming 911 Turbo and 911 Turbo Cabriolet models offer power and torque on par with the preceding generation (Type 991.2) 911 Turbo S and 911 Turbo S Cabriolet.

The new twin-turbo flat-six with a displacement of 3.745 liters generates 572 hp and 553 lb-ft of torque enabling acceleration from 0 to 60 mph in only 2.7 seconds for the Coupe or 2.8 seconds for the Cabriolet, each two-tenths of a second quicker than the previous 911 Turbo models. This also means the latest 911 Turbo models accelerating from 0 to 60 mph than the 2019 911 Turbo S models. Importantly, peak torque with the new powertrain is not time limited as an overboost function. As with the preceding 911 Turbo models, the Sport Chrono package, Rear Axle Steering and Porsche Active Suspension Management (PASM) system are all included as standard equipment.

The new models follow in rather prestigious footsteps: the 911 Turbo has been synonymous with luxury and performance since its global launch in 1975. Each generation has continued to serve as a benchmark for high-performance sports cars. The latest generation of the 2+2 is more than twice as powerful as the original Turbo, which featured a three-liter, flat-six engine with a single turbocharger. The 911 Turbo launched in the U.S. in 1976 with 234 hp. Even though the 911 Turbo has become faster and more comfortable and capable over the years, it has always retained its fundamental characteristics.

The Type 992 Porsche 911 Turbo and 911 Turbo Cabriolet models went on sale as part of the 2021 model year with a starting MSRP of \$170,800 for the coupe model and \$183,600 for the Cabriolet. Both prices exclude \$1,350 for delivery, processing and handling.

Leap in performance thanks to enhanced turbocharger technology

The six-cylinder boxer engine in the 911 Turbo, with its increased output of 572 hp and displacement of 3.745 liters, now features symmetrical turbochargers with variable turbine geometry and electrically controlled bypass valves. In conjunction with the redesigned charge air cooling system and the use of piezo injectors, this improves responsiveness, performance, torque characteristics and free-revving nature of the engine. These improvements were largely adopted from the current 911 Turbo S models.

As with the Type 992 911 Turbo S models, the new six-cylinder engine in the 911 Turbo variants is benefits from an almost completely new intake system. For this purpose, the previous routing of process air and charge air cooling has been reversed. The charge air coolers, which are 14 percent larger than on the previous model, have been moved from their previous position in the rear fenders to directly behind the engine, increasing the flow rate of cooling air by about 13 percent. The air filters are now positioned in the rear fenders, with air fed via four intakes located laterally below the rear wing and in the rear side panels with a larger overall cross-section and lower resistance, improving engine efficiency.

Two symmetrical turbochargers with variable turbine geometry and larger dimensions replace the previous parts. The impellers (compressor and turbine wheels) now rotate in opposite directions on the right and left sides of the vehicle. The diameter of the turbine wheels has been increased by five millimeters to 55 millimeters, while the 59-millimeter compressor wheel is now three millimeters larger than before. This increases potential air throughput on both the exhaust and fresh air sides, which in turn increases torque and power output. Stepper motors allow for electric wastegate flap control, which has the advantage of active and complete opening of the wastegates after a cold start so that the catalytic converters reach operating temperature earlier. Boost pressure control is also faster and more precise.

New Sport Exhaust system available as an option

For the first time, Porsche is offering an optional Sport Exhaust System for the 911 Turbo. Like the standard system, it features electrically controlled, continually adjustable exhaust flaps, solving the conflict between emotion, interior noise comfort and regulatory requirements. The specially developed interior flow routing of the sports exhaust system creates a particularly distinctive sound typical of 911 Turbo models. Two oval tailpipes are a distinguishing visual feature. The standard exhaust system has two rectangular chrome-plated twin tailpipes.

New eight-speed dual-clutch transmission in Turbo specification

The torque of up to 553 lb-ft and power output of 572 hp place high demands on the drivetrain. The PDK is based on the transmission from the current 911 Carrera series and has been adapted for the more powerful engine in the Turbo models with optimized steel plates and a reinforced gear set. Driving pleasure has also been increased: thanks to the new lightning-quick gear changes, the transmission of the 911 Turbo reacts even faster and more spontaneously than its predecessor. These gearshifts are generally used at high engine speeds and loads, both in manual mode as well as when Sport Plus mode is activated. In addition, all gears have new ratios: the first gear is now shorter and eighth gear longer than the previous seventh gear. The driver can immediately feel the difference between the new PDK and its predecessor in terms of comfort, performance and efficiency.

Performance-enhanced all-wheel drive

Like the PDK transmission, Porsche Traction Management (PTM) all-wheel drive has also been adapted for the more powerful engine. With the additional water cooling and reinforced steel plates, the front differential can handle significantly more torque. Like in the current 911 Turbo S models, the transfer case in the new 911 Turbo variants can now distribute up to 368 lb-ft of torque to the front wheels. A new prop shaft that is both lighter and more stable, with just one universal joint, transmits power to the front axle.

Sport Chrono package with the newly integrated Porsche Track Precision app

Driving pleasure can be enhanced even further with the standard Sport Chrono package. This package includes PSM Sport mode, dynamic engine mounts as well as a stopwatch and the Porsche Track Precision app. Different driving profiles can be activated by means of a new mode switch with Sport Response button. The driver can also select the innovative Wet mode using the mode switch.

Innovative Wet mode increases driver awareness on wet road surfaces

All current Porsche 911 models including the 911 Turbo offer an innovative system that raises driver awareness for wet road surfaces. Wet mode uses acoustic sensors located in the front wheel housings to detect swirled-up splash water, and can assess how wet the road is. This makes it fundamentally different from rain sensors that control windshield wipers, which only react to water droplets on the windshield, entirely independent of road conditions. The calibration of the PSM and PTM systems is preconditioned if wet road conditions are detected. At the same time, the system informs the driver that the road is wet and recommends manually switching to Wet mode. This function is integrated in the mode switch. If the driver activates Wet mode, the PSM, PTM, aerodynamics, PTV Plus and throttle response are adapted to further optimize driving stability in these conditions. The PTM transfers more torque to the front axle to increase traction and further improve driving stability. The rear spoiler moves into the Wet mode position, the front spoiler is retracted, the throttle characteristics are softened and PSM Off or Sport mode (if previously selected) are deactivated.

Driving dynamics with even greater performance and comfort

The new 911 Turbo benefits from the completely new chassis set-up that was developed and adapted for the recently introduced flagship model, the 911 Turbo S. Like on other current 911 models, Porsche has taken the concept of staggered tires to a new level on the 911 Turbo models: the wheels and tires on the front and rear axles differ not only in width but also in their diameter. At the front, 255/35 20-inch tires are now fitted on up to 9.5-inch wide wheels. On the rear axle, 21-inch tires with size 315/30 fitted on up to 12-inch wide wheels transmit the power to the road. The steering system with active rear axle steering has also been retuned. A six percent more direct steering ratio than on the predecessor model improves steering precision. This gives the sports car more agility, especially on twisty roads.

New active suspension system with optional PASM Sport suspension

The second significant development is the new-generation Porsche Active Suspension Management (PASM) with even faster and more precisely controlled dampers. When needed, the new PASM offers significantly softer damping in both the compression and rebound stages than the previous system, which translates into greater comfort. At the same time, the new PASM can make the dampers act more firmly, resulting in significant driving dynamics advantages with respect to roll stability, road holding, steering behavior, and indeed potential cornering speeds.

The faster-reacting dampers mean that a 10 mm lower PASM Sport suspension, first introduced as an option on the Type 992 911 Turbo S, is also available as an option on the 911 Turbo for the first time. To optimize grip, helper springs are additionally mounted on the rear axle that ensure adequate spring pre-loading of the main springs for full rebound. The significantly firmer set-up is aimed at enhancing driving dynamics and provides even more stability in high-speed corners, such as when the vehicle is used on race tracks.

Another feature new as of the 2021 model year on 911 models with Sport Chrono Package, including the 911 Turbo, is the tire temperature display, which is combined with the tire pressure display. At a low tire temperature, the blue bars warn about the potential for reduced tire grip. As the tires warm up, the display color changes to blue-white and then changes to white once the operating temperature has been reached. This means a sufficient amount of grip is available, which allows drivers to precisely adapt their driving style to the grip level of the tires. The system is deactivated and the bars are hidden when winter tires are fitted.

Improved standard brakes or optional Porsche Ceramic Composite Brakes (PCCB)

At Porsche, increased engine power traditionally goes hand-in-hand with increased braking power. The cast iron brake system features aluminum monobloc fixed calipers with six pistons each on the front axle. The corresponding brake rotors have a diameter of 408 millimeters (plus 28 millimeters compared to the previous 911 Turbo models) and a thickness of 36 millimeters (plus two millimeters). The brake system on the rear axle is unchanged with four-piston fixed calipers and 380 mm x 30 mm brake discs. The brake calipers are painted red as standard with High-Gloss Black optionally available. The "PORSCHE" logo on the brake calipers is white for this design.

Additional options allow the chassis of the new 911 Turbo to be adapted according to individual demands: the Porsche Ceramic Composite Brake system (PCCB) – standard on the 911 Turbo S – is optionally available on 911 Turbo models. Here, braking on the front axle is performed by 10-piston brake calipers and 420-mm diameter brake discs. The rear axle has four-piston brake calipers and 390-millimeter brake discs.

Cornering stability can be further enhanced with the optional anti-roll stabilization (PDCC) without having to compromise on driving comfort.

Like on other Porsche 911 models, a smart front axle lift system is optionally available. The system saves the GPS coordinates of the current position at the push of a button. If the driver approaches this position from the same direction again, the front of the car will lift up automatically by about 40 millimeters.

Design and aerodynamics

Top-class dynamic performance

The Porsche 911 Turbo clearly signals its increased dynamic capabilities. As with the current 911 Turbo S models, the rear track of the Type 992 911 Turbo variants now measures 1,600 mm (a 10 mm increase compared to the previous models) and the rear track is now 1,583 mm (a 42 mm increase). The 911 Turbo models also have wider tires than the predecessor model, and newly designed wheels to match the improved performance capability.

The new front fascia, which features wider air intake openings, has a characteristic Turbo look with dual front light modules. The pneumatically extending front spoiler – shared with the new 911 Turbo S – ensures aerodynamic performance. The 911 Turbo is equipped as standard with LED headlights including the PDLS Plus dynamic light system. Its new rear end, featuring tailpipes in the rectangular design characteristic of Turbo models, matches the rear light bar that is one of the defining features of the current 911 generation.

New and exclusive: optional lightweight glass, Lightweight Design Package

As with other 911 Coupe models, innovative lightweight glass is optionally available for the 911 Turbo. This composite glass saves about 8 lbs. in an area important for driving dynamics because it lowers the center of gravity. Compared to the regular production glass, the lightweight glass is made from thinner outer panes and chemically pre-stressed inner panes. The special glass also offers improved heat and noise insulation.

The appearance and performance of the vehicle can be sharpened by the new optional Lightweight Design package and Sport package. The Lightweight Design package for the Coupe reduces the vehicle's weight by 66 lbs., in large part, by the use of carbon fiber bucket seats, omission of the rear seats, lightweight glass and reduced insulation. The Sport package features the 911 Turbo Sport Design package and additional applications in Black, Carbon elements and Exclusive Design taillights.

Adaptive aerodynamics with more downforce and air brake

The adaptive aerodynamics components contribute to the performance delivered by the 911 Turbo. Like on the current 911 Turbo S models, downforce increases by 15 percent with the 911 Turbo variants compared to the preceding generation thanks to a newly designed active front spoiler and rear wing, improving high-speed stability and dynamics.

In case of significant braking at high speeds, the front spoiler and rear wing move to the Performance position to perform an air brake function. The higher drag and increased downforce can help to potentially reduce the braking distance, depending on the initial

speed and road conditions. Driving stability is also further improved during braking with this system.