PORSCHE

The 2026 Porsche 911 Turbo S

Press kit

Contents

Highlights

the 2026 Porsche 911 Turbo S

- **Capable all-rounder**
  The 911 Turbo S combines impressive performance, everyday practicality, long-distance comfort and exclusivity.

- **Most powerful series-production 911**
  The new 3.6-liter, twin-turbo six-cylinder boxer engine with its innovative T-Hybrid system develops a system output of 701 hp (523 kW) and 590 lb.-ft. of torque.

- **Innovative T-Hybrid system with twin turbocharging**
  Two electric turbochargers, an electric motor integrated in the PDK, and a compact and lightweight high-voltage battery enable impressive performance.

- **Enhanced aerodynamics**
  Newly designed front and rear sections, an active front diffuser and a revised rear wing result in even better aerodynamic efficiency and performance.

- **Even better performance**
  The new 911 Turbo S improves on its lap time on the Nürburgring Nordschleife by around 14 seconds (07:03.92 minutes), compared to the predecessor model. It sprints from 0-60 mph in 2.4 seconds: 0.2 seconds faster than its predecessor. Accelerating from 0-124 mph takes just 8.4 seconds (-0.5 sec.).

- **Unmistakable design**
  In the new 911 Turbo S, the Turbo-exclusive contrast tone Turbonite and the cross-model-line Turbo design philosophy complement the traditional Turbo features, such as the widened body with side air intakes and its striking rear wing.

Summary

Range-topping model with performance hybrid system and 701 hp total system output

The new Porsche 911 Turbo S has big shoes to fill. Its predecessor was already regarded as the benchmark in the sports car world when it came to combining superior performance, long-distance comfort, exclusivity and everyday practicality. Now, the 911 Turbo S once again raises the bar in all areas. The sports car, which is available as both a coupe and a Cabriolet, boasts significantly increased performance, a more powerful design, refined aerodynamics, upgraded suspension, and even more exclusive equipment.

Powertrain: performance hybrid system with two electric turbochargers

The newly developed, high-performance powertrain achieves a system output of 701 hp (523 kW). This makes the new 911 Turbo S the most powerful production 911 of all time. The maximum torque of the powertrain is 590 lb.-ft. and is available over an extremely wide rev range from 2,300 to 6,000 rpm. The car also achieves an exceptionally flat power curve; its peak power output of 701 hp is available from 6,500 to 7,000 rpm. At the heart of the car is a newly developed 3.6-liter boxer engine. Equipped with innovative T-Hybrid technology featuring a 400-volt system, it achieves a power increase of 61 hp compared to its predecessor.

A T-Hybrid powertrain first debuted in 2024 in the 911 Carrera GTS. For use in the new 911 Turbo S, the technology is further enhanced. While a single electric turbocharger (eTurbo) is integrated into the T-Hybrid system in the GTS, two of these innovative devices are used in the new 911 Turbo S. The turbine and compressor were specially designed to meet the requirements of the flagship model. The two eTurbos contribute not only to a considerable increase in performance but also to greatly enhanced responsiveness. The particularly compact and lightweight high-voltage battery, which has a capacity of 1.9 kWh, is the same as that used in the 911 Carrera GTS. An eight-speed PDK with an integrated electric motor transmits the power to the Porsche Traction Management (PTM) all-wheel drive system. The Turbo S Coupe now completes the sprint from 0-60 mph in just 2.4 seconds, 0.2 seconds faster than its predecessor. It takes just 8.4 seconds to reach 124 mph, which represents an improvement of 0.5 seconds. The top track speed of the new 911 Turbo S is 200 mph.

Significantly quicker around the Nürburgring Nordschleife

Despite the additional components of the performance hybrid system, the new 911 Turbo S gains a relatively modest 180 lbs. compared to its predecessor. The increase in weight has been more than compensated for in all areas relating to performance and driving dynamics as evidenced by its Nürburgring Nordschleife lap time. As part of the final development drives conducted in autumn 2024, a lightly camouflaged 911 Turbo S posted an official time of 7:03.92 minutes – about 14 seconds quicker than its predecessor.

Brakes and tires with optimized performance

The sports car is now fitted with a new generation of tires. 325/30 ZR 21 tires at the rear, 10 millimeters wider than those of the previous model. As with the predecessor, 255/35 ZR 20 tires are fitted at the front. The engineers increased the diameter of the rear brake discs of the Porsche Ceramic Composite Brake (PCCB) system from 390 mm to 410 mm, while discs with a diameter of 420 mm are used at the front. This means that the brake discs on the new 911 Turbo S are the largest that Porsche has ever used for the PCCB system of a two-door model.

Intelligent active aerodynamics

Enhanced aerodynamics optimize brake and drivetrain cooling while also optimizing efficiency. Active, vertically arranged cooling-air flaps at the front of the car, an active front diffuser, an adaptive front spoiler carried over from the predecessor model, and an extendable and tiltable rear wing work together to improve performance and efficiency. Depending on the driving situation, the active aerodynamic elements intelligently reduce lift or, when retracted, reduce drag. When each of the active aerodynamic elements are in their most efficient position, the drag coefficient of the 911 Turbo S coupe is reduced by 10 percent compared to its predecessor. Additionally, the active aerodynamics aim to improve braking performance on wet surfaces by closing the front cooling flaps in wet mode to help shield the front brake discs from excessive water spray.

Suspension for improved agility and stability

The T-Hybrid powertrain, thanks to its high-voltage electrical system and battery, enabled Porsche to equip the 911 Turbo S with electro-hydraulically controlled Porsche Dynamic Chassis Control (ehPDCC) as standard. It reduces body roll when changing direction and increases agility and precision through corners. The active anti-roll bars generate support forces and help to keep the car balanced. This improves both ride comfort and driving dynamics – and contributes to the position of the flagship model in the 911 series as the absolute all-rounder. For optimum everyday usability, the electro-hydraulic PDCC system is available with an optional front axle lift system that acts much faster than its predecessor thanks to its integration into the 400-volt system.

A new titanium Sport Exhaust System is standard equipment and underscores the 911 Turbo S as the range-topper. In addition, the exhaust system saves 15 lbs.. Internal engine modifications are another factor contributing to the even more emotive sound. The 3.6-liter boxer engine works deliberately with asymmetric timing, which adds further frequencies to the engine note, creating a more throaty and distinctive sound typical of a boxer engine.

Exclusive appearance and exceptional quality

The exclusive appearance clearly differentiates the Turbo from other 911 models. Numerous contrasting elements are finished in Turbonite, which is reserved exclusively for Turbo variants. These include the Porsche crest and the ‘Turbo S’ lettering at the rear. In addition, Turbo S-specific inserts are used in the slats of the rear wing and the side window surrounds. The selection of wheels available for the Turbo S also includes new center-lock designs finished in Turbonite.

As is typical for the Turbo, the new flagship of the current 911 series has a visibly wider body and track compared to the Carrera models, as well as openings in the rear quarter panels. Striking air vents in the newly designed rear section emphasize the car’s width. The tailpipes of the titanium exhaust system in the newly interpreted design typical of the Turbo underline the car’s top position in the model line, as does a dynamic pearl structure above the taillight strip. Oval sport tailpipes in titanium are available as an option.

The interior also gets Turbonite accents in several areas including stitching on the door panels, the steering wheel, the dashboard and center console surrounds. The Sport Chrono

stopwatch, instrument cluster, seat belts and several buttons in the center console are also colored in Turbonite. For the first time, the exclusive interior features carbon-weave trim strips with inlaid decorative thread in Neodyme, as well as a perforated microfiber headliner.

As a coupe, the 911 Turbo S is delivered as a two-seater as standard with rear seats available as a no-additional-cost option. The Cabriolet is offered exclusively with a 2+2 seat configuration. The new 911 Turbo S is fitted with HD-Matrix Design LED headlights as standard. In addition, the Sport Chrono package including tire temperature display, the specifically tuned PASM system, the electro-hydraulic ehPDCC and the titanium Sport Exhaust System are included as standard equipment. In the interior, 18-way Adaptive Sports seats Plus with memory function and ‘Turbo S’ lettering on the headrests are also standard. The Turbo S-specific embossing on the seats and door trims is a reinterpretation of the classic design features of the first 911 Turbo.

Wide range of available options

Further individualization options are available through the range of products offered by Porsche Exclusive Manufaktur. In addition to the Paint to Sample program with more than 100 exterior colors, these options include Turbo Exclusive Design wheels with carbon blades painted in Neodyme, a lightweight carbon fiber roof, Exclusive Design rear lights and carbon fiber air inlets in the rear side panels. Lightweight carbon fiber wiper arms, which are 50 percent lighter than the standard component, are available for the first time. The interior can be further enhanced with details such as decorative stitching in contrasting colors, personalized embossing, seat panels and sill trims in leather with fine decorative stitching, and personalized painted vehicle keys.

The 911 Turbo S for the wrist

The Porsche Design Timepieces Configurator allows customers to configure a watch to match their 911 Turbo S. The black dial with Turbonite design elements is new and reflects this close connection to the vehicle. In addition to Turbonite, all exterior colors (including Paint to Sample) are available for the colored ring around the dial. The titanium case features a black titanium carbide coating. The strap is made of genuine Porsche interior leather. A highlight is the hot stamping with the ‘Turbo S’ lettering. The timepiece is powered by the Porsche Design caliber WERK 01.200 with COSC certification and flyback function. The

customizable winding rotor echoes the various designs of the 911 Turbo S wheels and features the Porsche crest in Turbonite. The case back can be customized with a personal engraving. The Chronograph 911 Turbo S is handmade to order at the Porsche watchmaking facility in Grenchen, Switzerland.

Powertrain

Innovative twin-turbo high performance hybrid system

At Porsche, the Turbo S model designation signifies far more than forced induction. It represents the flagship within the model series and stands for exceptional performance and technological innovation. That is why Porsche developed the innovative design of the exceptionally lightweight T-Hybrid system that was first introduced in the 911 Carrera GTS even more extensively for the 911 Turbo S. While one single electric turbocharger (eTurbo) is fitted in the 911 Carrera GTS, the new 911 Turbo S features a system with two specially designed eTurbos. The powertrain develops a system output of 701 hp (523 kW). This equates to a power increase of 61 hp compared to the predecessor model. The maximum torque is 590 lb.-ft. With this power, the flagship sports car accelerates from 0-60 mph in 2.4 seconds, two-tenths of a second quicker than its predecessor.

The extensively revised 3.6-liter six-cylinder boxer engine is based on the recently introduced engine generation that also powers the 911 Carrera GTS. Compared to the engine of the previous 911 Turbo S, the new powerplant sees a 5 mm reduction in bore to 97 mm and an increase of 4.6 mm in stroke to 81 mm. The lightweight crankcase features enlarged ventilation chambers. Stiff roller cam followers are used in the cylinder heads to aid efficiency. This motorsport-derived technology reduces friction while optimizing strength. Porsche also uses VarioCam technology in the lightweight valvetrain to control camshaft timing precisely for all engine speed and load conditions. The new engine is designed without a belt drive. Instead, an electric motor integrated into the PDK housing takes over the tasks of both the starter motor and alternator, and the air conditioning compressor is driven electrically. This results in a compact design that creates space above the engine for a pulse inverter and DC/DC converter. In addition, the new, particularly compact starter battery is installed there. With an energy capacity of 40 Ah, the lightweight lithium iron phosphate battery (LiFePO4) weights 15.4 lbs. and measures just 90 mm in height. A newly developed dual-flow intake tract, including a charge-air cooler and four air filter elements, is located above the boxer engine. This makes optimum use of the available space. Even without its hybrid system, the combustion engine in the new 911 Turbo S develops a power output of 631 hp (471 kW) and a maximum torque of 560 lb.-ft. To withstand the resulting loads, Porsche has equipped the engine with strengthened cast pistons, which provide a compression ratio of 9.2:1.

The new electric turbochargers

For the first time, Porsche is using eTurbo technology in a 911 Turbo S. Unlike conventional turbochargers, eTurbos are each equipped with an integrated electric motor, which is located between the compressor and turbine wheels and drives the shaft of the turbocharger directly. As a result, it spools up the turbo very quickly regardless of the engine load. Full boost pressure is always available within a very short time. The eTurbos therefore make a significant contribution to the responsiveness, performance and efficiency of the powertrain. In addition, the turbochargers are designed in such a way that their electric motors can be used to regulate the boost pressure. They generate electrical energy from the rotation of the shafts. While reducing the turbine speed in the process, they reduce the charge pressure as required. The recovered electrical energy is either fed into the high-voltage battery or passed directly to the electric motor in the PDK housing. In this way, excess boost pressure is not blown off, as is normally the case, but instead used to generate energy. Wastegates to limit the boost pressure, or turbo designs with variable turbine geometry to optimize responsiveness are therefore not necessary.

The twin-turbo layout makes it possible to reduce the size of the individual turbochargers, which have been specially designed to meet the specific requirements of the 911 Turbo S. Reduced diameters of 65 mm for the turbine wheel and 73 mm for the compressor wheel bring even greater responsiveness. In addition, the use of the second turbo increases the capacity of energy recuperation from exhaust gases. At full throttle, the electrical power gained in this way is deployed by the electric motor in the PDK housing, significantly improving overall performance. The maximum combined system torque of the new 911 Turbo S is 590 lb.-ft. and is available over an extremely wide rev range from 2,300 to 6,000 rpm. The maximum power output of 701 hp (523 kW) is delivered from 6,500 to 7,000 rpm.

The hybrid system in the new 911 Turbo S

During development of the hybrid system, the focus was on optimum performance with minimal additional weight. To achieve optimum weight distribution, the engineers placed the high-voltage battery of the new 911 Turbo S at the front. It has 216 round cells and a gross energy capacity of 1.9 kWh. It is roughly the same size and weight as a standard starter battery. Continuous water cooling and efficient thermal management ensure that the battery delivers consistently high performance, even during dynamic driving. Its control unit is

located under the driver's seat, the pulse inverter and DC/DC converter are located above the boxer engine, which is roughly 4.3 inches shorter in packaging height than its predecessor.

In addition to the electric motors in the eTurbos, the new 911 Turbo S is fitted with a motor integrated into the PDK housing. The permanent magnet synchronous motor, which is fully integrated into the transmission housing, is coupled to the crankshaft via the dual-mass flywheel. It measures just 11.25 inches in diameter and 2.16 inches in length, delivers a drive torque of 138 lb.-ft. from idle to 4,000 rpm and contributes up to 80 hp to the overall system output. The sophisticated yet highly simplified cooling system, which features a more powerful radiator fan, a new center radiator and a new water pump, is optimized to suit the car’s increased cooling requirements.

Operation of the hybrid system varies depending on the driving situation. During highly dynamic driving, the high-voltage battery supplies energy to the eTurbos or the electric motor as required to build up boost pressure more quickly or to apply supplementary torque directly to the drivetrain. While driving at high-speed, the exhaust gas recuperation of the e-turbos feeds the electric motor. This limits the boost pressure and reduces exhaust gas temperature as the drive power increases. When high levels of performance are called upon, the high-voltage battery supplies energy to further increase the system output.

Porsche developed a separate PDK specifically for its performance hybrid models. It is based on the transmission from the previous model, but the clutches, gear sets and bevel gear are reinforced to compensate for the torque of the new system. In addition, a taller final drive ratio reduces engine revs at high road speeds. As with the previous 911 Turbo S, up to 368 lb.-ft. of torque is fed to the water-cooled front axle differential via a transfer box.

Pure emotion: the sound of the 911 Turbo S

As well as the driving experience, the sound of a sports car contributes significantly to the overall experience. Internal engine modifications are another factor contributing to the even more emotive sound of the new 911 Turbo S. Asymmetric valve timing adds additional frequencies to the sound of the boxer engine, creating a particularly powerful, distinctive sound. A new titanium Sport Exhaust System also contributes to the unmistakable sound. It is featured on the new 911 Turbo S as standard and ensures maximum performance with minimum weight. To protect adjacent components from heat, Porsche is using a new type

of heat shield for the first time. It features a three-layer design and consists of two thin sheets (each with a thickness of just 0.009 in.), which enclose a cellulose-based insulating material.

Well-rounded sports car with unmistakable track credibility

The new 911 Turbo S combines the best of both worlds, as is typical of this model. It is comfortable enough for everyday use, luxuriously equipped, and offers impressive performance on track. During development and tuning of the suspension, the focus was on optimum drivability despite the significantly increased power output. The power-to-weight ratio is 5.5 lb./hp (Cabriolet: 5.7 lb./hp). The requirements of the model included predictable, comfortable driving dynamics; precise power delivery; a high degree ofbraking performance; and optimum grip. The high level of responsiveness and drivability of the powertrain is carried through to the suspension.

Despite its performance hybrid system, the extended list of standard equipment, and upgrades to the suspension and body, the curb weight of the new 911 Turbo S has only increased by a total of 180 lbs. compared to its predecessor. This increase in weight was more than compensated for in all areas relating to performance and driving dynamics – as is demonstrated by the car’s on-track performance. On the Nürburgring-Nordschleife, the new 911 Turbo S recorded an official lap time of 07:03.92 minutes, beating its direct predecessor by about 14 seconds. The 911 Turbo S completes the sprint from 0-60 mph in 2.4 seconds. It takes just 8.4 seconds to accelerate from 0-124 mph, and its top track speed is 200 mph.

Electrohydraulic roll stabilization

The noticeable leap in performance is the result of a finely tuned overall package that includes the powertrain, aerodynamics, and suspension. The power supply for the active electro-hydraulic roll stabilization system (ehPDCC) was specially developed for vehicles with the new, beltless boxer engine and further optimized for the new 911 Turbo S. It increases both agility at lower speeds and stability at high speeds, making a significant contribution to the further improved performance and comfort of the 911 Turbo S. The electro-hydraulic PDCC system is fitted as standard in the 911 Turbo S.

A motor/pump unit, which consists of a high-voltage permanent magnet synchronous motor and an internal gear pump, generates a flow of oil. A valve block distributes this to the front and rear axles. There, it reaches active anti-roll bar drop links. Depending on the driving situation, the drop links use the available pressure in the system to exert a targeted torsional

force on the anti-roll bars. This generates support forces along the longitudinal axis of the vehicle, which reduces body roll..

The system is equipped with a pressure accumulator which, in normal operation, maintains a pressure of 145 psi (10 bar) and reliably compensates for any natural fluctuation. A filter cleans the returning oil flow and ensures the long-term operation of the valves and oil pump. Demand-based control reduces energy consumption by more than 80 percent compared to the previous system. This technology offers noticeable performance and comfort advantages.

In addition, the ehPDCC controls the optional front-axle lift system. Its operation also benefits from this change in technology: it reacts more quickly and can achieve an approach angle that is 2.4 degrees greater than with the previous system.

Porsche has comprehensively optimized the standard Porsche Active Suspension Management (PASM) system of the 911 Turbo S. It offers significantly enhanced performance while also offering improved ride comfort. This is achieved by adapting the spring rates, damper hydraulics and damping map, as well as newly developed engine mounts, which enable increased precision and more accurate feedback from the road surface thanks to their higher stiffness. At the same time, they offer a weight advantage over their predecessors. The geometry and elastokinematics of the rear axle of the 911 Turbo S are also adapted to the increased weight from the T-Hybrid drive system. A PASM Sport Suspension system, with a 10 mm lower ride height and an even stronger focus on performance is optionally available for the 911 Turbo S.

Brakes, tires and wheels

For the new 911 Turbo S, Porsche developed the Porsche Composite Ceramic Brake (PCCB), which is fitted as standard, to an even greater degree. The flagship 911 model is equipped with the largest brake rotors that Porsche has ever fitted to a two-door model. Fixed 10-piston calipers and 420-millimeter brake rotors are fitted at the front. The rear brakes feature four-piston calipers and new, larger rotors with a diameter of 410 mm.

The cross-drilled discs used in the ceramic composite brake system are 50 percent lighter compared with cast iron rotors. Porsche has developed the car’s high level of braking performance during extensive real-world testing on the Nürburgring-Nordschleife. In

addition, the new pads aim to offer a particularly natural brake pedal feel. Revised brake ventilation and the integration of piston inserts into the calipers optimize thermal management.. The calipers are painted yellow as standard. Calipers painted black are available from Porsche Exclusive Manufaktur as an option.

In addition the upgraded braking system, Porsche has also further enhanced the mechanical grip of the 911 Turbo S. The sports car is fitted with 325/30 ZR 21 tires at the rear, which are 10 mm wider than those of the previous model, and 255/35 ZR 20 tires at the front. The focus was to offer even better handling in dry conditions while excellent performance in the wet is also maintained.

Another exclusive highlight of the 911 Turbo S are the 20/21-inch 911 Turbo S center-lock wheels. Finished in the distinctive Turbonite color, they are a striking unique feature of the flagship model. Other wheel choices are optionally available: the 20/21-inch 911 Sport Classic wheels and 911 Turbo Exclusive Design wheels with carbon blades. The innovative carbon blade design feature serves to optimize aerodynamics. Seven colors are available from Porsche Exclusive Manufaktur for the Sport Classic wheels and four for the Exclusive Design wheels.

Body and chassis upgrades

The chassis of the new 911 Turbo S has also been adapted to suit the enormous power of the new powertrain. At the front end for example, the engineers have adapted the strut towers, the high-voltage battery tray and the front cross member. At the rear, the impact absorber mounts, the rear carriers, and the floor, among other things, have been modified. New engine mounts have also been introduced. The conventional mounts outperform their active predecessors in every aspect, while also being lighter and more compact.

The widened body and track width are additional examples of traditional design features of the Turbo model series. The front wheel arches are 1.7 inches wider than those of the 911 Carrera models. The large rear wheel arches, which are a well-known distinguishing feature of the 911 Turbo models, widen the rear by 0.78 inches. Striking air vents in the newly designed rear section further emphasize the additional width.

The car’s appearance from the front is also even more striking thanks to new functional design elements. The integration of all frontal lighting functions into the main headlight units, which come tinted as standard on the 911 Turbo S, is also about more than just lighting and aesthetics. It creates space in the front section for the larger, more effective cooling-air intakes. The four-point light signature typical of all Porsche models is active in all light modes on the 911 Turbo S, even when the dipped beam or main beam are switched on.

Active aerodynamics with extended functions

The various aerodynamic components of the 911 Turbo S are both visual hallmarks and key performance-enhancing elements. The active rear wing, typical of the Turbo, reduces lift at high speed and minimizes drag when in its most efficient position. It is one of several active aerodynamic features on the 911 Turbo S, which together provide optimal aerodynamic performance based on the power demand, driving situation and ambient temperature. As with the predecessor model, the overall aerodynamic system includes an active front spoiler lip. Depending on the driving mode, it can be either fully retracted, partially extended or fully deployed, which results in reduced drag or reduced aerodynamic lift, as required.

The five vertically arranged, visible cooling-air flaps at the front of the car are shaped for high airflow, accounting for the increased cooling-air demand of the powertrain. When power

requirements are low, the flaps remain virtually closed, reducing drag.. When power demand is high, for example when driving on track, the flaps open and direct additional air to the cooling system.

The adaptive front diffusers located in the underbody are new in the 911 Turbo S paneling. They open and close in tandem with the cooling-air flaps. If the diffuser flaps are open, air flows through the ducts and into the wheel wells. This reduces lift on the front axle. The system also cools the brakes. In wet mode, the diffusers close to protect the front brake discs from excessive moisture. When closed, the aerodynamic advantages of the diffuser and cooling air flaps are combined. When each active aerodynamic element is in its most efficient position, the drag coefficient of the 911 Turbo S Coupe is reduced by up to 10 percent. The optimized passive aerodynamic components also contribute to this.

New Turbo design language featured in the 911

A Turbo S is always recognizable as a Turbo S. This is what Porsche's cross-model-line Turbo design language stands for. Its defining characteristic is the anthracite color Turbonite, which is reserved exclusively for Turbo models. Porsche uses the color in the 911 Turbo S as a contrast tone on the slats of the rear wing, as well as the side window surrounds. The Porsche crests on the front luggage compartment lid and the wheel center caps are also finished in Turbonite. All these features, available for the first time in a series-produced 911, combine with the classic, unmistakable 911 Turbo features to form a harmonious overall package. These include the widened body and track as well as the active rear wing. Another stylish design feature is the adaptive front spoiler, which bears the ‘Turbo S’ lettering. The new titanium Sport Exhaust System also underlines the car’s range-topping position. The exhaust system saves 15 lbs. compared to the predecessor. Oval-shaped titanium exhaust outlets are also optionally available. The 911 Turbo S has an equally distinctive side profile. The lower covers of the exterior mirrors, the rear side air intakes, and the side skirts are all painted in elegant high-gloss black. Overall, the exclusive, purposeful, and modern appearance of the 911 Turbo S clearly differentiates it from other 911 models.

Color range: high degree of customization

An extensive selection of exterior paint colors is available for the Porsche 911 Turbo S. The range of 17 paint colors is divided into Legends, Dreams, Shades and Contrasts color

categories. More than 130 additional body colors are available from Porsche Exclusive Manufaktur in the Paint to Sample and Paint to Sample Plus ranges. Paint to Sample includes predefined colors that have already been technically approved. These include, for example, Maritime Blue, Rubystar and Mint Green. Some of these colors enjoy true cult status in the Porsche community.

Porsche Exclusive Manufaktur also offers the Paint to Sample Plus program. Customers can provide their local Porsche Center with a sample of their desired color, which Porsche then uses to determine the technical feasibility. If fundamentally viable, the sports car manufacturer then develops the matching paint color to be used on the customer’s vehicle.

The Porsche 911 Turbo S Cabriolet is available with various roof colors. As well as black, blue, brown and red, there is also a black option featuring grey stripes.

Additional details can be customized with the range of design packages available. The 911 Turbo SportDesign Package in Carbon Fiber, for example, offers Exclusive Design rear lights with a Turbonite accent. The upper covers for the exterior mirrors and the window triangle trims are made of carbon fiber, as are the air inlets in the rear side panel. The package also includes black brake calipers for the Porsche Ceramic Composite Brake (PCCB) system.

The interior: sporty and luxurious

The new 911 Turbo S is highly driver-focused and features the updated interior design of the 911 model line. As the flagship model, the Turbo S has particularly luxurious and sporty equipment. The seats, headrests, dashboard, door panels and optional rear seat are upholstered as standard in high-quality smooth black leather with contrasting Turbonite decorative stitching.

The standard GT Sport steering wheel, which is heated and features a mode switch, is upholstered in smooth leather. The seat center panels and the door panels feature an exclusive decorative stitching pattern. Various styling details, including the embossed ‘Turbo S’ lettering on the headrests of the 18-way electrically adjustable Sports Seats Plus with memory function, emphasize the status of the flagship 911. The coupe comes with two seats as standard, but customers can also specify rear seats for no additional cost. The Cabriolet model is offered exclusively with a 2+2 seat layout.

Interior accents in Turbonite match those on the exterior. The elegant color is found in the door panels, accent areas of the steering wheel and instrument cluster, the dashboard and center console surround, the climate control switches, and on the gear lever. The perforated Race-Tex headliner also gets Turbonite treatment. The Turbo-exclusive color is also found on the Porsche crests, the seatbelts and selected buttons on the center console. Depending on the interior color selected, this also applies to the floor mats. As part of the Sport Chrono package, the dial of the Sport Chrono stopwatch is also finished in Turbonite.

For the first time, Porsche is offering carbon-weave trim panels with decorative thread in Neodyme as an option with the Carbon Interior Package, which has been specially designed for the Turbo S. If this package is selected, the decorative trim panels of the dashboard, door panels and center console are finished in matt carbon fiber.

Alongside the standard interior package in black leather, Porsche also offers various two-tone leather packages for the 911 Turbo S, as well as single-color leather variants with decorative stitching in the color Crayon instead of Turbonite. In addition, particularly luxurious club leather is available in Basalt Black, Truffle Brown and in the two-tone combination of Basalt Black and Classic Cognac. The Porsche Exclusive Manufacture range enables the 911 Turbo S to be even further customized. For example, decorative stitching,

seatbelts, the dial of the Sport Chrono stopwatch and the digital tachometer can be finished in Racing Yellow on request.

Personalized floor mats are also available from Porsche Exclusive Manufaktur. The vehicle documentation folder, the door sill trims and the vehicle key can also be personalized as desired to personal taste. Customers can also request individualized embossing on the storage compartment lid from Porsche Exclusive Manufaktur.

Equipment

Extensive range of standard and optional equipment

The 911 Turbo S underlines its special status as a flagship model with motorsport genes via numerous standard features derived from motorsport. These include active aerodynamics, various lightweight construction measures, rear-axle steering, the eight-speed PDK, ceramic brakes (PCCB), center-lock wheels, and all-wheel drive. Electro-hydraulic Porsche Dynamic Chassis Control (ehPDCC) is also fitted as standard. As an alternative to the standard Porsche Active Suspension Management (PASM), PASM Sport Suspension with a 10 mm lower ride height is also available. Porsche Torque Vectoring Plus (PTV Plus), which optimizes traction and agility during dynamic driving, and the Sport Chrono package with integrated Porsche Track Precision app and tire temperature display are included as standard.

The 911 Turbo S is designed as an exclusive, luxurious all-rounder.. It can be ordered with a wide range of comfort features, driver assistance systems and infotainment options from the current 911 range. These include the ionizer of the innovative air quality system with GPS function, the Porsche InnoDrive driver assistance package including adaptive cruise control with active lane guidance, Night Vision Assist and a front-axle lift system. Remote Park Assist is also one of the optionally available systems. With this wide range of equipment and outstanding performance, the new 911 Turbo S covers an even broader range between comfort and performance than its predecessor.

New generation of infotainment

With the extensively modernized Porsche Communication Management (PCM) system, the 911 Turbo S also offers the best possible performance in terms of digital experience. Introduced in June 2025 with the turn of the model year, the new generation of PCM responds faster, provides access to numerous popular third-party apps via the App Center, and integrates the Amazon Alexa® digital assistant. In addition, Dolby Atmos® provides a particularly immersive sound experience. The premium Bose® Surround Sound System, which features 12 speakers and 570 watts of power and is included as standard in the 911 Turbo S, supports this innovative spatial sound technology. Audio tracks are selectively placed in three-dimensional space in such a way that they seem to surround the listener from all sides.

In addition to the standard sound system, the optional Burmester® High-End Surround Sound System with 13 speakers and a total output of 855 watts further enhances the sound experience. To take advantage of this spatial sound technology, Dolby Atmos®-enabled audio sources are required. Dolby Atmos-enabled® applications are available in the App Center.

The App Center is part of the Porsche Connect package and is included in the 911 Turbo S for 10 years. It gives Porsche customers access to many third-party apps that can be installed and used directly within the PCM system. Depending on the market, the offering includes popular apps for news services, music, video and podcasts such as Spotify® and Apple Music®. Media libraries and weather apps are also featured, as are applications that enable users to search for places of interest and interesting driving routes.

Alongside the well-established Porsche Voice Pilot, the third-party digital assistant, Amazon Alexa®, is available via Porsche Connect. This service can be used to control individual vehicle functions as well as smart home functions such as automatic garage doors or home lighting. Alexa® can also be used to search for information or to create to-do lists or shopping lists, as well as checking the latest news and weather reports. The feature is activated via the Voice Pilot button on the steering wheel.

The 911 Turbo S: 33 years of innovation and performance

The first 911 Turbo (930 generation) was a technical sensation. Before Porsche delivered the first examples of this high-performance sports car in the spring of 1975, road-going turbocharged cars were virtually non-existent. Turbocharged engines were considered fragile and hardly suitable for everyday use. The 911 Turbo, with its eye-catching widebody and spectacular rear wing, changed that.

With a top track speed of 155 mph, the first 911 Turbo was one of the fastest road-legal vehicles of its time. It also laid the foundation for a new Porsche model family. Today, the Turbo designation at Porsche signifies the top models in each respective model series. It represents luxury, comfort, exceptional performance and technological leadership. Even within the Turbo model family, the 911 Turbo S stands out; originally produced only in small series and typically launched later in the production cycle of a particular model generation, it demonstrates the limits of what is technically feasible.

Type 964 Porsche 911 Turbo S (1992)

In 1992, Porsche launched the first series-produced 911 Turbo S. The motivation for its creation came from the Exclusive department, which, at the time, had a slightly different focus than it does today. As well as an increase in power output, the weight of the model was greatly reduced. In omitting the power steering, air conditioning, radio, dual-mass flywheel and rear seats, as well as the use of lightweight body panels, the Turbo S was like the 911 RS models of the time. Comfort features weren’t high on the list of priorities – the design brief was all about maximum performance, and homologation for the road.

Its 3.3-liter turbocharged boxer engine was based on the powertrain of the 911 Turbo. With modifications such as upgraded camshafts and increased boost pressure, it achieved a power output of 375 hp (280 kW) – which equates to an increase of 55 hp. It could accelerate from 0-62 mph in 4.6 seconds and up to a top track speed of 180 mph. Only 86 examples of this generation of 911 Turbo S were produced. Nevertheless, the special model leaves a legacy: the color Speed Yellow, which was created especially for this model, is still used today on the brake calipers of the PCCB ceramic brake system.

Type 992 Porsche 911 Turbo S (1997-1998)

In the second generation of the 911 Turbo S, Porsche Exclusive once again played a central role. Through 1997 and 1998, the Sonderwunsch department was responsible for the production of 336 examples of the new 911 Turbo S. Unlike its predecessor, the model was no longer spartan in terms of comfort features. Its extensive equipment list gave a hint of the exclusive and rather luxurious future of the 911 Turbo S and included many features that were only available as options on the 911 Turbo. These included an aero package with a front and rear spoiler, air intakes next to the front fog lights for increased brake cooling, and extensive use of leather and carbon fiber in the interior. The 993-generation 911 Turbo S was the first 911 to feature the large, distinctive air intakes in the rear side panels. This has since become one of the defining features of the 911 Turbo.

From a technical perspective, the 993 generation also represented an important milestone. For the first time, Porsche equipped the turbocharged variants with all-wheel drive. Also, not just one, but two turbochargers were fitted. The boxer engine, now with a displacement of 3.6 liters, benefitted from shorter throttle tracts and smaller turbochargers, making it more responsive. In the 911 Turbo S, the engine was equipped with the Werksleistungssteigerung II (WLS II) power upgrade, resulting in an output of 444 hp (331 kW). As a result, the 3,306-lb. super sports car could accelerate from 0-62 mph in 4.1 seconds and was the first Porsche 911 to achieve a top track speed of 186 mph (300 km/h).

Type 996 Porsche 911 Turbo S (2004-2006)

The 996 generation marked an important turning point, both technically and in terms of model strategy. For the first time, Porsche also offered the top-of-the-range model of the 911 as a convertible, and not just exclusively as a coupe. There were two significant new features of the powertrain; a water-cooled engine and an optional automatic Tiptronic S gearbox. Customers responded with strong interest, and a total of 1,563 examples were produced.

Porsche continued the tradition of positioning the 911 Turbo S as a flagship model showcasing innovative technology. For example, the PCCB system, which had been recently introduced on the 911 Turbo, was included in the standard equipment, as were wheel center caps with colored Porsche crests and a six-disc CD changer. The factory power upgrade to 444 hp (331 kW), which was referred to by equipment code X50, also featured as standard. It enabled a top track speed of 190 mph – a new record for the 911 Turbo S.

Type 997 Porsche 911 Turbo S (2010 – 2012)

The transition to the 997 generation brought about only minor changes in terms of exterior dimensions. In technical terms, however, the 911 Turbo S took significant steps forward. Porsche equipped the newly developed 3.8-liter six-cylinder boxer engine with highly advanced turbochargers. Their variable turbine geometry (VTG) enabled more efficient spooling that generated much higher turbocharger speeds at low engine load. The result was greatly enhanced responsiveness and a leap in performance, with a power output of up to 530 hp (390 kW) and a maximum torque of 516 lb.-ft. Compared to the 911 Turbo on which it was based, it shaved 0.4 seconds off the time taken to accelerate from 0-62 mph, completing the sprint in just 3.3 seconds (0-60 mph: 3.1 sec.).

The newly developed seven-speed PDK dual clutch transmission contributed significantly to this rapid acceleration and featured in the 911 Turbo S as standard, along with a mechanical limited-slip rear differential, center-lock wheels, the newly introduced Sport Chrono package, and exclusive leather equipment. With these features, Porsche clearly set apart the flagship model from the 911 Turbo. The exclusive powertrain further underlined the range-topping position; the higher power output of the 911 Turbo S could no longer be achieved in the 911 Turbo by ordering a factory performance upgrade. Worldwide, 5,296 examples of the 997-generation 911 Turbo S were sold.

Type 991 Porsche 911 Turbo S (2013-2016)

When it came to the 991 generation, Porsche deviated for the first time from the tradition of launching the 911 Turbo S in the latter stages of the model generation life cycle. It debuted in 2013, shortly after the new 911 Turbo, and stood out even more distinctly than its predecessors. A front fascia with integrated air blades, black-chrome-plated tailpipes, and two-tone black and red leather upholstery were fitted as standard, exclusive to the Turbo S and not available in the 911 Turbo. Model-specific options, such as a carbon fiber PDK gear selector, further distinguished the flagship from other variants.

The model update brought about numerous technical innovations that enhanced the performance of the 911 Turbo S even further. For the first time, Porsche offered rear-axle steering and introduced active aerodynamic elements. The PDK shift times were reduced and the power output was increased to 560 hp (412 kW) with a maximum of 516 lb.-ft., resulting in a 0-62 mph acceleration time of just 3.1 seconds (0-60 mph: 2.9 sec.) and a top

track speed of 197 mph. By the time of the model facelift, Porsche had produced 9,629 examples.

In the second half of its life, the 991-generation 911 Turbo S brought additional important innovations. Its Dynamic Boost feature made it possible to maintain boost pressure when briefly lifting the accelerator pedal. As a result, the engine responded virtually instantaneously when the driver reapplied the throttle. The Sport Response Button enabled the responsiveness of the engine and transmission to be adjusted for the first time. The model update also brought an increase in output to 580 hp (427 kW) and 553 lb.-ft. of torque. These modifications resulted in a 0-62 mph sprint of in 2.9 seconds (0-60 mph: 2.8 sec.) – below the three-second mark. In total, 10,079 examples of the 991.2-generation 911 Turbo S were produced.

Type 992 Porsche 911 Turbo S (2020-2025)

The Porsche 911 Turbo S has always been a technological pioneer. In the case of the debut of the 992 generation, this even applied to the premiere itself. Due to the COVID-19 pandemic, Porsche presented the model online, as the premiere planned for the Geneva Motor Show could not take place. This also marked the first time that a 911 Turbo S made its debut before the 911 Turbo. What was once an exotic model had become an important and extremely desirable pillar of the 911 model range.

The new model generation once again brought about a significant leap in performance. Equipped with a newly developed engine with two symmetrical VTG turbochargers, a new intake and charge-air cooling system, and an equally new eight-speed PDK, it sprinted from 0-62 mph in 2.7 seconds (0-60 mph: 2.6 sec.). With an output of 640 hp (478 kW) and a maximum torque of 590 lb.-ft., the powertrain once again surpassed its predecessors.

Just over a year after the model facelift, Porsche presented the 992.2-generation 911 Turbo S. It impressively emphasized its reputation as a pioneer of technology. For the first time, a 911 Turbo S was equipped with a performance hybrid system, whose high-voltage system opened new dimensions in terms of both power output and suspension technology. The innovative T-Hybrid powertrain of the 911 Turbo S, featuring two electric turbochargers, developed a system output of 701 hp (523 kW) and a maximum torque of 590 lb.-ft. The flagship model’s acceleration time from 0-62 mph was just 2.5 seconds (0-60 mph: 2.4 sec.).