PORSCHE

News Release **August 13, 2026**

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Three pedals. Six speeds. Endless smiles. The manual 911 Carrera S returns to North America

Variant of 911 Carrera S built with six-speed manual exclusively for North America

- Porsche 911 Carrera S offered once again with manual transmission
- Six-speed manual shared with 911 Carrera T, exclusively with rear-wheel drive
- Offered in coupe and Cabriolet body styles
- Significantly upgraded standard performance features compared to 911 Carrera S

Monterey, Calif. Responding to overwhelming customer demand, Porsche is bringing the six-speed manual transmission back to the 911 Carrera S in North America. The Carrera S, which initially transitioned into the 992.2 generation exclusively with an eight-speed PDK is now joined by the new 911 Carrera S with MT Package. The new 911 Carrera S with MT Package is exclusive to North America. The package includes an elevated standard equipment list compared to 911 Carrera S, while prioritizing analog driving and minimizing additional weight. The formula builds on the successful foundation set by the Carrera T to offer an even sportier option to the Carrera model family that begs for b-roads and taking the long way home.

“As a lifelong driving enthusiast I’m personally excited to announce the return of the manual transmission to the Carrera S,” Timo Resch, President and CEO of Porsche Cars North America said. “While some brands are abandoning the manual, we are proud to continue offering three pedals in a range of products that speaks to different use cases.

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Managing a clutch and shift lever isn't for everyone, but for the drivers who want it there really is no substitute."

In North America, Porsche now offers seven variants of the 911 with a conventional manual transmission. The 911 Carrera T coupe and Cabriolet models represent the entry point to the range. On the opposite end of the model family, the 911 GT3, 911 GT3 with Touring Package and 911 GT3 S/C offer the combination of a manual gearbox mated to a motorsport engine and chassis that deliver the pinnacle of analog, enthusiast-focused driving. The new 911 Carrera S with MT Package – in coupe and Cabriolet form – prioritize the joy of driving over maximum acceleration while offering an even more powerful engine and a much wider range of personalization options than the 911 Carrera T models.

The model, which is offered exclusively in a rear-wheel drive layout, gains rear-axle steering, a PASM Sport suspension that lowers ride height by 10 mm, a walnut shift handle, the Sport Chrono Package and unique exhaust tuning as standard equipment. Center lock wheels – offered for the first time on a 911 Carrera S model – are standard as well and save more than 17 lbs. over the standard 911 Carrera S wheels. Four-way Sport Seats Plus and Titanium exhaust outlets with black trim also contribute to the complete package along with a standard SportDesign front fascia. A red "S" model designation on the rear rounds out the visual differentiation, a detail born from a modification liked by North American enthusiasts. The 14-way Sport Seats, the 18-way Sport Seats Plus and Folding Lightweight Bucket seats made of carbon fiber are available as added-cost options.

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Powered by the 473-hp 3.0-liter twin-turbo flat-six, the new model offers a very powerful and well-balanced setup meant to be equally rewarding in corners and straight-line acceleration. The curb weight of the 911 Carrera S coupe with MT Package is just 3,327 lbs. – only 11 lbs. above that of the 911 Carrera T coupe. As with other Carrera S model variants, the standard brake system uses cast iron discs measuring 408 mm (front) and 380 mm (rear) with six-piston fixed calipers in the front and four-piston fixed calipers in the rear. Customers can also optionally specify Porsche Ceramic Composite Brakes (PCCB) and carbon fiber bucket seats for further weight savings. The ability to specify PCCB is another area where the new model distinguishes itself from the Carrera T.

The 911 Carrera S with MT Package can be specified with a full range of interior and exterior personalization options available across the wider 911 lineup, offering broad customization potential. This includes 17 exterior paint colors, and – subject to availability – both Paint to Sample and Paint to Sample Plus options for virtually limitless personalization. More than 70 leather interior configurations are also available to provide a wide range of materials-based color combinations and trim options.

Porsche also offers optional exterior and interior packages to give the new model an even more distinctive appearance. The exterior package includes HD-Matrix Design headlights in black with a white color ring, wheels finished in Ceramica, the “S” in the rear model designation in red and rear PORSCHE lettering in white, and side view mirror lower housings painted in body color. Special puddle lights casting the six-speed manual shift pattern are also included in this package.

The interior package adds Plaid Sport-Tex fabric seat centers with stripes in Chalk. The seat belts and stitching match the seat stripes, which complement interior trim pieces in

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Ceramica with black brushed aluminum accents. The face of the Sport Chrono clock on the dashboard also gains a white accent ring, and the door sill guards are finished in brushed black aluminum.

Customers interested in the new 2027 911 Carrera S with MT Package may place an order through a Porsche Center starting today. The starting MSRP is $167,100 for the coupe and $181,000 for the Cabriolet excluding a $2,350 fee for delivery, processing and handling. Deliveries are expected to begin by the end of 2026. Manufacturers Suggested Retail Price (MSRP) shown excludes taxes, title, registration, other optional or regionally required equipment or dealer charges.

About Porsche Cars North America, Inc. | One Porsche Drive, Atlanta, GA 30354 USA

Established in 1984, Porsche Cars North America, Inc. (PCNA) is the exclusive U.S. importer of the Porsche 911, Macan, Cayenne, Panamera and Taycan. **The Porsche Car Configurator can be used by anyone to customize and pre-order any vehicle in that lineup at any time.** Headquartered in Atlanta, Georgia, since 1998, PCNA is home to the first Porsche Experience Center in North America, which features two module-based 1.6 mile driver development tracks, a business center and Restaurant 356. The campus is also home to the U.S. headquarters of Porsche Classic. The company operates a second Porsche Experience Center near Los Angeles. That complex features a driver development track with eight educational modules totaling 4.1 miles, a business center, Restaurant 917 and the headquarters of Porsche Motorsport North America. PCNA supports 204 independently owned and operated Porsche Centers in the U.S., five Porsche studios and five satellite stores in the U.S., including supplying parts, service, marketing, and training. They, in turn, work to provide Porsche customers with a best-in-class experience that is in keeping with the Porsche brand's 75-year history of leadership in the advancement of vehicle performance, safety, and efficiency. PCNA is an indirect wholly owned subsidiary of Porsche AG, which is headquartered in Stuttgart, Germany.

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At the core of this success is Porsche's proud racing heritage that boasts some 30,000-plus motorsport wins to date.

Photos and video footage are available to accredited journalists on the Porsche Press Database and on the Porsche Cars North America Newsroom.

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