

911 Turbo S (WLTP)*: Fuel consumption combined: 11.7 – 11.5 l/100 km; CO_2 emissions combined: 266 – 261 g/km; CO_2 class: G

The Turbo S: 33 years of innovation and performance

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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 unknown. 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 speed of 250 km/h, 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.

Porsche 911 Turbo S 964 (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 seat bench, as well as the use of lightweight body panels, the Turbo S was similar to 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-litre 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 280 kW (381 PS) – which equates to an increase of 61 PS. It could accelerate from 0-100 km/h in 4.6 seconds and up to a top speed of 290 km/h. Only 86 examples of this generation of 911 Turbo S were produced. Nevertheless, the special model leaves a lasting legacy: the colour Speed Yellow, which was created especially for this model, is still used today on the brake callipers of the PCCB ceramic brake system.

Porsche 911 Turbo S 993 (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 fibre 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 litres, 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 331 kW (450 PS). As a result, the 1,500 kg super sports car could accelerate from 0-100 km/h in 4.1 seconds and was the first Porsche 911 to achieve a top speed of 300 km/h.

Porsche 911 Turbo S 996 (2004-2005)

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 coupé. There were two significant new features of the powertrain; a water-cooled engine and an optional automatic Tiptronic S gearbox. Customers responded with strong sales figures, 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 centre caps with coloured Porsche crests and a six-disc CD changer. The factory power upgrade to 331 kW (450 PS), which was referred to by equipment code X50, also featured as standard. It enabled a top speed of 307 km/h – a new record for the 911 Turbo S.

Porsche 911 Turbo S 997 (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-litre six-cylinder boxer engine with highly advanced turbochargers. Their variable turbine geometry (VTG) enabled them to spool up more efficiently and generate 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 390 kW (530 PS) and a maximum torque of 700 Nm. Compared to the 911 Turbo on which it was based, it shaved 0.4 seconds off the time taken to accelerate from 0-100 km/h, completing the sprint in just 3.3 seconds.

The newly developed seven-speed dual clutch transmission (PDK) contributed significantly to this rapid acceleration and featured in the 911 Turbo S as standard, along with a mechanical limited-slip rear differential, centre-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 model's position at the top of the range; 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.

Porsche 911 Turbo S 991 (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 airblades, 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-fibre PDK gear selector, further distinguished the flagship from other variants.

The model update brought about numerous technical innovations that even further enhanced the performance of the 911 Turbo S. 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 412 kW (560 PS) with a maximum of 700 Nm of torque, resulting in a 0-100 km/h acceleration time of just 3.1 seconds and a top speed of 318 km/h. 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 427 kW (580 PS) and 750 Nm of torque. These modifications resulted in the accomplishment of another milestone; for the first time in the history of Turbo models, a car completed the sprint from 0-100 km/h in 2.9 seconds – below the three-second mark. In total, 10,079 examples of the 991.2-generation 911 Turbo S were produced.

Porsche 911 Turbo S 992 (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 0-100 km/h in 2.7 seconds. With an output of 478 kW (650 PS) and a maximum torque of 800 Nm, the new drive system once again surpassed all its predecessors.

Just over a year after the model facelift, Porsche presented the 992.2-generation 911 Turbo S. It impressively emphasised 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 up 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 523 kW (711 PS) and a maximum torque of 800 Nm. The flagship model's acceleration time from 0-100 km/h was just 2.5 seconds.

MEDIA ENQUIRIES



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Consumption data

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*Further information on the official fuel consumption and the official specific CO_2 emissions of new passenger cars can be found in the "Leitfaden über den Kraftstoffverbrauch, die CO_2-Emissionen und den Stromverbrauch neuer Personenkraftwagen" (Fuel Consumption, CO_2Emissions and Electricity Consumption Guide for New Passenger Cars), which is available free of charge at all sales outlets and from DAT (Deutsche Automobil Treuhand GmbH, Helmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen, www.dat.de).

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