

BRABUS

PRESS RELEASE

Stylish. Iconic. Exhilarating.

BRABUS high performance for the Porsche 911 Turbo S

820 horsepower, 950 Nm of torque and 340 km/h top speed

Exposed-carbon aerodynamics and hi-tech forged wheels

Individual BRABUS MASTERPIECE interior design

A new high-performance supercar from BRABUS in a class of its own takes the stage: BRABUS (Brabus-Allee, D-46240 Bottrop, phone + 49 / (0) 2041 / 777-0, fax + 49 / (0) 2041 / 777 111, Internet www.brabus.com) now also offers an exclusive refinement range for the Porsche 911 Turbo S of the current 992 series.

The power unit engineers of the world's largest independent automotive refinement specialist developed two BRABUS performance upgrades and a high-performance exhaust system made from ultralight INCONEL for the turbocharged flat-six engine. In the top-of-the-range BRABUS PowerXtra P38S-**820** variant, the engine puts out 603 kW / 820 hp (809 bhp) and produces a peak torque of 950 Nm (701 lb-ft) at a low 4,000 rpm. It cuts the sports car's sprint time from zero to 100 km/h (62 mph) to a mere 2.5 seconds. The top speed is electronically limited to 340 km/h (211 mph).

Visually, BRABUS refines the current 911 Turbo Coupe or Convertible with a newly developed exposed-carbon aerodynamics upgrade and BRABUS Monoblock Z "PLATINUM EDITION" hi-tech forged wheels in a staggered combination of wheels with diameters of 21 and 22 inches. The suspension delivers even more agile handling thanks to height-adjustable BRABUS sport springs.

An exclusive BRABUS MASTERPIECE interior adds the finishing touch to any 911 model.

The BRABUS power unit engineers leveraged their expertise from 45 years of automotive tuning to develop an equally powerful and durable performance upgrade for the current Porsche 911 Turbo S models. Their 3.8-liter twin-turbo, flat-six engine offers ex-factory

BRABUS

PRESS RELEASE

reserves that were tapped without impairing the durability in the course of elaborate tests on stationary and mobile test benches and during extensive test drives on the racetrack and on the road. All kits are independently tested by TÜV and come with the exemplary three-year or 100,000-kilometer/62,000-mile BRABUS Tuning Warranty® (see BRABUS Warranty Terms and Conditions, updated July 2013). Technology partner MOTUL supplies the hi-tech lubricants for the entire powertrain.

The BRABUS PowerXtra P38S-720 performance upgrade bumps the output of the turbocharged boxer by 52 kW / 70 hp (70 bhp). To this end, the plug-and-play auxiliary control unit is adapted to the electronic engine management system. It updates the system with new maps for injection and ignition and steps up the boost pressure. The result is an increase in peak output from stock 478 kW / 650 hp to 530 kW / 720 hp (641 to 711 bhp) at a low 6,900 rpm. At the same time, peak torque grows from 800 to 900 Nm (590 to 664 lb-ft) at 4,000 rpm. Consequently, the sports car accelerates from zero to 100 km/h (62 mph) in just 2.6 seconds. The top speed is electronically limited to 335 km/h (208 mph).

Drivers of a 911 Turbo S wishing for even more power can have their coupe or convertible enhanced with the BRABUS PowerXtra P38S-820 performance upgrade. This kit includes two special BRABUS high-performance turbochargers. Their modified core assembly with reinforced axial bearing, larger compressor unit and larger turbine unit with modified VTG adjustment produces a maximum boost pressure of 2.1 bar.

The electronic engine controls were adapted to the new hardware as well. As with the other performance upgrade, this was effected by means of a BRABUS PowerXtra auxiliary control unit whose maps were however specifically tailored to the modified forced induction system. Following the modification, the engine delivers even more outstanding performance figures: The engine produces its peak output of 603 kW / 820 hp (809 bhp) at a low 6,900 rpm. Just as impressive is the peak torque of 950 Nm (701 lb-ft), which is already on tap at 4,000 rpm.

The installation of the BRABUS high-performance exhaust system is advisable for both output levels and for any stock 911 Turbo of the current 992 generation. It is produced from INCONEL, a particularly heat resistant yet lightweight alloy that is also used for fabricating the exhaust systems of the current Formula 1 racecars.

BRABUS

PRESS RELEASE

The strong suits of this quad sport exhaust system are sound and performance. It reduces exhaust backpressure and also features actively controlled butterfly valves for an electronically controlled sound management. From the cockpit, the driver can choose between a subtle “Coming Home” mode and the open “Sport” position of the exhaust valves, which coax a particularly powerful exhaust note from the boxer engine. The two BRABUS BoostXtra valves for the turbo system are another special development. They produce a thrilling blow-off noise when the driver lifts off the gas.

The BRABUS PowerXtra P38S-820 powerplant in the rear gives the 911 Turbo S even more superior performance on the road. In perfect interaction with the eight-speed dual-clutch transmission and the electronically controlled all-wheel drive, the engine propels the exclusive two-door car from zero to 100 km/h (62 mph) in a mere 2.5 seconds. The top speed is electronically limited to 340 km/h (211 mph) to protect the tires.

Reducing aerodynamic lift is crucial on a car this fast. That is why the BRABUS designers went into the wind tunnel to develop equally efficient and striking bodywork components, which are manufactured from carbon and offer a choice of high-gloss or matt sealed finish.

The BRABUS front spoiler with flaps on the left and right gives the sports car some full-blooded motor racing flair. The thrilling looks go hand in hand with outstanding aerodynamic efficiency. The aerodynamic-enhancement component reduces front-axle lift at high speeds, which further optimizes the handling stability. The function of the standard, active drop-down center section of the rear fascia remains of course unaffected. Tailor-made carbon elements for the large air intakes in the front bumper make the sports car look even more dynamic.

The BRABUS flaps mounted to the rocker panels in front of the rear wheel arches optimize the airflow around the rear wheels and give the Porsche an even more spectacular profile from the side.

The BRABUS aerodynamic-enhancement concept for the 911 Turbo is rounded off by the exposed-carbon diffuser with tailor-made cutouts for the four 100-millimeter (3.9 in) tailpipes of the BRABUS sport exhaust system. It is complemented by the new rear wing, whose profile

BRABUS

PRESS RELEASE

towers significantly higher above the hood than the production spoiler. The sophisticated design with vertical end plates featuring the same profile as the other flaps and the raised rear separation edge on the wing produce more rear-axle downforce.

The forged Monoblock Z “PLATINUM EDITION” center-lock wheels also play a major part in the thrilling BRABUS design. Thanks to their staggered diameters on the front and rear axle, they emphasize the wedge shape of the sports car. The contrast between black paint finish and polished surfaces makes this design featuring ten delicate spokes particularly exclusive. The front axle runs on rims of size 9.5Jx21, the wheels at the rear are 12 inches wide and 22 inches tall. They carry Continental, Pirelli or YOKOHAMA high-performance tires of sizes 255/30 ZR 21 at the front and 335/25 ZR 22 on the rear axle.

In order to be able to offer drivers of a 911 Turbo S an individual suspension setup, the BRABUS chassis engineers developed innovative, height-adjustable sport springs. They enable the vehicle to be lowered at the front and rear axle by a maximum of 25 millimeters (1 in) precisely to the driver’s preferences. The active damper adjustment is retained unchanged. Lowering the center of gravity gives the car even more thrilling looks and makes the handling even more direct.

BRABUS MASTERPIECE - this badge with red glazing on the seat backrests documents that interior of this refined convertible originates in the company upholstery shop of the refinement specialist. The designers chose black leather to provide contrast to the gray paint finish. For further added contrast, the leather features red piping and stitching, finished with consummate perfection in every detail. Another BRABUS specialty is the utmost precision that goes into the shield-shaped quilting of the seat center sections and the cockpit floor. The quilting is further upgraded with equally precise perforations. That same design can also enhance the trunk.

BRABUS genuine carbon elements with a choice of high-gloss or matt sealed surface as well as aluminum components such as the pedals and the footrest with backlit BRABUS lettering add decidedly sporty touches in the cockpit. The vehicle pictured here features red glazing on these components and other elements such as the dashboard and center console to match the interior appointments.

BRABUS

PRESS RELEASE

The BRABUS interior styling is also characterized by further loving details such as the steering wheel with red decorative stitching and top-center marking as well as the leather trim around the Sport Chrono clock on the instrument panel. In addition, the extensive range includes scuff plates with backlit BRABUS logo, whose color alternates between red and white, high-quality floor mats and trunk liners with leather edging.

Fuel economy, CO₂ emissions and efficiency class:

Porsche 911 Turbo S Convertible with BRABUS PowerXtra P38S-820 performance upgrade: city 15.5 l/100 km (15.2 mpg), highway 8.6 l/100 km (27.4 mpg), combined: 11.1 l/100 km (21.2 mpg). Combined CO₂ emissions: 254 g/km, efficiency class G.

BRABUS 2022. Copyright free! Please send us a copy of the printed article or a link to your online coverage. Thank you!

Please note: Additional BRABUS information for you and your readers is available on our website at www.brabus.com

***Exclusively for journalists: The BRABUS Media Portal.
For online accreditation, please visit <https://media.BRABUS.com>***