

Titleist Introduces **NEW GTS Drivers**

Next generation of the PGA TOUR and DP World Tour's most played drivers offers improved speed and stability with more adjustability than ever before



▲ NEW Titleist GTS drivers

CARLSBAD, Calif. (May 13, 2026) — Titleist's relentless approach to total driver performance delivers its next breakthrough with the introduction of the **NEW GTS drivers**.

Building upon the performance of the PGA TOUR and DP World Tour's most played drivers, GTS has been engineered to deliver increased ball speed and stability for even more confidence off the tee. A lineup of three tour-validated models — **GTS2, GTS3 and GTS4** — provides distinct performance profiles with more adjustability than before, allowing golfers the opportunity to unlock further personalised gains through custom fitting.

New GTS drivers are **now available for fittings and pre-sale.**

New technology fueling GTS' performance:

- A new **Split Mass Frame** concentrates internal discretionary mass both rearwards to increase stability and inertia, as well as low and forward to optimise speed and launch dynamics.
- This construction is unlocked through GTS' full **thermoform body** made from Titleist's **Proprietary Matrix Polymer**, which dramatically increases weight savings for Titleist engineers.
- New **Speed Sync face designs** improve performance across the clubface — particularly on high-face impacts.
- **Accelerated aerodynamics** reduce drag and help the club move faster through the air.
- New **dual-weighting systems** in each model allow for even more personalised performance through custom fitting.
- **High-contrast face graphics** influenced by tour feedback help frame the golf ball at address.

Titleist R&D's driver design philosophy is anchored around complete performance: advancements in one area should never come at the expense of another. The GTS driver lineup exemplifies this uncompromising approach to improved performance.

“When we talk about driver design, it's never about the one feature or benefit — it's about all of them,” said **Stephanie Luttrell**, Titleist's Senior Director of Metalwood R&D. “Ball speed, forgiveness, spin stability, adjustability, exceptional sound and feel... these are all attributes that golfers care about. It's our job to design a lineup that elevates performance across the board without sacrificing in key areas, and we feel we've done that with GTS.”



▲ New GTS drivers

MODEL OVERVIEW

The GTS driver lineup is comprised of three distinct models to cover a wide range of player needs and preferences:

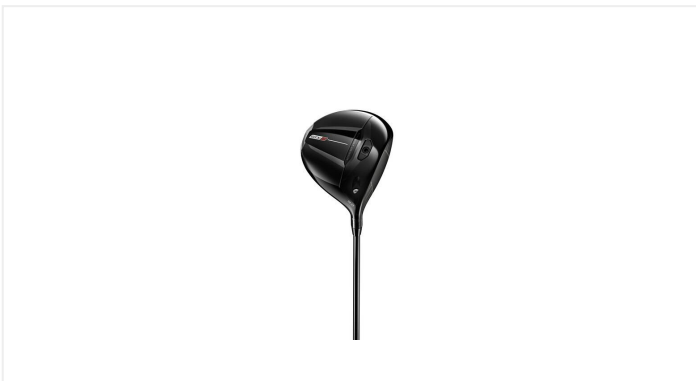
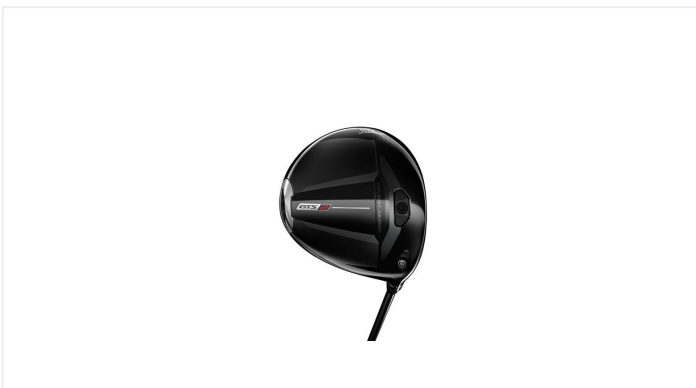
GTS2 — Speed with maximum stability



▲ NEW GTS2 driver

The GTS2 model is designed for golfers seeking added power and consistency across the face through a fast and forgiving design. It delivers high launch with mid spin and features a sleek, confidence-inspiring profile.

- **Lofts:** 8.0, 9.0, 10.0, 11.0 (RH/LH)
- **Weight options:** Dual-weight system; 11g forward, 5g back (standard)





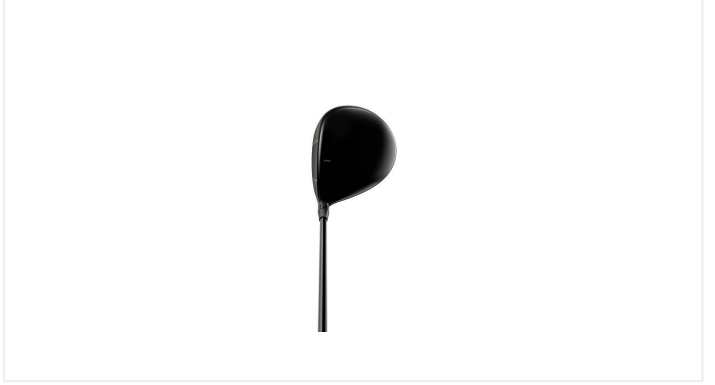
GTS3 — Speed with optimised precision



▲ NEW GTS3 driver

The GTS3 is designed for golfers who want more control over speed and ball flight. Compared to GTS2, GTS3 delivers lower launch and spin and features a more compact profile with a deeper face.

- **Lofts:** 8.0, 9.0, 10.0, 11.0 (RH/LH)
- **Weight options:** Track weight with dual-weight system; 8g track weight, 5g back (standard)



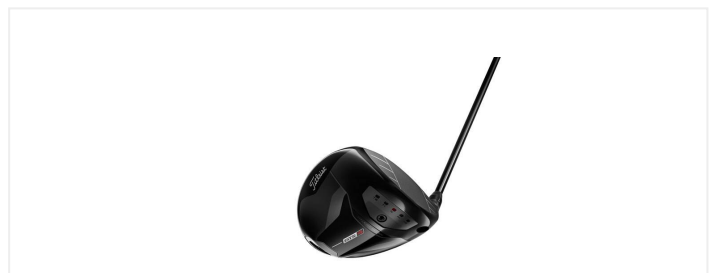
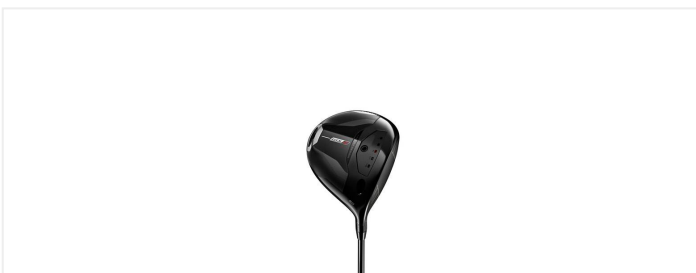
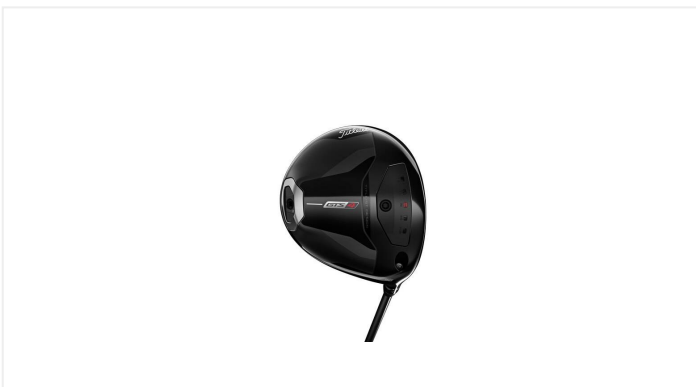
GTS4 — Speed with maximum spin reduction

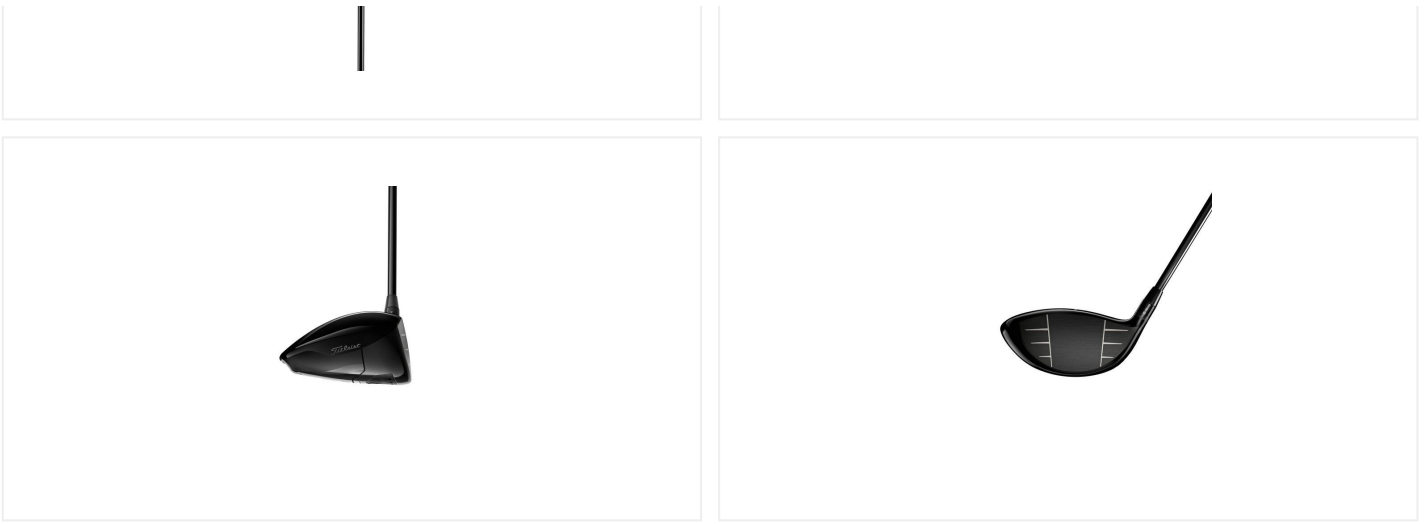


▲ NEW GTS4 driver

The lowest-spinning model in the lineup, GTS4 is designed for golfers looking to reduce high spin rates to maximise distance. GTS4 features a new tour-inspired shape and is larger in volume (460cc) compared to prior generation “4” models, which significantly boosts forgiveness on off-centre strikes.

- **Lofts:** 8.0, 9.0, 10.0 (RH/LH)
- **Weight options:** Track weight with dual-weight system; 8g track weight, 5g back (standard)





GTS TECHNOLOGY

Thermoform Body & Split Mass Frame

At the core of GTS' enhanced performance is its new **Split Mass Frame** design. All GTS drivers feature a full **thermoform body** made from Titleist's **Proprietary Matrix Polymer** (PMP). This composite PMP material, which first debuted in GT drivers, affords Titleist engineers significant weight savings while delivering player-preferred sound and feel. Compared to GT, GTS features double the amount of PMP material (13 grams to 26 grams). PMP makes up nearly 60% of the surface area but only 13% of the mass in GTS drivers.



▲ Split mass construction

To hit their desired centre of gravity locations and inertia values, Titleist engineers split the extra discretionary mass by concentrating heavier, dense material rearward for more stability, as well as low and forward for more speed and better launch dynamics. The new construction, seamlessly concealed on the crown, unlocks optimal CG positions with high inertia, powering exceptional performance on both on- and off-center strikes.

“We know that forward CGs drive speed with great launch and spin characteristics, but you need to be able to do that with an inertial stability that still preserves ball speed, launch and spin consistency on off-centre hits,” Luttrell said. “We’ve never before been able to hit these CG positions and inertia properties at the same time, and we’re achieving that because of GTS’ construction.”

Accelerated Aerodynamics

The GTS lineup benefits from aerodynamic shapes that reduce drag and help move the clubhead faster through the air. In the new GTS2 and GTS3 models, the tail end of the clubhead is raised compared to prior generation models, which keeps airflow better connected to the crown and sole to increase clubhead speed.



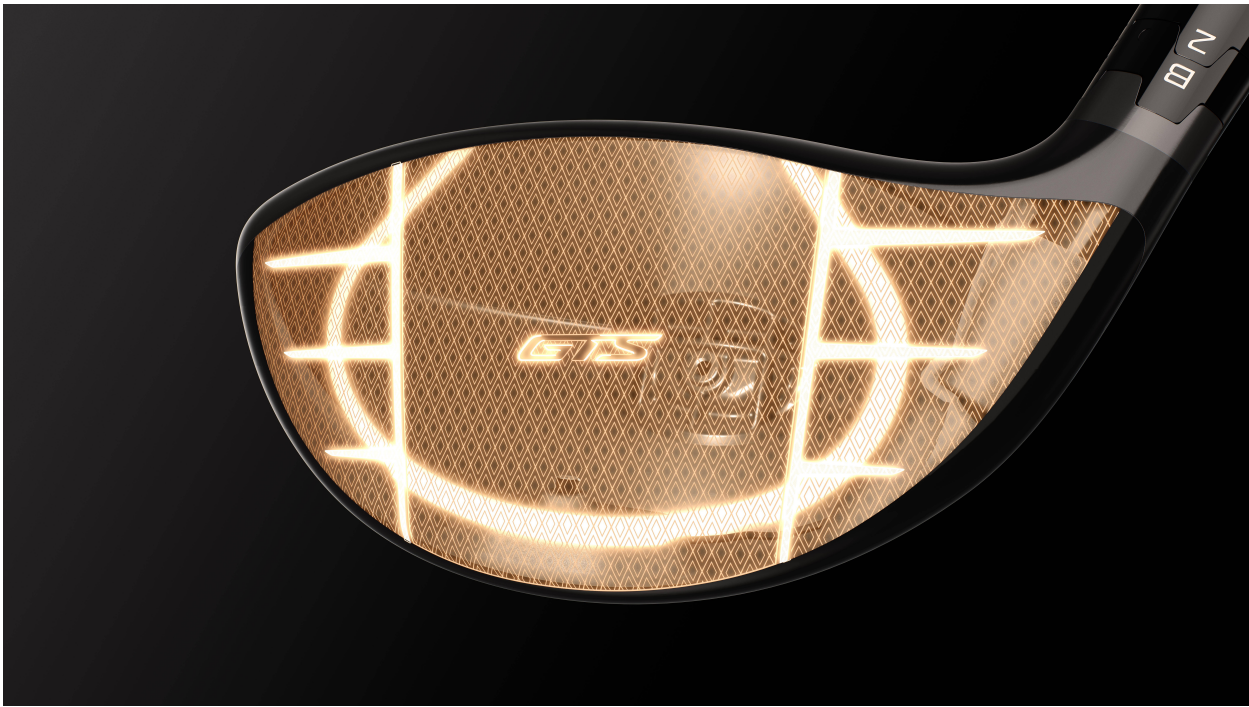
▲ GTS aerodynamics

Typically, more aerodynamic shapes come at the cost of optimal launch characteristics, as CG tends to move higher and rearward with a more raised tail. Because of the extra mass freed up by GTS' Split Mass Frame, Titleist engineers were able to proceed with better aerodynamics without compromise, maintaining preferred CG positions.

“Improving aero is a great way to give more speed to all players, and GTS' construction allowed us to design to these shapes without a CG penalty.” Luttrell said. “It's a great example of technologies working together — they can't just operate independently.”

Speed Sync Face

GTS' new **Speed Sync Face** design builds upon prior generation Titleist driver technologies to dial in performance across the clubface even further. The perimeter of the face on GTS drivers is constrained with a thicker support structure, which helps maximise deflection and Coefficient of Restitution (COR) to optimise on-centre strikes.



▲ GTS Speed Sync face

Instead of the Speed Ring design found in the prior generation, the top portion of the clubface's support ring is opened up, driving faster ball speeds on high-face impacts. GTS drivers also benefit from a variable face thickness design, boosting performance on strikes across the face.

Dual-Weighting System

Another opportunity unlocked through GTS' Split Mass Frame was the ability to introduce more personalised performance to the lineup. More discretionary weight allowed engineers to add CG adjustability through new dual-weighting systems in each design.



▲ GTS dual weighting

“CG depth is a fitting tool, and it’s a tool that allows us to manipulate launch and spin characteristics as well as dynamic closure for players,” Luttrell explained. “The more customisation we can provide with CG, the more opportunity we have to unlock performance for players and better fit their unique needs.”

GTS2 features forward-aft (back) flat weights (11 grams forward, 5 grams aft in standard), while GTS3 and GTS4 feature a forward track weight (8 grams) and a flat weight in the aft (5 grams). Flipping the weights will move CG further back, increasing launch and spin.

Custom fitting also allows players to get even more dialed in with additional weight combinations beyond the standard options.

Relative launch/spin by CG position

GTS2

- Aft CG: Highest launch/mid spin
- Standard CG: High launch/mid spin

GTS3

- Aft CG: Mid launch/mid spin
- Standard CG: Mid launch/low spin

GTS4

- Aft CG: Mid launch/lower spin
- Standard CG: Mid launch/lowest spin

High-Contrast Face Graphics

GTS drivers feature refined, high-contrast face graphics. The tour-inspired design, which features sharp lines to highlight face centre, helps frame the golf ball and allows players to see more loft at address.



▲ High contrast face graphics

“This is another element that you look at it initially and you think, ‘this is just an aesthetic feature, right?’ But the visual of the clubface over the ball truly is a performance attribute of drivers,” Luttrell said.

GTS ON TOUR

More than 50 players on the PGA TOUR and more than 30 on the DP World Tour have already moved into a new GTS2, GTS3 or GTS4 model since the lineup's official debuts at the Texas Children's Houston Open and Estrella Damm Catalunya Championship, including **Justin Thomas** (GTS2 9.0), **Jordan Spieth** (GTS2 10.0) and Bernd Wiesberger (GTS3 9.0). The performance gains unlocked by GTS for the world's best showcase continued improvement of the metalwood technologies that have helped make Titleist the most played driver on the PGA TOUR for the last seven seasons and most played on the DP World Tour since 2023.

GTS drivers have already earned success on the worldwide professional tours.

Wiesberger (DP World Tour), **Davis Lamb** (Korn Ferry Tour) and **Sangyeop Lee** (KPGA) each found the winner's circle recently in their first start playing GTS.

FEATURED SHAFTS

Featured shafts:

- Project X Titan Black
- Mitsubishi Tensei 1K White w/ Rip Technology
- Mitsubishi Tensei 1K Blue w/ Rip Technology
- Mitsubishi Tensei 1K Red w/ Rip Technology

Premium shafts:

- Graphite Design Tour AD DI
- Graphite Design Tour AD VF
- Graphite Design Tour AD FI

AVAILABILITY

NEW GTS drivers are available for **fittings and pre-sale now** and will be in golf shops worldwide **beginning June 11. SRP:** £629 (standard), £799 (premium)

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CONTACT DETAILS

James Savage

PR and Communications Manager at
Acushnet Europe Ltd

james_savage@acushnetgolf.com

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