



PORSCHE



The new 911 Targa

By Design

Targa





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**iconic
style**

The 911 Targa concept



**Imagine meeting a childhood sweetheart again.
And discovering they are now even more attractive.**

Perfecting the 911 Targa concept.

Like every good story, this one is about a dream. The dream of re-inventing a legendary sports car concept and enhancing it with technology that will make it fit for the future.

This dream has been occupying our thoughts for a long time. And like any great dream, it has stayed with us every single day – with our engineers, our designers and also with many Porsche enthusiasts. And that's a good thing, because anything is possible when you

truly believe in something and are ready to give your all to achieve it.

That dream has now become reality. We have succeeded in uniting the iconic design of the 911 Targa with an innovative, fully automatic roof system. What began as a pledge in 1965 is now honoured in the form of the 911 Targa with the perfection of a timeless concept. And the car is set to become a classic once again. The style-defining classic of tomorrow.



Never restrain the yearnings of time travel.

The 911 Targa evolution.

Over the course of a lifetime, we gather a lot of memories, some of which play out in our minds like films. With emotion in stereo and Technicolor images of forms and role models which have left a lasting impression on us.

One of these films features the 911 Targa. It begins in 1965 in Zuffenhausen – where else? It was here that the original Targa with roll-over bars and removable folding roof – Porsche's ingenious solution to American safety regulations – was created. Derived

from the 911 Coupé, the 911 Targa was developed in response to increasing demand for an open-top version of the 911 which could also offer the same levels of comfort and safety as a closed-top model.

The Targa name alone is the stuff of legends. It originates from the famous endurance race held in Sicily, the Targa Florio. The course was notorious for its tight bends which the comparatively compact Porsche race cars of the 60s were able to use to their advantage,

chalking up a number of victories in the process. 'Targa' means 'shield' in Italian and thus the name also became symbolic of the 'protective shield' provided by the innovative safety concept of the 911 Targa.

The most distinctive, style-defining feature of the Targa is its aluminium bar with three fins and 'targa' logo. Over the years, this design has left a lasting impression on the car's drivers and fans.

In 1975, the silver bar was replaced with a black one for the 'G-series' version of the 911 Targa, whilst the subsequent 964 series saw the launch of the first all-wheel drive 911 Targa. In 1995, for the fourth generation of the 911, the Targa got a completely new roof concept: an electrically operated glass roof with aluminium trim strips running along the sides. Even though this form of the 911 Targa underwent further evolutionary development in subsequent generations, its stylistic integrity was maintained, resulting in

an award-winning design which conveyed a feeling of open-top driving, even with the roof closed.

The captivating saga of the 911 Targa continues, even today. This current episode features the return of the iconic Targa bar, innovative roof technology, that very special open-air driving sensation and an exceptional level of comfort. Once again, it is being played out on the road. And the ending? Well, that's been left open, of course.





**For our designers: a sculpture.
For our engineers: a performance.**

The 911 Targa revolution.

At Porsche, design has always been about much more than good looks. Design has always had a function too. Only this way do you become a style icon in automobile design – and remain an influence in that field for decades. Or at least you do if you take sports car design seriously.

The 911 Targa has followed this maxim right from the word go. The roof construction, for example, took the 1963 911 Coupé to a whole new aesthetic

level and featured a safety concept that made open-top driving a viable possibility.

But even in the 1960s, the crucial question was: what do you do with the roof? And: where do you stow it? Back then, the solution to this problem was very different from today's. With the new 911 Targa, our solution is a concept which our engineers call 'a fully automatic roof system with innovative kinematics'. Though its description may sound a little cumbersome, the roof system itself is



anything but. Based on a complex and extremely robust engineering solution, the new system allows the roof to be opened and closed fully automatically in a mere 20 seconds when the vehicle is stationary. When opened, the roof is stowed away elegantly and neatly behind the rear seats.

The materials used for the roof are just as pioneering as the roof concept itself. Two flat magnesium elements keep the fabric roof taut, maintaining that unmistakable 911 silhouette. The heated rear window is manufactured from weight-optimised laminated safety glass. Together with the noise-insulating roof liner, it ensures that road noise is kept to a minimum when the roof is closed.

A wind deflector is integrated into the cowl panel frame. When the roof is open, it perceptibly enhances driving comfort by protecting against draughts and reducing wind noise.

The roll-over protection provided by the Targa bar meets the most stringent demands in terms of safety and body rigidity. The design is spot on too. It invokes the classic shape of the original Targa, as do styling details such as the side fins, the aluminium bar trim and the 'targa' logo.

The result is an open-top sports car with the feel and comfort of a 911 Coupé. Sculpture perhaps? Yes, certainly. But a moving one in every sense of the word.



defining style

911 Targa 4 and 911 Targa 4S





**The longer dreams last,
the more intense they become.**

The new 911 Targa 4 and new 911 Targa 4S.

A sports car is defined by its power. A Porsche by efficient power. And the new 911 Targa 4 models by efficient sporty power delivered to the road in style.

A 3.4-litre 6-cylinder boxer engine with a power output of 257 kW (350 hp) accelerates the new 911 Targa 4 from 0–62 mph in just 5.2 seconds. The new 911 Targa 4S is powered by a 3.8-litre 6-cylinder boxer engine with an output of 294 kW (400 hp). When

combined with the optional Porsche Doppelkupplung (PDK), this model takes just 4.6 seconds to reach the 62 mph barrier.

The enhanced Porsche Traction Management (PTM) ensures the new 911 Targa 4 models can tackle any type of weather and any type of road surface. It precisely and directly regulates the distribution of the drive forces to the front and rear axles (see page 40).

A visible indicator of the all-wheel-drive system is the seamless taillight strip. Other distinguishing features include the wider body and broad rear tyres – 295 mm on the new 911 Targa 4 and 305 mm on the new 911 Targa 4S.

Some choose to regard the new 911 Targa 4 models as design objects. But their performance potential soon makes it clear that they are far too good to be kept just for show.

For fuel consumption and CO₂ emissions, please refer to page 103.



Fashion changes. But style endures.

Exterior design.

The 911 concept follows a clear design idiom which incorporates sloping dynamic roof lines, accentuated front and rear wings and round headlights. Together, these features ensure that the 911 is just as unmistakable now as it was 50 years ago.

It goes without saying that these principles apply equally to the new 911 Targa. But the car has the innovative roof concept to thank for its individual looks and unique engineering features.

The elegantly rounded rear screen and the bar lent the original Targa a certain lightness which has inspired designers throughout the world of vehicle design, and indeed beyond.

For the new 911 Targa, our designers sought – and found – a way of directly expressing both the distinctive individual style of the original Targa and the sporty performance that characterises the seventh generation of the 911. Consequently,

it now features an even flatter silhouette, crisp clean lines and an extended wheel-base for even greater stability. Above all else, a revolutionary roof concept which, rather than running counter to the evolved design idiom of the 911, blends with it to create a harmonious whole. The result is a design which is purposely timeless and yet always current.

In detail: the wide front track which, together with the flat roof line of the 911, creates a particularly dynamic front view. The standard Bi-Xenon headlights feature round surrounds, thus combining classic appeal with state-of-the-art engineering.

A profile view reveals that the new 911 Targa 4 models likewise have the unmistakable silhouette of the 911. The aluminium trim of the bar with characteristic fins and 'targa' logo provide additional stylistic touches.

At the rear, everything – the styling, the appearance, the effect – is crisp and precise, thanks to the clean lines and slim LED taillights. They help to accentuate the horizontal contouring of the rear, an impression which is lent additional emphasis by the active taillight strip. The stainless steel tailpipes are unmistakably Porsche. A dual-branch design is used

for the new 911 Targa 4S. The wide rear spoiler is extendable which reduces lift in all driving situations and increases driving stability.

The new 911 Targa 4 is equipped as standard with 19-inch wheels, the new Targa 4S with 20-inch wheels. The large wheels enhance the authoritative sporty presence of the new 911 Targa 4 models even more. The tyres have a large rolling circumference for improved comfort and performance.

We'll conclude with a quote from Ferdinand Alexander Porsche, the first designer of the 911: 'A coherently designed product requires no adornment'. That says it all really.



Sporty. Classic. Elegant.
It's wonderful when all styles unite in harmony.

Interior design.

The interior of a 911 doesn't follow a particular fashion. It follows clear principles.

Principles which also apply to the new 911 Targa 4 models. Here, the predominantly sporty interior design is successfully combined with a classic layout and high-quality equipment. There are no distractions, no gadgets; everything is focused on the driver and on driving. This is the only way of

creating what you could call a sporty style – you could even say it's the very art of sports car design.

These principles are expressed in practice by the ascending centre console. Its sophisticated ergonomic design utilises a clear operating logic for its controls, such as those for the individually adjustable two-zone air conditioning system or for operating the roof.



The five round instruments with rev counter in the middle are timeless, whilst the instrument cluster, with high-resolution 4.6-inch colour screen displaying navigation instructions or information from, for example, the adaptive cruise control function, the all-wheel-drive system or navigation system, is state-of-the-art.

The materials used are both high quality and stylish. The steering wheel rim, door closing handles, armrests and sections of the seats are in leather. In addition to the choice of standard colours – namely Black, Platinum Grey, Luxor Beige and Yachting Blue – a wide range of other personalisation options are available for the interior, including two-tone colour combinations and special colours, along with materials such as carbon, aluminium and wood.

Trends, fashions, tastes. You can follow them. You can be ahead of them. You can also choose to go your own way. With confidence and style.



**authentic
style**

Drive





Design. Aesthetics. Style. Even under the bonnet.

Engines.

When it comes to a Porsche, it's not just good looks that matter, but what lies beneath. The engine has been the character-defining feature of every 911 since 1963. And on the new 911 Targa 4 models, it's no different. The 6-cylinder boxer engine, positioned low down at the rear of the car, succeeds in uniting two characteristics that are normally mutually exclusive – performance and efficiency. Only by doing so is it possible to increase power output whilst simultaneously

reducing fuel consumption and CO₂ emissions.

At the heart of all this are intelligent efficiency-enhancing measures such as the auto start/stop function and direct fuel injection (DFI).

And then there's the crucial weight factor. The engines are of a light-alloy construction, making them lightweight and yet structurally rigid. The result

is comparatively low fuel consumption and a long service life.

Both engines are also equipped with VarioCam Plus – a two-in-one engine concept for adjusting the intake camshafts and switching the lift of the intake valves. This results in instant acceleration, exceptional smooth running performance and an extraordinary level of tractive power with a comparatively low level of fuel consumption.

For fuel consumption and CO₂ emissions, please refer to page 103.



The 3.4-litre engine of the 911 Targa 4.

The engine of the new 911 Targa 4 develops 257 kW (350 hp) at 7,400 rpm and a maximum torque of 390 Nm at 5,600 rpm. When combined with the 7-speed manual gearbox, it accelerates from 0–62 mph in just 5.2 seconds and reaches a top speed of 175 mph.

The 3.8-litre engine of the 911 Targa 4S.

On the S model, the figures speak for themselves: the 3.8-litre boxer engine develops 294 kW (400 hp) at 7,400 rpm and a maximum torque of 440 Nm at 5,600 rpm. When equipped with the optional Porsche Doppelkupplung (PDK), the new 911 Targa 4S completes the 0–62 mph sprint in just 4.6 seconds and can continue on to a top speed of 182 mph.

Efficiency technologies.

At Porsche, reducing fuel consumption is part and parcel of performance. It goes without saying, therefore, that efficiency technologies are standard features on the 911 Targa 4 models and form an integral part of the vehicle concept.

Whenever the car comes to a stop, the auto start/stop function automatically switches off the engine – and restarts it swiftly and smoothly as soon as you operate the clutch or, on models with Porsche Doppelkupplung (PDK), as soon as you release the brake.

The thermal management system regulates the temperature in the engine and gearbox through the intelligent manipulation of heat flow. The resulting improvement in combustion efficiency has a beneficial effect on fuel consumption.

A further fuel-saving feature is electrical system recuperation. This function ensures that the battery is recharged predominantly by the alternator under braking conditions.

Direct fuel injection (DFI).

DFI delivers fuel directly into the combustion chamber with millisecond precision. The spray and cone angles of the multi-hole injectors have been optimised for torque, power output, fuel consumption, emissions and efficient combustion.

Exhaust system.

The exhaust system of the 911 models has been redesigned – acoustics included. The stainless steel exhaust system comprises two distinctive and independent exhaust tracts. A selectable twin-tube sports exhaust system featuring distinctive polished stainless steel tailpipes is available as an option. Activated by a button, it produces an even more intensive sports car sound.

1 Sports exhaust system

For fuel consumption and CO₂ emissions, please refer to page 103.



Form follows function.

At lightning speed in the case of a Porsche.

7-speed manual gearbox.

Pure, direct, precise. Short shift movements and an optimum transition from one gear to the next. The 7-speed manual gearbox, fitted as standard on the new 911 Targa 4 models, combines a high level of sporty performance with an equally high level of efficiency and offers extra comfort for longer journeys.

A gear indicator in the rev counter reminds you which gear has been selected. The

upshift indicator in the instrument cluster helps you actively conserve fuel.

Porsche Doppelkupplung (PDK).

Available as an option for all new 911 Targa 4 models is 7-speed PDK featuring manual and automatic modes. It facilitates extremely fast gear changes with no interruption in the flow of power, while at the same time improving acceleration.

Gears 1 to 6 have a sports ratio and top speed is reached in 6th gear. In 7th gear, the ratio is designed primarily to reduce fuel consumption.

Thus PDK combines sporty performance with efficiency and comfort – in typical Porsche style.

For fuel consumption and CO₂ emissions, please refer to page 103.



Coasting.

The coasting function available with Porsche Doppelkupplung (PDK) enables you to save even more fuel where the situation allows. The engine is decoupled from the transmission to prevent deceleration caused by engine braking. In this way, optimum use is made of the vehicle's momentum, allowing it to coast for longer distances.

For example, you may want to slow down from 62–49 mph in anticipation of the change of speed limit ahead. As soon as you release the accelerator pedal, PDK automatically deselects the current gear

and you begin to coast in neutral until you have reached your desired speed. The moment you engage the accelerator or brake pedal, PDK selects the appropriate gear smoothly and seamlessly within a fraction of a second.

Another way to reduce fuel consumption is to utilise the coasting function on downhill gradients that are gentle enough for you to maintain a constant speed. Efficient on long journeys, such as on the motorway, PDK remains ready to respond as swiftly and precisely as you would expect.

**There's one thing that unites engineering and design:
an extraordinary fascination for curves.**

Porsche Traction Management (PTM).

Sports car aesthetes will love this topic. Because it's all about curves. And sport. And the enhanced Porsche Traction Management (PTM) is in control of both. Fitted as standard, PTM is an active all-wheel-drive system with an electronically variable map-controlled multi-plate clutch, automatic brake differential (ABD) and anti-slip regulation (ASR).

Drive power is distributed between the permanently driven rear axle and the front axle by means of the electronically variable multi-plate clutch. The status of the vehicle is continuously monitored so that it is possible to respond to different driving situations. Sensors are used to collect a range of data, including the rotational speed of all four wheels, the lateral and longitudinal acceleration of the car and the current steering angle.

If, for example, the rear wheels begin to lose traction under acceleration, a greater proportion of the drive power is automatically transmitted to the front axle by a more positive engagement of the multi-plate clutch. In addition, ASR prevents wheel spin by adapting the engine's power output. During cornering, the optimal level of drive power is distributed to the front wheels to ensure excellent lateral stability.

In conjunction with Porsche Stability Management (PSM), PTM helps to ensure the perfect distribution of drive power for optimum traction in most road scenarios, whether on long straights, through tight corners, or on surfaces with different friction coefficients.





Intelligent lightweight construction.

The innovative bodyshell of the 911 fulfils two structural design requirements: first, excellent driving dynamics due to the body's extremely high rigidity; second, a low vehicle weight primarily as a result of the intelligent lightweight construction.

To achieve both goals, therefore, we used very thin, but nevertheless extremely rigid sheets of steel for the bodyshell.

In addition, aluminium was used extensively in areas such as the underbody, the front and rear ends, the doors, the wings and the engine compartment and luggage compartment lids, whilst magnesium – a particularly lightweight material – was selected for the front roof elements of the new 911 Targa 4 models.

Porsche Active Suspension Management (PASM).

PASM, the electronic damping control system, is standard on the new 911 Targa 4S and available as an option for the new 911 Targa 4. It actively and continuously regulates damping forces according to driving style and road conditions. In addition, the suspension is lowered by 10 mm. PASM has two modes which can be selected using a separate button on the centre console: 'Normal', which is blend of performance and comfort, and 'Sport' where the setup is much firmer.

Sensors record the body movements that accompany powerful acceleration, braking or uneven road surfaces, for example. The PASM control unit evaluates the driving conditions and modifies the damping force on each of the wheels in accordance with the selected mode.

The results are tangible: increased driving stability, improved comfort and enhanced performance.

Porsche Dynamic Chassis Control (PDCC).

PDCC – available as an option for the new 911 Targa 4S – is an active anti-roll system that suppresses lateral body movement during cornering manoeuvres. In addition, it minimises the lateral instability of the vehicle on uneven ground.

The results are improved dynamic performance and increased ride comfort at all speeds, as well as optimised turn-in and stable load transfer characteristics.

In simple terms, the tyres and vehicle hold the road better and you can steer through the corners faster and in a more relaxed manner. PDCC is thus setting standards for handling performance, ride comfort and driving pleasure.

Electromechanical power steering.

It's a known fact that a stretch of straight road heightens your anticipation of the next bend. However, statistics show that a car drives in a straight line 90% of the time. Our engineers saw the energy-saving potential that this offered. So, unlike conventional hydraulic pumps, the

electric motor of the electromechanical power steering system uses energy only when the steering wheel is actually turned. The absence of hydraulic fluid also makes the system more beneficial to the environment.

As far as the other 10% is concerned, we're optimally prepared, as the steering system is typically Porsche. It features a variable steering ratio and responds sensitively and directly whilst providing customary agility, a high degree of comfort and precisely selected feedback from the road.



Art: very good.

Sport: excellent.

SPORT button.

Exceptional design and a sporty character are not mutually exclusive, as the SPORT button proves. It enables you to select a suspension setup where the emphasis is on either comfort or sporty performance. At the push of a button, the electronic engine management system switches the engine mapping to offer an even sharper response and engine dynamics that are more direct.

In vehicles with Porsche Doppelkupplung (PDK), upshifts take place at higher engine speeds and downshifts happen sooner. In addition, coasting mode and the auto start/stop function are automatically deactivated. If fitted, the optional sports exhaust system is also activated automatically.

Sport Chrono Package.

The Sport Chrono Package including dynamic engine mounts is available as an option. This integrated system provides simultaneous enhancement for the chassis,

engine and transmission. Included in the package are a performance display, a digital and an analogue stopwatch and the SPORT PLUS button. An additional display in the steering wheel and instrument cluster indicates whether the SPORT buttons and Launch Control have been activated.

On activation of SPORT PLUS mode, Porsche Active Suspension Management (PASM) and, in the new 911 Targa 4S, the optional Porsche Dynamic Chassis Control (PDCC) switch to a harder damping

setting and offer more direct steering and, therefore, better road holding.

In combination with PDK, the Sport Chrono Package has two additional functions: 'Launch Control', which can be used on the track to achieve the best possible standing start, and the 'motorsport-derived gearshift strategy' featuring extremely short shift times and optimum shift points for maximum acceleration.



Dynamic engine mounts.

The dynamic engine mounts are included as part of the Sport Chrono Package. The electronically controlled system minimises the oscillations and vibrations of the entire drivetrain, especially the engine, and combines the benefits of a hard or soft engine mounting arrangement.

The stiffness and damping properties of the engine mounts are adapted to changes in driving style and road surface conditions. Handling is noticeably more stable under load change conditions and in fast corners. Whenever a less assertive driving style is adopted, the dynamic engine mounts provide a greater level of comfort.

Wheels.

The 911 Targa 4 is equipped with 19-inch wheels as standard. These are light-weight alloys featuring a classic sporty design. Tyre sizes are 235/40 ZR 19 and 295/35 ZR 19 at the front and rear, respectively.

The S model is equipped with light-alloy 20-inch wheels as standard. The visual effect is sporty and dynamic.

The large tyre size improves both ride comfort and track performance. Rolling resistance, dry braking distances and tyre weight are all comparatively low.

Porsche Stability Management (PSM).

As standard, the new 911 Targa 4 models are equipped with Porsche Stability Management (PSM) which maintains stability even at the limits of dynamic driving performance.

Sensors continuously monitor the direction, speed, yaw velocity and lateral acceleration of the car. PSM uses this information to calculate the actual direction of travel at any given moment. If the car begins to oversteer or understeer, PSM applies selective braking on individual wheels to restore stability.

Under acceleration on wet or low-grip road surfaces, PSM improves traction using the automatic brake differential (ABD) and anti-slip regulation (ASR). The result is a high level of driving stability and safety combined with extraordinary agility.

Porsche Torque Vectoring (PTV and PTV Plus).

PTV in conjunction with the manual gearbox, or PTV Plus with Porsche Doppelkupplung (PDK), are available as options for the new 911 Targa 4 and are standard on the new 911 Targa 4S. Both systems actively enhance vehicle dynamics and stability by braking the rear wheels as the situation demands. In addition, a mechanical (PTV) or electronic (PTV Plus) rear-axle differential lock is responsible for infinitely variable torque distribution.

When the car is driven assertively into a corner, moderate brake pressure is applied to the inside rear wheel. Consequently, a greater amount of drive force

is distributed to the outside rear wheel, inducing an additional rotational pulse (yaw moment) around the vehicle's vertical axis. This results in a direct and sporty steering action as the car enters the corner.

At low and medium vehicle speeds, PTV and PTV Plus significantly increase agility and steering precision. At high speeds and when accelerating out of corners, the rear differential lock ensures greater driving stability. Whichever system is fitted, it interacts with Porsche Stability Management (PSM) to improve driving stability on a range of surface conditions, including the wet and snow.





Braking performance. Yet another feat of engineering.

Brakes.

The new 911 Targa 4 is equipped front and rear with anodised black four-piston aluminium monobloc fixed calipers. All brake discs have a diameter of 330 mm.

The new 911 Targa 4S features red six-piston aluminium monobloc fixed calipers at the front and four-piston aluminium monobloc fixed callipers at the rear. The brake disc diameter is 340 mm at the front and 330 mm at the rear. The results are enhanced braking performance and stability.

On both models, the brake calipers have an enclosed monobloc construction. This makes them tougher but lighter and enables sensitive response behaviour, even under extreme loads. The pedal travel is short and the biting point precise. The brake discs are cross-drilled for better performance in the wet.

Porsche Ceramic Composite Brake (PCCB).

The optional Porsche Ceramic Composite Brake (PCCB) has a proven track record from the world of motorsport. The cross-drilled ceramic brake discs have a diameter of 350 mm front and rear for even more formidable braking performance.

The use of six-piston aluminium monobloc brake calipers on the front axle and four-piston aluminium monobloc brake calipers at the rear – all finished in yellow – ensures extremely high brake forces which, crucially, are exceptionally consistent. PCCB enables shorter braking distances in even the toughest road and race conditions.

The key advantage of PCCB is the extremely low weight of the ceramic brake discs, which are approximately 50% lighter than standard discs of similar design and size. As well as enhancing performance and fuel economy, this represents a major reduction in unsprung and rotating masses. The consequence of this is better road holding and increased comfort, particularly on uneven roads.

Circuit racing will require extra maintenance to be carried out in addition to the routine maintenance.

Electric parking brake.

The electric parking brake, which you can activate and deactivate manually, releases automatically as you pull away.

With the hill-hold function, you can pull away without ever rolling back. The system automatically detects when the vehicle has come to a halt on an uphill gradient requiring intervention. PSM then maintains the brake pressure at all four wheels to prevent the vehicle from moving in the opposite direction.

Airbags.

The new 911 Targa 4 models offer advanced airbag technology in the form of full-size driver and front passenger airbags, which are inflated in two stages, depending on the severity and type of accident (e.g. frontal or offset frontal). In less serious accidents, the airbags are only partially inflated, thereby minimising discomfort to the occupants.

Porsche Side Impact Protection System (POSIP).

The new 911 Targa 4 models are equipped as standard with the Porsche Side Impact Protection System (POSIP). It comprises side impact protection elements in the doors and two airbags on each side. An integral thorax airbag is located in each seat side bolster, while the door panels each contain an upwards-inflating head airbag. Each thorax airbag has a volume of 10 litres and each head airbag 15 litres, ensuring excellent protection in the event of a side impact.

Roll-over protection.

The 911 Targa 4 models have exemplary torsional rigidity and flexural strength. Increased protection is provided by the steel roll-over protection system located under the aluminium panel of the Targa roll bar.



Let's call it a mobile illuminated art installation.

Lighting concept.

The new 911 Targa 4 models are equipped as standard with Bi-Xenon headlights including a headlight cleaning system and dynamic range control. The LED front light units incorporate direction indicators, daytime running lights and position lights.

Cutting-edge LED technology is also used for the taillights. LEDs provide better illumination and respond more quickly to driver input.

In the event of sudden braking, the adaptive LED brake lights begin to pulsate. If the vehicle is braked to a halt, the hazard warning lights will switch on automatically.

Porsche Dynamic Light System (PDLS).

The Porsche Dynamic Light System (PDLS) is available as an option. Its dynamic cornering light function swivels the headlights towards the inside of the bend, based on steering angle and road speed, in order to illuminate more of the road

on tight bends and turns. Put simply, the road ahead is illuminated the moment you enter a bend. Speed-sensitive headlight range control is also part of the PDLS as is the adverse weather function.

LED main headlights with Porsche Dynamic Light System Plus (PDLS+).

Superior safety meets sporty design in the form of the LED main headlights with PDLS+ which are available as optional equipment. Each headlight housing

features four LED spots for the daytime running lights, and one LED light ring.

In addition to being efficient and long-lasting, LED technology also creates a light very similar to daylight which helps to reduce driver fatigue.

One special feature of PDLS+ is the dynamic main beam function. A camera detects the lights of vehicles ahead as well as those of oncoming traffic. Based

on the data from the camera, the dynamic main beam function then adapts the headlight range accordingly. This continuous, stepless control means that you are able to see the course of the road, pedestrians and potential hazards earlier without hindering other road users.



Sustainable driving pleasure is ultimately a question of good style too.

Porsche and the environment.

In an era of intensifying debate about global climate change and CO₂ emissions, every automotive manufacturer is asking what it has to offer right now. Our answer is 'high performance must be accompanied by high efficiency'.

Exhaust emission control.

Vehicles manufactured by Porsche demonstrate that even high-performance sports cars can achieve moderate fuel consumption and exhaust emission values in their respective category.

This is enabled, on the one hand, by the use of fuel-efficient technologies such as auto start/stop, thermal management, electrical system recuperation, direct fuel injection or coasting mode. On the other hand, new catalytic converters developed for the 911 provide efficient emission control through the use of stereo Lambda control circuitry.

Fuel economy and recycling.

Intelligent lightweight construction is fundamental to the Porsche identity. It is expressed through the use of a high proportion of aluminium, magnesium, plastics, super-high-strength sheet steel and environmentally friendly water-based paints. All materials are meticulously and purposefully selected. All lightweight materials are easily recyclable and all plastic components are labelled to

facilitate their separation for subsequent recycling. In short, the 911 is now around 95% recoverable.

Fuel.

All Porsche models – including the 911 – are designed to operate using fuels with an ethanol content of up to 10%, e.g. 'E10'. Ethanol has a positive impact on the CO₂ balance since the plants grown for the production of this biofuel also absorb CO₂ from the atmosphere.

For fuel consumption and CO₂ emissions, please refer to page 103.



**sense
of style**

Comfort





Can something be timeless and yet still ahead of its time?

Comfort.

You could say that designing a sports car is all about creating a unique style. But it's also about reconciling performance with everyday practicality. To achieve this seemingly contradictory goal, all elements, particularly those in the interior, must be perfectly coordinated with each other. Specifically, this means combining sporty ergonomics, high-quality materials and signature Porsche styling to create one

harmonious overall concept. One that's timeless. And, perhaps precisely because of this, one that's also a little ahead of its time.

Instruments.

Stylish, not kitsch. Practical, not fanciful. The five round instruments provide you with exactly the information you require. They do so efficiently and accurately using pioneering technology, whilst also

retaining their classic looks and layout with the rev counter in the centre.

The instrument cluster with its high-resolution 4.6-inch colour screen provides you with a continuous stream of data from the on-board computer, such as trip mileage, journey time or average fuel consumption.



It also displays the navigation system map, delivers various warnings, including alerts from the Tyre Pressure Monitoring (TPM) system, and tells you the current front/rear axle torque distribution. You can also use it to carry out individual settings.

Steering wheels.

In the 911 Targa 4, there is a point at which all forces come together: the steering wheel, where driver and machine meet. This is why all steering wheels have a high-grip steering wheel rim in smooth-finish leather and offer outstanding ergonomics. A full-size airbag is integrated as standard.

Sports steering wheel.

The sports steering wheel is fitted as standard and adjusts up to 60 mm for reach and up to 40 mm for height.

Multifunction steering wheel.

The optional multifunction steering wheel has four function buttons and two thumbwheels for convenient operation of audio, telephone and navigation functions, the colour display and on-board computer. On request, the steering wheel is available in smooth-finish leather, carbon or mahogany.

In conjunction with PDK, the steering wheels are equipped with two ergonomic gearshift switches enabling you to change gear directly from the steering wheel. With the optional Sport Chrono Package, the steering wheel also features a display above the airbag module to inform you whether the SPORT, SPORT PLUS and Launch Control functions have been activated.

Steering wheel heating.

For increased comfort on cold days, steering wheel heating is available as an option for the sports steering wheel and multifunction steering wheel.

SportDesign steering wheel.

In conjunction with PDK, the steering wheel features two gearshift paddles. These are made from a strong alloy and are ergonomically located behind the left- and right-hand steering wheel spokes. Pull the right-hand paddle and PDK shifts up. Pull the left-hand paddle and PDK shifts down. When PDK has been combined with the optional Sport Chrono Package, the left- and right-hand spokes additionally feature a display that tells you whether the SPORT, SPORT PLUS and Launch Control functions have been activated.

As with the sports steering wheel, the optional SportDesign steering wheel is adjustable for both height and reach and, thanks to its grip mouldings, it's in safe hands – even on the sportiest of drives.



1



2



3

Sports seats.

The Sports seats in partial leather are comfortable and provide support even during performance driving. They are equipped as standard with electric seat height and backrest adjustment and mechanical fore/aft adjustment.

Sports seats Plus.

Available as an option are Sports seats Plus in leather with electric seat height and backrest adjustment as well as mechanical fore/aft adjustment. The side bolsters on the squab and backrest have firmer, sportier padding and offer even better lateral support. The backrest shells are finished in Silver Grey.

Fully electric Sports seats.

If you don't want to sacrifice sportiness for comfort, the optional fully electric Sports seats provide electric adjustment of seat height, backrest angle, squab

angle, squab depth, fore/aft position, four-way lumbar support and even the steering column.

The integrated memory package supports both exterior mirrors and all seat positions on the driver's side as well as the settings for the steering wheel, lights, wipers, air conditioning, door locks, PCM, and instrument cluster.

Adaptive Sports seats Plus.

The optional adaptive Sports seats Plus are the ideal combination of sport and comfort. Finished in leather and with side bolsters having a firm, sporty padding, they also feature shoulder supports for the best possible hold. Offering 18-way electric adjustment, the seats can be optimally adapted to meet your needs in terms of seat height, squab and backrest angle, squab length, fore/aft adjustment and four-way lumbar support. The

steering column is also electrically adjustable.

In addition, the side bolsters on the seat squab and backrest are independently adjustable for added comfort on long journeys and precision lateral support on winding roads. Also included is a memory function for all seat positions (apart from the side bolsters) and lumbar support on the driver's side as well as the positions of the steering wheel and exterior mirrors. The memory function also supports, for example, settings for the steering wheel, lights, wipers, air conditioning, door locks, PCM, and instrument cluster.

Sports bucket seats.*

Sports bucket seats featuring a folding backrest, integral thorax airbag and manual fore/aft adjustment are available as optional equipment. The seat shells are made from glass- and carbon-fibre

reinforced plastic (CFRP) with a carbon surface finish.

On request, the Sports bucket seats are also available with the integrated memory package. The package includes electric steering column adjustment and a memory function for both exterior mirror positions as well as the settings for the steering wheel, lights, wipers, air conditioning, door locks, PCM and instrument cluster.

Seat heating and ventilation.

Seat heating is available as an option for all seats. Seats are heated in the squab, the backrest and the side bolsters of the front seats.

In conjunction with seat heating, we can equip the seats (except for the Sports bucket seats) with seat ventilation on request. A draught-free slipstream effect is produced by active ventilation of the

perforated seat centre and backrest and by passive aeration at the side bolsters. This evaporates perspiration moisture and therefore makes for a dry and pleasant seating environment, even in hot weather.

Rear seats.

The rear seats are remarkably comfortable for a sports car. With the backrests folded down, the luggage compartment volume in the new 911 Targa 4 models, with a capacity of 160 litres, offers plenty of space for luggage too.

1 Fully electric Sports seat
2 Adaptive Sports seat Plus
3 Rear seats

* Child seats are not compatible with the Sports bucket seats.



Being on the road in a style icon has never felt so good.

Climate control.

The new 911 Targa 4 models feature two-zone automatic climate control as standard with an enhanced ventilation effect and separate temperature controls for the driver and front passenger. The available air conditioning modes are gentle, normal and strong.

An active carbon filter traps particles, pollen and odours and an automatic air recirculation function permanently monitors air quality, reduces humidity

and switches from fresh to recirculated air when required.

In warmer weather, a solar sensor helps the climate control to detect strong sunlight and automatically compensate for the comfort of both the driver and front passenger.

HomeLink® (programmable garage door opener).

As an option, it is possible to have a programmable garage door opener

integrated into the overhead console. At the push of a button, it controls up to three different garage doors, lighting systems or alarm systems.

Light design package.

The optional light design package is both practical and aesthetically appealing. It comprises dimmable LEDs in the overhead console and in the areas of the door pulls, door storage compartments, front footwells and rear seats.

‘Welcome Home’ lighting.

For convenience, particularly at night, the ‘Welcome Home’ lighting function automatically switches on the LED daytime running lights for a defined period whenever the vehicle is opened or closed using the key remote.

A customisable delayed switch-off timer keeps the daytime running lights, the taillights and, where applicable, the courtesy lights switched on until you reach your front door.

Cruise control.

This automatic speed control function is available as an option. For greater driver comfort on long stretches of road, cruise control operates in the 18–149 mph speed range and is activated using a button on the steering column control stalk.

Exterior mirrors and rear-view mirror.

Electrically adjustable exterior mirrors are fitted as standard. Electrically folding exterior mirrors with courtesy lighting on both sides of the vehicle are available

as an option. By illuminating the area in front of the doors, they make it easier to find your way in the dark. An auto-dimming function for the rear-view mirror and exterior mirrors, with an integrated rain sensor for the windscreen wipers, is available as an option. The SportDesign exterior mirrors featuring a V-shaped mirror base are also available as an option.

ParkAssist.

ParkAssist for the rear is fitted as standard. Featuring four inconspicuous sensors fitted at the rear, the system audibly alerts the driver to the presence of obstacles. An intermittent warning tone increases in rapidity as the obstacle is approached.

ParkAssist (front and rear).

An enhanced version of ParkAssist, with four sensors in the front end, is available as an option. The audible alert is supplemented by a visual warning in the central display, which shows a graphical representation of the vehicle from overhead.

Porsche Entry & Drive.

With the optional Porsche Entry & Drive, you can leave your car key in your pocket. As soon as you grab the door handle or approach the luggage compartment, the door or luggage compartment lid unlocks. The engine can then be started and switched off using the electronic ignition switch.

Anti-theft protection.

The new 911 Targa 4 models are equipped as standard with an immobiliser with in-key transponder and an alarm system with radar-based interior surveillance. The system secures the doors, luggage compartment, passenger compartment and ignition.

Adaptive cruise control including Porsche Active Safe (PAS).

Also available as an option is the enhanced version of cruise control, which regulates the speed of your vehicle in line with the speed of the vehicle in front. A radar sensor scans the road ahead up to a distance of 200 m.

Imagine you’ve selected a cruising speed but have begun to gain on the vehicle in front because it is driving more slowly – this is detected by the radar sensor. The system now reduces the speed of your vehicle at a maximum rate of 3.5 m/sec² by restricting throttle or by applying the brakes as appropriate to the prevailing situation until your chosen distance from the vehicle in front is maintained.

Your vehicle now follows the vehicle ahead at a reduced speed. If the vehicle ahead slows further, adaptive cruise control will decelerate your vehicle accordingly – even down to a halt. As soon as the road ahead clears, your vehicle will accelerate back up to the cruising speed originally set.

Porsche Active Safe (PAS) issues an audible and a visual warning if the system detects that your vehicle is approaching the vehicle in front too quickly. This is accompanied by a brief jolt of the brakes and, where necessary, the initiation of targeted braking. During this process, any braking by the driver is boosted to

achieve the maximum braking force that the system is able to provide.

Luggage compartment.

The luggage compartment volume in the new 911 Targa 4 models is 125 litres. The luggage compartment is fully trimmed in scratch-resistant materials.



Porsche Communication Management (PCM) including navigation module.

Porsche Communication Management (PCM) is fitted as standard. Powerful, multifunctional and yet easy to use, PCM is your control centre for audio, navigation and communication functions.

The main feature is the intuitive 7-inch high-definition touchscreen. Alternatively, you can choose to operate PCM using the rotary pushbutton controls or the buttons and thumbwheels on the optional multifunction steering wheel.

The DVD-audio drive plays CDs and audio DVDs and is MP3-compatible. Audio play-

back of video DVDs is also supported. A six-disc CD/DVD autochanger integrated into PCM is available as an option.

The universal audio interface (USB) in the glove compartment enables you to connect your iPod® or any audio source – also for the purposes of charging.

You can download the performance display data from the Sport Chrono Package and data from the electronic logbook via the USB port. You can also transfer up to 5,000 tracks (40 GB) in MP3 format to the internal hard drive (or Jukebox) of the PCM and play them from there. Podcasts and audiobooks are recognised and played and cover art is displayed.

The navigation module in PCM features a high-speed hard drive and allows you to choose between a 2D display and a 3D perspective. In some regions, it is also possible to display the terrain (with an overlaid satellite map) and buildings in 3D.

The navigation module also has a dynamic route guidance function which takes into account official traffic messages (TMC) and additional traffic flow sensors (TMC Pro).*

Digital radio.

The standard digital radio enables you to receive digitally broadcast radio stations and features a DAB twin tuner. It automatically switches between digital and analogue to ensure optimum reception of the selected station.

* TMC Pro is currently available in Germany, Austria and Switzerland.



Mobile phone preparation.

To enable a Bluetooth® connection for those mobile phones that support the Handsfree Profile (HFP),* an optional mobile phone preparation is available. It allows you to leave your mobile phone tucked away. PCM is able to control only the basic functions of the mobile phone. The GSM connection is established through the aerial of the mobile phone.*

Telephone module.

The optional quadband GSM telephone module offers convenience and excellent reception. By inserting a SIM card directly into the integral SIM card reader of the PCM, calls can be made using the hands-free facility. For even more convenience, the Bluetooth® capability of a mobile phone can be used to make calls via the SIM Access Profile (SAP).* Depending on

the phone, it can also be controlled using PCM, the optional multifunction steering wheel or the optional voice control system, without it ever leaving your pocket.

On request, a cordless Bluetooth® handset for the telephone module is also available.

Voice control system.

If you require route guidance, need to make a phone call or want to listen to the radio, then why not just say so? Almost all of the functions of PCM can be controlled using the optional voice control system with word-by-word input. The voice control system understands complete addresses when entered as navigation destinations, as well as phonebook entries and the names of radio stations.

Speed limit display.

The speed limit display informs the driver about speed restrictions and the start and end of no overtaking zones. The information is recorded using a camera and is shown on the colour display in the instrument cluster or via the PCM screen. If a traffic sign is missed – for example due to heavy rain – the speed limit stored in the navigation module is automatically displayed. The function allows the driver to concentrate more fully on the road ahead.

TV tuner.

The optional TV tuner is capable of receiving unencrypted analogue and digital television broadcasts (DVB-T)** to provide entertainment between journeys. For your safety, the TV picture is switched off while your vehicle is in motion.

Online services.

The free Aha Radio app enables you to listen to Internet radio, news feeds, podcasts and audiobooks on PCM via your smartphone. You can also receive local information, e.g. weather reports. Points of Interest can be searched for and then transferred to the navigation system as destinations. Internet content is received via your smartphone, but you operate everything from the PCM. Online services can only be used in conjunction with the standard-fitted universal audio interface (iPhone®) or the optional mobile phone preparation or telephone module (Android® phones). The Aha Radio app can be obtained from iTunes® or Google Play®.***

* See information in the price list.

** Digital television signals compressed in MPEG-2 format are supported.

*** In order to use Aha Radio services with the optional telephone module, the HFP function must be activated in PCM.



Symphony number 911.

Now being performed in an open-air concert.

BOSE® Surround Sound System.

The optional BOSE® Surround Sound System was specially developed for the 911 models and is optimally tuned to the specific interior acoustics of these cars. It has a total output of 445 watts and comprises 8 amplifier channels, 12 loudspeakers and a patented integral 100-watt active subwoofer. The combined effect is a balanced acoustic pattern that transforms your 911 into a fast-moving concert hall.

Burmester® High-End Surround Sound System.

When two iconic German manufacturers join forces, the result is special. We're referring to Porsche and Berlin-based Burmester®, one of the most respected manufacturers of high-end audio equipment worldwide. The optional Burmester® High-End Surround Sound System owes its eminence to countless details, and one goal: perfection in sound.

The system has 12 amplifier channels with a total output of more than 821 watts,

12 loudspeakers including an active subwoofer with 300-watt class D amplifier, a total diaphragm surface area of more than 1,340 cm², and a frequency response of 35 Hz to 20 kHz.

Burmester® has introduced the patented integral subwoofer, which replaces the familiar separate subwoofer and loudspeaker arrangement of other systems. Crossover technology has been carried over more or less unmodified from the home audio sector. Analogue and digital filters have been optimally defined for

their new installation location and finely tuned following extensive in-car audio testing.

The tweeters are ribbon-based air motion transformers (AMT) and ensure unmistakably fine, clear and undistorted high-frequency sound reproduction with excellent level stability. All loudspeaker housings are perfectly matched and deliver superior bass foundation, definition and impulse accuracy. The result is a natural and richly textured spatial sound even at top volume.



**assured
style**

Personalisation



The 911 may be our concept, but it's up to you to choose its style.

Personalisation options.

The standard specification of the new 911 Targa 4 models may be second to none, but Porsche still gives you the opportunity to add your own sense of style to the car. A variety of customisation options is available for both the exterior and the interior. You will find more detailed information on the following pages and in the separate price list.

These are not the only ways to style your 911 Targa 4 model to your personal preference. How about personalising your car at the factory through Porsche Exclusive, or why not consider our range of aftermarket accessories from Porsche Tequipment? Your Porsche Centre will be happy to advise you.

Solid exterior colours.



White



Racing Yellow



Guards Red



Black



Metallic exterior colours.



Carrara White Metallic¹⁾



Rhodium Silver Metallic



Sapphire Blue Metallic



Dark Blue Metallic



Mahogany Metallic



Anthracite Brown Metallic

¹⁾ Available from 06/2014 at the earliest.

Metallic exterior colours.



Agate Grey Metallic



Deep Black Metallic¹⁾

Special exterior colours.



GT Silver Metallic

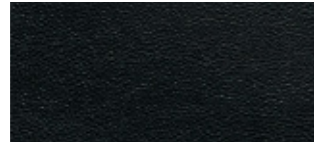


Lime Gold Metallic

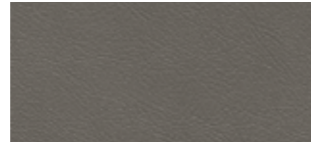


Standard interior colours.

**Leatherette/leather¹⁾/
soft-touch paint²⁾ in interior
colour.**



Black



Platinum Grey



Luxor Beige



Yachting Blue

Carpet.



Black



Platinum Grey



Luxor Beige



Yachting Blue

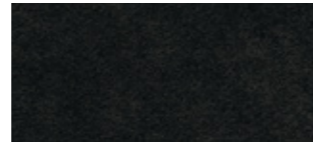
Roof lining.



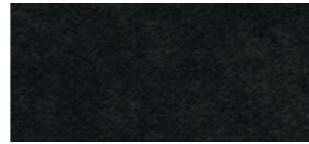
Black



Black



Black



Black

Special interior colour.

**Leather¹⁾/soft-touch paint²⁾
in interior colour.**



Agate Grey



Espresso



Garnet Red

Carpet.



Agate Grey



Espresso



Garnet Red

Roof lining.



Black



Black



Black

Natural leather interior.¹⁾

See separate price list for recommended colour combinations.

¹⁾ Leather finish on dashboard upper section including instrument shroud, front section of dashboard including front passenger airbag cover, steering wheel rim and airbag module, door upper panels, upper section of rear side panels, seat centres, seat bolsters, headrests, back of front seat backrests, front seat bases, door centre panels, centre console side sections, transmission tunnel in rear compartment, windscreen cowl.

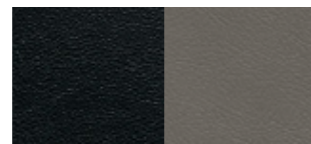
²⁾ Soft-touch paint in interior colour; sun visors and inner door sill guards with film finish in interior colour; sun visors in black in conjunction with Yachting Blue and Garnet Red interior colour.

Two-tone interior.

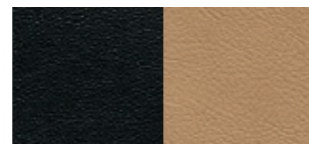
**Leather¹⁾/soft-touch paint²⁾
in interior colour.**



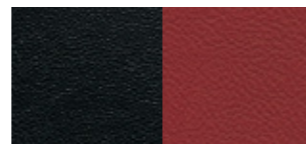
Agate Grey and Pebble Grey



Black and Platinum Grey



Black and Luxor Beige

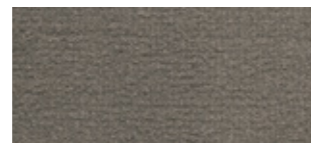


Black and Garnet Red³⁾

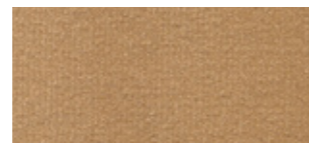
Carpet.



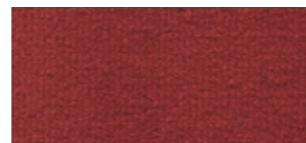
Pebble Grey



Platinum Grey

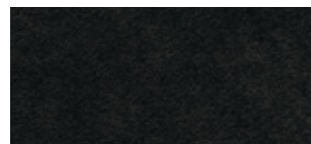


Luxor Beige

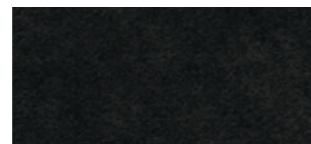


Garnet Red

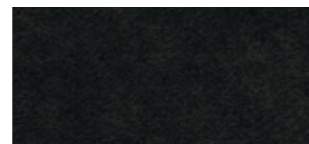
Roof lining.



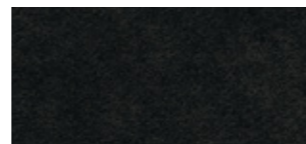
Black



Black



Black

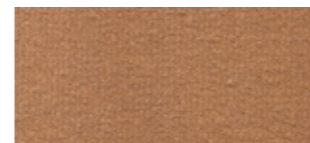


Black

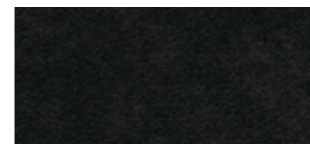
**Natural leather two-tone
interior.¹⁾**



Espresso and Cognac



Cognac



Black

See separate price list for recommended colour combinations.

¹⁾ Leather finish on dashboard upper section including instrument shroud, front section of dashboard including front passenger airbag cover, steering wheel rim and airbag module, door upper panels, upper section of rear side panels, seat centres, seat bolsters, headrests, back of front seat backrests, front seat bases, door centre panels, centre console side sections, transmission tunnel in rear compartment, windscreen cowl.

²⁾ Soft-touch paint in interior colour; sun visors and inner door sill guards with film finish in interior colour.

³⁾ Available from 06/2014 at the earliest.





'911' logo



Deletion of model designation

Option	911 Targa 4	911 Targa 4S	I no.	Page
Exterior.				
Metallic paint	<input type="radio"/>	<input type="radio"/>	Code	78
Special colours	<input type="radio"/>	<input type="radio"/>	Code	79
Colours to sample	<input type="radio"/>	<input type="radio"/>	Code	78
Porsche Dynamic Light System (PDLS)	<input type="radio"/>	<input type="radio"/>	603	54
LED main headlights including Porsche Dynamic Light System Plus (PDLS+)	<input type="radio"/>	<input type="radio"/>	602	54
Porsche Entry & Drive	<input type="radio"/>	<input type="radio"/>	625	68
Deletion of model designation	<input type="checkbox"/>	<input type="checkbox"/>	498	84
'911' logo	<input type="checkbox"/>	<input type="checkbox"/>	911	84
ParkAssist (front and rear)	<input type="radio"/>	<input type="radio"/>	636	68
Rear wiper	<input type="radio"/>	<input type="radio"/>	425	
Windscreen with grey top-tint	<input checked="" type="radio"/>	<input checked="" type="radio"/>	567	
Automatically dimming mirrors with integrated rain sensor	<input type="radio"/>	<input type="radio"/>	P13	68
Electrically folding exterior mirrors including courtesy lighting	<input type="radio"/>	<input type="radio"/>	748	68
SportDesign exterior mirrors	<input type="radio"/>	<input type="radio"/>	529	68

The vehicles illustrated in the chapter on personalisation may include additional options not featured in this catalogue. For information on these options, please consult your Porsche Centre. For more information on the options featured in this catalogue, please refer to the separate price list.

Option	911 Targa 4	911 Targa 4S	I no.	Page
Engine, transmission and chassis.				
Porsche Doppelkupplung (PDK, 7-speed)	<input type="radio"/>	<input type="radio"/>	250	37
Porsche Ceramic Composite Brake (PCCB)	<input type="radio"/>	<input type="radio"/>	450	52
Porsche Active Suspension Management (PASM)	<input type="radio"/>	<input checked="" type="radio"/>	475	43
Porsche Dynamic Chassis Control (PDCC)	–	<input type="radio"/>	352	44
Porsche Torque Vectoring (PTV) in conjunction with manual gearbox including mechanically locking rear differential	<input type="radio"/>	<input checked="" type="radio"/>	220	48
Porsche Torque Vectoring Plus (PTV Plus) in conjunction with optional PDK including electronically regulated rear differential lock	<input type="radio"/>	<input checked="" type="radio"/>	221	48
Power steering Plus	<input type="radio"/>	<input type="radio"/>	658	44
Sport Chrono Package	<input type="radio"/>	<input type="radio"/>	639/640	46
Sports exhaust system	<input type="radio"/>	<input type="radio"/>	176	35

– not available I number/extra-cost option standard equipment available at no extra cost



Electrically folding exterior mirrors



Porsche Ceramic Composite Brake (PCCB)



20-inch 911 Turbo wheel



20-inch SportDesign wheel

Option	911 Targa 4	911 Targa 4S	I no.	Page
Wheels.				
20-inch Carrera S wheels	<input type="radio"/>	<input checked="" type="radio"/>	423	25
20-inch Carrera Classic wheels	<input type="radio"/>	<input type="radio"/>	427	16
20-inch SportDesign wheels	<input type="radio"/>	<input type="radio"/>	428	86
20-inch 911 Turbo wheels	<input type="radio"/>	<input type="radio"/>	429	86
20-inch SportTechno wheels with full-colour Porsche Crest	<input type="radio"/>	<input type="radio"/>	XRT	
Wheel centres with full-colour Porsche Crest	<input type="radio"/>	<input type="radio"/>	446	

Tyre identification.

Tyre type	Size	Fuel efficiency class/rolling resistance	Wet grip class	External rolling noise* (class)	External rolling noise (dB)
Summer tyres	235/40 ZR 19	E	B		68
	295/35 ZR 19	E	B		71
	245/35 ZR 20	F	A		71
	305/30 ZR 20	E	A		74

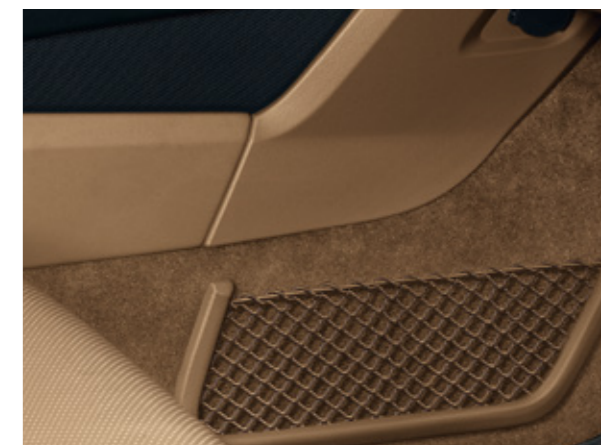
For logistical and technical reasons relating to the production process, we are unable to accept orders for a particular make of tyre.
 * Quiet rolling noise, Moderate rolling noise, Loud rolling noise.

Option	911 Targa 4	911 Targa 4S	I no.	Page
Interior.				
HomeLink® (programmable garage door opener)	<input type="radio"/>	<input type="radio"/>	608	67
Cruise control	<input type="radio"/>	<input type="radio"/>	454	68
Adaptive cruise control including Porsche Active Safe (PAS)	<input type="radio"/>	<input type="radio"/>	456	68
Speed limit display	<input type="radio"/>	<input type="radio"/>	631	72
Light design package	<input type="radio"/>	<input type="radio"/>	630	67
Fully electric Sports seats (14-way) with memory package including electric steering column adjustment	<input type="radio"/>	<input type="radio"/>	P06	64
Sports seats Plus (4-way, electric)	<input type="radio"/>	<input type="radio"/>	P05	64
Adaptive Sports seats Plus (18-way) with memory package including electric steering column adjustment	<input type="radio"/>	<input type="radio"/>	P07	64
Sports bucket seats	<input type="radio"/>	<input type="radio"/>	P03	65
Sports bucket seats with memory package including electric steering column adjustment	<input type="radio"/>	<input type="radio"/>	P01	65
Seat heating	<input type="radio"/>	<input type="radio"/>	342	65
Seat ventilation (only in conjunction with seat heating)	<input type="radio"/>	<input type="radio"/>	541	65
Steering wheel heating	<input type="radio"/>	<input type="radio"/>	345	63
Storage net in front passenger footwell	<input type="checkbox"/>	<input type="checkbox"/>	581	87

- not available I number/extra-cost option standard equipment available at no extra cost



Adaptive cruise control



Storage net



Leather interior package in two-tone combination (Black and Luxor Beige)



Leather interior package in Platinum Grey

Option	911 Targa 4	911 Targa 4S	I no.	Page
Interior.				
Fire extinguisher	<input type="radio"/>	<input type="radio"/>	509	
Smoking package	<input type="checkbox"/>	<input type="checkbox"/>	583	
Floor mats	<input type="radio"/>	<input type="radio"/>	810	
ISOFIX child seat mounting points on front passenger seat	<input type="radio"/>	<input type="radio"/>	899	
Rev counter dial face in black	<input checked="" type="radio"/>	<input type="checkbox"/>	022	
Interior: leather.				
Leather interior package in standard colour	<input checked="" type="radio"/>	<input checked="" type="radio"/>	Code	80
Leather interior package in special colour	<input type="radio"/>	<input type="radio"/>	Code	81
Leather interior package in two-tone combination	<input type="radio"/>	<input type="radio"/>	Code	82
Leather interior package in natural leather	<input type="radio"/>	<input type="radio"/>	Code	81
Leather interior package in natural leather, two-tone combination	<input type="radio"/>	<input type="radio"/>	Code	82
Leather interior package in colour to sample	<input type="radio"/>	<input type="radio"/>	Code	
Multifunction steering wheel	<input type="radio"/>	<input type="radio"/>	844	63
SportDesign steering wheel	<input type="radio"/>	<input type="radio"/>	840	63

– not available I number/extra-cost option standard equipment available at no extra cost

Option	911 Targa 4	911 Targa 4S	I no.	Page
Audio and communication.				
Porsche Communication Management (PCM) including navigation module	<input checked="" type="radio"/>	<input checked="" type="radio"/>	P23	70
Electronic logbook	<input type="radio"/>	<input type="radio"/>	641	70
Voice control system	<input type="radio"/>	<input type="radio"/>	671	72
Telephone module	<input type="radio"/>	<input type="radio"/>	666	72
Bluetooth® handset for telephone module	<input type="radio"/>	<input type="radio"/>	669	72
Mobile phone preparation	<input type="radio"/>	<input type="radio"/>	619	72



Speed limit display in PCM



Electronic logbook in PCM



TV tuner



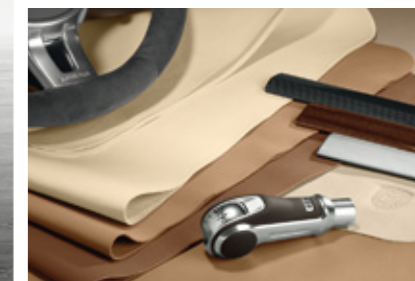
Online services

Option

Audio and communication.

	911 Targa 4	911 Targa 4S	I no.	Page
BOSE® Surround Sound System	○	○	680	74
Burmester® High-End Surround Sound System	○	○	682	74
Six-disc CD autochanger	○	○	692	70
Six-disc CD/DVD autochanger	○	○	693	70
TV tuner	○	○	676	72
Online services	○	○	UN1	72
Digital radio	●	●	691	70

– not available ○ I number/extra-cost option ● standard equipment □ available at no extra cost



Porsche Exclusive.

Why shouldn't you give full expression to your own identity?

With the range of options featured in this catalogue, you can make your 911 Targa 4 model even more special ... introducing

Porsche Exclusive. Have your vehicle individually and exclusively tailored to your wishes, even before it leaves the factory. Aesthetically and technically, inside and outside, using fine materials and with customary Porsche quality.

Our overriding principle? That your car is uniquely handcrafted to your taste. You will find a wide range of design options in the separate Porsche Exclusive 911 catalogue.

Either your Porsche Centre or the customer centre in Zuffenhausen (tel. +49 (0)711 911-25977, email: customercentre-exclusive@porsche.de) will be happy to answer any questions you may have about Porsche Exclusive.

Interior.

The 911 Targa 4S in Anthracite Brown Metallic places equal emphasis on classic and sporty features. The same is true of the interior, which stylishly blends exclusive wood and leather.

A particular highlight is the Yachting Mahogany interior package. The multifunction steering wheel and the centre console trim in mahogany are also the epitome of elegance.

Leather is a classic natural material and has been used to line, for example, the dashboard and door trims. The effect is accentuated by the air vents in leather, the PCM package in leather, the rear-view mirror in leather and the belt outlet trims and seat belt buckles in leather.

1 Mahogany interior package, heated multifunction steering wheel in mahogany, centre console trim in mahogany, PCM package in leather, air vents in leather, seat belt buckles in leather, Sport Chrono stopwatch instrument dial in Luxor Beige



1



2



3



4

Door sill guards in stainless steel, illuminated.

Lead by shining example. These door sill guards including white illuminated model logo are the way to do it.

20-inch Carrera S wheels painted in exterior colour.

Set of alloy wheels with an elegant dual five-spoke design. 20-inch Carrera S wheels are dynamic and powerful – just like your Porsche. Even better, they were made for each other.

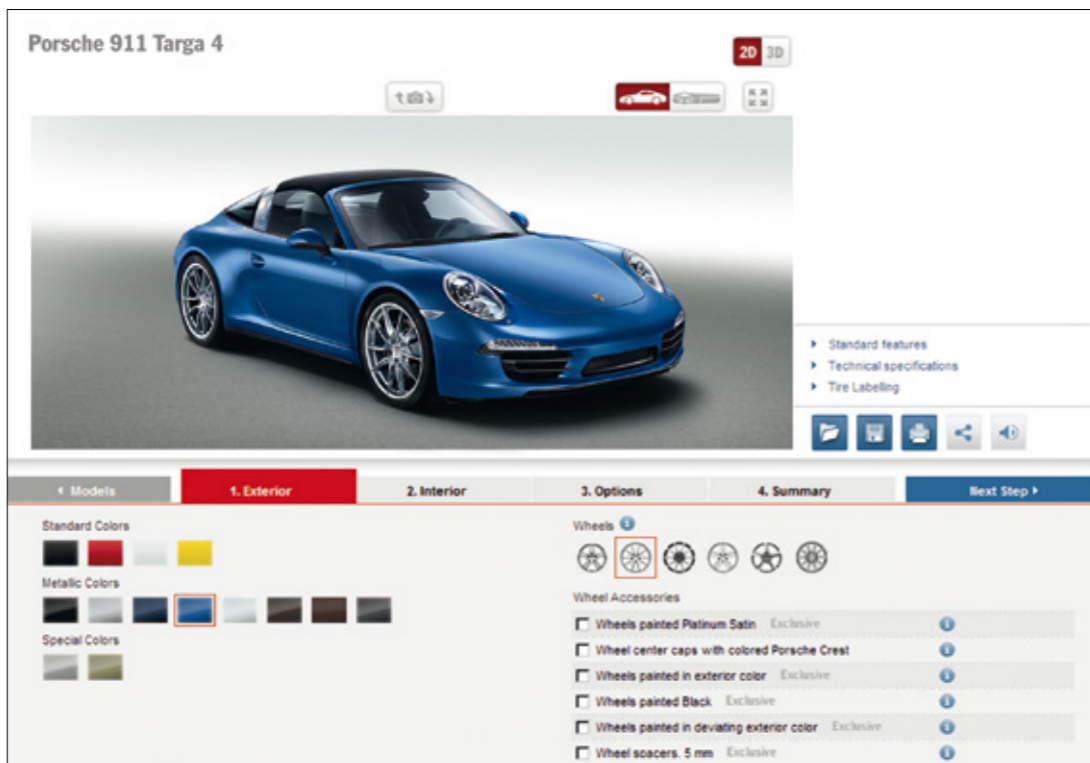
2 Mahogany interior package
3 Door sill guard in stainless steel, illuminated
4 Wheel painted in exterior colour

Porsche Car Configurator.

Stamp your own style.

Taste, personality, style. You decide how to refine your 911 Targa 4 model to your personal preference. With the Porsche Car Configurator, you can see the result instantly on your computer. Just four simple steps are all it takes to create the Porsche of your dreams. The Configurator allows you to select and deselect your options with ease, the price being calculated instantly every time. All equipment and selections can be displayed in 3D to provide you with an excellent overview of your chosen car. You can also view your configuration from all angles, save it and print it out directly.

Please visit www.porsche.com to access the Porsche Car Configurator and find out more about the captivating power of Porsche.



Factory collection.

The first time that you drive your new Porsche will be a truly special moment. Nevertheless, you can make it even more special with Porsche factory collection. Come and collect your Porsche in Stuttgart-Zuffenhausen or Leipzig and be the one to take it to its rightful place: on the road.

Before this, we invite you behind the scenes of the Porsche production process. As part of a guided factory tour, you will see how much passion and precision

goes into everything we do. You can then take time to reflect on your experience over a leisurely lunch and look forward to the high point of the day: taking delivery of your Porsche. Our specialists will take their time to explain everything about your new car in as much detail as you wish.

That leaves you with just one more thing to decide: from which factory to collect your Porsche? Stuttgart-Zuffenhausen is steeped in tradition and history. Here, you can visit the Porsche Museum to

experience and learn about every aspect of the Porsche marque, with legendary models from a sports car history spanning over 60 years.

Or, if you would prefer your factory collection to be a little more on the sporty side, visit our production location in Leipzig. Your first driving experience will be a test drive in a Porsche model identical to the one you purchased and under the expert supervision of one of our instructors. Hone your skills on-road on

the FIA-certified test circuit or off-road on our very own off-road track.

If you do opt for the factory collection, please contact your Porsche Centre to arrange a collection date. We will be happy to assist in the planning of your trip. You will also be given information on the formalities, legal or otherwise, to be completed before you can take delivery.





Porsche Driving Experience.

Porsche Travel Club.

With the Porsche Travel Club, your holiday begins from the very first second – the moment you step inside the vehicle. Leave everyday life behind and join us in one of the most beautiful regions in the world. We look forward to you being our guest. Whether you are here for several hours or several days, your constant companion will be a Porsche. A unique experience awaits and includes an exclusive hospital-

ity package. You will stay in first-class hotels and dine in the best restaurants your chosen route has to offer. The Porsche Travel Club gives you access to the very thing that words cannot describe: the authentic driving feel of a Porsche.

Go to www.porsche.com/travelclub to find out more about everything that the Porsche Travel Club has to offer.

Porsche Sport Driving School.

At Porsche, we are working not only on the evolution of the sports car, but also on the development of the drivers. Safe driving on the road may be second nature, but what about mastering control of a sports car at the limits of sporty performance? We will help you to perfect your driving safety as well as your advanced skills and techniques step by step. Under the supervision of our experienced Porsche instructors in your own

car or in one provided by the Porsche Sport Driving School, you can refine your ability on-road or off-road, on international racetracks or on ice or snow. We will be by your side from the start and, if it is your aim, we will accompany you through every training level on the way to obtaining your motorsport licence.

Please visit www.porsche.com/sportdrivingschool for more details.





Porsche Centres

Your Porsche Centre can assist you with every aspect of purchasing and owning your Porsche. You will also find a wide range of products and services, including genuine Porsche parts and accessories.



Porsche Exclusive

Realise your vision of the perfect Porsche with our factory customisation programme. From styling enhancements to performance upgrades, all modifications are uniquely handcrafted for your Porsche.



Porsche Tequipment

Personalise your Porsche at any time after purchase with the Tequipment range of approved accessories. Perfectly matched to your vehicle and covered in full by your original vehicle warranty.



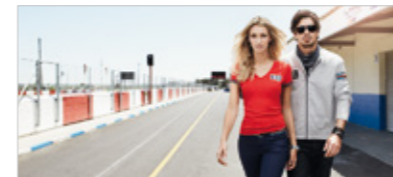
Porsche Assistance

Enjoy peace of mind with our exclusive breakdown and accident recovery service. Membership is free when you buy a new Porsche.



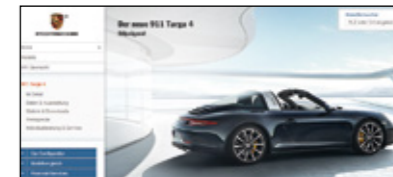
Porsche Financial Services

Our range of financial services is innovative and specially tailored to the needs of Porsche owners. Products range from attractive finance and leasing options to vehicle insurance and the Porsche Card.



Porsche Driver's Selection

With products ranging from fashion and accessories to tailored luggage, this unique collection combines quality and style with everyday practicality.



Porsche Online

Go to www.porsche.com for all the latest news and information from Porsche.



Porsche Approved

So that your new or pre-owned Porsche remains reliable and retains its value, we guarantee that all our cars meet the most stringent Porsche quality standards, anywhere in the world. Every car is backed by the Porsche Approved warranty.



Porsche Classic

Your specialist source for genuine Porsche parts and technical documentation as well as servicing, repair and restoration for all types of classic Porsche. Find out more at www.porsche.com/classic



Christophorus

Our bimonthly magazine for Porsche owners has news, interviews and a wide variety of features from throughout the world of Porsche.



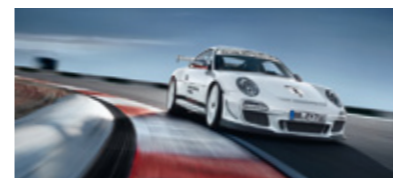
Porsche Driving Experience

1. Porsche Travel Club
Exclusive driving holidays and incentive ideas combining luxury and adventure, worldwide. To find out more, call +49 (0)711 911-23360. E-mail: info@porschetravelclub.de



2. Porsche Sport Driving School

Develop your skill and explore your Porsche with the Porsche Sport Driving School. To learn about events at some of the world's most famous racing venues, call +49 (0)711 911-23364. E-mail: sportdrivingschool@porsche.de



Porsche Clubs

Since the first Porsche Club was founded in 1952, their number has grown to 640 with a total of 181,000 members worldwide. Call +49 (0)711 911-23252 or go to www.porsche.com/clubs to find out more.



Porsche Museum

More than 80 vehicles are waiting to take you back through every stage of Porsche history. They include such icons as the 356, 911 and 917 and many other special exhibits presented in an atmosphere you can't experience anywhere else.



You can obtain the latest brochures for Porsche Exclusive, Porsche Tequipment, Porsche Driver's Selection and Porsche Driving Experience from your Porsche Centre.



true to style

Summary

If you stop getting better, you stop being good.

We build sports cars. That will always be our primary goal, our benchmark, now and in the future. But if the 50-year history of the 911 reveals anything, it's that a lot of emotion goes into the building of a Porsche. Consequently, contained in every 911 are not just thousands of new ideas but a good deal of passion and commitment too, along with countless memories. We're hopelessly romantic where the 911 is concerned, we readily admit it.

We couldn't have built the new 911 Targa any other way. It embodies our passion for the sports car concept. The belief that sporty performance and style, technology and design can be united into one defining entity. Into a sports car which combines the stories of yesterday with the technology of tomorrow. A dream perhaps? Yes, but one we have realised today.

The new 911 Targa 4 and the new 911 Targa 4S.

	911 Targa 4	911 Targa 4S
Engine		
Cylinders	6	6
Displacement	3,436 cm ³	3,800 cm ³
Max. power (DIN) at rpm	257 kW (350 hp) 7,400	294 kW (400 hp) 7,400
Max. torque at rpm	390 Nm 5,600	440 Nm 5,600
Compression ratio	12.5:1	12.5:1
Transmission		
Layout	All-wheel drive	All-wheel drive
Manual gearbox	7-speed	7-speed
PDK (optional)	7-speed	7-speed
Chassis		
Front axle	McPherson strut suspension	McPherson strut suspension
Rear axle	Multi-link suspension	Multi-link suspension
Steering	Variable steering ratio, power-assisted (electromechanical)	Variable steering ratio, power-assisted (electromechanical)
Turning circle	11.1 m	11.1 m
Brakes	Four-piston aluminium monobloc fixed calipers front and rear, discs internally vented and cross-drilled	Six-piston aluminium monobloc fixed brake calipers at front, four-piston units at rear, discs internally vented and cross-drilled
Vehicle stability system	Porsche Stability Management (PSM) including ABS with additional brake functions	Porsche Stability Management (PSM) including ABS with additional brake functions
Standard wheels	Front: 8.5 J x 19 ET 54, Rear: 11 J x 19 ET 48	Front: 8.5 J x 20 ET 51, Rear: 11 J x 20 ET 52
Standard tyres	Front: 235/40 ZR 19, Rear: 295/35 ZR 19	Front: 245/35 ZR 20, Rear: 305/30 ZR 20

¹⁾ Weight is calculated in accordance with the relevant EC Directives and is valid for vehicles with standard specification only. Optional equipment increases this figure. The figure given includes 68 kg for the driver and 7 kg for luggage.

²⁾ Data determined in the NEDC (New European Driving Cycle) in accordance with the Euro 6 (715/2007/EC, 195/2013/EC and ECE-R 101.1) measurement method. The figures do not refer to an individual vehicle nor do they constitute part of the offer. They are intended solely as a means of comparing different types of vehicle. Fuel consumption calculated for vehicles with standard specification only. Actual consumption and performance may vary with items of optional equipment. A vehicle's fuel consumption and CO₂ emissions depend not only on its efficient use of fuel but also on driving style and other non-technical factors. The latest Porsche models with petrol engine are designed to operate on fuels with an ethanol content of up to 10%. You can obtain further information about individual vehicles from your Porsche Centre.

³⁾ Valid in the countries listed only.

	911 Targa 4	911 Targa 4S
Weights	Manual/PDK	Manual/PDK
Unladen weight (DIN)	1,540 kg/1,560 kg	1,555 kg/1,575 kg
Unladen weight (EC) ¹⁾	1,615 kg/1,635 kg	1,630 kg/1,650 kg
Permissible gross weight	1,925 kg/1,945 kg	1,960 kg/1,980 kg
Performance	Manual/PDK	Manual/PDK
Top speed	175 mph/173 mph	183 mph/182 mph
0–62 mph	5.2 secs/5.0 secs	4.8 secs/4.6 secs
Sport Chrono Package (in conjunction with PDK) 0–62 mph	–/4.8 secs	–/4.4 secs
0–99 mph	11.2 secs/10.8 secs	10.2 secs/9.8 secs
Sport Chrono Package (in conjunction with PDK) 0–99 mph	–/10.5 secs	–/9.5 secs
Flexibility (49–74 mph). 5th gear	7.0 secs/–	6.5 secs/–
Overtaking acceleration (49–74 mph)	–/3.1 secs	–/2.7 secs
Fuel consumption/emissions²⁾	Manual/PDK	Manual/PDK
Urban in mpg	21.6/23.9	22.6/30.3
Extra urban in mpg	37.7/40.9	36.7/39.8
Combined in mpg	29.7/32.5	28.2/30.7
CO ₂ emissions in g/km	223/204	237/214
Dimensions/aerodynamics		
Length	4,491 mm	4,491 mm
Width	1,852 mm	1,852 mm
Height	1,298 mm	1,291 mm
Wheelbase	2,450 mm	2,450 mm
Luggage compartment volume (German Car Manufacturers' Assoc.)	125 litres	125 litres
Tank capacity (refill volume)	68 litres	68 litres
Drag coefficient	0.30	0.30

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