

Contents.

01 Introduction.

A matter of style

02 Strength of character.

Evolution

03 Charisma.

Design

04 Capability.

Performance

05 A foundation for success.

Chassis

06 Reserves.

Safety


07 Facts & figures.

Technical data



01 Introduction.





Many things in life are a matter of style. We like to surround ourselves with objects that 'have style'. Yet, what does this actually mean? Does being stylish mean appealing to a large number of people? Not necessarily. Is style something to do with design? We think so. However, for us, design is not just about adornment. It's a unique blend of form and function: our engineers specify the function, then our designers create the typical Porsche form. In a clear and stylish way.

The 911 Targa is in a category all of its own, as it combines all the benefits of open-top driving with those of a coupé. You could call it a definition of style.

With the new 911 Targa 4 models, we are looking to the future. After all, we have succeeded in uniting the iconic design of the 911 Targa with an innovative, fully automatic roof system, transforming the new 911 Targa 4 and the new 911 Targa 4S into the classics of tomorrow.

Ferdinand Alexander Porsche, the designer of the 911, said, "A coherently designed product requires no adornment". That says it all really.





Targa



Targa



Focused.

We rarely abide by the rules, but there is one principle to which we always remain true: form follows function. Design and functionality blend to create one harmonious whole and focus solely on the driver.

Our design is also shaped by another key influence: tradition. The centrally positioned rev counter and the round instruments reflect our rich racing heritage, while the touchscreen display with its pioneering technology provides an impressive link between our past and our future.





02
Strength of character.



Never restrain the yearnings of time travel.

It all began in 1965 in Zuffenhausen – where else? It was here that the original Targa was created. Derived from the 911 Coupé, the 911 Targa was developed in response to the increasing demand for an open-top version of the 911 that could 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 1960s 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 aluminum-look bar sporting the ‘targa’ logo. Over the years, this design has left a lasting impression on the car’s drivers and enthusiasts.

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.



911 Targa – G-series

1973

After a thorough makeover, the G-series was built between 1973 and 1989. A typical feature: the striking bellows bumpers. In 1975, the silver safety bar on the Targa sports car was replaced by a black version for the first time.

1965

911 Targa – original 911

A new model variant was launched at the International Motor Show in Frankfurt: the 911 Targa combined all the benefits of open-top driving with the safety of a coupé. The stainless steel roll-over bar became the distinctive feature of the Targa and a design statement.



1989

911 Targa – Type 964

This model featured less of a change to the classic design, but 85% of the components were revised or completely new. The highlight: the new 911 Targa was also available with all-wheel drive for the first time. In addition, for the new model year, the car came with ABS and power steering as standard.



911 Targa – Type 993

The previously used roof concept with safety bar, removable roof section and glass rear screen was replaced by a completely new version. For the first time, the Type 993 Targa featured a large, electrically operated panoramic glass roof. Generating 285 hp, the car had a top track speed of 171 mph.

1995

911 Targa – Type 996

Providing a unique sense of space, the new glass roof covering just under 1.5 square meters could be retracted half a meter to the rear. In addition, the new hinged rear screen offered convenient access to luggage.

2001



911 Targa – Type 997

Dynamics and design did not come at the expense of safety, but formed a coherent unit. Characteristic features of the Type 997 Targa: the tapered geometry of the rear side windows and anodized aluminum trim strips.

2006



911 Targa 4 – Type 991

The seventh generation Targa features the iconic Targa bar and points the way to the future with its innovative roof concept. A sculpture perhaps? Yes, certainly. But a moving one in every sense of the word.

2014

03
Charisma.



We've always been tempted by the challenge of reconciling seeming opposites. For example, can a design object be timeless and yet still ahead of its time? Once again, we've found a way to ensure it can.






PORSCHE

911 Targa 4

Targa

A close-up, artistic photograph of a car's interior door panel. The panel is a dark, textured material, possibly leather or a high-quality fabric. A large, curved window opening is visible, showing a bright, overcast sky. The lighting is soft and directional, highlighting the curves and textures of the door panel. The overall mood is clean, modern, and sophisticated.

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

Every Porsche Vehicle combines timeless, yet modern design with pioneering technology. Regardless of the latest fashions and short-lived trends, it embodies our understanding of style: a clear design idiom – across all of our model series.

With a few simple design principles, which make a Porsche recognizable at first glance, and a great deal of patience – for that final polish. So that every model exudes fascinating appeal.

The 911 Targa successfully unites opposites: open-top driving, safety and comfort. In a timeless, modern and stylish way.

At Porsche, design has always been about much more than good looks. It has always had a function too. If you take sports car design seriously, at least. 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 response to these issues was very different from today's. With the new 911 Targa 4 and new 911 Targa 4S, it 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 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, it stows elegantly and neatly behind the rear seats.





If you wish to find out more, visit us online to discover how the roof opening mechanism works.

Simply use your camera phone to scan the QR code and discover the new 911 Targa 4S. To be able to view the content, a dedicated reader, e.g. i-nigma (freeware), must be installed on your smartphone.

The materials used for the roof are as pioneering as the concept itself. Two flat magnesium elements keep the fabric roof taut, maintaining that unmistakable 911 silhouette. The heated rear screen is manufactured from weight-optimised laminated safety glass. Together with the noise-insulating rooflining, it ensures that road noise is kept incredibly low when the roof is closed. The Targa bar steel protection system provides increased body rigidity helping keep all four tires firmly on the ground and increased structural support in the event of a rollover. The design is spot on too. It invokes the classic shape of the original Targa, as do styling details such as the side fins, roll bar panel in aluminium and 'targa' logo.

The result is an open-top sports car with the feel and ride comfort of a 911 Coupé.



A close-up, high-angle shot of a Porsche wheel. The wheel features a multi-spoke design with a central hubcap bearing the Porsche crest. A bright yellow brake caliper is visible through the spokes, with the word 'PORSCHE' printed on it. The brake disc is perforated. The tire is partially visible at the bottom right.

The new 911 Targa 4 is equipped as standard with 19-inch wheels, the new Targa 4S comes with 20-inch wheels. With their impressive dimensions, these enhance the purposeful stance of the new 911 Targa 4 models even further and also offer a glimpse of the optional Porsche Ceramic Composite Brake (PCCB).

Interior design.

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

These principles 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 intuitive driving. This is the only way of creating what you could call true sporting style – or even the very art of sports car design.





Dynamic. Classic. Elegant.

The materials used are both refined and stylish. The steering wheel rim, door handles, armrests and sections of the seats are finished in leather. In addition to the choice of standard colors – namely Black, Platinum Grey, Luxor Beige and Yachting Blue – a wide range of other personalization options are available for the interior, including two-tone color combinations and special colors, along with exclusive materials such as carbon fiber, aluminum and fine woods.

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

State of the art: the instrument cluster with high-resolution 4.6-inch color display showing information from, for example, the adaptive cruise control, all-wheel drive or navigation system.





Porsche Communication Management (PCM) including navigation module.

Comes as standard for the new 911 Targa 4 models, Porsche Communication Management (PCM) is the central control unit for audio, navigation and communication functions. The main feature is the intuitive 7-inch high-resolution touchscreen display.

A navigation module with high-speed hard drive is included with PCM. The map display offers a conventional 2D layout as well as a perspective view. In some regions, even topography with superimposed satellite map and buildings can be displayed in 3D.

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.



Burmester® High-End Surround Sound System.

When two iconic German companies join forces, the result is quite 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 a 12-channel amplifier with a total output of more than 821 watts, 12 loudspeakers including an active subwoofer with 300-watt class D amplifier, a total diaphragm area of more than 1,340 cm², and a frequency range of 35 Hz to 20 kHz.

04 Capability.



**Design. Aesthetics. Style.
Even under the hood.**

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 six-cylinder boxer engine, positioned low down at the rear of the car, succeeds in uniting two key aspects that are normally mutually exclusive – performance and efficiency. Only by doing so is it possible to increase power output while simultaneously reducing fuel consumption and CO₂ emissions.

The 3.4-liter engine in the 911 Targa 4.

The engine in the new 911 Targa 4 develops 350 hp at 7,400 rpm and maximum torque of 287 lb.-ft. at 5,600 rpm. When combined with the 7-speed manual gearbox, it accelerates from 0–60 mph in just 5.0 seconds and has a top track speed of 175 mph. When equipped with PDK and the Sport Chrono Package, 0–60 mph drops to 4.6 seconds.

The 3.8-liter engine in the 911 Targa 4S.

On the S model, the figures speak for themselves: the 3.8-liter boxer engine generates 400 hp at 7,400 rpm and maximum torque of 325 lb.-ft. at 5,600 rpm. Equipped with the optional Porsche Doppelkupplung (PDK), the new 911 Targa 4S completes the benchmark sprint from 0–60 mph in a matter of 4.4 seconds, all the way up to a top track speed of 182 mph. With the optional Sport Chrono Package, 0–60 mph drops to 4.2 seconds.





At Porsche, reducing fuel consumption is part and parcel of our performance principle. The intelligent basis for this: efficiency-enhancing technologies such as the Auto Start Stop function and Direct Fuel Injection (DFI).

To boost fuel economy even further, the coasting function is available in certain driving scenarios in conjunction with Porsche Doppelkupplung (PDK). 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.

The engines in the 911 Targa 4 models 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, ultra-smooth running characteristics and an extraordinary level of tractive power with a comparatively low level of fuel consumption.







05
A foundation for success.

The road to success is a winding one. Fortunately for you.

In order to achieve your goals, it is important to remain steadfast and keep to your chosen road to success, even if it does not always run in a straight line.

The new 911 Targa 4 models are pioneering in this respect. Thanks to enhanced Porsche Traction Management (PTM), they offer exceptional road holding. 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 torque 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.

Along the way, Porsche Active Suspension Management (PASM; standard on the 911 Targa 4S and available as an option for the 911 Targa 4) offers a choice of two setup modes: either a blend of comfort and performance, or a much firmer setup for a sportier ride. The results are tangible: enhanced stability, comfort and driving dynamics.

Porsche Dynamic Chassis Control (PDCC) helps to keep you on the track. Available as an option for the new 911 Targa 4S, it is an active anti-roll system that suppresses lateral body movement during cornering. In addition, it minimizes the lateral instability of the vehicle on uneven ground. The results are improved dynamic performance and increased ride comfort.



S VY 991

PORSCHE
Carrera GT





Intelligent lightweight construction.

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

In order to meet both requirements, we used very thin, but nevertheless extremely rigid sheets of steel.

In addition, aluminum was used extensively in areas such as the underbody, front and rear ends, doors, fenders and engine compartment and luggage compartment lids, while magnesium – a particularly lightweight material – was selected for the cockpit and center console supports and front roof elements of the new 911 Targa 4 models.



06
Reserves.



Braking performance. Yet another feat of engineering.

Brakes.

The new 911 Targa 4 is equipped front and rear with anodized black 4-piston aluminum monobloc fixed calipers. All brake discs have a diameter of 330 mm, front and rear. The new 911 Targa 4S features red 6-piston aluminum monobloc fixed calipers at the front and 4-piston equivalents 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 fade resistance.

Porsche Ceramic Composite Brake (PCCB).

The optional race-proven PCCB features cross-drilled ceramic brake discs with a diameter of 350 mm front and rear for even more formidable braking performance. The use of 6-piston aluminum monobloc brake calipers on the front axle and 4-piston units at the rear – all finished in yellow – ensures extremely high brake forces during deceleration which, crucially, are exceptionally consistent. The key advantage of PCCB is the particularly low weight of the ceramic brake discs, which are approximately 50% lighter than equivalent cast-iron discs.





Lighting the way.

The new 911 Targa 4 models are equipped as standard with Bi-Xenon™ headlights.

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 in tight bends and turns. Put simply, the road ahead is illuminated the moment you enter a bend.

LED headlights including PDLS Plus are also available as optional equipment. Each headlight housing features four LED spots for the daytime running lights, and one LED light ring, creating a light very similar to daylight which helps to reduce driver fatigue. One special feature of PDLS Plus is the dynamic beam assistant. A camera detects the lights of vehicles ahead as well as those of oncoming traffic. The high beam assistant then turns the high beams off and on continuously and seamlessly.

Roll-over Resistance.

The 911 Targa 4 models boast exemplary torsional rigidity and flexural strength to help keep all four tires firmly on the ground. Increased resistance to roll-over forces is provided by the steel protection system located under the aluminum panel of the Targa bar.



A close-up, low-angle shot of a blue sports car's roll-over protection structure (ROPS). The structure consists of several thick, curved bars that create a series of rectangular openings. The background is a blurred landscape with hills and a clear sky, suggesting the car is on a road. The lighting is bright and even, highlighting the metallic texture of the bars.

Summary.

The new 911 Targa 4 models represent an incredible blend of technology, tradition and style-defining design. Their fascinating contours set them apart from every other sports car and make them truly unique – even amongst the rest of the 911 range.

The new 911 Targa 4 models have once again lived up to their reputation. As a style icon for the 21st century.



07 Facts & figures.

	911 Targa 4	911 Targa 4S
Engine		
Cylinders	6	6
Displacement	3.4-liter	3.8-liter
Max. power (DIN)	350 hp	400 hp
at rpm	7,400	7,400
Max. torque	287 lb.-ft.	325 lb.ft.
at rpm	5,600	5,600
Unladen weight	Manual/PDK*	Manual/PDK*
Curb Weight	3,395 lbs/3,439 lbs	3,428 lbs/3,472 lbs
Fuel Economy	TBD	TBD
Performance	Manual/PDK*	Manual/PDK*
Top Track Speed	175 mph/174 mph	183 mph/182 mph
0–60 mph	5.0 secs/4.8 secs	4.6 secs/4.4 secs
Sport Chrono Package (in conj. with PDK) 0–60 mph	4.6 secs	4.2 secs
Quarter Mile	13.3 secs/13.2 secs	12.9 secs/12.8 secs
Sport Chrono Package (in conj. with PDK) Quarter Mile	–/12.9 secs	–/12.5 secs

* Porsche Doppelkupplung (PDK).

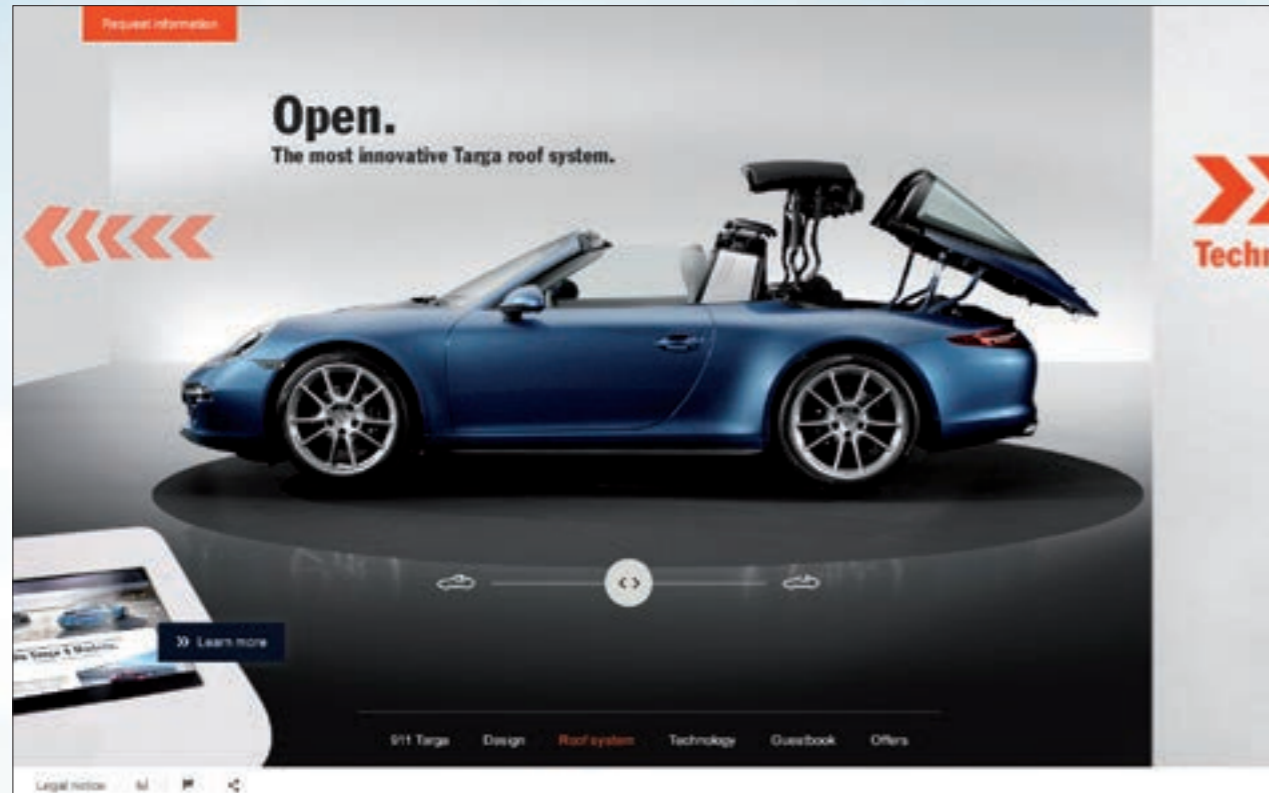
¹⁾ The unladen weight (EC) complies with the relevant EC Directives and is valid for standard specification vehicles only. Some items of optional equipment can increase this weight. The figure specified above includes 68 kg representing the driver and 7 kg for luggage.

²⁾ The data presented here was recorded using the Euro 6 test procedure (715/2007/EC, 195/2013/EC, 566/2011/EC and ECE-R 101) and the NEDC (New European Driving Cycle). The respective figures were not recorded on individual vehicles and do not constitute part of the offer. This data is provided solely for the purposes of comparison between the respective models. Fuel consumption was recorded on vehicles with standard specification. Optional equipment may affect fuel consumption and vehicle performance. Fuel consumption and CO₂ emissions are not only determined by a vehicle's fuel efficiency, but also by the driving style and other factors irrespective of vehicle specification. All current petrol engines from Porsche are compatible with a fuel ethanol content of up to 10%. For more information on individual models, please contact your Authorized Porsche Dealer.

³⁾ Only applicable in the countries specified.

Internet microsite.

www.porsche.com/targa



www.porsche.com/targa

Simply use the camera on your smartphone to scan the QR code and discover the new 911 Targa 4 models. To be able to view the content, a dedicated reader, e.g. Inigma (freeware), must be installed on your smartphone.

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The models featured in this publication are approved for road use in Germany. Some items of equipment are available as extra-cost options only. The availability of models and options may vary from market to market due to local restrictions and regulations. For information on standard and optional equipment, please consult your Porsche Centre. All information in respect of construction, features, design, performance, dimensions, weight, fuel consumption and running costs is correct at the time of publication. Porsche reserves the right to alter specifications and other product information without prior notice. Colours may differ from those illustrated. Errors and omissions excepted.

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