



PORSCHE



The new 911 Targa 4

Targa









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**a sports
car icon**

The 911 Targa



**To stand apart from all other Porsche 911 models
takes a very special sports car.**

The 911 Targa.

In the evolution of Porsche sports cars, the introduction of the original 911 in 1963 was a watershed event. It established a design vocabulary that remains distinctly our own. Just two years after the debut of the 911 Coupe came another design that stunned the automotive world: the Porsche 911 Targa.

It was a concept as unique as the sports car it came from. No ordinary cabriolet, it was instead an entirely new idea of how to achieve the pleasures of open-air driving. With its prominent Targa bar

roof structure, it created a sensation. The structural integrity ensured that Porsche levels of handling precision could be achieved, while the folding roof allowed the driver and passengers to feel Porsche performance as never before.

With the new 911 Targa, Porsche has evoked both the form and the feeling of the original Targa. It is a design that leaves no doubt as to its inspiration.

It is simply a sports car for which there is no substitute. This is the new 911 Targa.







Every Porsche is a collection of memories.

The 911 Targa evolution.

A Porsche is the sum of all that we have experienced as a maker of sports cars over the years. And some of our fondest memories are of the Targa Florio, the legendary endurance race held in Sicily. The long course through mountains and towns was notorious for its tight turns, and Porsche race cars of the 1950s and

1960s were able to use their exceptional handling to gain an advantage over more powerful but bulkier rivals.

Some of the greatest Porsche race wins came in the Targa Florio, and the Targa name was meant to honor those sun-drenched days in Sicily when Porsche

proved its engineering ideas in the heat of competition. In 1965, the name was given to a derivative of the 911 Coupe. In response to increasing demand for an open-top version of the 911, Porsche created a rollover bar and removable folding roof, and the Targa was born.

“Targa” means “shield” in Italian. An appropriate reference to the most significant feature of the Targa: an Aluminum-Look bar over the passengers that provided a “protective shield.”



The Aluminum-Look bar featured three fins and “targa” script logo. Over the years, this unique design element left a lasting impression on Targa drivers and Targa fans.

In 1975, the silver bar was replaced with a black one for the “G-series”

version of the 911 Targa, while the subsequent 964 series saw the launch of the first all-wheel-drive 911 Targa. For the fourth generation of the 911 in 1995, the Targa got a completely new roof: an electrically operated glass top. The award-winning

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

The journey of the 911 Targa continues. This newest interpretation features the return of the iconic Targa bar. Its innovative roof technology offers an exceptional level of comfort and

operating ease. And most important, there remains that very special open-air driving sensation only a Porsche 911 Targa can provide.





At Porsche, this is how we show our appreciation for the performing arts.

The 911 Targa revolution.

At Porsche, design has always been about much more than mere styling. Design is a result of functional demands—for precision, for performance, for durability. It's why the original Porsche Targa became an icon in automobile design—its influence has remained so strong for so long.

The 911 Targa followed this maxim from its conception. The roof construction took the 1963 911 Coupe to a whole new

aesthetic level and advanced the aim of making open-top driving more secure.

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 answers were very different from today's. With the new 911 Targa 4, our solution is a concept our engineers call "a fully automatic roof system with innovative kinematics."



That description may sound a bit cumbersome, but the roof system itself is anything but.

Based on a complex and extremely robust engineering execution, the new system allows the Targa roof to be opened and closed fully automatically in approximately 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 advanced 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-optimized,

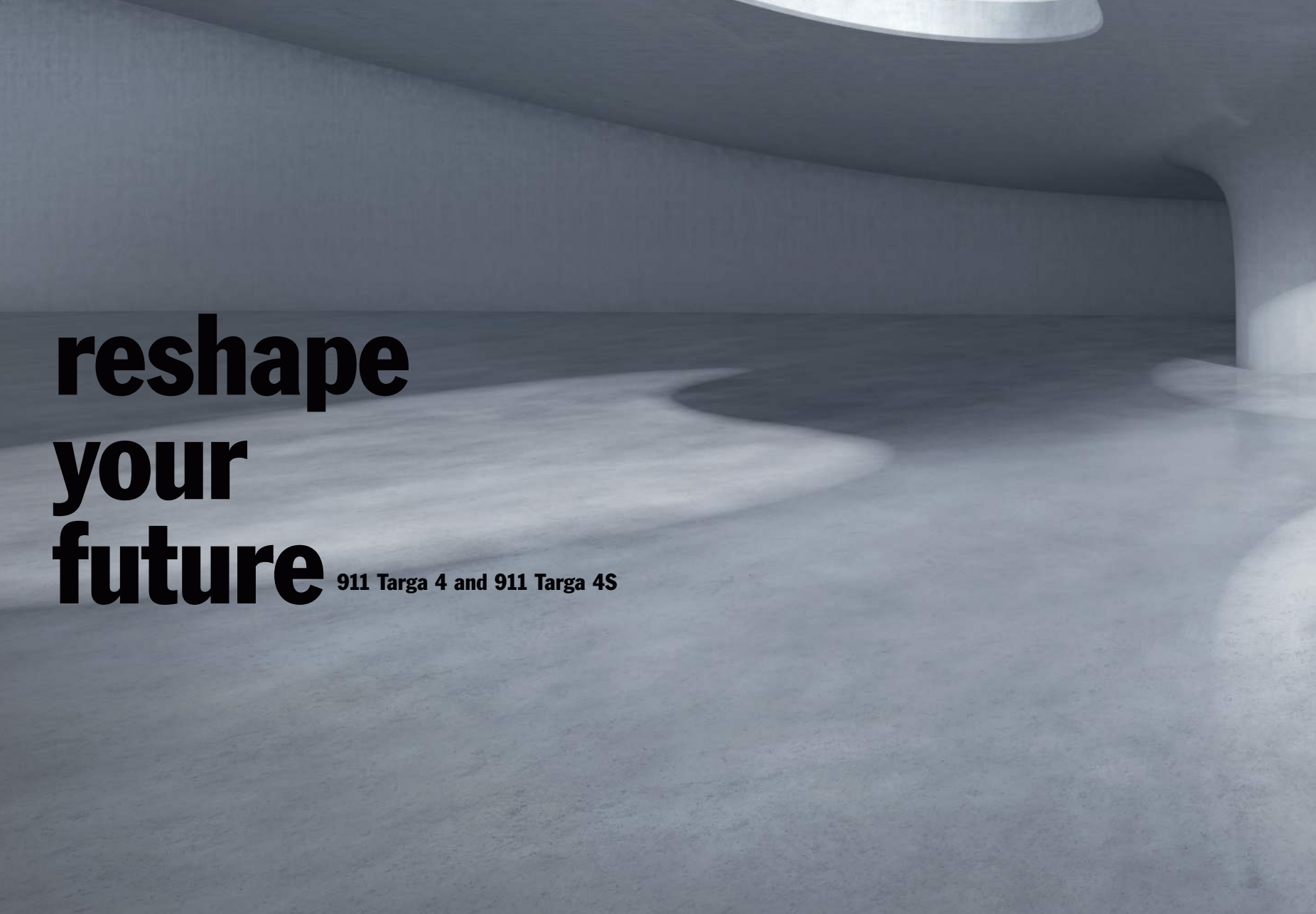
laminated safety glass. Together with the noise-insulating roof liner, it ensures that road noise is kept to a minimum when the roof is closed.

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

The Targa bar steel protection system provides increased body rigidity, helping to keep all four tires firmly on the ground, and increased structural support in the event of a rollover. The design of the bar invokes the classic shape of the original Targa, as do styling details

such as the side fins, the Aluminum-Look surface, and the “targa” logo.

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



**reshape
your
future**

911 Targa 4 and 911 Targa 4S





**The power to transform the sports car experience.
Beneath the car, and above it too.**

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

Defining style | 911 Targa 4 and 911 Targa 4S 

If a sports car is defined by its power, then a Porsche is defined by efficient power. And in the new 911 Targa 4 models, power is delivered to the road via an all-wheel-drive system that seamlessly and silently transforms driving into an act of pure confidence.

We've described what happens above, with the ingenious motion of the new Targa top. But there is intelligent motion on display elsewhere as well. At the rear, for example, where in the new 911 Targa 4 you'll find a 3.4-liter, 6-cylinder boxer engine. With

a power output of 350 horsepower, it accelerates the new 911 Targa 4 from 0–60 mph in just 5.0 seconds.

In the new 911 Targa 4S, power comes from a 3.8-liter, 6-cylinder boxer engine with an output of 400 horsepower. When combined with the optional Porsche Doppelkupplung (PDK), the 911 Targa 4S sprints to 60 mph in just 4.4 seconds (4.6 seconds with the manual transmission).

The new 911 Targa 4 models get their exceptional roadholding capability

from the enhanced Porsche Traction Management (PTM). It precisely and directly regulates the distribution of the drive forces to the front and rear axles. A visible indicator of the all-wheel-drive system is the seamless taillight strip. Other distinguishing features include the wider body and broad rear tires.

Some choose to regard the new 911 Targa 4 models as design objects. But their performance potential makes it clear that these are sculptures meant to be set in motion.



Fashion changes. Porsche design endures.

Exterior design.

With its elegantly rounded rear window and Aluminum-Look bar, the original Targa could've been simply a fashion statement of the 1960s, like the mini-skirt. But function rather than fashion dictated its form, and the Porsche Targa has had a lasting influence on designers throughout the world.

It starts with the silhouette that makes every 911 unmistakable. With its sloping dynamic roof lines, accentuated front and rear fenders, and round

headlights, the new 911 Targa follows a design idiom first established by Porsche more than 50 years ago.

These principles apply equally to the 911 Targa 4.

Based on the seventh generation of 911, in the new 911 Targa 4, our designers found a way to express directly both the distinctive individual style of the original Targa and the sporty performance of the current 911.

The new 911 Targa 4 now features an even flatter silhouette, crisp clean lines, and an extended wheelbase for even greater stability. The revolutionary roof concept blends with the evolved design idiom of the 911 to create a harmonious whole. The result is a design that is purposely timeless and yet always current.



50 Years of the Porsche 911 – Tradition: Future

Ferdinand Alexander Porsche, the first designer of the 911, once remarked: "A coherently designed product requires no adornment."

That is certainly true when you study the new 911 Targa. It is a pure expression of form following function.

Head on, the wide front track together with the flat roofline of the 911 creates a particularly dynamic stance. The standard Bi-Xenon™ headlights feature round surrounds, combining timeless 911 forms with state-of-the-art technology.

In profile view, the new 911 Targa 4 models likewise have the unmistakable silhouette of the 911. The Aluminum-Look bar with characteristic fins and "targa" logo are details instantly recognizable as unique to the Porsche Targa.

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 that is lent additional emphasis by the active taillight strip. The stainless steel exhaust emerging at the rear is unmistakably Porsche. A twin design is used for the new 911 Targa 4S. The wide rear spoiler is extendable to help reduce lift and increase driving stability.

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





Defining style | 911 Targa 4 and 911 Targa 4S 

**Inside, the Targa is the perfect reflection
of what's on the outside.**

Interior design.

The interior of the 911 Targa is, in its own way, a high-performance machine. Because Porsche has always used racing as part of its development process, our interiors reveal a disciplined approach to design, where the purpose of a Porsche interior is to place at the driver's disposal only that which heightens the experience of driving and serves the driver's desire for clear information, direct feedback, and physical comfort.

In the new 911 Targa 4 models, the interior design successfully combines the iconic 911 layout of instrumentation with enhanced levels of advanced communication and audio equipment.

The sophisticated ergonomic design of its ascending center console reveals a clear operating logic for its controls. Operating the roof, for example, is a simple matter of pushing a button. Just 20 seconds later, the transformation is complete.





Defining style | 911 Targa 4 and 911 Targa 4S 

It is a signature of the Porsche 911: five round instruments facing the driver, providing an instant read of essential information. At the center, as always, is a large round tachometer. After all, what could be more vital to a Porsche driver than the engine's revs? The instrument cluster includes a 4.6-inch, high-resolution color screen that displays navigation instructions or information from, for example, the Adaptive Cruise Control function, the all-wheel-drive system, or navigation system.

28 Study the surfaces with your eyes and hands, and feel the materials selected. The steering wheel rim, door-closing handles, armrests, and sections of the seats are in a smooth, rich Leather. In addition to the choice of standard colors, a wide range of other personalization options is available for the interior, including two-tone color combinations and special colors, along with materials such as Carbon Fiber, Aluminum, and Wood.

With so many ways to make a 911 Targa yours, it's entirely possible to create one that becomes your own unmistakable signature.





Defining style | 911 Targa 4 and 911 Targa 4S 



The background of the image shows a sleek, white, aerodynamic car, possibly a concept car, driving on a road that curves into the distance. The car is positioned in the lower right, with its front end visible. The road is a light grey color and has several dark, parallel lines running along its edge, suggesting a high-speed or futuristic setting. The sky is a clear, bright blue with some light, wispy clouds. The overall composition is dynamic and forward-looking.

**rethink
performance** Drive





**It defines the 911 character.
One exhaust note at a time.**

Engines.

Authentic style | Drive 

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.

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—an ingenious

way to adjust the intake camshafts and the lift of the intake valves. The result is effectively a two-in-one engine concept. You get the instant acceleration, exceptional smooth running performance, and an extraordinary level of tractive power with a comparatively low level of fuel consumption.



The 3.4-Liter Engine of the 911 Targa 4

The engine of the new 911 Targa 4 develops 350 horsepower at 7400 rpm and a maximum torque of 287 lb.-ft. at 5600 rpm. When combined with the 7-speed manual gearbox, it accelerates from 0–60 mph in just 5.0 seconds and reaches a top track speed of 175 mph.

The 3.8-Liter Engine of the 911 Targa 4S

On the 4S model, the figures speak for themselves: The 3.8-liter boxer engine develops 400 horsepower at 7400 rpm and a maximum torque of 325 lb.-ft. at 5600 rpm. When equipped with the optional Porsche Doppelkupplung (PDK), the new 911 Targa 4S completes the 0–60-mph sprint in just 4.4 seconds and can continue on to a top track speed of 182 mph (183 mph with the manual transmission).

Efficiency Technologies

At Porsche, reducing fuel consumption is a critical part of our comprehensive definition of performance. The efficiency technologies that come standard on the 911 Targa 4 models form an integral part of the vehicle concept.

Whenever the 911 Targa 4 or 4S comes to a stop, the Auto Start Stop function automatically switches off the engine—and instantly restarts it swiftly and smoothly when you operate the clutch or, on models with Porsche Doppelkupplung (PDK), when you release the brake.

The thermal management system regulates the temperature in the engine and transmission 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. It works by recharging the battery via the alternator, mainly while braking.

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 optimized 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 Sport exhaust system featuring distinctive polished stainless steel tailpipes is available as an option. Activated by a button, it produces an even more intensive exhaust note, instantly identifiable as that of a 911.

Authentic style | Drive





With seven speeds, the expression “Get it in gear” takes on a whole new meaning.

7-Speed Manual Transmission

The perfect sports car transmission is pure, direct, and precise, with short shift movements that provide a seamless transition from one gear to the next. On the new 911 Targa 4 models, a 7-speed manual gearbox comes standard. It 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 tachometer reminds you which gear has been selected. Another indicator in the instrument cluster signals when it's time to upshift for the most fuel-efficient driving style.

Porsche Doppelkupplung (PDK)

Available as an option for all new 911 Targa 4 models is the 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 sport ratio and top speed is reached in 6th gear. In 7th gear, the ratio is designed primarily to reduce fuel consumption.

The double-clutch PDK has a singular aim: to deliver sporty performance with efficiency and comfort—in typical Porsche style.





Coasting

To help conserve even more fuel when the situation allows, Porsche Doppelkupplung (PDK) vehicles have a coasting function. It disengages the engine from the transmission to make optimal use of the vehicle's momentum. Rather than have the transmission gear down for engine braking, the coasting function allows the vehicle to coast for longer distances. As a result, fuel consumption is minimized.

Say, for example, you want to slow down from 60 mph to 55 mph in anticipation of the change of speed limit ahead. As soon as you gently 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 utilize 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 highway, PDK remains ready to respond as swiftly and precisely as you would expect.

All-wheel drive, and driven by Porsche engineering.

Porsche Traction Management (PTM).

On the Porsche Targa 4, enhanced Porsche Traction Management (PTM) is standard. PTM is an active all-wheel-drive system with an electronically variable map-controlled multiplate 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 multiplate 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 multiplate clutch. In addition, ASR prevents wheelspin by adapting the engine's power output. During cornering, the optimal level of drive power is distributed to the front wheels to help ensure excellent lateral stability.

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



Authentic style | Chassis 





Intelligent Lightweight Construction

The bodyshell of the 911 Targa is formed from extremely rigid sheets of steel. This fulfills two structural design requirements. First, the body's extremely high rigidity gives the Targa excellent driving dynamics. Second, the intelligent lightweight construction of the body means the vehicle's overall weight is low. And reduced weight translates into increased performance.

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

Porsche Active Suspension Management (PASM)

The PASM 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 that can be selected using a separate button on the center console: "Normal," which blends the suspension settings to balance performance and comfort, and "Sport," which sets the damping of the shocks to be much firmer for a more direct performance feel.

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)

Available as an option for the new 911 Targa 4S, PDCC is an active anti-roll system that suppresses lateral body movement during cornering maneuvers. In addition, it minimizes 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 optimized turn-in and stable load transfer characteristics.

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

Electromechanical Power Steering

It's a fact that a stretch of straight road heightens your anticipation of the next corner. However, statistics show that a car drives in a straight line 90 percent of the time. Porsche engineers saw the energy-saving potential that this offered. So, while conventional power-steering pumps use energy all the time, the electric motor of the Porsche 911 Targa model's 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.

What about the other 10 percent? You are fully prepared for every corner, with a steering response that is typically Porsche. It features a variable-steering ratio and responds sensitively and directly, providing a level of agility, comfort, and precise feedback from the road you would expect from a Porsche.





Authentic style | Chassis 

At the press of a button, it goes from exceptional to phenomenal.

Sport Button

Porsche understands its sports cars are used for everyday driving. For those times when you want an extra measure of performance, the transformation is as simple as pressing the Sport button. It enables you to select a suspension setup where the emphasis is on sporty performance. Activate the Sport button, and 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 Sport 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 analog stopwatch, and the Sport Plus button. An additional display in the steering wheel or instrument cluster indicates whether the Sport buttons or Launch Control have been activated.

On activation of Sport Plus mode, Porsche Active Suspension Management (PASM) and, in the 911 Targa 4S, the optional

Porsche Dynamic Chassis Control (PDCC) switch to a harder damping setting and offer more direct steering and, therefore, better roadholding.

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 optimal 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 minimizes 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 lightweight alloys featuring a classic sporty design. Tire 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 tires are slightly wider to cope with the increased power output of this model: 245/35 ZR 20 at the front, 305/30 ZR 20 at the rear.

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

A selection of 20-inch wheels is available in our range of options.

Porsche Stability Management (PSM)

The new 911 Targa 4 models come standard with Porsche Stability Management (PSM), which helps to maintain 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 help 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 combined with extraordinary agility.

Porsche Torque Vectoring (PTV and PTV Plus)

PTV in conjunction with the manual transmission and PTV Plus with Porsche Doppelkupplung (PDK) are available as options for the new 911 Targa 4 and 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 911 Targa 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 provides 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 wet and snowy.



Authentic style | Chassis 



A Porsche has always been judged on how fast it slows.

How ironic.

Authentic style | Safety



Brakes

At Porsche, we've always found the obsession with a sports car's acceleration to be a bit limiting. After all, there's no sense in achieving powerful thrust if it can't be harnessed when it's time to shed speed suddenly. So our cars have always displayed remarkable stopping power. The new Targa models are no exception. The 911 Targa 4 is equipped front and rear

with black anodized, 4-piston, aluminum monobloc fixed calipers. All brake discs have a diameter of 330 mm. The new 911 Targa 4S features red, 6-piston, aluminum monobloc fixed calipers at the front and 4-piston, aluminum monobloc fixed calipers 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 a more rapid response and release of the brake, even under extreme loads. The pedal travel is short and the contact point precise. The brake discs are cross-drilled for better performance in wet conditions.

Porsche Ceramic Composite Brakes (PCCB)

The optional Porsche Ceramic Composite Brakes (PCCB) use innovative material proven in Porsche motorsports. The key advantage of PCCB is the extremely low weight of the ceramic brake discs. They're approximately 50 percent lighter than standard discs of similar design and size. This weight savings not only enhances performance and fuel economy but, because there is a major reduction in unsprung weight and rotating masses, PCCB improves roadholding and increases ride comfort, particularly on uneven roads.

The cross-drilled ceramic brake discs have a diameter of 350 mm front and rear for even more formidable braking performance. The use of 6-piston, aluminum monobloc fixed calipers on

the front axle and 4-piston, aluminum monobloc fixed calipers at the rear—all finished in yellow—ensures extremely high brake forces that are exceptionally consistent. PCCB enables shorter braking distances in even the toughest road and race conditions.

Please note that performance driving can significantly reduce the service life of even the most durable brake pads and discs. As with conventional high-performance braking systems, we recommend that all brake components be professionally inspected and replaced where necessary.

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 stop 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. In less serious accidents, the airbags are only partially inflated, thereby minimizing discomfort to the occupants.

Porsche Side Impact Protection (POSIP) System

The new 911 Targa 4 models are equipped as standard with the Porsche Side Impact Protection (POSIP) system. 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 upward-inflating head airbag. Knee airbags are also standard on all Targa models.

Rollover Resistance

The 911 Targa 4 models have 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-Look panel of the Targa bar.



A lighting technology bright enough to outshine a Porsche. How illuminating.

Lighting.

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.

Porsche Dynamic Light System (PDLS)

The Porsche Dynamic Light System (PDLS) is available as an option. Its dynamic cornering light function swivels the headlights toward the inside of the corner, based on steering angle and road speed, in order to illuminate more of the road on tight curves and turns. Put simply, the road ahead is illuminated the moment you enter a corner. Speed-sensitive headlight range control is also part of the PDLS, as is the adverse weather function.

LED Headlights with Porsche Dynamic Light System Plus (PDLS Plus)

Available as optional equipment, LED headlights with PDLS Plus have a sporty design. Each headlight housing features four LED spots for the daytime running lights, and one LED light ring.

Efficient and long-lasting, the LED headlights also create illumination that's very similar to daylight. The natural quality of the light may help to reduce driver fatigue.

One special feature of PDLS Plus is the High Beam Assistant function. A camera detects the lights of vehicles ahead as well as those of oncoming traffic. Based on the data captured by the camera, the high beam turns off and on automatically. This continuous, seamless adjustment means that you are able to see the course of the road, pedestrians, and potential hazards earlier without hindering other road users.



**It's not enough to look good.
A Porsche has to do good.**

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 that high performance must be accompanied by high efficiency.

Exhaust Emissions Control

A Porsche demonstrates that even high-performance sports cars can achieve moderate fuel consumption and exhaust emissions values in their respective category.

This is possible, on the one hand, by the use of fuel-efficient technologies such as Auto Start Stop, thermal management, electrical system recuperation, Direct Fuel Injection (DFI), and coasting. On the other hand, new catalytic converters developed for the 911 provide efficient emissions 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 aluminum, 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 labeled to facilitate their separation for subsequent recycling. In short, the 911 is now approximately 95 percent recoverable.

Fuel

All Porsche models—including the new 911 Targa 4 and 4S—are designed to operate using fuels with an ethanol content of up to 10 percent. 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.





**like a
glove** **Comfort**





A sense of style, and a sense of purpose. How quintessentially Targa.

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. In the new Targa, 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

The five round instruments provide you with exactly the information you require. They do so efficiently and accurately using pioneering technology, while retaining their classic looks and layout with the tachometer in the center.

The instrument cluster with its 4.6-inch, high-resolution color screen provides you with a continuous stream of data from the onboard 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 Tire Pressure Monitoring System (TPMS), 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 inputs come together: the steering wheel, where driver and machine meet. This is why all steering wheels have a high-grip rim in Smooth-Finish Leather and offer outstanding ergonomics. A full-size airbag is integrated as standard.

Sport Steering Wheel

The Sport steering wheel is fitted as standard and adjusts up to 2.4 inches for reach and up to 1.6 inches for height.

The optional multifunction steering wheel has four function buttons and two thumbwheels for convenient operation of audio, telephone, and navigation functions, the color display, and onboard computer. On request, the steering

wheel is available in Smooth-Finish Leather, Carbon Fiber, or Mahogany.

In conjunction with PDK, the steering wheels are equipped with two ergonomic gearshift sliders, 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

Need to take the chill off quickly on cold days? Steering wheel heating is available as an option for the Sport steering wheel and multifunction steering wheel.

SportDesign Steering Wheel

In conjunction with PDK, the steering wheel features two paddle shifters. Made from a strong alloy and located behind the left- and right-hand steering wheel spokes, you simply 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 Sport steering wheel, the optional SportDesign steering wheel is adjustable for both height and reach and, thanks to its grip moldings, it's in steady hands—critical when you're engaged in high-performance driving.



Sport Seats

The Sport seats in Partial Leather are comfortable and provide support even during performance driving. They are equipped as standard with power seat-height and backrest adjustment and mechanical fore/aft adjustment.

Sport Seats Plus

Available as an option are Sport Seats Plus in Leather with power seat-height and backrest adjustment as well as mechanical fore/aft adjustment. The side bolsters on the seat cushion and backrest have firmer, sportier padding and offer even better lateral support. The backrest shells are finished in Silver Grey.

Power Sport Seats

If you don't want to sacrifice sportiness for comfort, the optional Power Sport Seats provide power adjustment of seat height, backrest angle, seat

cushion angle and 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 Sport Seats Plus

The optional Adaptive Sport 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, cushion, and backrest angle, cushion length, fore/aft adjustment,



- 1** Power Sport Seat (14-way)
- 2** Adaptive Sport Seat Plus (18-way)
- 3** Rear seats

and 4-way lumbar support. The steering column is also electrically adjustable.

In addition, the side bolsters on the seat cushion 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.

Seat Heating and Ventilation

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

In conjunction with seat heating, we can equip the seats with seat ventilation on request. A draft-free slipstream effect is produced by active ventilation of the perforated seat center 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 5.6 cubic feet, offers plenty of space for luggage too.



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

Sense of style | Comfort **35**

Climate Control

The new 911 Targa 4 models feature 2-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.

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.

An active carbon filter traps particles, pollen, and odors, and an automatic air-recirculation function permanently monitors air quality,

HomeLink® (Programmable Garage Door Opener)

A programable garage door opener is 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 openers, 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 customizable 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

The standard automatic speed control function offers greater driver comfort on long stretches of road. Cruise control operates above 19 mph and is activated using a button on the steering-column control stalk.

Exterior Mirrors and Rearview 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 rearview mirror and exterior mirrors, with an integrated rain sensor for the windshield 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 larger obstacles detected behind the vehicle. An intermittent warning tone increases in rapidity as the obstacle is approached.

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 screen, 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 come standard with an immobilizer 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 at up to a distance of 650 feet.

Consider this scenario: You’ve selected a cruising speed, but have begun to gain on the vehicle in front because it is driving more slowly. When this is detected by the radar sensor, the PAS system will automatically reduce the speed of your vehicle until your chosen distance from the vehicle in front is maintained. You’ll slow either by restricting throttle or by applying the brakes, as appropriate to the prevailing situation.

If the vehicle ahead slows further, Adaptive Cruise Control will decelerate your vehicle accordingly—even down to a complete stop. 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 4.4 cubic feet. The luggage compartment is fully trimmed in scratch-resistant materials.



CDR Audio System

Fitted as standard, the CDR audio system features a 7-inch color monitor that also acts as a touchscreen. The integrated CD radio supports MP3 playback and features an FM twin tuner with RDS, dynamic autostore, and speed-sensitive volume control. An AUX interface is integrated into the glove compartment as standard.

Sound Package Plus

The Sound Package Plus is also a standard feature. The system comprises a separate amplifier with a total output of 235 watts, seven amplifier channels, and nine loudspeakers, all of which combine to create the perfect interior sound experience.

The CDR Plus Audio System

The CDR Plus audio system is available on request. All functions can be operated via the 7-inch high-definition touchscreen or the optional multifunction steering wheel.

The radio with dual tuner receives both digital and analog signals and adjusts

automatically for optimal reception. The single CD/DVD player plays audio CDs, MP3 music files, and audio/video DVDs. A USB port allows a USB stick, MP3 player, iPod®, or iPhone® to be connected directly, making your music collection, podcasts, or audiobooks instantly available. A cover art function allows album covers to be displayed, thus ensuring your collection is clearly organized—and looks good too.

Porsche Communication Management (PCM) Including Navigation Module

Your control center for audio, navigation, and communication functions, Porsche Communication Management (PCM) is available as standard for the new 911 Targa 4 models. It's powerful, multifunctional, and easy to use.

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 playback of video DVDs is also supported. A 6-disc CD/DVD changer 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 and provides 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 recognized 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 2-D display and a 3-D perspective. In some regions, it is also possible to display the terrain (with an overlaid satellite map) and buildings in 3-D.

The navigation module also has a dynamic route guidance function which takes into account traffic information in conjunction with a subscription to SiriusXM® Satellite Radio.

Bluetooth® Hands-Free Profile (HFP)

A standard Bluetooth® interface lets you connect your Bluetooth®-enabled mobile phone to the PCM with Hands-Free Profile (HFP), allowing you to receive and place calls. Basic functions can be controlled via PCM or the optional multifunction steering wheel.

Telephone Module

The optional quad-band GSM telephone module offers convenience and excellent reception. The Bluetooth® capability of a mobile phone can be used to make calls via the SIM Access Profile (SAP). Once automatic pairing is complete, the mobile phone's antenna is switched off to conserve battery charge, and the phone operates via the car antenna. Depending on the mobile phone model, this gives access not only to the numbers on the SIM card, but also to the phone's internal memory. Depending on the phone, it



Sense of style | Comfort 

can also be controlled using PCM, the optional multifunction steering wheel, or the optional voice-control system, without it ever leaving your pocket. The telephone module also enables you to establish a Bluetooth® link with those mobile phones that support only the Hands-Free Profile (HFP). In this case, the GSM connection is always established through the antenna of the mobile phone. PCM acts as a hands-free system and you can leave the mobile phone tucked away.

On request, a cordless handset for the telephone module is also available. Stored in the center console storage compartment, it features a display and keypad. However, the handset cannot be used for Bluetooth® links established using the Hands-Free Profile (HFP).

Voice-Control System

Want route guidance, need to make a phone call, or like to listen to the radio? You just have to say so. Almost all of the functions of PCM can be controlled

using the optional voice-control system with word-by-word input. In the majority of cases, you can simply say the name of the menu item as seen on the screen. The voice-control system understands complete addresses when entered as navigation destinations, as well as phonebook entries and the names of radio stations. Even lists can be browsed by voice command. There is no need to train the system.

SiriusXM® Satellite Radio Receiver

The SiriusXM® Satellite Radio receiver is optional on all 911 Targa models and includes a three-month free trial period.* This service provides over 130 channels coast to coast, including commercial-free music, plus the best sports, news, talk, comedy, and entertainment. Welcome to the world of satellite radio.

Sports and stocks, also provided by SiriusXM®, give you customized updates on your favorite teams

and stocks, so you can arrive at your destination well-informed.

The optional NavTraffic® service, available with SiriusXM®, enables PCM to display continuously updated traffic information in over 130 markets. Avoid congestion before you reach it with information on traffic speed, accidents, construction, and road closings.

The optional SiriusXM® NavWeather® service, available with SiriusXM®, allows you to stay informed with driver-friendly weather information on the PCM screen. See storms and severe weather, keep track of weather warnings, and see the current conditions and 3-day forecasts.

HD Radio Receiver

For the first time, an HD Radio receiver is now available as standard on the 911 Targa models. HD Radio technology provides access to all of your favorite FM stations plus a broad range of new digital programming. HD Radio also includes

advanced audio and data features that enhance your listening experience.

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 be used only 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®.**

*SiriusXM® Radio requires a subscription, sold separately after any trial included with vehicle purchase or lease. **If you decide to continue your SiriusXM® service at the end of your subscription, service will automatically renew and bill until you call SiriusXM® at 1-866-635-2349 to cancel.** See SiriusXM® Customer Agreement for complete terms at www.siriusxm.com. Satellite service available only to those at least 18 and older in the 48 contiguous United States and D.C. Sirius, XM, and all related marks and logos are trademarks of SiriusXM® Radio Inc.

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



Sense of style | Comfort 

Bose® or Burmester®?

Some choices are best left to individual taste.

Bose® Surround Sound System

The optional Bose® Surround Sound System was specially developed for the 911 models and is perfectly tuned to the specific interior acoustics of these cars. It has a total output of 445 watts and comprises 8 amplifier channels, 12 loud-speakers 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 boasts 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 207 square inches, 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. Analog 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.



Sense of style | Comfort **76**



assured style

Personalization



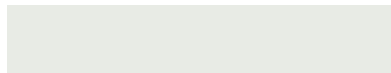
**The 911 Targa may be our concept.
But here's how you can
make it all yours.**

Personalization options.

The new 911 Targa 4 models express a vivid personality. Even with their impressive features, there's still ample opportunity to add your own sense of style. Porsche offers a variety of customization options for both the exterior and the interior of the new 911 Targa models. You will find more detailed information on the following pages.

But that's not the only way to order your 911 Targa 4 to your personal preference. Through Porsche Exclusive, you can have your 911 Targa model personalized at the factory. And through Porsche Tequipment, you can select from our wide range of accessories created by Porsche to our exacting standards of quality and performance. So let your imagination lead you to design your ideal Targa. Your authorized Porsche dealer will be happy to guide the process.

Solid exterior colors.



White



Racing Yellow



Guards Red



Black



Metallic exterior colors.



Rhodium Silver Metallic



Sapphire Blue Metallic



Dark Blue Metallic



Amaranth Red Metallic



Mahogany Metallic



Anthracite Brown Metallic



Metallic exterior colors.



Agate Grey Metallic



Basalt Black Metallic



Special exterior colors.



GT Silver Metallic

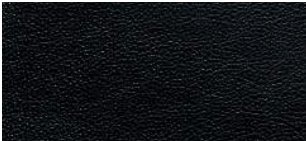


Lime Gold Metallic

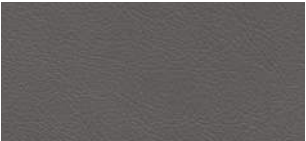


Standard interior colors.

Leather.^{1, 2}



Black



Platinum Grey



Luxor Beige



Yachting Blue

Carpet.



Black



Platinum Grey



Luxor Beige



Yachting Blue

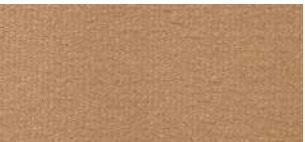
Floor mats.



Black



Platinum Grey

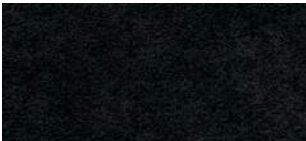


Luxor Beige

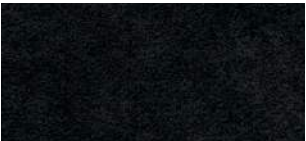


Yachting Blue

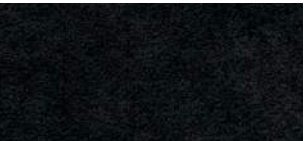
Roof liner.



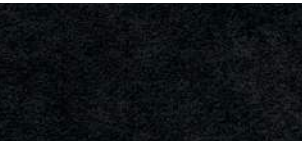
Black



Black



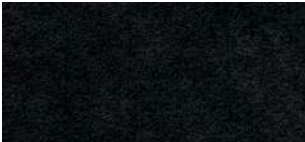
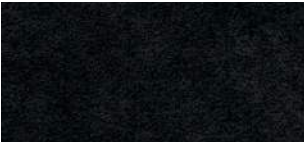
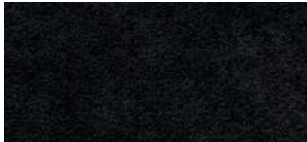
Black



Black

¹Leather 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 centers, seat bolsters, headrests, back of front-seat backrests, front-seat bases, door center panels, center console side sections, transmission tunnel in rear compartment, windshield cowl.

²Soft-touch paint in interior color; sun visors and inner door-entry guards with film finish in interior color; sun visors in Black in conjunction with Yachting Blue and Garnet Red interior color.

	Special interior color.	Natural Leather interior.	
Leather. ^{1, 2}			
	Agate Grey	Espresso	Garnet Red
Carpet.			
	Agate Grey	Espresso	Garnet Red
Floor mats.			
	Agate Grey	Espresso	Garnet Red
Roof liner.			
	Black	Black	Black

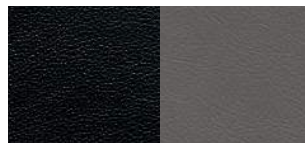
Leather.^{1, 2}

Two-tone combination interior.

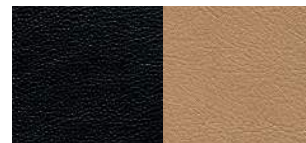
**Two-tone Natural
Leather interior.**



Agate Grey and Pebble Grey



Black and Platinum Grey



Black and Luxor Beige



Espresso and Cognac

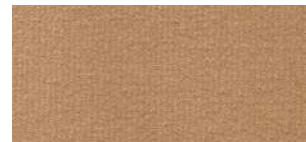
Carpet.



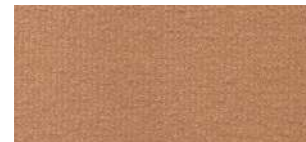
Pebble Grey



Platinum Grey



Luxor Beige



Cognac

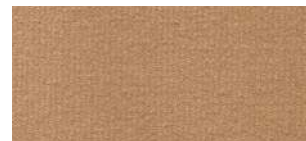
Floor mats.



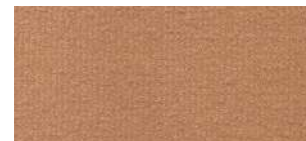
Pebble Grey



Platinum Grey



Luxor Beige



Cognac

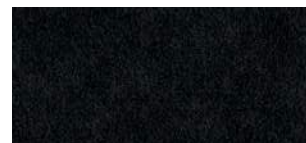
Roof liner.



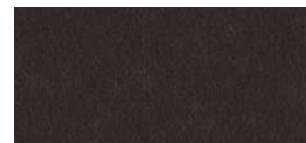
Agate Grey



Platinum Grey



Black



Espresso

¹Leather 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 centers, seat bolsters, headrests, back of front-seat backrests, front-seat bases, door center panels, center console side sections, transmission tunnel in rear compartment, windshield cowl.

²Soft-touch paint in interior color; sun visors and inner door-entry guards with film finish in interior color.



Assured style | Personalization 



911 logo



Deletion of model designation

Option	911 Targa 4	911 Targa 4S	Code	Page
Exterior.				
Metallic paint	☐	☐	Code	76, 77
Special colors	☐	☐	Code	79
Color to sample	☐	☐	Code	
Porsche Dynamic Light System (PDLS)	☐	☐	603	52
LED headlights including Porsche Dynamic Light System Plus (PDLS Plus)	☐	☐	602	52
Porsche Entry & Drive	☐	☐	625	66
Deletion of model designation	☐	☐	498	82
911 logo	☐	☐	911	82
ParkAssist (front and rear)	☐	☐	636	66
Rear wiper	☐	☐	425	
Auto-dimming mirrors with integrated rain sensor	☐	☐	P13	66
Power folding exterior mirrors	☐	☐	748	66
SportDesign exterior mirrors	☐	☐	529	66

Option	911 Targa 4	911 Targa 4S	Code	Page
Engine, transmission, and chassis.				
7-speed Porsche Doppelkupplung (PDK)	○	○	250	35
Porsche Ceramic Composite Brakes (PCCB)	○	○	450	50
Porsche Active Suspension Management (PASM)	○	●	475	41
Porsche Dynamic Chassis Control (PDCC)	—	○	352	42
Porsche Torque Vectoring (PTV) in conjunction with manual transmission including mechanically locking rear differential	○	●	220	46
Porsche Torque Vectoring Plus (PTV Plus) in conjunction with optional PDK including electronically regulated rear differential lock	○	●	221	46
Power Steering Plus	○	○	658	
Sport Chrono Package	○	○	639/640	44
Sport exhaust system	○	○	176	33

— not available ○ extra-cost option ● standard equipment □ available at no extra cost



Power folding exterior mirror



Porsche Ceramic Composite Brake (PCCB)



20-inch 911 Turbo wheel



20-inch SportDesign wheel

Option	911 Targa 4	911 Targa 4S	Code	Page
Wheels.				
20-inch Carrera S wheels	○	●	423	91
20-inch Carrera Classic wheels	○	○	427	
20-inch SportDesign wheels	○	○	428	84
20-inch 911 Turbo wheels ¹	○	○	429	84
20-inch SportTechno wheels	○	○	XRT	
Wheel centers with full-color Porsche Crest	○	○	446	

Option	911 Targa 4	911 Targa 4S	Code	Page
Interior.				
Adaptive Cruise Control including Porsche Active Safe (PAS)	○	○	456	66
Light design package	○	○	630	65
Power Sport Seats (14-way) with memory package	○	○	P06	62
Sport Seats Plus (4-way)	○	○	P05	62
Adaptive Sport Seats Plus (18-way) with memory package	○	○	P07	62
Seat heating	○	○	342	63
Seat ventilation (only in conjunction with seat heating)	○	○	541	63
Steering wheel heating	○	○	345	61
Storage net in front-passenger footwell	□	□	581	85

¹Available from 02/2014 at the earliest.

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



Adaptive Cruise Control



Storage net



Leather interior package in two-tone combination



Leather interior package in Platinum Grey

Option	911 Targa 4	911 Targa 4S	Code	Page
Interior.				
Fire extinguisher	☐	☐	509	
Smoking package	☐	☐	583	
Instrument dials in black	☒	☐	022	
Interior: Leather.				
Leather seats in standard color	☐	☐	Code	
Leather interior package in standard color	☐	☐	Code	78
Leather interior package in special color	☐	☐	Code	79
Leather interior package in two-tone combination	☐	☐	Code	80
Leather interior package in Natural Leather	☐	☐	Code	79
Leather interior package in Natural Leather, two-tone combination	☐	☐	Code	80
Leather interior package in color to sample	☐	☐	Code	
Multifunction steering wheel	☐	☐	844	61
SportDesign steering wheel	☐	☐	840	61

– not available

☐ extra-cost option

☒ standard equipment

☐ available at no extra cost

Option	911 Targa 4	911 Targa 4S	Code	Page
Audio and communication.				
CDR Plus audio system including digital radio	○	○	P25	68
Electronic logbook	○	○	641	68
Voice-control system	○	○	671	70
Telephone module	○	○	666	70
Cordless handset for telephone module	○	○	669	70



Navigation in PCM



Telephone module



HD Radio receiver



Online Services

Option	911 Targa 4	911 Targa 4S	Code	Page
Audio and communication.				
Bose® Surround Sound System	o	o	680	72
Burmester® High-End Surround Sound System	o	o	682	72
6-disc CD changer ¹	o	o	692	68
6-disc CD/DVD changer ²	o	o	693	68
Online Services	o	o	UN1	70
SiriusXM® Satellite Radio receiver	o	o	686	70
HD Radio receiver	o	o	691	70

¹Only in conjunction with CDR audio system.
²Only in conjunction with CDR Plus audio system or PCM.



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Interior

The 911 Targa 4 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 center console trim in Mahogany are also the epitome of elegance.

Leather is the classic natural material, and it has been used extensively in the Yachting Mahogany interior package. Leather not only trims the dash and door panels, but also the air vents, the PCM package, and even such details as the rearview mirror, seat-belt outlets, and the seat-belt buckles.

Your hands will no doubt enjoy the exquisite feel of frequent contact with such fine Leather.

1 Mahogany interior package, heated multifunction steering wheel in Mahogany, center console trim in Mahogany, PCM package in Leather, air vents in Leather, seat-belt buckles in Leather, Sport Chrono clock instrument dial in Luxor Beige





2



3

Door-Entry Guards in Stainless Steel, Illuminated

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

20-Inch Carrera S Wheels Painted in Exterior Color

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.



4

2 Mahogany interior package

3 Door-entry guard in Stainless Steel, illuminated

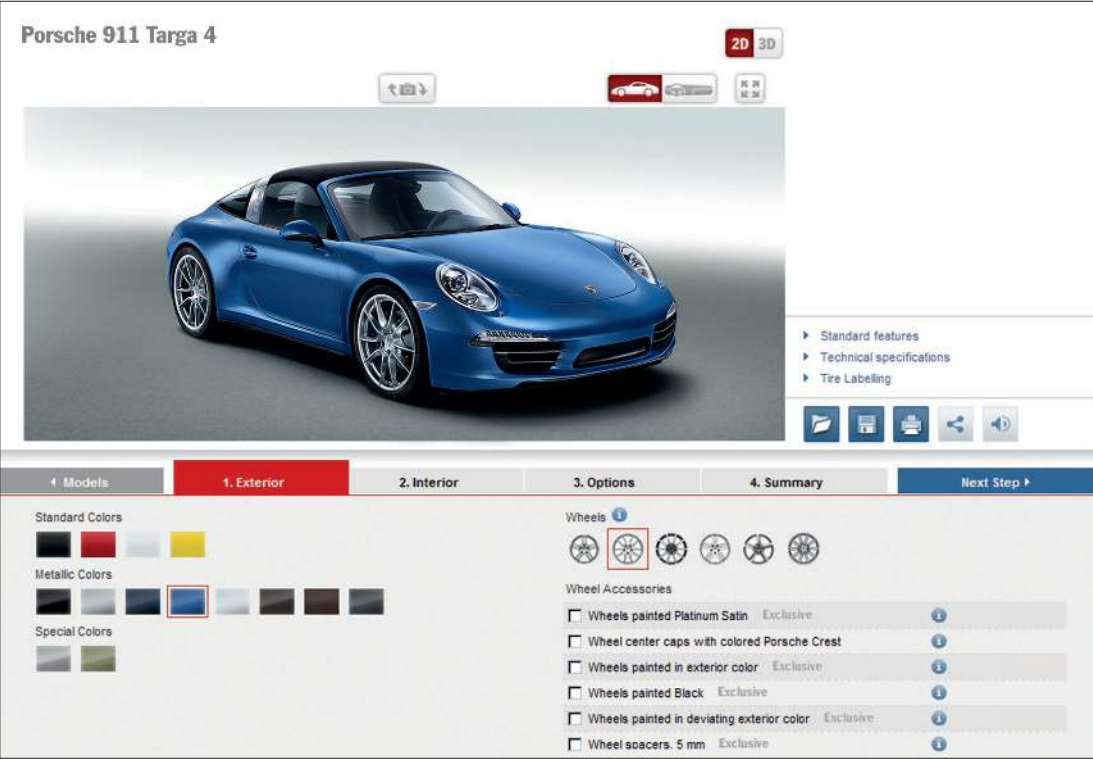
4 Wheel painted in exterior color

Porsche Car Configurator

See Your Future, Instantly

Think of it as a crystal ball, only digital. With the Porsche Car Configurator, just four simple steps is all it takes to create the Porsche of your dreams. Decide how to refine the new Targa to your personal preference and see the result instantly on your computer. The Configurator allows you to view your options with ease, with all equipment and selections displayed in 3-D to provide you with an excellent overview of your chosen configuration. You can also view your configuration from all angles, save it, and print it out directly.

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



European Delivery

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 European Delivery. 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 in a Porsche off-roader on our very own off-road track.

For more information, please contact your authorized Porsche dealer to arrange a collection date. Your dealer will be happy to assist in the planning of your trip.





Porsche Driving Experience

Porsche Travel Club

With the Porsche Travel Club, your holiday begins 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 having you as 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 hospitality package. You will stay in first-class hotels and dine in the finest 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.

Please visit porscheusa.com/travelclub to find out more.



Porsche Sport Driving School

Located near Birmingham, Alabama, this is where you can learn driving technique from professional instructors on a world-class road racing circuit.

Under the guidance of our Porsche Certified Instructors, you will learn not only the basics, but the fine points of the sport as well. Perfecting the most efficient driving line, the importance of being smooth, trail braking

techniques, heel/toe downshifting, and refining your car control skills are all part of the curriculum.

All of our courses are designed to finely hone your driving style step by step, with professional instructors at your side, on- and off-road.

For Porsche Sport Driving School course descriptions and dates, visit our website at **porschedriving.com**.



Panorama



Porsche Centers

Imagine touring the original factory and then being handed the keys for an even more gratifying opportunity: touring Europe in your brand-new Porsche vehicle. What happens next is up to you. Contact your local authorized Porsche dealer for more information.

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Christophorus

Our bi-monthly magazine for Porsche owners is packed with news, articles, and exclusive interviews covering every aspect of Porsche automobiles and the Porsche lifestyle.



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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.



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**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. Contained in every new Porsche 911 are thousands of innovations and a great deal of passion.

That focus on doing the little things better is the soul of the new 911 Targa 4. It embodies our total commitment

to the pure sports car. It reflects our belief that performance and design, technology, and safety can be united into one defining entity. It is a sports car that combines the lessons of our storied past with the advances in technology our engineers strive to create every day.

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

Technical data

	911 Targa 4	911 Targa 4S
Engine		
Cylinders	6	6
Displacement	3.4 liters	3.8 liters
Max. power (DIN) at rpm	350 hp 7400	400 hp 7400
Max. torque at rpm	287 lb.-ft. 5600	325 lb.-ft. 5600
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	MacPherson strut suspension	MacPherson strut suspension
Rear axle	Multi-link suspension	Multi-link suspension
Steering	Variable-steering ratio, power-assist (electromechanical)	Variable-steering ratio, power-assist (electromechanical)
Turning circle	34.8 ft.	34.8 ft.
Brakes	4-piston, aluminum monobloc fixed calipers (front and rear), discs internally vented and cross-drilled	6-piston, aluminum monobloc fixed calipers (front), 4-piston units (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: 8.5J x 19 ET 54; Rear: 11J x 19 ET 48	Front: 8.5J x 20 ET 51; Rear: 11J x 20 ET 52
Standard tires	Front: 235/40 ZR 19; Rear: 295/35 ZR 19	Front: 245/35 ZR 20; Rear: 305/30 ZR 20

	911 Targa 4	911 Targa 4S
Weights	Manual/PDK	Manual/PDK
Curb weight	3,395 lb./3,439 lb.	3,428 lb./3,472 lb.
GVWR	4,244 lb./4,288 lb.	4,321 lb./4,365 lb.
Performance	Manual/PDK	Manual/PDK
Top track speed	175 mph/174 mph	183 mph/182 mph
0–60 mph	5 secs/4.8 secs	4.6 secs/4.4 secs
Sport Chrono Package (in conjunction with PDK) 0–60 mph	–/4.6 secs	–/4.2 secs
1/4 mile	13.3 secs/13.2 secs	12.9 secs/12.8 secs
Sport Chrono Package (in conjunction with PDK) 1/4 mile	–/12.9 secs	–/12.5 secs
Fuel consumption*	Manual/PDK	Manual/PDK
City	TBD	TBD
Highway	TBD	TBD
Combined	TBD	TBD
Dimensions/aerodynamics		
Length	176.8 in.	176.8 in.
Width	72.91 in.	72.91 in.
Height	51.1 in.	51.1 in.
Wheelbase	96.46 in.	96.46 in.
Luggage compartment volume	4.4 cu. ft.	4.4 cu. ft.
Tank capacity (refill volume)	18 gallons	18 gallons
Drag coefficient	0.29	0.30

True to style | Technical data 

*As of the time of printing, the EPA numbers are to be determined.
Please see your authorized Porsche dealer or visit [porscheusa.com](https://www.porscheusa.com)
for the latest information. Your mileage and range may vary.

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All fuel consumption and emissions data contained herein are derived from U.S. tests and were accurate at time of press.

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