



Press Information

Porsche 911 Targa

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Porsche 911 Targa

Highlights

More than 1.5 square meters of solid glass gives the new 911 Targa based on the 911 Carrera coupé a fully transparent roof opening up new perspectives to a new world. Never before has a Porsche 911 had this much glass. Simply pressing a button, the driver can move back the glass roof by up to half a meter, obtaining a maximum roof opening of 0.45 square meters. Like the windscreen, the glass roof is made of pre-tensioned, splinter-free laminated security glass. Another automatic feature is the cloth sunblind extending out beneath the glass roof to protect the driver and his passengers from excessive sun glare as well as cold temperatures.

Rear window folding open

The new Targa is the first 911 to feature a rear window folding open for extra convenience. After opening the closing mechanisms, all you have to do is briefly lift the heated rear window, two gas pressure springs taking over the rest. This gives you very easy and convenient access to the rear luggage compartment with up to 230 litres storage volume, conveniently taking up your cases, bags or other luggage. Two interior lights at the rear are automatically switched on when opening the rear window, providing adequate illumination in the dark for loading and unloading. And when closing the window, finally, you have the assistance of an electric closing aid.

The 5.2-second sprint

Despite its somewhat higher weight versus the Carrera coupé, the Targa is an excellent sprinter. Acceleration from 0-100 km/h comes in 5.2 seconds and the speedometer reaches the 200 km/h-mark after just 18.3 seconds. Maximum of the 3.6-litre flat-six power unit is 235 kW or 320 bhp at 6800 rpm, giving the car a top speed of 285 km/h or 177 mph.

Porsche 911 Targa

911 with Glass Roof and Folding Rear Window

The new Targa easily outperforms the Carrera coupé, that is the model which provided the basis for developing the Targa, when it comes to “topless” motoring: When the Targa glass roof is moved back almost without the slightest sound by two electric motors, the driver and his passengers will enjoy an open space almost twice the size of a conventional sliding roof. Simply pressing a button, you move back the glass roof by up to half a meter, obtaining a maximum opening of 0.45 square meters. A specially developed wind deflector prevents unpleasant air turbulence in the interior, allowing you to enjoy open air motoring even in cold weather.

A highly effective sunblind can also be moved automatically beneath the sunroof. Made of a partly permeable black cloth, this very convenient sunblind keeps out excessive sunglare but helps to keep the car warm inside in cold winter weather.

Extra comfort provided by the folding rear window

The folding rear window is one of the highlights of the new 911 Targa together with the glass roof. Featuring two gas-pressure spring hidden inconspicuously behind the black-painted window trim, the rear window opens up conveniently whenever required. This provides perfect access to the rear luggage compartment with a volume of up to 230 litres, taking up cases, bags or other luggage. The rear window is unlocked either by a button on the side-sill next to the driver's seat or by remote control, the process of closing the window being facilitated by an electric closing aid.

Focusing on quality and safety

Like in the 911 Carrera cabriolet, a 30-millimetre-thick tube made of high-strength steel reinforces the A-pillars also extending back in the Targa from the roof frame to the C-pillars. The steel tube in the A- and C-pillars is welded to the body by means of junction plates. The third important support point for the roof is formed by the B-pillars leading up from the

side section of the body to the roof frame, where the pillars are firmly welded. The high standard of body stiffness obtained in this way naturally also means greater active safety. In conjunction with the special chassis and suspension tuning incorporating in particular the anti-roll bars, the Targa offers the same sporting agility and driving pleasure on winding roads as the Carrera coupé.

Like the windscreen, the glass roof is made of pre-tensioned laminated security glass passing all the standard crash tests and therefore overfulfilling all safety requirements the world over.

Targa driven by a 3.6-litre boxer engine

Within the engine bay of the 911 Targa you will find Porsche's new 3.6-litre flat-six power unit developing maximum output of 235 kW or 320 bhp at 6800 rpm and accelerating the car to a top speed of 285 km/h. Acceleration to 100 km/h, in turn, comes in 5.2 seconds. Maximum torque is 370 Newton meters or 273 lb-ft at just 4250 rpm.

Despite this supreme engine power and the "beefy" torque curve throughout the entire speed range, fuel consumption under the EC standard is a mere 11.1 litres/100 km or 25.4 mpg Imp. This superior fuel economy is attributable in particular to VarioCam Plus introduced by Porsche for the first time in spring 2000 in the 911 Turbo. Supplementing the VarioCam intake camshaft adjustment by adjustment of the valve lift on the intake side, this system incorporates switching cup tappets operated by an electrohydraulic 3/2 way switch valve. With different cam contours on the intake camshaft, the cup tappets switching to the various cams modify the valve lift curves of the engine accordingly.

New features beneath the roof

Inside, the 911 Targa differs significantly from the Carrera coupé particularly at the rear. With the folding rear window extending up further than on the coupé, the trim on the rear crossbar has been moved further to the back, increasing the capacity of the rear luggage compartment with the rear-seat backrests folded down by 30 litres to a total of 230 litres on the new model.

The belt rollers at the rear are also new in the Targa, fitted directly beneath the somewhat wider roof pillars next to the rear side windows extending up to a pointed end and therefore not requiring pivot points like on the Carrera models. The left- and right-hand belt roller housings furthermore offer sufficient space for one interior light each, which switch on when you open the rear window and provide good illumination of the rear passenger compartment in the dark.

The other features and items inside the car are the same as in the 911 Carrera coupé, seats finished partly in leather, a three-spoke steering wheel, automatic air conditioning, heat-insulating glass, and on-board computer, a cassette radio, electric window lifts, electrically adjustable and heated rear-view mirrors, central locking as well as an immobiliser and an alarm system with interior surveillance all coming, together with other items, as standard.

Porsche 911 Targa

Glass Opening up a New World

Exactly 1.54 square metres of solid glass spans the roof area between the windscreen frame and the engine compartment lid. Never before has a Porsche 911 had glass areas as large as this, the new Targa (which, incidentally, can also be recognised by the rear side windows tapering out to a sharp point at the rear) significantly “outperforming” the Carrera coupé, that is the model it was originally based on, when it comes to “topless” motoring: When the Targa glass roof is moved back almost without a sound by two electric motors, the driver and his passengers receive an open roof area almost twice the size of a conventional sliding roof. And even when closed the 911 Targa gives you an entirely new feeling of space, with the impression that only the sky can be the limit.

Glass roof opening at the touch of a button

All you have to do to open the glass roof is press a toggle switch beneath the temperature display in the centre console. This first lowers the roof electrically, then allows you to move it back to any position you desire. A further option when opening the roof is to use the remote control in the key of the car featuring a special button for operating the roof. And as if even this were not enough, you can open and close the roof also with the key button for locking and unlocking the car: Pressing that button for more than three seconds, you not only unlock the doors but also open the glass roof and side windows automatically. The same process then takes place the other way round when locking the car, with the roof and side windows closing automatically.

With the glass roof moving back by up to half a meter, you obtain a maximum roof opening of 0.45 square meters. Despite this large area, Porsche’s development engineers have made sure that open-air motoring in the new 911 Targa is a genuine pleasure in every respect, a specially developed wind deflector fitted directly in front of the glass roof coming out automatically whenever the roof moves back. This almost totally avoids turbulence caused by the wind passing by, thus allowing the driver and his passengers to enjoy open-air motoring even in cold weather. A further asset is the reduction of wind noise to a relatively low level, basically no higher than the noise you will hear when driving the Carrera coupé with its sun-roof open.

The new 911 Targa lives up to the coupé also with the roof closed. In the interest of minimum wind noise even at high speeds, thus maintaining the same sound level as in the coupé, Porsche has developed a new sealing system made up of no less than three sections: A lip seal rests outside the edge of the glass roof, a second seal is fitted underneath to provide protection from within, and a third, all-round tubular seal is fitted along the edges of the glass roof. With the glass roof being installed in a modular frame bolted firmly from below against the roof of the car's body, it presses increasingly against the frame at increasing speed due to the underpressure outside the roof attributable to aerodynamics. The new sealing system is also absolutely reliable in keeping out water, having successfully passed tests in 24-hour water showers.

Protecting you from sunglare and cold temperatures

Pressing a button to the right of the glass roof toggle switch, you move out a sunblind fastened to the rear edge of the glass roof. Just briefly flicking the switch, you can move the sunblind automatically all the way up to the A-pillar or, conversely, move it back again completely. Keeping your finger on the button a bit longer, you can set the sunblind at any position desired. Made of a partly permeable black material, the sunblind keeps out sunglare and also protects the driver and his passengers effectively from the cold. Being transparent, in turn, it maintains the Targa character of the car also when extending over the roof.

Featuring a folding rear window for the first time

Apart from the glass roof and the sunblind, the Targa rood module also comprises the rear window. Indeed, this combination of three components certainly makes sense, since this is not just a usual, heated rear window, but rather a glass cover opening and closing as required: Two gas-pressure springs hidden inconspicuously behind the black-painted window trim, allow you to open the rear window with ease. In rainy weather a water-sill makes sure that no water will drip into the interior when opening the window.

The rear window is unlocked either via a button on the side-sill next to the driver's seat or by remote control, then being opened by hand. This automatically switches on two additional interior lights to the left and right of the rear side trim. When closing the window, in turn, you are assisted by an electric closing aid. The new, folding rear window makes it much easier to load and unload the rear luggage compartment with a capacity of 230 litres in the 911 Targa (with the rear-seat backrests folded down).

Setting the Standard in Quality and Safety**Passing all Tests**

To maintain Porsche's supreme standards of quality and safety, the bodyshell structure of the 911 has been changed completely above the car's waistline on the new Targa. Like on the 911 Carrera cabriolet, a 30-millimetre-thick pipe made of high-strength steel reinforces the A-pillars extending back on the Targa from the roof frame all the way to the C-pillars. Junction plates then serve to weld the steel pipe in the A- and C-pillars to the body of the car. The third important reinforcement feature for the roof is the B-pillars extending out of the body side panels to the roof frame and welded firmly at the top. Porsche's development engineers responsible for the body-in-white refer to this assembly as a full-body side section responsible, together with other features, for the car's superior flexural and torsional stiffness. To prove this quality, the Targa has passed the usual curb test without any complaints, the car being driven fully laden on one side against a 150-millimetre-high curb to check the proper function of the glass roof and the folding rear window.

The high standard of body stiffness naturally also helps to enhance active safety on the road. In conjunction with the special suspension settings applicable in particular to the stabilizers, the Targa offers the same sporting agility and the same driving pleasure on winding roads as the Carrera coupé. It is also a truly outstanding car when it comes to passive safety, with low (green area) test loads. As well as the completely new roof design, this new model in the 911 program has all the safety features already familiar from the coupé. They start with the energy-absorbing load-bearing bodyshell side members, extend through the bumper systems and the doors, where defined load paths transfer energy to the B-post, and end with all-embracing restraint systems including driver and front passenger airbags and the Porsche POSIP Side Impact Protection System, with side airbags specially designed for the Porsche. Like the windshield, the glass roof is made of pre-stressed laminated safety glass and has passed all standard crash tests, thus easily satisfying safety standards the world over.

Drivetrain and Chassis

A Sprinter All the Way

Although, on account of its roof module and body reinforcements, the 911 Targa weighs 70 kilos more than the Carrera coupé, thus weighing in at a total of 1415 kilos or 3120 lb (DIN unladen weight), it is certainly an outstanding sprinter. Acceleration from 0-100 km/h is 5.2 seconds and the speedometer reaches the 200 km/h-mark after just 18.3 seconds. The power-to-weight ratio is 6.10 kilos per kW (4.49 kg/bhp).

320 bhp on the rear wheels

Porsche's new 3.6-litre flat-six power unit within the engine bay of the 911 Targa develops maximum output of 235 kW (320 bhp) at 6800 rpm, giving the car a top speed of 285 km/h or 177 mph. Maximum torque is 370 Newton metres or 273 lb-ft at just 4250 rpm. Despite the supreme power of the engine and the "beefy" torque curve throughout the entire speed range, fuel consumption according to the EC standard is a mere 11.1 litres/100 km or 25.4 mpg Imp. This superior fuel economy is attributable above all to the use of VarioCam Plus introduced by Porsche for the first time in the 911 Turbo in Spring 2000. Supplementing the VarioCam intake camshaft adjustment by adding valve lift adjustment on the intake side, VarioCam Plus comprises switching cup tappets operated by an electrohydraulic 3/2-way switching valve. With different cam contours on the intake camshaft, the cup tappets switching from one cam to another vary the engine's valve lift curves. The switching cup tappets are fitted on the intake side of the engine and are made up of two interacting tappets hydraulically locked together by means of a fastening pin. The inner tappet runs on the small cam with maximum valve lift of 3.6 millimetres, the outer tappet on the large cam with a maximum of 11.0 millimetres valve lift. In all cases a hydraulic compensation element for valve play is integrated in the tappet's flow of power. Valve timing on the intake camshaft is variable (40° crankshaft adjustment range) via a wing-cell adjuster connecting the camshaft with its drive gear. Oil pressure serves to adjust the position of the wings relative to the gear by up to 40°.

VarioCam Plus offering advantages in all engine load ranges

Switching valve lift to the small cam and adjusting the valve timing for minimum valve overlap when idling, the system optimises engine running conditions also at the bottom end. Friction losses are minimised by the small valve lift, losses in the charge cycle are reduced by the extremely short opening times, and emissions are kept strictly under control by minimising the effect of pre-combustion in the cylinders. These improvements add up to significantly reduce fuel consumption and enhance the engine's idling quality by a substantial margin.

Running under part load, the engine still operates with small valve lift. The intake camshaft is however set to a large overlap with the outlet camshaft in order to provide more time for drawing exhaust emissions back in. This relieves the engine of any throttle effect under running conditions of this kind to be encountered so often and reduces fuel consumption accordingly.

High torque and engine power is then ensured under full throttle by minimising losses in the gas cycle and using an uncompromising cam contour with maximum intake valve lift of 11 millimetres and adjusted opening and closing points on the valves. This configuration is made possible by switching over from a low to a large valve lift.

VarioCam Plus also provides advantages even before setting out. As an example, it significantly improves the behaviour of the engine when started cold and when the engine is warming up emissions are reduced by setting VarioCam Plus to an appropriate position.

Both of the VarioCam Plus sub-systems (camshaft adjustment and valve lift switchover) are masterminded by a Motronic ME7.8 control unit designed especially for these requirements with a high standard of computer performance. This engine "brain" compares the driver's wish for torque or power with control maps stored in advance, taking the decision on whether to implement VarioCam Plus within milliseconds. And whenever this decision is affirmative, the whole process takes place very smoothly and quietly despite the substantial change in the configuration of the engine. Naturally, the driver in the cockpit will not notice a thing.

Exhaust emission control featured as standard

Motronic also monitors exhaust emissions as part of the on-board diagnosis (OBD) system fitted as standard. Whenever the OBD system determines some kind of malfunction in the engine relevant to exhaust emissions, this information is transmitted immediately to the Motronic control unit, which stores this defect report and at the same time activates an optical warning signal in the instrument cluster on the dashboard. Then, once the car is in the workshop, this report can be read out by means of a diagnostic tester and the source of the problem precisely located.

The 3.6-litre flat-six power unit incorporate four oxygen sensors in the exhaust system, that is one control and one diagnostic sensor on each row of cylinders. In conjunction with secondary air injection, modern catalyst technology based on metal substrates makes sure that the 911 Targa fulfills all statutory emission limits the world over without problems. This also includes the EU 3 standard which came into force on 1 January 2001 and the strict LEV standard.

Six-speed manual gearbox or Tiptronic S

The six-speed manual gearbox remains the same as on the Carrera models. Ever since the introduction of the 3.6-litre power unit, the transmission components have been upgraded by the use of higher-alloyed steel in the interest of enhanced fatigue-strength and the drive shaft has been running no longer in two, but rather in three, bearings in order to minimise vibrations. Both of these modifications also reflect the increase in torque from 350 to 370 Newton meters. A further modification involves the differential now meeting the even greater requirements through the use of four bevel balance gears spreading out drive forces to the left and right wheel.

Available as an option, Tiptronic S is based on the automatic transmission already featured in the 911 Turbo. The torque converter, the multiple-plate transmission connections, the spur gear transmission ratio as well as the gearshift programs have all been adjusted to meet the specific requirements of the normal-aspiration engine and the car itself. At the same time Porsche's engineers have succeeded in matching the transmission ratios even more harmoniously to the over all performance of the car. The individual ratios are provided by the three planetary gear sets shifted via six shift units and two freewheels. Top speed of 280 km/h or 174 mph comes in fifth gear at 6600 rpm.

In the interest of dynamic driving performance, Porsche's transmission engineers have given the Electronic Transmission Control (ETC) the usual gearshift strategies ranging from comfortable cruising all the way to an extremely dynamic style of motoring. The gearshift points thus adjust infinitely to the driver's style of motoring and the profile of the route you are taking.

Moving the selector lever from the automatic transmission lane to the left into the manual mode the driver is able to shift gears manually by means of the usual paddles on the steering wheel spokes. The transmission responds instantaneously to the commands exerted by the driver in this way, without interrupting the flow of power. The driver is also able to use the paddles in the automatic mode, for example if he is required to spontaneously shift down when overtaking another vehicle or to use the brake power of the engine before a bend. This so-called manual mode remains active for a minimum of 8 seconds unless the driver intervenes again in the meantime.

Controlled, that is continuous converter lock-up provides a superior standard of gearshift comfort in the automatic and manual mode as of second gear. In the gearshift process Motronic intervenes in the engine combustion, damping the gearshift "jolt" by adjusting the combustion process within fractions of a second. The result is superior smoothness, with hardly any "jolt" when shifting gears even under full load. Further advantages of the converter lock-up function are agile acceleration and load change behaviour, a spontaneous response by the drive system comparable to that of a manual gearbox, and efficient use of fuel. Load change responses are minimised especially in overrun by electronically controlled slip kept to a minimum.

Sporting and agile handling

The chassis and suspension of the 911 Targa is based largely on the components of the 911 Carrera introduced recently and now enhanced to an even higher standard. These include:

- Optimisation of all damper response curves by means of improved valves.
- A firmer damping effect provided by higher outward-stroke damping on the front axle, helping to further reduce pitch movements and providing a good balance of body roll.

- Independent outward- and inward-stroke damping on the rear axle through the use of improved valve technology, enhancing roll comfort while maintaining the usual damper qualities.

The result of these detailed improvements is an even higher standard of dynamic driving qualities together with enhanced comfort on the road.

The new suspension set-up and the improved streamlining of the Carrera models, including the 911 Targa, ensures a significant improvement in handling in terms of greater steering precision and uncompromising agility plus greater stability at the rear end, particularly on cars fitted with optional 18-inch wheels. At the rear these wheels run on 285/30 ZR 18 tyres, the rims measuring 10 J x 18 ET 65. At the front the wheels now measure 8 J x 18 ET 50 and run on 225/40 ZR 18 tyres. The Targa obviously offers a very high standard of driving stability and very good high-speed behaviour also on the standard 17-inch tyres borne out in particular by precise directional stability, less susceptibility to crosswinds, and a harmonious steering response.

Like the Carrera models, the Targa comes with brakediscs incorporating four-piston monobloc brake callipers made of light alloy. Disc diameter is 318 millimetres on the front axle and 299 millimetres at the rear.

A New World Beneath the New Roof

Glass Roof for a New Interior

At the rear, the interior of the new 911 Targa differs significantly from the interior in the Carrera coupé models. With the folding rear window rising up higher than on the coupé, the trim in front of the rear crossbar has been moved further back. As a result, the capacity of the rear passenger compartment with the rear-seat backrests folded down is up by 30 litres to a new total 230 litres.

The belt rollers at the rear are also new. In the Targa they are fitted directly below the somewhat wider roof pillars at the same level as the rear side windows tapering towards a sharp end and therefore do not require a pivot point as on the Carrera models. A further point is that both the left- and right-hand belt roller housing offer adequate space for an interior light switching on automatically when you open the rear window and providing good illumination of the rear passenger compartment in the dark.

Otherwise the range of fittings and equipment is the same as on the 911 Carrera coupé, including, together with other standard features, seats finished partly in leather, a three-spoke steering wheel, automatic air conditioning, heat-insulating glass, an on-board computer, a cassette radio, electric window lifts, electrically adjustable and heated exterior mirrors, central locking, and immobiliser and an alarm system with interior surveillance.

Bose sound system also in the Targa

Like the Carrera models, the Targa is also available with a Bose sound system as special equipment, naturally adjusted to the particular dimensions and space requirements within the car. This high-end sound package comes with a 100W TSM switching amplifier (Two-State Modulation). Compact in their dimensions thanks to digital technology, these high-performance terminal stages are 50 per cent more efficient than conventional linear amplifiers and, as a result, generate less heat. They are only activated when required, transmitting their power to the loudspeakers only when necessary. A further advantage is their lower weight and much longer service life. Finally, the system also comprises five linear amplifiers each with an output of 25W and six channels for an equalisation effect tailored to the car and sound conditions.

The 911 Targa comes with four midrange and tweeter loudspeakers each in the instrument panel and the rear side sections. Two midrange woofers are housed in the doors in a 5.5-litre base reflex box. Yet, another feature of this high-end sound package is the additional subwoofer-system in a separate housing installed in the front passenger's footwell.

Specifications 911 Targa*

Bodyshell:	Monocoque lightweight all-steel structure hot-galvanised on both sides, full-size airbags and sidebags for the driver and front passenger, 2+2-seater
Air resistance:	Drag coefficient $C_d = 0.30$
Power unit:	Six-cylinder horizontally-opposed engine with aluminium crank-case and aluminium cylinder head, water-cooled, integrated dry sump lubrication, four overhead camshaft, four valves per cylinder, continuous camshaft adjustment and valve lift control (VarioCam Plus), hydraulic valve play compensation, variable intake manifold, double-chamber exhaust system with a three-way metal-based catalytic converter on each side, four oxygen sensors with fuel/air mixture control and diagnosis, on-board diagnosis system, 8.5 litres engine oil change, DME (Digital Motor Electronics ME7.8) engine management of the ignition and fuel injection, electronic ignition with solid-state distributor (six coils), sequential multi-point fuel injection, E-gas
Bore:	96 mm (3.78")
Stroke:	82.8 mm (3.26")
Capacity:	3596 cc
Compression ratio:	11.3:1
Engine output:	235 kW (325 bhp) at 6800 rpm
Max torque:	370 Nm (273 lb-ft) at 4250 rpm
Output per litre:	65.4 kW (89.0 bhp)
Engine management:	Motronic ME7.8, anti-knock control
Max engine speed:	7300 rpm
Fuel grade:	Premium plus (RON/MON 98/88), unleaded
Electrical system:	12 V, 1680 W three-phase alternator, battery capacity 80 Ah/380 A

* Specifications may vary from one country to another

Power transmission:	Engine and transmission bolted to form one unit, rear wheels driven by double propeller shafts	
	Transmission	Manual Tiptronic S
	1st gear	3.82 3.60
	2nd gear	2.20 2.19
	3rd gear	1.52 1.41
	4th gear	1.22 1.0
	5th gear	1.02 0.83
	6th gear	0.84 –
	reverse	3.55 3.17
	Final drive	3.44 3.37
	Clutch diameter 240 mm (9.45") (two-mass flywheel), converter diameter 270 mm (10.63"), start-off conversion ratio 1.85:1, stall brake speed 2650 rpm.	
Chassis and suspension:	Front axle in McPherson design (optimised by Porsche), spring-strut axle with independent suspension on track control arms, longitudinal arms and springs struts, conical spring with shock absorber fitted inside, twin-sleeve gas-pressure dampers. Rear axle in multi-link design, independent suspension on five track control arms, cylindrical coil springs on each wheel with coaxial shock absorbers fitted inside, single-sleeve gas-pressure dampers	
Brakes:	Two-circuit brake system, four-piston aluminium monobloc brake callipers on the front and rear axle, brake circuits subdivided individually per axle, cross-drilled, inner-vented brake discs front and rear. ABS fitted as standard, vacuum brake servo	

Wheels and tyres:	Standard	front	7 J x 17 ET 50	with	205/50 ZR 17
		rear	9 J x 17 ET 55	with	255/40 ZR 17
	Optional	front	8 J x 18 ET 50	with	225/40 ZR 18
		rear	10 J x 18 ET 65	with	285/30 ZR 18

Weight:	Unladen, DIN	Manual	1415 kg
		Tiptronic S	1470 kg
	Max permissible	Manual	1845 kg
		Tiptronic S	1900 kg

Dimensions:	Length	4430 mm (174.4")
	Width	1770 mm (69.7")
	Height	1305 mm (51.4")
	Wheelbase	2350 mm (92.5")

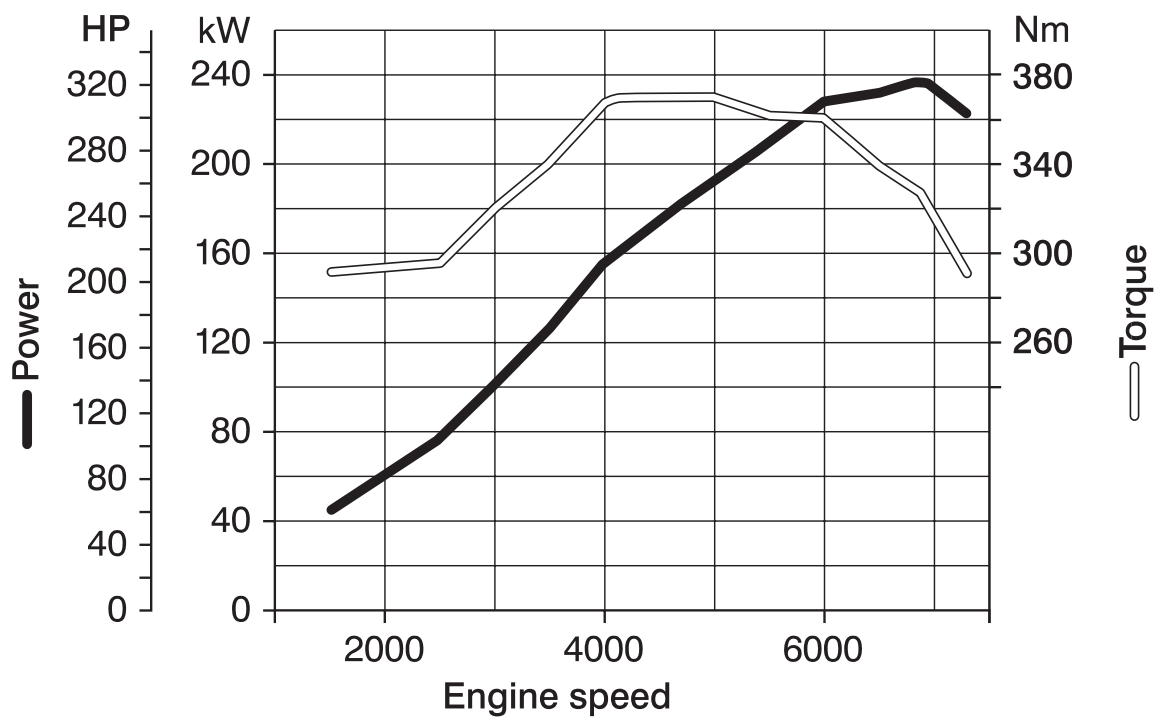
Track	17-inch	18-inch
front	1465 mm	1465 mm
rear	1500 mm	1480 mm

Luggage compartment capacity	
to VDA standard:	130 litres (4.5 cu ft)
Fuel tank capacity:	64 litres (14.1 Imp gals)

Performance:	Top speed	Manual	285 km/h
		Tiptronic S	280 km/h
	Acceleration (sec)		
	0-100 km/h	Manual	5.2
		Tiptronic S	5.7
	0-160 km/h	Manual	11.4
		Tiptronic S	12.4
	0-200 km/h	Manual	18.3
		Tiptronic S	20.4
	Standing-start km	Manual	24.1
		Tiptronic S	24.9
Fuel consumption (EU standard, litres):	Composite	Manual	11.1
		Tiptronic S	11.3
	Urban	Manual	16.1
		Tiptronic S	16.9
	Extra-urban	Manual	8.1
		Tiptronic S	8.1

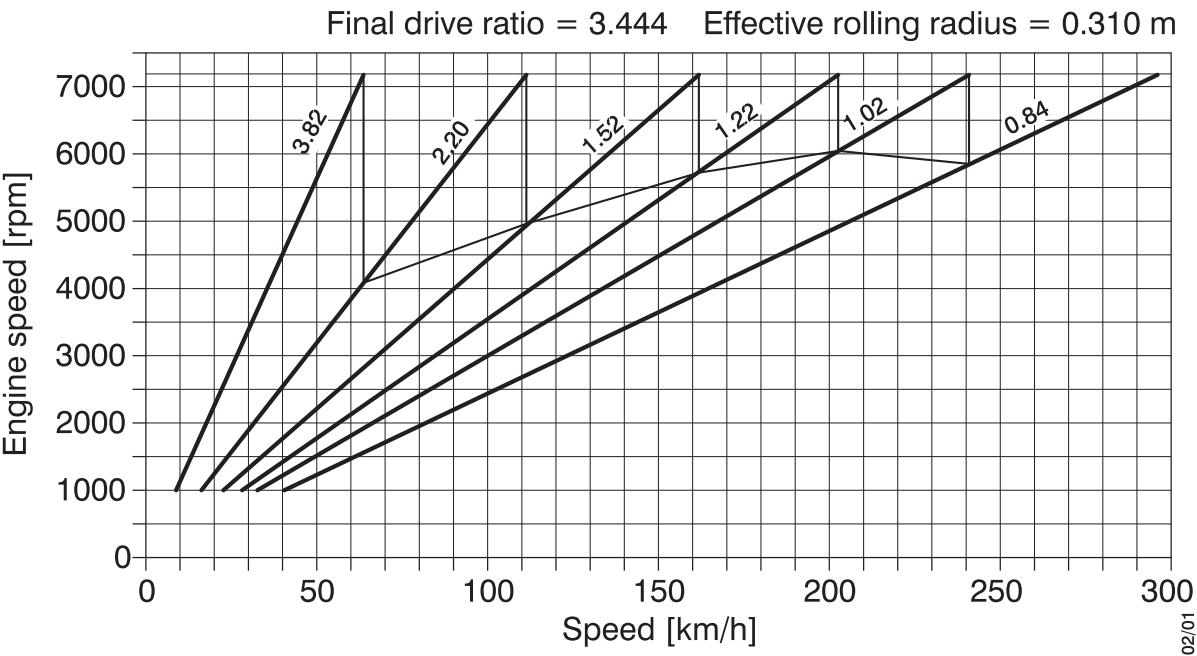
Porsche 911 Targa

Power and torque curve



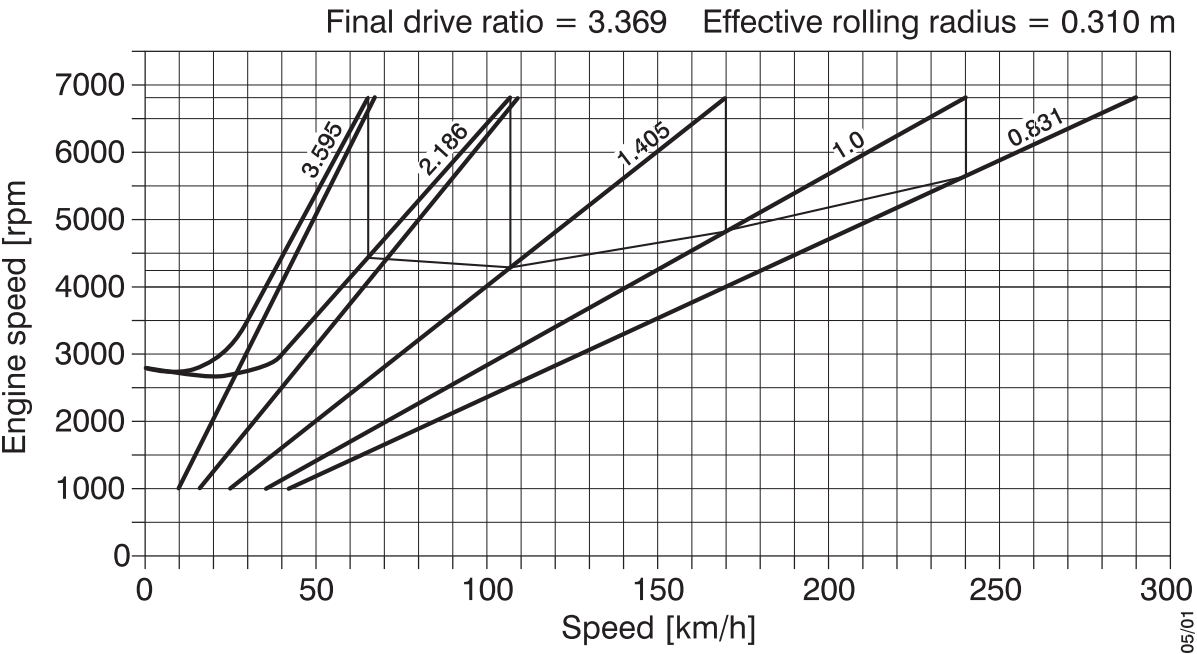
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Transmission diagram 6-speed manual transmission



Porsche 911 Targa

Transmission diagram Toptronic S



Porsche 911 Targa

Exterior Dimensions

