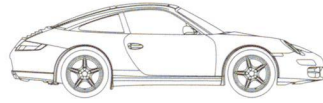




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## Press Information

Porsche 911 Targa 4 / Targa 4S



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## Highlights of the New 911 Targa 4 / Targa 4S

### A Wonderful View

The new Targa is a very special 911 – a Porsche 911 with a glass roof extending all the way from the windscreen frame to the centreline at the rear, plus high-gloss-polished, eloxy-plated aluminium trim strips extending all the way along the roofline from the A-pillars to the bottom of the C-pillars, both of these features making this special version of the 911 quite unique and very different.

The roof itself is made up of the sliding module at the front and a separately opening rear window. The sliding section opens up half a metre at the touch of a toggle button in the centre console, gliding elegantly beneath the rear lid.

### Lighter glass roof with integrated roll cover

Further enhanced and developed to an even higher standard, the glass sliding roof is made of special glass and is 1.9 kilos or 4.2 lb lighter than on the former model. It efficiently absorbs almost all ultraviolet radiation, but is nevertheless highly transparent and permeable to light. The integrated roll cover is opened and closed by the two-stage toggle switch controlling the glass roof and offers additional protection from bright sunshine or cold temperatures.

### 911 with a hinged rear window

Like its predecessor, the new 911 Targa 4(S) is the only version of the 911 to once again feature a separately opening tailgate made of glass. The tailgate is unlocked by remote control from the car key or by pressing a button on the driver's doorsill, swinging up smoothly to an angle of 60° when subsequently pushed slightly by hand. Once open, the tailgate provides convenient access to the large, 230-litre (8.1 cubic feet) luggage compartment behind the front seats.



### First Targa available in two different variants

The new Targa is the first model of its kind available with both current versions of the 911 power unit: The customer has the choice of either the 911 Targa 4 developing maximum output 325 bhp (239 kW) or the 911 Targa 4S with peak power of 355 bhp (261 kW). Top speed is the same as on the 911 Coupé versions of the Carrera 4 and Carrera 4S, with the 911 Targa 4 reaching a top speed of 280 km/h or 174 mph, the 911 Targa 4S an even more impressive 288 km/h or 179 mph.

### All-wheel drive for even greater driving dynamics

The new Targa is based for the first time on the Carrera 4 with all-wheel-drive technology. As a result of this sophisticated all-wheel-drive system and the viscous multiple-plate clutch, the front wheels convey a minimum of five per cent of the engine's power at all times and, if required, up to 40 per cent of the drive power to the road. This benefits in particular the car's driving stability in bends, directional stability at very high speeds, and of course driving dynamics on difficult surfaces.

### Suspension with or without PASM

Yet another new option on the Targa is the choice of two suspension variants: Proceeding from the steel-spring chassis, Porsche offers the enthusiast PASM Porsche Active Suspension Management optional on the 911 Targa 4 and standard on the 911 Targa 4S. Through this variable damper setting, PASM allows the driver to choose either a sporting but comfortable or a dynamic and truly firm suspension set-up.

### Wide chassis dimensions for enhanced comfort and sporting performance all in one

Based on the broad stance of the all-wheel-drive suspension, both versions of the Targa offer a comfortable set-up with driving characteristics even more sporting and dynamic than on the former model. Wider track at the rear ensures an even higher potential in terms of lateral acceleration and, through greater sway support, serves to enhance both driving dynamics and motoring safety.

Body width 44 millimetres or 1.73" wider at the rear than on the rear-wheel-drive versions of the 911 Carrera allows the use of large and muscular wheels: The Targa 4 comes with 295/35 ZR 18 tyres at the rear, the Targa 4S features even larger 305/30 ZR 19 tyres.

### Six airbags for all-round protection

Occupants enjoying the new Targa models with all-wheel drive are able to enjoy all the passive safety features likewise fitted as standard in the other current versions of the 911 Carrera. Apart from driver and front passenger frontal airbags, these include, inter alia, the Porsche Side Impact Protection System (POSIP) with thorax airbags at the outside of the seat backrests and head airbags in the doors.



## The New 911 Targa 4 / Targa 4S

**Outstanding and Elegant all in One**

The Porsche 911 Targa 4(S) is now entering its next generation full of elegance, power and performance. The large roof made of tinted glass as well as the new high-gloss-polished aluminium trim strips on the side edges of the roof are the first eye-catcher. Another design feature typical of the Targa is the side windows tapering out to a sharp angle at the rear and giving the Targa its characteristic, sleek and stretched silhouette. And then of course there are the widely flared wheel arches, with the new Targa for the first time boasting the wider body of the Carrera 4 models broadened at the rear by 44 millimetres or 1.73" and giving this elegant sports car truly impressive and highly dynamic looks.

**Two model variants for the first time**

For the first time in its more than 40-year history, the Porsche 911 Targa is available with two engine variants: The Targa 4 is powered by a 3.6-litre six-cylinder boxer developing maximum output of 325 bhp (239 kW) and accelerating this thoroughbred sports car from 0-100 km/h in 5.3 seconds, all the way to a top speed of 280 km/h or 174 mph. The 3.8-litre boxer engine in the 911 Targa 4S, in turn, churns out maximum power of 355 bhp (261 kW), accelerating the car from standstill to 100 km/h in just 4.9 seconds and sufficient for a top speed of 288 km/h or 179 mph.

**Large sliding roof and hinged rear window**

The Porsche Targa is characterised in particular by its large glass roof. The complete glass area measures 1.54 square metres in size and is split up into two segments, the sliding roof and the hinged rear window.

The large glass sliding roof is opened and closed by a toggle switch in the centre console, opening up by sliding beneath the rear window to an open area of 0.45 square metres within just seven seconds – approximately twice the roof opening area in the 911 Carrera Coupé with its steel sliding roof.



The roof module of the 911 Targa 4 is made up of two layers of special tinted glass 1.9 kilos or 4.2 lb lighter than on the former model. The sliding roof comes as standard with a roll cover extending when closed over the entire sliding roof area, opening and closing as required either together with the glass roof or by itself at the touch of the two-stage toggle switch in the centre console.

Both the glass roof and the rear window come in tinted glass protecting the occupants from UV radiation and heat even in bright summer sun. As on the former model, the tailgate opens separately via a button on the driver's door cutout or by remote control from the car key, and is supported when closing by an electrical closing aid.

#### **All-wheel drive now also for the Targa**

Based on its new body configuration carried over from the 911 Carrera 4, the Targa for the first time comes exclusively with all-wheel drive. Central power division is ensured by a viscous multiple-plate clutch permanently feeding variable power between five and 40 per cent of the engine's full output to the front wheels, depending on driving conditions and the road surface.

This gives both versions of the Targa well-balanced drive power and traction in bends all the way to the extreme limit, very good directional stability up to top speed, and enhanced driving dynamics at all times.

#### **Refined and sporting suspension**

Both the 911 Targa 4 and 911 Targa 4S come with a suspension set-up combining superior comfort with equally superior sportiness. PASM Porsche Active Suspension Management optionally available on the 911 Targa 4 and standard on the 911 Targa 4S offers a sporting but comfortable damper set-up in the Normal mode and switches over to a dynamic and firm set-up once the driver presses the Sports button. In both positions the suspension adjusts consistently to the driver's style of motoring and road conditions, thus varying its control and operation maps within fractions of a second.

The 911 Targa 4 comes with 8J x 18 wheels running on 235/40 ZR 18 tyres at the front, the 911 Targa 4S features 8J x 19 wheels and 235/35 ZR 19 tyres. The rear wheels offer an even larger contact area, running on 295/35 ZR 18 tyres in the case of the Targa 4 and 305/30 ZR 19 tyres on the Targa 4S.

#### **Ceramic brake discs and Sports Chrono Package Plus as an option**

Both the 911 Targa 4 and the 911 Targa 4S come with aluminium monobloc fixed calliper brakes with four pistons each as well as cross-drilled, inner-vented brake discs on all four wheels. As an option, both cars are available with PCCB Porsche Ceramic Composite Brakes featuring composite ceramic discs approximately 50 per cent lighter than comparable brake discs made of grey-cast iron. The advantage is quick, substantial and consistent deceleration as well as abrasion reduced to a minimum.

Like the other models in the range, the Porsche 911 Targa 4 and 4S are also available as an option with Porsche's Sports Chrono Package Plus for the particularly sporting driver, offering an extra-dynamic set-up of various functions. To activate the program, all the driver has to do is press the sports button in the centre console, giving engine management, PSM Porsche Stability Management, PASM Porsche Active Suspension Management, and the Tiptronic S automatic transmission an even more sporting and dynamic set-up.

#### **Extra-safe passenger cell**

The inner roof structure in the 911 Targa 4(S) ensures superior safety and stability at all times. As on the 911 Carrera Cabriolet, 30-millimetre (1.18") thick tubes made of ultra-strong steel reinforce the A-pillars. Welded directly on to further tubes extending along the edge of the roof and resting on the body of the car via the B-pillars and at the bottom of the C-pillars, these special tubes ensure very good protection of the occupants even in a rollover.

Like all Porsche sports cars, the Targa comes as standard inside with Porsche's comprehensive airbag system featuring a total of no less than six airbags for maximum safety.



### Sophisticated equipment and individual options

In terms of both equipment and ergonomics, both versions of the new Targa are largely identical to their sister models in the 911 model series. Reflecting the elegant shape of the roof in the 911 Targa, however, Porsche's designers have created new roof linings. The windscreen frame, for example, comes with modified sun visors adapted to the shape of the roof.

Both the 911 Targa 4 and the 911 Targa 4S are available with a wide range of leather upholstery and trim comprising both the seat centrepieces, the side supports, and the headrests on the front seats.

Further standard features are automatic air conditioning as well as PCM Porsche Communication Management complete with an integrated radio, CD-player, and nine loudspeakers. And last but not least, Porsche offers a wide range of options for customising the car, such as the BOSE Surround Sound System, the Porsche ParkAssistant, or the electronic logbook.

### The New 911 Targa 4 / Targa 4S

### Elegance and Clear Perspectives

The individual character of the new Porsche 911 Targa is more distinctive and sophisticated than ever before. Indeed, the design features setting this unique sports car clearly apart from the other models in the current generation of the 911 are truly unique and outstanding. Particular highlights are the new, high-gloss-polished and eloxy-plated aluminium trim strips extending along the edge of the roof from the A-pillars to the bottom of the C-pillars. Beneath the elegant roofline, in turn, the side window areas taper out in a sharp angle, expressing a design highlight typical of the Porsche Targa. As a result, the glass roof area extends all the way from the windscreen to the tail section behind the rear seats.

With the Targa changing in its proportions, the car now looks even more dynamic and powerful than before: The wide track of the rear axle with its muscular, extra-broad wheel arches shows clearly that the Targa is based on the chassis of the 911 Carrera 4 with all-wheel drive. This technical update offers advantages in driving dynamics and allows Porsche's engineers to re-set the entire driving behaviour of the 911 Targa.

The latest model in the 911 Series is available in two variants – the 911 Targa 4 and the 911 Targa 4S. The "basic" version is powered by a 3.6-litre boxer engine developing maximum output of 325 bhp (239 kW) and sufficient for a top speed of 280 km/h or 174 mph. Displacing an even larger 3.8 litres, the power unit of the 911 Targa 4S provides maximum output of 355 bhp (261 kW), giving the car an even more remarkable top speed of 288 km/h or 179 mph.

A spring-loaded multiple plate wind deflector opens up at the same time to keep the interior free of drafts. Measuring some 35 millimetres or approximately 1.38" in height, this wind deflector is aerodynamically optimised by its new geometry to avoid any undesired air flow.

The result is even better acoustics within the car when the roof is open. Even at high speeds, therefore, the occupants can converse easily with one another or enjoy the sound of their audio system. And last but certainly not least, the avoidance of draughts also allows driving with the roof open in winter temperatures.



### Roof and Body

## Extra-Large Glass Roof with Roll Cover and Wind Deflector

The highlight of the 911 Targa is of course its glass roof measuring no less than 1.54 square metres in size. A highly effective UV filter protects occupants from excessive sunglare, allowing them, together with the automatic air conditioning featured as standard, to enjoy motoring even at an outside temperature of more than 30° C or 86° F.

This is attributable to the special type of glass used, the special glass coating letting through approximately one-third of the sunlight, but only about 17 per cent of the thermal energy generated in the process. So the interior always remains pleasantly bright, but not hot.

The roof module is made up of the sliding glass roof at the front complete with its integrated roll cover, on the one hand, and the hinged rear window, on the other. For the first time, the roof and the roll cover are opened and closed together via the two-stage toggle switch in the centre console: Whenever the driver presses the first stage and keeps it pressed down, the roll cover beneath the glass sliding roof will open and close and can be stopped in its current position at any time. Pressing the switch only briefly to the first stage, the driver moves back the roll cover alone to its final position. Pressing harder beyond a noticeable stop point, the driver then reaches the second position on the toggle switch, opening or closing the glass roof as required.

Upon opening, the roof first moves down and then to the rear, coming to rest beneath the rear window. A spring-loaded multiple-plate wind deflector opens up at the same time to keep the interior free of drafts. Measuring some 35 millimetres or approximately 1.38" in height, this wind deflector is aerodynamically optimised by its new geometry to avoid any undesired air flow.

The result is even better acoustics within the car when the roof is open. Even at high speeds, therefore, the occupants can converse easily with one another or enjoy the sound of their audio system. And last but certainly not least, the avoidance of draughts also allows driving with the roof open in winter temperatures.



### Safe and light special glass

In developing the new 911 Targa 4(S), Porsche's engineers have given great attention to the glass roof made up of two-layer partially pre-stressed laminated safety glass or PLS for short. The big advantage of pre-stressed glass is that it is more resistant to objects penetrating the car from outside.

To be precise, the glass roof is made up of two 2.6-millimetre (0.1") thick PLS panes with two layers of PVB plastic measuring 1.1 millimetres or 0.04" together in the middle.

This makes the glass roof not only a full millimetre thinner than on the former model, but also 1.9 kilos or 4.2 lb lighter. And particularly in a sports car such as the 911 Targa 4(S), weight saved in the roof area means a lot, with a lower centre of gravity ensuring greater stability against roll and sway and giving the Targa even better roadholding and grip even in fast bends.

### New plate spring mounts

The new spring mounts for the roof module ensure excellent soundproofing and avoidance of sound transmission with the roof both closed and open. To achieve this effect, plate springs disconnect the glass roof mounting points and take up vibrations at the side. And since the upper glass segment is moved via cables driven by two electric motors at the rear of the car, it is impossible for any vibrations to be conveyed through this route.

The roof itself opens or closes within seven seconds, providing an opening approximately half a metre long when moved right to the rear. This, in turn, is equal to an area of 0.45 square metres, roughly twice the size of the sliding roof opening up in the 911 Carrera Coupé.

When opened, the front roof cover glides beneath the glass tailgate, with the tailgate always remaining closed when opening the roof for safety reasons. Conversely, the roof has to be closed whenever the driver wishes to open the tailgate.

### Highly effective sealing system against noise and wet weather

In developing the roof and the mechanical operating system, Porsche's engineers focused not only on straightforward, smooth and unproblematic operation, but have also improved the sealing system to an even higher standard for minimum wind noise also at high speeds. A further point is that a so-called underpinning sealing system helps reliably to keep out water and moisture in no less than three different ways: The first barrier keeping out water from outside is formed by a rubber lip extend across the windscreen frame from right to left. The second countermeasure is a small gutter at the rear end of the sliding roof taking up water when the roof is opened while wet and allowing the water to run down aluminium guide rails at the side. This feature interacts with the main hose-profile seal on the edges of the glass sliding roof.

Yet a further seal is fitted, finally, on the aluminium frame further down, pressing from beneath against the modular frame panel. With aerodynamically induced underpressure on the outer roof contour increasing as a function of speed, the glass sliding roof is then pressed harder into the underpinning seal.

### The only Porsche 911 in tailgate configuration

The Targa is the only version of the Porsche 911 to feature a folding tailgate. With the rear seat backrests folded down, the tailgate offers easy and convenient access to the large, 230-litre (8.1 cubic feet) luggage compartment behind the front seats. In all, the capacity available in this storage area exceeds the capacity in the 911 Coupé by 25 litres or 0.9 cubic feet.

The rear window locking and unlocking by electric control is made of tinted, 3.85-millimetre-thick single-pane security glass. A windscreen wiper integrated in the rear window is available as an option, and a dark frame made up of longitudinal plastic rails and aluminium cross-bars at the rear integrates the roof module elegantly into the new body of the 911 Targa 4(S).

With the car at a standstill, the driver can unlock the folding rear window either via a button on the driver's doorsill or, from outside, on a button on the car key featuring remote control.



When being opened, the rear window moves up approximately 20 millimetres or 0.8" and is then easy to swivel open further by hand. Two gas springs behind the side windows support the process of the glass tailgate moving up by approximately 60° in all. And two interior lights at the bottom of the C-pillars are switched on automatically at the same time.

Any rainwater on the tailgate is drained off when opening via the water gutter integrated in the rear end of the sliding roof.

To close the tailgate, all the driver has to do is place it on its lock, the electrical closing assistance automatically completing the closing process.

### **Complete glass module with its own frame**

A self-bearing modular frame made of steel plate and featuring riveted aluminium guide profiles accommodating the glass sliding roof together with its guide rails, operating motor, wind deflector, roll cover, and the folding tailgate, forms the backbone of the entire glass roof module extending from the windscreen all the way to the centre section at the rear. A crossbar between the sliding roof and the tailgate accommodates the centre joint and tailgate seals and holds the sliding roof seal in position.

The entire roof module is fastened in position by 16 bolts at the bottom on the roof supports, the windscreen frame, and rear crossbar. The connection seams leading to the body of the car are covered at the outside by black-coloured plexiglas trim complete with rubber lips overlapping the glass elements. Inside, high-quality, sophisticated cover elements made of plastic and aluminium ensure an absolutely smooth and even transition.

### **Bodyshell with a steel skeleton structure inside the roof**

The safety and body stiffness of the new 911 Targa 4 bodyshell are beyond the slightest doubt. Again, Porsche has opted for the proven concept of a steel skeleton made up of high-strength tubes. Like on the 911 Carrera Cabriolet, special insert tubes made of high-strength steel and measuring 30 millimetres or 1.18" in diameter serve to reinforce the A-pillars.

In the 911 Targa 4 these tubes extend from the roof columns to the bottom of the C-pillars, junction plates serving as welding points connecting the steel tubes in the pillars with the body of the car.

The B-pillars form the third important support point for the roof of the car, extending from the side panels of the body to the roof supports and firmly welded at the top.

This construction also offers benefits in terms of styling, giving the roof supports a smooth and flowing line from the A-pillars to the end of the C-pillars without being interrupted by seams or divisions. At the same time the roofline and glass areas are skilfully laid out to provide a low and sleek package as soon as the glass roof is moved to the rear beneath the tailgate. This not only gives the interior of the new Targa an even greater impression of brightness and size inside, but also offers the advantage of extra headroom.

### **High standard of passive safety**

This exceptional body stiffness also gives the Targa the right foundation for superior passive safety even in the event of a rollover.

Apart from the all-new roof structure, the new model in the 911 range naturally comes with all the safety features of the 911 Carrera Coupé, comprising, first, the energy-absorbing load-bearing structure of the body, the bumper system with its shock-absorbing effect, and the doors with defined load paths guiding impact energy into the B-pillars. Then there are also the frontal airbags for the driver and front passenger as well as the POSIP Porsche Side Impact Protection system of side and head airbags, complete with side impact protectors in the doors.



## Chassis and All-Wheel Drive

**Combining 911 Technology with Superior Comfort**

The particular refinement and elegance of the 911 Targa 4 and Targa 4S are borne out not only by the distinctive looks of the car. Rather, Porsche's chassis and suspension specialists have succeeded in giving the new 911 Targa 4(S) a truly comfortable set-up, on the one hand, while at the same time making the car fit and dynamic for fast bends, on the other.

Like the 911 Carrera Coupé, the 911 Targa 4 comes as standard with steel-spring suspension, the Targa 4S features PASM Porsche Active Suspension Management.

By and large, the chassis components are the same as on the 911 Carrera 4 and Carrera 4S, but both the springs and anti-roll bars front and rear have been tailored specifically to the Targa and its different requirements. Hence, all four coil springs have a lower spring rate in the interest of extra comfort.

By contrast, the two anti-roll bars come with larger spring rods and are therefore stiffer than before in the interest of extra anti-roll stability. And last but certainly not least, spring stops in the front dampers serve to cushion the upward motion of the body in the rebound stroke, keeping the entire car smooth and stable at all times and in every situation.

The active suspension also comes with an appropriate set-up and modified features. Lowering the body of the car by 10 millimetres or 0.39" through PASM Porsche Active Suspension Management, this advanced control system offers the driver two programs: PASM Normal or PASM Sports. The Normal set-up provides a sporting but comfortable damper setting changing over to a dynamic and firm mode whenever the driver prefers a more ambitious style of motoring. This ensures extra comfort for the car's occupants particularly on long journeys, with PASM absorbing small and minor bumps on the road even better than the standard suspension. The Sports mode, in turn, activates a harder damper control map for an even more dynamic style of motoring.



PASM Porsche Active Suspension Management is made up of adaptive dampers with continuously adjustable forces, two accelerometers to determine vertical movements of the body, and the PASM control unit. The latter takes the signals from the two accelerometers fitted on the damper domes front right and rear left, and relates these signals to the car's lateral acceleration, steering angle, road speed, brake pressure and engine power.

Then, taking this data provided by the CAN-bus, the system determines the optimum damper control map and sets the right degree of damper hardness individually on each wheel.

#### **All-wheel drive for even greater driving stability**

The sporting but refined set-up offered by both suspensions harmonises excellently with the superior transmission of power ensured by Porsche all-wheel drive. Benefiting from all-wheel-drive technology with a viscous multiple-plate clutch, the front wheels consistently convey a minimum of 5 and, if necessary, up to 40 per cent of the engine's power to the front wheels. The functions of PSM Porsche Stability Management and the ABS anti-lock brakes remain unchanged in this process, the 911 Targa 4(S) thus offering superior driving dynamics and safety at all times.

The viscous multiple-plate clutch is housed in the front axle final drive, conveying engine power to the front axle and equalising differences in speed between the two axles at the front and rear. Like a multiple-plate differential lock, the coupling is made up of inner and outer plates, the former connected firmly to the hub, the latter to the housing. The silicon fluid in the hermetically sealed cavity in between serves to transmit power to the front axle as a function of differences in the speed of rotation through sheer forces between the silicon fluid and the individual plates.

#### **Wide track for stable handling**

Both new models with all-wheel drive also have the wide track of the Carrera 4. At the front, the 911 Targa 4 comes on 8J x 18 wheels running on 235/40 ZR 18 tyres. The 4S, in turn, is equipped with 8J x 19 wheels on 235/35 ZR 19 tyres.

Rear wheels running on 295/35 ZR 18 tyres on the Targa 4 and 305/30 ZR 19 tyres on the Targa 4S offer an even larger contact surface. And since these wide tyres are combined with rims with reduced press-in depth, the rear track adds up to a significant 1548 millimetres or 60.9" typical of all-wheel drive.

This wide track not only looks dynamic, but also benefits the car's driving dynamics in practice: The tyre contact points moved further to the outside provide even better support, minimise body sway to an even lower level, and thus ensure even better lateral acceleration.

As a result of these outstanding features, the new 911 Targa 4(S) offers even more sporting and dynamic performance than its predecessor. And as an option these new all-wheel drive sports cars are also available with Porsche's TPC tyre pressure control system. Apart from extra safety through the avoidance of tyre damage, TPC serves above all to maintain the correct air pressure in each tyre through simple and straightforward control, thus avoiding unequal wear and excessive fuel consumption.

#### **Demanding technology for sports car requirements**

A further special feature of the two 911 power units is the oil supply system. Both the Targa 4 and the Targa 4(S) feature integrated dry sump lubrication collecting and efficiently distributing lubricant to all lubrication points also at high speeds in bends. Contrary to most series engines produced in large numbers, the power units of the Porsche 911 generate their own underpressure by means of a valve cell pump supplying underpressure to the brake servo and ensuring appropriate power assistance on the engine and transmission. The standard method otherwise used for this purpose is to take underpressure from the intake manifold.



### Drivetrain and Brakes

## The Power of Two Boxers

For the first time Porsche is offering the Targa in two performance versions: The 3.6-litre horizontally-opposed power unit in the 911 Targa 4 develops maximum output of 325 bhp (239 kW) at 6800 rpm. The even more powerful 911 Targa 4S, with its 3.8-litre flat-six, churns out an even more impressive 355 bhp (261 kW) at 6600 rpm.

Both engines come with Porsche's usual high standard of technology combining superior performance with equally superior economy, reliability, and environmental care. Some of these outstanding features are four-valve technology, the two-stage resonance intake manifold, cylinder-specific anti-knock control, single ignition coils with solid-state high-voltage distribution, and double oxygen sensor control – in all, a package of special features ensuring a very good charge cycle and combustion process.

The key element is Porsche's VarioCam Plus valve management system made up of camshaft control on the intake side and valve lift adjustment. This valve lift adjustment system consists of two interacting, switchable cup tappets on the intake side of the engine operated by two cams varying in size on the intake camshaft. The big advantages of VarioCam Plus are more power and torque, on the one hand, as well as greater fuel economy, enhanced emission management and improved motoring refinement, on the other.

### Demanding technology for sports car requirements

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### **S-engine with even greater power reserves**

As a further development of the 3.6-litre power unit, Porsche offers the 3.8-litre in the 911 Targa 4S. This high-performance engine comes with cylinder bore increased in size from 96 – 99 millimetres or 3.78 – 3.90", and with an appropriately harmonised gas charge cycle. Particularly the high torque of the 3.8-litre of 400 Newton-metres or 295 lb-ft, together with the smooth torque curve, enhances the car's performance and engine flexibility to an even higher standard.

### **Fast acceleration, economic fuel consumption**

Despite the slight increase in weight of 60 kilos or 132 lb over the Coupé, the 911 Targa 4 models offer almost the same performance on the road: The 3.6-litre Targa 4 accelerates from a standstill to 100 km/h in 5.3 seconds, the Targa 4S with its 3.8-litre power unit is even faster, reaching 100 km/h in just 4.9 seconds.

Acceleration from 80-120 km/h (50-75 mph) in the second-highest gear takes just 6.8 seconds in the Targa 4 and 6.5 seconds in the Targa 4S, again just two and, respectively, three-tenths of a second slower than in the respective Coupé version.

Top speed of the two models is the same in each case as with the respective Coupés, the 911 Targa 4 reaching a top speed of 280 km/h or 174 mph, the Targa 4S 288 km/h or 179 mph.

Considering their superior engine output and high speed, both models may be regarded as very fuel-efficient: The flat-six in the 911 Targa 4 consumes just 11.3 litres on 100 kilometres overall according to the EU standard, equal to 25.0 mpg Imp. The even more powerful 3.8-litre, in turn, requires an average of 11.8 litres, equal to 23.9 mpg Imp. And a further important point is that both 911 Targa 4 models outperform the EU4 emission standards and are acknowledged in North America as Low Emission Vehicles (LEV II).

### **Six-speed manual or five-speed automatic**

All models in the 911 range come as standard with a smooth and precisely shifting manual six-speed gearbox. For the purposes of all-wheel drive, the gearbox features an additional output drive shaft leading to the front axle drive.

Five-speed Tiptronic S is available as an alternative featuring electronic transmission management (ETM) with a range of gearshift strategies extending from comfortable cruising all the way to an extremely sporting style of motoring. In the process the gearshift points adjust infinitely to the driver's personal style and the profile of the route he is taking.

The driver may also shift gears manually on the automatic transmission simply by moving the selector lever from the automatic position to the left and then shifting gears via paddles in the spokes of the steering wheel. Responding instantaneously to the driver's commands in such a case, the transmission ensures a smooth flow of power with hardly any interruption in the acceleration process.

The driver may indeed even use the gearshift paddles in the automatic mode, should he be required, for example, to shift down spontaneously when overtaking or use the brake power of the engine when steering into a bend.

### **Even more dynamic with Sports Chrono Package Plus**

To enjoy the Targa with sporting qualities of the highest standard, all the enthusiast has to do is press a button to activate the Sports Chrono Package Plus available as an option. This very special feature makes a number of vehicle functions even more dynamic and provides an even greater focus on performance.

The program is activated by a sports button in the centre console, changing the features of the engine management and, if necessary, the operating modes and characteristics of Tiptronic S as well as the behaviour of PSM Porsche Stability Management and PASM Porsche Active Suspension Management.

The enthusiast is even able to time the effects of the Sports Chrono program with a stopwatch: All he has to do is press the control lever on the on-board computer for a special analogue/digital stopwatch on the instrument panel to time his laps or speed on a certain track, add up and save the appropriate figures. The results obtained in this way may then be retrieved by PCM Porsche Communication Management and graphically displayed.



### Outstanding brakes

The new 911 Targa 4 features black eloxy-plated aluminium monobloc fixed-calliper brakes with four pistons each on all four wheels, acting on the cross-drilled, inner-vented brake discs. Disc diameter is 318 millimetres or 12.52" at the front and 299 millimetres (11.77") at the rear.

The S model features even more powerful brakes reflecting the car's even better performance: The 911 Targa 4S comes with larger and reinforced four-piston monobloc fixed callipers finished in red. The inner-vented and cross-drilled brake discs are also larger in size, measuring 330 millimetres or 13.00" in diameter both front and rear. This also allows the use of larger brake pads increasing the overall swept area covered by the brakes and the overall service life of the brake system.

Featuring a tandem brake servo, an extra-large master brake cylinder, and PSM Porsche Stability Management enhanced to an even higher standard, the other brake components are also tailored to the dynamic performance of this all-wheel-drive sports car. To eliminate the air gap between the brake pads and the brake disc, for example, the brake system is pre-loaded prior to emergency application of the brakes, thus ensuring even shorter stopping distances when braking all-out. And should the driver press down the brake pedal quickly, but not with sufficient force, the hydraulic pump will set off any lack of pressure to activate ABS on all wheels and thus guarantee optimum brake performance.

### Ceramic brakes as an option

As an option, both models are available with PCCB Porsche Ceramic Composite Brakes. The cross-drilled, inner-vented composite ceramic brake discs featured here measure 350 millimetres or 13.78" in diameter and are approximately 50 per cent lighter than comparable grey-cast-iron brake discs. In conjunction with the special brake lining, the ceramic brake discs immediately build up and, in particular, provide consistent friction during the deceleration process. The level of abrasion, in turn, is far lower than with grey-cast-iron discs, thanks to the extremely hard surface of the ceramic discs. And this, finally, means a very long service life also resulting from the rustproof qualities of the material used.

### Interior and Equipment

### Exclusive and Stylish

The interior of the 911 Targa follows the design and features of the 911 Carrera Coupé, with particular attention being given to the perfect match and harmony of colours and materials. All surfaces are finished in top quality to provide a very pleasant touch and surface experience.

The gearshift lever, steering wheel rim, handbrake lever handle, the covers on the storage box in the centre console, the covers in the door storage boxes, and the door handles are all finished in leather as standard. Leather is also featured on the centrepieces of the seats, on the side supports and the front-seat headrests.

Additional features on the S-model are the sports steering wheel, aluminium-coloured dials in the instrument cluster, as well as interior components finished in aluminium look, such as the air vents, the ornamental trim on the shift lever panel and the shift lever or selector lever itself.

Further customisation within the car is ensured, inter alia, by an attractive combination of two colours, with Porsche's bi-colour finish available in the three leather combinations Black/Terracotta, Black/Stone Grey, and Black/Sand Beige.

### Unique interior

Porsche's designers have given the 911 Targa new interior trim as a perfect match for the elegant shape and contours of the roof. The modified sun visors on the windscreen frame, in turn, fit perfectly into the shape of the roof, just as the inner panels on the side supports of the roof are finished in interior colour. The guide rails for the glass sliding roof as well as the roof lifting mechanism come with black textile covers.

With the folding rear window extending further up, the cover on the rear crossbar has been moved further to the back, offering even greater useful capacity within the luggage compartment. The rear belt reels are located in the side panels at the same level as the side windows tapering out to a sharp point at the back, the reels themselves covered by plastic trim incorporating an additional interior light.



### Numerous options for customisation

Porsche offers a multifunction steering wheel as an alternative to the three-spoke steering wheel in the 911 Targa 4 adjustable for both reach and height and the sports steering wheel in the 911 Targa 4S. Depending on the features fitted in the car, therefore, the driver is able to control important audio, navigation and telephone functions directly from the steering wheel via six function buttons.

Further options for customisation are available on the driver's and front passenger's seats, the optional sports seats, for example, offering 50 per cent better side support than the regular seats. And with the adaptive sports seats, the driver is even able to adjust the side supports on the seat bottom and backrest individually to his personal wishes and requirements.

### Sophisticated media systems

Both Targa models come as standard with PCM Porsche Communication Management supplemented by further, optional modules such as a DVD navigation system, a telephone and logbook function. Apart from a wide range of other features fitted as standard, such as automatic air conditioning with a combined interior filter, an anti-theft warning system and Porsche's Sound Package Plus complete with a radio, CD-player and nine loudspeakers, the Porsche 911 may be customised with a wide range of special equipment. This includes, to mention just some examples, the BOSE Surround Sound System, the ParkAssistant incorporating four sensors at the rear of the car to measure the distance from obstacles nearby, or the programmable HomeLink System, an integrated garage gate opener replacing up to three handheld transmitters also for illumination or alarm functions.

### History

## The Third Generation of the Targa with a Glass Roof

The new 911 Targa 4 and 911 Targa 4S are continuing a more than 40-year-old tradition, introducing an attractive new concept of the famous Porsche Targa: Now in its third generation, the new Targa presents a well-established and proven glass roof concept uniquely combining the benefits of driving in the open air with minimum draught with all the comfort and safety features of a coupé.

The Targa brand comes from the famous Targa Florio road race and was patented by Porsche in the mid-60s for the new open-air driving concept introduced by the Company at the time. In September 1965 Porsche then presented the 911 Targa as the world's first so-called Safety Cabriolet at the Frankfurt Motor Show. With its rollbar fitted in position, the removable folding roof and the rear window folding up conveniently for even greater freedom, this new variant catered ideally for American customers and their greater demand for safety.

Production started in 1966 and the "semi-open" 911 Targa was introduced into the market in 1967 – at the time at a premium of DM 1,400.- over the price of the Coupé. This roof concept was then further enhanced and developed from one generation of the 911 to the next, over a period of 27 years. During these years this special version of the 911 quickly gained the status of a unique concept within Porsche's model range chosen on average by one out of every ten purchasers of a 911.

The 993-version of the Porsche 911 Targa was presented as a brand-new configuration for the 1996 model year: Now the entire roof was one large glass panel with the glass sliding section at the front moving down and beneath the folding glass window at the rear. Towards the end of 2001, the 911 Targa based on the 996 version entered the market as the first 911 with a rear window swivelling out to the side. And now the latest 911 Targa 4(S) takes up this design concept and configuration with its many advantages and enjoyable features.

Max Engine Speed:	7300 rpm
Fuel Grade:	Premium plus (RON/MON 98/88), unleaded
Electrical System:	12 V, 2100 W, 40 Ah battery capacity

\*Specifications may vary in accordance with national regulations



## Specifications of the 911 Targa 4 and 911 Targa 4S\*

<b>Body:</b>	Monocoque, lightweight all-steel bodyshell, hot-galvanised on both sides; full-size frontal, side and head airbags for the driver and front passenger, 2+2-seater.
<b>Aerodynamics:</b>	Drag coefficient $C_d = 0.30$ (Targa 4S: 0.29) Frontal area $A = 2.04$ square metres $C_d \times A = 0.61$ (Targa 4S: 0.59)
<b>Power Unit:</b>	Six-cylinder aluminium horizontally-opposed water-cooled engine; engine block and cylinder heads made of aluminium; four overhead camshafts; four valves per cylinder; variable valve timing (VarioCam Plus); hydraulic valve play compensation; switching intake manifold; integrated dry sump lubrication; two-stage catalyst system left and right; two pre- and two after-catalyst oxygen sensors; secondary air system; engine oil 10.3 litres (2.27 Imp gals); coolant 31 litres (6.82 Imp gals); DME Digital Motor Electronic engine management for ignition, fuel injection and camshaft adjustment; electronic solid-state ignition (six ignition coils); sequential multipoint fuel injection.
<b>Bore:</b>	96 mm / 3.78" (Targa 4); 99 mm/3.90" (Targa 4S)
<b>Stroke:</b>	82.8 mm / 3.26"
<b>Capacity:</b>	3596 cc (Targa 4); 3824 cc (Targa 4S)
<b>Compression Ratio:</b>	11.3:1 (Targa 4); 11.8:1 (Targa 4S)
<b>Max Output:</b>	239 kW / 325 bhp at 6800 rpm (Targa 4); 261 kW / 355 bhp at 6600 rpm (Targa 4S)
<b>Max Torque:</b>	370 Nm (273 lb-ft) at 4250 rpm (Targa 4); 400 Nm (295 lb-ft) at 4600 rpm (Targa 4S)
<b>Output per litre:</b>	66.5 kW/90.4 bhp (Targa 4); 68.3 kW/92.9 bhp (Targa 4S)
<b>Max Engine Speed:</b>	7300 rpm
<b>Fuel Grade:</b>	Premium plus (RON/MON 98/88), unleaded
<b>Electrical System:</b>	12 V, 2100 W alternator, 70 Ah battery capacity

\* Specifications may vary in accordance with national regulations



**Power Transmission:** Power unit and transmission bolted together to form one unit; drive power conveyed by double propeller shafts to the rear wheels and via a driveshaft and viscous multiple-plate coupling to the front wheels.

Gear ratios:	Manual	Tiptronic S
1 <sup>st</sup>	3.91	3.60
2 <sup>nd</sup>	2.32	2.19
3 <sup>rd</sup>	1.61	1.41
4 <sup>th</sup>	1.28	1.00
5 <sup>th</sup>	1.08	0.83
6 <sup>th</sup>	0.88	—
Reverse	3.59	3.17
Final drive:		
Rear axle	3.44	3.56
Front axle	3.33	3.45

Clutch diameter: 240 mm (9.45")  
(self-adjusting on the Targa 4S)

**Chassis and Suspension:** Front axle: McPherson configuration optimised by Porsche; spring strut axle with independent wheel suspension on track control arms, longitudinal arms and spring struts; cone stump springs with inner-mounted dampers; twin-sleeve gas pressure dampers (with active control on the Targa 4S).

Rear axle: multi-arm configuration; independent wheel suspension on five track control arms; cylindrical coil springs on each wheel with coaxial, inner-mounted dampers; single-sleeve gas pressure dampers (with active control on the Targa 4S).

#### Brakes:

Two-circuit brake system split front-to-rear; four-piston aluminium monobloc brake callipers; cross-drilled, inner-vented brake discs on the front axle measuring 318 x 28 mm (12.52 x 1.10") diameter/width on the Targa 4 and 330 x 34 mm (13.00 x 1.38") diameter/width on the Targa 4S, and at the rear 299 x 24 mm (11.78 x 0.95") diameter/width on the Targa 4 and 330 x 28 mm (13.00 x 1.10") on the Targa 4S; PSM 8.0; vacuum brake servo.

<b>Wheels and Tyres:</b>	front	8 J x 18	on	235/40 ZR 18 (Targa 4);
		8 J x 19	on	235/35 ZR 19 (Targa 4S)
	rear	11 J x 18	on	295/35 ZR 18 (Targa 4);
		11 J x 19	on	305/30 ZR 19 (Targa 4S)

<b>Weight:</b>	DIN, unladen	1510 kg (Targa 4 manual)
		1550 kg (Targa 4 with Tiptronic S)
		1535 kg (Targa 4S manual)
		1575 kg (Targa 4S with Tiptronic S)
	Max permissible	1900 kg (Targa 4 manual)
		1945 kg (Targa 4 with Tiptronic S)
		1915 kg (Targa 4S manual)
		1960 kg (Targa 4S with Tiptronic S)

<b>Dimensions:</b>	Length	4427 mm (174.3")
	Width	1852 mm (72.9")
	Height	1310 mm (51.6") (Targa 4)
		1300 mm (51.2") (Targa 4S)
	Wheelbase	2350 mm (92.5")
	Track	front 1488 mm (58.6")
		rear 1548 mm (60.9")

Luggage compartment capacity to VDA standard:	105 litres (3.68 cu ft), overall
Fuel tank:	67 litres (14.75 Imp gals)



<b>Performance:</b>	Top speed	
		280 km/h (174 mph) (Targa 4 manual)
		275 km/h (171 mph) (Targa 4 Tiptronic S)
		288 km/h (179 mph) (Targa 4S manual)
		280 km/h (174 mph) (Targa 4S Tiptronic S)
	Acceleration in sec:	
	0 – 100 km/h	5.3 (Targa 4 manual)
		5.8 (Targa 4 Tiptronic S)
		4.9 (Targa 4S manual)
		5.4 (Targa 4S Tiptronic S)
	0 – 160 km/h	11.6 (Targa 4 manual)
		12.6 (Targa 4 Tiptronic S)
		11.1 (Targa 4S manual)
		12.1 (Targa 4S Tiptronic S)
	0 – 200 km/h	19.0 (Targa 4 manual)
		22.0 (Targa 4 Tiptronic S)
		17.6 (Targa 4S manual)
		20.1 (Targa 4S Tiptronic S)
	Standing-start km	24.3 (Targa 4 manual)
		25.1 (Targa 4 Tiptronic S)
		23.7 (Targa 4S manual)
		24.7 (Targa 4S Tiptronic S)

<b>Fuel consumption, Targa 4*</b> (EU standard):	Urban	16.6 (17.4) litres
	Extra-urban	8.4 (8.6) litres
	Composite	11.3 (11.6) litres
<b>Fuel consumption Targa 4S*</b> (EU standard):	Urban	17.5 (18.0) litres
	Extra-urban	8.5 (8.6) litres
	Composite	11.8 (11.9) litres
<b>CO<sub>2</sub> emissions Targa 4*</b> (EU standard):		272 (280) g/km
<b>CO<sub>2</sub> emissions Targa 4S*</b> (EU standard):		285 (286) g/km

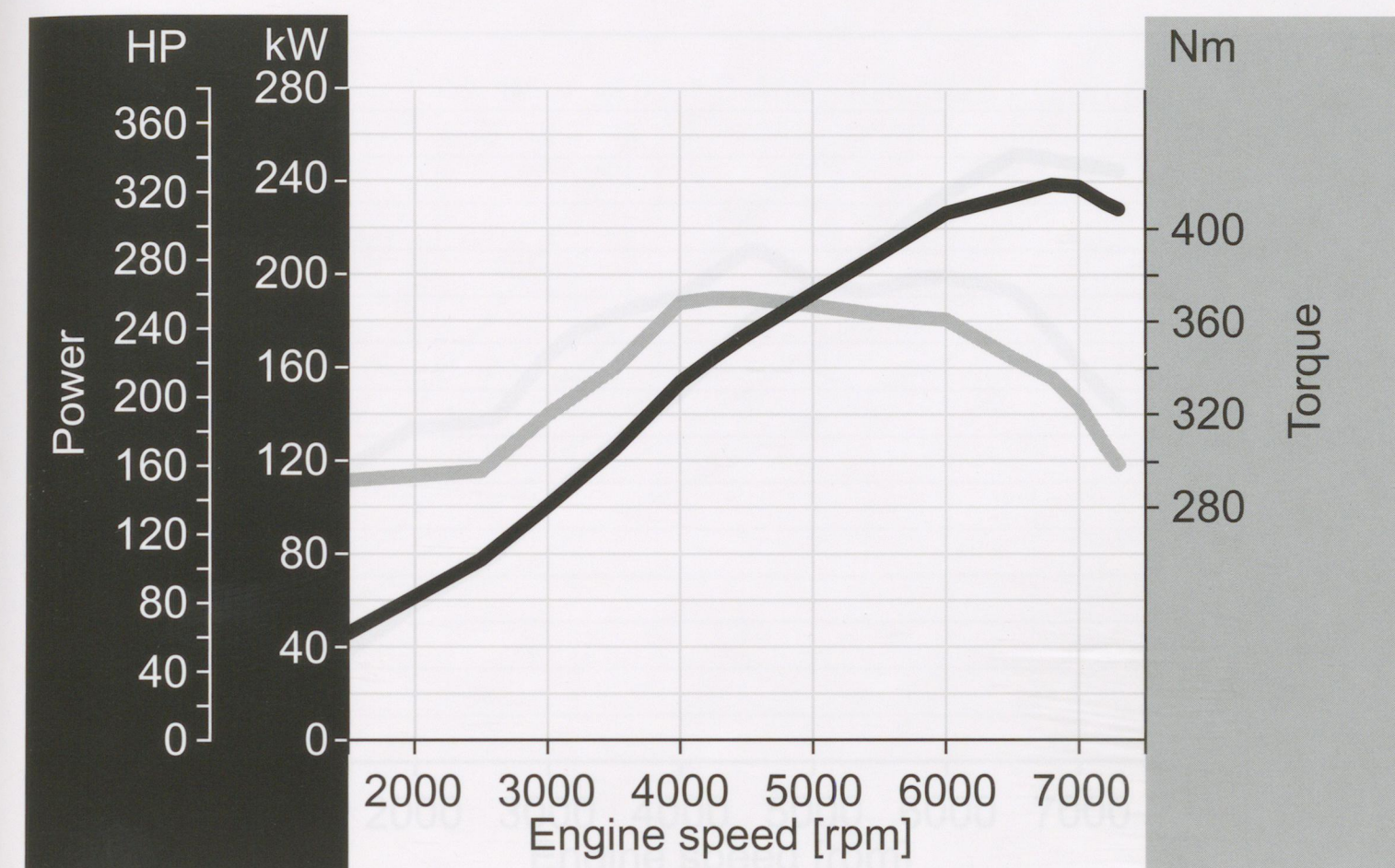
\*Figures in brackets relate to cars with Tiptronic S

2000 3000 4000 5000 6000 7000  
Engine speed [rpm]



## Porsche 911 Targa 4

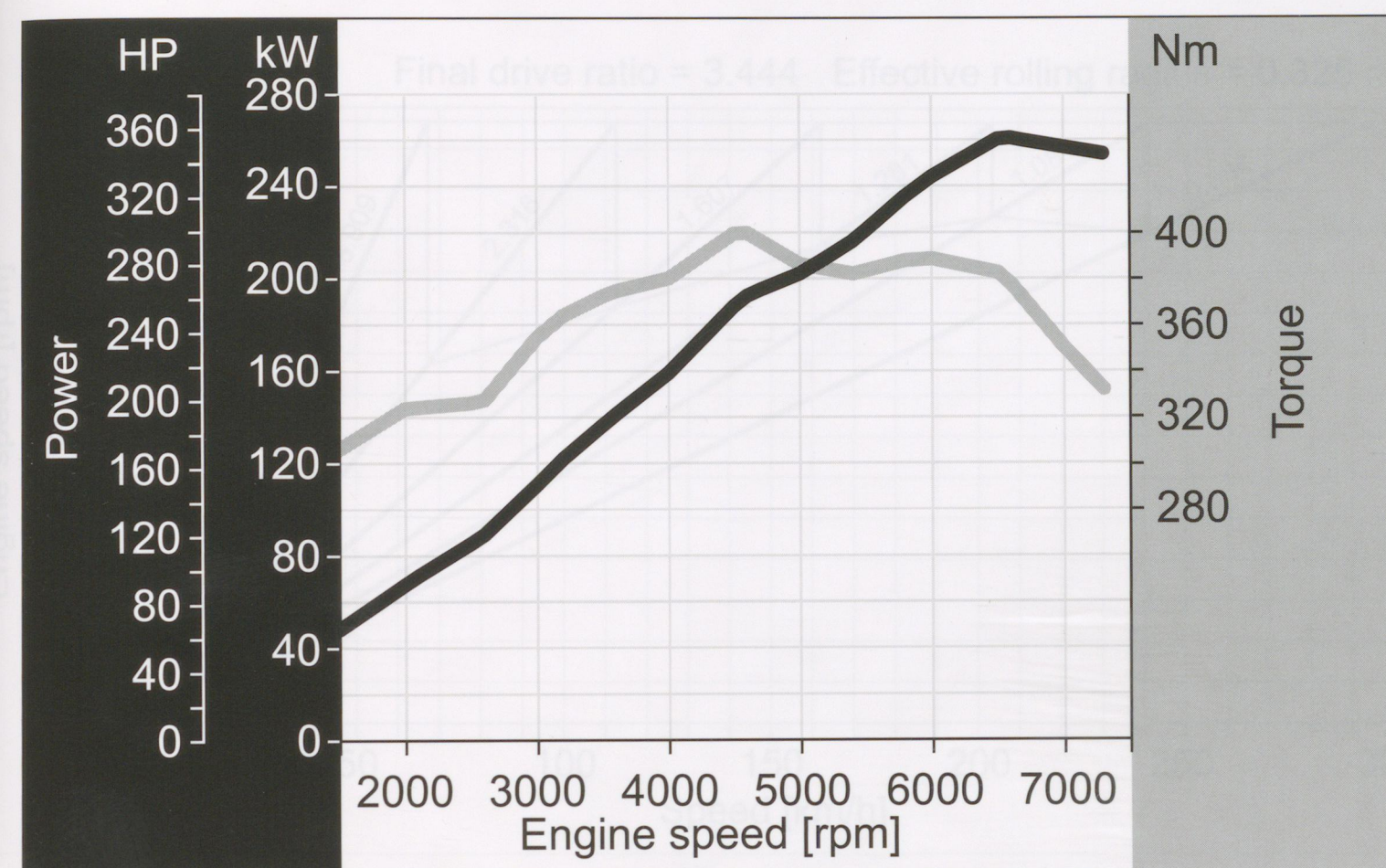
### Porsche 911 Targa 4: Performance and torque





## Porsche 911 Targa 4S

### Porsche 911 Targa 4S: Performance and torque

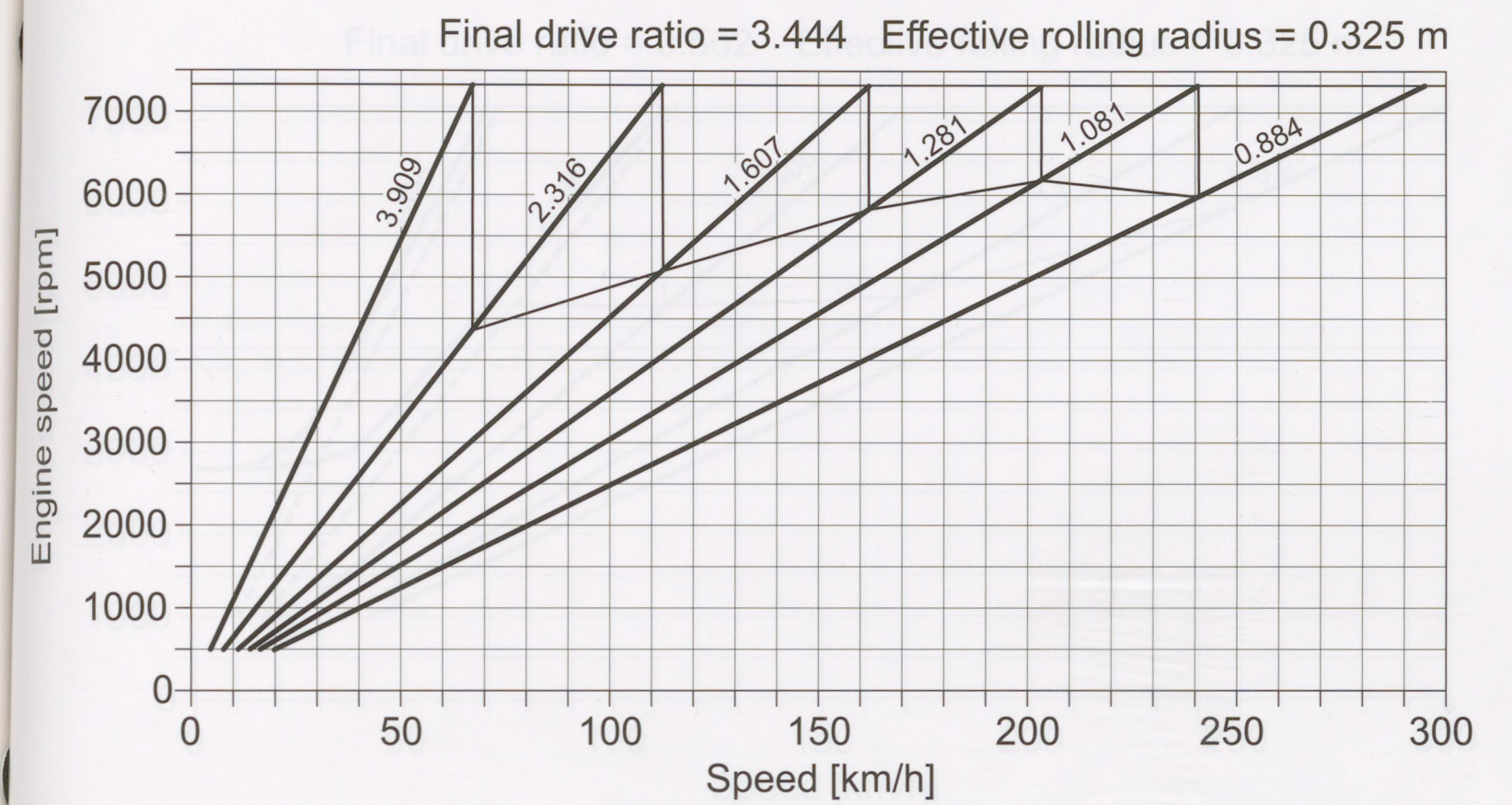




## Porsche 911 Targa 4 and 911 Targa 4S

Porsche 911 Targa 4 and 911 Targa 4S:

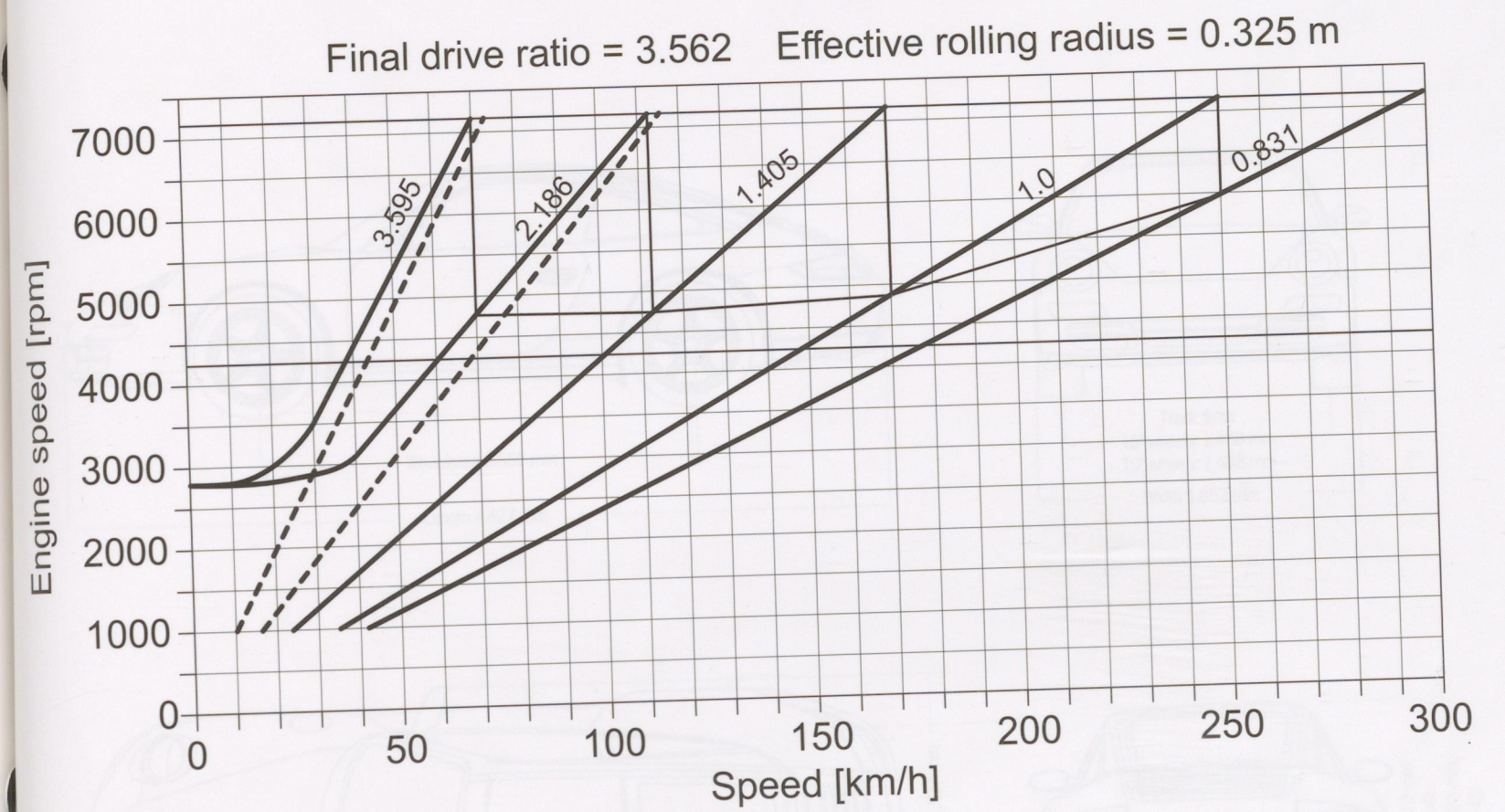
Transmission diagram: 6-speed manual transmission





# Porsche 911 Targa 4 and 911 Targa 4S

Porsche 911 Targa 4 and 911 Targa 4S:  
Transmission diagram: Tiptronic S





Porsche 911 Targa 4 and 911 Targa 4S

Exterior Dimensions

