



PORSCHE



# 911 Targa 4 911 Targa 4S

Press Information

# Contents

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<b>Summary</b>	The new Porsche 911 Targa	<b>3</b>
<b>Details</b>	Design and body	<b>4</b>
	Engine and drivetrain	<b>6</b>
	Chassis and handling systems	<b>8</b>
	Interior and features	<b>10</b>
	History	<b>12</b>
<b>Specifications</b>		<b>13</b>
<b>Photo</b>		<b>19</b>

Note: Information and images are available to accredited journalists in the Porsche Press Database at <http://presse.porsche.de>.

# Summary

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## **The new Porsche 911 Targa**

### **With the innovative Targa roof: rebirth of a modern classic**

Porsche is expanding the current generation of the 911 – the new Targa 911 now joins the coupé and convertible in the product line-up. Since its launch in 1965, the Targa has held a firmly established position within the Porsche 911 family, representing about 13 percent of all 911 cars ever sold. Porsche has produced more than 853,000 units of the 911 sports car icon since production started about 50 years ago. In the anniversary year of 2013 alone, more than 30,200 Porsche 911 cars were transferred to their proud owners.

The latest generation of this extravagant 911 variant now combines the classic Targa concept with highly advanced roof-activating convenience. Just like the legendary original Targa, the new model has the characteristic wide bar instead of the B pillars, a moving roof part above the front seats and a wrap-around rear window without C pillars. Unlike in the older classic models, the roof panel is now opened and closed at the press of a button. The fully automatic roof system stows the roof behind the rear seats in a spectacular way. The latest version of the 911 features the typical Porsche PTM all-wheel drive system that by design transfers proportionately more power to the rear wheels. This system guarantees maximum driving performance on a variety of road surfaces and in all weather conditions.

### **Two model versions with all-wheel drive exclusively**

Like its predecessor, the new generation Targa is launching onto the market in two variants with all-wheel drive exclusively. In the 911 Targa 4, the heart of a 3.4-litre flat-six engine beats with a power output of 257 kW (350 hp). Fitted with PDK and the Sport Chrono package, the new 911 Targa accelerates from 0 to 100 km/h in 4.8 seconds and, reaches a top speed of 282 km/h with a manual transmission. NEDC fuel consumption is between 9.5 and 8.7 l/100 km (223-204 g/km CO<sub>2</sub>), depending on the transmission fitted. The top model is the 911 Targa 4S which develops 294 kW (400 hp) from a 3.8-litre engine. Its top speed is 296 km/h, and it handles the benchmark sprint to 100 km/h in 4.4 seconds when equipped with PDK and the Sport Chrono package. Fuel consumption ranges from 10.0 to 9.2 l/100 km (237-214 g/km CO<sub>2</sub>), depending on the transmission fitted. So, the car's engine and vehicle performance data as well as fuel efficiency are equivalent to those of the 911 Carrera 4 Cabriolet. Both sports cars are certified to the Euro-6 standard.

# Details

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## Design and body

### **New and spectacular: fully automatic Targa roof**

The new 911 Targa is the fascinating symbiosis between the timeless design of the original Targa and the contemporary sportiness of the seventh 911 generation. The return to the original concept, with its characteristic fixed Targa bar, breathes new life into the legend of the 911 Targa in the new models. It renews the Targa tradition with an innovative roof concept.

The roof system consists of two moving parts: a soft top and a glass rear window. At the press of a button, the glass rear window opens to the rear and tilts. It is joined to the stowage box lid. At the same time, two flaps in the Targa bar open and release the soft top kinematics. The soft top is unlatched, folds to the rear into a Z-shape during the opening movement and stows behind the rear seats. A panel running across the car behind the rear seats integrates the soft top. Finally, the flaps in the bar and the rear window close. When the top is stowed, a wind deflector integrated in the cowl can be adjusted manually. It reduces draught to the interior significantly.

While the car is stationary, the roof can be opened or closed in about 19 seconds from controls on the centre console. To protect the car from damage, the standard integrated rear ParkAssist monitors the area behind the 911 Targa while the roof is opened and closed. If the sensors detect an obstacle within a range of less than 40 centimetres, a warning sounds. This prevents the rear window that is being tipped back from colliding with a closely parked vehicle or other object standing behind the 911 Targa.

### **Intelligent lightweight design using steel, aluminium and magnesium**

The materials in the roof system are as innovative as the concept itself. The roof shell and the magnesium roof bows stretch the high-quality fabric hood very tightly. This technology stems from the panel bow roof of the 911 Carrera Cabriolet – a Porsche development. Additional insulation under the soft top provides thermal protection. It also reduces driving noise when the roof is up. The rear edge of the soft top terminates at the fixed Targa bar.

The bar has an inner steel anti-roll bar and outer elements made of painted die-cast aluminium. The three gills on the bar and the “Targa” badges, one on each side, pay tribute to the original 1965 Targa. The rear window, made of extremely lightweight laminated safety glass, consists of two layers of semi-tempered glass with a film in between. The rear window heater contains very fine wires covering practically the entire glass area to ensure

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excellent all-round visibility, even in adverse weather conditions. A rear window wiper is available as an option.

### **Lightweight body**

The 911 Targa body is based on the structure of the 911 Carrera 4 Cabriolet. So, the new generation benefits from the weight savings of its aluminium and steel construction combined with excellent rigidity. This also adds to the car's safety – a traditional core property of the 911 Targa. As in the original model, the fixed Targa bar provides exceptionally good protection if the car should roll over. The standard Porsche Side Impact Protection System (POSIP) with six full-size airbags provides additional all-round protection to the driver and front passenger. These safety features make the 911 Targa 4 models one of the safest convertible sports cars in the world.

### **Distinctive identifying feature: rear body is 44 mm wider**

At first glance, the new 911 Targa can be identified as a 911 with all-wheel drive. Compared to the two-wheel-driven 911 Carrera models, the wheel arches of the rear axle have each been widened by an additional 22 mm, and the rear tyres are each ten mm wider. The rear view is made all the more impressive by the wrap-around rear window without C-pillars and the exclusive rear light strip with integrated parking and rear light functionalities. The light strip is located directly below the edge of the spoiler, which visually joins the two taillights. First, this highlights the powerful rear car body. Second, it gives the all-wheel drive models a unique, easily distinguishable night design. When the lights are switched on, the illuminated rear light strip visually joins the rear lights, clearly expressing that this is an all-wheel drive 911 driving ahead. This eye-catching presence is completed in side view by sill covers offset in black, and in front view by the modified front end with decorative side air intake grilles.

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## **Engine and drivetrain**

### **Drivetrain concept emphasises sportiness, safety and comfort**

The drivetrain concept reflects the core traits of the new 911 Targa generation: sportiness, safety and comfort. The power from the flat-six engines is transmitted by a standard seven-speed manual transmission. An automatic seven-speed dual-clutch transmission (PDK) is available as an option. The intelligent all-wheel drive system – Porsche Traction Management (PTM) – distributes the power to the four wheels.

Both engines are equipped with direct petrol injection, are sporty high revving units and excel with exemplary fuel economy. To increase efficiency the flat-six engines are provided with electrical system recuperation, map-controlled thermal management of the engine coolant and an auto stop/start function.

### **Sport exhaust system packs more power and enjoyment**

The sport exhaust system is one of the options offered in the new 911 Targa generation. At the press of a button, the exhaust system is dethrottled, and the two exhaust lines are merged. When the sports exhaust system button on the centre console is pressed, the even throatier sound of the flat-six engine is combined with optimal performance. As a result, the car's acoustics are even more emotional. As a visual highlight, the sports exhaust system is fitted with two twin tailpipes with a unique design.

### **Transmissions: seven speeds for dynamic and efficient driving**

Key components in the Porsche strategy for efficient performance are two transmissions which combine uncompromising sportiness with long gear ratios to improve fuel economy. They are the world's first seven-speed manual transmission to be used in a production car and the Porsche Doppelkupplungsgetriebe (PDK), also with seven speeds. Drivers of 911 cars with manual transmissions can now enjoy the same low fuel consumption figures that are familiar with the PDK: up to 19 per cent lower revs at the same speed, which uses up to ten per cent less fuel.

The principle of using the power output of the engine only when it is actually needed in the 911 models with optional PDK transmission has led to an extraordinary function for sports cars: coasting. Basically, coasting is nothing more than non-powered rolling, allowing the engine to run at idling speed on some stretches of road. In

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practice, this means fuel savings of up to one litre per 100 km in everyday traffic with an anticipatory driving style.

**PTM with typical Porsche tuning range between sportiness and efficiency**

The new 911 Targa 4 models are equipped with the fully variable all-wheel drive Porsche Traction Management (PTM) as standard. It combines typical Porsche driving fun with even greater driving stability, traction and agile handling.

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## **Chassis and handling systems**

### **911 Chassis with Targa-specific tuning**

The chassis of the new Targa is mainly based on the 911 Carrera Cabriolet with all-wheel drive. The wide track of the rear axle generates extremely high stability in bends, even during powerful acceleration. Passive shock absorbers are standard equipment on the 911 Targa 4. The S model is equipped with the Porsche Active Suspension Management (PASM) as standard. This active damper system is available as an option on the basic model. Both chassis versions are specially tuned for the 911 Targa and have rebound buffer springs on the front and rear suspensions. This, in turn, optimises handling in bends.

### **Precision and feedback: electro-mechanical steering**

In the new generation of the 911 Carrera, Porsche introduced an electro-mechanical power steering that offers impressive performance and precision. It also lowers fuel consumption by at least 0.1 l/100 km compared with hydraulic power steering. The optional Power Steering Plus provides additional convenience and makes manoeuvring at speeds below 50 km/h much easier by increasing the power steering assist.

### **Faster and safer cornering Porsche Torque Vectoring**

Porsche Torque Vectoring (PTV) in the new 911 models makes it even more agile. It is standard in the 911 Targa 4S and optional in the 911 Targa 4. Two versions of this system are available: with manual transmissions as PTV with mechanical differential lock, and in PDK models as PTV Plus with an electronically controlled, fully variable limited slip differential. Essentially, PTV/PTV Plus improves the vehicle's steering response and steering precision by targeted brake interventions at the rear wheel on the inside of a bend in highly dynamic driving situations. The differential lock improves the car's acceleration potential when exiting bends.

### **Even more sportiness at the press of a button: from the Sport button to the Sport Chrono package**

All 911 models are fitted with a Sport button as standard that lets the driver choose between a sport-optimised tuning and a comfortable tuning optimised for fuel efficiency. The optional Sport Chrono package with an additional Sport Plus button offers an even wider range between sporty tuning and ride comfort in everyday use. Besides adapting all relevant systems and functions for maximum performance, the Sport Chrono package includes



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controlled dynamic engine mounts.

### **Porsche Dynamic Chassis Control for impressive performance gains**

The Porsche Dynamic Chassis Control (PDCC) provides even more driving dynamics and ride comfort. It is offered as an option on the 911 Targa 4S. The system propels the 911 to impressive new levels of transverse acceleration and handling. The vehicle's body roll, for example when entering a bend, cornering and changing lanes at speed, is almost entirely compensated by the variable stabiliser system up to maximum transverse acceleration. Because of reduced roll angles, the tyres are always in an optimal position relative to the road surface and are able to transmit maximum forces in all directions. This increases potential cornering speeds. On the other hand, the anti-roll bars are decoupled in straight-line driving to increase ride comfort, mainly on long distance trips.

### **Optional Porsche Dynamic Light System with extended functions**

The Porsche Dynamic Light System (PDLS) provides even better illumination of the road in the dark. It includes dynamic cornering lights and speed-dependent running light control which improves visibility by adapting the light cone and light intensity as a function of vehicle speed. The dynamic cornering lights are activated at a speed of about four km/h. Also integrated is an adverse weather lighting. It is switched on when the rear fog light is activated.

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## **Interior and features**

### **High-quality 911 interior with typical Porsche ergonomics**

The interior of the new 911 Targa models offers typical high-quality 911 convenience and comfort features in a well-designed layout. This lets the driver fully concentrate on what matters most: the unique driving experience.

### **Excellent noise levels and climate comfort**

A significant advantage of the new Targa roof system is the excellent level of comfort it offers in terms of noise and the climate inside the car. When the roof is closed, the new 911 has almost the same noise and climate comfort as the 911 Carrera Coupé. The front roof element is lined with black fabric inside the car. Together with the interior trim of the Targa bar in black Alcantara, the roof lining presents a uniform appearance. The soft top compartment is located behind the back tray. Together with the decorative transverse strut, it stows the soft top away neatly in the interior. The large surface of the curved rear window lets plenty of light into the interior, even when the roof is closed. This creates a unique feeling of space and offers excellent all-round visibility.

### **Sports seats for dynamic and long-distance driving**

The interior of all 911 Carrera and Targa models is completed by a standard sport seat system with electrically adjustable backrest angle and seat height. Additional functions of the optional sport seats with all-electric 14-way adjustment are electrical adjustment of longitudinal positioning, seat cushion angle, seat cushion depth and four-way lumbar support. The adaptive Sports Seats Plus with 18-way adjustment and raised side supports is also available as an option. They provide additional adjustment features of the seat side supports and backrest for optimal lateral support in every driving situation.

### **Option: lightweight sport shell seats made of fibre-reinforced polymer**

For 911 Carrera drivers with exceptionally sporty requirements, Porsche offers very lightweight sport shell seats in leather with folding backrest, integrated thorax airbag and manual longitudinal adjustment. The seat shell consists of glass and carbon fibre-reinforced polymer with a visual carbon surface. For the first time, the sport shell seats can now be combined with optional seat heating.

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### **Sound Package Plus with nine loudspeakers as standard**

The standard CDR-31 audio system supplies acoustic information and entertainment. It is combined with the Sound Package Plus which comprises nine loudspeakers. The standard universal audio interface offers the option of connecting an external audio source to the AUX port.

### **Options: top sound systems from Burmester® and Bose**

The new top sound system option is a special system that Porsche developed together with Burmester® for the 911. The system comprises twelve individually controlled loudspeakers, including an active “body-in-white” subwoofer with a 140 mm diameter diaphragm, integrated 300 watt class-D amplifier and twelve amplifier channels with a total output power of over 800 watts.

Another option is the Bose Surround Sound System. It also comprises twelve loudspeakers, including an integrated body-in-white 100 watt active subwoofer with a class-D amplifier, 130 mm diameter diaphragm, and eight amplifier channels, which create an impressive sound experience. The system has a total power output of 445 watts.

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## History

### Independent and extravagant: history of the Porsche 911 Targa

In September 1965, Porsche presented the 911 Targa at the Frankfurt Motor Show as the world's first safety-engineered cabriolet. With its fixed roll-over protection bar, removable folding roof and downward folding rear window, the new 911 variant mainly addressed the heightened awareness of safety felt by American customers. The word Targa is derived from the famous road race, the Targa Florio. Since the middle of the 1960s, it has stood for the open-top concept which was new at the time. Porsche has had the name protected.

Production started at the end of 1966, and the 911 Targa was launched on the market in 1967. The half-open 911 model cost 1,400 German Marks more than the coupé. Development of the roof concept continued from one 911 generation to the next for 27 years. During this time, the "half-open" variant attained the status of an independent vehicle concept in the Porsche model portfolio. On average, one in ten 911 customers opted for this approach.

In the model year 1996, Porsche presented a totally revised version with the 911 Targa (type 993). Starting with this type, the entire roof was designed as a continuous glass panel. The front glass sunroof was lowered and stowed under the folding glass rear window.

Exactly 20 years after Porsche discontinued the last 911 Targa with a classic roll-over protection bar based on the Type 964, the new generation now carries on in the tradition of the original body concept.

# Specifications

## Specifications of the Porsche 911 Targa 4\*

Body	Two-plus-two seat Targa featuring a steel roll-over bar and folding central roof section; lightweight mixed aluminium-steel construction with wings, doors, luggage compartment lid and engine compartment lid made from aluminium; two-stage driver and front passenger airbags; side and head airbags for driver and front passenger.
Aerodynamics	Drag coefficient $C_d$ : 0.30 Frontal area A: 2.05 m <sup>2</sup>
Engine	Water-cooled flat-six engine; engine block and cylinder heads made from aluminium; four overhead camshafts, four valves per cylinder, variable inlet valve timing and valve-lift adjustment (VarioCam Plus); hydraulic valve clearance compensation; direct fuel injection; one three-way catalytic converter per cylinder bank, each with two oxygen sensors; engine oil capacity of 10.1 litres; electronic ignition with solid-state ignition distribution (six active ignition modules); thermal management system for coolant circulation; Auto Start Stop function.
Bore	97 mm
Stroke	77.5 mm
Displacement	3436 cm <sup>3</sup>
Compression	12.5:1
Engine power	350 hp (257 kW) at 7400/min
Max. torque	390 Nm at 5600/min
Power output per litre	101.9 hp/litre (74.8 kW/litre)
Maximum revs	7800/min
Fuel type	Super Plus
Electrical system	12 volts; three-phase generator, 2100 W; battery, 70 Ah, 450 A; electrical system recuperation.

\*Specifications may vary according to markets

## Specifications of the Porsche 911 Targa 4\*

Power transmission	Engine and transmission bolted to form one drive unit; active all-wheel drive with electronically controlled, map-controlled multi-plate clutch (PTM); seven-speed manual transmission, optional seven-speed double-clutch transmission (PDK); Porsche Torque Vectoring (PTV) with mechanical rear-axle differential lock; featuring a controlled rear-axle differential lock in conjunction with PDK PTV Plus.			
	Gear ratios	Manual transmission		PDK transmission
	1st gear	3.91		3.91
	2nd gear	2.29		2.29
	3rd gear	1.55		1.65
	4th gear	1.30		1.30
	5th gear	1.08		1.08
	6th gear	0.88		0.88
	7th gear	0.71		0.62
	R gear	3.55		3.55
	Rear final drive ratio	3.44		3.44
	Front final drive ratio	3.33		3.33
	Clutch diameter	240 mm		202 mm/153 mm
Chassis	Front axle: spring strut axle (MacPherson type, Porsche optimized) with wheels independently suspended by wishbones, longitudinal links and spring struts; cylindrical coil springs with internal vibration dampers; electromechanical power steering.  Rear axle: multi-link suspension with wheels independently suspended on five links; cylindrical coil springs with coaxial internal vibration dampers.			
Brake system	Dual-circuit brake system with axle distribution; Porsche Stability Management (PSM) system; vacuum brake booster; brake assistant; electric duo-servo parking brake; auto-hold function.			
Brakes	Front axle: four-piston aluminium monobloc brake callipers, perforated and internally ventilated brake discs with a diameter of 330 mm and thickness of 28 mm.  Rear axle: four-piston aluminium monobloc brake callipers, perforated and internally ventilated brake discs with a diameter of 330 mm and thickness of 28 mm.			
Wheels and tyres	Front	8.5 J x 19	with	235/40 ZR 19
	Rear	11 J x 19	with	295/35 ZR 19
Weight	DIN weight empty			1540 (1560) kg
	Permissible gross weight			1925 (1945) kg

\*Specifications may vary according to markets

The values in brackets apply to vehicles with the PDK transmission.

### Specifications of the Porsche 911 Targa 4\*

Dimensions	Length	4491 mm
	Width	1852 mm
	Width including exterior mirrors	1978 mm
	Height	1298 mm
	Wheelbase	2450 mm
	Track widths	Front 1532 mm Rear 1560 mm
	Luggage compartment volume	Front 125 litres Rear 160 litres
	Tank capacity	68 litres
Performance	Top speed	282 (280) km/h
	Acceleration:	
	0 – 100 km/h	5.2 (5.0) secs
	(with Sport Plus and PDK**	4.8 secs)
	0 – 200 km/	18.0 (17.5) secs
	(with Sport Plus and PDK**	17.2 secs)
Fuel consumption (NEDC)	0 – 60 mph	5.0 (4.8) s
	(with Sport Plus and PDK**	4.6 s)
	1/4 mile	13.3 (13.2) s
	(with Sport Plus and PDK**	12.9 s)
CO <sub>2</sub> emissions	Overall	9.5 (8.7) litres/100 km
	Urban traffic	13.1 (11.8) litres/100 km
	Extra-urban traffic	7.5 (6.9) litres/100 km
CO <sub>2</sub> emissions	Overall	223 (204) g/km
Emissions class		Euro 6

\*Specifications may vary according to markets

\*\*In conjunction with the optional Sport Chrono package

The values in brackets apply to vehicles with the PDK transmission.

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

Body	Two-plus-two seat Targa featuring a steel roll-over bar and folding central roof section; lightweight mixed aluminium-steel construction with wings, doors, luggage compartment lid and engine compartment lid made from aluminium; two-stage driver and front passenger airbags; side and head airbags for driver and front passenger.
Aerodynamics	Drag coefficient $C_d$ : 0.30 Frontal area A: 2.04 m <sup>2</sup>
Engine	Water-cooled flat-six engine; engine block and cylinder heads made from aluminium; four overhead camshafts, four valves per cylinder, variable inlet valve timing and valve-lift adjustment (VarioCam Plus); hydraulic valve clearance compensation; direct fuel injection; one three-way catalytic converter per cylinder bank, each with two oxygen sensors; engine oil capacity of 10.1 litres; electronic ignition with solid-state ignition distribution (six active ignition modules); thermal management system for coolant circulation; Auto Start Stop function.
Bore	102 mm
Stroke	77.5 mm
Displacement	3800 cm <sup>3</sup>
Compression	12.5:1
Engine power	400 hp (294 kW) at 7400/min
Max. torque	440 Nm at 5600/min
Power output per litre	105.3 hp/litre (77.4 kW/litre)
Maximum revs	7800/min
Fuel type	Super Plus
Electrical system	12 volts; three-phase generator, 2100 W; battery, 70 Ah, 450 A; electrical system recuperation.

\*Specifications may vary according to markets



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

Power transmission	Engine and transmission bolted to form one drive unit; active all-wheel drive with electronically controlled, map-controlled multi-plate clutch (PTM); seven-speed manual transmission, optional seven-speed double-clutch transmission (PDK); Porsche Torque Vectoring (PTV) with mechanical rear-axle differential lock; featuring a controlled rear-axle differential lock in conjunction with PDK PTV Plus.			
	Gear ratios	Manual transmission		PDK transmission
	1st gear	3.91		3.91
	2nd gear	2.29		2.29
	3rd gear	1.55		1.65
	4th gear	1.30		1.30
	5th gear	1.08		1.08
	6th gear	0.88		0.88
	7th gear	0.71		0.62
	R gear	3.55		3.55
	Rear final drive ratio	3.44		3.44
	Front final drive ratio	3.33		3.33
	Clutch diameter	240 mm		202 mm/153 mm
Chassis	Front axle: spring strut axle (MacPherson type, Porsche optimised) with wheels independently suspended by wishbones, longitudinal links and spring struts; cylindrical coil springs with internal vibration dampers; electromechanical power steering.			
	Rear axle: multi-link suspension with wheels independently suspended on five links; cylindrical coil springs with coaxial internal vibration dampers.			
	Porsche Active Suspension Management (PASM) system with electronically controlled vibration dampers; two manually selectable damping programs.			
Brake system	Dual-circuit brake system with axle distribution; Porsche Stability Management (PSM) system; vacuum brake booster; brake assistant; electric duo-servo parking brake; auto-hold function.			
Brakes	Front axle: six-piston aluminium monobloc brake callipers, perforated and internally ventilated brake discs with a diameter of 340 mm and thickness of 34 mm.			
	Rear axle: four-piston aluminium monobloc brake callipers, perforated and internally ventilated brake discs with a diameter of 330 mm and thickness of 28 mm.			
Wheels and tyres	Front	8.5 J x 20	with	245/35 ZR 20
	Rear	11 J x 20	with	305/30 ZR 20
Weight	DIN weight empty			1555 (1575) kg
	Permissible gross weight			1960 (1980) kg

\*Specifications may vary according to markets

The values in brackets apply to vehicles with the PDK transmission.

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

Dimensions	Length	4491 mm
	Width	1852 mm
	Width including exterior mirrors	1978 mm
	Height	1291 (1289) mm
	Wheelbase	2450 mm
	Track widths	Front 1538 mm
		Rear 1552 mm
	Luggage compartment volume	Front 125 litres
		Rear 160 litres
	Tank capacity	68 litres
Performance	Top speed	296 (294) km/h
	Acceleration:	
	0 – 100 km/h	4.8 (4.6) secs
	(with Sport Plus and PDK**	4.4 secs)
	0 – 200 km/h	16.0 (15.5) secs
	(with Sport Plus and PDK**	15.2 secs)
	0 – 60 mph	4.6 (4.4) s
Fuel consumption (NEDC)	(with Sport Plus and PDK**	4.2 s)
	1/4 mile	12.9 (12.8) s
	(with Sport Plus and PDK**	12.5 s)
CO <sub>2</sub> emissions	Overall	10.0 (9.2) litres/100 km
	Urban traffic	13.9 (12.5) litres/100 km
	Extra-urban traffic	7.7 (7.1) litres/100 km
CO <sub>2</sub> emissions	Overall	237 (214) g/km
Emissions class		Euro 6

\*Specifications may vary according to markets

\*\*In conjunction with the optional Sport Chrono package

The values in brackets apply to vehicles with the PDK transmission.

# Photos

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911 Targa 4 and 4S\_14001



911 Targa 4 and 4S\_14002



911 Targa 4 and 4S\_14003



911 Targa 4 and 4S\_14004



911 Targa 4 and 4S\_14005



911 Targa 4 and 4S\_14006



911 Targa 4 and 4S\_14007



911 Targa 4 and 4S\_14008



911 Targa 4 and 4S\_14009



911 Targa 4 and 4S\_14010



911 Targa 4 and 4S\_14011

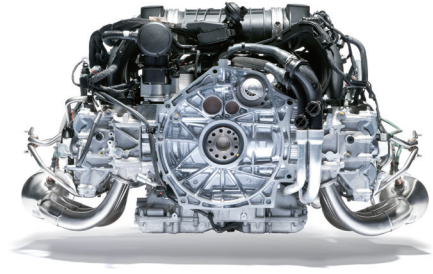


911 Targa 4 and 4S\_14012





911 Targa 4 and 4S\_14013



911 Targa 4 and 4S\_14014



911 Targa 4 and 4S\_14015



911 Targa 4 and 4S\_14016



911 Targa 4 and 4S\_14017



911 Targa 4 and 4S\_14018



911 Targa 4 and 4S\_14019



911 Targa 4 and 4S\_14020



911 Targa 4 and 4S\_14021



911 Targa 4 and 4S\_14022



911 Targa 4 and 4S\_14023

