



PORSCHE



The new 911 Targa 4 **GTS**

All that matters

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911 Targa 4 GTS

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**A duel between GTS and Targa.
Both prevail.**

The 911 Targa 4 GTS concept.

All that matters is performance. In short: GTS. The genes of a race car packed into a 911. Power has been further increased, performance enhanced and the traction of the all-wheel drive is nothing short of impressive.

All that matters is design. In short: Targa. A timeless icon with its stylish roll bar, revolutionary roof concept and the driving feel of an open-top Porsche.

Sportiness meets style. GTS meets Targa. With its design, this 911 belongs to the avant garde. With its power, it leaves the avant garde behind.

A sports car for those who wouldn't be satisfied with anything less. With extra horsepower, a particularly exquisite specification and even greater performance.

A sports car that has never before existed in this form.

The new 911 Targa 4 GTS.

For fuel consumption and CO₂ emissions, please refer to page 40.

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Design





It doesn't just attract glances.
It turns them into gazes.

Exterior design.

At Porsche, design has always been about much more than good looks. Design has always had a function, too. Only then does it possess genuinely captivating power, and hold the admirer under its spell.

We've given the new 911 Targa 4 GTS everything that a sports car needs for captivating appeal: a powerful front, a broad rear, a sharpened design. And Carmine Red paintwork, which – with the GTS – is available as an option for the 911 models for the very first time. And brings into prominence those elements of the exterior finished in black.

The sporty design of the front apron is clear to see – yet pared down to the essentials. Aerodynamics are excellent thanks to the optimised front spoiler, while large air intakes ensure the supply of fresh air is maximised.

Typical of a GTS are the Bi-Xenon main headlights including the Porsche Dynamic Light System (PDLS) in black as well as SportDesign exterior mirrors, all of which are fitted as standard.

The silver coloured Targa roll bar is a characteristic feature. The 'Targa' logo underneath the side gills is in black. Black creates further contrasts, too, such as on the engine's air intake grille and on the twin tailpipes of the sports exhaust system fitted as standard.

A fusion of form and function. With a rear that is 44 mm wider than that of the 911 Carrera S and which makes the 911 Targa 4 GTS appear even more muscular. With the elegantly rounded rear window. With the innovative Targa roof, which opens or closes fully automatically in just 20 seconds. With the seamless taillight strip built on modern LED technology – and the superlative sporty traction of the all-wheel drive.

Aesthetics from the racetrack: 20-inch Turbo S wheels, fitted as standard and featuring a central locking device and paint finish in satin black. Five-spoke, 20-inch Carrera S alloy wheels – also painted in satin black – are available as an option. Both of these large wheels are characterised by their excellent roadholding and racetrack performance.

We can analyse the captivating power of the new 911 Targa 4 GTS. We can explain it. And we can describe it in the language of design. There's only one thing we cannot do: resist.





Targa



Beauty in the beast.

Interior design.

Targa

Beauty has a lot to do with a clear design language, with a focus on the essentials. It's another reason why good design must never be fanciful, but should always express character.

The new 911 Targa 4 GTS does this in the interior, too – with sporty ergonomics, with exquisite equipment and with materials that breathe motorsport. Especially: Alcantara. It's used wherever some extra protection against wear and tear might be needed.

Sports seats Plus.

Sports seats Plus in smooth finish leather and with seat centres in Alcantara are fitted as standard and come equipped with electric seat height and backrest adjustment, as well as mechanical fore/aft adjustment. The side bolsters on the cushion and backrest have firm, sporty padding and offer excellent lateral support. The 'GT3' logo embroidered on the headrests is a striking feature.

GTS interior package.

The optional GTS interior package highlights sports performance. The interior is enhanced by accents in Carrara Red or Platinum Silver. The 'GTS' logos on the headrests are embroidered in a contrasting colour. The package also includes various decorative stitching elements, the 'PORSCHE' logo on floor mats and the edges of the seat belts. The rev counter dial is also finished in the contrasting colour.

Motorsport minimalism is epitomised by carbon. This particularly lightweight material is used on the dashboard trim strips and doors, as well as on the centre console.



Performance



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How do we measure driving pleasure?

In rpm.

Drive.

Engine.

A naturally aspirated engine in the rear, with six horizontally opposed cylinders. For unabated performance.

The sprated 3.8-litre boxer engine in the new 911 Targa 4 GTS with direct fuel injection (EFI) and VariCam Plus develops a mighty 316 kW (430 hp) at 7,500 rpm, and achieves a maximum torque of 440 Nm at 5,750 rpm.

The 911 Targa 4 GTS with optional Porsche Doppelkupplung (PDK) takes a mere 4.3 seconds to sprint from 0 to 62 mph and delivers a top speed of 187 mph.

Sports exhaust system.

Fitted as standard, the sports exhaust system makes the characteristic Porsche sound even more resonant and even more sporty. You can see it in the black chrome-plated twin tailpipes, and hear it in the even more powerful 911 sound, which changes with driving behaviour.

During relaxed driving, the sound is typically earthy but becomes distinctly edgier with a sportier driving style. A button in the centre console activates the sports exhaust system – and makes your spine tingle.

For fuel consumption and CO₂ emissions, please refer to page 40.





Another reason why the avant garde has now been left behind.

Power transmission.

7-speed manual transmission.

Pure, direct, precise. Short shift movements and an optimum transition from one gear to the next. Fitted as standard, the 7-speed manual transmission combines a high level of sporty performance with fast gear changes. When the SPORT PLUS button is activated, the dynamic throttle blip function ensures optimum engine speed when changing down – and an impressive sound.

A gear indicator in the rev counter reminds you which gear has been selected. The upshift indicator in the instrument cluster helps you to actively conserve fuel.

Porsche Doppelkupplung (PDK).

A piece of La Maser, a part of Porsche motorsport history: Porsche Doppelkupplung (PDK). 7-speed PDK is available as an option.

On the road or on the track, it facilitates extremely fast gear changes within milliseconds and with no interruption in the flow of power, while at the same time improving acceleration. Gears one to six are sporty; the seventh gear has a long ratio for better fuel economy.

PTM (Porsche Traction Management).

The all-wheel-drive 911 Turbo 4 GT5 combines a high level of performance with optimum power transmission. PTM (Porsche Traction Management), the active all-wheel-drive system, provides power distribution that adapts to varying road and weather conditions. For exceptional traction – especially at the limits of dynamic driving. It comprises an active all-wheel-drive system with an electronically controlled multi-plate clutch, automatic brake differential (ABD) and anti-dip regulation (ASR).

Drive power is distributed between the permanently driven rear axle and the front axle by means of the electronically variable multi-plate clutch. Sensors are used to collect a range of data, including the rotational speed of all four wheels, the lateral and longitudinal acceleration of the car and the current steering angle.

If, for example, the rear wheels threaten to spin under acceleration, a greater proportion of drive force is distributed to the front. In addition, ASR prevents wheel spin by adapting engine power output. When cornering, the front wheels only ever receive as much drive force as is necessary to maintain optimum lateral stability.

For fuel consumption and CO₂ emissions, please refer to page 40.

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Handling yourself is what really matters.

Chassis.

Porsche Active Suspension Management (PASM).

Fitted as standard, PASM actively and continuously regulates damping forces according to the driving style and road conditions. In addition, the body is lowered by 10 mm.

PASM has two modes, which can be selected using a button on the centre console: "Normal", which is a blend of performance and comfort, and "Sport" where the setup is much firmer. Sensors record the body movements that accompany powerful acceleration, braking or uneven road surfaces, for

example. The control unit evaluates the driving conditions and modifies the damping force on each of the wheels in accordance with the selected mode.

The results are tangible: increased driving stability, improved comfort and enhanced performance.

Porsche Dynamic Chassis Control (PDCC).

Optional PDCC is an active roll stabilisation system that suppresses lateral body movement when cornering. In addition, it minimises the lateral instability of the vehicle on uneven ground.

The results are improved dynamic performance and increased ride comfort at all speeds, as well as optimised turn-in and even better load transfer characteristics.

In simple terms, the tyres and vehicle hold the road better and you can steer through corners faster and in a more relaxed manner. Which is why PDCC is setting standards for handling performance, ride comfort – and driving pleasure.





Sport Chrono Package.

The Sport Chrono Package is fitted as standard and provides even sportier tuning for the chassis, engine and transmission. The package includes a performance display, a digital and an analogue stopwatch and the SPORT PLUS button.

On activation of SPORT PLUS mode, Porsche Active Suspension Management (PASM) and optional Porsche Dynamic Chassis Control (PDCC) switch to a sportier suspension setting and offer more direct steering aid, therefore, better roadholding. The intervention threshold of Porsche Stability Management (PSM) is raised. Braking in corners is noticeably more agile and PSM now allows sportier braking and exit acceleration.

In conjunction with PDK, the Sport Chrono Package has two additional functions: 'Launch Control' to achieve the best possible standing start, on the race track

for example, and the 'motorsport derived gearshift strategy' for extremely short shift times and optimum shift points for the maximum acceleration available, and a driving experience straight from motorsport.

Dynamic engine mounts.

Dynamic engine mounts form part of the Sport Chrono Package. The electronically controlled system minimises the oscillations and vibrations of the entire drivetrain, particularly the engine, and combines the benefits of a hard or soft engine mounting arrangement.

The stiffness and damping properties of the engine mounts adapt to changes in driving style and road conditions. Handling is perceptibly more stable under load change conditions and in fast corners. Whenever a less assertive driving style is adopted, the dynamic engine mounts provide a higher degree of comfort.

Porsche Torque Vectoring (PTV).

PTV is fitted as standard in conjunction with the manual transmission, or PTV Plus in conjunction with PDK. Both systems actively enhance vehicle dynamics and stability. Operating in conjunction with a mechanical (PTV) or electronic (PTV Plus) rear differential lock, they work by intelligently braking the rear wheels as the situation demands.

At low and medium vehicle speeds, PTV and PTV Plus significantly increase agility and steering precision. At high speeds and under acceleration out of corners, the rear differential lock acts to provide greater driving stability.

Nothing against aesthetic minimalism,
but here we're radical maximalists.

Safety.

Brakes.

The front axle features red, six-piston aluminum monobloc fixed brake calipers while the rear wheels are equipped with four-piston equivalents. The brake disc diameter is 340 mm at the front and 330 mm at the rear. The results are enhanced stability and excellent braking performance.

Available as an option is the track-proven Porsche Ceramic Composite Brake (PCCB). The cross-drilled ceramic brake discs all have a diameter of 350 mm. The use of six-piston aluminum monobloc fixed brake calipers at the front and four-piston units at the rear – all finished in yellow – ensures extremely high brake forces which, crucially, are exceptionally consistent.

The demands of racetrack use mean that additional maintenance tasks will be required alongside the routine maintenance work scheduled as part of standard maintenance intervals.

Bi-Xenon main headlights including Porsche Dynamic Light System (PDLS).

Bi-Xenon main headlights in black with dynamic range control and a headlight cleaning system are a standard feature. Even greater visibility is provided by the dynamic cornering lights in the Porsche Dynamic Light System (PDLS). It swivels the headlights towards the inside of a bend, based on steering angle and road speed.

The smoked LED front light units incorporate direction indicators, daytime running lights and position lights.

LED main headlights including Porsche Dynamic Light System Plus (PDLS+).

Superior safety, sporty design: LED main headlights with PDLS+ are available as optional equipment. Integrated into each headlight housing are four LED spots for the daytime running lights and one LED light ring.

In addition to being efficient and durable, LED technology also creates a light very similar to daylight and thus helps to reduce driver fatigue.

One special feature of PDLS+ is the dynamic main beam function. A camera detects the lights of vehicles ahead as well as those of oncoming traffic. Based on the data from the camera, the dynamic main beam function then adapts the headlight range accordingly. The continuous, stepless control means that you are able to see the course of the road, pedestrians and potential hazards earlier without hindering other road users.





The image shows the interior of a red sports car, likely a Lotus Evija, with the driver's side door open. The interior features black leather seats with red stitching and a red 'EVJ' logo on the headrests. The dashboard and center console are black with red accents. The steering wheel is black with a red Lotus logo. The car is parked on a red surface.

Comfort

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A wolf in wolf's clothing.

Comfort.

Conformist? Perhaps not, but the 911 Targa 4 GTS does afford its driver plenty of purest comfort and clever ergonomics. In other words, all that matters behind the steering wheel.

Instruments.

Sporty not kitsch, practical not fanciful. The five circular instruments have one purpose above all: to provide information. They do so efficiently and accurately with a styling that is typically Porsche, and a rev counter in the centre with the 'GTS' logo on the dial.

The instrument cluster with a high-resolution, 4.6-inch colour screen provides you with a continuous stream of data from the on-board computer.

SportDesign steering wheel.

The material: Alcantara. The style: motorsport. The aesthetics: Porsche. In conjunction with PDK, the standard fitted SportDesign steering wheel features two gearshift paddles. These are made from a strong alloy and are ergonomically located behind the left- and right-hand steering wheel spokes. Pull the right-hand paddle and PDK shifts up. Pull the left-hand paddle and PDK shifts down.

An additional display in the left- and right-hand spokes indicates when the SPORT, SPORT PLUS and Launch Control functions are active. Thanks to its grip moldings, the steering wheel is in safe hands, even on the sportiest of drives.

In the face of great art, words fail completely.
We'll let the music do the talking.

Audio and communication.

Sound Package Plus.

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

Porsche Communication Management (PCM) including navigation module.

Fitted as standard, Porsche Communication Management (PCM) is the central control centre for audio, navigation and communication functions. The main feature is the intuitive, high-resolution, 7-inch touchscreen.

The CD/DVD drive can play CDs and audio DVDs, and supports audio playback of video DVDs.

The universal audio interface (USB) in the glove compartment enables you to connect your iPod® or any audio source. Recharging is also supported. Via the USB port you can download the performance display data from the Sport Chrono Package and data from the electronic logbook. You can also transfer up to 5,000 tracks (40 GB in MP3 format) to the internal hard drive for playback of PCM and play them from there.

The navigation module of PCM with high-speed hard drive features dynamic route guidance, which recalculates the route in response to official traffic messages (TMC).



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You always knew exactly what
you wanted: everything.

Summary.

Refusing to settle for anything less.
Rejecting compromises. Demanding
everything. Giving everything. To be given
everything in return.

This mentality inspired the creation of the
new 911 Targa 4 GTS. Conceived to offer
more performance. More design. More
punch. More style. More motorsport.
More passion. All that matters.

In a 911 as unique as the people who
drive it.

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Technical data.

Engine	
Cylinders	6
Displacement	3,000 cm ³
Max. power DIN	155 kW (210 hp)
at rpm	5,500
Max. torque	440 Nm
at rpm	5,750
Compression ratio	12.5:1
Transmission	
Layout	All-wheel drive
Manual transmission	7-speed
Porsche Doppelkupplung (PDK), optional	7-speed
Chassis	
Front axle	McPherson strut suspension
Rear axle	Multi-link suspension
Steering	Variable steering ratio, power-assisted electrodynamically
Turning circle	21.1 m
Brakes	Standard: automatic constant force brake calipers at front, four-piston calipers at rear. Also: internally-vented and cross-drilled
Vehicle stability system	Porsche Stability Management (PSM) including ABS with additional brake functions
Standard wheels	Front: V 14 20 17 61, Rear: 11.5 14 20 17 68
Standard tyres	Front: 245/35 ZR 20, Rear: 305/35 ZR 20
Weights	
Unladen weight (DIN)	1,590 kg/1,590 kg
Unladen weight (GV)	1,635 kg/1,635 kg
Permissible gross weight	1,990 kg/1,990 kg

Performance	
Top speed	188 mph (297 mph)
0-62 mph	4.7 secs/4.7 secs (with SPORTS PLUS)
0-99 mph	10.0 secs/9.0 secs (with SPORTS PLUS)
Flexibility 40-75 mph, 5th gear	6.5 secs/1
Accelerating acceleration (40-75 mph)	<0.7 secs
Fuel consumption/emissions*	
Urban driving	20.5/21.6
Extra urban driving	26.2/26.8
Combined driving	26.5/26.7
CO ₂ emissions in g/km	223/214
Dimensions/weights/weights	
Length	4,509 mm
Width	1,891 mm
Height	1,291 mm
Wheelbase	2,493 mm
Luggage compartment volume (German Car Manufacturer's Association)	120 litres
Tyre capacity (with enamel)	68 litres
Drag coefficient	0.30

Tyre identification.

tyre type	Size	Fuel efficiency class/ rolling resistance	Wet grip class	External rolling noise ¹⁾ (index)	External rolling noise (dB)
Summer tyres	245/35 ZR 20	F	A		71
	305/35 ZR 20	E	A		74

* For logistical and technical reasons relating to the production process, we are unable to accept orders for a particular make of tyre.

¹⁾  Quiet rolling noise,  moderate rolling noise,  loud rolling noise.

The models featured in this publication are approved for road use in Germany. Some items of equipment are available as extra-cost options only. The availability of models and options may vary from market to market due to local restrictions and regulations. For information on standard and optional equipment, please consult your Porsche Centre. All information regarding construction, features, design, performance, dimensions, weight, fuel consumption and running costs is correct to the best of our knowledge at the time of going to print (03/2014).

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¹⁾ Weight is calculated in accordance with the relevant EC Directives and is valid for vehicles with standard specification only. Optional equipment increases this figure. The figure given includes 68 kg for the driver and 7 kg for luggage.
²⁾ Data determined in the NEDC, then European Driving Cycle, in accordance with the June 9/11/03, 2001/69, 2001/69, and 2001/69 (EC) measurement method. The figure does not refer to an individual vehicle but to the vehicle type as part of the offer. They are intended solely as a means of comparing different types of vehicle. Fuel consumption calculated for vehicles with standard specification only. Actual consumption and performance may vary with items of optional equipment. A vehicle's fuel consumption and CO₂ emissions depend not only on its efficient use of fuel but also on driving style and other non-technical factors. The latest Porsche models with petrol engine are designed to operate on fuels with an ethanol content of up to 10%. You can obtain further information about individual vehicles from your Porsche Centre.

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