



PORSCHE



The new 911 Targa 4 **GTS**

All that matters

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 Targa 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.

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. Furthermore, Carmine Red paintwork which was launched with the 911 GTS and is available as an option on all 911 models, highlights those elements of the exterior finished in black.

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

Typical of a GTS are the Bi-Xenon™ 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-colored Targa bar is a characteristic feature. The 'targa' trademark underneath the side gills is in black. Black creates further contrasts, too, such as on the engine's air intake grille as well as on the standard sport exhaust system twin tailpipes.

A fusion of form and function. With a rear that is 44 mm wider than that of the 911 Carrera S, the 911 Targa 4 GTS appears even more muscular. The elegantly rounded rear window, the innovative Targa roof, which opens or closes fully automatically in just 20 seconds - and 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, feature a central locking device and a satin black finish. Five-spoke, 20-inch Carrera S alloy wheels - also painted in satin black - are available as an option. Both of these large wheels are characterized by their excellent roadholding and racetrack performance.

We can analyze 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.

Sport seats Plus.

Sport seats Plus in smooth-finish leather and with seat centers 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 'GTS' 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 Carmine Red or Rhodium Silver. The 'GTS' logos on the headrests are embroidered in a contrasting color. The package also includes various decorative stitching elements, the 'PORSCHE' logo on floor mats and the contrasting color on the edges of the seat belts. The tachometer is also finished in the contrasting color.

Motorsport minimalism is epitomized by the optional carbon fiber. This particularly lightweight material is used on the dashboard trim strips and doors, as well as on the center console.



GTS

Performance



How do we measure driving pleasure?

In rpm.

Drive.

Engine.

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

The updated 3.8-liter boxer engine in the new 911 Targa 4 GTS with direct fuel injection (DFI) and VarioCam Plus develops a mighty 430 hp at 7,500 rpm, and achieves a maximum torque of 325 lb.-ft. at 5,750 rpm.

The 911 Targa 4 GTS with optional Porsche Doppelkupplung (PDK) takes a mere 4.1 seconds to sprint from 0 to 60 mph and delivers a top track speed of 187 mph.

Sport exhaust system.

Fitted as standard, the sport 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 behavior.

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





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 downshifting – and an impressive sound.

A gear indicator in the tachometer 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 Le Mans, 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 Targa 4 GTS 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-slip 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 helps to prevent wheel spin by adapting engine power output. When cornering, the front wheels only ever receive as much drive force as is necessary to help maintain optimum lateral stability.

**What matters as far as the chassis is concerned:
street credibility.**

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 center 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 stabilization system that suppresses lateral body movement when cornering. In addition, it minimizes the lateral instability of the vehicle on uneven ground.

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

In simple terms, the tires and vehicle hold the road better and you can steer through corners faster and in a more relaxed manner. 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 analog stopwatch and the SPORT PLUS button.

On activation of SPORT PLUS mode, Porsche Active Suspension Management (PASM) and optional Porsche Dynamic Chassis Control (PDCC) switches to the sportiest setting and offers more direct steering and, 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 racetrack

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 minimizes 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.**

Balance.

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™ headlights including Porsche Dynamic Light System (PDLS).

Bi-Xenon™ 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 turn, based on steering angle and road speed.

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

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

Superior, sporty design: LED headlights with PDLS+ are available as optional equipment. Integrated into each headlight housing are LED 4-point 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 high 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 high beam function then adapts the headlight range accordingly. This 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.



Comfort





A wolf in wolf's clothing.

Comfort.

Conformist? Perhaps not, but the 911 Targa 4 GTS does afford its driver plenty of puristic 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 tachometer in the center with the 'GTS' logo on the dial.

The instrument cluster with a high-resolution, 4.6-inch color 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 mouldings, 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.

Porsche Communication Management (PCM) is fitted as standard. PCM is the central control center 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 (or jukebox) 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).





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.

Technical data.

Engine	
Cylinders	6
Displacement	3.8 liters
Max. power (DIN) at rpm	430 hp 7,500
Max. torque at rpm	325 lb.-ft. 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 (electromechanical)
Turning circle	36.4 ft.
Brakes	Six-piston aluminum monobloc fixed brake calipers at front, four-piston units at rear, discs internally vented and cross-drilled
Vehicle stability system	Porsche Stability Management (PSM) including ABS with additional brake functions
Standard wheels	Front: 9 J x 20 ET 51, Rear: 11,5 J x 20 ET 48
Standard tyres	Front: 245/35 ZR 20, Rear: 305/30 ZR 20
Weights	
Curb weight	3439 lb./3483 lb.
GVWR	4321 lb./4365 lb.

Performance	
Top track speed	Manual/PDK 188 mph/187 mph
0-60 mph	4.5 secs/4.1 secs (with SPORTS PLUS)
Fuel consumption/emissions¹⁾	
City	Manual/PDK 13.9/12.5
Highway	7.7/7.1
Combined	10.0/9.2
Dimensions/aerodynamics	
Length	177.5 inches
Width (with mirror)	72.9 inches
Height	50.8 inches
Wheelbase	96.5 inches
Luggage compartment volume (German Car Manufacturers' Assoc.)	125 liters
Tank capacity (refill volume)	68 liters
Drag coefficient	18.0 gallons

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ordered. Porsche recommends seat-belt usage and observance of traffic laws at all times.

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¹⁾Data determined in the NEDC (New European Driving Cycle) in accordance with the Euro 6 (715/2007/EC, 195/2013/EC and ECE-R 101.01) measurement method. The figures do not refer to an individual vehicle nor do they constitute 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 authorized Porsche dealer.

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