PORSCHE




# The Cayman


Cayman S
Cayman

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The law of inertia need never mean a dull moment.
The Cayman models.
S VM 5005

## Curves have a code of their own: and they have their rights.

## Cayman concept.

There are some laws that we simply cannot avoid. The laws of physics, for example. That's not to say that we have to accept them. Of course, we could refuse to respect them and we could choose to ignore them. On the other hand, we could study them, test them and redefine their limits. This is exactly what we did and, in doing so, we discovered a new law: the code of the curve.

The code is purposefully enacted by a sports car that somewhat opposes the more conventional principles of automobile construction and interprets passion for the sports car in an innovative way: with a compelling mid-engine concept, which provides a low and central centre of gravity for a precise and direct driving feel and, like any Porsche, offers improved performance at the same time as enhanced efficiency. More free-revving and thrusty than ever before, it combines innovative technologies with an intelligent lightweight construction for the optimum power-to-weight ratio. The chassis focuses on delivering power to the road and the most exhilarating place of all – the corner. The look is unmistakable, with every line and every edge striving forwards. The ergonomic interior is complemented by a roomy luggage space. After all, sporty driving is an entirely practical concept.

The Cayman models. Built according to our own style and with respect for the code of the curve.

For fuel consumption and $CO_2$ emissions, please refer to page 131.





## Showing the wind who's boss.

## Design.

**Exterior.**
Character, profile and a clear point of view. These values have been encoded in the Cayman genes since the very beginning. Aesthetically, they have evolved to find a precisely styled expression defined by sculpted lines and edges, narrow wheel arches, short overhangs, taut proportions and a sleek silhouette.

The front is dominated by the prominent wings for which Porsche is renowned and features succinctly styled headlights inspired by the Porsche racing heritage of the 1960s and 1970s. With its large and dynamic air intakes, the front end reinforces the car's air of power, aggression and forward thrust. The Cayman slats, in the exterior colour of the vehicle, lend structure, while the black air intakes and the front spoiler, in the same colour as the exterior, accentuate the sporty nature of the Cayman S. The circular front light units integrated in the air intakes are a classic feature of Cayman styling and incorporate LED daytime running lights and position lights for active safety.

Precise edges stretch backwards along the roof to the rear. In conjunction with the wide track, the effect is a sculpted and honed physique. Imposing wings lend prominence to the wheels. The wide brake light is an integral feature of the large rear screen.

The rear wing is more than a stunning eye-catcher. It deploys automatically at 74 mph and its effective aerodynamic surface area has been enlarged and lift reduced to improve contact with the road and heighten driving pleasure at the limits of sporty performance.










Retracted, the spoiler separation edge of the rear wing makes a seamless transition to the LED taillights. The integrated direction indicators are narrow and in line with the wing.

The rear apron with centrally framed stainless-steel tailpipe (dualtube on the Cayman S) adds the powerful finishing touch.

Compared with the previous model, the wheelbase of the Cayman has been extended by 60 mm, the wheels are larger and the silhouette is sleeker. The result is a more dynamic effect on the eye – and on the road. The side windows are narrow. If you wish, you can highlight their contours with the optional trim strips in a high-gloss finish. The forward-shifted windscreen coupled with the roofline that extends far into the rear accentuate the taut appearance of the exterior design.

The exterior mirrors are mounted directly on the doors for impressive aerodynamics and low wind noise. Air intake channels, wheel arches and the roof are clearly accentuated. The design of the doors gives emphasis to the Cayman profile and the dynamic contouring improves airflow to the side air intakes for the purpose of cooling and supplying oxygen to this athlete's beating heart: the boxer engine.

Where the Cayman models want to go is clear at first glance. Every line and every technical detail are focused in one direction: forwards. Every aspect tells a story – of character and insatiable forward thrust.

















## Vital to advancement: a clear line.

## Design.

**Interior.**
Creating an uncompromising sports car takes conviction. Giving it an unmistakeable design takes flair. Driving a car like this takes both – as well as an interior that helps the driver to concentrate on the essentials.

In the Cayman, this has been made possible by a driver-oriented interior architecture that gives a feeling of open space and offers plenty of freedom of movement around the low-positioned standard Sports seats. At the centre of this development is the driver.

An imposing feature of the interior is the ascending centre console. We believe that the gear lever should be positioned close to the steering wheel to enable fast, sporty and ergonomic gearshifts. It's just one of many principles that we've transferred from the racetrack to the road. As you would expect, the ignition lock is on the left. The three-spoke sports steering falls perfectly to hand. Behind it are the three central circular instruments, which give you all the important information you need.

The generously proportioned luggage compartment is located underneath the wide rear screen. The large rear hatch above the exquisitely styled luggage compartment has a wide opening angle. The luggage protection bar is finished in brushed aluminium just like the inlay between the upper and rear luggage spaces. Storage compartments on both sides offer additional stowage room.

In short, our styling strategy for the Cayman followed a clear line. The finishing touches are down to you. We offer a comprehensive range of personalisation options and a wide selection of colours and materials. In this way, you can turn the Cayman into what it was intended to be: your Cayman.


Cayman S

## Six cylinders. Four heart chambers. Just 30 cm apart.

## Engineering.

It's always worth taking the direct route: from stimulus to response, from resting pulse to pounding heart, from impulse to endorphin rush – not least when the distance to travel is less than half a metre.

The Cayman is equipped with a 2.7-litre boxer engine and the Cayman S is driven by a 3.4-litre variant, both of which are tuned for sporty driving. Accelerator pedal inputs are translated directly into propulsion. Maximum torque is available over a broad engine speed range.

Both engines feature direct fuel injection (DFI) and VarioCam Plus. Power is transmitted to the wheels by a smooth 6-speed manual gearbox or the optional 7-speed Porsche Doppelkupplung (PDK).

Exemplary efficiency is achieved by means of sophisticated technologies. As standard, these include the auto start/stop function, electromechanical power steering, electrical system recuperation and intelligent thermal management. The result, depending on the equipment variant, is a 16% reduction in $CO_2$ emissions compared with the previous model.

Thanks to our principles of intelligent lightweight construction, we have succeeded in making the body stiffer and simultaneously lighter. The chassis has been completely revised. For enhanced dynamic performance and increased driving stability when the car is pushed to the limit, both models are equipped with Porsche Stability Management (PSM). Porsche Active Suspension Management (PASM) is available as an option and includes a ride height reduction of 10 mm. Porsche Torque Vectoring (PTV) with rear differential lock for increased agility and traction in corners is also available on request.

The optional Sport Chrono Package makes the response and handling characteristics of the Cayman even sportier. The package also includes dynamic gearbox mounts, which make a perceptible contribution to handling stability in fast corners whilst ensuring a high degree of ride comfort.

Several years of development work and countless drafts later, our engineers have realised their goal: the direct link between action and reaction. Experience the result in the Cayman, and let your pulse rate be the measure of success.

For fuel consumption and $CO_2$ emissions, please refer to page 131.



**What's the best thing about unconventional routes? Their twists and turns.**

**The Cayman.**

Exploring your own direction takes unswerving conviction, but that doesn't mean you should have to forgo cornering fun – especially not in the Cayman. One good reason is the mid-mounted boxer engine.

With a displacement of 2.7 litres, this 6-cylinder engine equipped with direct fuel injection (DFI) and VarioCam Plus produces 202 kW (275 hp) and enables a top speed of 165 mph. With the precisely geared 6-speed manual gearbox fitted as standard, the Cayman accelerates from 0 to 62 mph in 5.7 seconds.

With the optional 7-speed Porsche Doppelkupplung (PDK) combined with the Sport Chrono Package also available on request, this time is cut to 5.4 seconds.

The front end with air intakes painted in the same colour as the exterior is distinctive. The 18-inch Cayman wheels with dual-arm spoke design are succinctly styled. The brake system with 4-piston aluminium monobloc fixed calipers in black is robust. The sound from the central tailpipe in brushed stainless steel is unmistakable.

The Cayman. Wouldn't it be boring if an unswerving conviction always led you down the straight road?

For fuel consumption and $CO_2$ emissions, please refer to page 131.









**Those who give their all, should be given it all back.**

**The Cayman S.**

Having an idea is one thing, thinking it through to the end is another. Sometimes you have to give your all, and with the Cayman S this is exactly what we did – in every respect and with success. Its 3.4-litre flat-six engine with DFI and VarioCam Plus generates 239 kW (325 hp).

It accelerates from 0 to 62 mph in 5.0 seconds and achieves a top speed of 175 mph. With PDK and the Sport Chrono Package, both of which are optional, it reaches 62 mph in just 4.7 seconds.

Improved performance demands capable components. The chassis of the Cayman S is matched specifically to the high power output of the engine. Even greater levels of agility, traction and control in corners can be achieved with Porsche Active Suspension Management (PASM), Porsche Torque Vectoring (PTV) with rear differential lock and the dynamic gearbox mounts of the Sport Chrono Package – all of which are available from our list of options. For added safety, the front axle is equipped with larger brake discs to cope with the increased engine power. The brake calipers are finished in red. Imposing 19-inch Cayman S light-alloy wheels with a classic five-spoke design are fitted as standard.

On the Cayman S, Bi-Xenon headlights are fitted as standard. The precisely styled LED front light units accentuate the front air intakes finished in black. At the rear, the twin tailpipe in brushed stainless steel is located in the centre and produces the typically resonant Porsche sound.

For the Cayman S, we gave our all. As a matter of principle, out of passion and in anticipation of the corner ahead.

For fuel consumption and $CO_2$ emissions, please refer to page 131.












**The natural place for an outstanding performer: centre stage.**

**Drive.**





## So what does a mid-mounted engine do for you? It backs you up.

## Boxer engines.

Inner strength, the will to advance and a clear position. These are important prerequisites for the creation of any sports car, and we also found them to be precisely the right requirements for this drivetrain.

That is why the Cayman models are equipped with a compact, mid-mounted boxer engine positioned no further than 30 cm behind the driver. This unorthodox approach has crucial strengths. A substantial amount of vehicle weight is concentrated close to the middle of the vehicle. The centre of gravity is low and central and weight is distributed uniformly between the front and rear axles. The tangible effect for you is well-balanced handling and excellent mobility, particularly in corners.

Inner values are defined by high power plus reduced fuel consumption and emission figures compared with the previous model. A philosophy that applies the engineering principles of the racetrack to the road.

Both engines are equipped as standard with VarioCam Plus and direct fuel injection (DFI) as well as efficiency-enhancing technologies such as auto start/stop, electrical system recuperation and advanced thermal management.

What can you expect from the driving experience? Direct responses to every burst of acceleration, dynamic handling in every corner and the inevitable pain of separation at the end of every drive.

For fuel consumption and $CO_2$ emissions, please refer to page 131.

**2.7-litre engine.**
The Cayman is equipped with a free-revving 2.7-litre flat-six engine with direct fuel injection (DFI) and VarioCam Plus. It develops 202 kW (275 hp) at 7,400 rpm. The maximum torque of 290 Nm is available across a wide speed range from 4,500 to 6,500 rpm.

The Cayman with six-speed manual gearbox accelerates from 0 to 62 mph in 5.7 seconds and reaches a top speed of 165 mph.

With the optional Porsche Doppelkupplung (PDK), it completes the 0 to 62 mph sprint in 5.6 seconds and achieves a maximum speed of 164 mph. The optional Sport Chrono Package (in conjunction with PDK) offers a further performance boost, enabling the Cayman to accelerate from 0 to 62 mph in just 5.4 seconds.

**3.4-litre engine.**
The Cayman S draws its agility from a 3.4-litre flat-six engine with direct fuel injection (DFI) and VarioCam Plus. It produces 239 kW (325 hp) at 7,400 rpm and its maximum torque of 370 Nm is generated between 4,500 and 5,800 rpm.

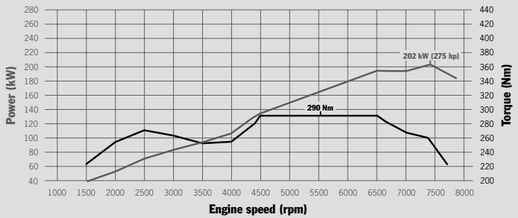
The Cayman S with six-speed manual gearbox races from 0 to 62 mph in 5.0 seconds and reaches a top speed of 175 mph.

Even sportier figures are achieved with optional PDK: 4.9 seconds from 0 to 62 mph and a top speed of 174 mph. In conjunction with the Sport Chrono Package available on request, the Cayman S finishes the sprint to 62 mph in just 4.7 seconds.

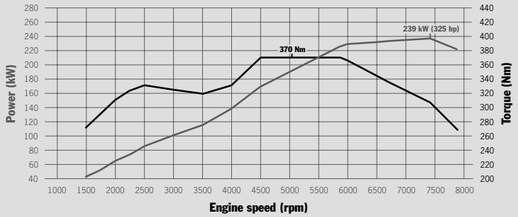
1 Power output and torque chart for the Cayman
2 Power output and torque chart for the Cayman S
3 Engine, gearbox and exhaust system of the Cayman S
4 Cayman S engine

For fuel consumption and $CO_2$ emissions, please refer to page 131.

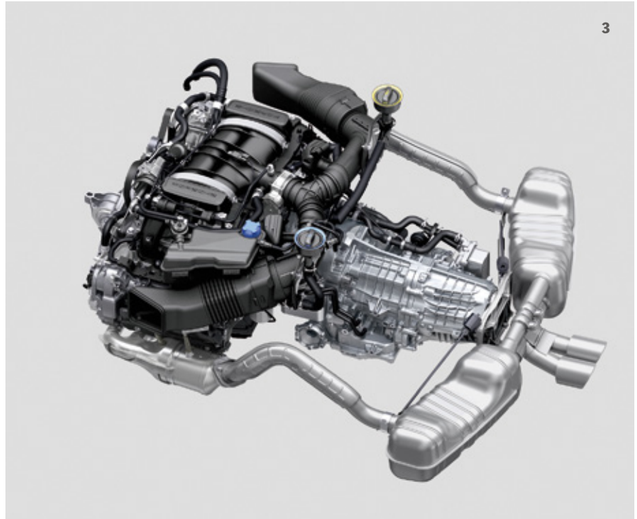
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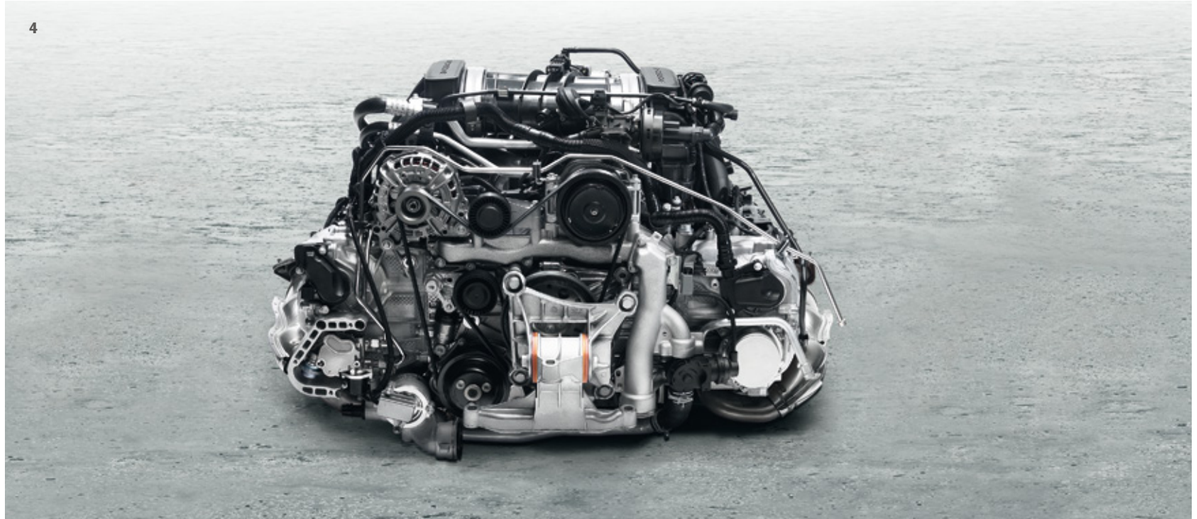

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**Resonance intake manifold.**
The resonance effect, where the air mass inside the intake manifold is caused to oscillate, is used to improve air induction and, in turn, to optimise the formation of the fuel/air mixture. In the Cayman S, the manifold is also equipped with a switchable resonance valve.

The results are high torque, a uniform torque curve and high power output. The sound produced is characteristically resonant and deep.

**Direct fuel injection (DFI).**
Direct fuel injection (DFI) is featured as standard in both Cayman models. Multi-hole injectors deliver fuel directly into the combustion chamber with millisecond precision. The injection pattern has been optimised for torque, power output, fuel consumption and emissions. Combustion is even more effective as a result.

With direct injection, the engine management system regulates injection timing individually for each cylinder as well as the injection rate for each cylinder bank. This optimises the combustion process and therefore fuel economy.

Depending on the engine operating condition, multiple fuel injections take place so that the catalytic converter reaches normal operating temperature sooner after a cold start and a greater top-end torque can be achieved.

DFI improves the internal cooling of the combustion chamber by having the mixture prepared directly in the cylinder. This allows for a higher compression ratio, which helps to deliver greater power output at the same time as enhanced engine efficiency. Injection is regulated by the electronic engine management system and emissions are monitored by the stereo Lambda sensors, thus helping to protect the environment.

For fuel consumption and $CO_2$ emissions, please refer to page 131.







**VarioCam Plus.**
VarioCam Plus is a two-in-one engine concept for adjusting the intake camshafts and switching the lift of the intake valves.

The system first differentiates between driver inputs that typify normal, everyday driving and those inputs that demand maximum performance. The electronic engine management system then imperceptibly adapts valve operation to the prevailing conditions. This results in instant acceleration and extremely smooth running.

In short, VarioCam Plus provides excellent acceleration power with comparatively low fuel consumption.

**Integrated dry-sump lubrication.**
Integrated dry-sump lubrication ensures a reliable supply of oil even when a sporty driving style is adopted and the vehicle is experiencing powerful lateral acceleration. It also has additional cooling functions.

The oil tank is located in the engine, thereby eliminating the need for an external oil tank and saving space and weight.

To reduce power losses and increase efficiency, an electronically controlled oil pump supplies the lubricating points inside the engine as and when required. It optimises the supply of oil, improves fuel economy and thereby reduces emission levels.

For fuel consumption and $CO_2$ emissions, please refer to page 131.

**Thermal management.**
The intelligent thermal management system in the Cayman models regulates the temperature in the engine and gearbox to reduce friction losses that occur during the warm-up phase.

Thanks to the purposeful control of heat flow and on-demand, gradual activation of the various cooling circuits, the engine and gearbox warm up to normal operating temperature more rapidly. The resulting reduction in friction also reduces fuel consumption and $CO_2$ emissions. During sporty driving, thermal management also acts to reduce temperatures so as to maintain a high degree of performance.

Our cross-flow cooling system, as used in motorsport, supplies each engine cylinder uniformly with coolant, which protects all valves against thermal overload and, therefore, premature wear. This improves combustion and keeps emissions, fuel consumption and noise comparatively low.

**Exhaust system.**
In the Cayman models, each cylinder bank has its own stainless-steel exhaust tract. Downstream of their respective rear silencers, the tracts converge into a connecting tube and a single (Cayman) or twin (Cayman S) tailpipe.

The stereo Lambda control circuitry controls and monitors each cylinder bank separately. For each exhaust tract, four corresponding oxygen sensors regulate the composition of the exhaust gas and monitor the performance of the catalytic converters. The separate tracts enable the exhaust gas to flow more freely. The resulting reduction in pressure loss has a positive impact on power output, torque and the unmistakable engine sound.

Available as an option for the Cayman models is the sports exhaust system including sports tailpipe. It produces an even more resonant Porsche sound.

1 Standard tailpipe of the Cayman S
2 Standard tailpipe of the Cayman









**Engine management.**
The electronic engine management system ensures optimum engine performance at all times. It regulates all engine-related functions and assemblies. The results are optimum power output and torque with comparatively low fuel consumption and emissions – whatever the driving style.

One example is the cylinder-specific knock control. Since engine cylinders never all work under exactly the same conditions, the knock control function monitors each one separately. The ignition point is shifted individually, as and when necessary, so as to protect the cylinders and pistons at high engine speeds and loads. For compliance with EU standards, the on-board diagnostics detects any faults and defects that may occur in the exhaust and fuel systems and then displays them on the on-board computer. This also helps to avoid increased pollutant emissions and unnecessary fuel consumption.

**Auto start/stop function.**
The auto start/stop function, which is integrated as standard in the Cayman models, switches off the engine when you stop, select neutral and release the clutch pedal. In cars with Porsche Doppelkupplung (PDK), it is simply a case of applying and holding the brake. All audio and communication systems remain switched on. The engine will restart as soon as you operate the clutch or, in cars with PDK, release the brake. This fuel-saving innovation is designed primarily for use in urban traffic.

The auto start/stop function can be deactivated and reactivated using a separate button on the centre console. The function is deactivated automatically under particular circumstances, e.g. in the event of extreme outside temperatures, activation of the SPORT button or low battery charge.

1 Auto start/stop button
2 SPORT button











**SPORT button.**
The SPORT button on the centre console is fitted as standard. When selected, ‘Sport’ mode is activated to provide a greater response and enhanced driving pleasure. The engine reacts even more directly to the accelerator pedal, the rev-limiter is adjusted to a harder setting and engine dynamics are tuned for performance driving. At the same time, the auto start/stop function is deactivated automatically.

With optional Porsche Doppelkupplung (PDK), the shift points are reconfigured to offer higher and even sportier rpm bands. Shift times are reduced and gearshifts become firmer and more immediate, while throttle-blip downshifts are accompanied by an even more emotive engine sound. Coasting mode (p. 44) is deactivated automatically.

**Electrical system recuperation.**
Another efficiency-enhancing feature of the Cayman models is intelligent electrical system recuperation. The vehicle battery is recharged by the generator predominantly under braking. Thanks to this selective recharging, when you request full driving power, the maximum possible output of the engine can be directed straight to the road because the electrical systems are supplied mainly by the energy that was stored in the battery during the braking phase.

**Servicing.**
In the Cayman models, the generator and air conditioning system are driven by a single self-adjusting belt. The drive chains on the camshafts do not normally require servicing.

With the sole exception of the spark plugs, the ignition system is also maintenance-free. In short, longer service intervals mean longer-lasting driving pleasure.








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## You've developed your own strategies for advancement. So have we.

## Transmission.

**Six-speed manual gearbox.**
The Cayman models are equipped as standard with the six-speed manual gearbox. Gearshifts are smooth, precise and optimally adapted to the respective engine map. Shift throws are short and the gear lever is easy to operate, providing a truly engaging driving experience. The upshift indicator located in the central circular instrument helps you to maximise fuel efficiency.

The ascending centre console reinforces the authentic sports car feel. It positions the gear lever close to the steering wheel, enabling you to change gear as fast and as ergonomically as possible.

If the optional Sport Chrono Package is installed, the double-declutching function can be activated via the SPORT PLUS button for even more involved gear changes.

**Porsche Doppelkupplung (PDK).**
Of course, you could let us take care of the gearshift strategy so that you can devote all your attention to your cornering strategy.

Available as an option is the 7-speed Porsche Doppelkupplung (PDK), featuring both manual and automatic modes. The advantages are perceptible. Gear changes take place with no interruption in the flow of power. Sharper gearshift programs and significantly shorter shift times produce faster acceleration than with the manual gearbox. Fuel economy and comfort characteristics have also been optimised. In response to a less assertive driving style, shift points are recalculated to make use of the more comfortable and more economical engine speed ranges, and coasting mode is activated where possible (p. 44).

This is how PDK works: PDK is essentially two gearboxes in one, thus requiring two clutches. This double clutch arrangement provides an alternating, non-positive connection between the two half gearboxes and the engine by means of two separate input shafts. The flow of power from the engine is transmitted through one half gearbox and one clutch at a time, while the next gear is preselected in the second half gearbox. During a gear change, therefore, one clutch simply opens and the other closes at the same time, enabling gear changes to take place within milliseconds.

1 Gear lever for six-speed manual gearbox
2 Porsche Doppelkupplung (PDK) gear selector
3 Gearshift switch on sports steering wheel in conjunction with PDK

For fuel consumption and $CO_2$ emissions, please refer to page 131.

PDK has seven forward gears at its disposal. Gears 1 to 6 have a sports ratio and top speed is reached in sixth gear. Seventh gear has a long ratio and keeps engine speed low to reduce fuel consumption and improve comfort.

With the SPORT button selected, the full advantages of PDK are brought into play: a more immediate response to throttle inputs, relatively short shift times and swift throttle-blip downshifts on overrun, such as during braking into a corner, and always accompanied by an emotive engine sound.

With the optional Sport Chrono Package, PDK is enhanced by 'Launch Control' and the 'motorsport-derived gearshift strategy' for even faster and firmer gear changes and best possible performance, thanks to a boost in torque during upshift phases. Overrun downshifts provide extremely sporty braking and acceleration for added excitement.

**Coasting.**
Efficiency is another area in which the performance of the Cayman models has been further improved. The coasting function available with Porsche Doppelkupplung (PDK) enables you to save even more fuel where the situation allows. The engine is decoupled from the transmission to prevent deceleration caused by engine braking. In this way, optimum use is made of the vehicle's momentum, allowing it to coast for longer distances.

For example, you may want to slow down from 62 to 49 mph in anticipation of the change of speed limit ahead. As you ease off the accelerator pedal, PDK deselects the current gear automatically and you begin to coast in neutral with minimal input required on your part until you have reached your desired speed. As soon as you operate the accelerator or brake pedal, PDK re-engages the appropriate gear within fractions of a second. The process is smooth and seamless, thanks to the extremely fast clutch.

Another way to reduce fuel consumption is to utilise the coasting function on downhill gradients that are gentle enough for you to maintain a constant speed. Efficient on long journeys, such as on the motorway, PDK remains ready to respond as swiftly and precisely as you would expect.

In short, driving in coasting mode makes a real impact on fuel consumption without the need to compromise on comfort or sporty performance.

For fuel consumption and $CO_2$ emissions, please refer to page 131.




PORSCHE
Cayman
S VM 4304




## How do we nurture our relationship with the driver? By purposefully strengthening our bond with the road.

## Chassis.

Strong relationships need sincerity, common goals and the ability to overcome difficult situations in unison.

The chassis of the Cayman models develops a strong bond with the road. It is specifically matched to the high power output of the respective engine. Axle components are made predominantly of aluminium, which helps to keep the weight of the vehicle and its unsprung masses low. The results are impressive driving dynamics with practically zero pitch and roll, high levels of comfort and safety and lower fuel consumption.

The track of the Cayman models has been widened and the wheelbase has been extended by 60 mm compared with that of the previous model. This improves stability. The independent suspension features lightweight spring-strut axles with longitudinal and transverse links. The cross member at the front axle has been refined for optimum stiffness and robustness. How does this benefit you? Greater directional stability, sharper steering precision and sportier handling.

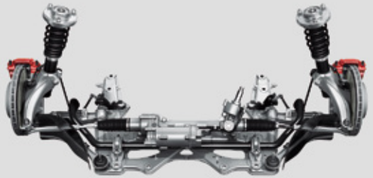
**Porsche Active Suspension Management (PASM).**
Optional PASM, the electronic damping control system, actively and continuously regulates the damping force for each wheel according to the road conditions and driving style. In addition, the suspension is 10 mm lower than that of the standard setup.

The system is always active in the background, ready to assist you automatically without you having to switch it on. Nevertheless, two modes are available at the push of a button so that you can adapt handling to suit your preferred driving style: ‘Normal’ which is a blend of performance and comfort, and ‘Sport’ where the setup is much firmer. Depending on the mode selected, therefore, PASM can be sportier and more comfortable than the standard chassis. The PASM control unit evaluates the driving conditions and modifies the damping force on each of the wheels optimally in accordance with the selected mode.

Sensors record all wheel and body movements. This enables intelligent adaptation of damper stiffness for the selected mode, optimising contact between each individual tyre and the road for even less roll and pitch.

1 Front axle of the Cayman S
2 Rear axle of the Cayman S

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In ‘Sport’ mode, for example, the suspension is set to a harder damper rating. On uneven roads, PASM immediately switches to a softer rating, thereby improving contact between the tyres and the road. When the road surface improves, PASM automatically reverts to the original, harder rating. If ‘Normal’ mode is selected and the driver’s style becomes more assertive, PASM switches to a harder rating to increase driving stability and road safety.

**Steering.**
Our interpretation of efficiency is a system that works only when it is needed, and then does so in a particularly effective way. Whereas a conventional hydraulically assisted steering system draws engine power continuously, the electric motor of the electromechanical system in the Cayman models uses energy only when you actually steer. As a result, fuel consumption is reduced and the absence of hydraulic fluid eliminates the need for servicing the system.

A variable steering ratio preserves the precise and direct steering response associated with the typical Porsche steering feel. This intelligent system filters out unwanted shocks from the road and actively assists steering inputs under braking on road surfaces with varying grip.

Available as an option, speed-sensitive Power steering Plus facilitates manoeuvring and parking for even greater driving comfort.



**Wheels.**
Performance needs sustained stability. Fitted as standard on the Cayman, 18-inch alloy wheels are responsible for maintaining the strong connection between the vehicle and the road. A minimalist dual-arm spoke design accentuates their sporty character – and yours. Tyre sizes are 235/45 ZR 18 at the front and 265/45 ZR 18 at the rear.

The Cayman S is equipped as standard with 19-inch wheels with a classic five-spoke design. The tyre size at the front is 235/40 ZR 19 and 265/40 ZR 19 at the rear.

Wheels up to 20 inches are available from our list of options.

The large rolling circumference helps to improve comfort. In addition, the tyres have low rolling resistance, which, in turn, helps to reduce fuel consumption.

**Tyre Pressure Monitoring (TPM).**
Optional Tyre Pressure Monitoring (TPM) sends warnings to the on-board computer's display screen in the event of low tyre pressure. The TFT screen in the instrument cluster enables the driver to check the pressure in all four tyres. The system updates quickly and accurately after an engine start, tyre pressure correction or wheel change – for increased comfort and your safety.

1 18-inch Cayman wheel
2 19-inch Cayman S wheel








**Brakes.**
Outstanding acceleration figures are one way to express performance. We focus not only on the positive, but also the negative values of acceleration. This is how Porsche has traditionally succeeded in setting standards for deceleration and stability.

The Cayman models are equipped with four-piston aluminium monobloc fixed brake calipers. This design means that, not only are the brakes extremely resistant to deformation, they are lightweight for a particularly fast and sensitive braking response.

Large brake calipers ensure high braking performance and component stability, even during continuous use. In addition, brake cooling is optimised by the newly developed brake ventilation system featuring a modified air spoiler at the front and rear axles.

The enhanced dynamics of the Cayman and Cayman S also demand appropriate brake discs. All Cayman brake discs are internally vented and cross-drilled for improved braking in wet conditions. With a diameter of 330 mm, the front brake discs of the Cayman S are 15 mm larger than those of the Cayman. The diameter of the rear brake discs is 299 mm on both models. The brake calipers on the Cayman and Cayman S are finished in black and red, respectively.

**Porsche Ceramic Composite Brake (PCCB).**
From the start, Porsche has been synonymous with motorsport. Ever since 1948, when we found our identity on the racetrack, we have taken the experience we have gained and applied it to the road. The optional Porsche Ceramic Composite Brake (PCCB) is a fine example. This brake system has already had to cope with the harshest requirements of motor racing and is fitted in cars that compete in demanding events such as the Porsche Mobil 1 Supercup.

The cross-drilled PCCB ceramic brake discs for the Cayman models have a diameter of 350 mm front and rear for even more formidable braking performance.

The use of six-piston aluminium monobloc fixed brake calipers on the front axle and four-piston units at the rear – all finished in yellow – ensures extremely high brake forces which, crucially, are exceptionally consistent.

PCCB enables shorter braking distances even in the toughest road and race conditions. Excellent fade resistance ensures greater balance when slowing from racetrack speeds.

1 Standard brake unit (Cayman)
2 Standard brake unit (Cayman S)
3 Porsche Ceramic Composite Brake (PCCB)












Another key advantage of PCCB is the extremely low weight of the ceramic brake discs, which are approximately 50% lighter than standard discs of a similar design and size. As well as enhancing performance and fuel economy, this represents a major reduction in unsprung and rotating masses. The consequence of this is better road holding and increased comfort, particularly on uneven roads, as well as greater agility and improved handling.

Please note that circuit racing, track day use and other forms of performance driving can significantly reduce the service life of even the most durable pads and discs. As with conventional high-performance braking systems, we recommend that all brake components be professionally inspected and replaced where necessary after each track event.

**Electric parking brake.**
The electric parking brake, which can be activated and deactivated manually, is released automatically as you pull away with your seat belt fastened. A hill hold function is integrated as standard for the manual gearbox and for PDK. It assists you in making a comfortable, smooth and roll-free start on an incline. Whenever you come to a halt on an incline, this is detected automatically and the braking effect of the electric parking brake is supplemented by application of the wheel brakes. As long as a gear remains engaged, the brake pressure is maintained at all four wheels. To pull away, simply apply throttle. As soon as sufficient starting torque is available, the brake is released and the vehicle moves off.










**Porsche Stability Management (PSM).** Porsche Stability Management (PSM) is fitted as standard. This system automatically maintains stability and traction even at the limits of dynamic driving performance. Sensors continuously monitor the direction, speed, yaw velocity and lateral acceleration of the car. Using this information, PSM is able to calculate the actual direction of travel at any given moment. If the car begins to oversteer or understeer, PSM applies selective braking on individual wheels in order to restore stability.

Under acceleration on wet or low-grip road surfaces, PSM improves traction – as well as agility, control and safety – using the automatic brake differential (ABD) and antislip regulation (ASR). Integrated ABS is designed to minimise braking distances.

If you prefer an ever sportier drive, PSM can be switched off. For your safety, however, PSM remains set to intervene if the vehicle is braked and ABS assistance is required. ABS and ABD remain permanently enabled.

Also included with PSM are engine drag torque control (EDTC), precharging of the brake system and brake assist. If you suddenly release the accelerator pedal, PSM automatically prepares for your next action: the braking system is precharged so that the brake pads are already in light contact with the brake discs. Maximum braking power is therefore achieved much sooner. Brake assist detects a panic braking situation and generates the brake pressure required for maximum deceleration.

PSM increases driving stability and safety as well as the agility you have come to expect from a Porsche.

**Porsche Torque Vectoring (PTV).**
This optional system for increasing dynamic performance and stability varies the distribution of torque to the rear wheels and includes a mechanically locking rear differential.

When the car is driven assertively into a corner, moderate brake pressure is applied to the inside rear wheel. Consequently, an additional rotational pulse (yaw movement) is induced around the vehicle's vertical axis in the direction of the turn. This results in a direct and sporty steering action as the car enters the corner.

At low and medium vehicle speeds, PTV significantly increases agility and steering precision. At high speeds and when accelerating out of corners, the rear differential lock ensures greater driving stability and traction on road surfaces with varying grip, including the wet and snow.

The results are remarkable stability, optimum traction and excellent cornering dynamics at all speeds, coupled with precise steering and stable load transfer characteristics through every twist and turn of your journey.




















**Sport Chrono Package.**
Better performance would normally be impossible to achieve without more intensive training. In the Cayman models, it comes at the push of a button. The optional Sport Chrono Package provides simultaneous enhancement for the chassis, engine and transmission – accompanied by an even more emotive sound.

In addition to the performance display, a digital and an analogue stopwatch, the Sport Chrono Package also includes dynamic gearbox mounts (p. 64). Another component is the SPORT PLUS button. When this is pressed, optional Porsche Active Suspension Management (PASM) switches to 'Sport' mode for harder damping and more direct steering and, therefore, even more intensive road holding.

The trigger threshold for PSM is raised. Agility is perceptibly enhanced when braking for corners with PSM, allowing even sportier braking and exit acceleration. For even greater dexterity, PSM can be set to standby while the car is still in SPORT PLUS mode. For safety, it is set to intervene automatically only when ABS assistance is required.

The throttle-blip function produces even sportier gearshifts. A managed burst of throttle ensures smooth load changes for increased stability and makes the gearshift process an even more engaging experience.

In conjunction with optional PDK, the Sport Chrono Package comes with two additional functions for a sporty drive that borders on a motorsport experience. The first is 'Launch Control', which is designed to produce a racing start.

The second function is the 'motorsport-derived gearshift strategy'. In this mode, PDK is designed for very short shift times and optimum shift points, while torque boosts during gear changes provide the maximum acceleration available. This involving experience is further enhanced by overrun downshifts and the throttle-blip function for uncompromising driving pleasure.

An additional display in the steering wheel and instrument cluster indicates whether the SPORT or SPORT PLUS button and, with PDK, Launch Control have been activated. In conjunction with optional Porsche Communication Management (PCM), a special display enables you to view, store and evaluate lap times or other driving times. It shows the total driving time, lap distance, lap number and lap times recorded so far.

1 Sport Chrono display on the Sports steering wheel with PDK
2 Sport Chrono stopwatch
3 SPORT and SPORT PLUS button

**Dynamic gearbox mounts.**
Dynamic gearbox mounts are a component of the optionally available Sport Chrono Package. This electronically controlled system minimises the oscillations and vibrations of the entire drivetrain, especially the engine, and combines the benefits that otherwise distinguish hard and soft gearbox mounting arrangements.

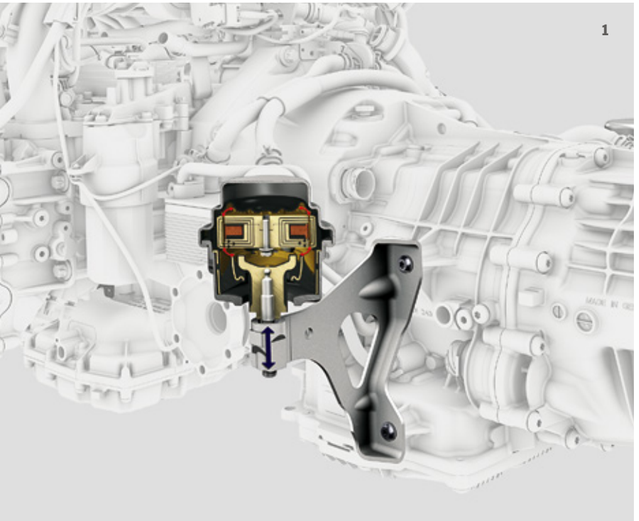
A hard gearbox mounting delivers optimum dynamic performance because it offers a high degree of handling precision. Soft gearbox mounts, on the other hand, minimise oscillations and vibrations. While comfort is improved on uneven road surfaces, this comes at the expense of dynamic performance.

Dynamic gearbox mounts adapt their stiffness and damping characteristics to changes in driving style and road surface conditions. This has been achieved by use of a fluid with magnetic properties in interaction with an electrically generated field. For the driver, the results are tangible. Handling is perceptibly more stable under load change conditions and in fast corners. Whenever a less assertive driving style is adopted, the dynamic gearbox mounts automatically soften to enhance comfort.

The result is uncompromisingly sporty performance in corners – as well as a high degree of comfort.

The SPORT or SPORT PLUS button enables you to switch the dynamic gearbox mounts from 'Normal' to 'Sport' or 'Performance' mode. In conjunction with optional PCM, the TFT screen in the right-hand circular instrument enables you to view the lateral and longitudinal forces as they act on the vehicle.

1 Dynamic gearbox mounts









A genuine sports car is defined not by its limits
but by what it keeps in reserve. **Safety and environment.**

## It takes courage to set out on your own path. And you'll need a broad view to reach your destination.

## Safety.

It's always worth exploring your own direction, even if you never know exactly where this will lead. For this reason, it pays to have an ingenious safety concept on board that employs components that are just as performance-oriented as the drivetrain.

In the case of the Cayman models, this concept involves an innovative bodywork construction, the stiffness of which has been purposefully optimised despite an achieved weight-saving of up to 30 kg compared with the previous model – a combination that delivers increased stability and agility. It includes an interior that provides reliable protection in the event of an accident.

It uses a chassis and brakes that have been specifically matched to the power output that the Cayman models are able to develop. And it is enhanced by intelligent control systems, such as Porsche Stability Management (PSM), which intervene when you reach the limits of sporty performance.

Some things are indispensable for a broad view – including a clever lighting concept with powerful headlights and, of course, driver assistance systems designed to give you the right information at the right time so that you can devote all your attention to the next corner.

**Engineered body design.**
The bodyshell of the Cayman models is based on an intelligent lightweight principle involving the composite construction of aluminium and steel. The use of dissimilar but precisely combined components makes it possible to utilise specific material properties exactly where they are needed. Not only does this provide a high degree of safety for the driver, it also offers a considerable weight saving compared with the bodyshell of the previous model. This is why the doors, luggage compartment lid and rear hatch are made entirely of lightweight aluminium. Aluminium accounts for around 44% of the entire bodyshell.

The crumple zones in the front and rear aprons feature integral light-alloy bumpers, while impact absorbers offer additional safety. For the protection of occupants, energy-absorbing padding is used selectively in important areas within the passenger cell.



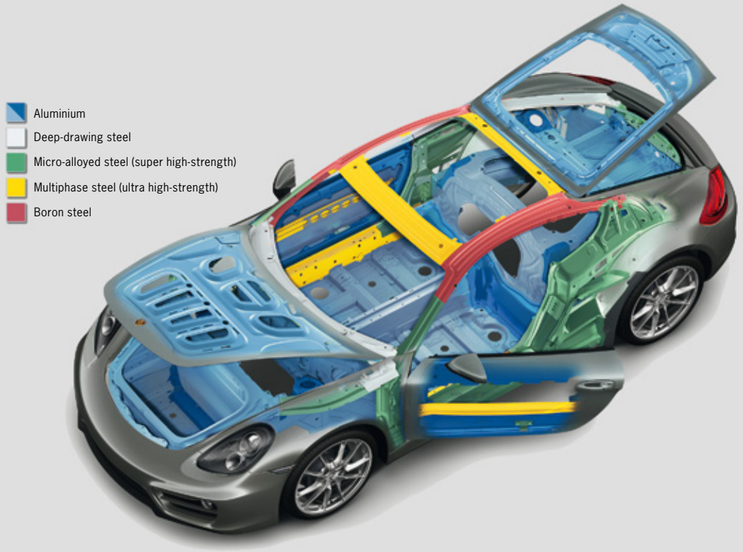
**Airbags.**
To protect the driver and passenger, the Cayman models are equipped as standard with full-size airbags, which are inflated in two stages depending on the severity and type of accident (e.g. frontal or offset frontal). In less serious accidents, the airbags are only partially inflated, thereby minimising discomfort to the occupants.

In addition to the central airbag control unit on the transmission tunnel, a pair of impact sensors are located near the headlights. This allows a crash to be detected and evaluated far sooner and with considerably greater accuracy.

**Porsche Side Impact Protection System (POSIP).**
Both Cayman models are equipped as standard with the Porsche Side Impact Protection System (POSIP). It comprises two side airbags on each side. An integral thorax airbag is located in the outer side bolster of each seat, while the door panels each contain an upwards-inflating head airbag. Each thorax airbag has a volume of 10 litres and each head airbag 15 litres, ensuring excellent protection in the event of a side impact. POSIP additionally includes steel side impact protection elements in the doors.

1 Engineered body design
2 Airbags and Porsche Side Impact Protection System (POSIP)

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**Lights.**
A design is either fascinating or functional. The front and rear lights of the Cayman models can be both. Clear glass halogen headlights are fitted on the Cayman as standard. The Cayman S is equipped as standard with Bi-Xenon headlights. In classic Cayman fashion, the circular front light units with LED daytime running lights and position lights are integrated in the air intakes. LEDs provide powerful illumination, respond extremely rapidly to driver input and offer improved energy performance combined with a longer service life. The taillights also employ LED technology for increased safety and an unmistakable appearance – day and night.

**Bi-Xenon headlights including Porsche Dynamic Light System (PDLS).**
To explore your own direction, you need to be alert – especially at night. The optional Porsche Dynamic Light System (PDLS), which comprises Bi-Xenon main headlights with halogen auxiliary main-beam headlights, a headlight cleaning system and automatic dynamic range control, helps you by providing uniform illumination of the road with both dipped or main beam.

The dynamic cornering light function swivels the main headlights towards the inside of a bend based on the steering angle and road speed. In addition, PDLS adapts light distribution to suit your current driving speed. The adverse weather function is activated when the rear fog light is switched on. This provides increased safety – not least in corners and not only at night.

**Automatic headlight activation.**
Automatic headlight activation is available as standard on the Cayman models. The system uses the ambient lighting conditions to automatically switch between daytime running lights and dipped beam.

1 Bi-Xenon headlights incl. PDLS
2 Direction indicator
3 Daytime running lights and position lights
4 Night design, front
5 Taillight
6 Brake light
7 Direction indicator
8 Night design, rear


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8





## When it comes to sports cars, every gramme counts. Especially every gramme of $CO_2$.

## Environment.

You aren't the only one looking for ways to improve your performance. In an era of intensifying debate about global climate change and $CO_2$ emissions, automotive manufacturers are among those asking themselves how they can contribute to environmental protection. Our answer has long been the same: a combination of high power output and high efficiency.

In recent years, Porsche has managed to reduce fuel consumption across all model ranges by a double-digit percentage compared with the respective previous model, even though performance has been increased in every generation. This is made possible by an efficient drive concept, including direct fuel injection (DFI) and VarioCam Plus, a lightweight construction, optimised aerodynamics and low rolling resistance.

The environmental management team at the Porsche Development Centre in Weissach demonstrates a high level of environmental responsibility. Here, technological developments are carried out with environmental protection in mind. The goal is to enhance performance – but preferably not at the expense of the environment.

**Emission control.**
Vehicles manufactured by Porsche demonstrate that even high-performance sports cars can achieve moderate fuel consumption and exhaust emission values in their respective category.

This is accomplished by the use of fuel-efficient technologies such as auto start/stop, thermal management, electrical system recuperation, direct fuel injection, VarioCam Plus and, in conjunction with optional PDK, coasting mode.

The newly developed catalytic converters also provide efficient emission control, while the stereo Lambda control circuitry manages and monitors each cylinder bank separately. For each exhaust tract, oxygen sensors, together with the engine electronics and injectors, regulate the composition of the exhaust gas, while another Lambda sensor on each cylinder bank monitors pollutant conversion in the respective catalytic converter.

For fuel consumption and $CO_2$ emissions, please refer to page 131.

**Fuel economy and recycling.**
Intelligent lightweight construction is, and always has been, a fundamental aspect of the Porsche philosophy – for both technical and ecological reasons. This combination forms the basis for achieving low fuel consumption values in conjunction with high performance. On the technical side, various components are made with a high proportion of aluminium, magnesium, plastics and super-high-strength sheet steel. The materials used have been selected for their ability to withstand load, yet they are considerably lighter than conventional steel. As a result, the bodyshell of the Cayman models has a light alloy content of approximately 44%.

On the ecological side, all materials used are meticulously selected. We use only state-of-the-art components, with priority given to products manufactured in a sustainable manner where possible. All synthetic components are easily recyclable and each material is labelled to facilitate its separation for recycling. The reduction in the number of plastic variants helps to ensure more efficient recycling. Recycled plastics are used where they meet our exacting technical requirements.

In short, the Cayman is around 95% recoverable.

In addition, Porsche uses a high proportion of environmentally friendly water-based paints. For us, environmental protection does not begin with the vehicle manufacturing process. It starts at the planning and development stage.

**Fuel.**
The Cayman models are designed to operate on fuels with an ethanol content of up to 10%. Ethanol has a positive impact on the $CO_2$ balance since the plants grown for the production of this biofuel also absorb $CO_2$ from the atmosphere. The release of hydrocarbons from the fuel system has been minimised thanks to the active carbon filter and the multilayered material from which the fuel tank is made.

**Servicing.**
Long service intervals offer clear advantages. For you, they reduce costs and save time. For the environment, they assist in the sparing use of consumables and replacement parts. For full details of service intervals, please refer to the separate price list.

For fuel consumption and $CO_2$ emissions, please refer to page 131.




Will you ever be able to sit back and relax?
Maybe. When you're dashing along. Interior.
S VM 4304

## Suited to you.
## Not adapted to you.

## Interior and comfort.

You aren't the cosy type, but you do appreciate the value of comfort and convenience.

The interior of the Cayman models will therefore make you feel right at home. Here, everything is focused on one goal: advancing with a blend of sport and comfort. The driver is optimally integrated in the vehicle. The ascending centre console positions the gear lever close to the steering wheel for fast, sporty and ergonomic gearshifts. The individual controls are clearly organised. All buttons and the functions of the on-board computer are intuitive to find and select so that you can devote your full attention to the road.

The sporty character of the Cayman is further reinforced by the Sports seats – fitted as standard and with seat centres in Alcantara. Materials have been carefully chosen to ensure exquisite and stylish integration in the interior design. The visible effect is exemplified by the silver-coloured details on the dashboard and centre console and by leather appliqués on selected features, such as the steering wheel rim, gear lever/selector and door handle inlays. In the Cayman S, the door armrests and the storage compartment lid on the centre console are also finished in leather as standard.

Nevertheless, there is scope to refine and style your Cayman with, for example, the comprehensive leather interior package. Not enough? Then why not add some more touches of your own? A wide range of personalisation options is available for the Cayman models, a selection of which is featured on the following pages.

1 Cayman S with leather interior in Platinum Grey, PDK and other optional equipment



**Leather package.**
The optional leather package enhances the interior of your Cayman with additional items finished in leather.

You have a choice between a minimalist single-tone interior, with one of the standard colours Black, Platinum Grey, Luxor Beige or Yachting Blue, and a two-tone combination of Agate Grey and Pebble Grey, Agate Grey and Lime Gold or Agate Grey and Amber Orange. With these combinations, the features in leather (on the seats, only the seat centre) are finished in the contrasting colour.

The package adds a leather finish to the instrument surround, centre console storage compartment lid, seat centres, side bolsters and headrests, door armrests and door pulls. With the leather package, the door pulls feature a silver-coloured trim strip, which accentuates the dynamic and sweeping design of the interior.

**Instruments.**
Forward thrust is measured by your heart rate. Or it can be displayed in numbers. The three circular instruments give you all the information you need. The rev counter with digital speedometer is positioned in the centre. In the Cayman S, the dial face is aluminium-coloured; in the Cayman, it is finished in minimalist black.

The instrument on the left contains the analogue speedometer with digital trip meter and total distance display.

The right-hand circular instrument contains the high-resolution 4.6-inch TFT colour screen. It provides you with a continuous stream of data from the on-board computer, reminds you of your selected communication and audio settings, enables you to customise vehicle settings, delivers various warnings, including alerts from the optional Tyre Pressure Monitoring (TPM) system, and, in conjunction with optional PCM, displays information from the navigation system.

1 Leather package in Agate Grey and Amber Orange
2 Cayman instruments
3 Cayman S instruments in conjunction with PDK









**Steering wheels.**
Do you have an exact idea of how things should turn out? The steering wheel variants of the Cayman models with high-grip rim in smooth-finish leather enable you to take precise control. In combination with the optional fully electric seats, the steering wheel is also electrically adjustable and, for even more convenience, a memory function is included.

**Sports steering wheel.**
The three-spoke Sports steering wheel is fitted as standard and offers up to 60 and 40 mm of adjustment for both height and reach, respectively. In conjunction with optional PDK, it features two ergonomic switches. One press with the thumb and PDK shifts up. One pull with the index finger and PDK shifts down. Either the right or left hand can be used. If your Cayman is equipped with the optional Sport Chrono Package and optional PDK, there is an additional display above the airbag module. It tells you whether the SPORT, SPORT PLUS and Launch Control functions are activated.

The multifunction steering wheel, which is available on request, provides extra convenience with four buttons and two thumbwheels for easy operation of many audio, telephone and navigation functions.

**SportDesign steering wheel.**
Available on request, the SportDesign steering wheel is distinguished from the standard steering wheel by its twin-spoke design. Even on sporty drives, it remains in firm hands. In conjunction with optional PDK, the steering wheel features two gearshift paddles. These are made of solid 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. When PDK has been combined with the optional Sport Chrono Package, the left- and right-hand spokes additionally feature a display that tells you whether the SPORT, SPORT PLUS and Launch Control functions have been activated.

**Steering wheel heating.**
For extra comfort on those cold days, a heating function is available as an option for the sports steering wheel and the multifunction steering wheel. The heating is activated by a separate control button on the steering wheel and the rim is warmed to a pleasant temperature.

1 Multifunction steering wheel
2 Sports steering wheel
3 Multifunction steering wheel in conjunction with PDK
4 SportDesign steering wheel with gearshift paddles in conjunction with PDK


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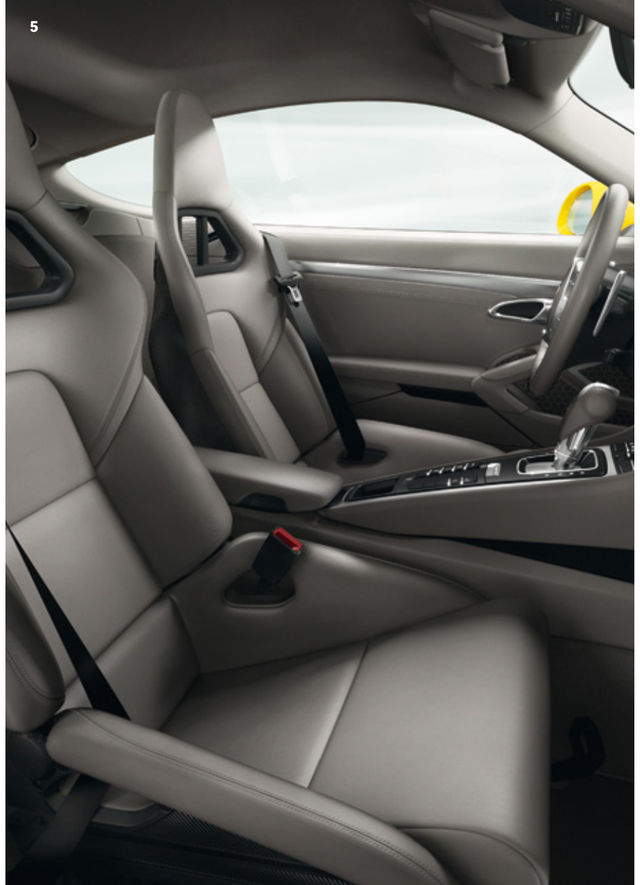

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## A prerequisite to following your own road: support you can rely on.

## Seats.

**Sports seats.**
The standard Sports seats are comfortable and provide support even when the car is driven hard into corners. The seat centres are finished in Alcantara. Electric backrest adjustment and manual height and fore/aft adjustment are integrated as standard.

**Sports seats Plus.**
The optional Sports seats Plus are upholstered in smooth-finish leather. The side bolsters of the seat squab and backrest are more prominently defined and have a firmer, more sporty padding for even better lateral support. To help you find the optimum posture, the seats feature electric backrest adjustment and manual height and fore/aft adjustment.

**Fully electric Sports seats.**
If you don't want to sacrifice sportiness for comfort, the optional fully electric Sports seats offer adjustment of seat height, backrest angle, squab angle and squab depth. Also electrically operated are the fore/aft adjustment, four-way lumbar support and even the steering column. The included memory package supports a range of settings, including both exterior mirrors and all driver's seat and steering wheel positions.

**Adaptive Sports seats Plus.**
For a stronger connection between sport and comfort, adaptive Sports seats Plus are available on request. These are an enhanced version of the distinctive Sports seats Plus with the added functionality of fully electric adjustment of both the seat and the side bolsters on the squab and backrest.

**Sports bucket seats.***
Sports bucket seats are available as an option and feature a folding backrest, integrated thorax airbag and manual fore/aft adjustment. The carbon surface finish conceals a seat shell in glass-/carbon-fibre reinforced plastic.

**Seat heating and ventilation.**
A seat heating function is available as an option for all seats.** Seats are heated in the squab, backrest and side bolsters. In conjunction with seat heating, we can also equip your seats (except for the Sports bucket seats) with seat ventilation on request. A slipstream effect is produced by active ventilation of the perforated seat centre and backrest and by passive aeration at the side bolsters. This evaporates perspiration moisture and therefore makes for a dry and pleasant seating environment, even in hot weather.

**Child seats.**
A Cayman should be enjoyed by passengers of all ages. ISOFIX child seat preparation is available as an option and includes a deactivation function for the passenger airbag.

1 Standard Sports seat
2 Sports seat Plus
3 Fully electric Sports seat
4 Adaptive Sports seat Plus
5 Sports bucket seat

* Child seats are not compatible with the Sports bucket seats.
** Seat heating for the sports bucket seats is available at the earliest from 10/2013.

## Its most important feature: freedom of choice.

**Storage compartments.**
You could make an escape from everyday life or you could fully embrace it. The choice is yours. It's also a little example of the personal freedom that the Cayman models afford you – not only with performance, but also with everyday practicality. In addition to the luggage compartment at the front, the luggage space under the wide-opening rear hatch is impressively roomy.

The lockable glove compartment and the compartment with a power socket under the armrest in the centre console provide plenty of space. As does the open compartment to the front of it. In conjunction with the smoking package, the open compartment makes way for an ashtray with a lid. Other storage features include two compartments in each door, a net in the passenger footwell, clothes hooks on the seat backrests and two practical cupholders above the glove compartment.

**Front luggage compartment.**
Increased storage space is another facet of your personal freedom. The front luggage compartment has a capacity of 150 litres and is lined with black carpet.

**Rear luggage space.**
The rear luggage space is both convenient and functional. Comprising the shelf above the engine cover and the luggage compartment behind, it comfortably holds even long items of luggage such as sports equipment. A total capacity of around 275 litres is available. As part of the interior, it is lined with carpet in the interior colour. The luggage protection bar and inlay are made of brushed aluminium. Concealed by the inlay are the service openings for the coolant and engine oil tanks. Storage compartments in the upper luggage compartment provide additional space for your belongings.

The Porsche Driver's Selection catalogue contains a selection of matching luggage accessories.








## You can live without everyday practicalities. Comfort and convenience? Never.

## Additional comfort and convenience features.

**Air conditioning system.**
The Cayman models are equipped as standard with an air conditioning system with integrated active carbon filter.

**Two-zone automatic climate control.**
Two-zone automatic climate control, which has separate temperature controls for the driver and passenger, is available as an option.

The automatic air-recirculation function permanently monitors air quality, reduces humidity and switches from fresh to recirculated air when required.

**Light design package.**
The optional light design package comprises dimmable LEDs in the overhead console, at the door handles, in the door storage compartments and in the footwells. LED illumination of the front luggage compartment as well as in the vanity mirrors in the sun visors is also included with the light design package. The rear luggage compartment and C-pillars feature LEDs as standard.

**Exterior mirrors and rear-view mirror.**
The Cayman models are equipped as standard with electrically adjustable and heated exterior mirrors.

Available on request, electrically folding exterior mirrors with door courtesy lighting on both sides of the vehicle make it easier to find your way in the dark.

An auto-dimming function for the exterior mirrors and rear-view mirror, with an integrated rain sensor for the windscreen wipers, is available as an option.

**ParkAssist.**
Optional ParkAssist is activated the moment you select reverse gear. An audible signal gives a warning if you reverse too close to an obstacle.

Also available on request is an enhanced version of ParkAssist which monitors the area to the front of the vehicle. Ultrasonic sensors are neatly integrated in the front and rear aprons. The audible alert is supplemented by a visual warning in the central display screen of the CDR audio system, the optional CDR Plus or optional PCM showing a graphical representation of the vehicle from overhead.

**HomeLink® (programmable garage door opener).**
The optional programmable garage door opener is integrated in the overhead console and remotely controls up to three different garage door, gate, home lighting and/or alarm systems.

**'Welcome Home' lighting.**
The 'Welcome Home' lighting function automatically switches on the LED daytime running lights for a user-defined period whenever the vehicle is opened or closed using the key remote.

1 Cayman S with leather interior in Platinum Grey, SportDesign steering wheel, PDK and other optional equipment



**Anti-theft protection.**
The Cayman models are equipped as standard with an immobiliser with in-key transponder. In addition, the Cayman S has an alarm system with contact-sensitive exterior protection. A radar-based interior surveillance system is available on request. For the Cayman, a combined alarm and radar-based interior surveillance system is available as an option.

**Porsche Vehicle Tracking System (PVTS).**
This optional preparation enables future installation of the Porsche Vehicle Tracking System (PVTS) from Porsche Tequipment. PVTS makes it possible to locate a stolen vehicle across most European countries. The preparation package includes a special wiring loom and a tilt sensor for the alarm system.

**Cruise control.**
Cruise control is available as an option for the Cayman models. This automatic speed controller for the 18 to 149 mph speed range is operated by a switch on a separate control stalk on the steering column. The advantages are clear. Not only can cruise control be used as a means of staying within the speed limit, it also helps you to save fuel by maintaining a constant speed.

**Adaptive cruise control including Porsche Active Safe (PAS).**
Also available as an option is the enhanced version of cruise control, which regulates the speed of your vehicle in line with the speed of the vehicle in front. A radar sensor inside the front centre air intake scans the road ahead up to a distance of 200 m. Imagine you've selected a cruising speed but have begun to gain on the vehicle in front because it is driving more slowly – this is detected by the radar sensor. The system now reduces the speed of your vehicle by restricting throttle or by gently applying the brakes until your chosen distance from the vehicle in front is maintained. If the vehicle ahead slows further, adaptive cruise control will decelerate your vehicle accordingly – even down to a halt.

For increased safety, the system also readies the brakes whenever it detects that the distance from the vehicle ahead is decreasing. However, the driver should be prepared to intervene manually if heavier braking is required.

As soon as the road ahead clears, your vehicle will accelerate back up to the cruising speed originally set. Porsche Active Safe (PAS) issues an audible and a visual warning if the system detects that your vehicle is approaching the vehicle in front too quickly. This is accompanied by a brief application of brake force and, where necessary, the initiation of targeted braking. During this process, any braking by the driver is boosted to achieve the maximum braking force that the system is able to provide.



## Want to set the tone? Go ahead.

## Audio and communication.

**CDR audio system.**
Fitted as standard, the CDR audio system features a seven-inch colour monitor that also acts as a touchscreen, giving you quick and easy access to the most important functions and menus.

The integrated CD radio includes an FM twin tuner with RDS diversity, 30 memory presets, dynamic autostore and speed-sensitive volume control and features a sound system with four loudspeakers and a total output of 2 x 25 watts.

As standard, the glove compartment contains an AUX interface, which enables you to connect an external audio device such as a compatible MP3 player.

**CDR Plus audio system.**
The optional CDR Plus provides you with 9 loudspeakers and has a total output of 235 watts. It is operated via a 7-inch high-definition touchscreen. The analogue and digital twin tuner offers a broader range of radio reception.

Other features include a CD/DVD player that plays MP3 files and audio/video DVDs, a USB port for various iPod® and iPhone® models and USB memory sticks for MP3 music and MP3 players. The system also allows you to display album covers (cover art). Devices connected via USB can be operated using CDR Plus or the optional multifunction steering wheel. An additional AUX interface can be used to connect other external audio sources – the system is then operated via the connected device.

**Porsche Communication Management (PCM) including navigation module.**
Optional PCM is your central information and communication system. It is powerful and multifunctional, yet easy to operate. The main feature is the intuitive seven-inch touchscreen. Alternatively, you can choose to operate PCM using conventional rotary pushbutton controls.

Radio functions include up to 42 memory presets and an FM twin tuner with RDS diversity, which continuously scans in the background for the best signal, and a dynamic autostore. The CD/DVD drive plays CDs and audio DVDs and is MP3-compatible.

Fitted in the glove compartment as standard, the universal audio interface (USB) enables you to connect and even charge your iPod® or any other compatible audio source of your choice. The iPod® or a USB stick can be operated conveniently and safely via PCM, the optional multifunction steering wheel or the optional voice control system.

By means of the USB socket, it is also possible to download data from the performance display of the Sport Chrono Package, as well as data from the electronic logbook. In the opposite direction, you can transfer up to 5,000 tracks in MP3 format to the internal 40 GB hard

1 CDR audio system
2 Porsche Communication Management (PCM)




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drive of PCM and create your own jukebox. Playback of recognised podcast and audiobook formats is supported and cover art is displayed.

The navigation module of PCM with high-speed hard drive allows you to choose between a 2D display and a 3D perspective. In some regions, even buildings can be displayed in 3D as well as terrain with satellite image overlay. Split screen mode enables you to view two functions at once, such as the current navigation map and a list of symbols that represent the next navigation instruction. The navigation module also features dynamic route guidance, which recalculates the route in response to official traffic messages (TMC) and information from traffic flow sensors (TMC Pro*).

**CD or CD/DVD player.**
An integral 6-disc CD autochanger is available as an option for the CDR audio and an integral 6-disc CD/DVD autochanger for the optional CDR Plus and optional PCM. Both are MP3-compatible.

**Electronic logbook.**
An electronic logbook is available for PCM as an option. It automatically logs the mileage, route distance, date, time, starting location and destination for every journey. After downloading your logbooks from PCM via the USB or Bluetooth® interface, you can evaluate the data on your home PC using the software supplied. The software fulfils all statutory requirements for automatic logbooks as specified by the German revenue authorities.

**TV tuner.****
The optional TV tuner is capable of receiving unencrypted analogue and digital television broadcasts (DVB-T) to provide entertainment between journeys. For your safety, the TV picture is switched off while the car is in motion.

**Voice control system.**
You're not afraid to say what you want. That's why almost all of the functions of PCM can be controlled using the optional voice control system with word-by-word input. In the majority of cases, you can simply say the name of the menu item as seen on the screen. The voice control system accepts coherent whole address input of navigation destinations, phonebook entries or radio station names. It is also possible to scroll through lists by voice command.

1 Electronic logbook
2 TV tuner
3, 4 Voice control system

* TMC Pro available in Germany, Austria and Switzerland.
** Please see the notes on pages 120/121.

**Telephone module.***
Available as an option, the quadband GSM telephone module offers convenience and excellent reception. With a SIM card inserted directly into the integral SIM card reader of the CDR Plus or PCM, calls can be made using the hands-free facility. For even more convenience, the Bluetooth® capability of a mobile phone can be used to make calls through the SIM Access Profile (SAP).

Once automatic pairing is complete, the mobile phone's aerial is switched off to conserve battery charge and the phone operates via the car aerial. Depending on the type of mobile phone, this gives access not only to the numbers on the SIM card, but also to the phone's internal memory.

A selection of mobile phones can be controlled entirely using the CDR Plus or PCM, the optional multifunction steering wheel or the optional voice control system without the phone ever leaving your pocket. The telephone module also enables you to establish a Bluetooth® link with those mobile phones that only support the Handsfree Profile (HFP). In this case, the GSM connection is always established through the aerial of the mobile phone. The CDR Plus or PCM acts as a hands-free system and you can leave the mobile phone tucked away.

On request, a cordless handset for the telephone module is also available. Stored in the centre console storage compartment, it features a display and keypad. However, the handset cannot be used for Bluetooth® links established using the Handsfree Profile (HFP).

**Mobile phone preparation.***
An optional mobile phone preparation is available to enable a Bluetooth® connection for those mobile phones that only support the Handsfree Profile (HFP).* This function also enables you to leave your mobile phone tucked away. The CDR or CDR Plus audio systems and PCM are able to control only the basic functions of the mobile phone. The GSM connection is established through the mobile phone's aerial.

**Online services.***
With our new online services option and the free-to-download Aha Radio app, you can use your smartphone to stream internet radio, news feeds, podcasts and audiobooks directly to PCM. It is also possible to call up local information such as weather reports. Point of Interest searches with subsequent direct selection as your navigation destination are also supported.

Online content is received by your smartphone and controlled by means of PCM. Online services can be used only in conjunction with the universal audio interface fitted as standard (iPhone®) or with the optional mobile phone preparation or telephone module (Android® devices). The Aha Radio app can be downloaded from iTunes® and Google Play®.

**Digital radio.***
This option enables you to receive digitally broadcast radio channels in DAB, DAB+ and DMB Audio format with significantly enhanced sound quality. The system automatically switches between digital and analogue to ensure optimum reception of the selected channel. Reception is dependent on local digital network availability.

1 Cayman with Porsche Communication Management (PCM) and other optional equipment

* Please see the notes on pages 120/121.



1



**Sound Package Plus.**
For discerning ears, the optionally available Sound Package Plus offers an enhanced sound experience with nine speakers and a total output of 235 watts. You can adjust sound characteristics to your preference using the CDR audio system, the optional CDR Plus audio system or optional Porsche Communication Management (PCM).

**BOSE® Surround Sound System.**
The optional BOSE® Surround Sound System really strikes a chord.

It comprises eight amplifier channels with a total output of 445 watts. Its 10 loudspeakers, including an active subwoofer integrated in the vehicle bodyshell behind the dashboard, deliver a balanced acoustic pattern.

In combination with the optional CDR Plus audio system or optional PCM, the BOSE® Surround Sound System enables audio playback of DVDs and is thus able to make full use of the impressive sound spectrum of 5.1 digital recordings. Of course, you can still play other audio sources, such as CDs and MP3s, in stereo or, at the push of a button, in one of the virtual surround modes generated by BOSE® Centerpoint® 2. The BOSE®-patented AudioPilot® noise compensation technology uses a microphone to continuously measure the ambient noise inside the vehicle and adapts music playback instantly and automatically so that a consistent sound is maintained – whatever the driving conditions.

The result is a balanced, faithfully reproduced sound and a captivating 360° acoustic experience.

1 BOSE® Surround Sound System

**Burmester® High-End Surround Sound System.**
Any car manufacturer can integrate a sound system into a vehicle. Why not go one step further and embed the driver in a sound system? That was the aspiration for Porsche and Burmester® in the development of the optional Burmester® High-End Surround Sound System. Conceived and tuned specifically for the new Cayman, this is high-end technology 'made in Germany'.

Components used in the car are as sophisticated as the components that Burmester® puts into its high-end home audio systems. How do the numbers sound? 12 amplifier channels with a total output of 821 watts and 12 loudspeakers including an active subwoofer. A particularly special feature is the integration of the active subwoofer in the bodyshell. Not only does this provide ideal conditions for the sound, it is consistent with the principles of lightweight construction as applied in motorsport.

Conceptually, we have broken entirely new ground. The analogue and digital filters of the crossover technology used have been optimally defined for their installation location, and finely tuned following extensive in-car audio testing. The perfect interaction of all loudspeakers and chassis delivers superior bass foundation, definition and impulse accuracy.

As yet unequalled, the result is a natural and richly textured spatial sound, even at top volume. All of this is achieved despite the system's remarkably low overall weight thanks to intelligent Burmester® lightweight technology. The pure, sporty design makes it clear that the appeal of the Burmester® High-End Surround Sound System is as much about the visual as it is the audio. Typically Porsche.

1–3 Burmester® High-End Surround Sound System



1



2



3




Knowing exactly what you want. That's how sports cars are made.
Just like your Cayman. Personalisation.

## The Cayman submits to nothing. Except perhaps your imagination.

## Personalisation.

Those who pursue their own direction also want to shape it to their liking. With the comprehensive range of customisation options available for the Cayman, you can configure it to your personal preference before you place your order.

The following pages feature all the available options. For your ease of reference, each one has been arranged into the appropriate category – exterior or interior.

For more information on the options featured in this catalogue, please refer to the separate price list.

The extensive colour palette, for example, enables you to make your Cayman even more individual. It gives you the choice of four solid colours, eight metallic colours, three special colours and ten interior colours. Not to mention the selection of leather packages and of two-tone combinations for the leather interiors.

Of course, you can choose to have your Cayman finished in virtually any other colour of your choice. For further information, please refer to the Porsche Exclusive Cayman catalogue. It offers an even more comprehensive selection of personalisation options for your Cayman and a way to turn something special into something unique.

With our Porsche Tequipment range of accessories, you can always customise your Porsche at a later time. Please consult your Porsche Centre for more details.

Using the Porsche Car Configurator at www.porsche.com, you can transform your ideas into reality. Here, you can design your very own Cayman model from the ground up. The choice of colour and additional equipment, as always, is up to you.



## Solid exterior colours.

White



Racing Yellow



Guards Red



Black



## Metallic exterior colours.

Rhodium Silver Metallic



Sapphire Blue Metallic



Dark Blue Metallic



Amaranth Red Metallic



Mahogany Metallic



Anthracite Brown Metallic



Agate Grey Metallic



Basalt Black Metallic



## Special exterior colours.

GT Silver Metallic



Lime Gold Metallic



Cognac Metallic



## Standard interior colours.

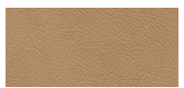
**Leatherette/leather/soft-touch paint in interior colour.**



Black



Platinum Grey



Luxor Beige



Yachting Blue

**Carpet.**



Black



Platinum Grey



Luxor Beige



Yachting Blue

**Rooflining.**



Black



Platinum Grey



Luxor Beige



Black

**Leather package in interior colour[1] (also available in standard colour)**

**Interior colour.**



Agate Grey and Lime Gold



Agate Grey and Pebble Grey



Agate Grey and Amber Orange

**Carpet.**



Agate Grey



Agate Grey



Agate Grey

See separate price list for recommended colour combinations.

[1] In Lime Gold, Pebble Grey and Amber Orange leather: instrument shroud, door pulls, seat centres, door panel armrests and centre console main storage compartment lid.
[2] In Agate Grey or Black leather: dashboard including instrument shroud, steering wheel rim and airbag module, door panel upper sections and centre console. All other parts in a contrasting colour.

## Special colours, two-tone combination[2] and natural leather interior.

**Rooflining.**



Agate Grey



Agate Grey



Agate Grey

**Leather/soft-touch paint in interior colour.**



Agate Grey



Agate Grey and Lime Gold



Agate Grey and Pebble Grey

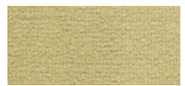


Agate Grey and Amber Orange

**Carpet.**



Agate Grey



Lime Gold



Pebble Grey



Amber Orange

**Rooflining.**



Agate Grey



Agate Grey

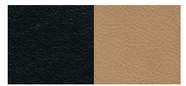


Agate Grey



Agate Grey

**Leather/soft-touch paint in interior colour.**

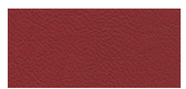


Black and Luxor Beige

**Natural leather/soft-touch paint in interior colour.**

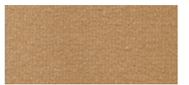


Espresso



Carrera Red

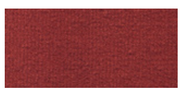
**Carpet.**



Luxor Beige



Espresso



Carrera Red

**Rooflining.**



Black



Espresso



Black







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



Rear wiper

| Option | Cayman | Cayman S | I no. | Page |
|---|---|---|---|---|
| **Exterior** | | | | |
| Metallic paint | ❒ | ❒ | Code | 108 |
| Special colours | ○ | ○ | Code | 109 |
| Colours to sample | ○ | ○ | Code | – |
| Bi-Xenon headlights including Porsche Dynamic Light System (PDLS) | ❒ | ❒ | 603 | 72, 114 |
| Deletion of model designation | □ | □ | 498 | – |
| ParkAssist (rear) | ○ | ○ | 635 | 90 |
| ParkAssist (front and rear) | ❒ | ❒ | 636 | 90 |
| Windscreen with grey top-tint | ● | ● | 567 | – |
| Electrically folding exterior mirrors with courtesy lighting | ○ | ○ | 748 | 90 |
| Automatically dimming mirrors with integrated rain sensor | ○ | ○ | P13 | 90 |
| Rear wiper | ❒ | ❒ | 425 | 114 |

The vehicles illustrated in the chapter on personalisation may include additional options not featured in this catalogue.
For information on these options, please consult your Porsche Centre.
For more information on the options featured in this catalogue, please refer to the separate price list.



| Option | Cayman | Cayman S | I no. | Page |
|---|---|---|---|---|
| **Engine, transmission and chassis** | | | | |
| Porsche Doppelkupplung (PDK) | ❒ | ❒ | 250 | 43 |
| Porsche Ceramic Composite Brake (PCCB) | ○ | ○ | 450 | 54, 115 |
| Porsche Active Suspension Management (PASM) | ○ | ○ | 475 | 49 |
| Porsche Torque Vectoring (PTV) | ❒ | ❒ | 220 | 60 |
| Power steering Plus | ○ | ○ | 658 | 51 |
| Sport Chrono Package including dynamic gearbox mounts | ○ | ○ | 639 | 63 |
| Sports exhaust system | ❒ | ❒ | XLF | 36 |

– not available ○ I number/extra-cost option ● standard equipment ❒ available at no extra cost



Porsche Ceramic Composite Brake (PCCB)



Sport Chrono Stopwatch


18-inch Boxster wheel


19-inch Boxster S wheel


19-inch Cayman S wheel


20-inch Carrera S wheel


20-inch Carrera Classic wheel


20-inch SportTechno wheel

| Option | Cayman | Cayman S | I no. | Page |
|---|---|---|---|---|
| **Wheels** | | | | |
| 18-inch Boxster wheels | ○ | – | 395 | 116 |
| 19-inch Boxster S wheels | ○ | ○ | 400 | 116 |
| 19-inch Cayman S wheels | ○ | ● | 406 | 52, 116 |
| 20-inch Carrera S wheels | ○ | ○ | 423 | 116 |
| 20-inch Carrera Classic wheels | ○ | ○ | 427 | 116 |
| 20-inch SportTechno wheels including wheel centres with full-colour Porsche Crest | ○ | ○ | XRT | 116 |
| Wheel centres with full-colour Porsche Crest | ○ | ○ | 446 | 116 |
| Tyre Pressure Monitoring (TPM) | ○ | ○ | 482 | 53 |

The vehicles illustrated in the chapter on personalisation may include additional options not featured in this catalogue.
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| Option | Cayman | Cayman S | I no. | Page |
|---|---|---|---|---|
| **Interior** | | | | |
| HomeLink® (programmable garage door opener) | ○ | ○ | 608 | 90, 117 |
| Cruise control | ○ | ○ | 454 | 92 |
| Adaptive cruise control including Porsche Active Safe (PAS) | ○ | ○ | 456 | 92 |
| Two-zone automatic climate control | ○ | ○ | 573 | 90, 117 |
| Fully electric Sports seats (14-way, electric) with memory package including electric steering column adjustment | ○ | ○ | P06 | 86, 87 |
| Sports seats Plus (2-way, electric) | ○ | ○ | P04 | 86, 87 |
| Adaptive Sports seats Plus (18-way, electric) with memory package including electric steering column adjustment | ○ | ○ | P07 | 86, 87 |
| Sports bucket seats | ○ | ○ | P03 | 86, 87 |
| Seat heating* | ○ | ○ | 342 | 87 |
| Seat ventilation (only in conjunction with seat heating) | ○ | ○ | 541 | 87 |
| Steering wheel heating | ○ | ○ | 345 | 85 |
| ISOFIX child seat preparation for passenger seat | ○ | ○ | 899 | 87 |

* Seat heating for Sports bucket seats is available at the earliest from 10/2013.

– not available ○ I number/extra-cost option ● standard equipment □ available at no extra cost


HomeLink®



Two-zone automatic climate control



Light design package



Floor mats

| Option | Cayman | Cayman S | I no. | Page |
|---|---|---|---|---|
| **Interior** | | | | |
| Alarm system with interior surveillance | ○ | – | 534 | 92 |
| Interior surveillance | – | ○ | 534 | 92 |
| Preparation for Porsche Vehicle Tracking System (PVTS) | ○ | ○ | 674 | 92 |
| Light design package | ○ | ○ | 630 | 90, 118 |
| Smoking package | □ | □ | 583 | 88 |
| Fire extinguisher | ○ | ○ | 509 | – |
| Floor mats | ● | ● | 810 | 118 |

The vehicles illustrated in the chapter on personalisation may include additional options not featured in this catalogue.
For information on these options, please consult your Porsche Centre.
For more information on the options featured in this catalogue, please refer to the separate price list.



| Option | Cayman | Cayman S | I no. | Page |
|---|---|---|---|---|
| **Interior leather** | | | | |
| Partial leather seats | ○ | ● | 946 | – |
| Leather package | ○ | ○ | 980 | 82, 110 |
| Leather interior package in standard colour | ○ | ○ | Code | 110 |
| Leather interior package in special colour | ○ | ○ | Code | 111 |
| Leather interior package in two-tone combination | ○ | ○ | 970 | 111, 119 |
| Leather interior package in natural leather | ○ | ○ | 998 | 111, 119 |
| Leather interior package in colour to sample | ○ | ○ | Code | – |
| Multifunction steering wheel | ○ | ○ | 844 | 84, 85 |
| SportDesign steering wheel | ○ | ○ | 840 | 85 |

– not available ○ I number/extra-cost option ● standard equipment □ available at no extra cost



Leather interior package in natural leather



Leather interior package in two-tone combination



Porsche Communication Management (PCM)


Universal audio interface (USB)

| Option | Cayman | Cayman S | I no. | Page |
|---|---|---|---|---|
| **Audio and communication** | | | | |
| CDR Plus audio system incl. digital radio and AUX and USB interfaces [1), 5)] | ○ | ○ | P25 | 94 |
| Porsche Communication Management (PCM) including navigation module and AUX and USB interfaces [1), 5)] | ○ | ○ | P23 | 94, 95, 120 |
| Six-disc CD autochanger [1), 2)] | ○ | ○ | 692 | – |
| Six-disc CD/DVD autochanger [1), 3)] | ○ | ○ | 693 | 97 |
| Electronic logbook [4)] | ○ | ○ | 641 | 97 |
| TV tuner [4), 7)] | ○ | ○ | 676 | 97 |
| Voice control system [4)] | ○ | ○ | 671 | 97 |
| Telephone module [3), 6)] | ○ | ○ | 666 | 98 |
| Cordless handset for telephone module [4)] | ○ | ○ | 669 | 98 |
| Mobile phone preparation [6)] | ○ | ○ | 619 | 98 |
| Online services [4), 8)] | ○ | ○ | UN1 | 98 |
| Digital radio [4)] | ○ | ○ | 691 | 98 |



| Option | Cayman | Cayman S | I no. | Page |
|---|---|---|---|---|
| **Audio and communication** | | | | |
| Sound Package Plus | ○ | ○ | 490 | 101 |
| BOSE® Surround Sound System | ○ | ○ | 680 | 101, 121 |
| Burmester® High-End Surround Sound System | ○ | ○ | 682 | 102, 121 |


BOSE® Surround Sound System


Burmester® High-End Surround Sound System

[1)] May be incompatible with some copy-protected audio CDs (CDR) or audio CDs/DVDs (CDR Plus, PCM).
[2)] Only in conjunction with CDR.
[3)] Only in conjunction with CDR Plus or PCM.
[4)] Only in conjunction with PCM.
[5)] For information on compatibility with iPod® and iPhone® models, please contact your Porsche Centre.
[6)] Mobile phone preparation or telephone module in HFP mode: The use of a mobile phone inside a car may cause an increase in the interior electromagnetic field strength and, accordingly, in the electromagnetic radiation to which passengers are exposed. If a cradle is used to mount the mobile phone, the field strength in the passenger compartment can be reduced because the phone can be connected to the external aerial (feature depends on how specific mobile phones connect to the cradle). Please consult an accessories supplier for information about the availability of a cradle for your mobile phone. The use of the telephone module for CDR Plus or PCM via Bluetooth® SAP connection or with inserted SIM card prevents exposure to electromagnetic radiation as only the car's external aerial is ever used.
For information on compatible mobile phones, please visit www.porsche.com or contact your Porsche Centre.
[7)] For receiving digital TV signals (DVB-T and MPEG-2 encoded signals) where available.
[8)] Use of Aha Radio services with the optional telephone module requires activation of HFP mode in PCM.

The vehicles illustrated in the chapter on personalisation may include additional options not featured in this catalogue.
For information on these options, please consult your Porsche Centre.
For more information on the options featured in this catalogue, please refer to the separate price list.

– not available ○ I number/extra-cost option ● standard equipment □ available at no extra cost







## Porsche Exclusive

**Would you like something even more individual? That's just what we thought.** With the range of options featured in this catalogue, you can personalise your Porsche in the way you envisaged. Introducing Porsche Exclusive. Have your vehicle individually and exclusively tailored to your wishes even before it leaves the factory. Aesthetically and technically, inside and outside, using fine materials and with customary Porsche quality.

Our overriding principle? To ensure your car is uniquely handcrafted to your taste. You will find a wide range of design options in the separate Porsche Exclusive Cayman catalogue.

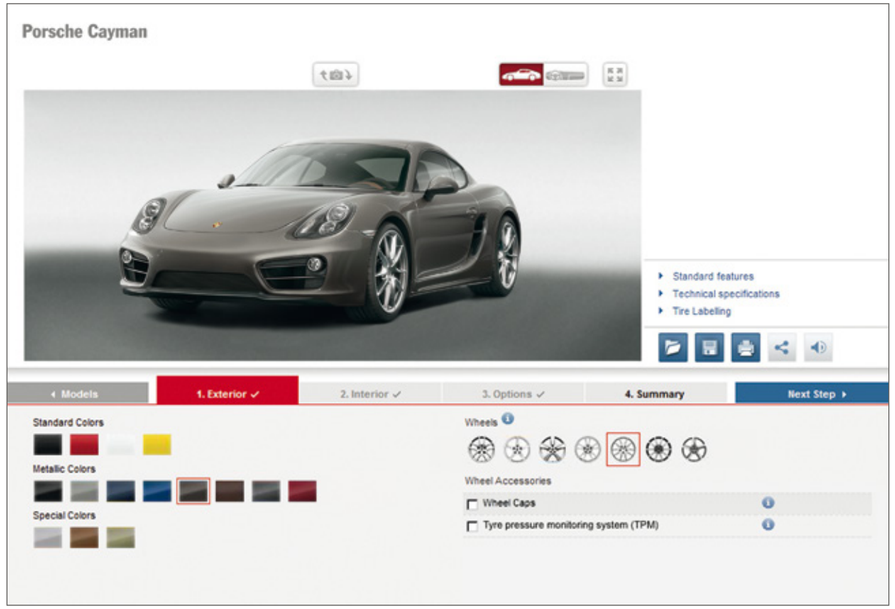
Either your Porsche Centre or the customer centre in Zuffenhausen (tel. +49 (0)711 911-25977) will be happy to answer any questions about Porsche Exclusive that you may have.



## Porsche Car Configurator

**The Cayman. Every curve offers great potential. So does a customised design.** Taste, personality and style. You decide how to refine the Cayman to your personal preference. With the Porsche Car Configurator, you can see the result instantly on your computer. Just four steps are all it takes to create your own Cayman. An interactive 3D tool enables you to see how the interior and exterior would look in the day or night.

To access the Porsche Car Configurator, please visit www.porsche.com.



## Porsche Driving Experience.

**Porsche Sport Driving School.**
At Porsche, we are working not only on the evolution of the sports car, but also on the development of the drivers. Safe driving on the road may be second nature, but what about mastering control of a sports car at the limits of sporty performance? We will help you to perfect your driving safety as well as your advanced skills and technique step by step.

Under the supervision of our experienced Porsche instructors in your own car or in one provided by the Porsche Sport Driving School, you can refine your ability on-road or off-road, on international racetracks or on ice or snow. We will be by your side from the start and, if it is your aim, we will accompany you through every training level on the way to obtaining your motorsport licence.

**Porsche Travel Club.**
With the Porsche Travel Club, your holiday begins from the very first second – the moment you step inside the vehicle. Leave everyday life behind and join us in some of the most beautiful regions in the world. We look forward to you being our guest. Whether you are here for several hours or several days, your constant companion will be a Porsche. A unique experience awaits and includes an exclusive hospitality package. You will stay in first-class hotels and dine in the finest restaurants your chosen route has to offer. The Porsche Travel Club gives you access to the very thing that words cannot describe: the authentic driving feel of a Porsche.

To find out more about everything that the Porsche Driving Experience has to offer, please go to www.porsche.com/drivingexperience.







## Factory collection.

The first time you drive your new Porsche will be a truly special moment. Nevertheless, you can make it even more distinctive with the Porsche factory collection. Come and collect your Porsche in Stuttgart-Zuffenhausen or Leipzig and be the one to take it to its rightful place: on the road.

Before this, we invite you behind the scenes of the Porsche production process. As part of a guided factory tour, you will see how much passion and precision goes into everything we do. You can then take time to reflect on your experience over a leisurely lunch and look forward to the high point of the day: taking delivery of your Porsche. Our specialists will take their time to explain everything about your new car in as much detail as you wish.

That leaves you with just one more thing to decide: from which factory to collect your Porsche? Stuttgart-Zuffenhausen is steeped in tradition and history. Here, you can visit the Porsche Museum to experience and learn about every aspect of the Porsche brand, with legendary models from a sports car history spanning over 60 years.

Or, if you would prefer your factory collection to be a little more on the sporty side, visit our production location in Leipzig. Your first driving experience will be a test drive in a Porsche model identical to the one you purchased and under the expert supervision of one of our instructors. Hone your on-road skills on the FIA-certified test circuit or on our very own off-road track in a Porsche off-road vehicle.

If you do opt for the factory collection, please contact your Porsche Centre to arrange a collection date. We will be happy to assist in the planning of your trip. You will also be given information on the formalities, legal or otherwise, to be completed before you can take delivery.





## Panorama



**Porsche Centres**
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## Single-mindedness is not a character trait to be cast aside when things take a turn.

## Summary.

Toeing the line? Accepting conventions? Letting limits dictate? These are not an option for a sports car that trusts nothing but its own conviction and follows only one thing: the code of the curve.

The Cayman challenges the limits of physics. It exploits the potential of every corner and interprets the mid-engine concept more purposefully, more independently and in a more contemporary way than ever before – in its design, in its performance and in its handling.

A rebel in its class and in its family, it is a true Porsche that makes the road submit to its own will. In every corner, it is preoccupied by one thing above all: reaching the next.

The Cayman.

# Technical data.

| | Cayman | Cayman S |
|---|---|---|
| **Engine** | | |
| Cylinders | 6 | 6 |
| Displacement | 2,706 $cm^3$ | 3,436 $cm^3$ |
| Max. power (DIN)<br>at rpm | 202 kW (275 hp)<br>7,400 | 239 kW (325 hp)<br>7,400 |
| Max. torque<br>at rpm | 290 Nm<br>4,500–6,500 | 370 Nm<br>4,500–5,800 |
| Compression ratio | 12.5 : 1 | 12.5 : 1 |
| **Transmission** | | |
| Layout | Rear-wheel drive | Rear-wheel drive |
| Manual gearbox | 6-speed | 6-speed |
| PDK (optional) | 7-speed | 7-speed |
| **Chassis** | | |
| Front axle | Lightweight spring-strut suspension | Lightweight spring-strut suspension |
| Rear axle | Lightweight spring-strut suspension | Lightweight spring-strut suspension |
| Steering | Variable steering ratio, power-assisted (electromechanical) | Variable steering ratio, power-assisted (electromechanical) |
| Turning circle | 10.98 m | 10.98 m |
| Brakes | Four-piston aluminium monobloc fixed calipers front and rear, discs internally vented and cross-drilled | Four-piston aluminium monobloc fixed calipers front and rear, discs internally vented and cross-drilled |
| Vehicle stability system | Porsche Stability Management (PSM) with ASR, ABD, MSR and ABS 9.0 | Porsche Stability Management (PSM) with ASR, ABD, MSR and ABS 9.0 |
| Standard wheels | Front: 8 J x 18 ET 57, Rear: 9 J x 18 ET 47 | Front: 8 J x 19 ET 57, Rear: 9.5 J x 19 ET 45 |
| Standard tyres | Front: 235/45 ZR 18, Rear: 265/45 ZR 18 | Front: 235/40 ZR 19, Rear: 265/40 ZR 19 |

| | Cayman | Cayman S |
|---|---|---|
| **Performance** | Manual/PDK | Manual/PDK |
| Top speed | 165 mph/164 mph | 175 mph/174 mph |
| 0–62 mph | 5.7 secs/5.6 secs | 5.0 secs/4.9 secs |
| Sport Chrono Package (in conjunction with PDK) 0–62 mph | –/5.4 secs | –/4.7 secs |
| 0–99 mph | 12.9 secs/12.8 secs | 10.8 secs/10.7 secs |
| Sport Chrono Package (in conjunction with PDK) 0–99 mph | –/12.5 secs | –/10.5 secs |
| Flexibility (49–74 mph) in 5th gear | 8.0 secs/– | 6.5 secs/– |
| Overtaking acceleration (49–74 mph) | –/3.6 secs | –/3.0 secs |
| **Weights** | Manual/PDK | Manual/PDK |
| Unladen weight (DIN) | 1,310 kg/1,340 kg | 1,320 kg/1,350 kg |
| Unladen weight (EC)[1] | 1,385 kg/1,415 kg | 1,395 kg/1,425 kg |
| Permissible gross weight | 1,655 kg/1,685 kg | 1,665 kg/1,695 kg |
| **Dimensions/aerodynamics** | | |
| Length | 4,380 mm | 4,380 mm |
| Width (including exterior mirrors) | 1,801 mm (1,978 mm) | 1,801 mm (1,978 mm) |
| Height | 1,294 mm | 1,295 mm |
| Wheelbase | 2,475 mm | 2,475 mm |
| Luggage compartment volume<br>(German Car Manufacturers' Assoc.) (front/rear) | 150 litres/275 litres | 150 litres/275 litres |
| Tank capacity (refill volume) | approx. 64 litres | approx. 64 litres |
| Drag coefficient | 0.30 | 0.30 |
| **Fuel consumption/emissions[2]** | Manual/PDK | Manual/PDK |
| Urban in mpg | 24.8/26.6 | 23.2/25.2 |
| Extra urban in mpg | 44.8/47.9 | 40.9/45.6 |
| Combined in mpg | 34.4/26.7 | 32.1/35.3 |
| $CO_2$ emissions in g/km | 192/180 | 206/188 |

[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 (New European Driving Cycle) in accordance with the Euro 5 (715/2007/EC, 692/2008/EC, 566/2011/EC and ECE-R 101) 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 $CO_2$ 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 engines 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.

## Tyre identification

| Tyre type | Size | Fuel efficiency/ rolling resistance | Wet grip class | External rolling noise* class | External rolling noise (dB) |
|---|---|---|---|---|---|
| **Cayman/Cayman S** | | | | | |
| Summer tyres | 235/45 ZR 18 | E | C | (( – (( | 69–68 |
| | 265/45 ZR 18 | E | C–B | (( | 69 |
| | 235/40 ZR 19 | E | B–A | (( – (( | 71–68 |
| | 265/40 ZR 19 | E | B–A | (( | 72–70 |
| | 235/35 ZR 20 | F–E | C–A | (( | 72.3–71 |
| | 265/35 ZR 20 | E | C–A | (( – (( | 73.9–72 |

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

* (( Quiet rolling noise, (( Moderate rolling noise, (( Loud rolling noise.



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