



PORSCHE



The new Cayman and the Cayman S

Instantly Porsche



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The Cayman

- Two-seater sports coupé
- Mid-mounted engine
- Rear-wheel drive
- Dynamic design
- Exceptional practicality
- Uncompromising performance

The Porsche Cayman has always been there, waiting for the right opportunity. Mysterious yet familiar, its presence could be felt throughout the history of Porsche. So we chose to explore it, giving free rein to our wilder, more intuitive side. Naturally, we incorporated all

of our experience in both road and race engineering. The new Cayman and the Cayman S are a challenge to conventional ways of thinking. They successfully resolve so many apparent contradictions, uniting the extremes

of design, practicality and performance.

Together, they epitomise the sportscar experience with absolute clarity and precision. They represent a fundamental idea that has always been instantly Porsche.

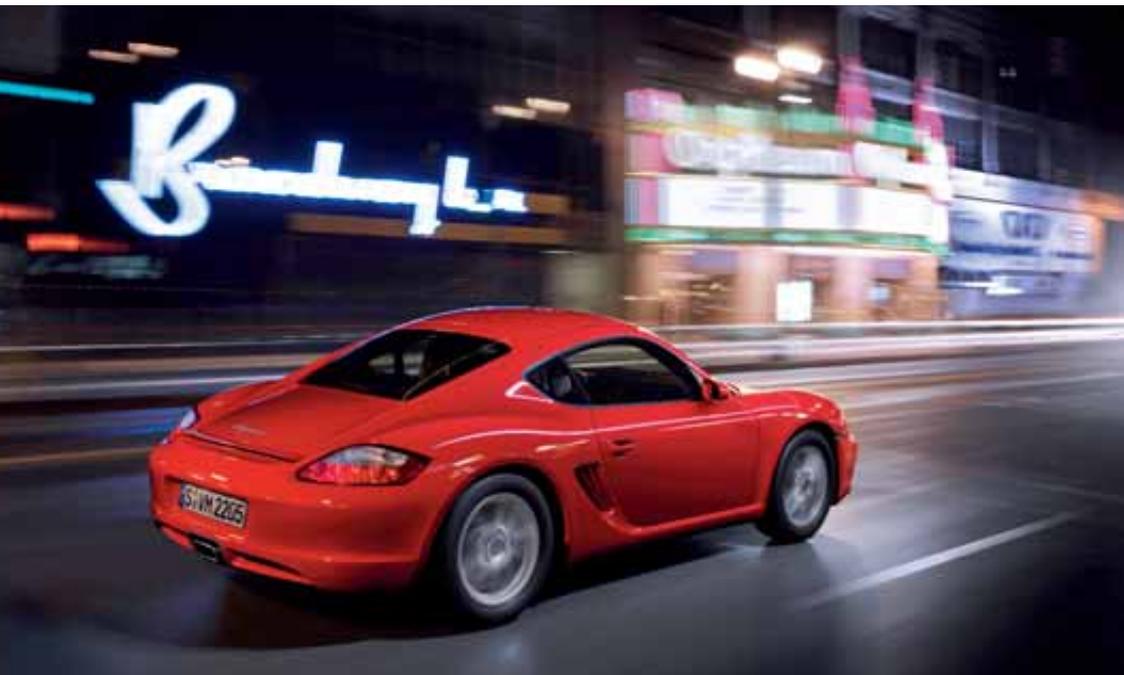
**Instinct is all about being in the moment.
For us, that's something of a tradition.**

The new Cayman and the Cayman S.

At Porsche, we have always followed our instincts. To make cars which follow yours. Responding directly with precision and immediacy to every input you make.

Achieving that level of vehicle response requires careful consideration. It takes many years of continuous evolution to arrive at each new revolutionary development.

The new Cayman and the Cayman S are pure, direct and involving. They also exude a familiar Porsche character more than five decades in the making.



Cayman

The key to that character, as on every Porsche, is the underlying vehicle concept. This unique combination of mid-mounted engine and hard-roof body was originally prototyped in 1953 on the Porsche 550 coupé. A closed-top version of the legendary 550 Spyder, it was specially developed for the 24 Hours of Le Mans.

Now we've combined this race-winning concept with more than five decades of road and race experience. The result: the new Cayman and the Cayman S.

Each is powered by a free-revving, high-torque, mid-mounted engine with a low-lying centre of gravity.

The new Cayman has a 2.7-litre flat-six unit developing 180 kW (245 bhp) and 273 Nm of torque. The Cayman S produces 217 kW (295 bhp) and 340 Nm from a displacement of 3.4 litres. Both cars deliver maximum torque from surprisingly low engine speeds.

Powerful acceleration is instantly available, in every situation. The respective top speeds are 258 km/h (160 mph) on the new Cayman and 275 km/h (171 mph) on the Cayman S.

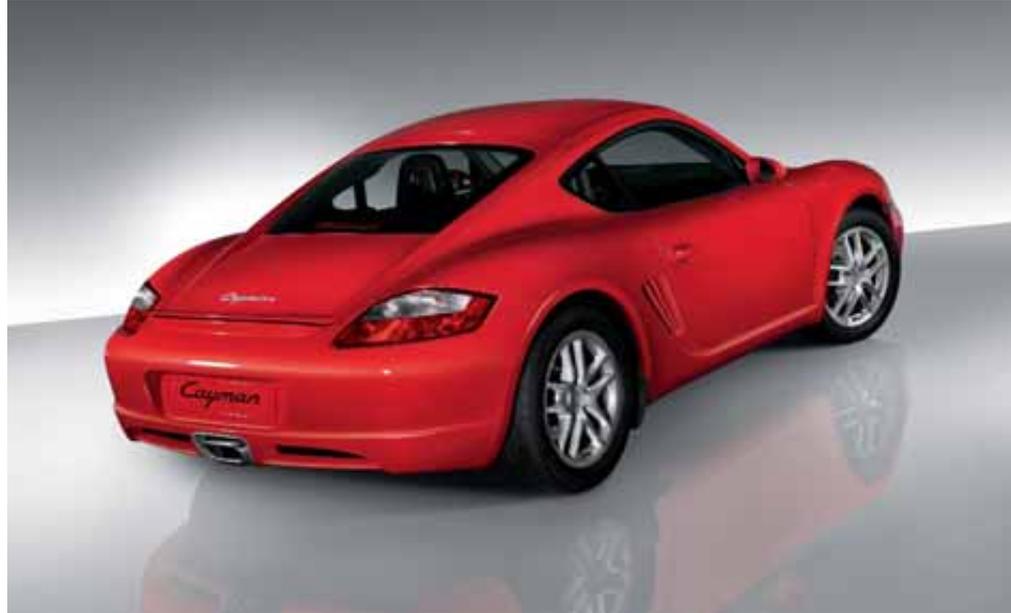
Each car has an elegant and purposeful exterior design, offering more than just visual appeal. The coupé body is aerodynamically refined, producing a drag coefficient of just 0.29 (Cayman S with Tiptronic S: 0.30). The monocoque shell has additional benefits in terms of torsional and flexural strength. This in turn promotes greater agility and positive driving dynamics.

The precision handling is a direct result of uncompromising chassis engineering. The standard suspension offers agile performance as well as excellent long-distance comfort. The front and rear axles feature McPherson-strut suspension, a wide track and generous wheel dimensions. Combining it all is the most important factor: the overall suspension setup. Stable and

responsive, it is, of course, balanced with appropriate levels of comfort.

Matching the suspension in terms of agility and safety are the standard Porsche Stability Management (PSM – see page 64) and the variable-ratio steering system. Together, they enhance your involvement with the car, offering almost surgical precision on turn-in to a corner and increased safety in critical scenarios.

For even greater performance and occupant comfort, there's the optional Porsche Active Suspension Management (PASM – see page 52). This 10-mm lowered variable suspension system provides active control of the damping force on each wheel based on changing road conditions, individual driving style and the selected setup mode ('Normal' or 'Sport').



Cayman in Guards Red

The handling of the car is even more alert when fitted with the optional Sport Chrono Package (see page 54). This exclusive performance upgrade includes a dashboard-mounted analogue and digital timer unit. When 'Sport' mode is selected, the engine and chassis are seamlessly switched to a more direct and positive setup. The throttle is more responsive, PSM (see page 64) inputs are reduced, and the optional PASM (see page 52) is also switched to its firmer 'Sport' mode settings.

On vehicles with optional Porsche Communication Management (PCM – see page 86), the system can be upgraded to the Sport Chrono Package Plus (see page 55). Additional features include a performance display in PCM and a personal memory function.

Occupant protection is matched to performance using a system of highly robust side and cross members which absorb impact energy in a safe and calculated manner. Standard safety features include full-size front airbags and

Porsche Side Impact Protection (POSIP – see page 66). The POSIP package features separate head and thorax airbags as well as side-impact protection beams.

The lightly domed roof creates a bright and spacious interior. The passenger compartment is ergonomically designed with a range of high-quality materials. The cockpit area is precisely as you would expect – exclusively created for driving. The steering wheel is adjustable for height and reach, while all major controls



Cayman S in Arctic Silver Metallic

are logically arranged within easy reach of the driver.

The standard seats offer excellent comfort and lateral support. You can also choose from a range of optional alternatives, including pneumatically adjustable adaptive sports seats (see pages 74/75).

The coupé body on both the Cayman and Cayman S unites style with practicality. Beneath the

rear lid with large glass screen is a generously proportioned luggage compartment featuring two main storage areas. Offering 260 litres of loadspace, it is joined by a further 150 litres at the front, making 410 litres in total.

Equally generous is the quality of sound from the standard CDR-24 audio system. Optional additions include the Sound Package Plus which provides enhanced acoustic performance. For perfect in-car audio, there's the BOSE® Surround Sound System (see page 84),

offering concert-hall quality through a total of 10 loudspeakers.

In summary, each car provides a unique combination of everyday practicality, exceptional active safety and uncompromising, dynamic performance. These apparent contradictions are successfully reconciled within a proven and elegant vehicle concept that is perfectly realised on the road.







Evolved for the enjoyment of driving.

The Cayman design philosophy.

A single glance is all it takes to recognise a Porsche. Look a little closer and you'll find a sporting character unique to the new Cayman and the Cayman S. Sinuous, muscular, from front to rear, they are poised and ready to perform.

Energy and potential are clearly expressed in the dynamic interplay of concave and convex forms.

Viewed from the front, this powerful capability is immediately conveyed by the large air-intake openings. Their distinctive design gives each Cayman model a unique and provocative look.

Neatly positioned within the outermost intakes are the twin fog and side light units. Their rounded form is elegantly combined with horizontal aerofoil elements. Splitter elements at the base of the front apron provide a further reduction in front-end lift.

The curvature of the headlights, wings and front lid creates a fascinating combination of dynamic forms. The front lid and apron bring a sense of forward momentum to the entire front end of the car.

Move around to the side, and we can trace the design as it extends across the rest of the car. The arcing lines of the front and rear wings create a gracefully narrowed mid-section. The coupé roofline is lightly domed as it

sweeps back from the windscreen pillars to merge with the powerful rear section. The sharply contoured side skirts track the flow of air as it streams into the side intake openings. Within each opening are three vertically divided sections which optimise the airflow to the engine.

Another typical coupé feature is the absence of a B-pillar. To the rear of each door, the lower window edge makes a dramatic

upward surge. Above the side windows are two additional lines which channel the roof into the rear of the car. While one line meets with the rear screen surround, the other continues its rearward path as far as the taillight module.

At the rear of the car, you are immediately drawn to the heavily contoured wings. Particularly striking is the dramatic transition to the raking C-pillar line. The balanced combination of concave and convex surfaces creates a fascinating play of light.

Another important – and practical – feature is the large rear hatch and screen. The top-hinged lid provides convenient access to the two-part luggage compartment. A high-level third brake light is also included as an integral part of the rear screen. As the eye runs downwards to the base of the lid, there's a stylish bi-plane spoiler. The upper wing element is automatically extended at 120 km/h (75 mph), and generates additional rear-end downforce.

The downward sweep over the rear bumper moulding is neatly punctuated by a horizontal crease that runs beneath the number plate recess. Immediately below is the tailpipe unit – single-tube on the new Cayman, dual-tube on the Cayman S. The tailpipe is flanked by twin aerofoil elements within an arched vent opening, which provides a partial view of the engine exhaust system and an effective outlet for excess heat.

All that remains is one more detail – or four, to be precise. The new Cayman has specially developed 17-inch wheels with an attractive twin-spoke design. The Cayman S comes with 18-inch wheels as standard equipment. Derived from the wheel on the Carrera GT, the outer surface runs flush with the exterior of the car. For a more personal touch, you can also choose from a range of wheel options up to 19 inches in diameter.

Even externally, both Cayman models reflect their ability to reconcile extremes. On the one hand muscular, powerful and dynamic, there is also elegance in every line and form. From the very first glance, from every perspective, they are clearly and instantly Porsche.





Model range

- The new Cayman
- The Cayman S

It's one thing having a good idea. Applying it is another entirely. Doing so requires tenacity and persistence. A desire for perfection. Particularly in the case of a Porsche.

How do we know when an idea is good? When it not only captures

our imagination, but also won't let it go. The new Cayman and the Cayman S are two prime examples. Each unites uncompromising performance with exceptional everyday practicality.

This ability to reconcile apparent contradictions is a quality they

share with every Porsche. And like every Porsche, they successfully redefine the essential sportscar concept. Each one presents its own unique interpretation with its own inimitable style.



At Porsche, we have our own theory of evolution. Only the best engineering survives.

The new Cayman.

Designed entirely around the driver, the new Cayman is a contemporary interpretation of a classic Porsche concept. The six-cylinder boxer engine has a 2.7-litre displacement generating 180 kW (245 bhp) at 6,500 rpm. Thanks to VarioCam Plus (see page 39), the maximum torque output of 273 Nm is available

between 4,600 and 6,000 rpm. The mid-engined layout is a crucial factor in the near perfect front/rear weight distribution. It also enhances the car's rear-end traction, enabling 0 to 100 km/h (62 mph) in as little as 6.1 seconds. Maximum speed in appropriate track conditions is 258 km/h (160 mph).

The second key factor when it comes to performance is, of course, aerodynamics. Honed in the wind tunnel, the new Cayman has a drag coefficient of just 0.29. Power is transmitted with precision to the road through a five-speed manual gearbox. An optional Sport package is also available,

combining a six-speed manual gearbox with Porsche Active Suspension Management (PASM – see page 52). Five-speed Tiptronic S, offering both manual and automatic gearshifts, is also available as an option.

The standard wheels have a 17-inch diameter and attractive dual-spoke design. Clearly visible behind them are the four-piston fixed brake calipers in monobloc aluminium with black anodised finish. All four discs are vented and cross-drilled, enabling better performance in

wet weather conditions and lower unsprung weight.

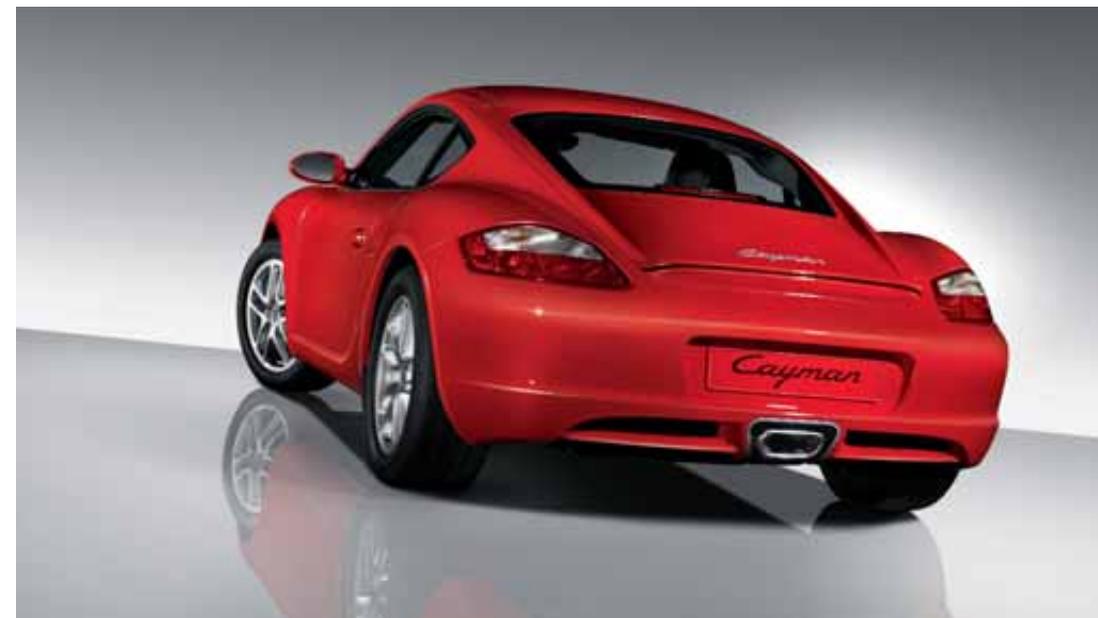
Other distinctive features on the new Cayman include black lip spoilers at the front of the car and a centrally mounted, single-tube tailpipe. Accompanying it all is the familiar sound of the Porsche flat-six engine.

The interior of the car is an elegant arrangement of smooth and clearly defined surfaces.

These are augmented by highlights in Volcano Grey on the dashboard

and gear console surround. Genuine leather trim can be found on the steering wheel, gear lever, handbrake lever and door handle facings. On entering the car, the first thing to catch your eye is the Cayman logo on the outer door-sill guard. The second is the stylish instrument cluster with classic black instrument dials. The instrument shroud unites all three instruments into a single visual unit.

The new Cayman. Sport and style in every detail.





**All good design is inspired by nature.
Where efficiency is the key to performance.**

The Cayman S.

A fundamental principle of Porsche engineering is the search for efficient performance. In the Cayman S, the six-cylinder boxer engine develops 217 kW (295 bhp) from a 3.4-litre displacement. Maximum torque of 340 Nm is available between 4,400 and 6,000 rpm. VarioCam Plus (see page 39) helps to increase torque at lower engine speeds and optimise top-end power. The

results? An immediate response to throttle inputs, 0 to 100 km/h (62 mph) in as little as 5.4 seconds, and a top speed of 275 km/h (171 mph).

Working with the engine to achieve that performance is a highly refined aerodynamic package. Indeed, the Cayman S has a drag coefficient of just 0.29 (with manual gearbox; Tiptronic S: 0.30).

Power and torque are applied with precision through a short-throw six-speed manual gearbox. Tiptronic S is available as an option, offering fully automatic or manual gearshifts via rocker-type controls on the steering wheel.

Externally, the Cayman S differs from the Cayman in its colour-coded lip spoilers at the front of the car and dual-tube tailpipe

design. In keeping with its higher performance capability, the Cayman S comes with 18-inch wheels as standard. The generous internal diameter accommodates a standard braking system with internally vented and cross-drilled discs which are larger than those on the Cayman.

The discs are combined with four-piston monobloc aluminium fixed calipers featuring a red paint finish unique to the Cayman S. As an optional alternative to the standard braking system, there's

the ultra-high performance Porsche Ceramic Composite Brake (PCCB – see page 62).

As you would expect, the interior of the car is exclusively designed around the driver. Every material exudes elegance and sporting style. The instrument dials have an aluminium-coloured background which is tastefully matched to the Aluminium Look trim on the gear console surround and dashboard. The standard interior includes a genuine leather finish on the steering wheel, gear lever,

handbrake lever, door handle facings and storage compartment lids on the doors and centre console.

As a finishing touch, there's a Cayman S logo on each of the outer door-sill guards.

Equally attractive are the car's lengthy service intervals. Not only do they minimise the cost of ownership, they also keep your car longer on the road.





Drive

- 6-cylinder boxer engine
- Mid-mounted installation
- VarioCam Plus
- Integrated dry-sump lubrication
- 2.7 litres: 180 kW (245 bhp)
- 3.4 litres: 217 kW (295 bhp)

The heart and soul of any sports car is, above all, the engine. In both Cayman models, it's in the right place: directly at the centre of the car. Just how much of a difference that makes is reflected in the engine data. What the data does not convey is

how that performance is applied. This attribute – the character of each car – can only be measured by the driver. With the engine revving directly behind you, the relationship is almost symbiotic. Every input is eagerly met with a precise and emphatic response.

The power is accompanied by a sound experience that is only possible in a mid-engined car. Another mark of uncompromising engineering, it too is instantly Porsche.

**At the heart of each car:
something to set the pulse racing.**

Powering the Cayman and Cayman S.

Six-cylinder boxer engine.

Both Cayman models have a mid-mounted six-cylinder boxer engine featuring VarioCam Plus technology. Ideally positioned directly behind the driver, the 'flat-six' engine provides an

exceptionally low centre of gravity. Important characteristics include exhilarating power delivery, a free-revving throttle, optimum cylinder charging, smooth engine running and superlative all-round performance. The power of each engine is

perfectly augmented by the agility its position in the car provides.

The new Cayman has a 2.7-litre engine developing 180 kW (245 bhp). The 3.4-litre unit in the Cayman S produces 217 kW (295 bhp).

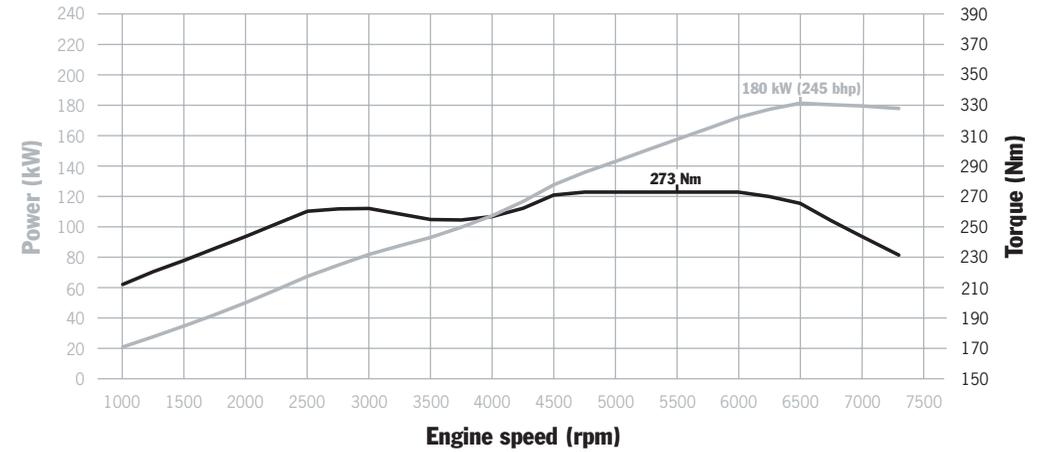


Cayman S: 3.4-litre six-cylinder boxer engine

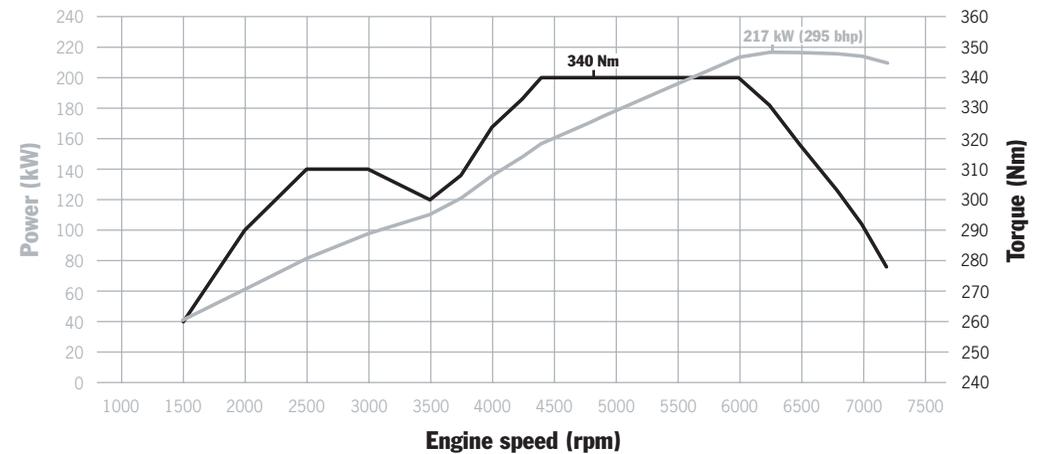
On both cars, maximum torque output is available for use over much of the engine speed range. The new Cayman has a maximum rating of 273 Nm between

4,600 and 6,000 rpm. On the Cayman S, the maximum output of 340 Nm is available between 4,400 and 6,000 rpm. This broad band of torque is, in part,

a product of the resonance induction manifold with twin-flow intake pipe as well as VarioCam Plus technology (see page 39).



Cayman: 273 Nm between 4,600 and 6,000 rpm, 180 kW (245 bhp) at 6,500 rpm



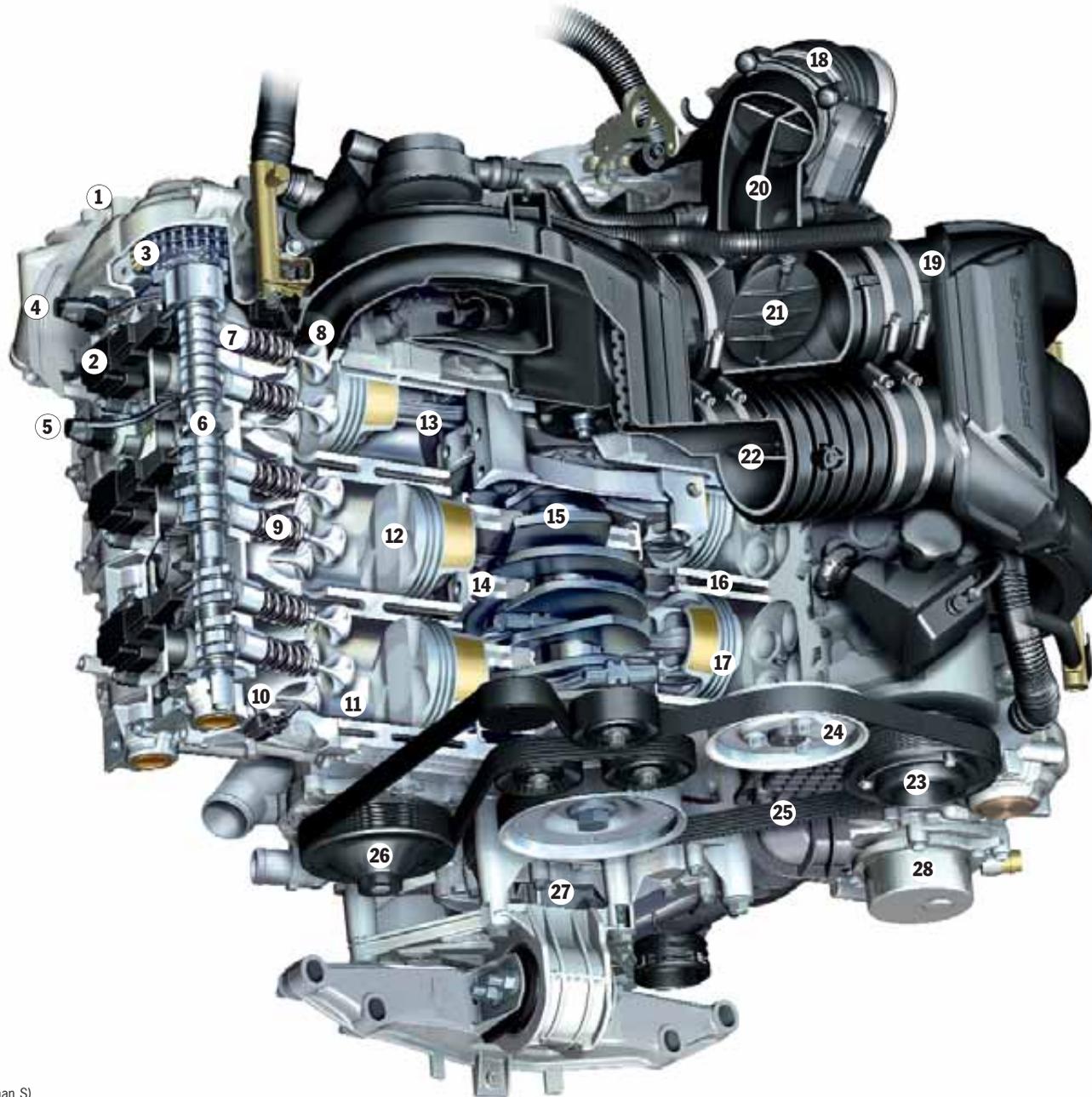
Cayman S: 340 Nm between 4,400 and 6,000 rpm, 217 kW (295 bhp) at 6,250 rpm

The variable valve system generates additional torque at lower engine speeds. Other benefits include greater top-end power, better fuel economy and lower exhaust emissions.

Fuel injection and ignition are centrally controlled by the Motronic ME7.8 engine management system. Power is applied with control and precision by means of an electronically operated throttle. The engine sound, so rich and distinctive, is also instantly Porsche.

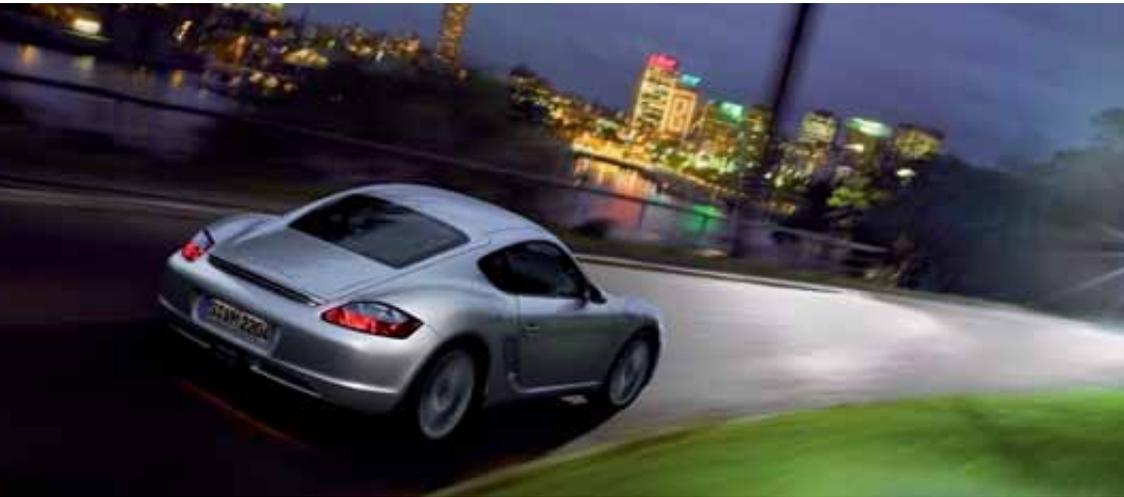


Cayman



1. Oil scavenge pump (obscured)
2. Individual ignition coil
3. Camshaft adjuster (valve timing)
4. Control valve for camshaft adjuster
5. Control valve for variable valve lift
6. Inlet camshaft
7. Switchable tappet with hydraulic valve clearance adjustment
8. Inlet valve
9. Valve spring
10. Exhaust valve
11. Lokasil-coated bore
12. Forged aluminium piston
13. Forged connecting rod
14. Crankshaft bearing bridge
15. Crankshaft
16. Water jacket
17. Combustion chamber
18. Electronically controlled throttle valve
19. Resonance intake manifold
20. Twin-flow intake pipe
21. Twin-flow intake valve
22. Resonance valve
23. Air-conditioning compressor pulley
24. Power-steering pump pulley
25. Ancillary drive belt
26. Water pump pulley
27. Oil feed pump (obscured)
28. Tandem pump

3.4-litre six-cylinder boxer engine (Cayman S)



Cayman S

Integrated dry-sump lubrication.

This proprietary Porsche technology ensures consistent lubrication in even the most extreme high-speed corners. Oil is extracted from each of the cylinder heads by a dedicated scavenge pump. The oil return system features narrow-section lines which de-foam the oil before it is collected in the integral sump. A third pump then feeds the oil back to the lubrication points and the cycle begins once more. A stable oil pressure is maintained throughout the engine, even during racetrack use.

Oil-level indicator.

Both Cayman models have an electronic oil-level indicator as part of the on-board computer system. The reading is so precise that a conventional dipstick is not required.

Engine cooling.

Both flat-six engines have a cross-flow cooling system with all coolant channels cast in the block. With no external hoses or pipework involved, the system is much more secure than conventional designs.

Coolant is supplied separately to each individual cylinder, so it never arrives pre-warmed. As well as maintaining a consistent engine temperature, this means the valves are much less susceptible to wear. Important benefits include greater engine reliability, less risk of knocking, better fuel economy, lower emissions and reduced mechanical noise.

Engine management system with electronic throttle.

The Motronic ME7.8 engine management system is the primary source of control for all engine-related systems and processes, e.g., ignition and fuel supply. It is an essential prerequisite for enhanced performance in all operating

conditions. The electronic throttle is not only more precise, it can modulate the volume of incoming air to compensate for sudden load transfer (e.g., when lifting off the throttle before braking). Electronic engine management ensures better power delivery from a standing start and a smoother rev-limiter action. It also coordinates the various sub-systems within the

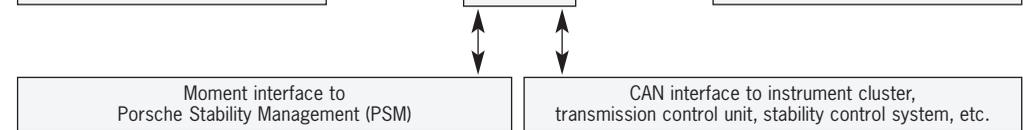
standard Porsche Stability Management (PSM), e.g., anti-slip regulation (ASR) and the automatic brake differential (ABD). Other important functions include coordination and control of the optional Tiptronic S transmission, the oxygen sensors in the exhaust, variable valve timing (VarioCam Plus) and cylinder-specific knock control.

Input data

- Engine speed (from crankshaft)
- Inlet camshaft phase angle
- Engine load
- Throttle-pedal position
- Oxygen sensor signals
- Knock sensor signals
- Temperatures
 - coolant
 - intake air
 - engine oil
 - air in engine compartment
- Vehicle speed
- Air-conditioning settings
- Engine immobiliser status
- Ambient pressure
- Sport Chrono button

Used to regulate/control

- Ignition
- Fuel injection
- Idling via throttle and ignition
- Heating elements in oxygen sensors
- Fuel-tank venting
- Resonance valve in intake manifold
- Twin-flow valve in intake manifold
- Inlet camshaft phase angle
- Inlet valve lift
- Secondary air injection
- Engine fan
- Starter
- Diagnostics
- Air-conditioning compressor



Two-stage resonance intake manifold.

The intake manifold has a twin-flow pipe with two-stage valve which opens and closes at predefined engine speeds. An additional

'resonance' pipe connecting the twin plenum chambers is used to alter the geometry within the manifold. The resulting vibration in the incoming air helps to maximise cylinder charging and create the optimum air/fuel mix. The results:

higher torque at low rpm, a flatter torque curve, and greater top-end power. It also brings an additional dimension to the unique engine sound.



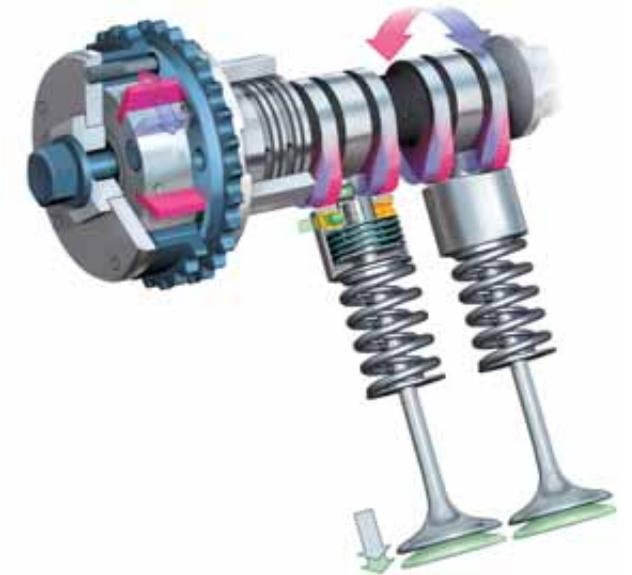
Cayman

VarioCam Plus.

VarioCam Plus combines variable valve timing with two-stage lift on the inlet side. The resulting benefits include greater power and torque at all engine speeds, as well as smoother running, better fuel economy and fewer exhaust emissions.

Essentially, the system creates two engines out of one, switching seamlessly between them as driver inputs change. All operations are centrally controlled by the Motronic ME7.8 engine management system. The result: rapid acceleration and balanced running characteristics.

The two-stage valve lift mechanism on the inlet side incorporates a series of electro-hydraulically switchable tappets. Each of the 12 tappets consists of two concentric lifters which can be locked together by means of a pin when required by the engine management system. When the tappets are locked, the outermost ring – which is driven by two large-profile cams – is in direct contact



VarioCam Plus

with the valve. When the pin is removed, the innermost lifter – operated by a smaller cam lobe – has sole influence over the amount of valve lift. The timing of each valve is steplessly controlled by means of an electro-hydraulic rotary vane adjuster at the head of each inlet camshaft.

To improve responsiveness when starting from cold, VarioCam Plus will raise the amount of lift and retard the timing of the valves. At medium revs and minimal load, the valve lift is lowered and timing

advanced to help minimise fuel consumption and emissions.

To achieve maximum power and torque, the lift is raised and the timing advanced.

Ignition system.

The ignition system in the Cayman and Cayman S features static high-voltage technology. Separate coils on each of the plugs ensure perfect ignition every time. With no central coil, there is no need for leads, which are a frequent source of faults. All six coils are directly controlled by the engine management system. This

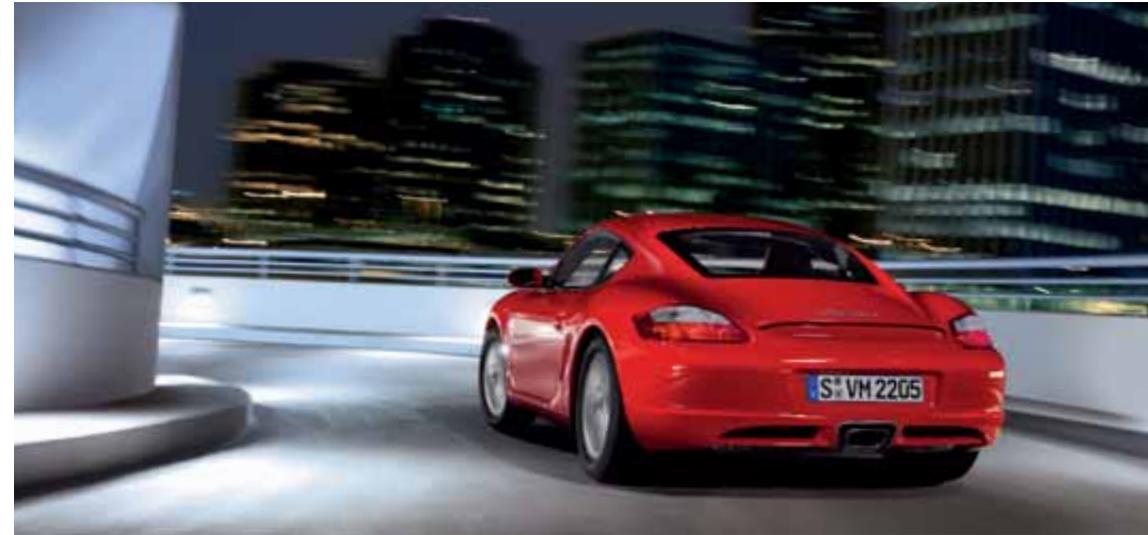
arrangement means they can also be integrated with other electronic-based systems. If the optional Tiptronic S, for example, requests smoother downshifts, the system responds within a fraction of a second and adjusts the ignition timing.

Cylinder-specific knock control.

Since temperatures tend to vary across the engine, each cylinder is monitored separately for unwanted pre-ignition of the air/fuel mix. If a risk is detected in one or more cylinders, the timing is adjusted on the corresponding spark plug. The system is effective under all engine conditions, including extremely heavy loads at low rpm.

Exhaust system.

Both Cayman models have a specially designed stainless steel exhaust system. Gas is passed from each bank of cylinders through twin cross-linked silencer units and exits the car through a central tailpipe. A system of four oxygen sensors – one before and one after each of the two pre-catalytic converters – provides separate monitoring of the gas composition and catalyst performance for each cylinder bank.



Cayman



Exhaust system



Single-tube tailpipe (Cayman)



Dual-tube tailpipe (Cayman S)

Since a twin-tract layout allows a higher rate of throughput than a conventional exhaust, the system also has a positive impact on overall power and torque. It also contributes to the distinctive engine sound – on starting, at idle and across the entire engine speed range.

For even more powerful acoustics, both cars can be equipped with an optional sports exhaust system.

Servicing.

Regular servicing is extremely important on any high-precision machine. In the case of a Porsche, it is equally important to give you maximum enjoyment from your car. We therefore aim to reduce servicing requirements and extend all service intervals.

The generator, power-steering pump and air-conditioning compressor are all driven by a single, self-adjusting belt. Under normal usage, the drive chains for the cam and auxiliary shafts

are entirely maintenance-free. The ignition system is also maintenance-free, with the sole exception of the spark plugs (60,000 miles). The engine oil interval is 20,000 miles, while hydraulic tappets provide automatic clearance adjustment on each of the 24 valves.

In short: when we design a car for the road, that's where we intend it to stay.



Cayman S

Engine and gearbox mounts.

Both Cayman models use a system of three hydraulic mounts to support the engine and gearbox. The engine is held by a single mount located centrally at the front of the unit. The

gearbox is supported laterally by two additional mounts. All three mounts are hydraulic in design, using a fluid-filled element to dampen vibration and noise. The mounts are effective against both high and low-frequency vibration.

- | | | |
|-----------------------------------------------------------|----------------------------------------------------|-----------------------------------|
| 1. Radiator module | 6. Resonance intake manifold | 11. Connecting tube |
| 2. Brake booster | 7. Coolant expansion tank | 12. Oil filler neck |
| 3. Gearshift/gear selector lug | 8. Electronically controlled throttle valve | 13. Air filter intake duct |
| 4. PASM damper | 9. Connecting duct | |
| 5. 6-speed manual gearbox/
5-speed Tiptronic S | 10. Silencer | |

How do we make the most of engine performance? By knowing how to apply it.

Transmission.

Manual gearbox with dual-mass flywheel.

Both the Cayman and Cayman S are specifically designed for a more immediate driving experience. A crucial element within that concept is the standard manual gearbox. The new Cayman has a five-speed unit as standard equipment. The optional Sport package combines a

six-speed manual gearbox with Porsche Active Suspension Management (PASM – see page 52). The Cayman S has a six-speed unit as standard. Both gearbox types have a short-throw action and a balanced spread of ratios which are specially adapted to the individual character of each car. A dual-mass flywheel ensures smoother delivery with reduced

mechanical noise and thus greater focus on the natural sound of the engine. The flywheel is mated to a hydraulically operated clutch, while the final drive ratio has been carefully selected for optimum sports performance. The gearshift mechanism is cable operated so as to insulate the lever against vibration from the engine and gearbox.



Cayman S

Tiptronic S.

Both Cayman models are available with five-speed Tiptronic S as optional equipment. This versatile system combines an automatic transmission with the option of manual gearshifts.

For manual control, simply slot the gear selector into the manual gate and use the gearshift controls on the steering wheel. Press up to change up, and down to change down. Gearshifts are performed in around 0.2 seconds with virtually no interruption in drive. The action is comparable with that of a manual gearbox.

Switch to automatic, and you can still change gear by hand using the rocker controls on the steering wheel. This race-derived function is particularly useful during overtaking manoeuvres. If there is no manual input for a period of eight seconds, the system will revert to automatic mode. The drive position and gear selection are displayed at all times on a dedicated cockpit display.



Tiptronic S gear selector



Tiptronic S control on steering wheel

In automatic mode, Tiptronic S can choose from a range of gearshift points for each individual gear. The standard gearshift pattern, designed for maximum fuel economy, can be steplessly varied up to a dedicated 'Sport' configuration for optimum high-performance driving. Each gearshift point is automatically selected based on current road conditions and driving style. Within a short space of time, you'll develop a feel for the system and begin to influence gearshifts using the throttle alone. The benefits of Tiptronic S are particularly apparent when exploring the car's performance. Even in automatic, the rapid gearshift action enhances the agility of the car.

Other useful functions include a warm-up programme, automatic selection of the 'Sport' gearshift pattern by means of rapid throttle inputs, gearshift suppression during cornering manoeuvres, automatic downshifts under heavy braking, an incline sensor (improves uphill acceleration and downhill engine braking), and automatic upshifts when traction is threatened under braking in the wet.

If the optional Sport Chrono Package is enabled, the gearshift action is even more direct and responsive. If you happen to be driving in manual mode, automatic upshifts are restricted.



Chassis

- McPherson-strut suspension
- Low unsprung mass
- 17/18-inch wheels
- Variable steering ratio
- Porsche Active Suspension Management
(PASM – optional)

A car with the potential of the Cayman or Cayman S requires a carefully balanced chassis. On the one hand, it must be direct and responsive; on the other, both comfortable and informative. In every moment, there must be a positive connection between

driver, car and road. This is achieved through a chassis package that is both perfectly matched to the rigidity of the shell and crucial to the character of the car. When you turn the wheel, your input is conveyed with ease, immediacy and precision.

The result is a drive that's inspirational and rewarding. In short: instantly Porsche.



Front axle with McPherson struts and lateral control arms (Cayman S)



Rear axle with McPherson struts and lateral control arms (Cayman S)

The optimum connection between driver and road.

Chassis systems on the new Cayman and the Cayman S.

Suspension.

A mid-engined layout with low centre of gravity provides the perfect foundation for agile, dynamic performance. Combined with a rigid bodyshell construction, the potential benefits are multiplied.

All it takes to reap those benefits and apply them to the road is a suitable chassis concept.

On both Cayman models, that chassis is based on McPherson-strut suspension at front and rear. Proven by Porsche on road

and track, this simple combination of coil-over struts and lateral control arms is key to the character of the car. When designing the suspension, the absolute priority was to bring maximum drive to the road. This immediacy of response should

also be matched by the quality of feedback and comfort.

To achieve those objectives, we've used a generous 'track' or distance between the wheels on each axle. Springs, shock absorbers and anti-roll bars are rated for high-speed cornering. Lightweight materials, intelligently applied, provide a further reduction in sprung and unsprung

mass. Virtually all moving parts on the axle assemblies are made from aluminium.

The resulting chassis is equally accomplished during high-speed manoeuvres and in tight, twisting bends. There is no unwanted movement within the suspension, and virtually no susceptibility to pitch and roll under cornering, acceleration and braking.

Performance is matched by exceptional active safety on every type of road. The stability of the car is extremely good, enabling a sensitive response in every road scenario. In simple terms, that means greater reserves of safety, regardless of load, as well as natural resistance to lift-off oversteer. Cornering stability is second to none, even during racetrack use.

Steering.

What use is a perfect suspension setup without equally effective steering?

At Porsche, we design these two key elements as one inseparable whole. The steering system has an immediacy and precision that exactly complement the

suspension. Every steering input is instantly converted into a positive and accurate response. This is achieved through a combination of high-precision front axle kinematics and power-assisted, rack-and-pinion steering with variable-ratio gearing. At the straight-ahead position, the ratio is less direct, enabling smoother manoeuvres during motorway use.

Turn the wheel harder, and the ratio increases, allowing easier cornering and parking.

This immediacy of response is backed by excellent road contact and a modest turning circle of just 11.1 metres. The result: even greater comfort and active safety.

The standard three-spoke steering wheel offers generous height and reach adjustment. The steering wheel rim has a leather finish in your chosen interior colour. Two additional three-spoke wheels – multifunction and sports – are available as optional equipment (see pages 107 and 109).

Wheels.

The new Cayman comes with 17-inch wheels as standard featuring an attractive twin-spoke design. The Cayman S runs on 18-inch wheels with five-spoke styling derived from the Carrera GT. Both standard wheels have a lightweight construction and run flush with the exterior of the car. A range of 18 and 19-inch wheels are also available as optional equipment (see page 105). All standard and optional wheels come with anti-theft protection.



17-inch Cayman wheel



18-inch Cayman S wheel

Tyre Pressure Monitoring (TPM).

This optional system provides early warning of any drop in pressure via the on-board computer display.



Cayman S

Porsche Active Suspension Management (PASM).

PASM is an electronic damping control system. Available on both Cayman models, it offers continuous adjustment of individual damping forces based on current road conditions and driving style. Agility and driving pleasure are significantly enhanced while retaining the car's natural ride quality. Equipped with PASM, the car rides 10 mm lower than with the standard steel-sprung suspension.

The driver can choose one of two setup modes, 'Normal' or 'Sport'. While the first is a blend of performance and comfort, the 'Sport' setup ratings are generally much firmer, enabling greater agility on the racetrack. In either mode, the system responds to changing loads by automatically applying the optimum damping rate on each individual wheel. The rates are selected from a range of map options which are specially adapted to the unique dynamics of the Cayman and Cayman S.

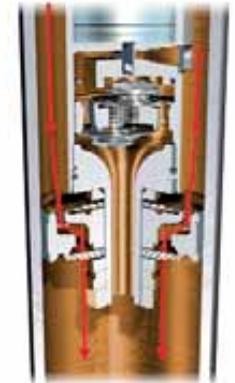
The movement of the body is continuously monitored under acceleration, braking and cornering manoeuvres, as well as on poor road surfaces. Other sensors provide additional information on lateral acceleration, steering angle, brake pressure and engine torque. A dedicated control unit

provides real-time analysis and damper adjustment as defined for the respective setup mode ('Normal' or 'Sport'). The result: greater stability and more consistent occupant comfort.

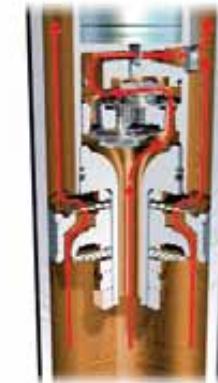
If, when 'Sport' mode is selected, the quality of road surface drops below a certain threshold, the system immediately switches to a softer rating and restores the car's traction and grip. When the road surface improves, PASM returns to the original, harder ratings. The system remains active in 'Normal' mode, too, automatically switching to a harder setup if the car is driven more assertively. As the dampers become stiffer, the car becomes more stable and driver control is improved.



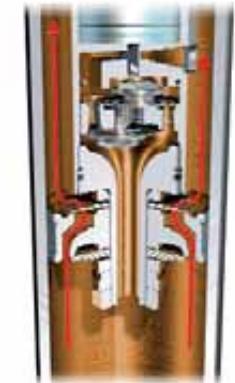
Rebound in 'Normal' mode – damper piston with bypass valve open



Rebound in 'Sport' mode – damper piston with bypass valve closed



Compression in 'Normal' mode – damper piston with bypass valve open



Compression in 'Sport' mode – damper piston with bypass valve closed

Sport Chrono Package.

Both Cayman models, like every Porsche, have lots of performance in reserve.

To help you explore even more of that potential, there's the optional Sport Chrono Package. This unique range of functions provides simultaneous enhancement of the engine and chassis for even greater driving pleasure.

When you activate the package using the 'Sport' button in the

centre console, the throttle becomes more responsive, the rev limiter becomes harder, and the engine dynamics become more like those of a racing car.

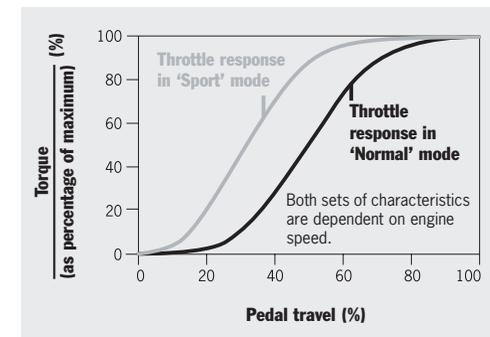
While this is happening, the optional sports exhaust system (see page 41) and optional PASM are also switching to 'Sport' mode. The baseline damper rating is now considerably firmer, enabling faster turn-in as well as better road-holding and traction.

On vehicles equipped with optional Tiptronic S, the automatic gearshift is noticeably more dynamic. Upshifts and downshifts are performed at higher revs with a faster gearshift action. When you lift off the throttle to slow the car, engine braking is applied sooner. There are no unwanted upshifts in manual mode when approaching the engine speed limit.

To minimise assistance from Porsche Stability Management (PSM – see page 64), its trigger threshold is raised. The result is



'Sport' button on centre console



Comparison of throttle maps in 'Normal' and 'Sport' mode



Sport Chrono timer

a more natural and involving response to lateral and longitudinal forces. Cornering agility is considerably enhanced, with greater scope for oversteer on turn-in and exit. This additional manoeuvrability is particularly apparent in lower-speed sequences and bends.

For maximum dexterity, PSM can be set to standby while the car is still in 'Sport' mode. PSM simply monitors the forces acting on the car and will only intervene in the most critical scenarios, e.g., when ABS assistance is required on both front brakes.

To help you quantify this increase in performance, the Sport Chrono Package includes a compact timer with swivel display which is

centrally located on the dashboard. Functions are accessed via the control stalk for the on-board computer. Analogue dials measure hours, minutes and seconds, while a separate digital field displays whole seconds, tenths and one hundredths of a second. The digital field runs in parallel with a second digital display which is conveniently located in the instrument cluster.

Sport Chrono Package Plus.

This enhanced Sport Chrono option is available in conjunction with the optional Porsche Communication Management (PCM – see page 86). It offers all the same functions as the Sport Chrono Package as well as some additional information options and features.

Lap or journey times can be viewed, stored and analysed using a special performance display in PCM. The information available includes time elapsed and distance travelled on the current lap, as well as the number of laps completed and their respective times. You can also view the current fastest lap as well as the remaining range till empty. Driving times can be recorded for any stretch of road, and benchmark times defined. Other useful features include a personal memory function which is also controlled via PCM. This can be used to store personal preferences for a range of systems, including daytime running lights, 'Welcome Home' lighting, optional automatic air conditioning and door-lock settings.



Safety

- 4-piston monobloc brake calipers
- Porsche Stability Management (PSM)
- 2 full-size front airbags
- Porsche Side Impact Protection (POSIP)
- Porsche Ceramic Composite Brake (PCCB – optional)
- Bi-Xenon headlights (optional)

Performance is crucial in a genuine sports car. But then so are all aspects of safety. At Porsche, we believe that nothing is more important than this balance of power and control. The stability of a car is inextricably linked with its engine and chassis

performance. Neither can be considered in isolation. Neither is complete on its own. In the Cayman and Cayman S, we've used a comprehensive range of protective features that are designed around the driver and passenger. Inherent within them

are the very highest standards of active and passive safety. Only then do we arrive at a car that is, in all respects, instantly Porsche.

Power is only one aspect of performance. It is nothing without control.

Safety in the Cayman and Cayman S.

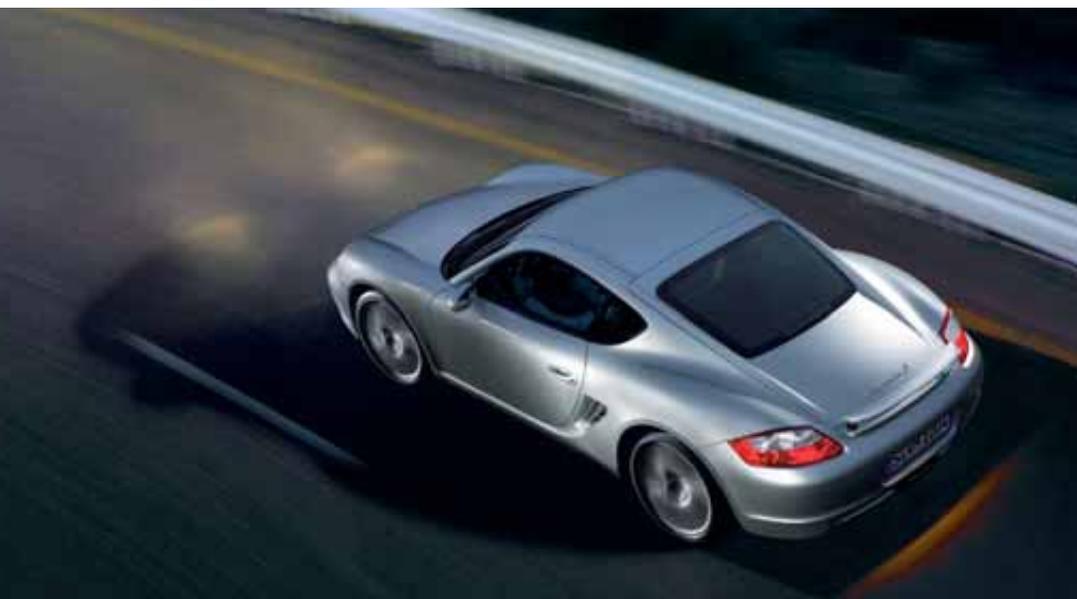
Active safety.

Active safety is an integral part of every new Porsche design. Each new vehicle concept incorporates systems and components which are developed with one aim in mind: total safety for you and your passengers.

The suspension and steering – the basic platform of the car – have a decisive role to play. On the Cayman and Cayman S, they offer generous reserves of safety, even at racetrack speeds. Equally important are the reserves of power, which enable rapid overtaking manoeuvres. Bringing

it all swiftly and securely to a halt is a powerful standard braking system.

Downforce is provided by a bi-plane rear spoiler and aerodynamic front end. Another important standard safety feature is Porsche Stability Management (PSM – see page 64).

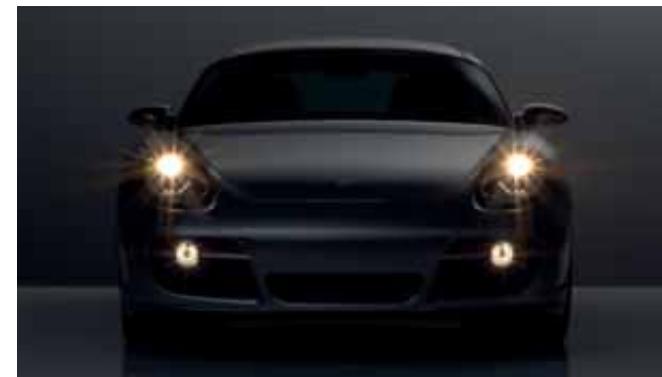


Cayman S

Night-time driving is equally assured thanks to a highly effective front and rear lighting concept. The low front foglights offer excellent illumination, precisely where you need it most. A high-level third brake light is neatly integrated at the base of the large rear screen. In addition to the obvious safety benefits, the front and rear lighting on the Cayman and Cayman S create a unique ‘night design’.

Bi-Xenon lighting system with headlight cleaning.

This optional headlight system offers greater light output in low-beam mode, improved illumination up to the light/dark border, better lateral visibility and reduced driver fatigue thanks to a higher colour temperature. A dynamic headlight levelling function raises and lowers the angle of each light to compensate for changes in the attitude of the car under braking and acceleration.



Night design (front)



Night design (rear)



Bi-Xenon headlight

Braking system.

Both the Cayman and Cayman S are exceptionally quick under acceleration. Even more impressive is the speed of response from the standard braking system. Several times more powerful than the flat-six engine, the brakes are crucial to the overall performance of each car.

All four brake calipers have a four-piston monobloc aluminium construction. Key characteristics include excellent rigidity, compact dimensions and a very modest contribution to unsprung weight. The fast and positive pedal response is eagerly assisted by a powerful vacuum brake booster.

The brakes are cooled using a special ventilation system which channels air from the front of the car to every part of each assembly. This arrangement ensures consistently high levels of performance and durability, particularly during heavy use.

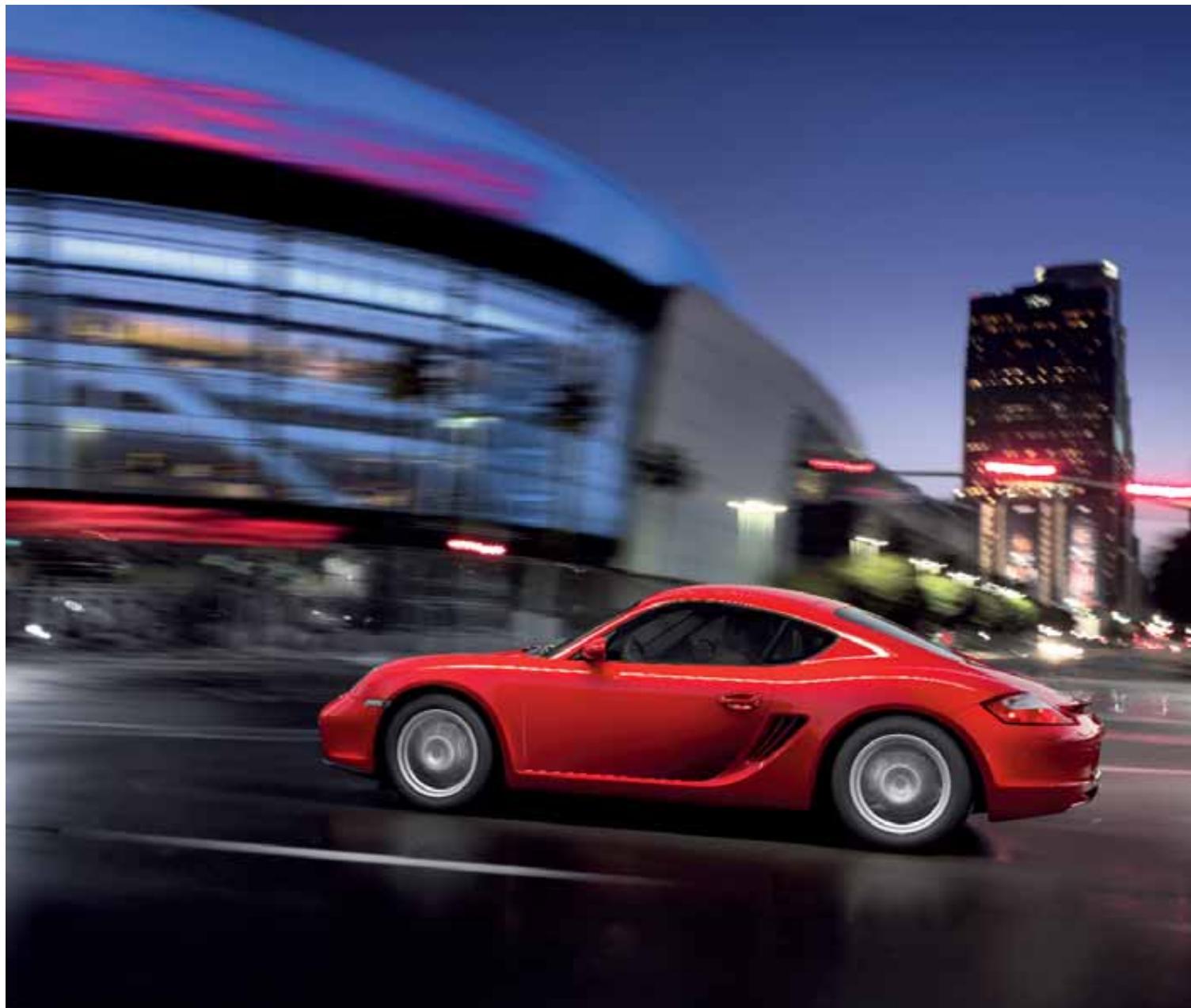
The internally vented discs on the new Cayman measure 298 mm in diameter at the front of the car and 299 mm at the rear. On the Cayman S, the front diameter is 318 mm. On both models, the discs are cross-drilled to improve wet-weather response and minimise unsprung weight. The calipers on the new Cayman have a black anodised finish, while those on the Cayman S are painted red.



Standard brake unit (Cayman)



Standard brake unit (Cayman S)



Cayman



Cayman S

The key advantage of PCCB is its ultra-lightweight construction. Compared with conventional metal discs, it offers a remarkable weight saving of approximately 50%.

As well as enhancing performance and fuel economy, this represents an enormous reduction in both unsprung and rotating mass – important factors when it comes to handling, agility and comfort.

To find out more, see the latest PCCB brochure.

Porsche Ceramic Composite Brake (PCCB).

The Cayman S is also available with a carbon fibre-reinforced ceramic brake system: the Porsche Ceramic Composite Brake (PCCB). The PCCB disc is made from a specially treated carbon-fibre compound that is silicated in a high-vacuum process at 1,700 °C. The result is a product that is not only much

lighter than metal, but also harder and more resistant to high temperatures.

Within each disc is a system of internal channels which provide highly efficient heat dispersal, particularly during heavy use. An area of ongoing development, we've now doubled the number of channels and optimised the airflow characteristics. With twice the number of internal walls, the

new PCCB disc has even greater structural stability. The ring of vent openings around the outer rim is one of the key distinguishing features of this technology.

Matched to the disc is a special brake-pad compound offering rapid deceleration and consistent friction properties. The front pads are mounted in six-piston monobloc aluminium calipers, while those at the rear come in four-piston units.

The overall response is fast and precise, with only moderate pedal force required. The front disc diameter – 350 mm – is larger than that of the standard metal disc. The longer radius brings increased leverage and therefore additional performance.

Even at high temperatures, the thermal resistance of the ceramic disc ensures excellent dimensional stability. The ceramic material is

totally resistant to corrosion and offers excellent acoustic damping properties. Braking distances are significantly reduced in even the toughest road and track conditions. Inherent fade resistance ensures optimum balance when slowing the car from high speed.



Porsche Ceramic Composite Brake (PCCB)



Cayman

Porsche Stability Management (PSM).

This automatic vehicle stability control system is standard equipment on both Cayman models. Throughout each journey, PSM uses a range of sensors to monitor the direction, speed, yaw velocity and lateral acceleration of the car. Using this information, it is possible 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 to restore stability and optimum speed. While

it can never suspend the laws of physics, PSM does provide that extra margin of safety whenever you need it most. A key component in PSM is a specially optimised anti-lock braking system (ABS) offering safer deceleration and shorter braking distances. PSM is also invaluable when applying the throttle on low-grip surfaces. Here, it uses the ABD (automatic brake differential) and ASR (anti-slip regulation) functions to maintain traction and stability. In order to retain the car's natural agility, PSM combines a high trigger threshold with precision input characteristics.

The PSM threshold is raised higher still when 'Sport' mode is selected on the optional Sport Chrono Package/Sport Chrono Package Plus. The resulting drive is much more involving, particularly at speeds up to around 70 km/h (44 mph). If you'd rather enjoy the car unassisted, the system can be set to standby. When 'Sport' mode is selected, PSM will only intervene under heavy braking where both front wheels are in danger of locking. In 'Normal' mode, PSM automatically becomes active as soon as one of the front wheels requires ABS assistance.

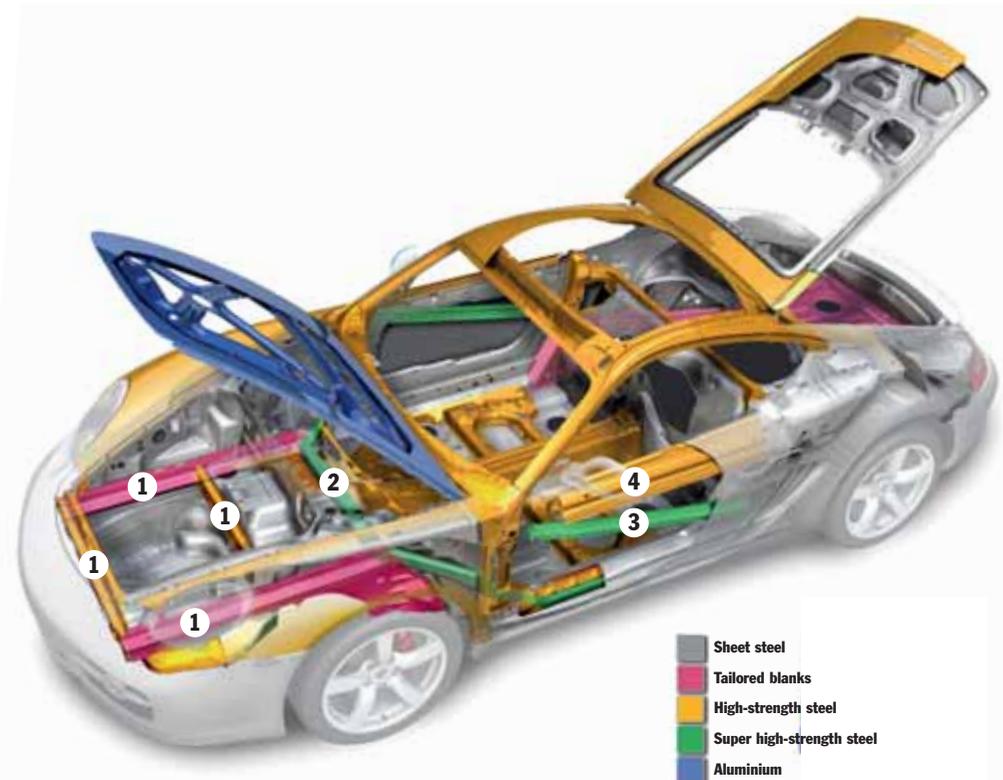
Passive safety.

Both Cayman models easily comply with all statutory requirements in respect of frontal, side, diagonal, rear impact and rollover protection.

The bodysell structure contains a highly resilient passenger cell offering exceptional crash protection. At the front of the car, the cell is protected by a

patented system of longitudinal and transverse members (1). In the event of an accident, energy is absorbed and distributed by the front-end structure, thereby minimising cell deformation. Additional features include a bulkhead cross-member (2) made from super high-strength steel. This element is designed to absorb impact forces from the longitudinal members and thus protect both front footwells.

The upper section of each door features additional reinforcements (3) which enhance the rigidity of the car. This upper load path (4) is used to channel energy into the side of the car and thus provide additional protection for the passenger cell.



Driver and passenger airbags.

Both full-size airbags at the front of the car have a two-stage inflation capability, in which deployment is dependent on the nature and force of the accident. In a low-speed crash, the airbag is only partially inflated, thereby minimising occupant discomfort.

Porsche Side Impact Protection (POSIP).

Both Cayman models are equipped with Porsche Side Impact Protection (POSIP) as standard. This comprehensive package provides effective protection for the head and upper body area. Each seat has two side airbags featuring hybrid gas generant technology. A thorax airbag is located in the side of the seat backrest, while a head airbag deploys upwards from the door. All four airbags have an individual volume of

approximately 8 litres, ensuring maximum protection over the entire seat adjustment range. The passenger cell is shielded by side-impact protection beams in each of the doors.

Other standard safety features include integral head restraints, an energy-absorbing steering column, three-point seat belts with pre-tensioners and force limiters, energy-absorbing structures in the dashboard area and flame-retardant materials throughout the interior.



Cayman and Cayman S



Porsche Side Impact Protection (POSIP)

Anti-theft protection.

Both Cayman models have an engine immobiliser with in-key transponder. In addition, the Cayman S has a comprehensive alarm system with contact-sensitive exterior protection.

The alarm is activated or deactivated using the standard key remote when locking or unlocking the car. Radar-based interior surveillance is also available as an option.

Vehicle tracking system.

An optional preparation is available for both Cayman models enabling future installation of a vehicle tracking system obtainable from Porsche Tequipment. The system can be used to locate a stolen vehicle across most of the countries of Europe. Note: package comprises special wiring loom and higher capacity battery.

Child seats.

The passenger's seat is also designed to carry an ISOFIX-compatible child seat. The necessary preparation – including airbag deactivation – is available from Porsche Tequipment. You will also find a comprehensive range of Porsche child seats.



Comfort

- **410 litres of loadspace**
- **Air conditioning**
- **CDR-24 CD radio**
- **Porsche Communication Management (PCM – optional)**
- **BOSE® Surround Sound System (optional)**

Some say comfort is unnecessary in a sports car. For us, it's another aspect of performance. When a car is as capable as the Cayman or Cayman S, why compromise on your enjoyment?

With this in mind, we've applied Porsche engineering principles to find the optimum blend of interior materials and cockpit ergonomics. We've also incorporated all of those features that make driving such a

pleasure. This unique combination of comfort and functionality is an integral part of the Cayman driving experience. The result is a car that defies categorisation. Except, of course, that it's a Porsche.

When driving pleasure makes perfect sense.

Comfort in the new Cayman and the Cayman S.

The Cayman models are uncompromising in performance – and in everyday use. The low-level seats, sweeping domed

roof and expansive glass surfaces create a unique sense of transparency and space. All seat options provide exemplary

comfort and excellent lateral support. The choice of materials and clarity of design are central to the ambience of each car.

The load capacity has been carefully considered for optimum practicality. The generous front compartment is balanced at the rear by a large, two-part storage area beneath the hinged rear lid.

In terms of ergonomics, every control is directly accessible

without looking down from the road. Logically arranged, they are simple and easy to use. Every function has its own rocker-type switch, and there are no awkward menus to navigate.

Accompanying it all with clarity and power is a choice of audio

systems. The spatial geometry of the passenger compartment provides the ideal setting for optimum acoustics. To exploit this potential, there's a range of high-quality options, including the BOSE® Surround Sound System (see page 84).



Cayman interior with optional equipment, e.g., leather interior package in two-tone combination, PCM, sports seats



Cayman dashboard with optional equipment, e.g., leather interior package with two-tone combination, PCM

Instruments.

A single glance is all it takes – particularly when it comes to the instruments. The familiar Porsche grouping of symmetrical round instruments forms an integral part of the cockpit design.

Above the instruments is a specially designed shroud with semi-transparent grille. The dials on the new Cayman have a black background, while those on the Cayman S have an aluminium-coloured finish. Both sets of instruments feature crisp white backlight illumination. An integral light sensor automatically adjusts

the degree of illumination to match the ambient light conditions.

The dials provide a continuous overview of all key information, including external temperature, time, trip odometer, total odometer and vehicle speed. You can also view a range of additional data from the standard on-board computer, e.g., average fuel

consumption, average speed, range till empty and audio information.

Steering wheel.

Both Cayman models have a three-spoke leather steering wheel with full-size airbag as

standard. Special features include 40 mm of height and reach adjustment. A smooth leather finish is available as an optional extra on the steering wheel rim and airbag module. Alternatively, you can specify a three-spoke sports or three-spoke multifunction wheel. The latter is equipped with six integral keys offering direct

access to audio, navigation and – if fitted – telephone functions (only in conjunction with PCM).

For a detailed overview of the available steering wheel options, see pages 109-113.

Standard seats.

The standard seats have a leatherette finish with Alcantara facings. Special features include thorax airbags in each seat backrest, enhanced lateral support, and a specially designed spring system that is adapted to the chassis of the car. The high side bolsters provide optimum support without any feeling of restriction. Generous seat travel and adjustment options mean that even taller drivers can find the ideal seat position. The backrest angle is electrically controlled, while the fore/aft position and height are mechanically adjustable. Two-stage heating is available as an optional extra.



Sports seat

Sports seats.

The optional leather sports seats offer firmer upholstery than the standard seat design. Higher side bolsters on backrest and squab provide additional lateral support. The fore/aft position and height are mechanically adjustable, while the backrest is electrically controlled.



Electrically adjustable seat

Electrically adjustable seats.

This second seat option features full electric adjustment of fore/aft position, height, backrest angle, squab angle and lumbar support. A memory function stores your seat and lumbar support settings along with the exterior mirror positions. Two sets of preferences can be stored and selected using buttons conveniently located on the door panel. A further set of preferences can be stored in each of the two key remotes. When either of the remotes is used to open the doors, the corresponding seat and mirror settings are automatically selected.



Adaptive sports seat

Adaptive sports seats.

This alternative seat option combines excellent comfort with a driver memory function. The comprehensive range of power adjustment controls include fore/aft position, height, backrest angle, squab angle and lumbar support. The side bolsters on backrest and squab are pneumatically adjustable for the perfect fit. This exceptional variability ensures generous comfort on long-distance journeys as well as precision support when cornering. The memory function includes both exterior mirrors as well as all seat settings except for the squab and backrest side bolsters.

Seat heating.

All seat variants can be equipped with an optional two-stage heating function for backrest and squab.



Automatic air conditioning

Air conditioning.

The standard air conditioning in the new Cayman and Cayman S offers quiet, efficient operation. Settings can be adjusted from either seat position using simple plus and minus keys.

For optimum comfort, you can select different temperature settings for the upper and lower areas of the cockpit. Other convenient features include a windscreen defroster function.

As an optional alternative, we can equip your car with a fully automatic air-conditioning system. Offering consistent control of

interior temperature, the system uses a solar sensor to compensate for the effects of ambient light.

Cruise control.

This optional system provides automatic speed control between 30 and 240 km/h (20-149 mph). It is operated via a separate control stalk on the steering column and can be used in all available gears.

‘Welcome Home’ lighting.

This standard lighting function provides comfort and safety when using the car after dark. The foglights and taillights are automatically illuminated when the car is locked or unlocked using the key remote. The lights remain illuminated for 30 seconds, lighting your way to or from the car. This delay is user-adjustable on vehicles with optional Sport Chrono Package Plus and Porsche Communication Management (PCM).

HomeLink®.

This optional garage-door opener is freely programmable and integrated within the cockpit. It offers remote control of up to three garage, gate, home lighting and/or alarm systems. Compatible with virtually all garage and gate systems.



Rear screen

Water-repellent side windows.

The side window glass on both Cayman models has a highly effective water-repellent finish. By rapidly dispersing moisture and dirt, it ensures optimum visibility in the wet. (Note: surface finish requires occasional renewal depending on vehicle usage.)

Front wipers.

The front wipers have an adjustable wipe interval, are aerodynamically designed and park neatly out of sight when not in use. The right-hand blade has a bowed construction enabling maximum wiper coverage. The windscreen washer system features two heated nozzles with integral filter element. An optional rain sensor is also available in conjunction with the auto-dimming interior and exterior mirrors.

Rear screen.

Both models have a large, tinted and heated rear screen offering excellent rearward visibility.

A detachable fabric screen on the inside of the rear lid provides additional privacy for the main luggage area.

Rear wiper.

Both Cayman models can also be equipped with a highly effective and streamlined rear wiper system. Its elegant form blends harmoniously with the exterior design.

ParkAssist.

This optional parking aid is automatically enabled whenever you select reverse gear.

Move too close to a stationary object and a warning signal is emitted. Continue to reverse and the tone increases in frequency. The distance is measured by a row of ultrasonic sensors, which are neatly concealed in the rear bumper.



Cayman S with ParkAssist



Load-carrying capability.

The Cayman and Cayman S are purposefully designed to make every journey a pleasure. Not only when enjoying each car for its own sake, but whatever your destination. Suddenly, even a trip to the shops takes on a whole new level of appeal. You'll also find yourself ideally prepared for all kinds of leisure activity. From diving in the ocean to trekking in the hills, both Cayman models have the carrying capacity for everything you need.

The generous load concept includes two luggage compartments, a wide range of interior storage, and an optional roof transport system. As a result, the Cayman and Cayman S are both eminently practical and consistently enjoyable, whatever the reason for your journey.

Front luggage compartment.

The front luggage compartment is carpet-lined and offers 150 litres of loadspace. A covered niche

provides a secure location for the navigation DVD drive (included with optional navigation system) and the optional CD autochanger.

Rear luggage compartment.

The rear compartment beneath the soft-lined hatch can also be loaded from inside the car. Fully carpeted, it comprises two storage areas: a flat surface on the engine cover and a main luggage area to the rear. This arrangement enables easy loading of longer items of luggage.

The rear luggage area is both generously proportioned – totalling 260 litres – and elegantly matched to the rest of the car. As an optional enhancement, you can apply your chosen exterior colour to the panels surrounding the engine cover and the integral strut tower mouldings (see InteriorDesign package).

A retaining rail at the front of the engine cover helps to secure any luggage under braking. This can be augmented by an optional full-size partition which installs

immediately behind the seats. Smaller items can be secured on top of the engine cover using a luggage net with four lashing eyelets. A stainless steel 'bridge' provides an elegant transition to the lower rear luggage area. This compartment is designed for larger items of luggage and also has four lashing eyelets.

Another useful feature in the rear compartment is the covered service opening with filler tubes for coolant and oil.



Luggage partition



Front luggage compartment



Storage compartments.

Both Cayman models have a generous array of ergonomically positioned storage compartments. The lockable glove box has a roomy interior and comes with integral CD storage (in conjunction

with either of the optional sound systems). Generous compartments can also be found on the centre console and each of the doors. On the Cayman S, these compartments have a leather-upholstered lid. Between the two seats, on the engine bulkhead, is an additional

4.5 litres of storage space. Other practical features include individual cupholders for driver and passenger. When not in use, these are neatly concealed within the dashboard trim strip.



Door storage compartment



Lockable glove compartment



Cupholders

Roof transport system.

The optional roof transport system has been specially designed to complement the aerodynamics of the car. With its aluminium construction and simple fitting

mechanism, it is extremely easy to install. A range of attachments can be used with the system, including a roof box and carriers for bikes, skis and snowboards. The system itself requires no additional preparation on the car.

The full range of attachments is available from Porsche Tequipment through your local Porsche Centre. Maximum roof load is 60 kg.



Roof transport system (base load carrier)



CDR-24 CD radio

A powerful soundtrack for an epic drive.

Porsche audio systems.

The interior acoustics in the Cayman and Cayman S provide the ideal setting for a rich and lifelike sound experience.

The standard audio system delivers excellent clarity and depth. Equipped with the optional Sound Package Plus or BOSE® Surround Sound System, not only does the car have more speakers, the experience is also more intense.

Whichever system you choose for your car, one thing is always assured: even greater sound enjoyment from your Porsche.

CDR-24 CD radio.

Both Cayman models are equipped with the CDR-24 CD radio as standard. Its generous control panel offers exceptional clarity and ease of use.

The CD drive offers excellent playback quality. In radio mode, the RDS two-tuner frequency diversity function provides seamless re-selection of the strongest available signal for your chosen FM station. The result: optimum reception at all times. There are 20 FM and 10 MW presets offering easy access to your favourite programmes. Dynamic Autostore searches the airwaves throughout your journey to offer the nine strongest signals at any time. You can also opt to hear traffic news updates from other stations over your current radio or CD output. Other features include speed-dependent volume control, two high-range speakers on the dashboard, two low-range speakers in the doors and 2 x 25-Watt output.

Telephone preparation.

This optional preparation enables you to use a GSM mobile phone in your car. The package includes an integrated antenna beneath the windscreen scuttle as well as a wiring loom, microphone, and attachment console for your phone. An optional upgrade is available from your Porsche Centre enabling hands-free calls via the audio speaker system.

MOST® bus.

In both Cayman models, data is exchanged between the various audio and communications systems via the Media Orientated Systems Transport (MOST®) bus. This powerful digital technology uses high-speed fibre optics to ensure absolute consistency during data transfer. An essential prerequisite for advanced audio quality, it links the CD autochanger, BOSE® Surround Sound System amplifiers and PCM telephone module (all optional). The result is a significant improvement in sound reproduction.

Sound Package Plus.

This high-quality sound system is available as optional equipment on the Cayman and Cayman S. Power is supplied by a 4 x 25-Watt amplifier unit in the PCM terminal and an external analogue system for the low and mid-range speakers (2 x 55 and 25 Watts, respectively). A total of nine loudspeakers adapt that output to the car's unique interior acoustics.

Output settings are easily adjusted via the sound menu in the CDR-24 CD radio or optional PCM. A loudness function accentuates bass and treble at lower volume levels. Speed-dependent volume control provides continuous compensation for changes in road noise.

Additional features include CD storage in the glove compartment.

BOSE® Surround Sound System.

The engine and exhaust on the Cayman and Cayman S create their own unique sound experience. For the perfect accompaniment, choose the lifelike audio of the optional BOSE® Surround Sound System. Jointly developed by Porsche and BOSE®, it is perfectly engineered for the interior acoustics of both Cayman models.

A total of 10 loudspeakers, including an active subwoofer with integral 100-Watt switching amp, deliver crystal-clear surround sound output. The lifelike spatial quality is equally impressive in either seat position.

Powering it all is a seven-channel MOST®-based digital amplifier featuring 5 x 25-Watt linear amps and a single 100-Watt switching unit. AudioPilot™ noise compensation technology provides automatic adjustment of tone and volume based on current road speed and ambient noise. The result is a noticeably clearer and more consistent sound, with no need for continuous manual adjustment.

Active equalisation matches all sound output to the unique acoustics of the Cayman and Cayman S. Covering the entire frequency spectrum, it delivers lifelike audio to both seat positions.

The dynamic loudness function included with the system is a more sophisticated alternative to conventional technologies. By enhancing the lower frequencies in low-volume sound, it actively compensates for the reduced sensitivity of the human ear at the lower end of the range.

The key system component, BOSE® Automotive Surround Sound, uses independent channels at front and rear to create a push-button panorama of space and sound. The sense of depth is further enhanced with the aid of patented BOSE® Signal Processing (BSP). Thanks to Centerpoint™ technology, even stereo recordings can be split into five separate channels.

Together, these technologies provide a breathtaking alternative to the car's natural engine acoustics. Completing the package is a CD storage system, conveniently located in the glove compartment.



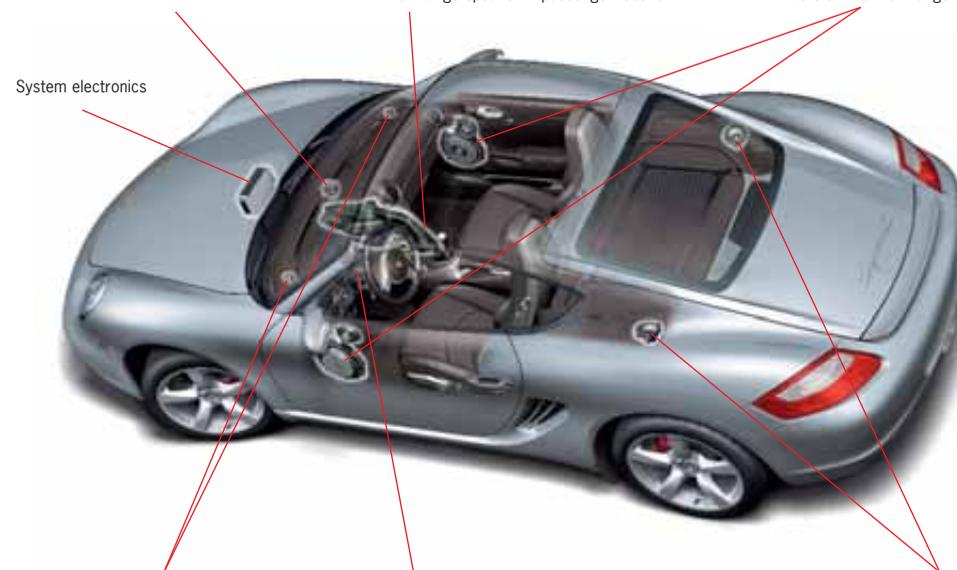
7.0-cm Neodym mid-range centerfill speaker



Active subwoofer with 10.2-cm x 15.3-cm low-range speaker in passenger footwell



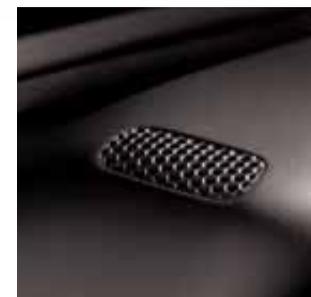
8.0-cm Neodym mid-range speaker
20.0-cm Nd® low-range speaker*



System electronics



2.5-cm Neodym high-range speaker



AudioPilot™ microphone on steering column



8.0-cm Neodym mid-range speaker

* Neodym low-range speaker featuring patented BOSE® technology offering ultra-slim build and superlative bass performance.



Porsche Communication Management (PCM)

Porsche Communication Management (PCM).

PCM is an optional multimedia control and display system featuring radio, CD player, audio controls, on-board computer and GPS navigation. It can also be combined with an optional tri-band telephone module. Key features include a high-resolution 5.8-inch colour display with 16:9 aspect ratio. The menu structure is easy to navigate using a multifunction rotary push-button control. A 12-digit keypad is also included for dialling outgoing calls. The system also provides easy access to the performance display and memory function included with the optional Sport Chrono Package Plus.

The DVD drive used for satellite navigation is housed in the front luggage compartment. One of the benefits of this arrangement is that the MP3-compatible CD drive in PCM can be used exclusively for audio CDs.

On-board computer.

The standard on-board computer provides a wide range of information, including average fuel consumption, average speed, range till empty and audio data. It can also be used to view data from the optional Tyre Pressure Monitoring (TPM). Information is accessed using a control stalk on the steering column and viewed

in the central instrument display. If combined with the optional PCM, you can access additional data and functions such as average values and driver-defined speed-limit warnings. The control stalk for the computer is also used to select the analogue and digital timing functions in the optional Sport Chrono Package (see pages 54/55).

Navigation system.

The PCM navigation system includes an intuitive menu structure and dedicated DVD drive. One of the main benefits of DVD navigation is rapid route calculation. The wide range of

zoom layers available on the map enable a finer gradation of scale. The time displayed in both the instrument cluster and the PCM terminal is synchronised with the standard GPS time.

Extended navigation module.

Available in conjunction with PCM, this optional expansion module enables automatic navigation along a previously recorded route (reverse route navigation). It also facilitates compass and GPS-based navigation in regions not covered by your navigation DVD.

Electronic logbook.

This optional addition to PCM enables you to automatically record on every journey the mileage, route distance, date and time as well as starting location and destination. Data can be downloaded from PCM via the infrared port and processed on a PC using software included with the package. This easy-to-use option fulfils the statutory requirements for automatic logbooks as specified by the German revenue authorities.

Telephone module.

Available in conjunction with PCM, this optional GSM telephone module has an integral hands-free facility. The microphone is concealed beneath the steering column casing and is directed towards the driver's position. Functions can be accessed using dedicated keys on the PCM terminal, a control stalk on the steering column, or the optional three-spoke multifunction steering wheel.

Special features include SMS (text) messaging as well as card-free calls to emergency services. The antenna is located neatly out of sight beneath the scuttle at the base of the windscreen. A passive (keyless) handset offering greater call privacy is available as an optional extra.

CDC-4 CD autochanger.

This optional CD autochanger has a total capacity of six CDs. Compatible with both the standard audio system and PCM, it installs neatly away in a compact niche within the front luggage compartment. Both standard cars include a CD autochanger preparation.





Environment

- 4 catalytic converters with 4 Lambda sensors
- EU4/ULEV II-compliant
- Lengthy service intervals
- Modest fuel consumption
- 85% recyclable (approx.)

There are two possibilities when it comes to protecting the environment: react to regulations or establish your own and incorporate them within the development process. For us, there has only ever been one

way. With the Cayman and Cayman S, we have followed that path as on every Porsche before. So while their powerful capability is second to none, it doesn't come at any price. At Porsche, the principle of high performance

extends to every area of the car. Including its relationship with the environment. That is our commitment with the Cayman and Cayman S. Why settle for anything less?

There's a world of driving pleasure to explore.

It needn't cost the earth.

Exhaust emission control.

Four-valve cylinder heads and VarioCam Plus ensure minimal emissions at source. After leaving the engine, the gases are cleaned by a system of four catalytic converters and four 'Lambda' or oxygen sensors. Controlling it all with optimum efficiency is the Motronic ME7.8 engine management system. Each bank of cylinders has its own Lambda circuit, enabling precision adjustment of the air/fuel mix. Each exhaust tract has two Lambda sensors, one upstream and one downstream of the primary catalyst.* The resulting benefits include full compliance with both the EU4 emissions standard and ULEV II regulations in the United States, as well as excellent fuel economy.

* Not featured in markets with leaded fuel.

Noise.

The Cayman and Cayman S comply with all current noise regulations without any form of engine encapsulation. To do that, we've eliminated noise at source in every area of each car. Engine components are rigid, moving parts are light, and tolerances have been reduced to a minimum. The result is a pure and distinctive sound – with all the character you'd expect from a Porsche.

Fuel system.

All fuel lines are made from robust aluminium, while those carrying vapours are multi-layer plastic. The result is a significant reduction in the evaporation of hydrocarbons.

Materials and recycling.

All structural components, switchgear and trim are made from fully recyclable materials. Better still, it is highly unlikely that they will ever need recycling at all. Long-term durability is, after all, one of the defining qualities of every Porsche car.

A key objective during the development process was all-round weight reduction. This was achieved using cast aluminium alloys, synthetic materials and high-tensile metals. Used correctly, this blend of materials is both stronger and lighter than conventional steel. As well as reducing fuel consumption, it offers positive environmental benefits.

Approximately 85% of all components can already be recycled using today's technology. This proportion is set to increase as



Cayman

new thermal methods are introduced. To simplify recycling, all synthetic components are clearly labelled in accordance with the relevant standards.

Both Cayman models are entirely free of CFCs and components manufactured with the aid of these chemicals. Water-based paints are used throughout each car, thereby reducing the need for chemical solvents during the production process.

Servicing.

Longer service intervals are not only more convenient for you, they are also better for the environment. With the new Cayman and Cayman S, we have achieved very modest servicing requirements: engine oil every 20,000 miles (or two years), oil filter every 20,000 miles, air filter every 40,000 miles, spark plugs every 60,000 miles (or four years), and brake fluid every two years.

In addition to the obvious environmental benefits, the advantage for you is two-fold: a lower cost of ownership throughout the life of the car, and more time spent on the road. Based on mileage alone, the new Cayman models require just three stops for servicing every 60,000 miles, or one service every two years.



Personalisation

- Exterior
- Engine, transmission and chassis
- Wheels
- Interior
- Audio and communication

When we began designing the Cayman model range, there was one thing we couldn't include: your own personal touch. To help you add that vital ingredient, we've prepared a comprehensive

range of options. Together, they offer enormous scope for personalising your Porsche. You can use them to express your individuality and style in every area of the car. From colour

combinations and interior materials to a custom-engineered sound system. Whatever you choose to include in your specification, the result is uniquely yours.



Cayman S: leather interior package in special colour (Cocoa) and other optional equipment

How do we make the perfect Porsche? We'll leave that up to you.

Optional equipment.

Individuality is about finding your own way – and following it in

everything you do. The aim of this chapter is to help you arrive at your vision of the perfect sports car. With the new Cayman

and Cayman S, your journey is almost complete. All it requires now is your finishing touch.

Over the following pages, you'll find a wide range of options which are grouped according to category. For more information on each item of equipment, please refer to the separate Cayman price list.

The range of factory-fitted options presented here are just a few of the possibilities available to you when it comes to personalising your Porsche. To find out more, ask your Porsche Centre about Porsche Exclusive modifications

and the Porsche Tequipment range of accessories.

Your Porsche Centre will be glad to assist you with any queries you may have.

Colours.

Enhance the unique character of your Cayman or Cayman S with a choice of interior and exterior colours.

Bodywork options include four solid, eight metallic and five 'special' paint finishes. Inside the car, there's a choice of ten interior colours, including two-tone leather in Black and Stone Grey.

Naturally, you can also specify your car in any other colour you desire. The possibilities are virtually unlimited – all you have to do is provide a suitable colour sample.

To see how the available colours would look on your car, visit www.porsche.com and use the online Porsche Car Configurator. Here you can build your own Cayman or Cayman S with your own personal combination of colours and optional equipment.



Solid exterior colours.

Metallic exterior colours.

Special exterior colours.



Black



Basalt Black Metallic



Atlas Grey Metallic



Slate Grey Metallic



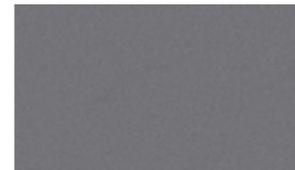
Dark Olive Metallic



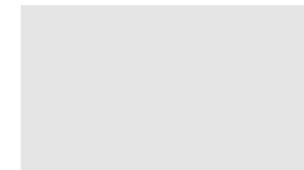
Guards Red



Arctic Silver Metallic



Meteor Grey Metallic*



GT Silver Metallic



Carrara White



Midnight Blue Metallic



Cobalt Blue Metallic



Lapis Blue Metallic



Speed Yellow



Carmon Red Metallic



Forest Green Metallic



Lagoon Green Metallic

* Introduction planned for 08/2006.

Standard interior colours.

**Alcantara/leatherette/
leather/soft-touch paint.¹⁾**

Carpet.

Rooflining.



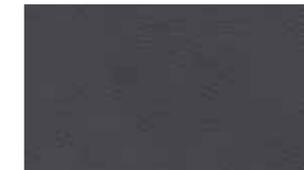
Black



Black



Black



Stone Grey



Stone Grey



Volcano Grey⁵⁾



Sand Beige



Sand Beige



Sand Beige



Palm Green



Palm Green



Black



Ocean Blue



Ocean Blue



Volcano Grey⁵⁾

**Special interior colours.
Natural leather interior.**

Leather/soft-touch paint.^{2)/3)}

Carpet.

Rooflining.



Terracotta



Terracotta



Black



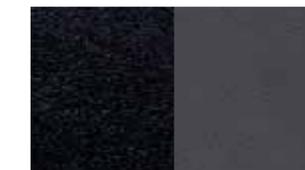
Cocoa



Cocoa



Black



Two-tone (Black/Stone Grey)⁴⁾



See price list for recommended colour combinations.

- ¹⁾ Soft-touch paint in interior colour, film finish in interior colour on sun visors and inner door-sill guards.
- ²⁾ Special colour or Natural Brown (natural leather) interior: soft-touch paint in interior colour, black film finish on sun visors and inner door-sill guards.
- ³⁾ Dark Grey (natural leather) interior: black soft-touch paint, black film finish on sun visors and inner door-sill guards.
- ⁴⁾ Two-tone leather: Stone Grey carpet, Volcano Grey rooflining.
- ⁵⁾ In conjunction with optional rooflining in Alcantara: rooflining in Steel Grey.



Dark Grey (natural leather)



Dark Grey



Volcano Grey⁵⁾



Natural Brown (natural leather)



Natural Brown



Black



Rear wiper

Exterior.

Option	Cayman	Cayman S	I no.	Page
• Metallic paint	○	○	Code	97
• Special colours	○	○	Code	98
• Colour to sample	○	○	Code	
• Bi-Xenon lighting system with headlight cleaning and dynamic headlight levelling	○	○	P74	59
• Deletion of model designation	w	w	498	

The vehicles illustrated in the chapter 'Personalisation' may feature additional options which are not listed here. To find out more, please consult your Porsche Centre. For more information on the options featured in this catalogue, please refer to the Cayman price list.
 – not available ○ extra-cost option ● standard equipment W no-cost option



Roof transport system with roof box

Exterior.

Option	Cayman	Cayman S	I no.	Page
• ParkAssist (parking aid at rear)	○	○	635	77
• Rear wiper	○	○	425	77, 102
• Grey top tint on windscreen	○	○	567	
• Automatically dimming interior/exterior mirrors with integrated rain sensor	○	○	P12	
• Roof transport system (basic load carrier)	○	○	549	81, 103



Porsche Ceramic Composite Brake (PCCB)



Sport Chrono Package

Engine, transmission and chassis.

Option	Cayman	Cayman S	I no.	Page
• Tiptronic S (5-speed)	○	○	249	45
• Porsche Ceramic Composite Brake (PCCB)	–	○	450	62, 104
• Porsche Active Suspension Management (PASM) with ride height lowered by 10 mm	○	○	475	52
• Sport Package with 6-speed manual gearbox and PASM	○	–	P04	
• Sport Chrono Package	○	○	639	54, 104
• Sport Chrono Package Plus (only in conjunction with PCM)	○	○	640	55
• Stainless steel tailpipe(s), chrome-plated	○	○	XLA	
• Sports exhaust system*	○	○	XLF	41
• Short shifter	○	○	XCZ	
• Tyre Pressure Monitoring (TPM)	○	○	482	51

* Introduction planned for 10/2006.



18-inch Boxster S wheel



19-inch Carrera S wheel



19-inch Carrera Classic wheel



19-inch SportDesign wheel



19-inch Carrera Sport wheel



19-inch Turbo wheel

Wheels.

Option	Cayman	Cayman S	I no.	Page
• 17-inch Boxster II wheel	○	–	393	
• 18-inch Cayman S wheel	○	●	401	51
• 18-inch Boxster S wheel	○	○	397	105
• 19-inch Carrera S wheel	○	○	403	105
• 19-inch Carrera Classic wheel	○	○	405	105
• 19-inch SportDesign wheel	○	○	407	105
• 19-inch Carrera Sport wheel	○	○	XRR	105
• 19-inch Turbo wheel	○	○	404	105
• Wheel centres with full-colour Porsche Crest	○	○	446	
• Wheels painted (includes wheel centres with full-colour Porsche Crest)	○	○	XD9	
• 5-mm spacers	○	○	XRP	



Rooflining in Alcantara



Luggage partition



Three-spoke multifunction steering wheel in smooth-finish leather

Interior.

Option	Cayman	Cayman S	I no.	Page
• HomeLink® (programmable garage-door opener)	○	○	608	76
• Cruise control	○	○	454	75
• InteriorDesign package	○	○	805	
• Instrument dials in interior colour Sand Beige/Terracotta/Natural Brown	○	○	XFD/XFE/ XFF	
• Instrument dials in exterior colour Guards Red/Speed Yellow/Carrara White	○	○	XFG/XFH/ XFJ	
• Automatic air conditioning	○	○	573	75
• Alarm system with interior surveillance	○	–	534	67
• Interior surveillance	–	○	534	67
• Preparation for vehicle tracking system	○	○	674	67
• Sports-style footrest*	○	○	XXZ	

* For LHD vehicles only.

Interior.

Option	Cayman	Cayman S	I no.	Page
• Rooflining in Alcantara	○	○	594	106
• Electrically adjustable seats	○	○	P15	74
• Sports seats	○	○	P77	74
• Adaptive sports seats	○	○	P01	75
• Sports seat backrests painted	○	○	XSA	
• Seat heating	○	○	342	75
• Seat belts in Silver Grey/Guards Red/Speed Yellow	○	○	XSH/XSX/XSY	
• Rear centre console painted	○	○	XME	
• Luggage partition	○	○	580	79, 107
• Fire extinguisher	○	○	509	
• Floor mats	○	○	810	



Soft ruffled leather on seats

Interior: leather.

Option	Cayman	Cayman S	I no.	Page
• Partial leather seats	○	○	946	
• Soft ruffled leather on seats	○	○	982	108
• Leather interior package (includes seats, dashboard upper/lower sections and door panels in smooth-finish leather)				
– in standard colour	○	○	Code	99
– in special colour	○	○	Code	100
– in two-tone combination	○	○	970	70, 74
– in natural leather	○	○	998	100
– in colour to sample	○	○	Code	
• Extended trim package (dashboard) in leather	○	○	EBA	
• Instrument surround in leather	○	○	XNG	
• Steering column casing in leather	○	○	XNS	



Interior with leather trim and other optional equipment

Interior: leather.

Option	Cayman	Cayman S	I no.	Page
• 3-spoke sports steering wheel in leather	○	○	435	
• 3-spoke steering wheel in smooth-finish leather	○	○	459	
• 3-spoke sports steering wheel in smooth-finish leather	○	○	460	
• 3-spoke sports steering wheel in smooth-finish leather, padded	○	○	XPA	
• 3-spoke multifunction steering wheel in smooth-finish leather (only in conjunction with PCM)	○	○	431	107
• Extended trim package (doors) in leather	○	○	XTV	
• Sports seat backrests in leather	○	○	XSB	
• Porsche Crest embossed on head restraints	○	○	XSC	
• Rear centre console in leather	○	○	XMZ	
• Sun visors in leather	○	○	XMP	



Interior with macassar trim and other optional equipment

Interior: macassar (dark wood with satin finish).

Option	Cayman	Cayman S	I no.	Page
• Macassar interior package	○	○	801	110
• Extended trim package (dashboard) in macassar	○	○	EBB	110
• 3-spoke multifunction steering wheel in macassar (only in conjunction with PCM)	○	○	451	110
• Extended trim package (doors) in macassar	○	○	XTT	110
• Rear centre console in macassar	○	○	XJT	110



Interior with sycamore trim and other optional equipment

Interior: sycamore (light wood with satin finish).

Option	Cayman	Cayman S	I no.	Page
• Sycamore interior package	○	○	802	111
• Extended trim package (dashboard) in sycamore	○	○	EBC	111
• 3-spoke multifunction steering wheel in sycamore (only in conjunction with PCM)	○	○	452	111
• Extended trim package (doors) in sycamore	○	○	XTU	111
• Rear centre console in sycamore	○	○	XJU	111

The vehicles illustrated in the chapter 'Personalisation' may feature additional options which are not listed here. To find out more, please consult your Porsche Centre. For more information on the options featured in this catalogue, please refer to the Cayman price list.
 – not available ○ extra-cost option ● standard equipment W no-cost option



Interior with carbon trim and other optional equipment

Interior: carbon.

Option	Cayman	Cayman S	I no.	Page
• Carbon interior package	○	○	803	112
• Extended trim package (dashboard) in carbon	○	○	EBD	112
• 3-spoke multifunction steering wheel with carbon trim (only in conjunction with PCM)	○	○	453	112
• Extended trim package (doors) in carbon	○	○	XTL	112
• Rear centre console in carbon	○	○	XMJ	112
• Outer door-sill guards in carbon*	○	○	X69	

The vehicles illustrated in the chapter 'Personalisation' may feature additional options which are not listed here. To find out more, please consult your Porsche Centre. For more information on the options featured in this catalogue, please refer to the Cayman price list.
 – not available ○ extra-cost option ● standard equipment W no-cost option



Interior with Aluminium Look trim and other optional equipment

Interior: aluminium/stainless steel.

Option	Cayman	Cayman S	I no.	Page
• Dashboard trim package with Aluminium Look finish	○	○	EBE	113
• Instrument surround with Aluminium Look finish	○	○	XCL	
• 3-spoke multifunction steering wheel with Aluminium Look trim (only in conjunction with PCM)	○	○	XPV	113
• Door trim package with Aluminium Look finish	○	○	XTW	113
• Gear/handbrake levers in aluminium**	○	○	ECA	
• Rear centre console with Aluminium Look finish	○	○	XCK	113
• Sports seat backrests with Aluminium Look finish	○	○	XCG	
• Outer door-sill guards in stainless steel*	○	○	X70	

* Introduction planned for 08/2006 (Cayman only).
 ** Introduction planned for 10/2006.



Passive (keyless) handset

Audio and communication.

Option	Cayman	Cayman S	I no.	Page
• PCM with satellite navigation	○	○	P16	86
• PCM with extended navigation module	○	○	P23	87
• Telephone module for PCM	○	○	666	87
• Passive handset for telephone module	○	○	668	87, 114
• Electronic logbook for PCM	○	○	641	87
• Telephone preparation (not in conjunction with PCM)	○	○	618	83

The vehicles illustrated in the chapter 'Personalisation' may feature additional options which are not listed here. To find out more, please consult your Porsche Centre. For more information on the options featured in this catalogue, please refer to the Cayman price list.
 – not available ○ extra-cost option ● standard equipment W no-cost option



CD autochanger

Audio and communication.

Option	Cayman	Cayman S	I no.	Page
• Sound Package Plus, with CD storage	○	○	490	83
• BOSE® Surround Sound System, with CD storage	○	○	680	84
• CDC-4 six-disc CD autochanger*	○	○	692	87, 115
• External antenna	W	W	461	

* May be incompatible with some copy-protected audio CDs.

Factory collection

From our hands to yours.

Where better to experience the first moments with your Porsche than at the home of Porsche engineering.

Almost 60 years ago, our first large-scale production models were crafted by hand in a modest red-brick building, here in Zuffenhausen. From those humble beginnings, the factory has evolved into one of the most advanced production facilities in the world. Today, it's home to a new generation of legends: the 911, the Boxster, the Cayman, and, of course, your Porsche.

Our factory collection programme offers a unique insight into the origins and making of your Porsche. Like your car, a visit to Zuffenhausen is an absorbing blend of past and future, history and innovation, heritage and creativity. To take advantage of this exclusive opportunity, please inform your Porsche Centre when you place your specification. A collection date can then be arranged when final information regarding the build of your car has been confirmed. Your Porsche can be collected on any working day* (Monday to Friday) at a time that suits your requirements.

The easiest way to travel from outside Germany is to fly to Stuttgart or Frankfurt and then continue by train, taxi or hire car.

Please note that there are a number of formalities that must be completed when you take delivery of your car. For full details, please consult your Porsche Centre, who will also be happy to assist when it comes to planning your trip.

* Please note that collection is not possible during the factory shutdown periods.

Make the most of your journey. And discover more about your Porsche.

Your visit to Zuffenhausen is a unique opportunity to learn more about the origins of your Porsche.

Our factory tour offers a detailed insight into the latest production processes. These range from engine assembly and the preparation of upholstery, to the 'marriage' of powertrain and body.

The factory tour is one of our oldest traditions, and is usually conducted by a retired member of staff. Each of our guides is a genuine Porsche enthusiast with a genuine passion for the marque. On average, the tour takes around

one-and-a-half hours to complete, and follows every stage in the building of a Porsche.

Next, you can visit the Porsche Museum, where you'll find a fascinating cross-section of legendary Porsche models from every era of our history.

If there's time, you can enjoy some refreshments in the customer lounge or browse in the Porsche Design Driver's Selection shop.

You can also look forward to a three-course lunch at our exclusive guest restaurant.

The highlight of your visit will undoubtedly be the moment

when you finally take delivery of your Porsche. The keys will be presented by a member of the Factory Collection Team who will explain everything you need to know about the car.

You can now take your place behind the wheel, and experience what it means to own your own Porsche. For the perfect introduction to the pleasure of Porsche ownership*, you may wish to combine your visit with one of the exclusive offerings from the Porsche Travel Club. Each one offers a fascinating blend of culture, adventure and first-class hospitality.

* Depending on insurance regulations for your market.



Porsche Museum



Porsche factory in Zuffenhausen



Porsche Design Driver's Selection shop



Porsche Centres

Your Porsche Centre can assist you with every aspect of acquiring and owning your Porsche. You will also find a wide range of products and services, including genuine Porsche parts and accessories.

Porsche Assistance

Our Europe-wide breakdown and accident recovery service has a wide range of benefits for Porsche owners. Membership is free when you buy a new Porsche.

Porsche Financial Services

Our innovative suite of financial services is specially tailored to the needs of Porsche owners. Products range from attractive finance and leasing options to vehicle insurance and the Porsche Card.

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Realise your vision of the perfect Porsche with our factory customisation programme. Options range from styling enhancements to technical upgrades. All modifications are specially handcrafted for your Porsche.

Porsche Tequipment

Personalise your Porsche at any time with the Tequipment range of approved accessories. Designed exclusively for your car, every product is compatible with your vehicle warranty.

Porsche Design Driver's Selection

With products ranging from fashion and accessories to tailored luggage, this unique collection combines quality and style with exceptional practicality.

Service

Porsche Used Car Programme

The simple way to find the perfect pre-owned Porsche, anywhere in the world. Every car is rigorously tested and comes with a comprehensive vehicle warranty.

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Specialist provider of genuine Porsche parts and technical documentation as well as servicing, repair and restoration for all types of classic Porsche. Find out more at www.porsche.com.

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Summary

- Design
- Power
- Dynamism
- Performance
- Commitment

Of course we could have made things easier for ourselves. Cut a few corners. Turned a blind eye. Swept things under the carpet. But there is something inside us which instinctively rebels against any form of compromise. It is an attitude of resolve found in every

aspect of the new Cayman and Cayman S. Their design, performance, handling and practicality are a pure expression of all the values that make a car a Porsche. More than that, they take those values to a new and harmonious conclusion.

Free from convention, conformity and compromise, free from the dictates of fashion. That was our aim, right from the start. The result? Instantly Porsche.

Technical data

	Cayman	Cayman S
Engine		
Type	Boxer	Boxer
Installation	Mid-mounted	Mid-mounted
Cylinders	6	6
Displacement	2,687 cm ³	3,387 cm ³
Max. power (DIN)	180 kW (245 bhp)	217 kW (295 bhp)
at rpm	6,500	6,250
Max. torque	273 Nm	340 Nm
at rpm	4,600–6,000	4,400–6,000
Compression ratio	11.3:1	11.1:1
Transmission		
Layout	Rear-wheel drive	Rear-wheel drive
Manual gearbox	5-speed	6-speed
Tiptronic S (optional)	5-speed	5-speed
Chassis		
Front axle	McPherson-strut suspension	McPherson-strut suspension
Rear axle	McPherson-strut suspension	McPherson-strut suspension
Steering	Variable steering ratio, power-assisted (hydraulic)	Variable steering ratio, power-assisted (hydraulic)
Turning circle	11.1 m	11.1 m
Brakes	4-piston monobloc aluminium fixed calipers front and rear, discs internally vented and cross-drilled	4-piston monobloc aluminium fixed calipers front and rear, discs internally vented and cross-drilled
Vehicle stability system	PSM (with ABS 8.0)	PSM (with ABS 8.0)
Wheels	Front: 6.5J x 17 Rear: 8J x 17	Front: 8J x 18 Rear: 9J x 18
Tyres	Front: 205/55 ZR 17 Rear: 235/50 ZR 17	Front: 235/40 ZR 18 Rear: 265/40 ZR 18

	Cayman	Cayman S
Weights	Manual gearbox/Tiptronic S	Manual gearbox/Tiptronic S
Unladen weight (DIN)	1,300 kg/1,360 kg	1,350 kg/1,390 kg
Unladen weight (EC)*	1,375 kg/1,435 kg	1,425 kg/1,465 kg
Permissible gross weight	1,620 kg/1,665 kg	1,630 kg/1,670 kg
Performance	Manual gearbox/Tiptronic S	Manual gearbox/Tiptronic S
Top speed	258 km/h (160 mph)/ 253 km/h (157 mph)	275 km/h (171 mph)/ 267 km/h (166 mph)
0–100 km/h (0–62 mph)	6.1 secs/7.0 secs	5.4 secs/6.1 secs
Flexibility 80–120 km/h (50–75 mph)	6.9 secs/7.2 secs (in 4th gear)	6.6 secs/6.3 secs (in 5th/4th gear)
Flexibility 100–200 km/h (62–124 mph)	21.5 secs/22.1 secs (in 4th gear)	18.0 secs/17.8 secs (in 5th/4th gear)
Fuel consumption/emissions	Manual gearbox/Tiptronic S	Manual gearbox/Tiptronic S
In accordance with 80/1268/EC as valid at time of going to press		
Urban in l/100 km (mpg)	13.8 (20.5)/14.9 (19.0)	15.3 (18.5)/16.3 (17.3)
Extra urban in l/100 km (mpg)	6.8 (41.5)/7.7 (36.7)	7.8 (36.2)/7.9 (35.8)
Combined in l/100 km (mpg)	9.3 (30.4)/10.1 (28.0)	10.6 (26.6)/11.0 (25.7)
CO₂ emissions (g/km)	222/242	254/262
Dimensions/aerodynamics		
Length	4,341 mm	4,341 mm
Width	1,801 mm	1,801 mm
Height	1,305 mm	1,305 mm
Wheelbase	2,415 mm	2,415 mm
Luggage compartment volume front/rear	150 litres/260 litres	150 litres/260 litres
Tank capacity (refill volume)	64 litres	64 litres
Drag coefficient	0.29/0.29	0.29/0.30
* The unladen weight (EC) complies with the relevant EC Directives and is valid for standard specification vehicles only. Some optional equipment can increase this weight. The figure specified above includes 68 kg representing the driver and 7 kg for luggage.		

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