



PORSCHE



The new Cayman S

Instantly Porsche



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The Cayman S

- n Two-seater sports coupé
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- n Rear-wheel drive
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The new Cayman S. Defying convention, it successfully resolves so many apparent contradictions. It is striking, uncompromising, dynamic and agile, yet practical in everyday use. It is a car which

epitomises the sportscar experience like virtually no other vehicle on the road. Versatile, resolute, immediately engaging. Instantly Porsche.

**Instinct is all about being in the moment.
For us, it's also a tradition.**

The new Cayman S.

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

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

In the Cayman S, the resulting experience is pure, direct and involving. It also exudes a familiar Porsche character more than five decades in the making.

The key to the car, 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. This closed-top version of the 550 Spyder was specially developed for the 24 Hours of Le Mans.

With its mid-engined layout and low centre of gravity, the 550 coupé was extremely agile and responsive. The coupé body brought additional top speed thanks to its streamlined aerodynamics.

In the Cayman S, we've combined the same basic concept with our subsequent experience in road and race engineering. Like the 550, it is a track-ready, two-seater sports coupé with a free-revving,

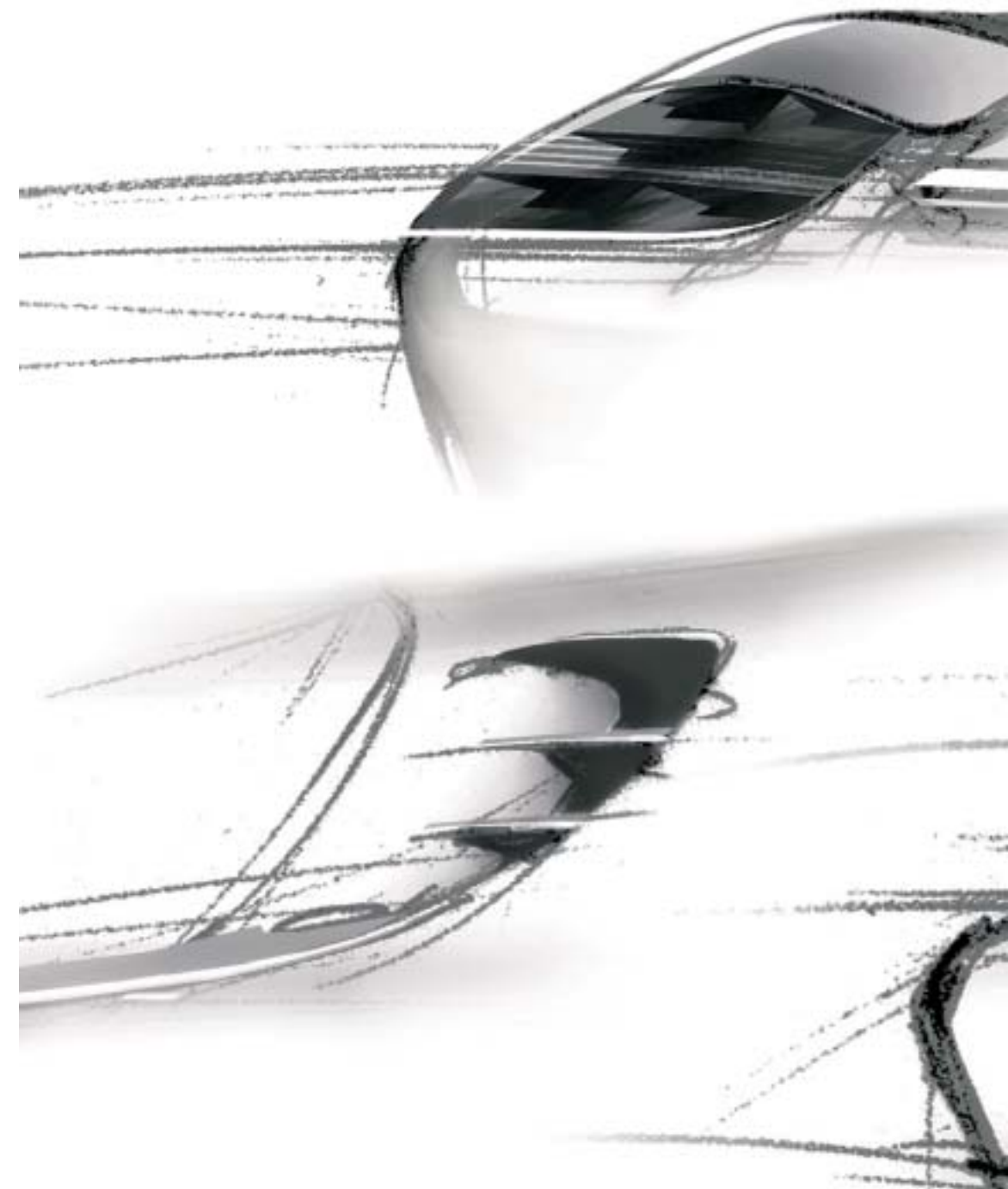
high-torque, mid-mounted engine and low-lying centre of gravity.

Its elegant and purposeful exterior design offers more than just visual appeal. The coupé body is aerodynamically refined, offering a drag coefficient of just 0.29. The monocoque shell has additional benefits in terms of torsional and flexural strength. This in turn helps to optimise agility and all-round driving dynamics.

Another advantage of the lightly domed roofline is the pronounced sensation of interior space. Beneath the generous glass rear lid is a roomy, two-section luggage compartment.

This reconciliation of practicality and performance is proof that the concept is right. Meticulously applied in the Cayman S, you'll instinctively know it is too.

The new Cayman S | The Cayman S







Perfectly adapted to the driving environment.

The exterior design of the new Cayman S.

A single glance is all it takes to recognise a Porsche. Look a little closer at the Cayman S, and you'll find a character that is all its own. Sinuous, muscular, from front to rear, it is poised and ready to perform.

Its energy and potential are immediately expressed in the dynamic interplay of concave and convex surfaces.

This powerful capability is also conveyed by the dominant front air intakes. Fog-lights and side lights are neatly positioned in the outermost intake openings.

The circular light units are elegantly located by means of horizontal aerofoil elements. The titanium-coloured splitters at the base of the front apron help to minimise front-end lift.

The curvature of the headlights, wings and front lid lends a definite sense of purpose to the

front of the car. The urgency of the design is particularly enhanced by the forceful lines of the front lid and apron moulding.

Move around to the side, and follow the design as it extends across the rest of the car. The arcing lines of the front and rear wings create a narrow mid-section in conjunction with the doors. The coupé roofline is lightly domed as it arcs its way from the windscreen pillars to merge with the powerful rear

section. The contoured side skirts trace the airflow as it streams into the side intake opening. Each of the twin intakes consists of three vertically divided sections which help to optimise airflow to the engine.

Another typical coupé feature is the absence of a conventional B pillar. To the rear of the 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. While one line meets with the rear screen surround, the other continues its rearward path as far as the taillight module.

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

Another prominent tail-end feature is the large rear hatch and screen. This 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 design. 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), where it generates additional rear-end downforce.

The downward sweep from the spoiler area is neatly punctuated by a horizontal crease that runs beneath the number plate recess. Immediately below is a dual-tube tailpipe, elegantly flanked by another pair of matching aerofoil

elements. These are located in twin arched openings, which provide a partial view of the engine exhaust system and an easy escape route for excess heat.

All that remains is one more detail. Or four, to be precise. The Cayman S is equipped as standard with specially developed lightweight alloy wheels featuring an 18-inch five-spoke design. Derived from the wheel on the Carrera GT, the outer surface runs flush with the exterior skin. For a more personal touch, you can choose from a range of optional 19-inch alternatives.

Even the exterior of the Cayman S reflects its ability to reconcile extremes. On the one hand muscular and powerfully poised, its elegance is apparent in every line and form. The result is a car that is perfectly adapted for every road environment. From urban driving to racetrack use, it remains instantly Porsche.





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

The new Cayman S in overview.

It's one thing having a good idea. Applying it is another entirely. To do so requires tenacity, diligence and consistency. As demonstrated in the Cayman S. The mid-engined layout creates the ideal balance between the front and rear of the car. The six-cylinder boxer engine develops 217 kW (295 bhp) as well as 340 Nm of torque. All of this performance is delivered with ease from a 3.4-litre displacement. VarioCam Plus (see page

33) helps to maximise torque at low engine speeds and increase top-end power. The engine responds with immediacy and precision to even the lightest throttle input. The benchmark sprint to 100 km/h (62 mph) is accomplished in 5.4 seconds. Acceleration continues to a maximum speed of 275 km/h (171 mph).

Power and torque are directly conveyed through a short-throw

six-speed manual gearbox. If you prefer, the car is also available with the option of Tiptronic S. This versatile transmission system offers fully automatic driving with the option of manual gearshifts. These are performed via steering wheel controls, with virtually no interruption in drive.

The Cayman S chassis is primarily designed for agile handling ability. The front and rear axles feature

McPherson-strut suspension with a generous 'track' between each pair of wheels. A key ingredient in the chassis performance is the standard suspension setup. Aided by the rigid bodyshell, it is nimble and responsive yet balanced with appropriate levels of comfort. Keeping it all in line is a rack-and-pinion steering system with variable steering ratio. The result: a rewarding sense of involvement with the car and almost surgical precision on turn-in. Matching it all in terms of agility and safety is the standard Porsche Stability Management (PSM – see page 56).

Another option available on the Cayman S is Porsche Active Suspension Management (PASM – see page 46). This 10-mm lowered variable suspension system offers active control of all four dampers based on changing road conditions and driving style. PASM has two basic modes – 'Normal' and 'Sport' – which are available for selection at all times.

For even greater driving pleasure, the car can be equipped with the optional Sport Chrono Package (see page 48). When 'Sport' mode is selected, the engine and chassis are seamlessly adapted to

create a more direct and responsive drive. The PSM trigger threshold is raised higher still, while the optional PASM is switched to the firmer 'Sport' setup. The optional Tiptronic S provides faster gearshifts at higher engine speeds. Monitoring the results is a digital and analogue timer system conveniently located on the dashboard. On vehicles equipped with optional Porsche Communication Management (PCM – see page 78), the system can be upgraded to the Sport Chrono Package Plus. Additional features include a performance display in PCM and a personal memory function.



The braking system on the Cayman S features large, cross-drilled and vented discs with red-painted four-piston monobloc calipers in robust aluminium.

A special upgrade option is also available enabling even greater brake performance. The Porsche Ceramic Composite Brake (PCCB – see page 54) combines lightweight construction, rapid response and exceptional fade resistance.

Occupant protection is also assured thanks to a standard combination of full-size front airbags and Porsche Side Impact Protection (POSIP – see page 58). The POSIP package includes separate head and thorax airbags as well as side-impact protection beams.

The interior of the car is an elegant arrangement of smooth and clearly defined surfaces. Highlights are provided in the form of Aluminium Look paint-finish trim. Leather can be found on a range

of features, including the steering wheel, gear lever and handbrake lever, as well as the door storage and centre console lids. On entering the car, the eye is attracted to the Cayman S logo on the outer door-sill guard. Visible through the steering wheel is the cluster of three round instruments with central rev counter and aluminium instrument dials. The instrument shroud is unique to the car and combines the instruments as a single unit.



The standard seats offer excellent levels of comfort and lateral support. You can also choose from a range of seat options, including pneumatically adjustable adaptive sports seats (see pages 66/67).

Surrounding the seats is a wealth of storage options in the doors, centre console and next to the engine cover. The front luggage compartment offers 150 litres of loadspace. The rear

compartment which comprises a main luggage area and engine-cover shelf, provides an additional 260 litres. Combined, that's a total of 410 litres.

Equally voluminous is the quality of sound from the standard CDR-24 audio system. Optional alternatives include PCM with integral CD player, DVD navigation and optional tri-band telephone module. For even greater sound enjoyment, there's the optional

Sound Package Plus or BOSE® Surround Sound System (see page 76). This latter package offers concert-hall quality through a total of 10 loudspeakers.

Finally, of course, as on every Porsche, there's the all-round economy of the car. The service intervals, for example, are surprisingly long and just one of the factors in what is a remarkably low cost of ownership.



Engine and transmission

- n 3.4 litres
- n 6-cylinder 'boxer' layout
- n Mid-mounted installation
- n VarioCam Plus
- n 217 kW/295 bhp
- n 340 Nm at 4,400–6,000 rpm

The heart and soul of any sports-car is, above all, the engine. In the Cayman S, 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 the car – can only be measured by the driver. With the engine revving directly behind, 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.

The heart can be measured in beats per minute. We prefer rpm.

The new Cayman S engine.

Six-cylinder boxer engine.

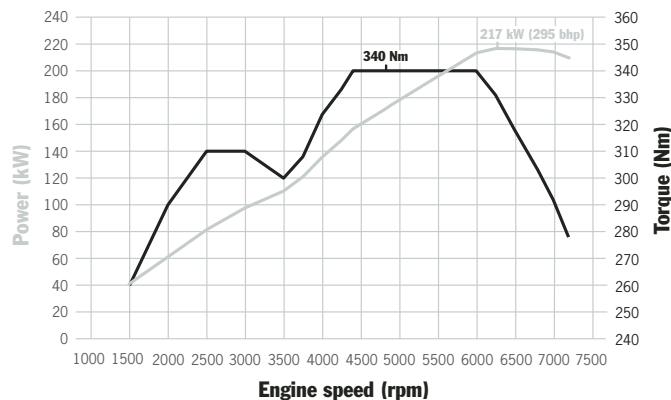
The Cayman S is powered by a specially developed mid-mounted engine featuring VarioCam Plus technology. Ideally positioned at the heart of the car, the 3.4-litre flat-six unit develops 217 kW (295 bhp). The horizontal cylinder layout creates a low centre of gravity which enhances handling and agility. Key characteristics include potent delivery, free-revving

response, excellent cylinder charging, smooth running and exceptional outright performance. This optimum combination of output and layout is key to the power and agility of the car.

Maximum torque of 340 Nm is available between 4,400 and 6,000 rpm. This broad band of torque is in part a result of the resonance induction manifold with twin-flow intake pipe. Also involved

is VarioCam Plus (see page 33), a variable valve control technology which generates additional torque at lower engine speeds. Enabling more than 260 Nm at 1,500 rpm, it also improves top-end power. Other benefits include better fuel economy and lower exhaust emissions.

The crankshaft bearing bridge is a composite structure made from aluminium with cast-iron inserts. This design reduces heat-related changes in bearing play, and therefore engine noise.



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



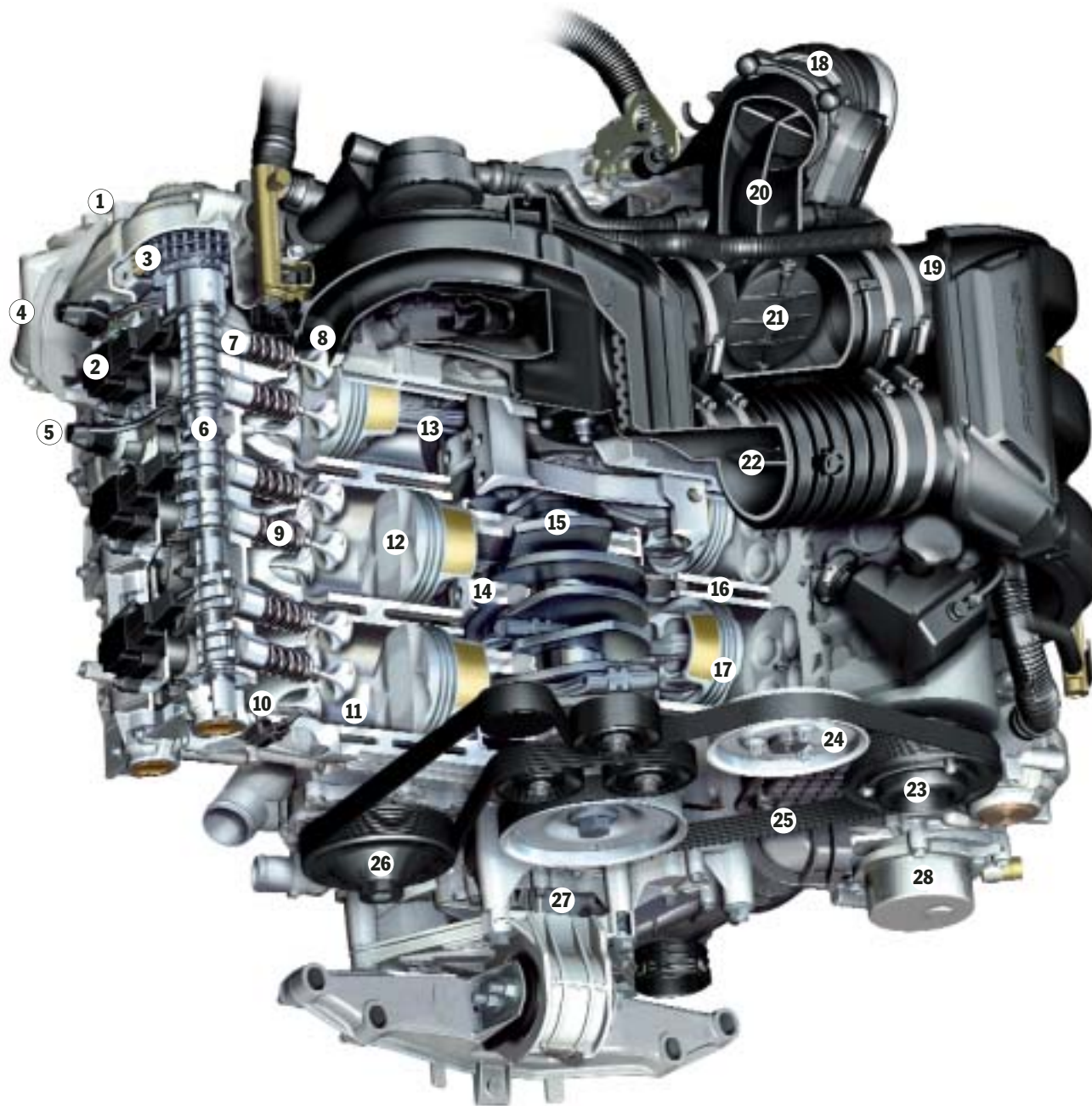
3.4-litre six-cylinder boxer engine

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

Open-deck engine block.

The two-piece block is die cast in aluminium with integrated oil and water channels. This simple design maintains the integrity of the engine, since there is no

need for subsequent drilling. There is also no need for external hoses, which are a common source of failure.



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



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.

The Cayman S has 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.

The flat-six engine has a cross-flow cooling system with all coolant channels cast in the engine 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, the valves are much less susceptible to wear. Key benefits include greater 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 changes (e.g., when lifting off the throttle before braking). Electronic engine management provides smoother delivery from a standing start as well as a less intrusive 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, stereo Lambda sensors, variable valve timing (VarioCam Plus) and cylinder-specific knock control.

Input data

- Engine speed (from crankshaft)
- Camshaft phase angles (inlet sides)
- Engine load
- Throttle-pedal position
- Lambda signal
- Knock sensor signal
- Temperatures
 - Coolant
 - Intake air
 - Engine oil
 - Air in engine compartment
- Vehicle speed
- Air-conditioning settings
- Engine immobiliser status
- Ambient pressure
- 'Sport' button

Engine management system
(Motronic ME7.8)

Used to regulate/control

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

Moment interface to Porsche Stability Management (PSM)

CAN interface to instrument cluster, transmission control unit, stability control system, etc.

Two-stage resonance intake manifold.

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

ditional '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 overall, and greater top-end power. Another benefit is the additional layer which it adds to the engine sound.

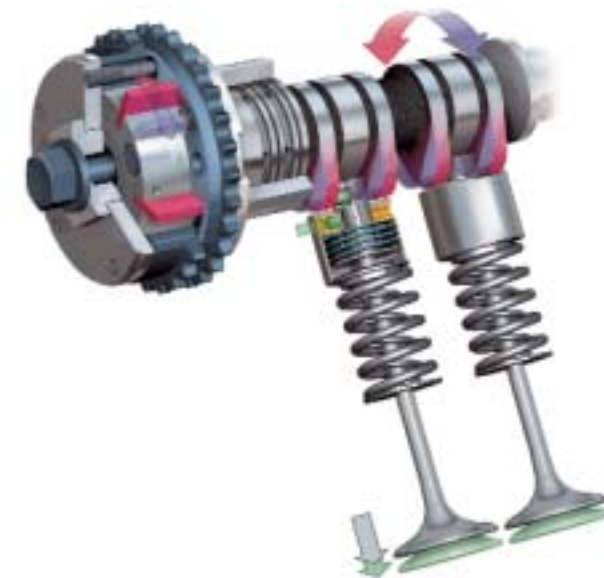


VarioCam Plus.

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 controlled by the engine management system, which ensures rapid acceleration and smoother running.

The two-stage valve lift mechanism on the inlet side includes 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 at the request of the engine management system. When the tappets are locked, the outermost ring – which is driven by two large-profile cams – is in direct contact with the valve. When the pin is removed,



VarioCam Plus

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 valve timing. 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 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 vehicle 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 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 in all engine states, including heavy loads at low rpm.



Exhaust system

Exhaust system.

The Cayman S has a specially designed engine exhaust system. Gas is fed from each bank of cylinders through twin cross-linked silencer units and exits the car through a central tailpipe.

A series of four Lambda probes – one before and one after each of the two pre-catalytic converters – provide separate monitoring of the gas composition and catalyst performance for each side of the engine. Since a twin-tract layout allows greater

throughput than a conventional exhaust, the system has a positive effect on both power and torque. It also generates a distinctive sound – on starting, at idle and across the entire engine speed range.

Maintenance.

Regular servicing is extremely important on any precision machine. In the case of a Porsche, it is equally important to keep the car on the road. With this in mind, we have sought to minimise servicing requirements on the Cayman S and maximise the service intervals.

The generator, power-steering pump and air-conditioning compressor are all driven by a single, self-adjusting belt.

The drive chains for the cam and auxiliary shafts are designed to be maintenance-free for the life of the car. The ignition system does not require servicing either, with the sole exception of the spark plugs (54,000 miles). The engine oil interval is a remarkable 18,000 miles. Hydraulic tappets provide automatic clearance adjustment on each of the 24 valves.

In short, when we design a car for the road, we mean that in every respect.



Dual-tube tailpipe



Engine and gearbox mounts.

The Cayman S uses 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 type, 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 induction manifold | 10. Silencer |
| 2. Brake booster | 7. Coolant expansion tank | 11. Connecting tube |
| 3. Gearshift/gear selector lug | 8. Electronically controlled throttle valve | 12. Oil filler neck |
| 4. PASM damper | 9. Connecting duct | 13. Air filter intake duct |
| 5. Six-speed manual gearbox/five-speed Tiptronic S | | |

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

Transmission.

Manual gearbox with dual-mass flywheel.

The Cayman S is specifically designed for a more direct driving experience. A crucial element within that concept is the standard manual gearbox. This six-

speed unit features a sort-throw action and a balanced spread of ratios that are specially adapted to the character of the 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 to insulate the lever against vibration from the gearbox.



Tiptronic S.

The Cayman S is also available with the option of five-speed Tiptronic S. This versatile system combines 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 when performing an overtaking manoeuvre. If there is no manual input for a period of eight seconds, the system will revert to automatic mode. The



Tiptronic S gear selector



Tiptronic S control on steering wheel

drive position and gear selection are displayed at all times on a dedicated cockpit display.

In automatic mode, Tiptronic S can choose from a range of shift points for every 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 driving style and road conditions. 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 enables exceptional agility from the car.

Other useful functions include a warm-up programme, automatic selection of the 'Sport' gearshift pattern via 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 athletic. If you happen to be driving in manual mode, automatic upshifts are prevented.



Chassis

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

A car with the potential of the 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 is inspirational and rewarding. That too is instantly Porsche.



Front axle with McPherson struts and lateral control arms



Rear axle with McPherson struts and lateral control arms

Creating the optimum connection. In both directions.

The new Cayman S chassis.

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 an appropriate chassis concept.

On the Cayman S, that chassis is based on McPherson-strut

suspension front and rear. A proven Porsche road and race technology, the effective 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 apply 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 across each axle. The springs, shock absorbers and anti-roll bars are rated for high-speed cornering. The use of lightweight construction techniques and materials helps to minimise sprung and

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

The resulting chassis is equally capable during high-speed manoeuvres and in tight, twisting bends. There is no unwanted movement from 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 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 race-track use.

Steering.

What is the use of perfect suspension without the steering to match?

At Porsche, we design these two key elements as a single inseparable whole. The result: a steering system with an immediacy and precision that exactly comple-

ments 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 steering ratio. 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 combines with excellent road contact and a modest turning circle of just 11.1 metres. The result: even greater comfort and active safety.

The three-spoke steering wheel included as standard on the car offers generous adjustment for height and reach. The steering wheel rim has a genuine leather finish in your chosen interior colour. Two additional three-spoke wheels – multifunction and sports – are available as optional equipment (see pages 99 and 101).

Wheels.

The Cayman S is equipped as standard with specially designed 18-inch wheels. Clearly derived from the Carrera GT, the attractive five-spoke styling has been carefully adapted to match the characteristics of the car. The wheels run flush with the exterior shell and feature ultra-lightweight



18-inch Cayman S wheel

construction. Anti-theft wheel bolts are included as standard. A range of alternative 18 and 19-inch wheels are available as optional equipment (see page 97).

Tyre Pressure Monitoring (TPM).

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



Porsche Active Suspension Management (PASM).

PASM is an electronic damping control system. Optional on the Cayman S, it offers continuous adjustment of the damping force at all four corners of the car. The damping rates are adjusted throughout each journey 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.

During each journey, the driver can choose one of two setup modes: 'Normal' and 'Sport'. While the former balances performance with comfort, the 'Sport' setup

ratings are generally much firmer, enabling greater agility on the racetrack. In either mode, the system responds to changing road conditions and driving style by 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 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 rating. The system remains active in 'Normal' mode, too, automatically switching to a harder rating if the car is driven more assertively. As the dampers become stiffer, the car becomes more stable and driver control is improved.



Left: Rebound in 'Normal' mode – bypass valve open
 Right: Rebound in 'Sport' mode – bypass valve closed



Left: Compression in 'Normal' mode – bypass valve open
 Right: Compression in 'Sport' mode – bypass valve closed



Sport Chrono Package.

The Cayman S, like every Porsche, has plenty 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 – and therefore driving pleasure. When you activate these functions 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.

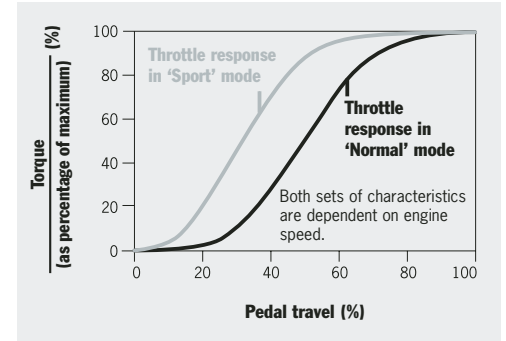
Other engine variables are also adapted to create a more aggressive power resource. While this is happening, the optional PASM is also switching to 'Sport' mode. The baseline damper rating is now considerably firmer, enabling faster turn-in as well as better road-holding and traction.

On vehicles equipped with optional Tiptronic S, the automatic gearshift is noticeably more dynamic. Upshifts and downshifts are performed at higher revs with a shorter interruption between gears. 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 56), its trigger



'Sport' button on centre console



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



Sport Chrono timer

threshold is raised. The result is 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 of situations, for example 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 78). Offering all the same functions as the Sport Chrono Package, it provides a range of additional information and features.

Lap or journey times can be viewed, stored and analysed using the 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 can be 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 functionality.



Safety and security

- n 4-piston monobloc brake calipers
- n Porsche Stability Management (PSM)
- n Two full-size front airbags
- n Porsche Side Impact Protection (POSIP)
- n Porsche Ceramic Composite Brake (PCCB – optional)
- n 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 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 regards, instantly Porsche.

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

Safety in the new 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 S, they offer generous reserves of safety, even at race-track speeds. Equally important is the car's power and torque. Bringing it all swiftly and securely to a halt is a remarkably powerful, standard braking system.

A choice of wheel and tyre combinations connect the car safely to the road. Downforce is provided by a bi-plane rear spoiler and aerodynamically refined front end. Another important standard safety feature is Porsche Stability Management (PSM – see page 56).



Night-time driving is equally assured thanks to a highly effective front and rear lighting concept. The low-mounted front fog-lights offer exceptional illumination, precisely where you need it most. The 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 S bring an additional dimension to the car's distinctive 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, improved lateral illumination 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 movement under braking and acceleration. As well as ensuring a more consistent headlight beam, this automatic function prevents dazzling of oncoming traffic.



Night design (front)



Night design (rear)



Bi-Xenon headlight

Braking system.

The Cayman S reaches 100 km/h (62 mph) in as little as 5.4 seconds. Even more impressive is the remarkable capability of the standard braking system. Several times more powerful than the flat-six engine, it is crucial to the car's overall performance.

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



As well as enhancing performance and fuel economy, this represents an enormous reduction in both the unsprung and rotating masses. This, of course, produces major benefits in terms of performance, comfort, handling and agility. It also improves the car's road-holding characteristics under cornering, accelerating and braking. To find out more, ask your Porsche Centre for the latest PCCB brochure.



Standard brake unit

Cooling is performed by a special ventilation system which channels air from the intakes at the front to every part of each assembly. This arrangement ensures consistently high levels of performance and durability, particularly during heavy track use.

The internally vented and cross-drilled discs measure 318 mm diameter at the front and 299 mm at the rear. The cross-drilled pattern improves response times in the wet while reducing unsprung weight.

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 sintered in a high-vacuum process at 1,700 °C. The result is a moulding that is not only much lighter than cast iron, but also harder and more resistant to high temperatures.

Each of the four discs has a sophisticated system of internal vents designed to maximise cooling under heavy brake usage. The number of cooling channels is considerably larger than that on a conventional disc. The vent geometry accelerates airflow, thus maximising cooling efficiency. With more cooling channels, there are more internal walls, which create greater structural stability.

The discs are combined with a special brake-pad compound offering rapid deceleration and consistent friction properties. The pads are mounted in six-piston

monobloc aluminium calipers at the front and four-piston units at the rear. The overall response is fast and precise, with only moderate pedal force required.

Even at high temperatures, the thermal resistance of the ceramic disc ensures excellent dimensional stability. The ceramic material is totally resistant to any form of corrosion and offers excellent acoustic damping properties.

The decisive advantage of PCCB is its total weight saving compared with equivalent metal discs of approximately 50%.



Porsche Ceramic Composite Brake (PCCB)



Porsche Stability Management (PSM).

This automatic vehicle stability control system is standard equipment on the Cayman S. 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. Although 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 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 options.

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 becomes active when only one of the front wheels requires ABS assistance.

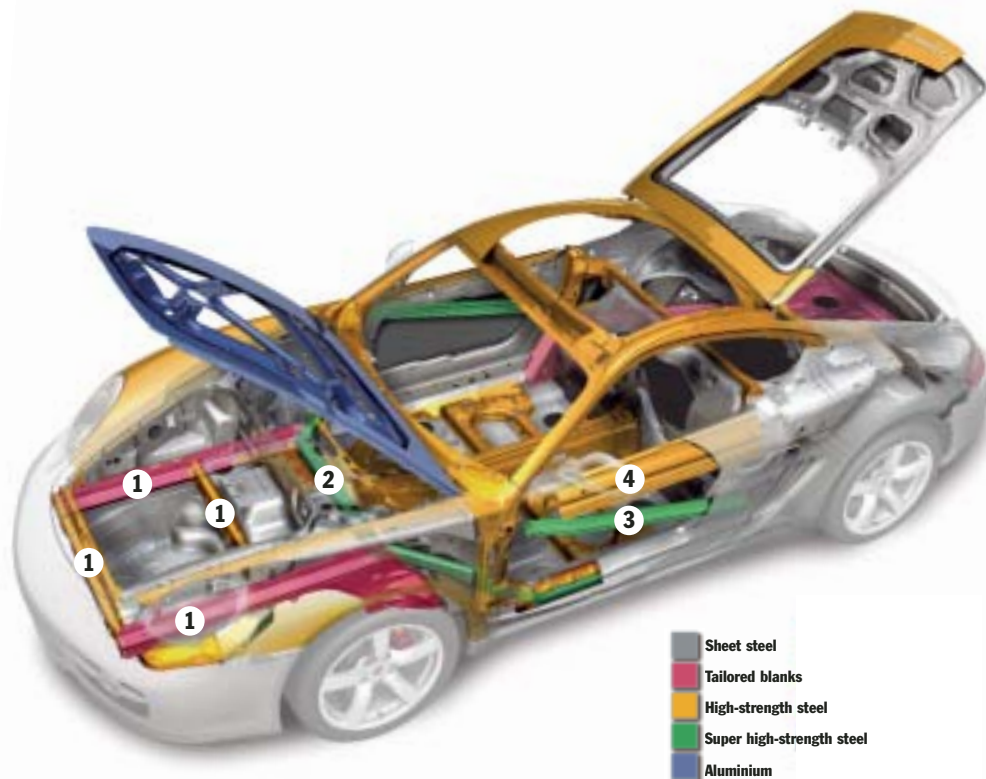
Passive safety.

The Cayman S easily complies with all statutory requirements in respect of frontal, side, diagonal, rear impact and roll-over protection.

The bodyshell 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).

The Cayman S is 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 powered by a hybrid gas generant: a thorax airbag located in the side of the seat backrest, and a head airbag which 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. Also included in the POSIP package are side-impact protection beams in each of the doors.

Other standard safety features include integral head restraints, 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.



Porsche Side Impact Protection (POSIP)

Anti-theft protection.

The Cayman S is safely secured by an engine immobiliser with in-key transponder and a comprehensive alarm system with contact-sensitive exterior protection.

The alarm is activated and deactivated by means of the standard key remote which is used to lock and unlock the doors. Radar-based interior surveillance is also available as an option.

Vehicle tracking system.

An optional preparation is available for the Cayman S enabling future installation of a vehicle tracking system obtainable from Porsche Tequipment. The tracking system enables remote location of a stolen vehicle across all of the European Union as well as Norway and Switzerland. To use this system, your car must also be fitted with a higher-capacity battery.

Child seats.

The passenger's seat is specially designed to carry an ISOFIX-compatible child seat. The necessary preparation – including airbag deactivation – is available from Porsche Tequipment. Also included in the Tequipment programme is a comprehensive range of child seats.



Comfort

- n **410 litres of loadspace**
- n **Air conditioning**
- n **CDR-24 audio system**
- n **Porsche Communication Management (PCM – optional)**
- n **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 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 S 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 S.

The Cayman S is an uncompromising sportscar. And uncompromisingly enjoyable in everyday use.

The low-level seats, sweeping domed roof and expansive glass surfaces create a unique sensation of transparency and space. All seat

options provide exemplary comfort and lateral support. The choice of materials and clarity of design are central to the ambience of the car.

The load-carrying capability has been carefully designed for optimum practicality. The generous front compartment is balanced at the rear by a large, two-part storage area beneath the hinged rear lid. A stainless steel 'bridge' marks the edge of the luggage area and complements the rest of the interior design.

In terms of ergonomics, the Cayman S is precisely as you would expect a Porsche to be. 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 that potential, there's a range of high-quality options, including the BOSE® Surround Sound System (see page 76).





Cockpit area featuring various options, including leather interior package, PCM automatic air conditioning and PASM

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. The dials themselves have an aluminium-

coloured finish and feature a crisp white backlight illumination. An integral light sensor automatically adjusts the degree of illumination to match the ambient light conditions. Together, 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 on-board computer, e.g., average fuel consumption, average speed, range till empty and audio information.

The uniquely designed shroud with semi-transparent grille provides a

permanent reminder that your car is a Cayman S.

Steering wheel.

The Cayman S has 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.

As an optional alternative, you can choose a three-spoke sports or three-spoke multifunction wheel. The latter of the two features 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 101-105.

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 sense 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 with 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 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 fog-lights and tail-lights are automatically illuminated when the car is locked or unlocked using the standard 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 integrated into the cockpit and offers remote-control opening for up to three garage doors. It can also be used with compatible home lighting, gate and alarm systems.



Rear screen

Water-repellent side windows.

The side window glass on the Cayman S 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 adjustable front wipers are aerodynamically enhanced and park neatly out of sight when not in use. The right-hand blade has a bowed design enabling maximum wiper coverage. The windscreen washer system features two heated nozzles with integrated filter element. An optional rain sensor is also available in conjunction with the automatically dimming interior and exterior mirrors.

Rear screen.

The Cayman S has 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.

The optional rear wiper for the Cayman S has a streamlined ‘aero’ blade. 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.



ParkAssist sensors on rear bumper



Load-carrying capability.

The Cayman S is purposefully designed to make every journey a pleasure. Not only when enjoying the 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 a car ideally prepared for all types of leisure activities. From diving in the ocean to trekking in the hills, the Cayman S has 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 S is 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

DVD drive included with the 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 Interior-Design package on page 98).

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.

The Cayman S has a generous array of ergonomically positioned storage compartments. The lockable glove box has a roomy interior and comes with integral CD storage on vehicles fitted with

either of the optional sound systems. The main compartment on the centre console has a leather-upholstered lid. Matching lids can also be found on each of the door compartments.

On the engine bulkhead, between the two seats, 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 for the Cayman S is 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 audio system

A powerful soundtrack for an epic drive.

Porsche audio systems.

The interior acoustics in the 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 a larger number of speakers, the experience is that much 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.

The Cayman S is equipped with the CDR-24 CD radio as standard. Special features include a large user interface offering excellent clarity and ease of use.

The CD drive is designed to very exacting quality standards. 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. For easy access to your favourite programmes, there are 20 FM and 10 MW presets to choose from. Dynamic Autostore searches the airwaves throughout your journey to offer the nine strongest signals at any given time. Traffic bulletins can be automatically blended in 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 the Cayman S, 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 new Cayman S. Power is supplied by a 4 x 25-Watt unit in the PCM terminal and an external analogue system for the low and mid-range speakers (2 x 70 and 40 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 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 the Cayman S.

A total of 10 loudspeakers, including an active subwoofer with integral 100-Watt switching amp, deliver crystal-clear surround sound. The lifelike spatial quality is equally compelling 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 much clearer and more consistent sound, with no need for manual adjustment.

Active equalisation matches all sound output to the unique acoustics of the Cayman S. Covering the entire frequency spectrum, it provides lifelike audio for both driver and passenger.

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.

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 which is conveniently located in the glove compartment.



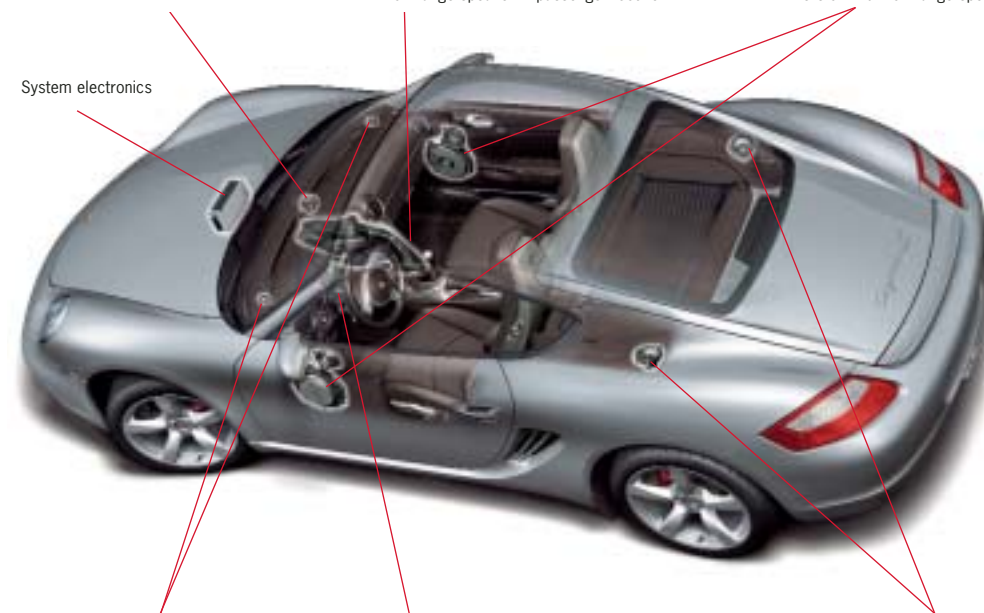
7.0-cm Neodym mid-range centerfill speaker



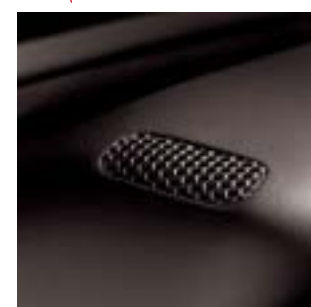
Active subwoofer with 10.2-cm x 15.3-cm low-range speaker in passenger footwell



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



2.5-cm Neodym high-range speaker



AudioPilot™ microphone on steering column



8.0-cm Neodym mid-range speaker



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. Telephone calls are easy to make using a 12-digit keypad. 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 48/49).

Navigation system.

Key features on the PCM navigation system include an intuitive menu structure and 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.

In combination with PCM, this optional expansion module enables automatic navigation along a previously recorded route (reverse route navigation) as well as compass and GPS-based navigation in regions not covered by your navigation DVD.

Electronic logbook.

This optional addition to PCM enables automatic logging on every journey of 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 audio CDs. Fully compatible with PCM, the compact unit installs neatly away in a niche in the front luggage compartment. The standard Cayman S comes ready prepared for future installation.





Environment

- n **Four catalytic converters with four Lambda sensors**
- n **EU4/LEV II**
- n **Long service intervals**
- n **Modest fuel consumption**
- n **85 % recyclable (approx.)**

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

the Cayman S, we have followed that path as on every Porsche before. So while its 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 S. Why accept anything less?

Our strategy when it comes to the environment: consistency.

What else would you have expected?

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 LEV II regulations in the United States, as well as excellent fuel economy.

Noise.

The new Cayman S complies with all current noise regulations without any form of engine encapsulation. To do that, we've eliminated noise at source in every area of the 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, switch-gear 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 consideration during the development process is intelligent weight reduction. This is achieved with the aid of 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 new thermal methods are introduced. To simplify recycling, all synthetic components are clearly labelled in accordance with the relevant standards.

The Cayman S is entirely free of CFCs and components manufactured using these chemicals.

Water-based paints are used throughout the car, thereby reducing the need for chemical solvents during the production process.

Maintenance.

Longer service intervals are not only more convenient for you, they are also easier on the environment. With the new Cayman S, we have developed a car with very modest servicing requirements: engine oil every 18,000

miles (or two years), spark plugs every 54,000 miles (or four years), oil filter every 18,000 miles, air filter every 36,000 miles, 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 S requires just three stops for servicing every 54,000 miles, or one service every two years.

* Not featured in markets with leaded fuel.



Personalisation

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

When we began designing the Cayman S, there was always 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 own personal style in every area of the car. Options range from colour

combinations and interior materials to a custom-engineered sound system. When you're finished designing the specification, your Cayman S will be uniquely yours.



Leather interior in Cocoa (special colour), various other personalisation options

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 Cayman S, you are almost there.

All it now requires 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 Cayman S price list.

The range of factory-fitted options presented here are just some of the possibilities when it comes to personalising your Porsche. For more ideas, 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 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 wish. The possibilities are virtually unlimited – all you have to do is provide a suitable colour sample.

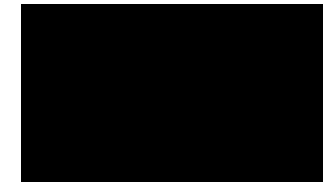
To see how the available colours would look on your car, visit www.porsche.com and use the online Porsche Car Configurator. Here you can build your own Cayman S with your own personal combination of colours and optional equipment.



Solid exterior colours.

Metallic exterior colours.

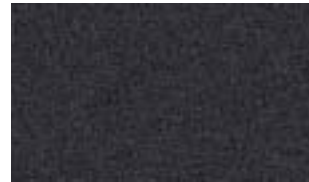
Special exterior colours.



Black



Basalt Black Metallic



Atlas Grey Metallic



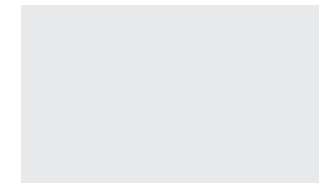
Slate Grey Metallic



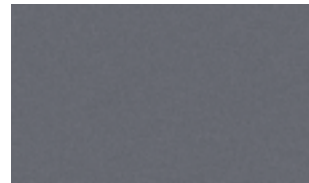
Dark Olive Metallic



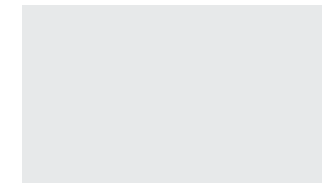
Guards Red



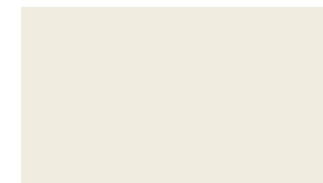
Arctic Silver Metallic



Seal Grey Metallic



GT Silver Metallic



Carrara White



Midnight Blue Metallic



Lapis Blue Metallic



Cobalt Blue Metallic



Speed Yellow



Carmon Red Metallic



Forest Green Metallic



Lagoon Green Metallic

Standard interior colours.

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

Carpet.

Rooflining.



Black



Black



Black



Stone Grey



Stone Grey



Volcano Grey



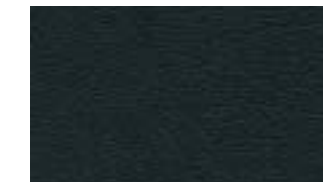
Sand Beige



Sand Beige



Sand Beige



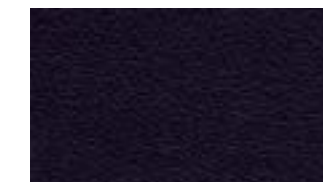
Palm Green



Palm Green



Black



Ocean Blue



Ocean Blue



Volcano Grey

Special interior colours.

Natural leather interior.

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

Carpet.

Rooflining.



Terracotta



Terracotta



Black



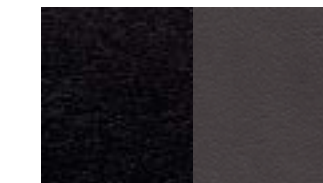
Cocoa



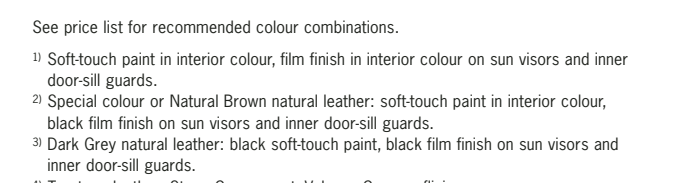
Cocoa



Black



Two-tone (Black and 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: soft-touch paint in interior colour, black film finish on sun visors and inner door-sill guards.
³⁾ Dark Grey natural leather: 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.



Dark Grey (natural leather)



Dark Grey



Volcano Grey



Natural Brown (natural leather)



Natural Brown



Black



Rear wiper

Exterior.

Option		I no.	Page
• Metallic paint	o	Code	89
• Special colour	o	Code	90
• Colour to sample	o	Code	
• Bi-Xenon lighting system with headlight cleaning and dynamic headlight levelling	o	P74	53
• Deletion of model designation	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 S price list.
 o extra-cost option W no-cost option



Roof transport system with roof box

Exterior.

Option		I no.	Page
• ParkAssist (parking aid at rear)	o	635	69
• Rear wiper (with aero blade)	o	425	69, 94
• Grey top tint on windscreen	o	567	
• Automatically dimming interior and exterior mirrors with integrated rain sensor	o	P12	
• Roof transport system for Cayman S	o	549	73, 95



Porsche Ceramic Composite Brake (PCCB)



Sport Chrono Package

Engine, transmission and chassis.

Option		I no.	Page
• Tiptronic S (5-speed)	<input type="radio"/>	249	39
• Porsche Ceramic Composite Brake (PCCB)	<input type="radio"/>	450	54, 96
• Porsche Active Suspension Management (PASM) with ride height lowered by 10 mm	<input type="radio"/>	475	46
• Sport Chrono Package	<input type="radio"/>	639	48, 96
• Sport Chrono Package Plus (only in conjunction with PCM)	<input type="radio"/>	640	49
• Stainless steel tailpipes, chrome-plated*	<input type="radio"/>	XLA	
• Short shifter*	<input type="radio"/>	XCZ	

* Introduction planned for early 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



Wheel painted in exterior colour

Wheels.

Option		I no.	Page
• 18-inch Boxster S wheel	<input type="radio"/>	397	97
• 19-inch Carrera S wheel	<input type="radio"/>	403	97
• 19-inch Carrera Classic wheel	<input type="radio"/>	405	97
• 19-inch SportDesign wheel	<input type="radio"/>	407	97
• 19-inch Carrera Sport wheel*	<input type="radio"/>	XRR	97
• Wheel centres with full-colour Porsche Crest	<input type="radio"/>	446	
• Wheels painted in exterior colour (includes wheel centres with full-colour Porsche Crest)*	<input type="radio"/>	XD9	97
• Tyre Pressure Monitoring (TPM)	<input type="radio"/>	482	45
• 5-mm spacers*	<input type="radio"/>	XRP	



InteriorDesign package including paint finish on strut-tower/rear speaker trim and engine-cover storage lid

Interior.

Option		I no.	Page
• HomeLink® (programmable garage-door opener)	○	608	68
• Cruise control	○	454	67
• InteriorDesign package*	○	805	98
• 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	67
• Interior surveillance	○	534	59
• Preparation for vehicle tracking system*	○	674	59
• Sports-style footrest*	○	XXZ	

* Introduction planned for early 2006.



Luggage partition



Three-spoke multifunction steering wheel in smooth-finish leather

Interior.

Option		I no.	Page
• Electrically adjustable seats with memory function	○	P15	66
• Sports seats in leather with mechanical adjustment	○	P77	66
• Adaptive sports seats in leather with full electric adjustment, memory function and adjustable side bolsters (left and right)	○	P01	67
• Sports seat backrests in leather*	○	XSB	
• Sports seat backrests in exterior colour*	○	XSA	
• Seat heating	○	342	67
• Seat belts in Silver Grey/Guards Red/Speed Yellow*	○	XSH/XSX/XXY	
• Rear centre console in exterior colour*	○	XME	
• Luggage partition*	○	580	71, 99
• Fire extinguisher (in front of driver's seat)	○	509	



Soft ruffled leather seats

Interior: leather.

Option		I no.	Page
• Partial leather seats	○	946	
• Soft ruffled leather seats	○	982	100
• Leather interior package (includes seats, dashboard upper/lower sections and door panels in smooth-finish leather)			
– in standard colour	○	Code	91
– in special colour	○	Code	92
– in two-tone combination	○	970	92
– in natural leather	○	998	92
– in colour to sample	○	Code	
• Extended trim package (dashboard) in leather*	○	EBA	
• Instrument surround in leather*	○	XNG	
• Steering column casing in leather*	○	XNS	

* Introduction planned for early 2006.



Leather interior package, various other personalisation options

Interior: leather.

Option		I no.	Page
• Three-spoke sports steering wheel in leather	○	435	
• Three-spoke steering wheel in smooth-finish leather	○	459	
• Three-spoke sports steering wheel in smooth-finish leather	○	460	
• Three-spoke sports steering wheel in smooth-finish leather, padded*	○	XPA	
• Three-spoke multifunction steering wheel in smooth-finish leather (only in conjunction with PCM)	○	431	99
• Extended trim package (doors) in leather*	○	XTV	
• Porsche Crest embossed on head restraints*	○	XSC	
• Rear centre console in leather*	○	XMZ	
• Sun visors in leather*	○	XMP	
• Floor mats with leather edging and Porsche logo*	○	XX1	



Macassar interior package, various other personalisation options

Interior: macassar (dark satin wood).

Option		I no.	Page
• Macassar interior package	○	801	102
• Extended trim package (dashboard) in macassar*	○	EBB	102
• Three-spoke multifunction steering wheel in macassar (only in conjunction with PCM)	○	451	102
• Extended trim package (doors) in macassar*	○	XTT	102
• Rear centre console in macassar*	○	XJT	102



Sycamore interior package, various other personalisation options

Interior: sycamore (light satin wood).

Option		I no.	Page
• Sycamore interior package	○	802	103
• Extended trim package (dashboard) in sycamore*	○	EBC	103
• Three-spoke multifunction steering wheel in sycamore (only in conjunction with PCM)	○	452	103
• Extended trim package (doors) in sycamore*	○	XTU	103
• Rear centre console in sycamore *	○	XJU	103

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 S price list.
 ○ extra-cost option

* Introduction planned for early 2006.



Carbon interior package, various other personalisation options

Interior: carbon.

Option		I no.	Page
• Carbon interior package	○	803	104
• Extended trim package (dashboard) in carbon*	○	EBD	104
• Three-spoke multifunction steering wheel in carbon (only in conjunction with PCM)	○	453	104
• Extended trim package (doors) in carbon*	○	XTL	104
• Rear centre console in carbon*	○	XMJ	104
• 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 S price list.
○ extra-cost option



Aluminium Look interior trim, various other personalisation options

Interior: aluminium/stainless steel.

Option		I no.	Page
• Dashboard trim package with Aluminium Look paint finish*	○	EBE	105
• Instrument surround with Aluminium Look paint finish*	○	XCL	
• Three-spoke multifunction steering wheel with Aluminium Look trim* (only in conjunction with PCM)	○	XPV	105
• Door trim package with Aluminium Look paint finish*	○	XTW	105
• Aluminium gear lever*	○	X97	105
• Rear centre console with Aluminium Look paint finish*	○	XCK	105
• Sports seat backrests with Aluminium Look paint finish*	○	XCG	
• Outer door-sill guards in stainless steel*	○	X70	

* Introduction planned for early 2006.



Passive (keyless) handset

Audio and communication.

Option		I no.	Page
• PCM with satellite navigation	o	P16	78
• PCM with extended navigation module	o	P23	79
– Telephone module for PCM	o	666	79
– Passive handset for telephone module	o	668	79, 106
– Electronic logbook for PCM	o	641	79
• Telephone preparation (not in conjunction with PCM)	o	618	75

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 S price list.
 o extra-cost option W no-cost option



CD autochanger

Audio and communication.

Option		I no.	Page
• Sound Package Plus, with CD storage	o	490	75
• BOSE® Surround Sound System, with CD storage	o	680	76
• CDC-4 six-disc CD autochanger*	o	692	79, 107
• External antenna	w	461	

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

Factory collection

The total Porsche experience.

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

Over 50 years ago, the first production Porsche was created by hand in a modest red-brick building right 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 automotive legends: the 911, the Boxster, the new Cayman S, 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 mix 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 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 either 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.



Porsche Museum

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, bodyshell and chassis components.

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 1.5 hours to complete, and follows every stage in the creation 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 relax in the customer lounge or browse in the Porsche Design Driver's Selection shop. You can also enjoy a three-course lunch at our exclusive VIP restaurant.

The highlight of your visit, however, will undoubtedly be the moment when you 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.

Finally, you can take your place behind the wheel, and experience what it means to drive your own Porsche. For the perfect introduction to the world of Porsche ownership*, why not follow your visit with one of the fascinating tours available from the Porsche Travel Club.

* Depending on insurance regulations for your market.



Porsche factory in Zuffenhausen



Porsche Design Driver's Selection shop



Porsche Centres

Your Porsche Centre is there to assist you with every aspect of purchasing and owning your Porsche, offering a wide range of services, genuine Porsche parts and accessories.

Porsche Assistance

Our Europe-wide breakdown and accident recovery service provides Porsche drivers with comprehensive assistance benefits. Membership is automatic when you purchase your Porsche.

Porsche Financial Services

We've developed a range of innovative financial services, carefully tailored to the needs of Porsche owners, including competitive finance and leasing schemes, insurance and the Porsche Card.

Porsche Exclusive

With our factory-fitted personalisation programme, you can now create your perfect Porsche. In terms of styling, specification or both. All modifications are uniquely handcrafted for your car.

Porsche Tequipment

This select range of aftermarket accessories is available from your Porsche Centre. Specially developed and approved for your Porsche, Tequipment products do not affect your vehicle's warranty.

Porsche Design Driver's Selection

This exclusive collection of clothing and accessories combines timeless elegance and unmistakable quality to complement the Porsche model range.

Service

Porsche Used Car Programme

The Porsche Used Car Programme is designed to help you find the very finest examples of pre-owned Porsche vehicles. Each car is rigorously tested to the highest Porsche standards and comes with comprehensive warranty cover.

Porsche Classic

Specially tailored for all Porsche vehicles over 20 years old, Porsche Classic offers a dedicated resource for genuine spare parts and expert repairs, as well as general advice on making the most of your historic Porsche.

'Christophorus'

As a Porsche owner, you will receive a complimentary copy of our bimonthly magazine, Christophorus. Each edition is packed with news, articles and exclusive interviews covering every aspect of the Porsche marque.

Porsche Clubs

With more than 110,000 members worldwide, Porsche Clubs organise a wide range of social and motor-sport events. For more information, visit www.porsche.com.

Porsche Driving Experience

1. The Porsche Travel Club. Our exclusive collection of driving holidays combines luxury and adventure, on and off road. For more information, call +49 (0) 711 911-78155 to 78157. E-mail: travel.club@porsche.de

2. The Porsche Sportfahrschule.

Improve your driving skills and discover more about your Porsche on some of the world's most famous racing circuits. For more information, call +49 (0) 711 911-78315. E-mail: sportfahrschule@porsche.de



Porsche online

For all the latest news and information from Porsche, visit www.porsche.com.



The latest Exclusive, Tequipment, Porsche Design Driver's Selection and Porsche Driving Experience brochures are now available from your Porsche Centre.



Summary

- n **Design**
- n **Power**
- n **Dynamism**
- n **Performance**
- n **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 compromise. It is an attitude of resolve found

in every aspect of the Cayman S: its design, performance, handling dynamics and practicality. It is a pure expression of all the values that make a car a Porsche. More than that, it takes those values to a new and harmonious conclusion. Free from convention,

conformity and compromise, free from the dictates of fashion. That was our aim, our ambition, our achievement. The result? Instantly Porsche.

Technical data

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

Weights	Manual gearbox/Tiptronic S
Unladen weight (DIN)	1,340 kg/1,380 kg
Unladen weight (EC)*	1,415 kg/1,455 kg
Permissible gross weight	1,630 kg/1,670 kg
Performance	
Top speed	Manual gearbox/Tiptronic S 275 km/h (171 mph)/267 km/h (166 mph)
0–100 km/h (0–62 mph)	5.4 secs/6.1 secs
Flexibility 80–120 km/h (50–75 mph)	6.6 secs/6.3 secs (in 5th/4th gear)
Flexibility 100–200 km/h (62–124 mph)	18.0 secs/17.8 secs (in 5th/4th gear)
Fuel consumption/emissions	
Manual gearbox/Tiptronic S	
In accordance with 80/1268/EC as valid at time of going to press**	
Urban in l/100 km (mpg)	15.3 (18.5)/16.3 (17.3)
Extra urban in l/100 km (mpg)	7.8 (36.2)/7.9 (35.8)
Combined in l/100 km (mpg)	10.6 (26.6)/11.0 (25.7)
CO₂ emissions (g/km)	254/262
Dimensions/aerodynamics	
Length	4,341 mm
Width	1,801 mm
Height	1,305 mm
Wheelbase	2,415 mm
Luggage compartment volume front/rear	150 litres/260 litres
Tank capacity (refill volume)	64 litres
Drag coefficient	c _D =0.29/0.30
<small>* Weight is calculated in accordance with the relevant EC Directives and is valid for standard specification vehicles only. Optional equipment means greater weight. The figure given includes 68 kg representing the driver and 7 kg for luggage. ** Provisional data only. Official data unavailable at the time of going to press.</small>	

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