



PORSCHE



The Cayman S



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Cayman S

- Two-seater sports coupe
- Mid-mounted engine
- Rear-wheel drive
- Dynamic design
- Daily driving practicality
- Uncompromising performance

It's not every day that Porsche designates a new production sports car. Fortunately for driving enthusiasts, this is not every day. For 2006, we proudly introduce the Cayman S: an unprecedented balance of breathtaking design, astonishing performance and inspired architecture. At its

Frankfurt Motor Show debut, the Cayman S was hailed as "Best in Show" by *AutoWeek* magazine: instant acclaim for a car that is instantly Porsche.

A sensation 50 years in the making.

The new Cayman S.

Many a carmaker builds both race and road cars. What makes Porsche unique is our resolve to bring the best of both worlds together—to create uncompromised sports cars that can be enjoyed every day.

In the Cayman S, Porsche engineers have built on ideas first tested on the track a half century ago. In 1953, Porsche created the 550 Coupe, a closed-top version of the legendary 550 Spyder, specifically for the 24 Hours of

Le Mans. The streamlined hardtop gave the car additional top-end speed on the over-three-mile Mulsanne Straight. As with the 550 Spyder, the engine was located midship, which provided

near perfect balance and razor-sharp steering response.

A mid-engine, streamlined coupe design is all well and good in a race car. But in a road car, practical issues intrude—for

example, cargo room, driver and passenger comfort, and engine access. The Cayman S solves these challenges with the same aplomb it brings to twisting mountain roads.

Like the 550, it is a performance sports coupe with a free-revving, high-torque, mid-mounted engine. Unlike its long-ago inspiration, the Cayman S is extraordinarily practical in everyday use. In the cockpit, with the gently domed roof overhead, the driver enjoys unexpected spaciousness. The beautifully integrated clamshell door provides easy access to a large cargo shelf and, for servicing, to the engine compartment located underneath. And there's yet more cargo space in the forward trunk.

The coupe body-style also contributes to the car's outstanding performance. The body shape is so aerodynamically refined, the drag coefficient is just 0.29—low even by sports car standards. The extremely rigid bodysell provides improved responsiveness and all-around driving dynamics.









We have a thing for curves.

The exterior design of the new Cayman S.

Look at the Cayman S and you immediately sense Porsche's love of curves. In fact, the body's sinuous surface represents an ideal adaptation of the twists and turns of our favorite roads. Each meeting of convex and concave surfaces is designed to move air with the utmost efficiency. The fact that they move the enthusiast's soul is merely a happy coincidence.

Front view.

Tour its surfaces, and you'll see what we mean. The massive air intakes channel cooling air to the car's twin radiators and brakes. To visually minimize the openings, the fog lights and sidelights are neatly positioned within the radiator openings. The eye-catching, circular light units are elegantly

placed via horizontal struts, designed as part of the body.

The lower apron provides downforce to keep the front end grounded at high speeds, while the low-lying front trunk lid reduces drag. The raked headlamps and wheel arches present an almost seamless surface to the wind.

Side view.

Move to the side, and let your eyes travel from the fenders to the narrowed midsection, which places the passenger-compartment mass closer to center. Like the wind, your gaze naturally flows to the twin intakes that feed air to the engine. Each of the twin intakes consists of three vertically divided

sections, which help to optimize airflow to the engine.

Note how the coupe roofline provides an unbroken curve from the windshield frame to the car's powerful rear section. 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 window surround, the other continues its path as far as the taillight.

Rear view.

The rear-wheel arches bulge to enclose large high-performance wheels, and provide ample space for boldly emphatic taillights. A biplane spoiler is neatly tucked between the rear arches and the spoiler's upper wing is automatically extended at 75 mph to generate additional downforce.

Another prominent feature is the large rear hatch and window. This top-hinged lid provides convenient access to the two-part luggage compartment. The third brake light is also an integral part of the rear window area.

Underscoring the rear end's purposeful shapes are dual exhaust pipes, flanked by arched

openings that provide a partial view of the engine exhaust system, and an easy escape route for excess exhaust-system heat.

Wheel design.

Our engineers developed a new lightweight alloy wheel specifically for the Cayman S. The standard wheel is an 18-inch five-spoke design, derived from the wheel on the ultra-exotic Carrera GT. For a more personal touch, you can also choose from a range of optional 19-inch designs.



18-inch Cayman S wheel





confines of a racetrack, can achieve a top speed of 171 mph (manual transmission). Power is directly conveyed through a short-throw, six-speed manual gearbox or, if you prefer, a Tiptronic S transmission is also available, providing the choice of fully automatic or manual shifting via controls located on the steering wheel.

Control.

The chassis design is the result of over 50 years of track-tested evolution. At each axle, you will note a generous "track" between the wheels. MacPherson struts and lateral control arms keep the tire tread planted through turns, which are executed by way of variable-ratio rack-and-pinion steering. Together, these systems react with precision to the driver's input. For greater control and safety, the standard Porsche

Stability Management (PSM) assists in the driving experience.

The optional Porsche Active Suspension Management (PASM) offers active control of all four dampers, based on changing road conditions and driving style.

For even greater driving pleasure, the car can be equipped with the optional Sport Chrono Package. When "Sport" mode is selected, the engine and chassis are seamlessly adapted to create a more direct and responsive drive.

One good turn deserves another.

The new Cayman S in overview.

About balance.

The mid-engine layout in the Cayman S presents a superb platform for a car with serious sporting intentions. Placing the engine mass midship contributes to the car's response and also perfectly balances the weight between front and back wheels, for improved traction.

Boxer engine.

Developed specifically for the Cayman S, the engine takes full advantage of its location. It's a six-cylinder boxer design, with two banks of cylinders located on a horizontal plane. This hallmark of Porsche engine design gives the engine an extremely short profile for its displacement, lowering the vehicle's overall center of gravity.

Power on demand.

Displacing 3.4 liters, the engine develops 295 horsepower and 251 lb.-ft. of torque. VarioCam Plus helps to maximize torque at low engine speeds and increase top-end power. With its impressive power-to-weight ratio, the Cayman S can sprint to 60 mph in just 5.1 seconds (with manual transmission) and, in the controlled



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.

On vehicles equipped with optional Porsche Communication Management (PCM), the system can be upgraded to the Sport Chrono Package Plus. Additional features include a performance

display in the PCM screen and a personal memory function.

Stopping power.

On the racetrack, victories are won through braking as well as acceleration. Porsche is renowned for brakes that are both powerful and refined, responding precisely to the driver's modulations. The confident braking of the Cayman S

comes from its large, cross-drilled and vented discs, straddled by four-piston monobloc aluminum calipers. ABS is standard. For the ultimate in braking performance, Porsche Ceramic Composite Brakes (PCCB) are available as an option. These brakes combine lightweight construction, rapid response and fade resistance.



Purposeful elegance.

The most impressive performance means little without someplace to enjoy it. In the Cayman S, the cockpit is designed to be that perfect place. Smoothly integrated and clearly defined surfaces surround the driver and passenger with purposeful elegance. Each of the hand controls—steering wheel, gear shifter and handbrake lever—is finished in leather, to provide a sure grip. The instrument binnacle places all essential information within three aluminum-faced gauges.

The standard seats offer exceptional comfort and lateral support; other seating options are also available, including pneumatically adjustable Adaptive Sports Seats.

A place for everything.

Storage space is a luxury indeed in a sports car. In the Cayman S, you'll find a roomy two-section luggage compartment behind the seats, and a deep trunk under the front hood. For those things you need close at hand, there's storage

space in the doors, center console and lockable glove compartment.

The sound experience.

Equally voluminous is the quality of sound from the Sound Package Plus audio system. For even greater sound enjoyment, there is the optional Bose® Surround Sound System package, offering concert-hall quality through a total of 10 loudspeakers.



Performance

- 3.4 liters
- Six-cylinder “boxer”
- Mid-engine
- 295 horsepower
- 251 lb.-ft. 4400–6000 rpm
- VarioCam Plus
- Variable-steering ratio
- MacPherson-strut suspension

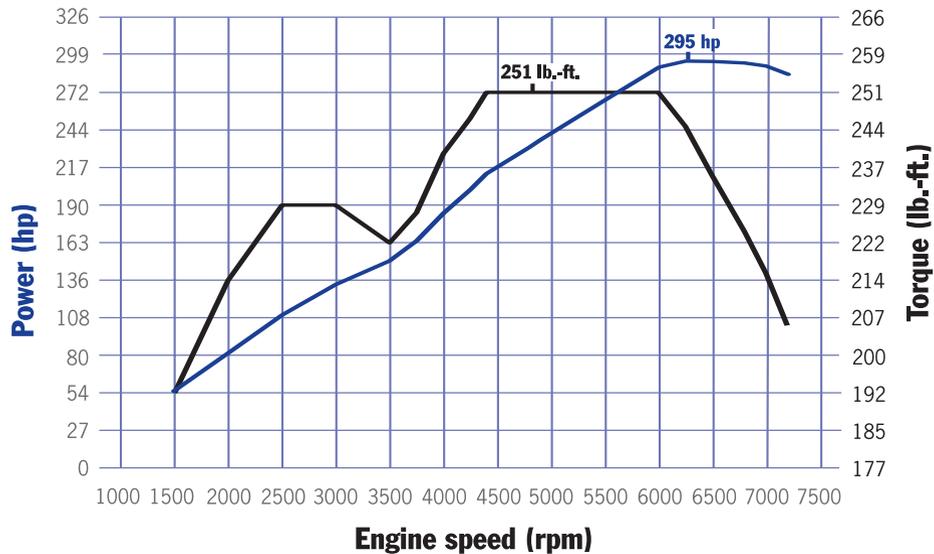
Strength, speed, finesse, agility, endurance. Like a superb athlete, the Cayman S turns a collection of impressive capabilities into something sublime. While its acceleration, lateral g-forces and braking distance are all impressive, figures cannot fully

describe the experience of driving the Cayman S, in which every input is met with a precise and thrilling response.

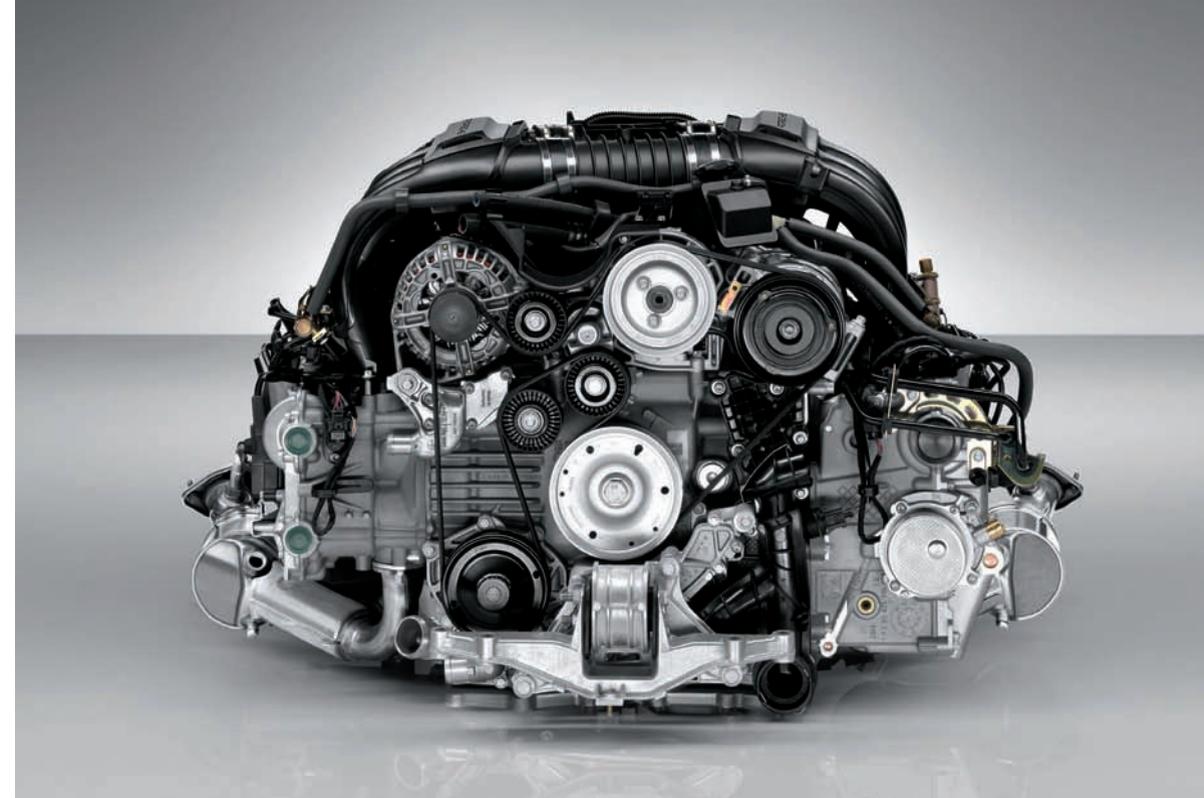
Power is just the beginning.

Engine performance discussions often begin and end with horsepower and torque. In a thoroughbred sports car, however, there are many other considerations. The engine must be lightweight with a low center of gravity. It should respond instantly to throttle input, while delivering torque over a

broad revolution band. It should be tractable in daily commuting and thrilling when the opportunity arises. And to maximize your driving time, it should be reliable and easy to maintain.



Cayman S: 251 lb.-ft. between 4400 and 6000 rpm, 295 horsepower at 6250 rpm



3.4-liter six-cylinder boxer engine

The Cayman S engine.

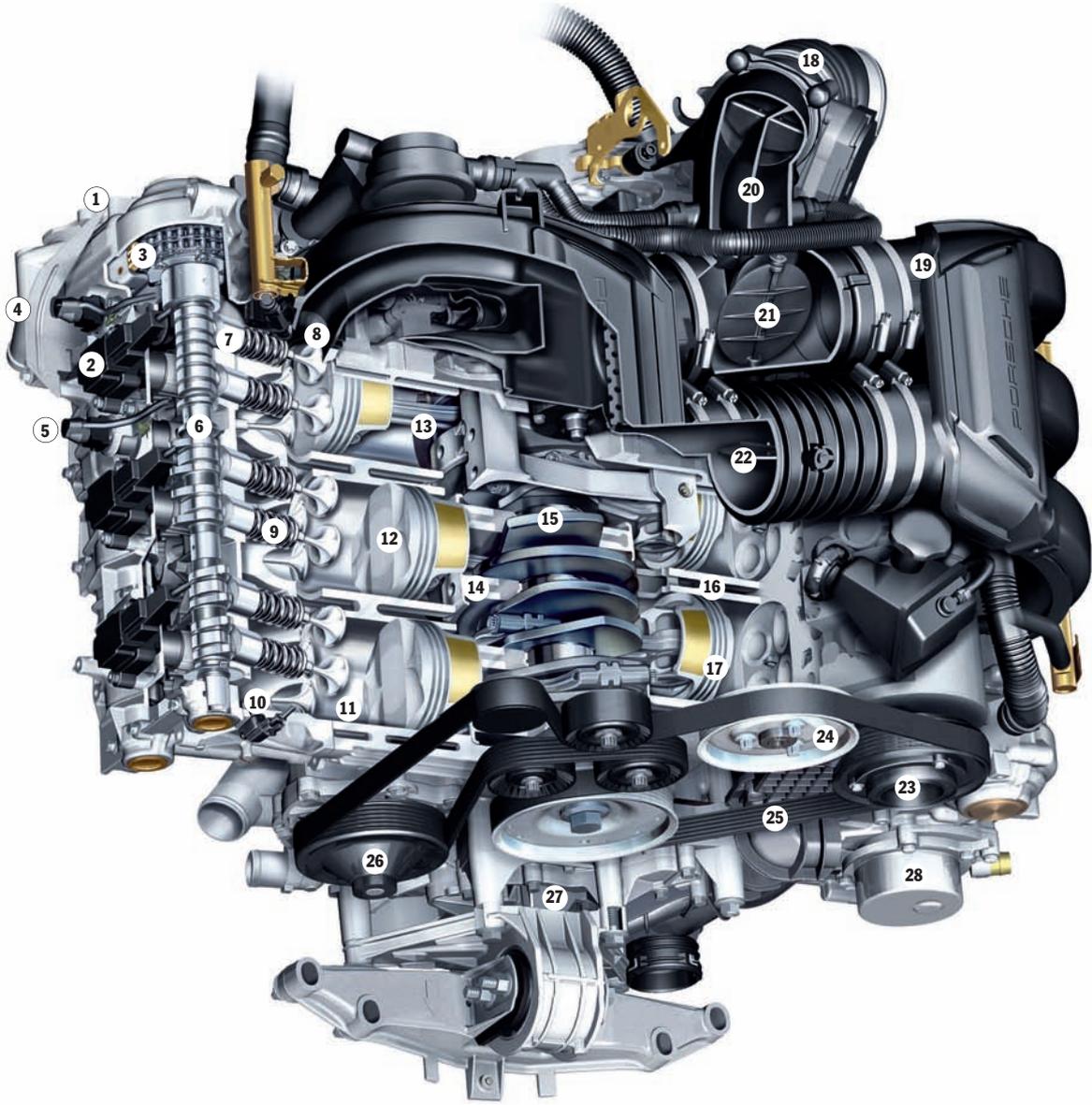
The 24-valve, 3.4-liter boxer engine developed for the Cayman S achieves all these objectives. Its low center of gravity complements the superb chassis in which it resides. The two-piece block is die-cast in lightweight aluminum with integrated oil and water channels. This simple solution eliminates the need for drilling or external hoses, possible sources of failure. Other solutions are more complex: The crankshaft

bearing bridge, for example, is a composite structure of two metals—aluminum to cut weight, and cast-iron inserts to reduce temperature-related changes in bearing play.

Depress the throttle in the Cayman S and you feel a relentless surge pressing at your back. The 251 lb.-ft. maximum torque arrives at just 4400 rpm and stays with you to 6000 rpm. This engineering feat is made possible by a two-stage

resonance induction manifold, which optimizes the air charge as rpm's rise, and by Porsche's VarioCam Plus, which adjusts valve timing and lift.

High-tech electronics also play a role in this visceral experience. Fuel injection and ignition are controlled by the Motronic ME 7.8 engine management system, and an electronically operated throttle applies power with precision.



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 aluminum 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.

In the Cayman S, an integrated dry-sump system ensures consistent lubrication, even when gravity is overpowered by lateral g-forces. Oil is extracted by two scavenger pumps, one dedicated to each cylinder head. Narrow return lines de-foam the oil before it is collected in the integral sump. A third pump feeds the oil back to the lubrication points, starting the cycle anew. The result is consistent lubrication, even in sweeping high-speed turns. The

Cayman S is equipped with an electronic oil-level indicator as part of the onboard computer system. The reading is so precise, a dipstick is not required.

Engine cooling.

A cross-flow cooling system channels coolant separately to each individual cylinder, so that all six cylinders operate within the same temperature range. Consistent temperatures reduce

the chance of pre-ignition knocking, extend valve life, improve fuel economy, and lower emissions. And because the coolant channels are cast into the block, routine maintenance is significantly reduced.

Engine management system.

In the Cayman S, advanced electronics assure optimum performance in all operating conditions. Motronic ME 7.8, the electronic control first proven on the Porsche 911 Turbo, oversees all engine-related systems, such as ignition and fuel supply. It can modulate the volume of incoming air to compensate for sudden load changes—for example, when

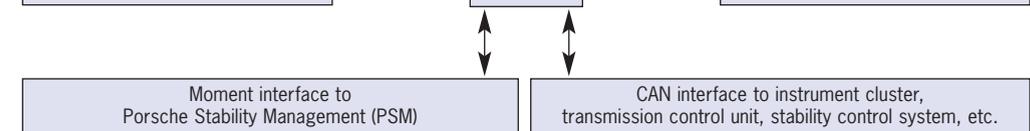
lifting off the throttle before braking. Electronic engine management provides smoother delivery from a standing start as well as a less intrusive rev-limiter action. It also coordinates the various subsystems within Porsche Stability Management, synchronizes variable-valve timing and lift (VarioCam Plus), and manages cylinder-specific knock control and other important functions.

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 immobilizer status
- Ambient pressure
- Sport button

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

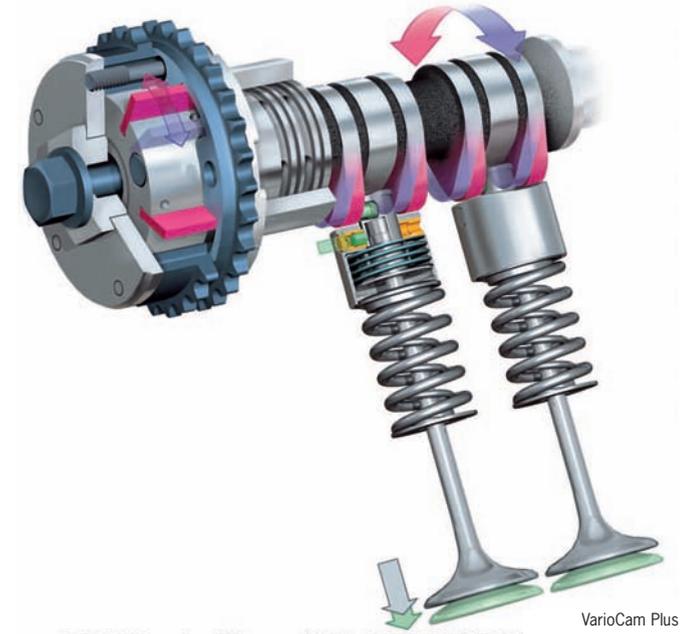


Two-stage resonance intake manifold.

Controlled breathing is the secret to better performance. In the Cayman S, breathing is optimized by a twin-flow intake pipe, with

valves that open and close at predefined engine speeds. A resonance pipe connecting the twin plenum chambers is used to alter the geometry within the manifold. The resulting vibration of the air molecules improves

cylinder charging. The result of all this controlled breathing: higher torque at low rpm, a flatter torque curve and greater top-end power.



VarioCam Plus.

VarioCam Plus is a remarkably innovative system that continually adjusts valve timing for optimum performance. Key benefits include increased power and torque at all engine speeds, smoother running, better fuel economy and fewer exhaust emissions.

VarioCam Plus combines variable-valve timing with two-stage lift on the intake side. The two-stage valve-lift function is performed by electro-hydraulically operated switchable tappets. Each of these 12 tappets consists of concentric lifters which can be locked together by means of a pin. The inner lifter is actuated by a small cam lobe, while the outer ring element is moved by a pair of larger-profile

lobes. The timing of each valve is seamlessly adjusted by means of an electro-hydraulically operated rotary vane adjuster, located at the head of each intake camshaft.

The valve timing and valve profile are continuously altered according to conditions and engine load. For cold starts and initial responsiveness, VarioCam Plus raises the amount of lift, and retards the valve timing. At medium revs and minimal load, the valve lift is lowered and timing advanced to help minimize fuel consumption and emissions.

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

All operations are controlled by a powerful electronic control unit that manages the engine's operation and makes the appropriate adjustments. Onboard diagnostics provide continuous monitoring and early fault detection for the exhaust and fuel supply systems. This results in the active prevention of excessive emissions, as well as consistent fuel consumption.

Ignition system.

To extract the most power from each combustion cycle, the ignition of the air/fuel mixture must be consistent and thorough. The Cayman S uses a static high-voltage system with separate coils on each plug to assure perfect ignition every time. With

no central coil, there is no need for leads, a common source of electrical faults. All six coils are directly controlled by the engine management system, which can alter ignition timing if necessary. For example, in cars equipped with Tiptronic S, the system adjusts ignition timing to deliver smoother downshifts.

Cylinder-specific knock control.

The ignition and engine management systems work in concert to provide cylinder-specific knock control—adjusting the timing of a given cylinder if its temperature rises too high.

Exhaust system.

In the Cayman S, the exhaust system plays the final role in maximizing engine performance.

Two headers direct the exhaust gases through a twin-tract layout, to reduce back pressure. Four Lambda probes—one before and one after each catalytic converter—monitor gas composition and catalyst performance. The gases then pass through a twin-silencer unit before exiting the car.

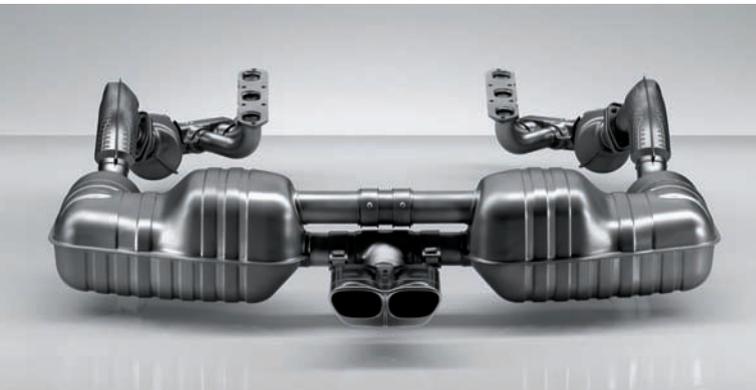
Since a twin-tract layout allows greater throughput than a conventional exhaust, the system has a positive effect on both power and torque. It also generates a

distinctive sound—on starting, at idle and across the entire engine-speed range. The system's alluring sound is very much in the Porsche tradition.

Maintenance.

Our engineers developed the Cayman S to deliver peak performance with minimal service required. Some examples of their thoughtfulness include timing

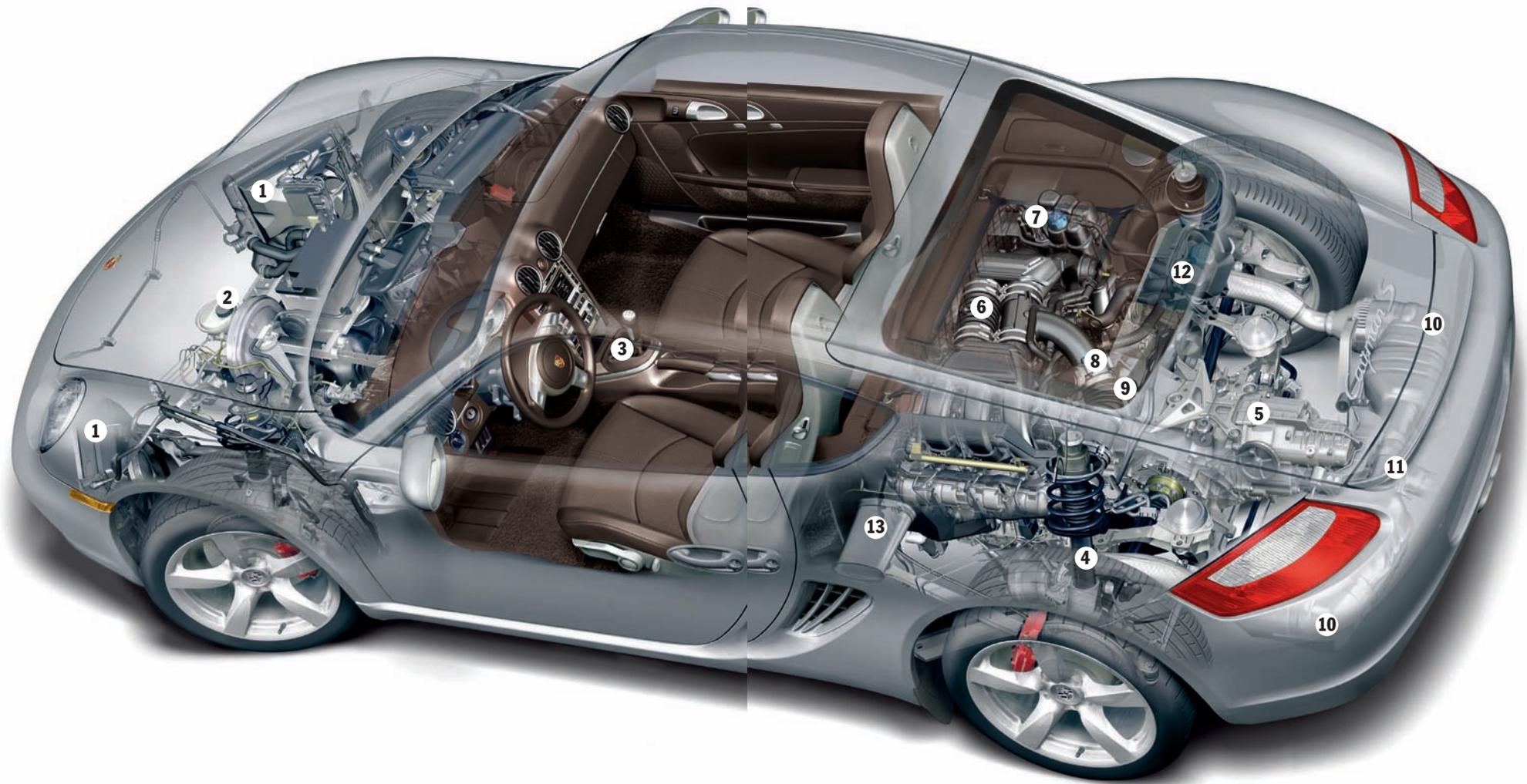
chains that are maintenance-free for the life of the car, an ignition system that requires no servicing beyond fresh spark plugs every 60,000 miles, valves that self-adjust automatically, and a self-adjusting belt that drives the generator, power-steering pump and air conditioning. Thanks to excellent filtration and high-endurance synthetic oil, oil-change intervals are an astonishing 20,000 miles.



Exhaust system



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
- 2. Brake booster
- 3. Gearshift/gear-selector lug
- 4. PASM damper
- 5. Six-speed manual gearbox/
five-speed Tiptronic S

- 6. Resonance induction
manifold
- 7. Coolant expansion tank
- 8. Electronically controlled
throttle valve
- 9. Connecting duct

- 10. Silencer
- 11. Connecting tube
- 12. Oil filler neck
- 13. Air filter intake duct

Two engaging transmissions.

Manual gearbox with dual-mass flywheel.

In the Cayman S, every driver input is met with an immediate and direct response. With its performance-oriented standard gearbox, shifting is no exception.

Rapid shifts are executed through a short-throw mechanism that lets you wring the most torque from each of six ideally spaced gear ratios. The gearshift lever is cable-operated to insulate it from gearbox vibration. The clutch operation is direct without being

burdensome, thanks to its hydraulic operation. A dual-mass flywheel assures smooth power delivery and quiet idling in neutral. The final drive ratio has been carefully selected for optimum sports performance.

Tiptronic S.

There was a time when the sports car buyer was forced to choose between the control of driver-executed gearshifts and the ease of automatic shifting.

Porsche changed all that with the introduction of Tiptronic transmission, where the system combines an automatic transmission with the option of manual gearshifts.

The latest advance of this technology, five-speed Tiptronic S, is available as an option on the new Cayman S.

For manual shifting, simply slot the selector into the manual gate and use the gearshift controls on the steering wheel. Gearshifts are completed in about 0.2 seconds with virtually no interruption in drive—comparable to a well-executed shift in a manual-transmission car. Switch to

automatic mode and you can still change gears manually if you desire. If there is no other manual input for eight seconds, the system reverts back to automatic mode.

Tiptronic S even adjusts the rpm shift point to suit your changing driving style. Based on your throttle input, the system selects from a wide range of shift patterns, from the most conservative, all the way to a high-performance sports pattern. Even in automatic mode, the rapid gearshift action enables optimum speed and agility.

Other useful Tiptronic S functions include a warm-up program, gearshift suppression when cornering, automatic downshifts during heavy braking, an incline sensor for better uphill acceleration and downhill engine braking, and automatic upshifting when traction is threatened during braking on wet roads.

If the optional Sport Chrono Package is engaged, the gearshift action is even more direct and athletic. In addition, automatic upshifts are prevented when Tiptronic S is in manual mode.

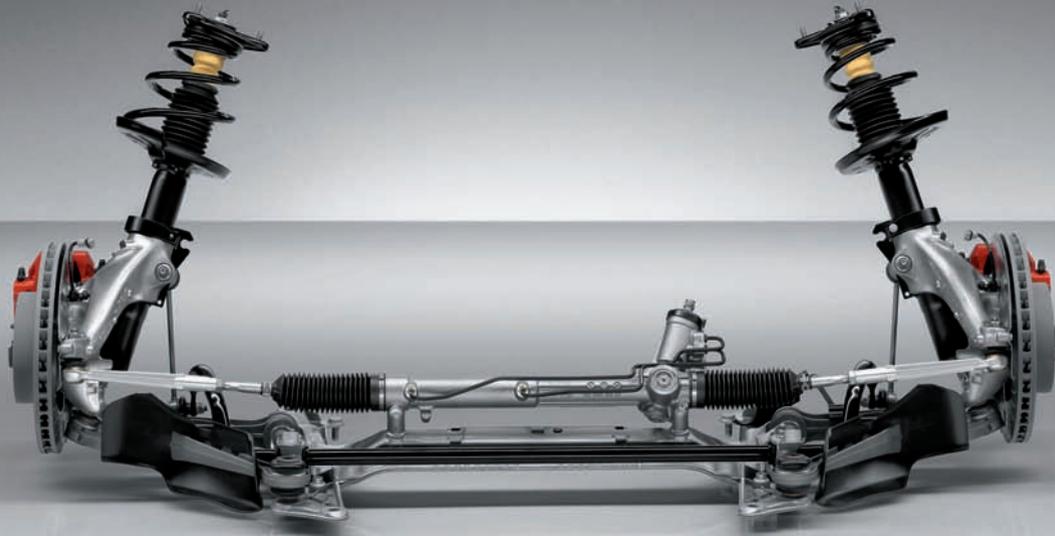


Tiptronic S gear selector

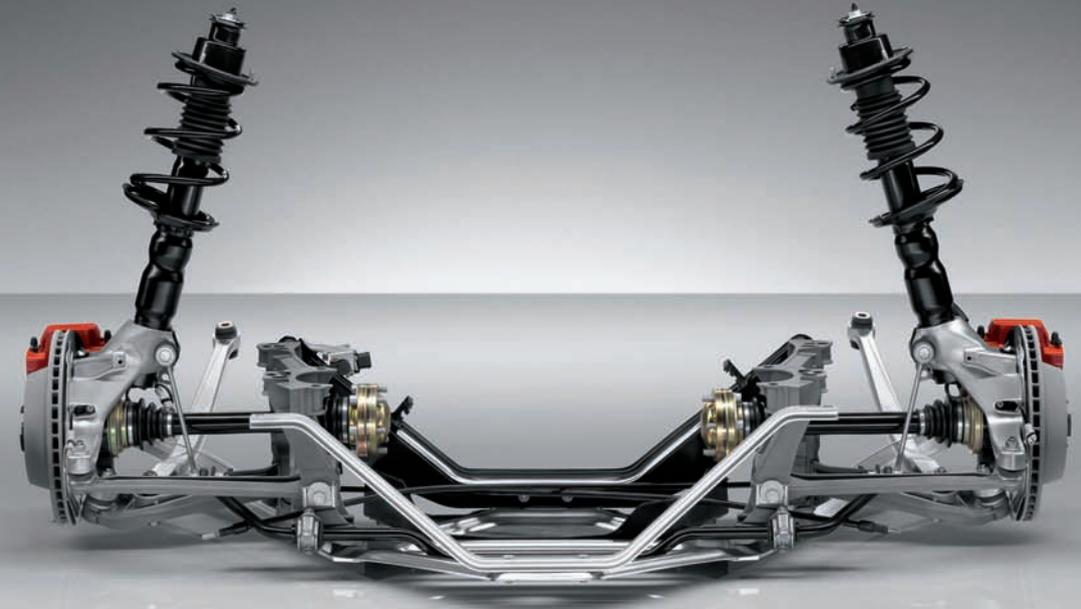


Tiptronic S control on steering wheel





Front axle with MacPherson struts and lateral control arms



Rear axle with MacPherson struts and lateral control arms

**Creating the optimum connection.
In both directions.**

The new Cayman S suspension.

These sculpted forms represent the ultimate evolution of Porsche suspension design. Their sporting prowess derives not from technological tricks, but from sound geometry and the finest lightweight materials.

In the Cayman S, MacPherson-type coil-over struts work in concert with lateral control arms to give the sports car its characteristic feel when driving over the road's twists, turns and bumps. The generous track (the distance across each axle) minimizes pitch and roll, while

stout anti-roll bars also contribute to remarkably flat cornering.

Virtually all moving parts in the axle assemblies are made from light yet robust aluminum, to minimize unsprung mass. Equally important, these axle assemblies are attached to a highly rigid bodyshell.

The Cayman S chassis delivers both the exhilaration of controlled high-performance driving, and the extra margin of safety that comes from driving a highly responsive, well-mannered car.

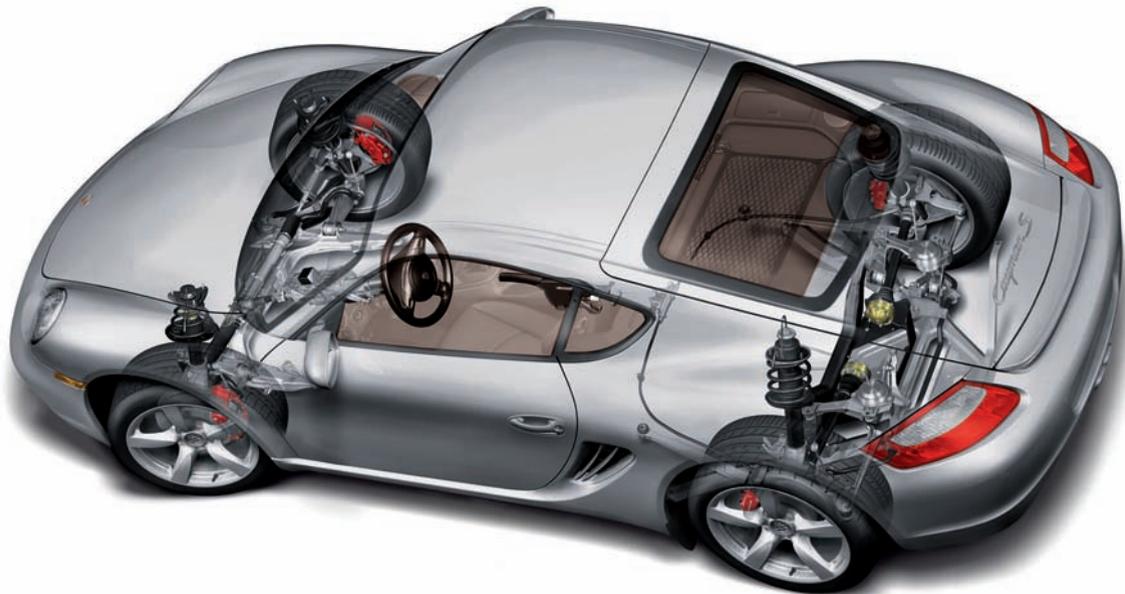
Steering.

With its uncompromising mid-engine weight balance and superb suspension, the Cayman S demands a responsive steering system. Porsche engineers have responded with variable-ratio rack-and-pinion steering. This hydraulically assisted system provides rewarding two-way communication between the driver and car—responding with thrilling immediacy to driver input, while providing the driver with excellent tactile feedback.

The system also adjusts to changes in steering demand.

During highway use, the steering ratio is moderated for smoother turns and lane changes. Transition to a small twisting road and the steering ratio increases for a more aggressive steering response.

With the unmistakable feel of leather, the standard three-spoke steering wheel adjusts for both height and reach to assure comfort for drivers of all statures.



Wheels.

Strong and ultralight, the standard 18-inch alloy wheels on the Cayman S were engineered to extract every ounce of the car's thrilling performance potential. Their purposeful five-spoke design was inspired by the wheels developed for the Porsche Carrera GT. Anti-theft bolts are standard. For greater personalization, a range of alternative wheels are available in 18-inch and 19-inch designs.



18-inch Cayman S wheel



19-inch Carrera Classic wheel



18-inch Boxster S wheel



19-inch SportDesign wheel

Tire Pressure Monitoring System (TPMS).

This optional Tire Pressure Monitoring System provides early warning of any drop in pressure via the onboard computer display.



19-inch Carrera S wheel



19-inch Carrera Sport wheel

Porsche Active Suspension Management (PASM).

For the ultimate in comfort and control, the Cayman S is offered with the option of Porsche Active Suspension Management (PASM). This system provides continuous adjustment of the damping force at all four corners of the car to

suit your driving style and changing road conditions.

With PASM, the ride height is .39 inches (10 mm) lower than that of a standard steel-sprung suspension. The driver can select either "Normal" damping or the generally firmer "Sport" damping setting. In either mode, PASM

reacts to changes in the road and your driving style by varying damping force at each wheel. The movement of the body is continuously monitored under acceleration, braking and cornering, as well as on poor road surfaces. Other sensors measure lateral acceleration, steering angle, brake-pedal pressure and engine

torque. A dedicated control unit analyzes all this data, and adjusts damping to suit the selected driving mode.

Further driver input is not required, even if road conditions change. If Sport mode is selected and you encounter a rough section, PASM will automatically

shift to a softer damper rating to preserve the car's grip and traction. When the surface improves, PASM returns to the firmer original rating. The system remains active in Normal mode, too. If the car is driven more assertively, PASM switches to a firmer damper rating to improve the driver's control.

With PASM, agility is enhanced, without compromising overall ride quality. The result is a new level of harmony between comfort and control.



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.

Like every Porsche, the Cayman S has plenty of performance in reserve. To help you further explore that potential, we offer the Sport Chrono Package. With this option, you have the ability to reprogram the electronic driver's aids and engine management system of the Cayman S at the touch of a button.

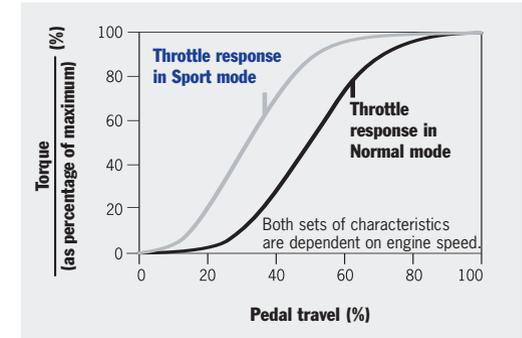
When Sport mode is selected, the engine management system modifies the throttle map, and engine variables are adapted to create a more aggressive level of power response. Suspension variables are also retuned to the demands of more assertive driving. Porsche Active Suspension Management (PASM) switches to the firmer-damping Sport mode, enabling faster turn-in and flatter cornering.

The threshold for engagement of Porsche Stability Management (PSM) is also raised. The Cayman S becomes less susceptible to wheel spin when accelerating from a standing start. A greater degree of oversteer is allowed on turn-in and exit, especially in lower-speed cornering sequences.

For maximum maneuverability, PSM can be set to standby while the car is still in Sport mode. PSM simply monitors the forces acting



Sport button on center console



Comparison of throttle maps in Normal and Sport modes

on the car, and intervenes only in the most critical situations—for example, when ABS assistance is required on both front brakes.

The Sport Chrono Package includes a swivel-mounted time display in the center of the dashboard, with a digital field that displays time to the hundredth of a second, so you can monitor the results of the car's increased performance.

Sport Chrono Package Plus.

A second Sport Chrono option is available in conjunction with the optional Porsche Communication Management (PCM) system. Sport Chrono Package Plus offers all the functions of the Sport Chrono Package, with additional information and features.

Times can be viewed, stored and analyzed. The performance display and PCM let you track elapsed time and the distance traveled on your current trip, as well as the number of roundtrips completed and their respective times. The system can also display the current fastest trip and the remaining fuel range. Driving times can be

recorded for any stretch of road, and benchmark times can be defined.

Other useful features include a memory function that stores personal preferences for a range of features, including daytime running lights, "Welcome Home" lighting, climate control and door-locking functions.





Safety

- Four-piston monobloc brake calipers
- Porsche Stability Management (PSM)
- Advanced Airbags
- Porsche Side Impact Protection

The Porsche Cayman S performs best when it matters most—when your safety is at stake. With its hardened-steel passenger cell and its crisp and predictable handling, it is the ideal platform for some of the most advanced active and passive safety technologies available in a road car.

First, avoid harm.

Safety in the new Cayman S.

Active safety.

Porsche engineers believe the best method of protecting a car's occupants is to help the driver avoid accidents altogether. In the Cayman S, a poised and predictable chassis, responsive engine and powerful brakes all

contribute to a generous reserve of safety.

Another factor is the outstanding grip provided by high-performance tires. At high speeds, traction is enhanced by the car's biplane spoiler, which extends to create downforce at speeds over 75 mph.

High technology also plays a role: The Cayman S is equipped with Porsche Stability Management (PSM), a driver's aid that helps you maintain control in emergency situations, and with advanced ABS.

At night or in poor weather, one's ability to see and to be seen is

enhanced by a well-designed lighting concept. Front fog lights put illumination exactly where you need it, while a rear fog light and center-mounted brake light make your car highly visible to others.

Altogether, the Cayman S helps you put the hazards of the road safely behind you.

Bi-Xenon lighting system with headlight-cleaning.

The optional Bi-Xenon lighting system provides wider, brighter and more consistent illumination than that of conventional headlamps in low-beam mode. Xenon's blue-white light is virtually identical to the wavelength of daylight, improving color perception and reducing eye-strain. To prevent the dazzling of oncoming traffic, dynamic headlamp-leveling automatically adjusts the beams to compensate for changes in vehicle attitude in acceleration or braking. Headlamp washers keep the lens crystal clear.



Bi-Xenon headlight





Braking system.

The braking ability of the Cayman S is every bit as impressive as its acceleration to 60 mph in 5.1 seconds (manual transmission).

Powerful, precise braking begins with four massive discs. Measuring 12.52 inch. (318 mm) in diameter at the front and 11.77 inch. (299 mm) at the rear, each disc is internally vented and cross-drilled for good cooling and better braking in wet conditions.

A single block of aluminum forms the body of the monobloc calipers, with four pistons per caliper—a design that is extremely rigid, robust and lightweight. The result is consistent and immediate pedal response.

Airflow is integral to the entire system. Cooling air is channeled to every part of the four brake assemblies, helping lower temperatures for higher levels of fade-resistant performance.



Standard brake

Porsche Ceramic Composite Brake (PCCB).

For the ultimate in high-performance braking technology, the Cayman S can be equipped with the optional Porsche Ceramic Composite Brake (PCCB) system. The system's discs are not metal, but a special ceramic reinforced with carbon fiber. The result of an extremely complex manufacturing process, they are harder, more resistant to high temperatures, and about half the weight of metal discs. These are three reasons why composite brakes are now

widely used in the most advanced racing cars.

The PCCB discs contain considerably more cooling channels than that of a conventional disc, with a vent geometry that accelerates airflow to maximize cooling under heavy brake use. This structure also incorporates more internal walls for greater structural stability.

The carbon-composite discs work in concert with a special brake-pad compound, offering rapid deceleration and consistent

friction properties. The system also includes more powerful six-piston monobloc calipers at the front brakes, while four-piston monobloc calipers are fitted at the rear. All four calipers have a distinctive yellow-painted finish.



Porsche Ceramic Composite Brake (PCCB)



Porsche Stability Management (PSM).

Porsche Stability Management is standard equipment on the Cayman S. While PSM cannot overcome the laws of physics, this advanced system can provide the driver with additional control in extreme situations.

PSM remains an invisible feature in most everyday driving. However, it is constantly monitoring a host of dynamic variables—including the car's direction, speed, yaw velocity

(the speed at which the car rotates around its vertical axis) and lateral acceleration. If PSM perceives that the car is under- or oversteering in a turn, it applies selective braking at individual wheels to help bring the car back onto the driver's intended path.

If a wheel approaches the threshold of losing traction under braking, PSM applies selective ABS braking to that wheel, to shorten the braking distance and enhance directional control. PSM also assists when you're

accelerating on a slippery surface, applying the integrated Automatic Brake Differential (ABD) and Anti-Slip Regulation (ASR) functions to help maintain traction and stability.

When Sport mode is selected on the optional Sport Chrono/Sport Chrono Package Plus, PSM's threshold for intervention is raised, allowing greater driver involvement.

If you would rather enjoy your Cayman S unassisted, PSM can be set to standby at any time. In this case, it will only intervene under

heavy braking, where both front wheels exceed the ABS threshold.

All PSM inputs are restrained, preserving the natural agility of the car.

While safe driving is ultimately the driver's responsibility, PSM can provide an extra margin of safety when you need it most.

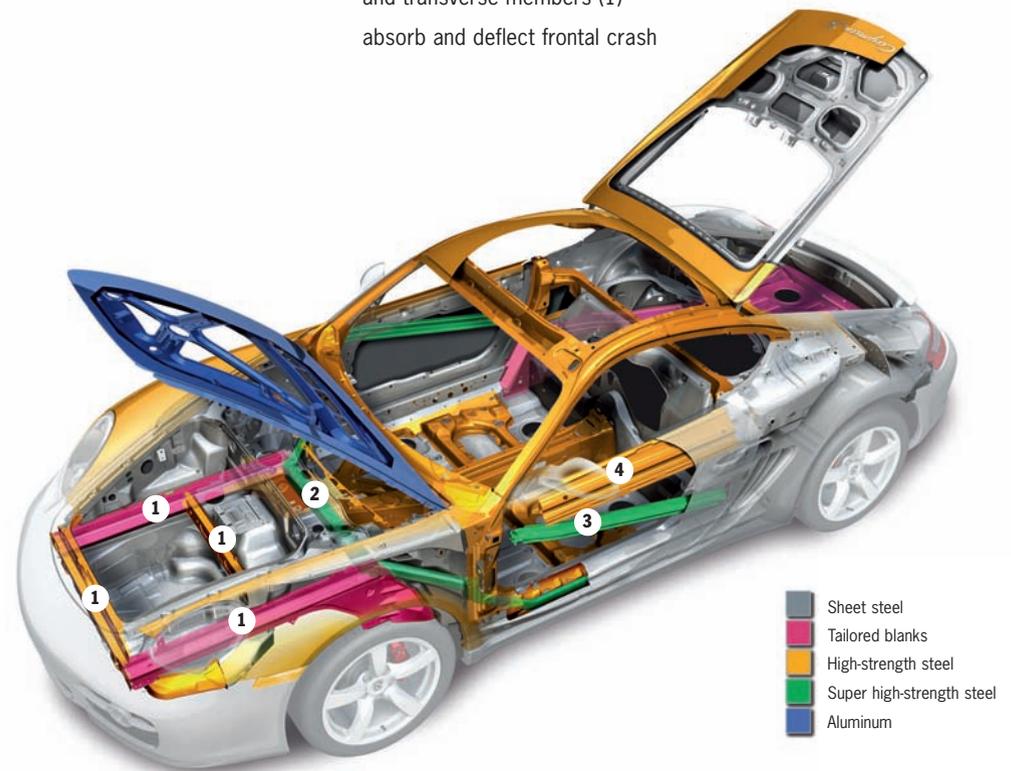
Body structure.

The Cayman S is designed to meet the world's most stringent crash-safety regulations—including statutory requirements for frontal, side, diagonal, rear-impact and rollover protection.

The bodysell structure is designed around a highly resilient passenger cell, offering exceptional crash protection. Patented longitudinal and transverse members (1) absorb and deflect frontal crash

energy, to reduce impact on the passenger cell. Super high-strength steel is used in the bulkhead (2), to protect both front foot wells, and in the doors (3) to enhance the rigidity of the car, for side-impact protection.

An upper load path (4) channels crash energy into the side of the car, to further protect the passenger cell.



Driver and passenger airbags.

The dual front Advanced Airbags offer optimum upper-body protection with an added degree of intelligence: A weight sensor in the passenger seat automatically switches the passenger airbags off when unoccupied or fitted with a child seat.

Porsche Side Impact Protection (POSIP).

With the standard POSIP system, Porsche takes a comprehensive approach to protecting the head and upper body against side-impact collisions. Thorax-protection airbags are located in the seat backrests. A head-protection airbag deploys upward from the driver and passenger doors. Each of the four airbags has a volume of about .28 cubic feet (8 liters), to provide protection over the full seat adjustment range. Side-impact beams in each door are also integral to the POSIP system.

Additional safety features.

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

Anti-theft protection.

A transponder embedded in the car's ignition key provides a high degree of anti-theft protection. Without this exact transponder



code, the car's engine is immobilized. Lose your key? The transponder code can be changed. To ward off theft attempts, the Cayman S also features a comprehensive alarm system with contact-sensitive exterior protection; it is activated whenever you lock the car with the key remote. Radar-based interior surveillance is standard.

Child seats.

You're never too young to enjoy the Cayman S. That's why we've designed the passenger seat to work with any LATCH-compatible child seat. The necessary preparation, including airbag deactivation system, is available from your Porsche dealer. Your dealer can also introduce you to the range of child seats offered in the Tequipment collection.





Environment

- Four catalytic converters with four Lambda sensors
- Long service intervals
- CFC-free
- 85% recyclable (approx.)
- Ultra-Low Emission Vehicle (ULEV II) designation

The car you choose to drive says a lot about who you are. For the Porsche owner, a passion for exhilarating performance can comfortably coexist with a passion for the environment. In the Cayman S, our engineers embraced the challenge of

delivering pure performance without compromising our desire for cleaner air, quieter roadways and reduced chemical and landfill waste.

It gives new meaning to “Pure Porsche.”

At Porsche, high performance and low emissions go hand in hand. We were the first global manufacturer to fit racing cars with catalytic converters. So it should come as no surprise that the Cayman S meets the stringent California low-emission standard, LEV II.

Many of the technologies that make the Cayman S a great sports car also make it a green sports car. Its four-valve cylinder heads and VarioCam Plus deliver more power and reduce emissions at the combustion source. After leaving the engine, the gases are cleaned by a system of four catalytic converters and four Lambda oxygen sensors. Controlling it all is the Motronic ME 7.8 engine management system, which provides precision adjustment of the air/fuel mixture. Each exhaust tract has two Lambda sensors, located before

and after the primary catalyst. Working in concert, these systems result in efficient power output, low emissions and improved fuel economy.

Noise.

In the Cayman S, precision engineering can be measured by high power output—and low noise output. Instead of using heavy sound-deadening, Porsche engineers eliminated noise at its source. Rigid engine components, light moving parts, and tight tolerances prevent vibration and resonance. What comes through is the pure and distinct sound of a Porsche boxer engine.

Fuel system.

By building a robust fuel system for the Cayman S, we also built a clean one. Fuel lines are aluminum, while those carrying vapors are a multi-layer plastic. These choices minimize hydrocarbon emissions.

Materials and recycling.

Porsche has always considered lightweight design essential in the development of high-performance sports cars. Through the use of aluminum alloys, synthetic materials and high-tensile metals, we're able to build cars that are lighter and stronger than those made of conventional steel—so they require less material to manufacture and burn less fuel every mile they're on the road.

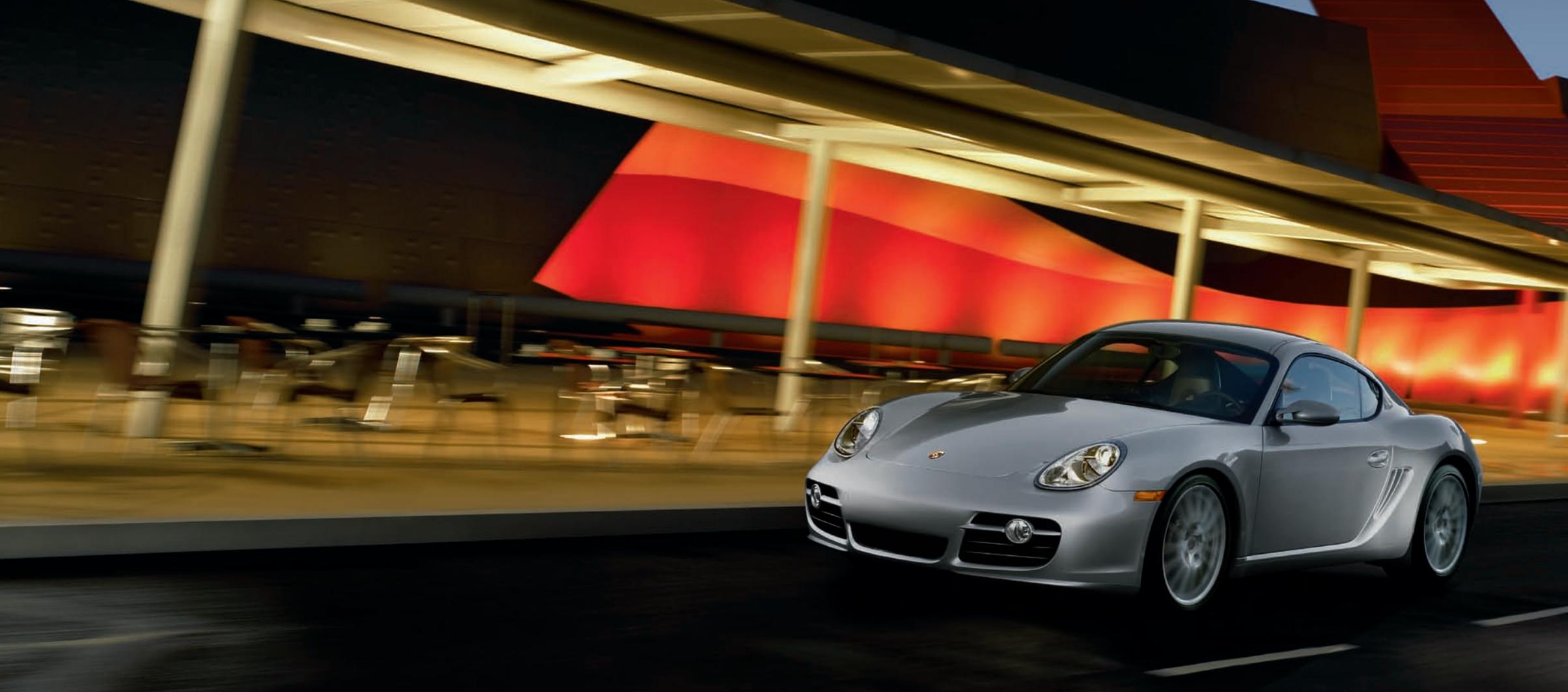


All structural components, switchgear and trim are made from fully recyclable materials. All told, about 85% of the car's components can be recycled using today's technology. All synthetics are clearly labeled to simplify the recycling process.

The Cayman S is entirely free of CFCs. Water-based paints are used throughout the car, reducing the need for chemical solvents during production.

Maintenance.

The Cayman S was engineered for minimum servicing requirements, which makes it easy to maintain and easier on the environment. Oil and filter changes come every 20,000 miles or two years. Spark plugs are good for 60,000 miles or every four years. Air filters last 40,000 miles, and brake fluid changes come every two years. The result: less oil, chemicals and waste to recycle or dispose of, and more time to enjoy your Cayman S.



Comfort and Personalization

- Ergonomic interior
- 14.1 cubic feet of luggage space
- “Welcome Home” lighting
- Nine-speaker Sound Package Plus

Left-hand ignition key, center-mounted tachometer, three-spoke steering wheel, engine resounding behind you: This could only be a Porsche. In the Cayman S, the familiar elements of good cockpit design have evolved to an engaging new form,

enhanced by thoughtful conveniences, personalized details and a level of utility unheard of in a purebred sports car.

Simply sensational.

Comfort in the new Cayman S.

The interior of the Cayman S is designed to engage your senses in the art of driving. The sweeping domed roof and expansive glass surfaces create a refreshing sense of openness, and provide unobstructed views of the road around you.

As with the exterior design, the curves and textures inside the Cayman S have clearly defined roles. For example, the natural grip of leather is used on all primary hand controls: steering wheel, gear shifter and handbrake. Handles for doors and glove

compartment have a brushed-metal finish.

Perfectly placed for hand and eye, the instruments and controls facilitate fluent communication between car and driver. Neatly organized rocker switches and

buttons control cabin temperature and the audio system.

Ergonomically designed seats assure excellent lateral support and adjustability. Behind the seats, a stainless-steel bridge neatly

separates the luggage compartment from the passenger seating area.

The spatial geometry of the passenger compartment exhibits excellent acoustic qualities, making it the perfect place to enjoy the the Sound Package Plus

audio or the optional Bose® Surround Sound System.

Refreshing and engaging, the interior provides the ideal interface between driver and car.





*European dashboard represented

Instruments.

The instrument cluster in the Cayman S integrates new technologies within a time-honored shape. All primary gauges are located inside the steering wheel, allowing the driver to take in essential information at a glance.

The instrument faces feature an aluminum-colored finish, with crisp white backlight illumination at night. In addition to the traditional speedometer, tachometer, odometer and tripometer functions, you can also view a range of useful computer-generated information on the digital readouts, including average fuel consumption, average

speed, remaining fuel range, and audio information.

The instrument cowl contains a semi-transparent grille unique to the Cayman S.

Steering wheel.

Like the instrument cluster, the three-spoke steering wheel blends classic form with modern technology. The steering wheel perfectly fits the hand, while the standard leather grip enhances the connection. With 1.57 inch. (40 mm) of height and reach adjustment, the wheel can be

positioned exactly where you want it.

Optional steering wheels are also available. The options include a different, Smooth-Finish Leather on the steering wheel rim and airbag module. Also available is a three-spoke sports wheel or a three-spoke multifunction wheel, featuring six integral keys for

quick access to audio, navigation and telephone functions (in conjunction with Porsche Communication Management).

Cayman S seats.

The standard seats have an attractive leatherette finish. Special features of the seat include thorax airbags in each seat backrest, enhanced lateral support, and a spring system tuned to the chassis of the Cayman S. Generous seat travel and adjustment options provide a comfortable position for even the tallest driver. The backrest angle is electrically controlled, while forward/aft and height adjustments are mechanically adjusted.

Sports seats.

Several seat options can also be specified. The optional leather sports seats offer firmer upholstery than that of the standard seat design. Higher side bolsters on the backrest and seat provide additional lateral support. Safety and adjustability features are identical to those of the standard seats.

Power seats.

A second seat option provides a full range of electrically automated adjustments combined with position memory. Forward/aft position, height, backrest angle, seat angle and lumbar support are all switch-controlled. Two drivers can save their unique seat position and exterior mirror position preferences, using buttons located on the door panel. In addition, 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 memory settings are automatically selected.

Adaptive sport seats.

This third seat option brings further adjustability, perfect for long-range or performance driving. The comprehensive range of power adjustment controls includes forward/aft position, height, backrest angle, seat angle and lumbar support. In addition, the side bolsters on both the seat and backrest are pneumatically adjustable for ideal support when cornering. The seats' memory function includes exterior mirrors and many seat adjustments.

Seat heating.

All seats can be equipped with an optional two-stage heating function that warms both seat and backrest.



Automatic air conditioning

Climate control.

The standard air conditioning and heating system in the Cayman S offers quiet, efficient and simple operation, with intuitive plus/minus keys and defrost function. For optimum comfort, you can also select different temperatures for the upper and lower portions of the cockpit.

Fully automatic climate control.

A fully automatic climate control system is offered as an option. Simply choose your ideal temperature, set it and forget it. In this sophisticated system, a solar sensor compensates for the effects of sunlight.



Sports seat



Power seat



Adaptive sports seat



Tinted rear window

“Welcome Home” lighting.

“Welcome Home” lighting. This standard feature illuminates the fog lights and taillights for 30 seconds following the locking or unlocking of your Cayman S with the key remote. The duration is user-adjustable with the optional Sport Chrono Package Plus and Porsche Communication Management (PCM).

HomeLink®

This standard feature offers automatic opening for up to three garage doors. It can also be used with compatible home lighting, gate and alarm systems.

Water-repellent side windows.

The side window glass on the Cayman S features a water-repellent finish. By rapidly dispersing moisture, it ensures optimum visibility in wet conditions. Depending on conditions, the surface may require occasional renewal.

Wiper system.

The front wipers can be set at infinitely variable speeds. Aerodynamically enhanced, they park neatly out of sight when not in use. The right-hand blade has a browed design, enabling maximum windshield coverage. For optimum washing in all weather, the windshield-cleaning system features two heated nozzles with an integrated filter element. An

optional rain sensor is also available in conjunction with the automatically dimming interior and exterior mirrors.

The optional rear wiper for the Cayman S has a streamlined blade and an elegant form that blends harmoniously with the car’s design.

ParkAssist.

ParkAssist is an optional feature that is automatically enabled whenever you select reverse gear. Four ultrasonic sensors integrated into the rear bumper gauge distances to stationary objects, triggering a warning signal that increases in frequency as objects draw nearer. ParkAssist is a great choice for those who frequently encounter tight parking.



ParkAssist sensors on the rear bumper



Cargo space overview.

The Cayman S offers something rare in a purebred sports car: the ability to comfortably handle the cargo demands of driving trips, recreation outings and shopping runs. With the Cayman S, you never have to leave your favorite car behind. The generous load concept includes two luggage compartments, a wide range of interior storage and an optional roof transport system.

Rear luggage compartment.

The rear luggage compartment provides two levels of carpeted storage space: a flat surface on the engine cover, and a larger and deeper compartment to the rear, that together total 9.2 cubic feet (260 liters). With the clamshell hatch open, the compartment is easily loaded from curbside or behind. A detachable fabric screen provides extra privacy. As an optional enhancement, you can apply your chosen exterior color to the panels surrounding the engine cover and strut-tower moldings.

Front luggage compartment.

The fully carpeted front luggage compartment offers up to 4.9 cubic feet (140 liters) of space. A covered niche provides a secure location for the DVD drive included with the optional navigation system and the optional CD changer.

A retaining rail at the front of the engine cover helps to secure luggage under braking. This can be augmented by an optional full-size partition. Smaller items can be secured using a luggage net with four lashing eyelets.

The rear compartment also contains a covered service opening with filler tubes for coolant and oil.



Luggage partition



Front luggage compartment





Roof Transport System.

The optional Roof Transport System is custom-designed for the Cayman S. Made of lightweight aluminum with a

simple fitting mechanism, it is easy to install or remove. With the available accessories, you can safely carry bicycles, skis, snowboards or other gear in the optional aerodynamic roofbox.

The system requires no additional preparation. The maximum roof load for the Cayman S is 132 lb. (60 kg.)

Storage compartments.

Storage in the Cayman S is generous. Several storage compartments are thoughtfully and ergonomically placed throughout the Cayman S interior.

There is a roomy lockable glove box, and a CD storage unit is integrated into the glove box. Leather-finished lids hide three convenient storage spaces—one in the center console, and one in each door. Two hideaway cupholders are concealed in the dashboard trim.

An added bonus storage area is on the engine bulkhead between the two seats. This additional area contains .16 cubic feet (4.5 liters) of storage space.



Door storage compartment



Lockable glove compartment



Cupholders

Roof Transport System (base load carrier)





For your listening pleasure.

Porsche audio systems.

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

The standard Sound Package Plus audio system delivers excellent clarity and depth. However, for the ultimate sound experience, the optional Bose® Surround Sound System is available. With the 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.

Sound Package Plus.

The interior acoustics of the Cayman S provide a rich setting for your favorite music.

Sound Package Plus combines a 2 x 25-watt amplifier unit with an external analog system for the low- and midrange speakers (2 x 70 and 40 watts, respectively). A total of nine speakers adapt that impressive output to the acoustics of the Cayman S interior.

The CD drive is designed to exacting quality standards. The radio features RDS two-tuner frequency diversity. This technology uses one FM tuner to play the selected station, while the other constantly seeks out a stronger signal, for optimum reception at all times.

With 20 FM and 10 AM presets to choose from, switching between your favorite stations is easy. A feature called Dynamic Autostore searches the airwaves as you drive, scanning for the nine

strongest signals—very useful on long road trips.

Volume and tone adjustments are made using the standard CD radio or the optional Porsche Communication Management (PCM) system. Additional features include speed-dependent volume control, a loudness function to accentuate bass and treble at lower volumes, and CD storage in the glove box.

MOST bus.

In the Cayman S, onboard audio and communication systems are integrated using a high-speed fiber optic connection known as Media Orientated Systems Transport (MOST®). Data from the CD changer, Bose Surround Sound System amplifiers and telephone module (all optional) are linked through the MOST bus. The benefit to you is a significant improvement in sound reproduction, and a more vivid listening experience.

Bose Surround Sound System.

For the ultimate audio experience, the Cayman S can be equipped with the optional Porsche Bose® Surround Sound System, developed jointly by Porsche and Bose engineers.

A system of 10 speakers—including an active subwoofer with an additional 100 watts of power—provides a panoramic soundstage. Active equalization matches all sound output for the unique acoustics of the Cayman S, so that driver and passenger both enjoy balanced stereo with lifelike sound reproduction.

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 automatically adjusts tone and volume, based on current road speed and ambient noise. The result is accurate and consistent sound, with virtually no need for manual adjustments.

The Bose system's dynamic loudness technology actively compensates for the reduced sensitivity of the human ear at lower frequencies by enhancing low-volume sounds that go unnoticed with other systems.

The Bose system uses independent channels to generate a push-button panorama of space and sound. The extraordinary sense of depth is created by patented Bose Signal Processing (BSP). Thanks to Centerpoint® technology, even stereo recordings can be split into five separate channels.



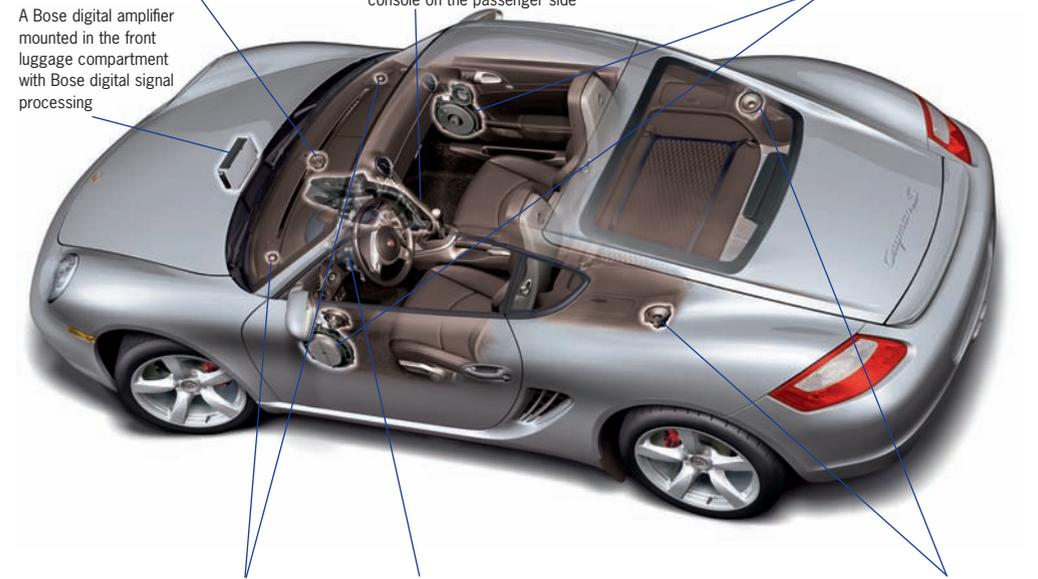
A 2.75-inch (7-cm) midrange centerfill speaker in the instrument panel



One 4 x 6-inch (10 x 15-cm) woofer in a 5.8-liter custom-engineered bass enclosure with a two-state modulation amplifier in the center console on the passenger side



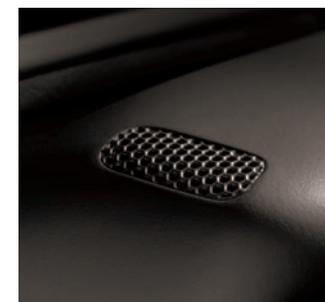
A 3.25-inch (8-cm) neodymium midrange speaker in each door. An 8-inch (20-cm) Nd® woofer in each door.



A Bose digital amplifier mounted in the front luggage compartment with Bose digital signal processing



Two 1-inch (2.5-cm) neodymium tweeters in the instrument panel



AudioPilot system microphone mounted left of the steering column to monitor interior noise level



A 3-inch (8-cm) midrange speaker in each rear side panel



Porsche Communication Management (PCM).

Available as an option, PCM integrates navigation, enhanced audio, telephone and onboard computer functions into a single display system. It also provides easy access to the performance display and memory function included with the Sport Chrono Package Plus package.

A high-resolution 5.8-inch color display offers a clear interface and intuitive operation. Rotary controls with a push-button "enter" function allow the driver or passenger to quickly navigate menus for all functions.

Audio system.

The PCM audio system features an MP3-compatible CD player that puts your favorite music at your

fingertips. A dual-channel stereo with 20 FM and 20 AM presets allows you to lock in your favorite stations, while an advanced search feature locates stations based on your favorite formats.

Navigation system.

The PCM system provides rapid route calculations and directions. It owes its speed to its DVD drive, which is faster than that of many

CD-based navigation systems. To get you on your way, the GPS navigation system lets you enter a street address or intersection, select your destination from a list of menus by category, or simply point-and-click using the on-screen map. Verbal directions and visual instructions help guide you through every turn along the way.

In a hurry? Choose "quickest route." Prefer backroads? Choose to avoid toll roads and freeways. Dynamic rerouting and tour planning are also included, with memory for up to 50 presets.

Extended Navigation System.

The optional Extended Navigation System for the PCM permits navigation along a previously recorded route (back-trace navigation) as well as navigation in areas for which no data is available on your navigation DVD. (This

feature uses a compass function and GPS.)

Onboard computer.

The Cayman S comes standard with an onboard computer, offering a wide range of information that is displayed in the main instrument cluster. A control stock on the steering column allows the driver to display average fuel consumption, average speed, remaining fuel range and other useful information. The driver can also set a speed-limit warning signal to go off at a predetermined speed.

Electronic logbook.

The optional logbook function permits the automatic logging of the current mileage, distance covered, date and time, as well as the start and destination address for every trip—a great way to collect accurate data for expense

reports or tax returns. The data can be extracted and easily evaluated at home with the supplied PC software.

Hands-free mobile phone.

An optional mobile phone module offers the enhanced safety and convenience of hands-free calling. The phone's 12-digit keypad on the center console can also be used to operate the performance display and the personal memory feature of the optional Sport Chrono Package Plus.

Porsche CD-4 CD autochanger.

The Cayman S comes pre-wired for an optional 6-disc CD autochanger. The system installs neatly inside the front trunk and features a digital anti-shock memory that all but eliminates skipping.



Specifications

Specifications

Cayman S																									
Engine																									
Type	Mid-mounted, water-cooled, horizontally opposed six-cylinder with aluminum-alloy block, heads and pistons. Integrated dry-sump lubrication.																								
Valvetrain	Dual overhead camshafts, four valves per cylinder with VarioCam Plus variable-valve timing system																								
Induction	Dual-flow distribution pipe																								
Displacement	3.4 liters (3,387 cc)																								
Horsepower	295 hp @ 6250 rpm (SAE)																								
Torque	251 lb.-ft. @ 4400–6000 rpm (SAE)																								
Bore/Stroke	3.78/3.07 in.																								
Compression Ratio	11.1:1																								
Engine Management	Motronic ME 7.8 system with electronic throttle (E-gas), high-voltage ignition with individual coils, sequential injection, cylinder-specific knock control, stereo Lambda exhaust regulation and onboard diagnostics (OBD II)																								
Chassis																									
Front Suspension	Independent MacPherson struts with aluminum control arms, coil springs, stabilizer bar and negative steering roll radius																								
Rear Suspension	Independent MacPherson struts with aluminum control arms and stabilizer bar; toe-angle control																								
Steering	Variable-steering ratio, power-assist (hydraulic)																								
Turning Circle Diameter	36.4 ft. (11.1 m)																								
Brakes	4-piston monobloc, aluminum-fixed calipers front and rear, discs internally vented and cross-drilled, ABS 8.0																								
Disc Diameter	12.52 in. (318 mm) front, 11.77 in. (299 mm) rear																								
Wheels	Standard: Cast alloy 8J x 18 front, 9J x 18 rear																								
Tires	Standard: 235/40 ZR 18 front, 265/40 ZR 18 rear																								
Transmission																									
Drivetrain	Rear-wheel drive, six-speed manual or optional five-speed Tiptronic S dual-mode automatic																								
Gear Ratio	<table border="1"> <thead> <tr> <th></th> <th>Manual</th> <th>Tiptronic S</th> </tr> </thead> <tbody> <tr> <td>1st gear</td> <td>3.31</td> <td>3.66</td> </tr> <tr> <td>2nd gear</td> <td>1.95</td> <td>2.00</td> </tr> <tr> <td>3rd gear</td> <td>1.41</td> <td>1.41</td> </tr> <tr> <td>4th gear</td> <td>1.13</td> <td>1.00</td> </tr> <tr> <td>5th gear</td> <td>0.97</td> <td>0.74</td> </tr> <tr> <td>6th gear</td> <td>0.82</td> <td>—</td> </tr> <tr> <td>Reverse</td> <td>3.00</td> <td>4.10</td> </tr> </tbody> </table>		Manual	Tiptronic S	1st gear	3.31	3.66	2nd gear	1.95	2.00	3rd gear	1.41	1.41	4th gear	1.13	1.00	5th gear	0.97	0.74	6th gear	0.82	—	Reverse	3.00	4.10
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6th gear	0.82	—																							
Reverse	3.00	4.10																							

Cayman S	
Safety	
Active	Bosch ABS 8.0, Porsche Stability Management (PSM)
Passive	Dual front Advanced Airbags, head and thorax side airbags, front and rear deformation zones, side-guard door beams, seat-belt pretensioners and force limiters, supplemental safety bars, exterior/interior alarm system, and central locking
Weights and Dimensions	
Curb Weight	2,954 lbs. 3,042 lbs. with Tiptronic S
Front/Rear Weight Distribution (%)	45/55 44/56 with Tiptronic S
Length	172.1 in. (4,372 mm)
Width (w/o mirrors)	70.9 in. (1,801 mm)
Height	51.4 in. (1,305 mm)
Wheelbase	95.1 in. (2,415 mm)
Track	58.5 in. (1,486 mm) front, 60.2 in. (1,528 mm) rear
Cargo Area Volume	Front: 4.9 cu. ft. (140 liters) Rear: 9.2 cu. ft. (260 liters)
Fuel Tank Capacity	16.9 gal. (64 liters)
Performance	
0–60 mph	Manual: 5.1 sec. Tiptronic S: 5.8 sec.
Top Track Speed	Manual: 171 mph Tiptronic S: 166 mph
Fuel Economy (city/highway) EPA estimate	Manual: 20/28 mpg Tiptronic S: 20/27 mpg
Warranty	
To underscore our confidence in the quality of our cars, all new Porsche vehicles are covered by a 4-year/50,000-mile (whichever comes first) limited warranty and Roadside Assistance program. This warranty covers any defect in materials and workmanship. Porsche's limited corrosion warranty extends a full 10 years, regardless of mileage.	

Exterior Equipment

	Cayman S	Option Code
Performance		
Sport Chrono Package	o	639
Sport Chrono Package Plus (in conjunction with PCM)	o	640
6-speed manual transmission	s	–
Porsche Active Suspension Management (PASM)	o	475
Porsche Ceramic Composite Brakes (PCCB) with yellow calipers	o	450
Porsche Stability Management (PSM)	s	–
Short Shifter	o	XCZ
Stainless-steel, chrome-plated exhaust pipes	o	XLA
Standard-color brake caliper	Red	–
Specially tuned exhaust system	s	–
Tiptronic S transmission	o	249
Safety		
Anti-theft system with immobilizer, interior radar surveillance and remote control	s	–
Bi-Xenon headlights with dynamic leveling and headlight washers	o	P74
Dual front and side Advanced Airbags and side-impact protection beams (POSIP)	s	–
Fire extinguisher	o	509
Heated and electrically adjustable outside mirrors	s	–
Rear ParkAssist system	o	635
Self-dimming rearview and driver side mirrors with rain sensor	o	P12
Tire Pressure Monitoring System (TPMS)	o	482
Exterior		
Automatically controlled rear spoiler	s	–
Exterior package Aluminum-Look	o	DAE
Exterior metallic paint	o	Color code
Exterior special colors	o	Color code
Exterior “color to sample” paint	o	98/99
Rear window wiper	o	425
Roof Transport System	o	549
Wheels		
18” Cayman S wheels	s	–
18” Boxster S wheels	o	397
19” Carrera S wheels	o	403
19” Carrera Classic wheels	o	405
19” Carrera Sport wheels	o	XRR
19” SportDesign wheels	o	407
Wheel center caps with colored Porsche Crest	o	446
Wheels painted in exterior body color	o	XD9
Carrera S wheel painted in Black	o	CDB
5-mm wheel spacers	o	XRP

Interior Equipment

	Cayman S	Option Code
Comfort and Convenience		
Power seat package—Front seats with power height, length and backrest adjustment, driver-side memory function	o	P15
Adaptive Sports Seats—Fully electric with driver-side memory	o	P01
Sports Seats—Manual seat adjustment	o	P77
Heated front seats	o	342
Preferred Package—Wheel caps with colored Crest, self-dimming mirrors and rain sensor, Bose Sound Package, heated seats, floor mats in interior color	o	PPA
Preferred Package Plus—Wheel caps with colored Crest, self-dimming mirrors and rain sensor, power seats, heated seats, floor mats in interior color, Bose Sound System, CD-changer, Bi-Xenon headlights	o	PPB
Automatic climate control	o	573
Cruise control	s	–
Floor mats with Porsche lettering	o	Color code
Illuminated vanity mirrors	s	–
Instrument dials—Light Grey	s	–
Integrated dual cupholders	s	–
Lockable glovebox and storage compartment behind handbrake lever	s	–
Luggage partition	o	580
Power windows with one-touch up/down and anti-jam feature	s	–
Rear section of center console in exterior color—Rear section of center console including ashtray cover; Leather handbrake lever recess trim	o	XME
Electronics		
AM/FM radio with CD player (digital)	s	–
Sound Package Plus with 9 speakers	s	490
Bose Digital Surround Sound System with 13 speakers	o	680
External antenna	o	461
HomeLink® (programmable garage door opener)	s	–
Remote 6-disc CD autochanger	o	692
Porsche Communication Management		
Porsche Communication Management (PCM) with DVD navigation system	o	P16
Electronic logbook for PCM <i>Recording features include trip time and distance</i>	o	641
Extended Navigation System <i>System includes route-recording and back-tracing</i>	o	P23
Passive handset for telephone module	o	668
PCM -integrated phone—GSM-based phone, requires SIM card	o	666

s = standard feature

o = optional feature

– = no code needed

Interior Equipment (Cont.)

	Cayman S	Option Code
Leather interior options		
Leather package— Leather-finish seats, upper/lower dashboard, door panels, and rear side panels in smooth leather. Available in standard color, special color, natural leather, color to sample.	o	Color code
Cayman S model logo embossed in storage bin lid	o	CUV
Door finisher in Leather— Leather-finish door opener trim	o	XTV
Floor mat with Leather-finish trim	o	XX1
Instrument surround in Leather	o	XNG
Leather dashboard trim package— Leather-finish side air vent slats, central air vent slats, loudspeaker finisher on center switch panel, defroster trim, trim strip switch panel including cupholder trim	o	EBA
Leather interior in special color	o	Color code
Leather interior in special color two-tone—Black and Stone Grey	o	—
Leather interior in natural leather color	o	Color code
Leather interior in color to sample	o	Color code
Leather rear center console— Leather-finish rear section of center console including ashtray cover, handbrake lever recess trim	o	XMZ
Leather sunvisors with lighted mirror	o	XMR
Three-spoke multi-function steering wheel covered in Smooth-Finish Leather	o	431
Three-spoke steering wheel in Smooth-Finish Leather	o	459
Three-spoke sports steering wheel covered in Leather	o	435
Three-spoke sports steering wheel covered in Smooth-Finish Leather	o	460
Three-spoke sports steering wheel covered in thickly padded Smooth-Finish Leather	o	XPA
PCM with leather— Leather-finish PCM trim, climate control trim, lower switch trim and lower storage bin	o	CUR
Porsche Crest embossed in headrest	o	XSC
Porsche Crest embossed in storage bin lid	o	CPT
Seats in Soft-Look Leather with ruffled seat centers	o	982
Sports Seats back in interior leather	o	XSB
Carbon Fiber interior options		
Carbon Fiber package— Carbon Fiber-finish handbrake lever, trim strip switch panel, including cupholder trim, gear lever/selector	o	803
Carbon Fiber dashboard trim package— Carbon Fiber-finish inlay in defroster trim; Leather-finish side air vent slats, central air vent slats, loudspeaker finisher on center switch panel, defroster trim	o	EBD
Carbon Fiber rear center console— Carbon Fiber-finish rear section of center console, including ashtray cover; Leather-finish handbrake lever recess trim	o	XMJ
Door entry guards in Carbon Fiber	o	X69
Door finisher in Carbon Fiber— Carbon Fiber-finish lid of storage bin including lid extension of storage bin, door opener trim	o	XTL
Three-spoke multifunction steering wheel in Carbon Fiber	o	453

s = standard feature

o = optional feature

— = no code needed

	Cayman S	Option Code
Aluminum-Look/Stainless Steel interior options		
Aluminum-Look dash switch trim package— Aluminum-Look instrument surround; Leather-finish side air vent slats, central air vent slats, loudspeaker finisher on center switch panel, defroster trim	o	EBE
Aluminum-Look rear center console— Aluminum-Look rear section of center console including ashtray cover; Leather-finish handbrake lever recess trim	o	XCK
Door entry guards in stainless steel	o	X70
Door finishers in Aluminum-Look— Aluminum-Look lid of storage bin, including extension of storage bin, door opener trim	o	XTW
Gear shifter in Aluminum-Look (manual shifter)	o	X97
Instrument surround in Aluminum-Look	o	XCL
PCM with Aluminum-Look— Leather-finish PCM trim, climate control trim, lower switch trim and lower storage bin	o	CCP
Sport Seats back in Aluminum-Look	o	XCG
Three-spoke multifunction steering wheel with Aluminum-Look trim	o	XPV
Dark wood (Makassar) interior options		
Makassar package— Makassar-finish handbrake lever, trim strip switch panel, including cupholder trim, gear lever/selector	o	801
Door finishes in Makassar— Makassar-finish lid of door storage bin, including extension of storage bin, door opener trim	o	XTT
Makassar dashboard trim package— Leather-finish defroster trim with Makassar inlay; Leather-finish side air vent slats, central air vent slats, loudspeaker finisher on center switch panel	o	EBB
Makassar rear center console— Makassar-finish rear section of center console, including ashtray cover; Leather-finish handbrake lever recess trim	o	XJT
Three-spoke multifunction steering wheel in Makassar	o	451
Light wood (Sycamore) interior options		
Sycamore package— Sycamore-finish handbrake lever, trim strip switch panel, including cupholder trim, gear lever/selector	o	802
Door finisher in Sycamore— Sycamore-finish lid of door storage bin, including extension of door storage bin, door opener trim	o	XTU
Sycamore dashboard trim package— Leather-finish defroster trim with Sycamore inlay; Leather-finish side air vent slats, central air vent slats, including switch trim, loudspeaker finisher on center switch panel	o	EBC
Sycamore rear center console— Sycamore-finish rear section of center console, including ashtray cover; Leather-finish handbrake lever recess trim	o	XJU
Three-spoke multifunction steering wheel in Sycamore	o	452
Special Color interior options		
InteriorDesign Package Painted	o	805
Instrument dials in interior color—Sand Beige, Terracotta, Natural Brown	o	XFD, XFE, XFF
Instrument dials in exterior color—Guards Red, Speed Yellow, Carrara White	o	XFG, XFH, XFJ
Seat Belts in Silver-Grey, Guards Red or Speed Yellow	o	XSH, XSX, XSY
Sports Seats back in exterior color	o	XSA



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