



PORSCHE



# **The Cayman**

## **Cayman and Cayman S**



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## Cayman S

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

Two seats. Four wheels. Six horizontally opposed cylinders. It all adds up to one result: an unprecedented blend of breathtaking design. Astonishing performance. And inspired engineering.

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

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**Instantly captivating. Immediately gratifying.  
The Porsche Cayman and Cayman S.**

The eyes see things in an instant that took decades to evolve. The new Cayman and Cayman S are the embodiment of beliefs long held in esteem by the engineers of Porsche—ideas first developed in mid-engine racing machines such

as the 550 Coupe from 1953 and the 904 Carrera GTS from 1964. From its sweeping front shoulders to its roofline arc and sloping rear hatch, every line of the Cayman leverages the accomplishments of

its predecessors—sports cars victorious on racetracks from Le Mans to Sebring and Laguna Seca. Just as with these racing forebears, the Cayman and Cayman S find inspiration in dynamic engineering.

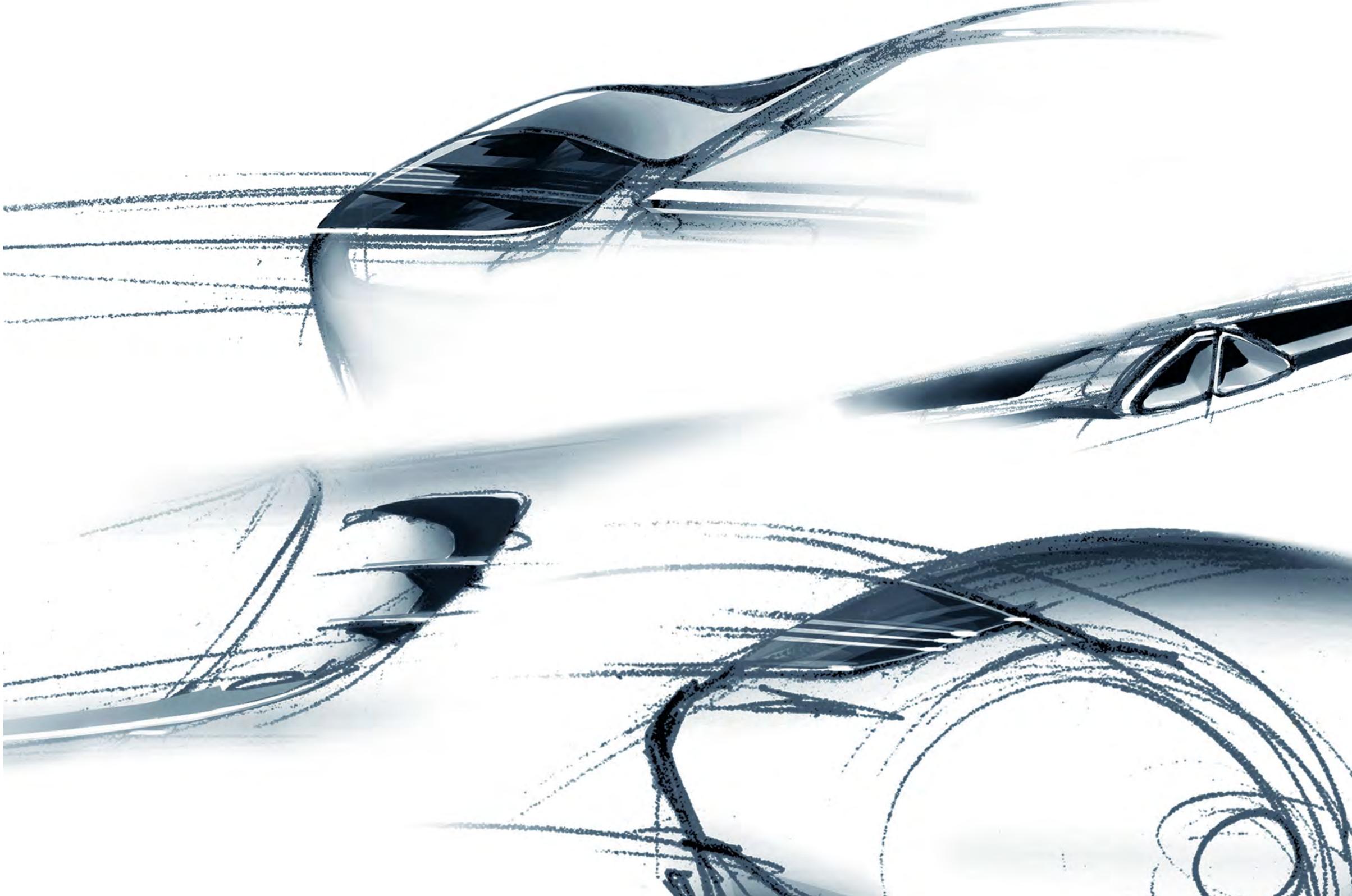
The source of this inspiration is a torque-rich power plant specially developed for the Cayman. On paper, its specs are more than impressive. On the road, its layout is more than ideal: Situated low and center in the car, the flat six serves

not only as the Cayman's source of power, but its poise as well. This mid-engine platform provides an optimum foundation for agile response to steering and braking inputs. Porsche engineers have

incorporated new chassis systems adapted to the car's highly rigid bodyshell construction. The result: smooth, immediate lane changes and natural control through every corner. Performance and control can be further enhanced with options such as Porsche Suspension Management (PSM) or the Sport Chrono Package.

Behind the wheel, you'll notice a natural reflection of the Cayman's mid-engine balance throughout the interior. Every feature is designed around the driver, coalescing into an engrossing sensory experience. A surprisingly spacious cockpit and cleverly conceived hatchback design also prove that sensational performance can make perfect sense. Overall storage capacity in the Cayman eclipses that of some of today's popular sedans, proving its ability to perform as well on errand-filled weekdays as it does on adrenaline-fueled weekends.









**Cayman styling cues.  
Inspired by the curves it swallows whole.**

Tour the Cayman's front, side and rear surfaces with your eyes, and you immediately sense Porsche's love of curves. The body's muscular, sculpted features are thought by some to be an adaptation of the twists and turns found along our favorite roads. Each meeting of convex and concave surfaces is designed to move the air—and the driver's soul—with equal ease.

**Front view.**

Asymmetric headlights set in the Cayman's curving shoulders serve to reinterpret a familiar focal point of contemporary Porsche design. Arranged beneath them is a large cross-section of air intakes, hinting at the car's powerful capabilities. Within the two outer openings are rounded fog- and side-light units.

Extensive underbody paneling helps smooth the flow of air that passes beneath the car, keeping the front end grounded at speed. A tapered front trunk lid enhances downforce even further, contributing to an impressively low drag coefficient of 0.29, while raked headlamps and wheel arches present a virtually seamless surface to the wind.

**Side view.**

As your eyes travel from the fenders to a narrowed midsection, a host of unmistakable shapes comes into view: the unbroken curve of the arcing roofline. The precise cut of the door. And the dramatic upward surge of the lower window edge to the rear of the door.

Like the wind, your gaze naturally flows to the side intake that feeds air into the strategically placed engine bay. Each of the twin intakes consists of three vertically divided sections, which optimizes airflow to the engine. Their unique form and aerodynamically advanced function are the result of more than 700 hours of wind-tunnel development time. And more than 50 years of

accelerated learning on racetracks around the world—the ultimate design studio for any Porsche.

### Rear view.

Even at a complete standstill, the Cayman's seductively shaped rear wheel arches and wide rear track reveal a flare for the kind of highly spirited performance that engages all of your senses. Its wide hips provide ample space for boldly emphatic taillights in back and signature wheels endowed with

high-performance tires that rivet all four corners to the pavement.

A biplane spoiler that automatically extends at speeds above 75 mph provides still greater adhesion by generating extra downforce that contributes to a top track speed of 171 mph for the Cayman S and 160 mph for the Cayman (manual transmission). A less dynamic, but

no less rewarding, feature is the large rear hatch. Its top-hinged lid offers convenient access to 9.2 cubic feet of generous storage space, ensuring that no road trip in your Porsche Cayman need be cut short.

### Wheel design.

Naturally, our love of curves isn't confined to rooflines and fender flares. Porsche engineers have developed lightweight alloy wheels specifically designed to help a Cayman make the most of every long, winding road. The standard Cayman S wheel is an 18-inch, five-spoke design derived from the ultra-exotic Carrera GT, while the



17-inch Cayman wheel



18-inch Cayman S wheel

twin-spoke motif on the standard 17-inch Cayman wheel is equally impressive in form and function.

A variety of 19-inch designs is also available for those seeking a more personal touch.





**Engineering meets instinct.  
The new Porsche Cayman.**

The latest Porsche to be unleashed onto the streets is a perfect blend of refined engineering and untamed emotion. A genuine sports car that inspires genuine passion in a way very few automobiles possibly can.

The ability of the new Cayman to shift your pulse rate into a higher gear can be traced to a design philosophy that places simplicity

and sense on a pedestal. To a design concept that conveys the inherent balance of a mid-engine architecture. And finally, to a design lineage rooted in some of the most dominant, and most distinctive, sports cars ever made.

From the front, the shape is classic Porsche. A chiseled nose, broad shoulders and athletic hips slice

through the wind while keeping the wheels firmly planted. Aerodynamic lift is minimized by pushing airflow where it's needed most—into large intake scoops with a thirst for cooling air. An unflinching focus on performance is clearly seen in the taut, sleek lines. The massive brakes lurking behind striking 17-inch aluminum alloy wheels. And a distinctive tailpipe playing familiar

Porsche tunes. Jab the throttle, and the pleasures of man and machine working together as one are at your command.

A 2.7-liter, 245-hp flat-six engine serves as an open invitation to twist the key with your left hand and begin climbing through five perfectly spaced gears on the manual gearbox. Forged-aluminum pistons produce up to 201 lb.-ft. of thick, silky torque between 4600 and 6000 rpm, making the Cayman alert, alive and quick as it pours on the power in fluid, lump-free surges.

A rigid race-bred chassis makes the steering action deliciously precise, while a Porsche-tuned suspension exploits the Cayman's mid-engine layout to deliver intoxicating agility and control.

The Cayman's option list includes many of the features found in the Porsche 911's high-performance arsenal. Porsche Active Suspension Management (PASM), which can program the engine and suspension for a more comfortable ride or more aggressive damping, is an option, as are low-profile 19-inch

tires and the Sport Chrono Package, which lets you program engine management and stability control for track driving.

Of course, in the everyday world of motoring, man does not live by maximum lateral g's alone. Mounting the engine midship offers another unique advantage: dual cargo areas. A deep front compartment stores 5.3 cubic feet, while the large rear hatch opens up another 9.2 cubic feet of luggage. Allowing you to use the Cayman like an ordinary car. And drive it like a Porsche.





again, demonstrating: There is no substitute.

A mid-engine layout and balanced weight distribution in the Cayman S present a superb platform for a car with serious sporting intentions. Placing the engine mass midship contributes to a handling dynamic that, in the words of *AUTOMOBILE Magazine*, "slashes through corners as if it were a hologram from *Gran Turismo 4*." (Nov. 2005)

The following is a brief overview of the Cayman S, derived from

notes penned by its designers and test drivers.

#### **Boxer engine.**

A flat-six power plant developed specifically for the Cayman S takes full advantage of its location. It's a boxer design, with two banks of cylinders located on a horizontal plane. This hallmark of Porsche engine design gives it an extremely short profile for its displacement, which lowers the vehicle's overall center of gravity for optimal agility and quick, surefooted braking.

#### **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. Sporting an impressive power-to-weight ratio, the Cayman S can sprint from 0–60 mph in just 5.1 seconds and, in the controlled confines of a racetrack, achieve a top speed of 171 mph (with manual transmission).

## **A wicked response to "What if?" The Porsche Cayman S.**

As with all Porsche vehicles, the Cayman S began as a challenge: Combine the best of the Boxster and 911 in one authentic, race-bred sports car. A sports car with the torsional rigidity of a coupe and the ideal weight distribution of a mid-engine layout. A car that is both entirely new and indelibly linked to Porsches past and present. Where do you start? With a simple belief: Nothing is impossible.

At Weissach, there's an unwritten rule that every assignment should be undertaken as a dare to stretch the imagination. And an invitation to do something great. So it comes as no surprise that, endless brainstorming sessions and countless arguments later, the Cayman team arrived at precisely what the world has come to expect from Porsche: the unexpected.

Upon its introduction in 2005, the Cayman S was not only recognized immediately as a Porsche, but also as a phenomenal response to a single question: "What if?"

And what now? J.D. Power and Associates recently awarded the Cayman S with "Highest Ranked Compact Premium Sporty Car in Initial Quality in the U.S."\*\* Once

\*Proprietary J.D. Power and Associates 2006 U.S. Initial Quality Study<sup>SM</sup>



**Power shift.**

The car's balanced performance is transmitted to the pavement through a short-throw, six-speed manual gearbox. The gearshift throw is quick and effortless, the ratios perfectly spaced. As an option, the Cayman S can be equipped with a Formula One-inspired five-speed Tiptronic S transmission that automatically selects optimum shift points.

**Control.**

A rigid chassis design—the result of over 50 years of track-tested evolution—feels so tight, it's as if the mechanical package were shrink-wrapped around you. At each axle, you'll note a generous "track" between the wheels. The 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 even greater control and safety, the Cayman S is equipped with Porsche Stability Management (PSM), an automatic driver aid that helps keep the car faithfully in line.

For even more refined performance and driving control, there is the optional Porsche Active Suspension Management (PASM). Featuring a

10-mm reduction in ride height, this active suspension system provides instantaneous adjustment of all four dampers, based on changing road conditions and driving style.

**Stopping power.**

The awesome stopping power for which Porsche sports cars are known is evident in the Cayman S. The four-piston calipers feature monobloc aluminum construction and a distinctive red-paint finish. Key characteristics include excellent rigidity, compact dimensions and

light weight. The result: breathtaking deceleration, even under heavy use. For ultimate braking performance, the optional Porsche Ceramic Composite Brakes (PCCB) combine considerable weight savings with exceptional fade resistance.

**Purposeful elegance.**

Inside the cockpit, every feature is designed around the driver. The shapes, surfaces and instruments create comfort that allows the driver to relax and enjoy the sublime pleasures of car control.

The standard seats in the Cayman S offer both comfort and firm lateral support. The key? An internal spring structure that is matched to the car's suspension.

The special acoustic properties in the Cayman S create a rich audio environment. The standard Sound Package Plus or optional Bose® Surround Sound System offers a powerful alternative to the flat-six engine notes. Easily accessible front and rear cargo areas offer a luxury that is even more rare in sports cars: ample storage space.





## Performance

- 3.4 liters: 295 horsepower
- 2.7 liters: 245 horsepower
- Six-cylinder “boxer”
- Mid-engine
- VarioCam Plus
- Variable-steering ratio
- MacPherson-strut suspension

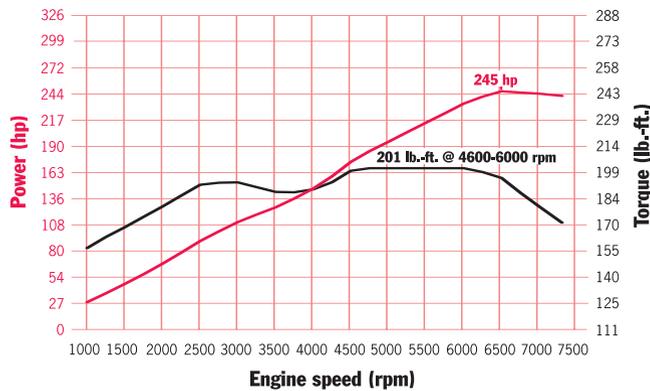
Strength, speed, finesse, agility, endurance. Like superb athletes, the Cayman and Cayman S turn a collection of impressive capabilities into something sublime. While their acceleration, lateral g-forces and braking distance are all impressive, figures cannot fully

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

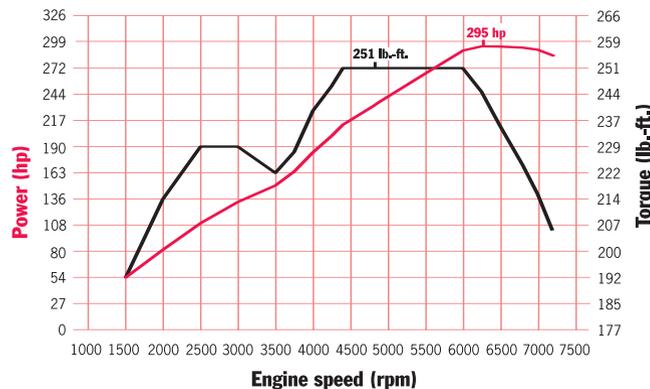
**Torque? Flush.  
Horsepower? In spades.  
Performance? All in.**

In many circles, a discussion on engine performance often begins and ends by analyzing horsepower and torque. But, while telling, such numbers offer a mere hint of the ideas employed to stack the deck so decisively in the Cayman's favor.

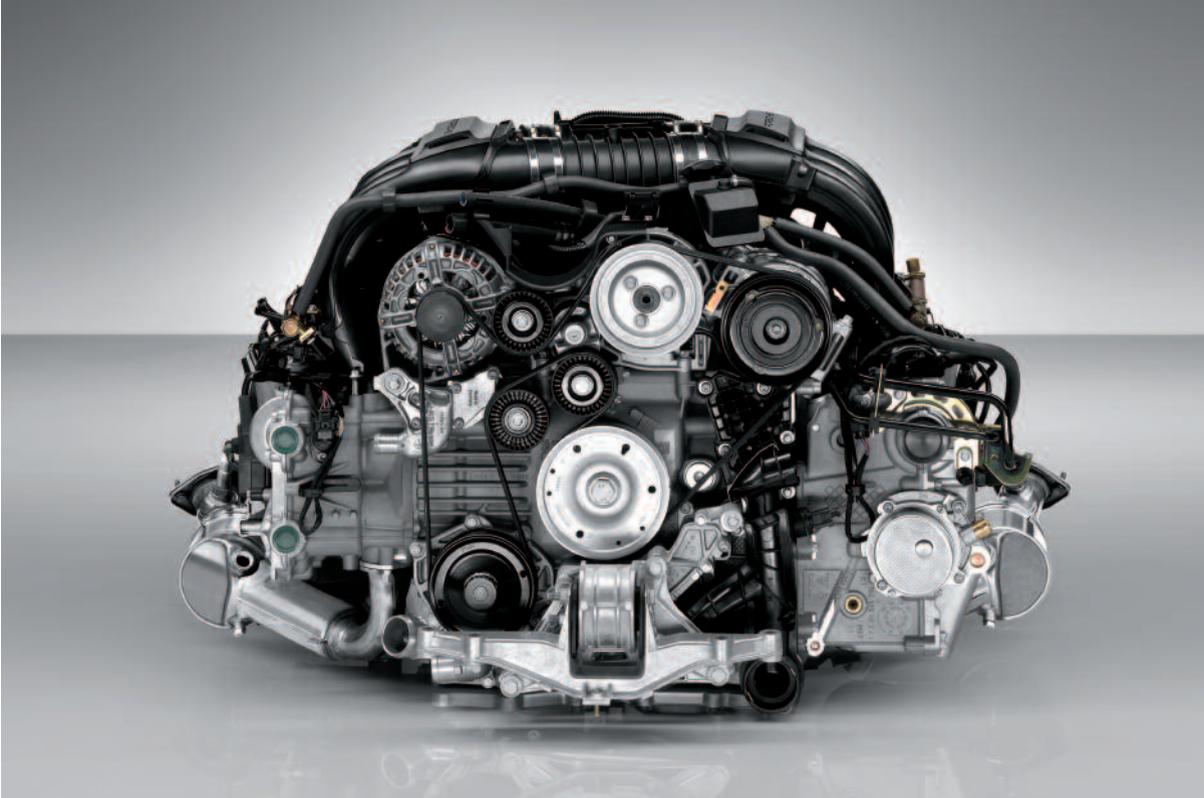
What other criteria do Porsche's band of idealistic engineers bring to the table when designing their thoroughbred power plants? For starters, it must be light in weight with a low center of gravity that improves handling. Throttle input should be met with instantaneous response, both off the line and throughout the entire power band. It should be smooth and seamless on daily commutes and thrilling when the opportunity arises. It should be laden with the latest technologies, yet capable of withstanding the most grueling driving conditions. In the Porsche Cayman, such thinking is all in.



Cayman: 201 lb.-ft. between 4600 and 6000 rpm, 245 horsepower at 6500 rpm



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



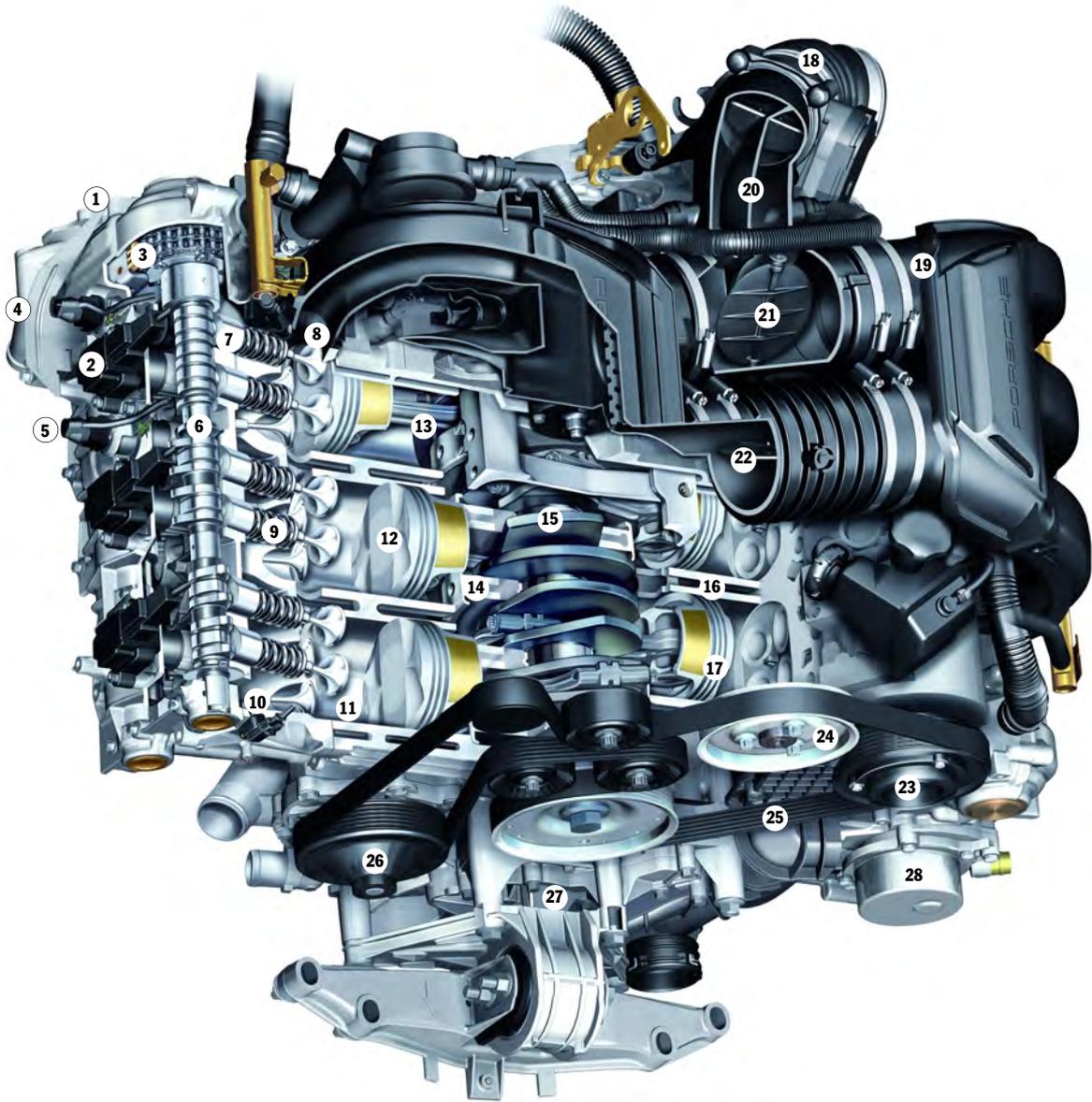
3.4-liter six-cylinder boxer engine

**The flat-six boxer engine.**

The 24-valve flat-six boxer engine engineered specifically for the Cayman achieves each objective. Its low center of gravity augments 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. The 2.7-liter engine in the new Cayman generates 245 horsepower, while 201 lb.-ft. of torque arrives at just 4600 rpm and stays with you to 6000 rpm. The Cayman S is armed with 3.4 liters of total swept volume and a maximum of 295 horsepower at 6250 rpm.

Maximum torque is 251 lb.-ft. at 4400 rpm. Such power is derived from a two-stage resonance induction manifold that optimizes the air charge as rpm's rise, and by our patented VarioCam Plus, which adjusts valve timing and lift. Naturally, high-tech electronics also play a role. Fuel injection and ignition are controlled by the Motronic ME 7.8 engine management system, while 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.**

Dry-sump lubrication is race-proven technology that reduces engine operating temperatures and ensures a reliable supply of oil, even when gravity is overpowered by lateral g-forces. A pump supplies oil from an internal reservoir located within the block to the lubrication points throughout the engine. Oil is then extracted by two scavenger pumps, one dedicated to each cylinder head, and returned back into the reservoir. Narrow return lines de-foam the oil before it is collected

in the integral sump, which helps to restore the oil's lubrication properties and maintain pressure in the self-adjusting tappets.

The Cayman is equipped with an electronic oil-level indicator that allows you to check oil pressure and temperature from inside the car with readings so precise, a dipstick is not required.

**Engine cooling.**

Advanced cross-flow water cooling allocates a separate circuit for each cylinder and head so that all six cylinders operate within the same temperature range.

Consistent temperatures reduce the chance of pre-ignition knocking, improve fuel economy, extend valve life, and lower emissions. Casting coolant channels directly into the block also reduces maintenance required by regular water lines.

**Engine management system.**

Motronic ME 7.8, the advanced electronic control first proven on the Porsche 911 Turbo, oversees all engine-related systems in the Cayman—from ignition and valve timing to fuel injection and more—for optimum performance in all operating conditions.

For example, it works to modulate the volume of incoming air with

exacting precision to compensate for sudden changes in load when lifting off the throttle at speed prior to braking.

Electronic engine management also controls the electronic throttle, one of the key elements for Porsche Stability Management (PSM), and coordinates all of the subsystems within PSM. In its spare fractions of a second, the Motronic system synchronizes variable-valve timing

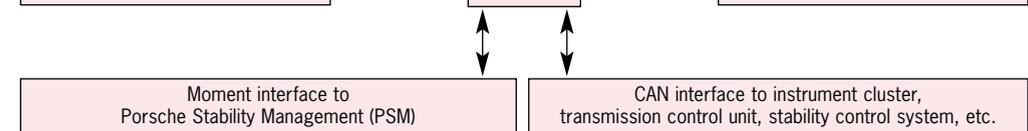
and lift (VarioCam Plus), manages cylinder-specific knock control, and performs a range of other important functions as outlined below. Behind the wheel, all of this electronic wizardry translates into smooth, ultra-responsive power. And frequent rushes of adrenaline.

**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

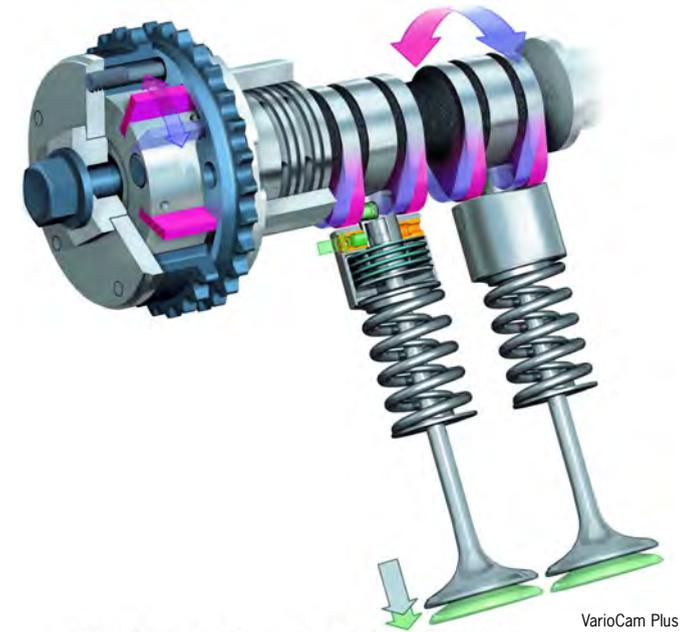


**Two-stage resonance intake manifold.**

Controlled breathing is the secret to better performance. In the new Cayman and Cayman S, breathing has been optimized by a dual-flow

intake pipe, with valves that open and close at predefined engine speeds. Twin plenum chambers are connected by a resonance pipe that alters the manifold's geometry. The resulting vibration of the air molecules improves the engine's

cylinder charging. At speed, the results are 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 speeds, better gas mileage and a smoother-running engine with 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 at the head of each intake camshaft.

Valve timing and the valve profile are continuously altered according to conditions and engine load. For improved responsiveness on cold starts, VarioCam Plus raises the amount of lift and retards valve timing. At medium revs with minimal loads, 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 managed by a powerful electronic control unit that maintains peak engine operation by making necessary adjustments in fractions of a second. Onboard diagnostics also provide continuous monitoring and early detection of potential faults in the exhaust and fuel supply systems—ensuring that, when it comes to protecting our environment, the Cayman never skips a beat. Even during times when your heart skips several.

### Ignition system.

The Cayman extracts maximum power from every combustion cycle using a static high-voltage ignition system. Separate coils on each spark plug eliminate the need for a central coil, a common source of electrical faults. All six coils are directly controlled by the engine

management system, which can alter ignition timing as needed. A major benefit of this arrangement: The ignition is integrated with other electronically managed systems. If the Tiptronic S transmission's control unit requests smoother downshifts, for example, the engine management system will modify ignition timing accordingly.

### 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, thus preventing pre-ignition at high engine speeds.

### Exhaust system.

An advanced exhaust system made of lightweight stainless steel helps minimize fuel consumption, maximize engine performance and enhance overall agility.

The system consists of two tracks, one for each bank of cylinders, to reduce back pressure. Twin tracks allow greater throughput than that of a conventional exhaust, improving both power and torque. It also generates the Cayman's distinctive sound—on start-up, at idle and across the entire engine-speed range.



Exhaust system



Cayman single-tube tailpipe



Cayman S dual-tube tailpipe

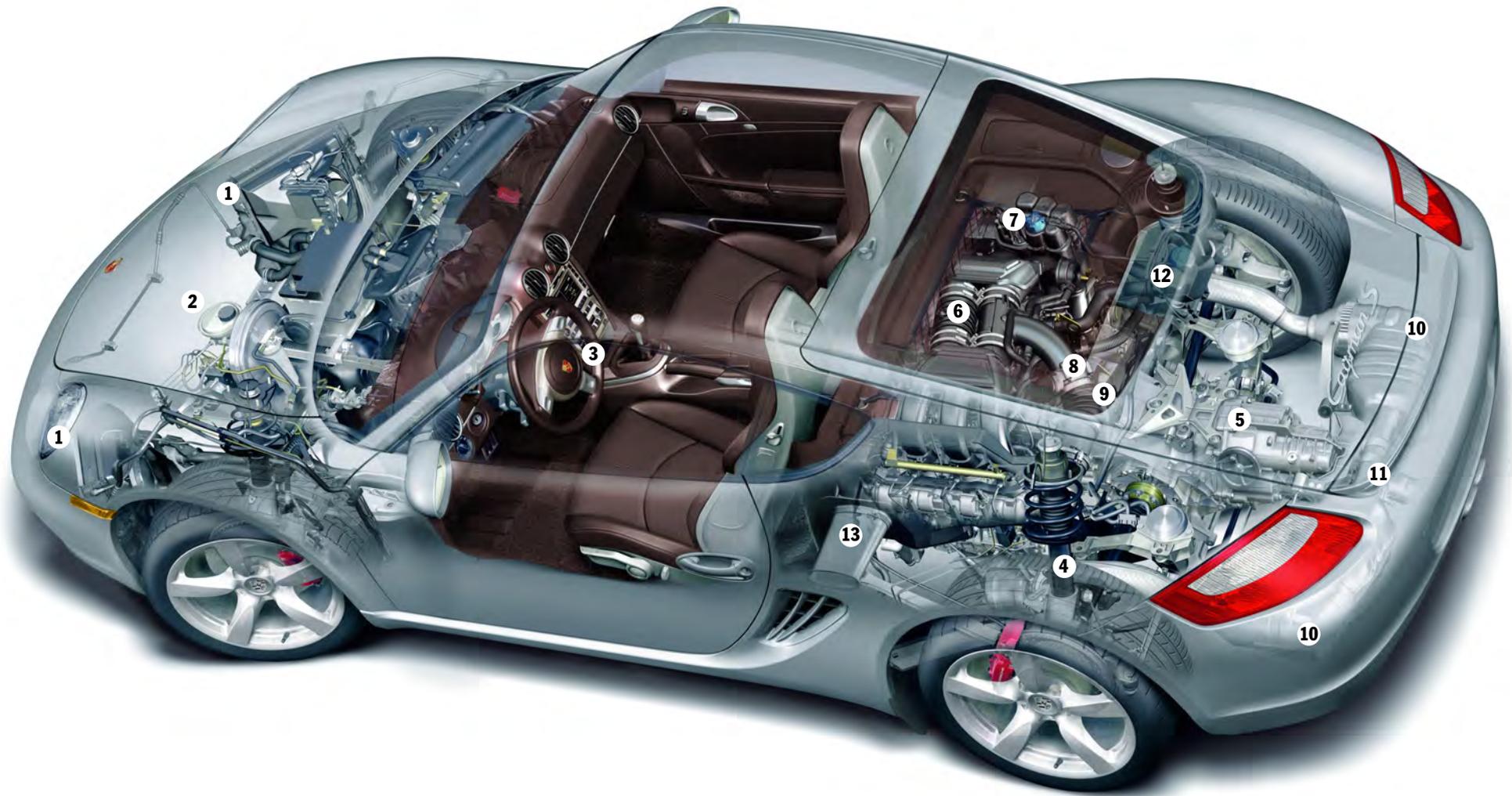
Four Lambda probes—one before and one after each of the catalytic converters—allow for continuous monitoring of both the combustion process and catalyst performance. The gases pass through a twin-silencer unit before exiting the car.

### Maintenance.

The Cayman and Cayman S both deliver peak performance with minimal maintenance and service requirements. Standard servicing is

not required for the first 20,000 miles or two years. Timing chains are maintenance-free for the life of the car, and the ignition system requires no servicing beyond fresh spark plugs every 60,000 miles. Overall running costs are further reduced by valves that self-adjust automatically, and a self-adjusting belt that drives the generator, power-steering pump and air conditioning system.

Thanks to excellent filtration and high-endurance synthetic oil, the Cayman's oil-change intervals are an astonishing 20,000 miles.



**Engine and gearbox mounts.**

Beneath the skin, the Cayman's engine and gearbox are shielded from excessive noise and vibration

by a system of hydraulic mounts. The engine is secured by a single mount located centrally at the front of the unit, while the gearbox is supported by two additional lateral

mounts that prove equally effective in dampening both high- and low-frequency vibration.

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

**Two exhilarating models.  
Two engaging transmissions.**

**Manual gearbox with  
dual-mass flywheel.**

At the controls of a Cayman, every driver input is met with an immediate and smooth response. Perhaps nowhere is this more evident than the performance-

oriented six-speed transmission. Rapid shifts are executed through a short-throw mechanism designed to let you extract maximum torque from each of the ideally spaced gear ratios. The gearbox is driven through a dual-mass flywheel that minimizes noise in the drivetrain.

Noise is further reduced by the cable-operated gear linkage which insulates the lever from the engine and gearbox.

**Tiptronic S.**

The highly advanced Tiptronic S transmission is available in both Cayman models as an option. This versatile gearbox combines fully automatic five-speed operation with the capability of manual control.

In automatic mode, Tiptronic S has five distinct gearshift patterns ranging from “Economy” to “Sport.” Depending on driving style and the topography of the road, Tiptronic S selects one of its five patterns and applies the optimum sequence of gearshift points. Even in automatic mode, the rapid gearshift action ensures a fast and agile response. Within a short space of time, the driver will develop a feel for the system and learn to influence the gearshifts using the throttle alone.

In manual mode, the driver can change gears by hand using rocker controls located on the steering wheel. Gearshifts are completed in about 0.2 seconds with virtually no interruption in drive—very comparable to a well-executed gearshift in a manual-transmission car. Even with the shifter in automatic mode, you can still change gears manually using the rocker switches on the steering wheel. If there is no manual input for a period of eight seconds, the system reverts to automatic mode.

When the car is started, a warm-up program increases the speed of the engine to bring the catalytic converters up to temperature.

Other useful Tiptronic S functions include 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.



Tiptronic S gear selector

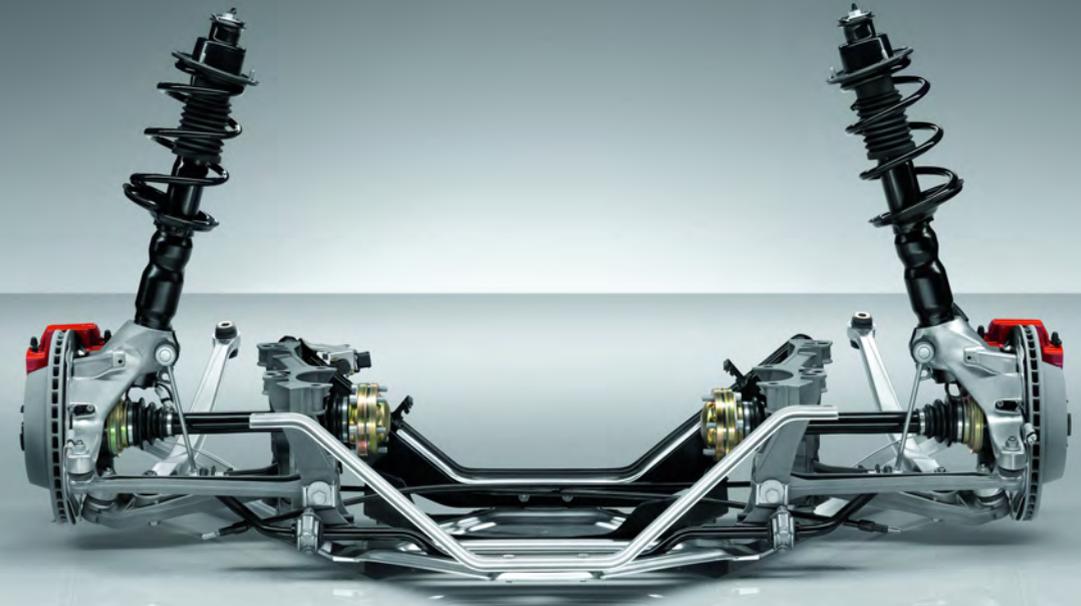


Tiptronic S control on steering wheel





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.**

These sculpted forms represent the ultimate evolution of Porsche suspension design. Their sporting prowess is derived not from technological tricks that dampen a driver's feel of the road, but from sound geometry and the finest lightweight materials.

MacPherson-type coil-over struts work in conjunction with lateral control arms to give the Cayman its characteristic feel when driving through twists, around turns and over bumps. The car's generous track (the distance across each axle) minimizes pitch and roll, with stout anti-roll bars also contributing to remarkably flat cornering.

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

The Cayman chassis delivers both the exhilaration of controlled high-performance driving, and the extra

margin of safety that comes from piloting a highly responsive, well-mannered car.

## Steering.

With its superb mid-engine weight balance and race-bred suspension, the Porsche Cayman demands a responsive steering system tuned to the task. Our engineers responded with variable-ratio rack-and-pinion steering.

In the straight-ahead position, the ratio is less direct, which enables smoother high-speed maneuvers and effortless control. Turn the wheel harder—the ratio becomes more direct in a linear, progressive

fashion, thereby quickening the response. The front wheels actually travel further relative to the amount that the steering wheel is turned, resulting in more agile cornering and easier parking.

This hydraulically assisted system delivers rewarding two-way communication between man and machine—responding with thrilling immediacy to every input while allowing drivers to read nuances in the road with the aid of exceptional tactile feedback.

Wrapped in hand-stitched leather, the standard three-spoke steering wheel adjusts for both height and reach to assure comfort for drivers of all statures.



## Wheels.

Both Cayman models are fitted with strong, ultralight alloy wheels that improve overall handling and traction. The new Cayman comes with 17-inch wheels as standard, while the Cayman S is equipped with 18-inch alloy wheels, sporting a purposeful five-spoke design inspired by the Porsche Carrera GT. A variety of striking wheel designs is available as options on both models. Anti-theft bolts are standard.



17-inch Cayman wheel



18-inch Cayman S wheel



18-inch Boxster S wheel



19-inch Carrera Classic wheel

## Tire Pressure Monitoring System.

An optional Tire Pressure Monitoring System (TPMS) provides early warning of any drop in pressure with an alert on the onboard computer display.



19-inch SportDesign wheel



19-inch Carrera S wheel



19-inch Carrera Sport wheel

**Porsche Active Suspension Management.**

For the ultimate in comfort and control, both Cayman models can be equipped with Porsche Active Suspension Management (PASM). This advanced option continuously adjusts the damping force at all four corners of the car to suit

your driving style and changing road conditions.

With PASM installed, the Cayman's ride height is lowered by 10 mm versus that of its standard steel-sprung suspension. The driver can select one of two setup modes—"Sport or Normal"—with the press of a button. Normal offers an ideal

mix of performance and comfort, while the Sport setup features a firmer range of settings for even greater performance capabilities.

In either mode, PASM reacts to both changes in the road and your driving style by varying damping force at each wheel.

A series of sensors is used to monitor all movements of the car's body. The PASM control unit then evaluates this data and modifies the damping force on each of the wheels to reduce pitch and roll for more consistent road-holding.

Should road-surface quality drop below a certain threshold while in

Sport mode, PASM immediately shifts to a softer rating within the Sport setup band to restore grip and traction. When road conditions improve, the firmer Sport settings are automatically restored.

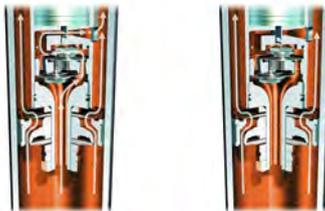
PASM is equally responsive to your style of driving. If Normal mode is selected and the car is driven in

an assertive manner, PASM will switch to a firmer rating within the Normal setup band. Stiffening the dampers makes the car more stable and more responsive to driver input. In either case, the result is a driving experience that instantly adapts for optimal performance and enjoyment.



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.

As with every Porsche, the Cayman has plenty of performance in reserve. The Sport Chrono Package option allows you to further explore this potential by reprogramming the engine management system and electronic driver aids at the touch of a button.

Pressing the Sport button on the center console recalibrates the engine management system's

variable parameters for enhanced engine response. A modified throttle map empowers your right foot with more progressive reaction to each tap on the accelerator. In higher gears, a rev-limiter works in tandem to offer additional protection for the engine under acceleration.

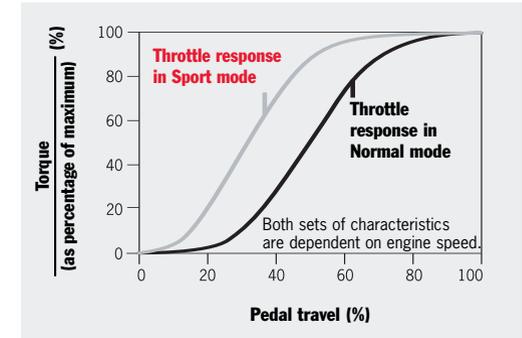
With the Tiptronic S transmission, automatic gearshifts also become faster and more dynamic. Lift off the throttle, even at high revs, and the system immediately shifts down

to apply engine braking. Unwanted upshifts in manual mode are also prevented. The payoff? More secure and predictable handling, particularly around corners.

While this is happening, Porsche Active Suspension Management (PASM) switches to a more rigid setup with firmer electronic damper settings for razor-sharp cornering, improved high-speed stability and tenacious traction. Note: PASM is optional on both Cayman models.



Sport button on center console



Comparison of throttle maps in Normal and Sport modes

Porsche Stability Management (PSM) is also performance-optimized with elevated thresholds for triggering automatic intervention by the ABS and engine management systems, resulting in a more natural response that is also less forgiving to lateral and longitudinal g-forces.

For maximum maneuverability, PSM can be set to standby while still in Sport mode. PSM simply monitors the forces acting 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 on the center of the dashboard with a

digital field that displays time to the hundredth of a second. Who says you can't measure fun?

### Sport Chrono Package Plus.

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

The PCM display lets you analyze detailed performance data at your leisure. The system records and displays time and distance traveled on the current segment, number

of segments completed with their respective times, and the fastest segment. Other useful features include a memory function that stores personal preferences for a range of items, 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 (POSIP)**

The Porsche Cayman performs brilliantly in the areas that matter most—particularly when it comes to safety. A hardened steel passenger cell and crisp, nimble handling provide an ideal platform for some of the most advanced safety technologies available in a road car.

## Active safety disguised as high-performance fun.

Generous reserves of active safety are a natural byproduct of Porsche engineering in both of the Cayman models. A poised and predictable chassis, powerful engine and fade-resistant braking system featuring advanced ABS all combine for a driving experience that is as safe as it is spirited.

High-performance tires fitted on lightweight, aerodynamic wheels provide ultra-responsive handling, while a biplane spoiler that extends at speeds over 75 mph creates added downforce at speed for more accident-avoiding traction. Naturally, high technology also plays a role: The Cayman and

Cayman S are both equipped with Porsche Stability Management (PSM), a driver's aid that helps you maintain control when emergency situations dictate. And carve cornering lines when deserted back roads beckon.

At night or in poor weather, a driver's ability to see and 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 Porsche Cayman 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, which improves color perception and reduces eyestrain. To prevent the dazzling of oncoming traffic, dynamic headlight-leveling works to automatically adjust the beams to compensate for changes in vehicle attitude during braking or acceleration. Headlamp washers keep the lenses crystal clear—and the nighttime road brilliantly lit.



Bi-Xenon headlight





Standard brake, Cayman



Standard brake, Cayman S

### Braking system.

The braking ability of the Cayman is every bit as impressive as its acceleration from 0–60 mph in 5.1 seconds (manual transmission).

Precise, reliable stopping power begins with massive brake discs. The Cayman S brakes have a diameter measuring 12.52 inches in front and 11.77 inches at the rear, each disc is internally vented and cross-drilled for better fade resistance and improved braking in wet conditions.

Airflow is an integral part of every Porsche braking system. Large ducts swallow cooling air and channel it to each brake assembly, helping lower temperatures for higher levels of performance.

A race-inspired monobloc design forged from a single block of aluminum and fitted with four pistons per caliper is engineered to be extremely rigid, robust and lightweight. The payoff? More consistent, more immediate pedal response. And a more gratifying driving experience.

### Advanced Porsche Ceramic Composite Brakes.

The optional Porsche Ceramic Composite Brake (PCCB) system for the Cayman S, takes the science of braking to an entirely new level. The system's discs are not metal, but a special ceramic reinforced with carbon fiber. Initially created for race cars, using a complex manufacturing process, they are harder, more resistant to high temperatures, and about half the weight of metal discs.

Featuring significantly more cooling channels than conventional discs, PCCB brakes are designed with a vent geometry that accelerates airflow to maximize cooling under heavy brake use. This design also incorporates more internal walls for greater structural stability.

The carbon-composite discs work in concert with a special brake-pad compound to deliver rapid deceleration and consistent friction properties.

Powerful six-piston monobloc calipers are fitted on the front brakes, with four-piston monobloc calipers at the rear of the vehicle. A distinctive race-yellow color offers visual evidence of the power lying in wait at all four corners.



Porsche Ceramic Composite Brake (PCCB)



**Porsche Stability Management.**

While it can't overcome the laws of physics, the revolutionary Porsche Stability Management (PSM) system does lend an added degree of balance and control to the Cayman's mid-engine driving dynamics, inspiring surefooted confidence in corners and extreme situations.

A standard feature on the Cayman and Cayman S, PSM continuously monitors steering input, road speed, yaw velocity and lateral acceleration to calculate the actual direction of

travel. If the car begins to steer off line, PSM instantly intervenes with precision brake inputs on individual wheels to help bring the car back onto the driver's intended path.

If braking alone isn't enough to correct the vehicle's cornering line, PSM then calls on the Cayman's engine management system, adjusting engine output as needed to help stabilize handling. PSM can also compensate in an instant for mid-corner changes in load resulting from deceleration or braking.

When Sport mode is selected with the optional Sport Chrono Package, PSM's threshold for intervention is raised, allowing for greater driver involvement. If you prefer driving without automatic PSM assistance, the system 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.

For all of its technical ability, PSM goes virtually unnoticed in everyday driving situations, preserving the Cayman's natural agility.

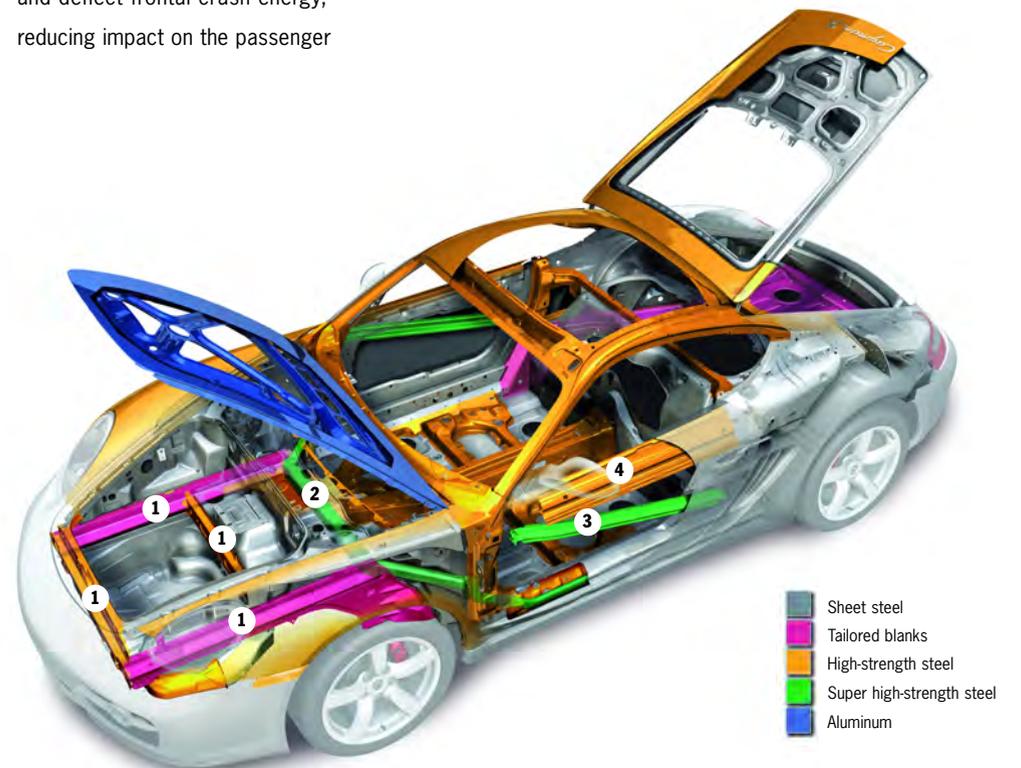
**Body structure.**

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

The bodysell structure is designed around a highly resilient passenger cell designed for exceptional crash protection. Patented longitudinal and transverse members (1) absorb and deflect frontal crash energy, reducing impact on the passenger

cell. Super high-strength steel is used in the bulkhead (2) to protect both front footwells and in the doors (3) to enhance the rigidity of the car for superior side-impact protection.

Intelligent design is also exemplified by an upper load path (4) that is engineered to channel crash energy around the sides of the car and away from the passenger cell.



### **Driver and passenger airbags.**

Dual Advanced Airbags provide optimum upper-body protection in front 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 system.**

With the standard Porsche Side Impact Protection (POSIP) system, Porsche takes a comprehensive approach to protecting passengers against side-impact collisions. Thorax-protection airbags located in the seat backrests are coupled with head-protection airbags that deploy upward from the driver and passenger doors. Each of the four airbags has a volume of about .28 cubic feet, which offers protection over the full seat-adjustment range. Side-impact beams in each door are also integral to the POSIP system.

### **Anti-theft protection.**

A unique transponder embedded in the Cayman's ignition key provides vigilant anti-theft protection. Until this transponder code is received, the engine remains immobilized. Lose your key? The transponder code can be changed. To ward off theft attempts, the Cayman and Cayman S feature a comprehensive car alarm system. Contact-sensitive exterior protection and radar-based interior surveillance are activated each time the car is locked using the key remote.



### **Additional safety features.**

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

### **Child seats.**

You're never too young to enjoy a journey in the Porsche Cayman. For this reason, we've designed the passenger seat to work with any LATCH-compatible child seat. All of the necessary preparation, including a manual airbag deactivation system, is available from your Porsche dealer. Your dealer can also introduce you to a range of child seats, designed specifically for your Porsche, through 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

Can a passion for exhilarating performance comfortably coexist with an equally assertive passion for cleaner air, quieter roadways, and reduced chemical and landfill waste? With the Porsche Cayman, the answer is an unequivocal “yes.”

## Giving new meaning to “Pure Porsche.”

At Porsche, high performance and low emissions go hand in hand. We were the first manufacturer to fit race cars with catalytic converters, so it should come as no surprise that the Cayman meets California’s stringent low-emission standard, LEV II. In fact, many of the same technologies that make the Cayman a great sports car also make it a green sports car.

The flat-six engine’s four-valve cylinder heads and VarioCam Plus enhance the delivery of power, while simultaneously reducing emissions at the combustion source. After exiting the engine, the gases are cleaned by four catalytic converters and four Lambda oxygen sensors.

Each exhaust tract has twin Lambda sensors, located before and after the primary catalyst. Working in concert with the Motronic ME 7.8

engine management system, which uses sensor data to continuously optimize the air/fuel mixture, this technology delivers a seemingly endless supply of power with low emissions and better fuel economy.

### **Materials and recycling.**

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

All trim, switch gear and structural components are made from fully recyclable materials. In all, about 85% of the Cayman’s components can be recycled using technologies

available today. All synthetics have been clearly labeled to simplify the recycling process—provided, of course, that a Cayman is ever retired from the road.

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



### **Fuel system.**

By designing a robust fuel system for the Cayman engine, we also created a system that’s easy on the environment. Fuel lines are durable aluminum, while those carrying vapors are crafted from a multi-layer plastic, which helps to minimize hydrocarbon emissions.

### **Noise.**

A sign of precision engineering is the Cayman’s coupling of high power output and low noise levels. Rather than rely on heavy sound-deadening, our engineers eliminate noise at its source. Rigid engine components, lightweight moving parts and tight tolerances prevent vibration and resonance. What greets the ear is the pure, distinct sound of a Porsche boxer engine.

### **Maintenance.**

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



## Comfort and Personalization

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

Ignition key? On the left.  
Tachometer? In the center.  
Engine? Mounted midship.  
This could only be a Porsche.

Interpreted on the Cayman,  
familiar elements have taken on  
a new, thoroughly engaging form.

**Simply sensational.  
Comfort in the Porsche Cayman.**

The interior of the Cayman is designed to engage your senses in the visceral delights of driving. The sweeping domed roof and expansive glass surfaces create a refreshing sense of openness—while offering unobstructed views of the open road around you.

Echoing the lines of the exterior design, curves and textures inside the Cayman cockpit have a clearly defined purpose. The natural grip of leather makes it an ideal choice for all primary hand controls: steering wheel, gear shifter and handbrake. Perfectly placed for

both hand and eye, the controls and instruments facilitate fluent communication between car and driver. Rocker switches and buttons controlling the climate and audio systems are exactly where your fingers expect them, and operate just as intuitively.

The passenger compartment's spatial geometry exhibits excellent acoustics, making it an ideal place for enjoying the high fidelity of the Porsche Sound Package Plus or optional Bose Surround Sound System. And a ideal complement to the distinctive flat-six engine sound.

Every inch of the interior has been painstakingly mapped out, resulting in a intuitive, seamless interface between car and driver. 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.

If driving is an art form, this is your studio.

Cayman interior with optional Leather interior package in two-tone combination, PCM, Sports Seats.





Cayman S interior. \*European dashboard represented.

### Instruments.

The Cayman instrument cluster integrates new technologies within a time-honored shape. The large, round instruments are, in keeping with established Porsche tradition, easy to read at a glance. The Cayman S dials have an aluminum-color finish with crisp, white backlit illumination at night. A permanent

reminder that you are driving a Porsche, the familiar instrument shroud with semi-transparent grille helps focus the eyes front and center, where a large tachometer tracks the engine's revs.

Digital readouts complement the usual speedometer, tachometer and odometer functions, allowing you to view computer-generated

information, ranging from average fuel consumption and average speed to remaining fuel range, audio information and more.

### Steering wheel.

As with the instrument cluster, the Cayman's three-spoke steering wheel blends classic form with modern function. Height and reach adjustment allows you to place the wheel precisely where you want it, while an intricately stitched leather grip rewards the tactile senses.

Optional steering wheel designs are also available. From Smooth-Finish Leather on the steering-wheel rim and airbag module to a stylish three-spoke sports wheel or three-spoke multifunction wheel, the feel for the road has never felt better.

### The Cayman seats.

Standard seats inside the Cayman are clad in an attractive leatherette finish. Special features include a thorax airbag in each backrest, enhanced lateral support and a spring system perfectly tuned to the sporty dynamics of the Cayman chassis. Generous seat travel and adjustment options results in a seat comfortable for almost every driver. The backrest angle is electrically controlled, while forward/aft and height adjustments are adjusted mechanically.

### Sports Seats.

Your first impression of the optional Leather Sports Seats is likely to be a lasting one. The rich feel and supple aroma of fine-grain hides. The flawless seams and attention to detail. Higher side bolsters on the backrest and seat provide additional lateral support during spirited stints of driving. Safety and adjustability features on the Sports Seats are identical to those on the standard seats.

### Power seats.

A second seat option offers a full range of electrical adjustment and position memory. Backrest angle, forward/aft position, height, seat angle and lumbar support are all switch-controlled. Two drivers can save their unique seat and exterior mirror settings, and an additional set of preferences can be stored in each of the two key remotes. When either of the remotes is used to unlock the vehicle, the remote's memory settings are automatically selected.

### Adaptive Sports Seats.

This third seat option offers further adjustability, perfect for long-range or performance driving. The seat's comprehensive range of power-adjustment controls includes height, forward/aft position, seat angle, backrest angle and lumbar support. Side bolsters on both the seat and the backrest are pneumatically adjustable for ideal support when cornering. The seats' memory functions include exterior mirrors and an array of 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 features quiet, efficient operation with intuitive plus/minus keys controlling both cabin temperature and defrost. The ability to vary temperatures for the upper and lower portions of the cockpit takes comfort to a new level in a very literal sense.

### Fully automatic climate control.

A fully automatic climate-control system is offered as an option. A solar sensor compensates for the effects of sunlight within the cabin, allowing you to choose a desired temperature. Set it...and forget it.



Sports Seat



Power seat



Adaptive Sports Seat



Tinted rear window

#### **“Welcome Home” lighting.**

This standard feature illuminates the fog lights and taillights for 30 seconds following the locking or unlocking of your car when you use the key remote. The duration can be adjusted with the optional Sport Chrono Package Plus or Porsche Communication Management (PCM).

#### **HomeLink®**

Up to three garage doors can be programmed for automatic opening at the press of a button. HomeLink can also be used with compatible home lighting, security gate and home alarm systems.

#### **Water-repellent side windows.**

The side windows on both Cayman models feature glass treated with a water-repellent finish. Moisture is rapidly dispersed, ensuring optimum visibility in wet conditions. Depending on conditions, this glass treatment may require occasional renewal.

#### **Wiper system.**

The front windshield wipers can be set at infinitely variable speeds. Aerodynamically streamlined, they park neatly out of sight when not in use. The right-hand blade features a browed design for maximum windshield coverage, while two heated nozzles with integrated filter elements help ensure reliable cleaning-fluid operation in all kinds of weather. An optional rain sensor

is also available in conjunction with automatically dimming interior and exterior mirrors.

An optional rear wiper also has a streamlined blade and an elegant form that blends harmoniously with the car’s sensual lines.

#### **ParkAssist.**

ParkAssist is available as an option for those who frequently encounter tight parking spaces. Whenever reverse gear is selected, ultrasonic sensors integrated into the rear bumper automatically gauge the distance to stationary objects. As the objects draw nearer, a warning signal increases in frequency, enabling you to navigate in tight spaces with pinpoint precision.



ParkAssist sensors on the rear bumper



**Cargo space overview.**

The Cayman offers something rare in a purebred sports car: an ability to comfortably handle the cargo demands of driving trips, shopping runs and recreational outings. Two luggage compartments, a wide range of interior storage and an optional Roof Transport System instill added enjoyment to even the most mundane errands—if such a thing truly exists when a Porsche is involved.



**Front luggage compartment.**

The fully carpeted front luggage compartment offers up to 4.9 cubic feet of space. Inside, a covered niche provides secure storage for the optional navigation system's DVD drive or an optional CD changer.

**Rear luggage compartment.**

The rear luggage compartment provides two levels of carpeted storage space: a flat surface on the engine cover and a larger, deeper compartment to the rear. Together a total of 9.2 cubic feet is available for storing anything your imagination can conjure.

With the clamshell rear hatch open, the compartment is easily loaded from the curbside or from behind. A detachable fabric screen offers extra privacy for concealing stored items. As an added enhancement, you can have your chosen exterior color applied to panels surrounding the engine cover and the strut-tower moldings.

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 houses 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 to complement the Cayman's fluid roofline.

Lightweight aluminum construction with a simple fitting mechanism makes the system easy to install or remove. With the available accessories, you can safely carry bicycles, skis, snowboards or

other gear using an aerodynamic roofbox. The system supports a maximum load of 132 lbs. and requires no additional preparation.

**Storage compartments.**

Storage in a Porsche Cayman is generous, with several different compartments thoughtfully and ergonomically placed throughout the car's interior.

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, and CD storage is integrated into the Cayman's roomy, lockable glove box.

As an added convenience, another storage space can be found on the engine bulkhead between the two seats.



Door storage compartment



Lockable glove compartment



Cupholders



Roof Transport System (base load carrier)





## Sound science. Porsche audio systems.

Slip inside the cockpit, and the sporty seats of the Cayman are transformed into front-row seats at the concert of your choosing.

The standard Sound Package Plus system on the Cayman S (optional on Cayman) delivers dramatic sound reproduction, regardless of driving conditions.

The optional Bose Surround Sound System does more than increase the number of speakers: It floods the interior with deep, rich bass and sparkling high-range sounds for the ultimate in audio sensations. Whichever system you choose, you'll be plugged into an experience that is guaranteed to move you.

### Porsche Sound Package Plus.

Audiophiles are sure to appreciate a standard nine-speaker high-fidelity sound system, tuned to harmonize with the powerful rhythm of the Cayman's flat-six engine.

Tweeters and midrange speakers tailored to the cockpit's acoustics enhance a 2 x 25-watt amplifier that mixes sounds with unmistakable clarity. Speed-dependent volume control is augmented by a loudness feature that lets you groove at a higher level by accentuating bass and treble at lower volumes.

The system's interface is designed to make selecting your favorite CD track as easy as it is to choose your favorite radio station. A total of 20 FM and 10 AM presets lets you lock in a wide range of stations—and summon them at the press of a button.

The radio also features RDS two-tuner frequency diversity on the FM band. This technology ensures optimal reception by using one frequency to play the selected station while the other constantly searches for a stronger signal. Another feature called Dynamic Autostore searches the airwaves as you drive, scanning for the nine strongest signals—which comes in handy on long trips and deserted country roads.

### MOST fiber optic bus.

Audio and communication systems are digitally integrated using a high-speed fiber optic connection known as the Media Orientated Systems Transport, or MOST. Data from the optional telephone module, CD changer and Bose Surround Sound amplifiers is integrated through the MOST bus for distortion-free sound reproduction and a more robust, vivid listening experience.

### Bose Surround Sound System.

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

The Bose approach to acoustic design is very similar to the design philosophy of a Porsche: Engineer each component to the highest standards of performance, then integrate them in such a way that the whole becomes greater than the sum of its parts. Thousands of measurements from every conceivable angle were used to determine the precise placement of each component for countering road, wind and engine noise.

Ten perfectly placed speakers are powered by a seven-channel digital amplifier and active equalization that matches sound to the unique acoustics of the Cayman interior.

The Bose system uses independent channels to generate a push-button panorama of space and sound. The extraordinary sense of depth is increased further by patented Bose Signal Processing and a Centerpoint® technology that can split stereo recordings into five separate channels.

A fiber optic network beneath the dashboard integrates 5 x 25-watt linear amps and a single 100-watt switching unit with sparkling signal quality, while a second switching amp in the active subwoofer offers an additional 100 watts of power.

The 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.

At speed, the Bose system helps ensure that you never miss a beat. AudioPilot® Noise Compensation Technology automatically adjusts tone and volume based on speed and ambient noise in the cockpit. The result is highly accurate and

consistent sound with virtually no need for manual adjustments. Like the Porsche Cayman, it's wired for the highest levels of performance.



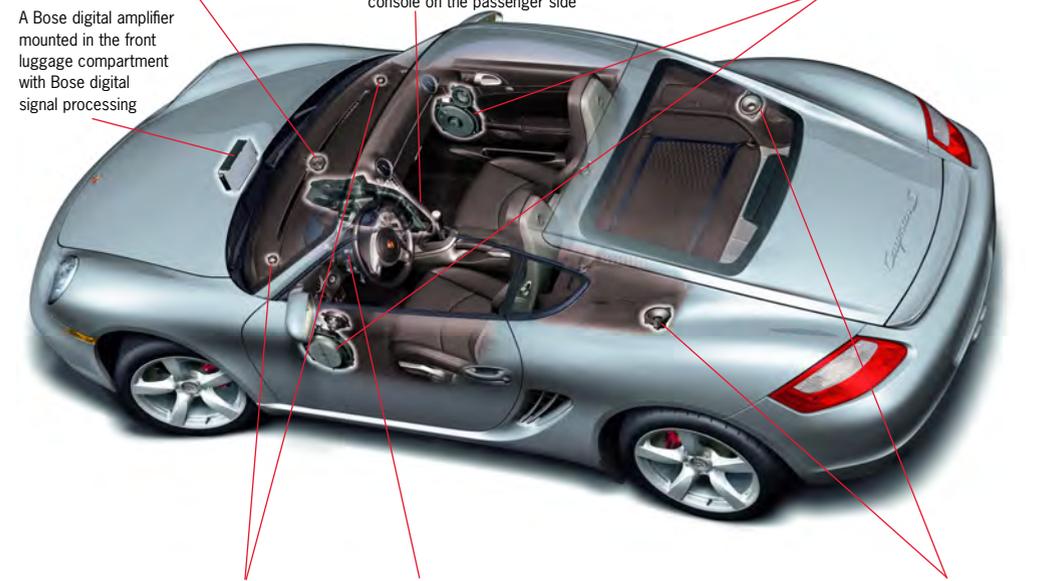
A 2.75-inch (7-cm) midrange centerfill speaker in the instrument panel



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



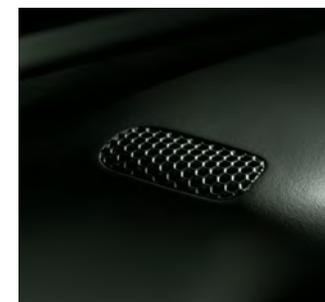
A 3.25-inch (8-cm) neodymium midrange speaker in each door. An 8-inch (20-cm) Nd® woofer in each door.



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.**

To satisfy the demands of a fast-paced lifestyle, Porsche Communications Management (PCM) places a wealth of information and entertainment options on the center console of your Porsche.

Available as an option on both Cayman models, PCM integrates navigation, telephone, enhanced audio and onboard computer

functions into a single display. It also provides easy access to the performance display and memory functions included with the optional Sport Chrono Package Plus.

A high-resolution 5.8-inch color display is highly legible under all light conditions and intuitive to operate. Rotary controls with a push-button “Enter” function allow the driver or passenger to quickly navigate the menus for each function.

**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.**

To get you on your way, the GPS navigation system provides rapid route calculations and directions. Start by entering a street address or intersection, selecting your destination from a list of choices sorted by category, or by simply pointing and clicking, using the on-screen map. Visual instructions and verbal directions help guide your every turn along the way.

In a hurry? Choose “quickest route.” Prefer back roads? 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.**

An optional Extended Navigation module offers satellite navigation in remote areas not covered on the DVD-based maps. Combining GPS with an onboard compass,

the system lets you choose a destination, records your route in memory, and guides you back by reverse-route navigation.

**Onboard computer.**

An onboard trip computer places a wealth of data at your fingertips—everything from average speed and fuel consumption to driving range, distance to your destination, ETA and more. The driver can also set a speed-limit warning signal to go off at a predetermined speed. For ease of reference, information from the trip computer, audio and navigation systems is also shown on the instrument panel’s display.

**Electronic logbook.**

An optional logbook function allows you to automatically record details for every trip: date and time, start and destination addresses, total mileage and more. Data can be

downloaded using 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 of the Sport Chrono Package Plus.

**Porsche CD autochanger.**

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





## Specifications

# Specifications

	Cayman	Cayman S																																													
<b>Engine</b>																																															
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	Dual-flow distribution pipe																																													
Displacement	2.7 liters (2,687 cc)	3.4 liters (3,387 cc)																																													
Horsepower	245 hp @ 6500	295 hp @ 6250 rpm (SAE)																																													
Torque (SAE)	201 lb.-ft. @ 4600–6000 rpm	251 lb.-ft. @ 4400–6000 rpm																																													
Bore/Stroke	3.37/3.07 in.	3.78/3.07 in.																																													
Compression Ratio	11.3:1	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)																																														
<b>Chassis</b>																																															
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)	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, Front/Rear	11.73 in. (298 mm)/11.77 in. (299 mm)	12.52 in. (318 mm)/11.77 in. (299 mm)																																													
Standard Wheels	Cast alloy 6.5J x 17 front, 8J x 17 rear	Cast alloy 8J x 18 front, 9J x 18 rear																																													
Standard Tires	205/55 ZR 17 front, 235/50 ZR 17 rear	235/40 ZR 18 front, 265/40 ZR 18 rear																																													
<b>Transmission</b>																																															
Drivetrain	Rear-wheel drive, five-speed manual or optional six-speed manual or five-speed Tiptronic S dual-mode automatic	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>3.50</td> <td>3.66</td> </tr> <tr> <td>2nd gear</td> <td>2.12</td> <td>2.00</td> </tr> <tr> <td>3rd gear</td> <td>1.43</td> <td>1.41</td> </tr> <tr> <td>4th gear</td> <td>1.09</td> <td>1.00</td> </tr> <tr> <td>5th gear</td> <td>0.84</td> <td>0.74</td> </tr> <tr> <td>Reverse</td> <td>3.44</td> <td>4.10</td> </tr> </tbody> </table>		Manual	Tiptronic S	1st gear	3.50	3.66	2nd gear	2.12	2.00	3rd gear	1.43	1.41	4th gear	1.09	1.00	5th gear	0.84	0.74	Reverse	3.44	4.10	<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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	Cayman	Cayman S
<b>Safety</b>		
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	
<b>Weights and Dimensions</b>		
Curb Weight	2,866 lbs. 2,998 lbs. with Tiptronic S	2,976 lbs. 3,064 lbs. with Tiptronic S
Front/Rear Weight Distribution (%)	47/53 45/55 with Tiptronic S	46/54 45/55 with Tiptronic S
Length	172.1 in. (4,372 mm)	172.1 in. (4,372 mm)
Width (w/o mirrors)	70.9 in. (1,801 mm)	70.9 in. (1,801 mm)
Height	51.4 in. (1,305 mm)	51.4 in. (1,305 mm)
Wheelbase	95.1 in. (2,415 mm)	95.1 in. (2,415 mm)
Track, Front/Rear	58.7 in. (1,490 mm)/60.4 in. (1,534 mm)	58.51 in. (1,486 mm)/60.2 in. (1,528 mm)
Cargo Area Volume	Front: 5.3 cu. ft. (150 liters) Rear: 9.2 cu. ft. (260 liters)	
Fuel Tank Capacity	16.9 gal. (64 liters)	16.9 gal. (64 liters)
<b>Performance</b>		
0–60 mph	Manual: 5.8 sec. Tiptronic S: 6.7 sec.	5.1 sec. 5.8 sec.
Top Track Speed	Manual: 160 mph Tiptronic S: 157 mph	171 mph 166 mph
Fuel Economy (city/highway) EPA Estimate	Manual: 23/32 mpg Tiptronic S: 21/28 mpg	20/28 mpg 20/27 mpg
<b>Warranty</b>		
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.		
<p>Proprietary J.D. Power and Associates 2006 U.S. Initial Quality Study.<sup>SM</sup>  "Highest Ranked Compact Premium Sporty Car in Initial Quality in the U.S."</p> <p>Porsche Cayman received the lowest number of problems per 100 vehicles among compact premium sporty cars in the proprietary J.D. Power and Associates 2006 U.S. Initial Quality Study.<sup>SM</sup>. Study based on responses from 63,607 U.S. new-vehicle owners, measuring 251 models and measures opinions after 90 days of ownership. Proprietary study results are based on experiences and perceptions of owners surveyed in February–April 2006. Your experiences may vary. Visit <a href="http://jdpower.com">jdpower.com</a>.</p>		

## Exterior Equipment

	Cayman	Cayman S	Option Code
<b>Performance</b>			
Sport Chrono Package	o	o	639
Sport Chrono Package Plus (in conjunction with PCM)	o	o	640
6-speed manual transmission	o	s	P04
Porsche Active Suspension Management (PASM)	o	o	475
Porsche Ceramic Composite Brakes (PCCB) with yellow calipers	n/a	o	450
Porsche Stability Management (PSM)	s	s	–
Short Shifter	o	o	XCZ
Stainless-steel, chrome-plated exhaust pipes	o	o	XLA
Standard-color brake caliper	Black	Red	–
Sport Exhaust	o	o	XLF
Tiptronic S transmission	o	o	249
<b>Safety</b>			
Anti-theft system with immobilizer, interior sensor and remote control	s	s	–
Bi-Xenon headlights with dynamic leveling and headlight washers	o	o	P74
Dual front and side Advanced Airbags and side-impact protection beams (POSIP)	s	s	–
Fire extinguisher	o	o	509
Heated and electrically adjustable outside mirrors	s	s	–
Rear ParkAssist system	o	o	635
Self-dimming rearview and driver side mirrors with rain sensor	o	o	P12
Tire Pressure Monitoring System (TPMS)	s	s	–
<b>Exterior</b>			
Exterior metallic paint	o	o	Color code
Exterior special colors	o	o	Color code
Exterior “color to sample” paint	o	o	98/99
Rear window wiper	o	o	425
Roof Transport System	o	o	549
<b>Wheels</b>			
17” Cayman wheels	s	–	–
17” Boxster wheels	o	–	393
18” Cayman S wheels	o	s	–
18” Boxster S wheels	o	o	397
19” Carrera S wheels	o	o	403
19” Carrera Classic wheels	o	o	405
19” Carrera Sport wheels	o	o	XRR
19” Turbo wheels	o	o	404
19” SportDesign wheels	o	o	407
Wheel center caps with colored Porsche Crest	o	o	446
Wheels painted in exterior body color	o	o	XD9
5-mm wheel spacers	o	o	XRP

## Interior Equipment

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

s = standard feature

o = optional feature

– = no code needed

## Interior Equipment (Cont.)

	Cayman	Cayman S	Option Code
<b>Leather interior options</b>			
Leather package— <b>Leather-finish</b> 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	o	Color code
Door finisher in Leather— <b>Leather-finish</b> door opener trim	o	o	XTV
Instrument surround in Leather	o	o	XNG
Leather dashboard trim package— <b>Leather-finish</b> side air vent slats, central air vent slats, loudspeaker finisher on center switch panel, defroster trim, trim strip switch panel including cupholder trim	o	o	EBA
Leather interior in special color	o	o	Color code
Leather interior in special color two-tone—Black and Stone Grey	o	o	BG
Leather interior in natural leather color	o	o	Color code
Leather interior in color to sample	o	o	Color code
Leather rear center console— <b>Leather-finish</b> rear section of center console including ashtray cover, handbrake lever recess trim	o	o	XMZ
Leather sunvisors with lighted mirror	o	o	XMP
Three-spoke multifunction steering wheel covered in Smooth-Finish Leather	o	o	431
Three-spoke steering wheel in Smooth-Finish Leather	o	o	459
Three-spoke sports steering wheel covered in Leather	o	o	435
Three-spoke sports steering wheel covered in Smooth-Finish Leather	o	o	460
Three-spoke sports steering wheel covered in thickly padded Smooth-Finish Leather	o	o	XPA
PCM with leather— <b>Leather-finish</b> PCM trim, climate control trim, lower switch trim and lower storage bin	o	o	CUR
Porsche Crest embossed in headrest	o	o	XSC
Porsche Crest embossed in storage bin lid	o	o	CPT
Roofliner in Alcantara	o	o	504
Seats in Soft-Look Leather with ruffled seat centers	o	o	982
Sports Seats back in interior leather	o	o	XSB
Steering column in leather	o	o	XNS
<b>Carbon Fiber interior options</b>			
Carbon Fiber package— <b>Carbon Fiber-finish</b> handbrake lever, trim strip switch panel, including cupholder trim, gear lever/selector	o	o	803
Carbon Fiber dashboard trim package— <b>Carbon Fiber-finish</b> inlay in defroster trim; <b>Leather-finish</b> side air vent slats, central air vent slats, loudspeaker finisher on center switch panel, defroster trim	o	o	EBD
Carbon Fiber rear center console— <b>Carbon Fiber-finish</b> rear section of center console, including ashtray cover; <b>Leather-finish</b> handbrake lever recess trim	o	o	XMJ
Door entry guards in Carbon Fiber	o	o	X69
Door finisher in Carbon Fiber— <b>Carbon Fiber-finish</b> lid of storage bin including lid extension of storage bin, door opener trim	o	o	XTL
Three-spoke multifunction steering wheel in Carbon Fiber	o	o	453

s = standard feature    o = optional feature    – = no code needed

	Cayman	Cayman S	Option Code
<b>Aluminum-Look/Stainless Steel interior options</b>			
Aluminum-Look dash switch trim package— <b>Aluminum-Look</b> instrument surround; <b>Leather-finish</b> side air vent slats, central air vent slats, loudspeaker finisher on center switch panel, defroster trim	o	o	EBE
Aluminum-Look rear center console— <b>Aluminum-Look</b> rear section of center console including ashtray cover; <b>Leather-finish</b> handbrake lever recess trim	o	o	XCK
Door entry guards in stainless steel	o	o	X70
Door finishers in Aluminum-Look— <b>Aluminum-Look</b> lid of storage bin, including extension of storage bin, door opener trim	o	o	XTW
Gear/handbrake lever in Aluminum-Look (available 11/06)	o	o	ECA
Instrument surround in Aluminum-Look	o	o	XCL
Footrest in Aluminum-Look	o	o	XXZ
Sports Seats back in Aluminum-Look	o	o	XCG
Three-spoke multifunction steering wheel with Aluminum-Look trim	o	o	XPV
<b>Dark wood (Makassar) interior options</b>			
Makassar package— <b>Makassar-finish</b> handbrake lever, trim strip switch panel, including cupholder trim, gear lever/selector	o	o	801
Door finishes in Makassar— <b>Makassar-finish</b> lid of door storage bin, including extension of storage bin, door opener trim	o	o	XTT
Makassar dashboard trim package— <b>Leather-finish</b> defroster trim with <b>Makassar</b> inlay; <b>Leather-finish</b> side air vent slats, central air vent slats, loudspeaker finisher on center switch panel	o	o	EBB
Makassar rear center console— <b>Makassar-finish</b> rear section of center console, including ashtray cover; <b>Leather-finish</b> handbrake lever recess trim	o	o	XJT
Three-spoke multifunction steering wheel in Makassar	o	o	451
<b>Light wood (Sycamore) interior options</b>			
Sycamore package— <b>Sycamore-finish</b> handbrake lever, trim strip switch panel, including cupholder trim, gear lever/selector	o	o	802
Door finisher in Sycamore— <b>Sycamore-finish</b> lid of door storage bin, including extension of door storage bin, door opener trim	o	o	XTU
Sycamore dashboard trim package— <b>Leather-finish</b> defroster trim with <b>Sycamore</b> inlay; <b>Leather-finish</b> side air vent slats, central air vent slats, including switch trim, loudspeaker finisher on center switch panel	o	o	EBC
Sycamore rear center console— <b>Sycamore-finish</b> rear section of center console, including ashtray cover; <b>Leather-finish</b> handbrake lever recess trim	o	o	XJU
Three-spoke multifunction steering wheel in Sycamore	o	o	452
<b>Special Color interior options</b>			
InteriorDesign Package Painted— <i>baggage retaining clip, storage box lids, loudspeaker finisher</i>	o	o	805
Instrument dials in interior color— <i>Sand Beige, Terracotta, Natural Brown</i>	o	o	XFD, XFE XFF
Instrument dials in exterior color— <i>Guards Red, Speed Yellow, Carrara White</i>	o	o	XFG, XFH XFJ
Seat Belts in Silver-Grey, Guards Red or Speed Yellow	o	o	XSH, XSX XSY
Sports Seats back in exterior color	o	o	XSA



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**Metallic Exterior Colors**

**Special Metallic Exterior Colors**

**Interior Leather**

**Carpet**

**Special Leather/  
Natural Leather**

**Special Carpet/  
Natural Colored**

Black

Cobalt Blue Metallic

Basalt Black Metallic

GT Silver Metallic

Black

Black

Terracotta

Terracotta

Guards Red

Midnight Blue Metallic

Forest Green Metallic

Slate Grey Metallic

Sea Blue

Sea Blue

Cocoa

Cocoa

Speed Yellow

Atlas Grey Metallic

Meteor Grey Metallic

Dark Olive Metallic

Stone Grey

Stone Grey

Natural Grey

Natural Grey

Carrara White

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Dark Teal Metallic

Palm Green

Palm Green

Natural Brown

Natural Brown



Sand Beige

Black and Stone Grey

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*Cayman*

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