



PORSCHE



The new Cayman GT4

Rebels, race on





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**First it takes your breath away.
Then the fun begins.**

Cayman GT4 concept.

The new Cayman GT4 is the long-awaited step beyond the boundary. The step over to the other side of the frontier – onto the racetrack. It's our tribute to all the motorsport enthusiasts and performance motivators. To all those who really do mean business. To all the victories of tomorrow, to all the personal bests still to be achieved.

For this reason, we've given it everything it needs – not just to survive on the racetrack, but to blow it away. More downforce. More traction. More capacity. More thrust. More power. More than any Cayman has ever had before. That's what makes it the Cayman GT4: the super GT with the distinctive mid-engine layout; the hero of weekends; the rebel of the racetrack.

The new Cayman GT4. Rebels, race on.

For fuel consumption, CO₂ emissions and efficiency class, please refer to page 63.





Design and aerodynamics



Over 30,000 racing victories speak a clear design language.

Design and aerodynamics.

In motorsport, good looks don't win prizes. And they certainly don't win races. Here, there are more to things than appearance alone. Here, every form has a function. The result is a crucial plus for performance.

That's why the front end is not only sharp on the eye, it is primarily designed to carve through the wind. The highly

distinctive front spoiler lip stretches across the full width of the front apron. Together with the extra spoiler elements ahead of the wheel arches, it helps to increase aerodynamic downforce at the front axle. Large air intakes provide a generous flow of air to the coolant radiators. The central air intake additionally directs airflow upwards through the outlet to the front of the

luggage compartment lid, also reinforcing aerodynamic downforce at the front axle. Titanium-coloured expanded-metal grilles protect the radiators from stone impact.

The muscular wings typical of any Porsche incorporate Bi-Xenon headlights with an internal black theme.



Even the side air intakes behind the doors are a perfect example of performance-oriented design: sideblades embossed with the 'GT4' logo help to boost ram pressure. The results are improved air induction and more efficient cooling of the engine.

The new Cayman GT4 gets closer to the tarmac: its body sits 30 mm lower than that of the Cayman. The advantage being a lower centre of gravity for especially sporty handling.

For optimum roadholding, the new Cayman GT4 is equipped with 20-inch alloy wheels in platinum colour. These wheels are wide. So wide, in fact, that they practically fill out the wheel arches, which, in conjunction with the sports tyres fitted as standard, improves both traction and cornering performance. The v-shaped design of the wheel spokes is reflected in the styling of the SportDesign exterior mirrors, also fitted as standard.



The origins of the new Cayman GT4 are most clearly discernible at the rear end. The fixed wing, with uprights in aluminium, is the very epitome of motorsport. In conjunction with the spoiler underneath featuring an integral separation edge – the Gurney flap – it produces a noticeable amount of downforce at the rear axle. The sideplates of the wing are tuned for optimum aerodynamics. Further proof that all details have been deliberately designed to co-exist in harmony.

The powerful finale is presented by the black rear apron in diffuser look with two centrally positioned tailpipes, also in black. The sound is nothing short of explosive – thanks to the sports exhaust system fitted as standard.

Every element of the exterior combines to produce one and the same result: rampant performance. Summed up and cut straight to the point by the black rear logo: 'GT4'.

Drive



Hard on the outside.
Hard in the middle.

Engine and transmission.

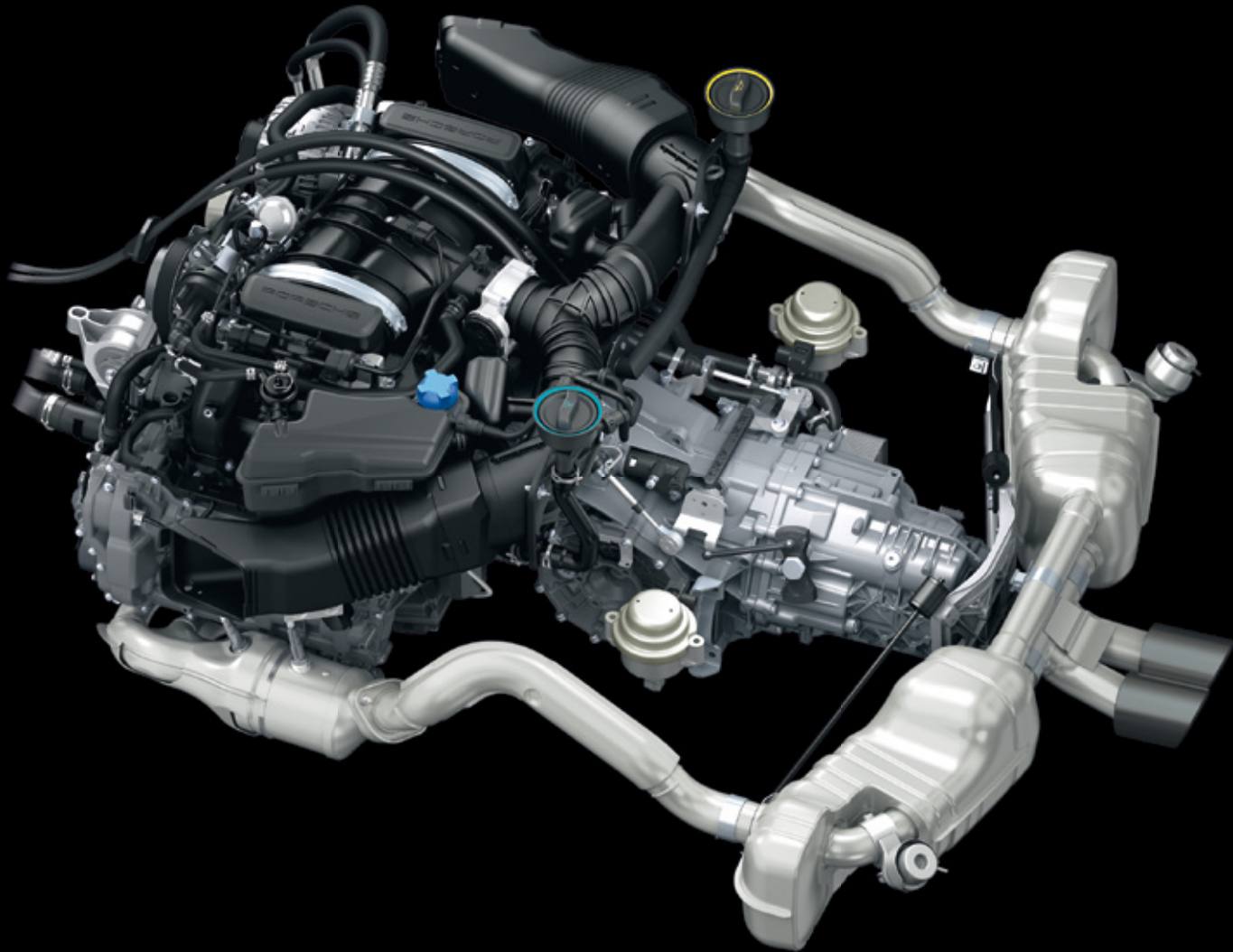
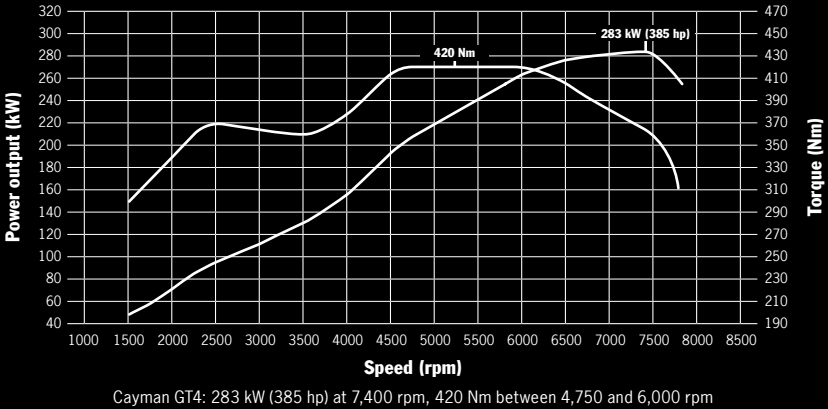
Drive concept.

In the new Cayman GT4, typical Porsche GT performance is united with the great agility and cornering dynamics of a proven mid-engine concept.

The flat-six engine is equipped with direct fuel injection (DFI), VarioCam Plus and integrated dry-sump lubrication. These are supplemented by a variable intake manifold with switchable resonance valve for a healthy supply of air. From its

capacity of 3.8 litres, it delivers an imperious 283 kW (385 hp) at 7,400 rpm. Maximum torque of 420 Nm is available in the range from 4,750 to 6,000 rpm.

When combined with a low weight-to-power ratio of 4.7 kg/kW (3.5 kg/hp), this leads to a veritable explosion of power. And a sprint to 100 km/h that takes just 4.4 seconds. Top speed is 295 km/h.



For fuel consumption, CO₂ emissions and efficiency class, please refer to page 63.

Sports exhaust system.

The sound of the new Cayman GT4 makes a statement of its own thanks to the selectable sports exhaust system with two-tract sports tailpipe in black. It produces an even more powerful sports car sound at the push of a button.

Six-speed manual transmission.

The high power output of the engine is transmitted to the road by the exact and particularly lightweight six-speed manual transmission with its specially tuned gear

ratios. It also happens to sustain an exceptionally engaging driving experience. Every corner and every burst of throttle becomes a trial by fire – where every success is your own – for a performance measured not merely in figures, but also in an abundance of driving pleasure.

SPORT button.

The SPORT button activates automatic throttle-blipping for downshifts and provides sporty gear changes.

For fuel consumption, CO₂ emissions and efficiency class, please refer to page 63.



The ideal line is not up for negotiation.

Chassis.

The entire chassis has been engineered for the harsh demands of racetrack use. This makes the new Cayman GT4 a tougher proposition, gets it through the corner faster and helps it onto the ideal line sooner.

To deliver high levels of agility, stability and directional accuracy, the front axle is equipped with a reinforced McPherson strut suspension featuring racetrack-proven kinematics and independent wheel suspension with longitudinal and transverse links. With additional reinforcements and specialised wheel

hubs, the rear axle has also been adapted to handle the super-sporty performance of the new Cayman GT4. Individual ball joints on both axles establish a particularly firm connection between the chassis and the body, making it possible to locate the wheels with even greater precision.

Height, camber, toe angle and the anti-roll bars of the chassis can be individually adapted for use on the racetrack. That's vital because, on the circuit, every millimetre makes a difference. A difference that could mean hundredths

of a second shaved off each lap, and more adrenaline in the bloodstream.

Dynamic transmission mounts.

This electronically controlled system not only minimises the oscillations and vibrations of the entire drivetrain, particularly the engine, it also adapts its damping force and stiffness to driving style and road surface conditions. In this way, it is possible to exploit the benefits of both a hard and a soft engine mounting arrangement.

Handling is perceptibly more stable and precise under load change conditions and in fast corners. At the same time, the vertical oscillations of the engine that occur under full-load acceleration are reduced. The results are greater and more uniform drive force at the rear axle, increased traction and better acceleration. Whenever a less assertive driving style is adopted, the dynamic transmission mounts automatically soften to enhance comfort.

For fuel consumption, CO₂ emissions and efficiency class, please refer to page 63.



Wheels and tyres.

The 20-inch alloy wheels of the new Cayman GT4 come painted in platinum colour. A silver-coloured or satin black finish is available as an option. The tyres have been sized for performance: 245/35 ZR 20 tyres on 8.5 J x 20 wheels at the front and 295/30 ZR 20 tyres on 11 J x 20 wheels at the rear. That's a large contact patch and a lot of grip for road-legal sports tyres. Please bear in mind, however, that the reduced tread depth does mean an increased risk of aquaplaning on wet surfaces.

Integrated in the new Cayman GT4 as standard, Tyre Pressure Monitoring (TPM) issues warnings in the event of pressure loss. It also features a racetrack mode, which takes into consideration the pressure and temperature characteristics of the tyres out on the circuit and precisely monitors the pressure set in each individual tyre.

Porsche Active Suspension Management (PASM).

This variable damping control system actively and continuously regulates the damping force for each wheel according to the road conditions and driving style.

At the push of a button, you can select one of two sporty modes: 'Normal' mode for sporty driving on public roads, and 'Sport' mode for maximum lateral acceleration and the best possible traction on the racetrack. In addition, the body drops 30 mm to maintain a low centre of gravity. The resulting suppression of pitch and roll means enhanced dynamic performance and extraordinary longitudinal and lateral acceleration.



For fuel consumption, CO₂ emissions and efficiency class, please refer to page 63.

Porsche Stability Management (PSM).

PSM maintains stability, even at the limits of dynamic driving performance. In addition to the anti-lock braking system (ABS), this system also includes electronic stability control (ESC) and traction control (TC). Sensors continuously monitor the direction, speed, yaw velocity and lateral acceleration of the car. Using this information, PSM is able to calculate the actual direction of travel at any given moment. If the car begins to oversteer or understeer, PSM applies selective braking on individual wheels. What's special about PSM in the new Cayman GT4? The sporty setup works in tandem with extremely sensitive and precise control

interventions. In addition, the systems can be completely deactivated in two stages.

Porsche Torque Vectoring (PTV) including rear differential lock.

Fitted as standard, PTV further enhances dynamic performance. The rear differential lock helps to provide greater traction and a significant increase in both lateral dynamics and driving stability under load changes in corners and during lane-change manoeuvres. When the car is driven assertively into a corner, selective braking of the inside rear wheel quickly induces an additional rotational pulse in the direction of the turn.

For fuel consumption, CO₂ emissions and efficiency class, please refer to page 63.





Safety



Unleashed, not unchecked.

Active safety.

Brakes.

Acceleration values are not the only markers of GT heritage. With the new Cayman GT4, braking performance is also a key to success on the racetrack.

That's why six-piston aluminium brake calipers with a red finish are fitted to the front axle and four-piston equivalents are fitted at the rear. Their monobloc design makes them extremely resistant to deformation and enables a more rapid response and release of the brake, even under heavy loads.

With a diameter of 380 mm front and rear, the brake discs are generously dimensioned. They are cross-drilled and

internally vented to offer a high level of braking power, even in adverse weather conditions. To ensure excellent stability under load, the brake system also benefits from an efficient brake ventilation and cooling concept in the form of independent cooling channels as well as brake air spoilers and air deflector blades.

Porsche Ceramic Composite Brake (PCCB).

The optional Porsche Ceramic Composite Brake (PCCB) is a proven motorsport solution. Boasting particularly large brake disc diameters of 410 mm at the front and 390 mm at the rear, it offers an even more formidable braking performance.

The use of six-piston aluminium monobloc fixed brake calipers on the front axle and four-piston units at the rear ensures extremely high brake forces, which, crucially, are exceptionally consistent. PCCB enables shorter braking distances in even the toughest road and race conditions.

Another key advantage of the ceramic braking system is its extremely low weight. The brake discs are approximately 50% lighter than standard discs of similar design and size. As well as enhancing performance and fuel economy, this also represents a major reduction in unsprung and rotating masses. The consequence of

this is better roadholding and increased comfort, particularly on uneven roads.

Alongside the regular servicing work performed within the standard service intervals, additional servicing should be performed if used on the racetrack.



The racetrack is no place for ifs and buts.

Passive safety.

Driver and passenger airbags.

The new Cayman GT4 is equipped with full-size driver and passenger airbags, which are inflated in two stages depending on the severity and type of accident (e.g. frontal or offset frontal). In less serious accidents, the airbags are only partially inflated, thereby minimising discomfort to vehicle occupants.

Porsche Side Impact Protection System (POSIP).

Fitted as standard, POSIP comprises two side airbags on each side. An integral thorax airbag is located in the outer side bolster of each seat, while the door panels each contain an upwards-inflating head airbag. Each thorax airbag has a volume of 10 litres and each head airbag 15 litres, ensuring excellent protection in the event of a side impact. POSIP additionally includes high-strength steel side impact protection elements in the doors.



Caged in, but set free.

Clubsport package.

Lap after lap, forever demanding more, forever pushing on, forever going faster. Above all, though, forever racing in safety. Built to endure, the optional Clubsport package provides additional protection on the racetrack. And with that the basis for achieving ever new standards of excellence.

The Clubsport package comprises a roll cage bolted to the body behind the front seats, a six-point racing harness in red supplied ready to install on the driver's side, a ready-to-install fire extinguisher with mounting bracket and preparation for battery master switch. All this plus the front roll cage elements and the structural cross brace behind the seats for race events are available to purchase separately from the Porsche Motorsport department. A six-point harness for the passenger side is available as an option.

Interior



**Designed for the most important performance factor of all:
the driver.**

Interior.

Now it's about exploiting performance potential to the max. With an interior that gives the driver the best possible chance of setting superlative standards. With driver-centric solutions such as the ascending centre console, which positions the gear lever close to the Sports steering wheel – fitted as standard. Or, for driving information at a glance, three round instruments featuring a 4.6-inch colour screen and a centrally located titanium-coloured rev counter with 'GT4'

logo. Clarity is enhanced by yellow needles and increment markings. Ideal prerequisites to those critical split-second decisions.

Even the materials in the black-themed interior breathe motorsport. The door openers are belt straps. Alcantara provides good grip – and a motorsport feel. It is found on the steering wheel rim and gear lever, on the door pulls of the door panels, on the lid of the storage

compartment in the centre console and on the A-pillars and roof lining. It is also used for the seat centres of the Sports seats Plus, which are fitted as standard. The bolsters and headrests of the seats are upholstered in black leather. The character of the new Cayman GT4 is further reinforced by Platinum Grey decorative stitching on the gear lever gaiter, on the door armrests and on the seats, as well as by elements in brushed aluminium on the decorative trims of the dashboard and centre console. As an

option, the trims in brushed aluminium are also available in anthracite.

With the optional leather interior package, a leather trim is additionally applied to the upper section of the dashboard, the instrument shroud, the upper section of the door panels and the sides of the centre console. For contrast, the use of Alcantara is extended to include the dashboard lower section and door centre panels, while brushed aluminium is used for the decorative strips on the door trims. In conjunction with the leather interior package, there is also the option to swap the Platinum Grey decorative stitching for contrasting seams in red or yellow.



Sports seats Plus.

Fitted as standard in the new Cayman GT4, Sports seats Plus provide good lateral support with their firm, sporty padding. The backrest is electrically adjustable, while seat height and fore/aft position can be adjusted manually. The elevated side bolsters are upholstered in leather and the seat centres are lined in black Alcantara. The headrests are embroidered with the 'GT4' logo.

Adaptive Sports seats Plus.

Available as an option, adaptive Sports seats Plus go one step further. The features of the standard-fitted Sports seats Plus are supplemented by an 18-way electric adjustment capability. The seats can therefore be optimally adapted

to meet your needs in terms of seat height, squab and backrest angle, seat depth, fore/aft adjustment and four-way lumbar support. In addition, the side bolsters of the squab surface and backrest are individually adjustable for precision lateral support on winding roads and added comfort on long journeys.

Full bucket seats.*

The optional full bucket seats are made completely of carbon-fibre reinforced plastic (CFRP) and have a carbon-weave finish. As a result, they offer particularly good lateral support with a minimum of weight. Fore/aft adjustment is manual, height adjustment is electric. The seats are upholstered in black leather as standard with seat centres in Alcantara. The headrests are embroidered with the 'GT4' logo.

* Child seats are not compatible with full bucket seats.



**Sport Chrono Package including
Porsche Track Precision app and
lap trigger preparation.**

The optional Sport Chrono Package marks the start of a new kind of time reckoning – for ever new personal bests. In addition to a stopwatch on the dashboard, it includes the newly developed Porsche Track Precision app for your smartphone. Timings – accurate to one hundredth of a second – are displayed on the Sport Chrono stopwatch and in the instrument cluster. The stopwatch is operated by the control stalk for the on-board computer.

In conjunction with Porsche Communication Management (PCM, page 45), Sport Chrono Package functionality is enhanced by a performance display in PCM and the ability to display, store and evaluate recorded lap times.

With the newly developed GPS-enabled Porsche Track Precision app, you can have your lap timer stop automatically the moment you cross the line. Lap times are recorded and managed on your smartphone and can be shared with other drivers for comparison. On the racetrack,

dynamic performance is also visualised on your smartphone and, in addition to sector and lap times, the app is also able to show how your current lap compares with a reference lap of your choice. The app uses highly precise vehicle data acquired by a control unit on-board. In the process, graphical analyses of driving data plus a video analysis help the driver to improve driving performance.

For even greater precision in your lap time measurements, a lap trigger is available from Porsche Tequipment. This can be placed next to the start/finish line on the circuit where it will clock and share your lap times automatically.





Can you imagine victory without the victory anthem?

Audio and communication.

CDR audio system.

Fitted as standard, the CDR audio system with 7-inch colour screen is intuitive to control. It features a CD radio with FM twin tuner with RDS, 30 memory presets, dynamic autostore and speed-sensitive volume control. For quality sound, it boasts four loudspeakers and an integrated amplifier with a power output of 2 x 25 watts. The AUX interface in the glove compartment enables you to connect external sources such as a compatible MP3 player.

CDR Plus audio system.

The CDR Plus audio system, with nine loudspeakers and a total output of 235 watts, is available as an option. It also features an analogue and digital twin tuner, an MP3-compatible CD/DVD drive, a USB port and an AUX interface.

Porsche Communication Management (PCM) including navigation module.

Optional PCM is your control centre for audio, communication and navigation functions. Thanks to the high-resolution 7-inch touchscreen, it is intuitive to use and includes a navigation module with high-speed hard drive. An AUX interface and a USB port for connecting suitable external devices are provided in the glove compartment. With this facility, you can also transfer your music to the 40-GB internal hard drive for storage and playback.



Personalisation

Solid exterior colours.



White



Racing Yellow



Guards Red



Black

Metallic exterior colours.



Carrara White Metallic



Rhodium Silver Metallic



Sapphire Blue Metallic



Dark Blue Metallic



Agate Grey Metallic



Jet Black Metallic

Special exterior colours.



GT Silver Metallic



Carmine Red



Porsche Ceramic Composite Brake (PCCB)

Option	Cayman GT4	I no.	Page
Exterior.			
Metallic paint	○	Code	48
Special colours	○	Code	49
Wing uprights in black	□	802	
64-litre fuel tank	□	085	
Bi-Xenon headlights in black including Porsche Dynamic Light System (PDLS)	○	620	
Windscreen with grey top-tint	○	567	
Automatically dimming mirrors with integrated rain sensor	○	P13	
Deletion of model designation	□	498	
Fuel filler cap in Aluminium Look	○	XYB	
Exclusive			
Chassis.			
Porsche Ceramic Composite Brake (PCCB)	○	450	31, 50
Wheels painted in silver colour	○	346	24
Wheels painted in satin black	○	XDK	24, 51
Exclusive			

Option	Cayman GT4	I no.	Page
Interior.			
Clubsport package (roll cage at rear, preparation for battery master switch; supplied ready to install: six-point racing harness for driver's side, fire extinguisher with mounting bracket)	○	003	35, 51
Six-point racing harness for passenger seat	○	579	35
HomeLink® (programmable garage door opener)	○	608	
Cruise control	○	454	
Air conditioning system	●		
Two-zone automatic climate control	○	573	
Deletion of air conditioning system	□	574	
Interior surveillance	○	534	
Preparation for Porsche Vehicle Tracking System (PVTs)	○	674	
Light design package	○	630	
Full bucket seats	○	P11	40
Adaptive Sports seats Plus	○	P07	40
Seat heating	○	342	
Fire extinguisher	○	509	
Smoking package	□	583	

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

○ I number/extra-cost option ● standard equipment □ available at no extra cost



Cayman GT4 wheel painted in satin black



Clubsport package



Leather interior with decorative stitching in red

Option	Cayman GT4	I no.	Page
Interior.			
Floor mats	○	810	
Storage net in passenger footwell	□	581	
Seat belts in Guards Red Exclusive	○	XSX	
Seat belts in Racing Yellow Exclusive	○	XHN	
Seat belts in Silver Grey Exclusive	○	XSH	
Vehicle key painted Exclusive	○	CPK	
Interior: leather.			
Leather interior package in black	○	Code	38
Leather interior with decorative stitching in red	○	Code	38, 52
Leather interior with decorative stitching in yellow	○	Code	38
Steering wheel rim and gear lever in smooth-finish leather in black	□	878	

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Option	Cayman GT4	I no.	Page
Interior: Alcantara/carbon.			
Door trim package in leather/Alcantara Exclusive	○	CLP	
Storage compartment lid in Alcantara with 'PORSCHE' logo Exclusive	○	XLG	53
Storage compartment lid in Alcantara with Porsche Crest Exclusive	○	XLJ	
Carbon interior package Exclusive	○	EGA/EGB	
Centre console trim in carbon Exclusive	○	XHM	53
Door sill guards in carbon, illuminated Exclusive	○	XXD	

○ I number/extra-cost option ● standard equipment □ available at no extra cost



Storage compartment lid in Alcantara with 'PORSCHE' logo, centre console trim in carbon



Anthracite brushed aluminium interior package

Option	Cayman GT4	I no.	Page
Interior: aluminium/stainless steel.			
Anthracite brushed aluminium interior package	○	P1A/P1B	38, 54
Pedals and footrest in aluminium	○	EFA	
Exclusive			
Door sill guards in stainless steel, illuminated	○	XXB	
Exclusive			
Audio and communication.			
CDR audio system	●		45
CDR Plus audio system	○	P25	45
Sound Package Plus	○	490	
Porsche Communication Management (PCM) including navigation module	○	P23	45, 55
Digital radio	○	691	
Mobile phone preparation	○	619	

The vehicles illustrated in the chapter on personalisation may include additional options not featured in this catalogue.
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Option	Cayman GT4	I no.	Page
Audio and communication.			
Telephone module	○	666	
Online services	○	UN1	
Voice control system	○	671	
Six-disc CD autochanger	○	692	
Six-disc CD/DVD autochanger	○	693	
Sport Chrono Package including Porsche Track Precision app and lap trigger preparation	○	643	42
Deletion of CDR audio system	□	609	

○ I number/extra-cost option ● standard equipment □ available at no extra cost



Porsche Communication Management (PCM) including navigation module





Porsche Exclusive.

Another kind of pole position in terms of individual creativity.

With the range of options featured in this catalogue, you can personalise your Porsche even further. Introducing

Porsche Exclusive. Have your vehicle individually and exclusively tailored to your wishes, even before it leaves the factory. Aesthetically and technically, inside and outside, using fine materials

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

Either your Porsche Centre or the Customer Centre in Zuffenhausen (customercenter-exclusive@porsche.de or phone +49 711 911-25977) will be happy to answer any questions about Porsche Exclusive that you may have.

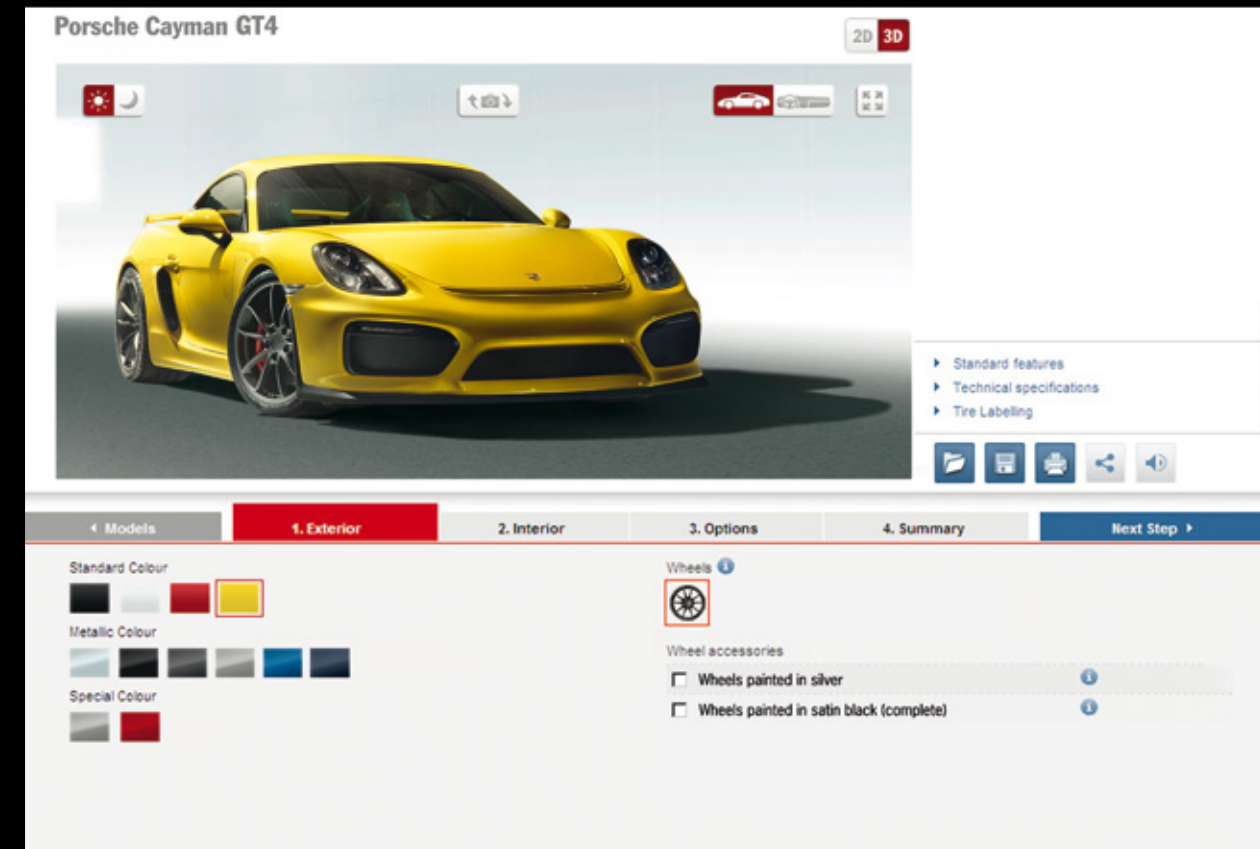
Porsche Car Configurator.

The place to go wild before you run wild.

The new Cayman GT4 brings Porsche performance to the racetrack. Exactly how this looks is down to you. Simply visit the Porsche Car Configurator on your computer. In just four easy steps, you can create your own Cayman GT4.

It's as simple as selecting or deselecting the options you want. The price is recalculated automatically with each click. It looks stunning, too, because all features are rendered in 3D. So you can view your configuration from any angle, and even see how it would look at night.

Visit www.porsche.com to find the Porsche Car Configurator and discover much more about the fascination of Porsche.





**Up to now your life
has simply been a warm-up.**

Summary.

No sooner do we reach our destination than the next is already in sight. No sooner do we achieve one victory than it's time to compete for the next.

The new Cayman GT4 does not exist to stand still, but to be driven to the max.

Engine power has been increased and aerodynamics have been optimised for downforce. The chassis and brake system have been engineered for unconditional performance. For a hunger to explore sporty new territory. For your personal best. For a race that never ends.

Rebels, race on.

Technical data.

Cayman GT4	
Engine	
Cylinders	6
Displacement	3,800 cm³
Max. power (DIN) at rpm	283 kW (385 hp) 7,400
Max. torque at rpm	420 Nm 4,750–6,000
Compression ratio	12.5 : 1
Transmission	
Layout	Rear-wheel drive
Manual transmission	Six-speed
Chassis	
Front axle	Lightweight spring-strut suspension, anti-roll bar, selected suspension mountings ball-jointed
Rear axle	Lightweight spring-strut suspension, anti-roll bar, selected suspension mountings ball-jointed
Steering	Variable steering ratio, power-assisted (electromechanical)
Turning circle	11.4 m
Brakes	Six-piston monobloc aluminium fixed brake calipers at front and four-piston units at rear, discs internally vented and cross-drilled
Vehicle stability system	Porsche Stability Management (PSM) with ASR, ABD, MSR and ABS 9.0, two-stage deactivation capability
Standard wheels	Front: 8.5 J x 20 ET 61, Rear: 11 J x 20 ET 50
Standard tyres	Front: 245/35 ZR 20, Rear: 295/30 ZR 20 (sports tyres)



¹⁾ Weight is calculated in accordance with the relevant EC Directives and is valid for vehicles with standard specification only. Optional equipment increases this figure. The figure given includes 68 kg for the driver and 7 kg for luggage.




²⁾ Data determined in the NEDC (New European Driving Cycle) in accordance with the Euro 6 (715/2007/EC, 195/2013/EC and ECE-R 101.01) measurement method. The figures do not refer to an individual vehicle nor do they constitute part of the offer. They are intended solely as a means of comparing different types of vehicle. Fuel consumption calculated for vehicles with standard specification only. Actual consumption and performance may vary with items of optional equipment. A vehicle's fuel consumption and CO₂ emissions depend not only on its efficient use of fuel but also on driving style and other non-technical factors. The latest Porsche models with petrol engines are designed to operate on fuels with an ethanol content of up to 10%. You can obtain further information about individual vehicles from your Porsche Centre.

³⁾ Valid in the countries listed only.

Cayman GT4	
Performance	
Top speed	295 km/h
0–100 km/h	4.4 secs
0–200 km/h	14.5 secs
Flexibility (80–120 km/h), 5th gear	5.5 secs
Weights	
Unladen weight (DIN)	1,340 kg
Unladen weight (EC) ¹⁾	1,415 kg
Permissible gross weight	1,640 kg
Dimensions/aerodynamics	
Length	4,438 mm
Width (including exterior mirrors)	1,817 mm (1,978 mm)
Height	1,266 mm
Wheelbase	2,484 mm
Luggage compartment volume (front/rear) (German Car Manufacturers' Assoc.)	150 litres/275 litres
Tank capacity (refill volume)	approx. 54 litres
Drag coefficient	0.32
Fuel consumption/emissions ²⁾	
Urban in l/100 km	14.8
Extra urban in l/100 km	7.8
Combined in l/100 km	10.3
CO ₂ emissions in g/km	238
Efficiency class ³⁾	
Efficiency class (Germany)	G
Efficiency class (Switzerland)	G

Tyre identification.

Tyre type	Size	Fuel efficiency class/ rolling resistance	Wet grip class	External rolling noise* (class)	External rolling noise (dB)
Cayman GT4					
Summer tyres	245/35 ZR 20	F	C–A		70–69
	295/30 ZR 20	F–E	C		73

For logistical and technical reasons relating to the production process, we are unable to accept orders for a particular make of tyre.
*  Quiet rolling noise,  Moderate rolling noise,  Loud rolling noise.

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GT4

Cayman GT4

