




PORSCHE



718 Cayman GT4

Perfectly irrational

A close-up photograph of a yellow car's rear suspension system, specifically a multi-link rear axle. The image shows the intricate metal structure of the suspension, including the lower control arm and the rear cross-member, all painted in a vibrant yellow color. The background is dark and out of focus, suggesting an indoor setting like a garage or showroom.

The models featured in this publication are approved for road use in Germany. Some items of equipment are available as extra-cost options only. The availability of models and options may vary from market to market due to local restrictions and regulations. For information on standard and optional equipment, please consult your Porsche Centre. All information regarding construction, features, design, performance, dimensions, weight, fuel consumption and running costs is correct to the best of our knowledge at the time of going to print (05/19). Porsche reserves the right to alter specifications, equipment and delivery scopes without prior notice. Colours may differ from those illustrated. Errors and omissions excepted. For the disclaimer in every language please refer to www.porsche.com/disclaimer



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**Perfect or irrational?
Sometimes there is no difference.**

718 Cayman GT4 concept.

Rational. Irrational. Sanity. Insanity. Perfect. Perfectly crazy. The difference is sometimes extremely subtle. And sometimes it is as sharp as a razor.

The new 718 Cayman GT4 is the perfect sports car for those who like to push the limits. For those who would rather ask 'why not?' than 'why?'. For those who take fun seriously and who would rather sit in a sports seat than a leather armchair.

For those people, we have fitted the new 718 Cayman GT4 with everything which makes your pulse race. 4.0-litre six-cylinder horizontally opposed and naturally aspirated engine with 420PS, manual transmission, rear wing. With a diffuser which demands respect, and extremely output-oriented aerodynamics. GT3 technology for the chassis and the interior – motorsport genes. The result is a brutal driving machine which has never even heard of autonomous driving.

Perfect? Perhaps. Irrational? Probably. The truth – like the engine – is in the middle. But in this case, this middle is not a compromise, it's razor sharp.

**The new 718 Cayman GT4.
Perfectly irrational.**

For fuel consumption, CO₂ emissions and efficiency class, please refer to page 79.









GT brakes

20-inch wheels with sports tyres

Mid-engined layout

4.0-litre six-cylinder
horizontally opposed and
naturally aspirated engine

6-speed manual transmission

Club Sport package

Adaptive GT sports suspension

Output-oriented aerodynamics

Rear diffuser

309kW (420PS)



Design and aerodynamics



Design and aerodynamics.

No mild breath of air. No gentle breeze. The signs show a storm is brewing. A glance at the new 718 Cayman GT4 is enough to see: air resistance is not an issue.

The aerodynamics concept of the new 718 Cayman GT4 has been honed once more. Starting with the front apron. Its clearly defined form with the typical Porsche sweepback gives the headwind an explicit direction and a clear purpose: to produce optimum tyre contact pressure.

The highly distinctive front spoiler lip with an additional spoiler in front of the wheel arches provides aerodynamic downforce on the front axle. The central air intake in the front apron also optimises the aerodynamics and channels the air stream up through the air outlet in front of the front lid. Even the underside of the front spoiler lip has been aerodynamically optimised. Here, a special profile – similar to the surface of a golf ball – ensures as little drag as possible.

Air curtains in the front apron minimise the air turbulence created on the wheels and therefore minimise the drag by releasing the inflowing air precisely in front of the wheels from the wheel arches.

The new air intake grilles are equipped with a honeycomb-style surface finish, meaning they offer the headwind less drag, however, they still reliably protect the radiator from falling rocks – and eat flies for breakfast.

A further example of the performance-oriented design is the side air intakes behind the doors: the sideblades, embossed with the 'GT4' logo, create additional dynamic pressure. The result: a better supply of air and more efficient engine cooling.

The vehicle centre of gravity: low. The distance to the road: minimal. The new 718 Cayman GT4 is in close contact with everything that is important to it. Platinum-coloured 20-inch alloy wheels, which almost completely fill the wheel arches, ensure optimum contact. The wide track, in conjunction with the sports tyres, improves both the traction and the cornering performance.



**Air resistance?
Useless.**



The rear is dominated by the fixed, now single-piece wing with integrated sideblades and supports in aluminium. Its race track origins are unmistakable, it provides downforce on the rear axle and correspondingly high traction – not just when cornering. Simultaneously, it ensures clarity and tells all optimists who want to overtake the new 718 Cayman GT4: forget it.

Sporty end towards the tarmac: the new rear apron. The two black tailpipes of the sports exhaust system are positioned clearly further apart, creating space for the new diffuser. No visual frills, just super sports car technology which produces very fast air flow at the rear underbody and therefore even stronger negative pressure or 40% more downforce on the rear axle than the previous model.

The rest is silence. At least among the rivals of the new 718 Cayman GT4.



*Reason's last step is the recognition
that there are an infinite number
of things which are beyond it.*

Blaise Pascal

It is **human nature** to
think wisely and act
in an **absurd fashion**.

Anatole France

Perfect.

Irrational.

**Rational cars are pushed,
not pulled, by the drivetrain!**

Walter Röhrl

It is **passion** that makes man live;
wisdom makes one only last.

Nicolas de Chamfort



Interior.

The interior of the new 718 Cayman GT4 is designed for sporty ergonomics. Short distances, direct information, high functionality. Meaning it is reduced to the essentials – and an irrational amount of driving pleasure.

The decisive performance factor: the driver. Which is why everything is concentrated on them. The elevated centre console, for example, which enables a particularly short distance between the GT-specific sports steering wheel with top centre marking to the shortened gear lever and back. Or the instrument cluster with the analogue rev counter in the centre, providing the driver with information in a split second.

The details and materials are also derived directly from motorsport. The Sports seats Plus with elevated side bolsters offer fixed stability. The Alcantara® items, for example on the steering wheel rim and the gear lever, offer fixed grip. The door panels are equipped with puristic door pull loops. Trim strips in brushed aluminium and silver-coloured stitching create exciting contrasts. In short: puristic design which is fully designed for the best possible performance – as befits a purebred sports car.



Club Sport package.

Think wisely, act absurdly. Simply human nature. The new 718 Cayman GT4 can therefore be optionally equipped with the Club Sport package for any eventuality. With its components derived from professional motorsport, the Club Sport package offers additional protection on the race track. A little wisdom here and there can't hurt.

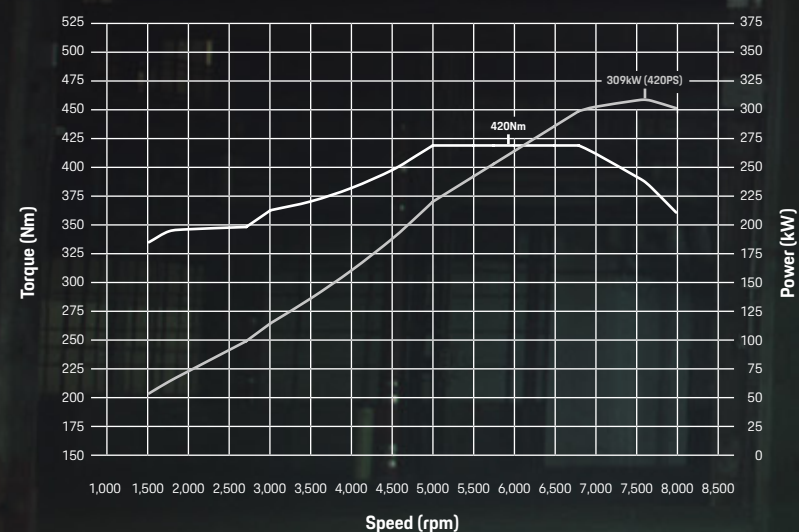
The Club Sport package comprises a steel roll cage with paint finish in black, screwed to the bodywork behind the front seats, and a six-point racing harness for the driver's side including two shoulder belt designs for use with or without the HANS® safety device (Head And Neck Support). The package also includes a fire extinguisher with bracket.



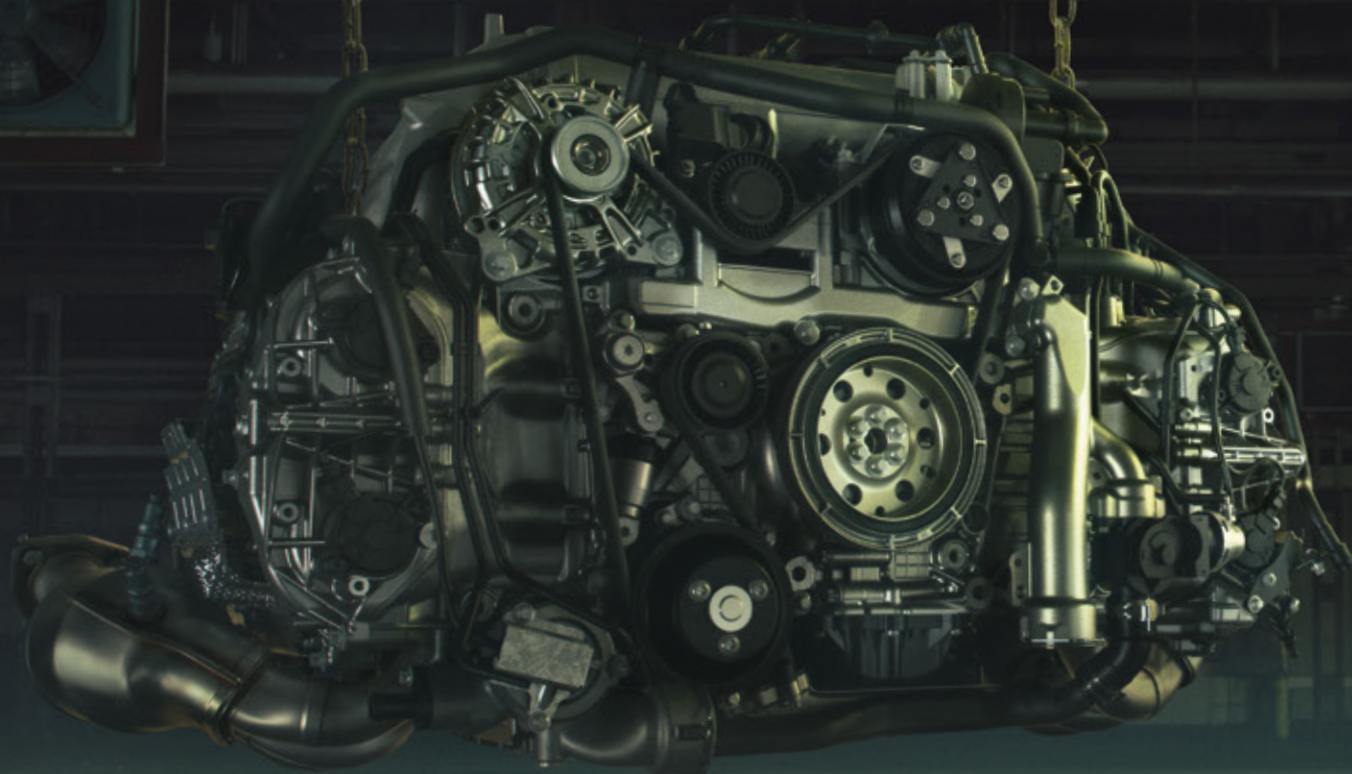


Performance

Technically speaking, it's just an engine. But try telling your endorphins that.



718 Cayman GT4: 309kW (420PS) at 7,600rpm, 420Nm between 5,000 and 6,800rpm



Drive.

Horizontally opposed engine, naturally aspirated, positioned centrally. 4.0-litre displacement. Six cylinders. 309kW (420PS). Sounds crazy. It is.

The completely redeveloped six-cylinder horizontally opposed engine has direct fuel injection (DFI), integrated dry-sump lubrication and adaptive cylinder control. In addition, a variable intake manifold with switchable resonance valves provides the engine with optimum ventilation. It sounds technical and a bit dry, but it's really the exact opposite.

With the 4.0-litre displacement, the engine generates a mighty 309kW (420PS) – 35PS more than the previous model. The maximum engine speed? 8,000rpm. The maximum torque of 420Nm is from 5,000 to 6,800rpm. Meaning the new 718 Cayman GT4 sprints from 0 to 100km/h in just 4.4 seconds. The maximum speed: above 300km/h.

A statement in itself: the sound of the new 718 Cayman GT4. Thanks to the new precise sports exhaust system with its two clearly separated black tailpipes left and right of the rear diffuser. For an even more powerful sports car sound at the press of a button.

For fuel consumption, CO₂ emissions and efficiency class, please refer to page 79.

**There are certainly rational arguments in favour.
But who wants to listen to them?**

Transmission.

6-speed manual transmission.

The precise 6-speed manual transmission is fitted with a dual-mass flywheel and its optimally tuned gear ratios bring the high power output of the engine directly to the road. It also ensures a particularly sporty driving experience. Tight curve ahead, shift down, long straight, shift up: it's in your hands – in the truest sense of the word. That is performance which is not only measured in power values, but also in all quantities of driving pleasure. And the dynamic throttle-blip function plays its part too in keeping you, and your endorphin levels, busy.

Porsche Torque Vectoring (PTV) including rear differential lock.

In short: PTV improves the dynamic performance. In detail: the integrated rear differential lock enables higher traction and significantly increased lateral dynamics and vehicle stability during load changes in corners and when changing lanes. In addition, when the car is driven assertively into a corner, brake pressure is applied to the inside rear wheel. Consequently, a greater amount of drive torque is distributed to the outside rear wheel, almost pulling the car into the corner. Steering response is improved, agility is increased.





SOCY 718

When push comes to shove:
a lot of fun.



Chassis.

Is it wise to be jolted lap after lap? To feel every centimetre of the track, your heart rate always off the scale? Of course not. Which is precisely why it is so much fun.

And that is exactly why the adaptive GT sports suspension is more consistently designed for driving pleasure. The result: extraordinary agility, high driving safety and stable handling in the high-speed range. The basis: GT technology. The lightweight spring-strut axle at the front is designed in typical GT style, the lightweight spring-strut axle at the rear is adjusted to the high performance of the new 718 Cayman GT4 with additional reinforcements and helper springs as well as specific wheel mounts. Ball joints on both axes also connect the chassis to the body in a particularly streamlined way, enabling an even more precise wheel control. The height, camber, toe angle and the anti-roll bars of the chassis can be adjusted individually for the race track. You will quickly see what this means.

Dynamic transmission mounts.

The electrically regulated system minimises perceptible oscillations and the vibration of the entire drivetrain, in particular the engine. It also adjusts the damping force and stiffness to the driving style and road surface conditions. So that the benefits of a hard and a soft engine mounting arrangement can be used. The handling is noticeably more stable and precise during load changes and in fast corners. At the same time, the vertical oscillations of the engine are reduced during acceleration under full load. The results are greater and more uniform drive force at the rear axle, increased traction and faster acceleration. Whenever a less assertive driving style is adopted, the dynamic transmission mounts soften to provide a heightened level of comfort. If that's what you want.

Porsche Active Suspension Management (PASM).

This variable damping system offers continuous adjustment of the damping force on each wheel based on the current driving situation and your driving style. At the push of a button, you can choose between two sporty programmes: Normal mode for sporty driving on public roads and Sport mode for maximum lateral acceleration and the best possible traction on the race track. The body is also lowered by 30mm compared with the 718 Cayman for a low vehicle centre of gravity. As a result, the pitch and roll are reduced for increased dynamic performance and extraordinary longitudinal and lateral acceleration.

Porsche Stability Management (PSM).

PSM is an automatic control system for maintaining stability at the limits of dynamic driving performance. In addition to the anti-lock braking system (ABS), it 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 and initiate strategic braking of individual wheels to stop you from deviating from your intended line. What's special about PSM in the new 718 Cayman GT4? The sporty tuning with extremely sensitive and accurate regular systems interventions. In addition, the systems can be switched off completely in two stages.





Wheels and tyres.

The 20-inch alloy wheels of the new 718 Cayman GT4 are painted in satin platinum, optionally available in satin aurum, satin black or silver-coloured. A striking detail: the wheel centres with the 'GT4' logo.

The dimensions of the road-approved sport tyres are performance oriented. Specifically, 245/35 ZR 20 on 8.5 J × 20 front and 295/30 ZR 20 on 11 J × 20 rear. Multiple contact surfaces and grip with the reduced tread depth increases, however, the risk of aquaplaning on wet surfaces.

The Tyre Pressure Monitoring (TPM) issues warnings in the event of a loss of pressure and also features a race track mode which takes into consideration the pressure and temperature conditions of the tyres when used on the circuit.

- 1 20-inch 718 Cayman GT4 wheel painted in satin platinum
- 2 20-inch 718 Cayman GT4 wheel painted in silver colour
- 3 20-inch 718 Cayman GT4 wheel painted in satin black
Porsche Exclusive Manufaktur
- 4 20-inch 718 Cayman GT4 wheel painted in satin aurum
Porsche Exclusive Manufaktur
Brake calipers painted in black (high-gloss)
Porsche Exclusive Manufaktur





Perfect. Wise. Exceptional.

Safety.

Despite all the driving pleasure, sometimes a little seriousness is required. Especially when it comes to quality and sustainability. And the most important thing: your safe arrival.

Brakes.

The new 718 Cayman GT4 shows maximum performance, not only when sprinting from 0 to 100 or more, but also when slowing back down to 0. This is provided by six-piston aluminium monobloc fixed calipers at the front and four-piston units at the rear with red finish. For greater inherent stability and faster response when applying and releasing the brake, even under extreme loads. The composite brake discs at the front and the rear have a diameter of 380mm and are cross-drilled and internally vented – powerful braking even in adverse weather conditions.

The brakes also have efficient ventilation and cooling for high stability. This is ensured by distinctive cooling channels, as well as brake air spoilers and air guide.

Porsche Ceramic Composite Brake (PCCB).

Motorsport tested: the optionally available Porsche Ceramic Composite Brake (PCCB). With their particularly large brake disc diameters, 410mm at the front and 390mm at the rear, they offer even greater braking performance. The use of yellow six-piston aluminium monobloc fixed brake calipers on the front axle and four-piston aluminium monobloc fixed brake calipers at the rear ensures extremely high, and above all constant, braking pressure. PCCB enables shorter braking distances in even the toughest road and race conditions. The main benefit of the ceramic braking system is its extremely low weight. The brake discs are approximately 50% lighter than cast-iron discs of a similar design and size. As well as enhancing driving performance and fuel economy, this reduces unsprung and rotating masses. Which results in better roadholding and increased comfort, particularly on uneven roads.

In addition to the regular maintenance as part of the standard maintenance intervals, additional maintenance must be carried out for racing use.

Light systems.

So that you always know what's coming towards you, the new 718 Cayman GT4 is fitted with Bi-Xenon main headlights with integrated LED daytime running lights as standard. Bi-Xenon main headlights in black including Porsche Dynamic Light System (PDLS) and LED main headlights with Porsche Dynamic Light System Plus (PDLS Plus) are optionally available.

Airbags and Porsche Side Impact Protection System (POSIP).

Advanced airbag technology: integrated in the form of full-size driver and passenger airbags, which are inflated in two stages depending on the severity and type of accident. Porsche Side Impact Protection System (POSIP) is also standard. This consists of side impact protection elements in the doors and two side airbags per side: a thorax airbag is integrated in the side bolster of each seat, while the door panels each contain an upwards-inflating head airbag.





Chrono Package and Porsche Track Precision app.

Chrono Package including preparation for lap trigger.

In addition to the analogue and digital stopwatch on the dashboard, the optional Chrono Package boasts even greater functionality: PCM is upgraded to include a special performance display, enabling you to display, store and evaluate recorded lap times. In this way, the driver can view the current lap time and distance, number of laps completed and other times achieved so far. It is also possible to view the current fastest lap and range until empty. Any travelled distances can be recorded and benchmark times defined.

The new Porsche Track Precision app¹⁾.

In conjunction with Porsche Communication Management (PCM) and navigation module including Porsche Connect, the new Porsche Track Precision app enables you to measure and evaluate your performance in even greater detail.

The app's user interface has been completely redesigned – and is now even easier and more intuitive to operate. The app enables your driving stats to be accurately displayed, logged and analysed on your smartphone. Laps can be timed automatically via a GPS signal from PCM and/or manually using the switch in the optional Chrono Package and compared on your smartphone.



On the race track, the app visualises your dynamic performance on your smartphone. In addition to sector and lap times, it also shows how the current lap compares with a defined reference lap. Graphical analyses of driving plus a video analysis help to further improve driving performance. Recorded stats, circuit and driver profiles can be managed and shared directly from your smartphone.

For even greater precision in your lap time measurements, like in motorsport, 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. Please visit www.porsche.com/tequipment for more information.

¹⁾ App usage permitted on private land only. Operation of this product (including the video recording feature in particular) could be prohibited by laws or regulations in specific markets or events. Before any use of this product, please check that this is permitted under local laws and regulations.



Interior and infotainment

The image shows the interior of a Porsche Cayman GT4. The steering wheel is black with yellow stitching and a yellow stripe on the top. The dashboard and center console have yellow accents. The seats are black with yellow stitching. The car is parked in a garage with a yellow car visible in the background.

Your endorphins will
quickly feel at home.

Interior.

Looks good. Feels good. Sporty streamlined purism, customary Porsche high ergonomics. Everything perfect. Everything actually quite rational. Until the engine starts and makes the hairs on your arms stand up.

Immediately the centre of attention: the instrument cluster with three round instruments and a central rev counter, on which the yellow needle skyrockets, typical of the 718. The dial face in a titanium finish is marked with a 'GT4' logo.

The GT-specific sports steering wheel has top centre marking and black spokes including inlays. Alcantara® on the steering wheel rim and also on the gear lever ensures good grip. In addition, the material proven in motorsport is used for the door pulls in the door panels, the lid of the centre console storage compartment as well as A-pillars and the roof lining.

The decorative stitching, on the armrests in the doors and the seats, among other places, are upholstered in silver colour. As are the 'GT4' logos on the headrests and the door pull loops. The dashboard trim strips and the centre console in brushed aluminium highlight the sporty character of the new 718 Cayman GT4. The brushed aluminium interior package is also optionally available in GT-specific Anthracite.

A leather interior with extensive leather, stitching and Alcantara® items is optionally available. Visual highlight: the dashboard trim strips upholstered in brushed aluminium continue on the doors.

Together with the leather interior, the decorative stitching and the door pull loops can also be upholstered in contrasting colours, red or yellow. The seat belts can also be in matching colours if desired.

The seats of the new 718 Cayman GT4 also reflect its sporty appeal. The cover, in all seat variants, is in black leather, the seat centres in Alcantara®. The headrests are embroidered with the 'GT4' logo in different stitching colours according to equipment variant.

Sports seats Plus.

In the new 718 Cayman GT4, the Sports seats Plus, with their sporty, firm padding and elevated side bolsters, offer optimum stability. The backrest can be adjusted electrically and the seat height and fore/aft position can be adjusted mechanically.

Adaptive Sports seats Plus.

The adaptive Sports seats Plus go a step further. They complement the Sports seats Plus with an electric 18-way adjustment so the seats can 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 seat and the backrests can be adjusted individually. For tailored lateral stability when cornering and more comfort on long journeys.

Full bucket seats.¹⁾

The full bucket seats are made of carbon-fibre reinforced plastic (CFRP) with carbon-weave finish. This provides especially good lateral support at minimal weight. The fore/aft adjustment is manual, the height adjustment is electric.

¹⁾ Sports seat Plus²⁾

²⁾ Adaptive Sports seat Plus²⁾

³⁾ Full bucket seat²⁾

¹⁾ Child seats are not compatible with the full bucket seats.

²⁾ Each shown in conjunction with decorative stitching in contrasting yellow colour.









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< App POIs

-  **Porsche Museum**  Google ↓ 6.3 mi
Porscheplatz 1, 70435 Stuttgart
-  **Dr. Ing. h.c. F. Porsche AG**  Google ↓ 6.3 mi
Porscheplatz 1, 70435 Stuttgart
-  **Dr. Ing. h.c. F. Porsche AG**  Google ← 25 mi
Porschestraße 911, 71287 Weissach
-  **24 Heures du Mans**  Google ← 534 mi
72100 Le Mans

LTE    Menu  Apps  MyScreen  Set 7:18 AM

Navigation and infotainment.

Porsche Connect.

On the race track or on the road: Porsche Connect expands the existing vehicle functions of the 718 Cayman GT4 with smart services and apps. All designed to make the connection between driver and car even closer. To intensify that Porsche fascination, and to make the challenges of everyday life quick and easy to overcome. You can also do without the audio and communication system, if you want. When the way there is your destination you don't need a navigation system.

Porsche Communication Management (PCM).

Porsche Communication Management (PCM) is your central control centre for audio and communication. In its latest generation with mobile phone preparation and audio interfaces, it also features a high-resolution 7" touchscreen display, enabling easy control of the majority of in-car functions. On the move, you can enjoy your favourite music via the CD/DVD drive, SD cards, internal 10GB hard drive (jukebox), the AUX input or the USB connection, for your iPhone®, for example. Or you can simply listen to the radio. Your 718 also enables you to use countless Car Connect Services via smartphone, such as vehicle positioning. The optional smartphone compartment in the centre console transfers your mobile phone signal to the external aerial of the car – conserving phone charge and providing optimum reception.

Navigation including Porsche Connect.

Thanks to Real-time Traffic Information, the optional navigation module including Porsche Connect gets you to your destination quicker, and offers you numerous Porsche Connect services. You can use all the online functions with the help of the integrated LTE communication module with SIM card reader. In some countries, an integrated LTE-compatible SIM card with data allowance is also included, with which you can use Porsche Connect services such as navigation and infotainment services.¹⁾

1) Porsche Connect services include a free inclusive period of use, the length of which may vary by services package and country but shall not be less than three months. The full range of Porsche Connect services or individual services thereof may not be available in some countries. The Breakdown and Emergency Call services included in certain models are available in selected countries for ten years after the production date. Availability also depends on the country-specific variants of the vehicle. In addition, an integrated SIM card with data allowance for use of selected Porsche Connect services will be included in the price in some countries. For use of the WiFi hotspot and the other non-included Porsche Connect services, e.g. music streaming, via integrated SIM card, in these countries a chargeable data package is also available from the Porsche Connect Store. Alternatively, you can establish a data connection using a SIM card of your own. For further information on free subscription periods, follow-on costs and availability of individual services in your country, please visit the 'Availability' area in the Porsche Connect store at www.porsche.de/connect-store or consult your Porsche Centre.

Smartphone apps.

In addition to its range of smart services, Porsche Connect also offers three smartphone apps. The Porsche Connect app allows you to send destinations to your Porsche before you start your journey. As soon as your smartphone has connected to PCM, you will be able to display these in the vehicle and start route guidance directly. Even your smartphone calendar can be viewed directly on PCM and stored addresses used for navigation. What's more, the Porsche Connect app gives you access to millions of music tracks thanks to its built-in music streaming function.

The Porsche Car Connect app lets you use your smartphone or Apple Watch® to retrieve vehicle data and remotely control selected vehicle functions. Another feature is the Porsche Vehicle Tracking System (PVTS) including theft detection.

The new Porsche Track Precision app allows driving data to be displayed in detail, logged and analysed on your smartphone. For extensive information on this app, please see page 47.

Visit www.porsche.com/connect to discover more about the available apps and services. The range of Porsche Connect services is regularly expanded.



Apple® CarPlay.

The optionally available Apple® CarPlay function enables you to connect your iPhone® to your Porsche and have certain apps shown directly on the central display screen of Porsche Communication Management (PCM). With the Siri® voice recognition interface, you can conveniently use your apps on the move while keeping your full concentration on the road.

My Porsche.

Every Porsche can be configured to your preferences. Porsche Connect is the same. Using My Porsche, you can retrieve relevant vehicle data and personalise your Porsche Connect services to suit your interests. By adding new destinations for your navigation system, for instance, or selecting your favourite sources for the news articles that you want to have read aloud in the car. My Porsche also lets you create additional users – such as family members or friends.

Porsche Connect Store.

Would you like to extend your initial free subscription period? Or purchase additional Porsche Connect services? Visit the Porsche Connect Store at www.porsche.com/connect-store and discover more about what Porsche Connect has to offer.



Sound Package Plus.

The Sound Package Plus ensures an excellent sound. The acoustic pattern in the vehicle interior is perfectly adapted to the driver and passengers by the amplifiers integrated into PCM.

BOSE® Surround Sound System.

The optional BOSE® Surround Sound System has been specially developed for the 718 models and is optimally tuned to the specific interior acoustics of these particular vehicles. The audio system features 10 loudspeakers and amplifier channels including a patented, 100-watt active subwoofer integral to the vehicle bodyshell. This fully active system set-up enables each individual loudspeaker to be optimally adapted to the vehicle interior. The total output: 505 watts. Should you ever want to drown out the resonant sound of the engine. For whatever reason.





What once began with a dream has long since become our never-ending mission.

We've been in motorsport since the very first second. Not because we have to be. But because we simply can't imagine it any other way. Time and time again, we scrutinise every idea, every technology and every detail on the test bench. Indeed, motorsport is where ideas emerge that will continue to be developed, tested and trialled under the toughest conditions until they are not only fit for victory, but also fit for the road.

Just like with the new 718 Cayman GT4, a purebred sports car which is as close to motorsport as a road vehicle can be. After all, it doesn't just share a place of origin, the Flacht Motorsports Centre, with its motorsport-proven brother, the Cayman GT4 Clubsport, but also the test track.

For that technical edge which makes the decisive millisecond difference. Not just on the race track.

And so we keep going. Believe in our concepts. Follow our principles. With over 30,000 victories behind us. And 19 overall victories at Le Mans. Because one thing we will not do is settle for less. We will keep fighting. For the next race victory. For extraordinary sports cars which are at home on the road and on the race track. For the dream Ferry Porsche had over 70 years ago. And for our never-ending mission: to build the sports car of the future.

Mission: Future Sportscar.



Porsche Motorsport pyramid.

Sport driving events.

For us, it isn't only the evolution of the sports car that matters, but also that of the driver. At Porsche Track Experience or Porsche Racing Experience events or club racing meets, experienced instructors impart their driving skills at the limits of dynamic performance – from the entry level all the way up to obtaining the motorsport licence.

Club Sport.

Professionals, budding pros and amateurs – Club Sport unites them all. And rebels. So named not for their driving style, but because they go driving whenever they like. With the Cayman GT4 Clubsport. A thoroughbred race car that enjoys a variety of grid opportunities. For no matter whether it's a sprint or an endurance race – it is the perfect car for use between sport driving events and the one-make series.

One-make series.

Absolute equality of opportunity against the belief in oneself, young upstarts challenging old hands, amateurs competing with professionals. Our one-make series – the Porsche Carrera Cup and the Porsche Mobil 1 Supercup – are customer racing championships staged across five continents. With the Porsche 911 GT3 Cup, a thoroughbred race car. At national and international level. Those who make it here can fight their way to the very top. True to the motto 'May the best driver win', everything revolves around the ability of the individual, for the parameters are clear: all teams must line up in completely identical cars. Only the drivers and the teams can make the difference.

GT sport.

GT sport is the bridge between customer and works racing. With the 911 RSR and the 911 GT3 R, genuine racing stars represent customer and factory teams in the GT class as they compete for title honours in the FIA WEC, the North American IWSC and other GT racing series around the world. In historic long-distance racing events, such as the 24h of Le Mans, the 24h of Daytona or the 24h of Nürburgring, the best of the best enthral the fans as they fight for every single hundredth of a second.

Formula E.

In the 2019/2020 Formula E season, we are entering the racing series with our own factory team. In doing so, we are purposefully bringing our motorsport strategy into line with our corporate strategy. Participation and successful presence in Formula E are the logical consequence of our Mission E – evolving degrees of freedom for proprietary developments make this racing series a particularly appealing proposition for us. Porsche relies on alternative and innovative drive concepts. Formula E, as the first all-electric racing series in the world, is the ultimate competitive arena for pioneering the development of high-performance vehicles in terms of environmental friendliness, economy and sustainability.



**Sometimes, it's simply wise
to be absurd.**



Mortgage. Health insurance. A functional jacket. Agave nectar. Sounds wise.

Horizontally opposed engine. Racing chassis, diffuser, manual transmission, rear wing. Sounds better.

The new 718 Cayman GT4 is a declaration against rationality. Pure emotion instead of rational mobility. Built to counter the everyday. A mid-engined layout for all positively crazy people. A sports car which nobody needs, but everybody wants.

Is it even possible to improve? Probably not. But it can be reinterpreted: with the roof down. The new 718 Spyder also brings the makings of the perfect sports car to the road: a touch of irrationality – which promises an infinite amount of driving pleasure.

The new 718 Cayman GT4 and the new 718 Spyder.





Personalisation

**Your inspiration.
Our passion.**

Porsche Exclusive Manufaktur.

Our wealth of experience goes back a long way. Since the very beginning, Porsche has been dedicated to realising customers' wishes. Known until 1986 as the 'Sonderwunschprogramm', then Porsche Exclusive – and now Porsche Exclusive Manufaktur.

We love what we do. We love our work. Every seam, every square inch of leather and every other fine detail receives the same devotion. We transfer our experience and passion to the vehicle, together with your inspiration – thereby bringing dreams to life. Directly on the shop floor.

None of this would be possible without originality, enthusiasm and attention to detail, beginning as early as the consultation stage. Because we keep one thing in mind above all else: meeting your individual requirements, thereby turning 'a Porsche' into 'your Porsche'.

How do we fulfil these requirements? With composure and care – by means of precision craftsmanship and the use of exquisite materials such as leather, carbon or Alcantara®. The result: a product born of dedication and craftsmanship. In other words, a blend of sportiness, comfort and design that reflects your own personal taste. A Porsche bearing your signature touch.

We offer a wide range of refinement options. Both visual and technical. For the interior and exterior. From a single alteration to extensive modifications. Because your inspiration is our passion.

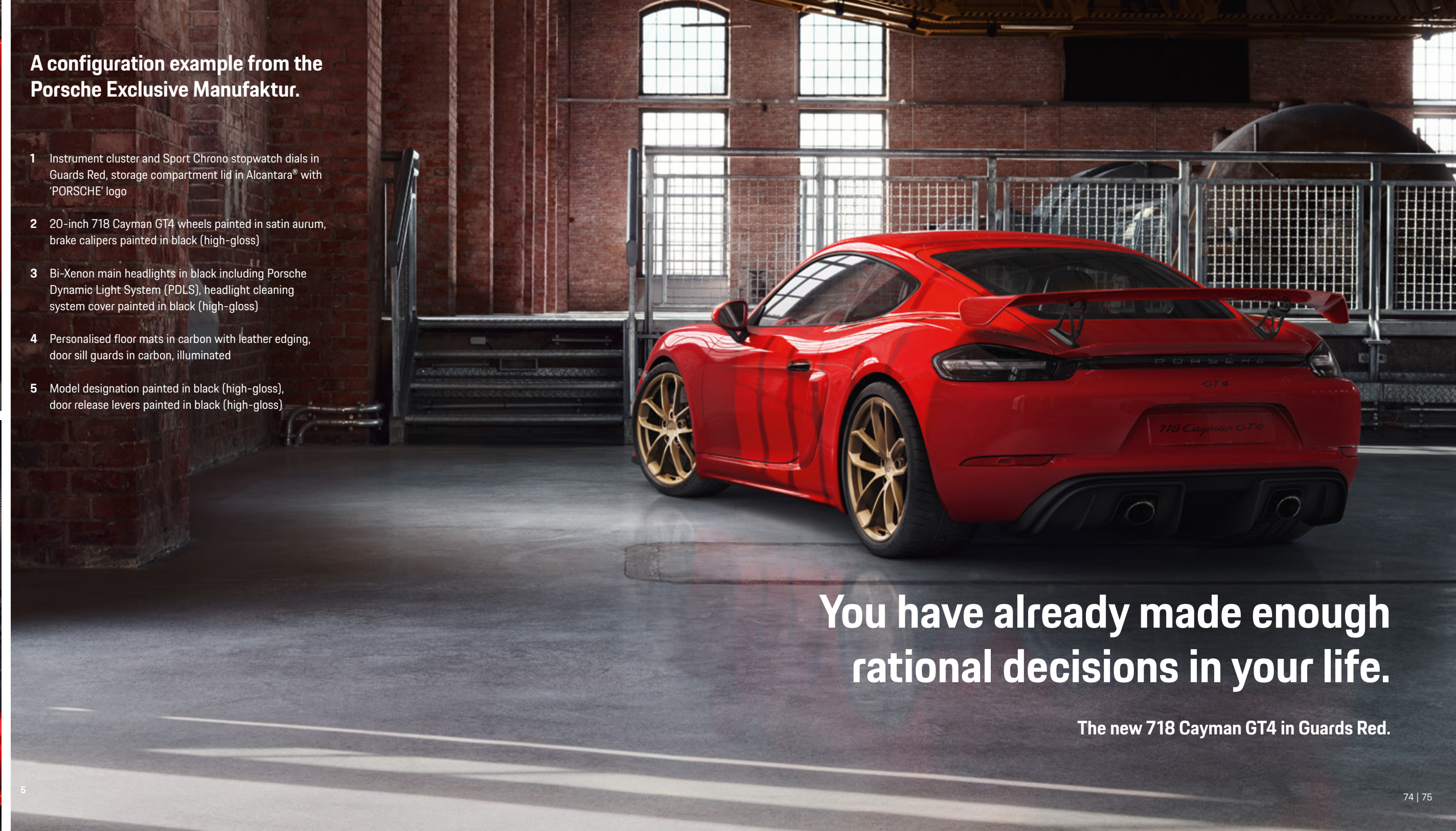
Take inspiration from our examples on the following pages and visit www.porsche.com/exclusive-manufaktur to learn all about how to configure these extraordinary vehicles.





A configuration example from the Porsche Exclusive Manufaktur.

- 1 Instrument cluster and Sport Chrono stopwatch dials in Guards Red, storage compartment lid in Alcantara® with 'PORSCHE' logo
- 2 20-inch 718 Cayman GT4 wheels painted in satin aurum, brake calipers painted in black (high-gloss)
- 3 Bi-Xenon main headlights in black including Porsche Dynamic Light System (PDLS), headlight cleaning system cover painted in black (high-gloss)
- 4 Personalised floor mats in carbon with leather edging, door sill guards in carbon, illuminated
- 5 Model designation painted in black (high-gloss), door release levers painted in black (high-gloss)



You have already made enough rational decisions in your life.

The new 718 Cayman GT4 in Guards Red.

Exterior colours.

Solid exterior colours.



White



Racing Yellow



Guards Red



Black

Metallic exterior colours.



Carrara White Metallic



GT Silver Metallic



Gentian Blue Metallic

Special exterior colours.



Crayon



Miami Blue

Interior colours.

Standard interior.



Black with decorative stitching in contrasting colour: silver colour

Leather interior.



Black with decorative stitching in contrasting colour: silver colour



Black with decorative stitching in contrasting colour: yellow



Black with decorative stitching in contrasting colour: red



Standard interior in black including Alcantara® items, decorative stitching in contrasting silver colour



Leather interior in black including extensive Alcantara® items, decorative stitching in contrasting red, steering wheel rim with top centre marking in red, brushed aluminium interior package in Anthracite, seat belts in Guards Red Porsche Exclusive Manufaktur

Technical data.

Engine	
Design	Aluminium horizontally opposed and naturally aspirated
Cylinders	6
Displacement	3,995cm³
Max. power (DIN) at rpm	309kW (420PS) 7,600
Maximum torque at rpm	420Nm 5,000–6,800
Maximum engine speed	8,000rpm
Transmission	
Drive	Rear-wheel drive
Manual	6-speed
Chassis	
Front axle	Lightweight spring-strut suspension, anti-roll bar, selected suspension mountings ball-jointed
Rear axle	Lightweight spring-strut suspension, helper springs, anti-roll bar, selected suspension mountings ball-jointed
Steering	Electromechanical direct steering with variable steering ratio and steering pulse generator
Turning circle	11.4m
Brakes	Six-piston aluminium monobloc fixed brake calipers at front, four-piston aluminium monobloc fixed brake calipers at rear, discs internally vented and cross-drilled
Brake disc diameter	380mm front and rear
Vehicle stability system	Porsche Stability Management (PSM)
Wheels	Front: 8.5 J × 20 ET 61 <p>Rear: 11 J × 20 ET 50</p>
Tyres	Front: 245/35 ZR 20 (sports tyres) <p>Rear: 295/30 ZR 20 (sports tyres)</p>

Performance	
Top speed	304km/h
0–100km/h	4.4secs
0–160km/h	9.0secs
0–200km/h	13.8secs
Flexibility (80–120km/h)	6.0secs
Unladen weight	
DIN	1,420kg
EC ¹⁾	1,495kg
Permissible total weight	1,750kg

Dimensions/aerodynamics	
Length	4,456mm
Width (including exterior mirrors)	1,801mm (1,994mm)
Height	1,269mm
Wheelbase	2,484mm
Luggage compartment volume front/rear	150 litres/270 litres
Tank capacity (refill volume)	64 litres
Drag coefficient	0.34

Fuel consumption²⁾/emissions²⁾	
Urban, in l/100km	15.6
Extra-urban, in l/100km	8.1
Combined, in l/100km	10.9
CO₂ emissions combined, in g/km	249
Particulate filter	Yes
Emissions standard	Euro 6d-TEMP-EVAP-ISC

Energy efficiency specifications Germany³⁾	
Efficiency class	G

Energy efficiency specifications Switzerland³⁾	
CO₂ emissions from fuel production and distribution in g/km	57
Efficiency class	G
The average CO₂ emissions value of all new vehicles sold in Switzerland is 137g/km.	

^[1] Data determined in accordance with the measurement method required by law. Since 01 September 2017 certain new cars have been type approved in accordance with the Worldwide Harmonized Light Vehicles Test Procedure (WLTP), a more realistic test procedure to measure fuel consumption and CO₂ emissions. From 01 September 2018, the WLTP replaced the New European Driving Cycle (NEDC). Due to the more realistic test conditions, the fuel consumption and CO₂ emission values determined in accordance with the WLTP will, in many cases, be higher than those determined in accordance with the NEDC. This may lead to corresponding changes in vehicle taxation from 01 September 2018. You can find more information on the difference between WLTP and NEDC at www.porsche.com/wltp. Currently, we are still obliged to provide the NEDC values, irrespective of the testing method used. The additional reporting of the WLTP values is voluntary until their obligatory use. As far as new cars, (which are type approved in accordance with the WLTP) are concerned, the NEDC values will therefore be derived from the WLTP values during the transition period. To the extent that NEDC values are given as ranges, these do not relate to a single, individual car and do not constitute part of the offer. They are intended solely as a means of comparing different types of vehicle. Extra features and accessories (attachments, tyre formats etc.) can change relevant vehicle parameters such as weight, rolling resistance and aerodynamics. Additionally, weather and traffic conditions, as well as individual handling, can affect the fuel consumption, electricity consumption, CO₂ emissions and performance values of a car.

^[2] Valid in the countries listed only.

^[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 75kg for the driver.



Tyre type	Dimensions	Fuel efficiency class/ rolling resistance	Wet grip class	External rolling noise* (class)	External rolling noise (dB)
Sports tyres	245/35 ZR 20	E	E-C	🔊 - 🔊	70-69
Sports tyres	295/30 ZR 20	E	E-C	🔊 - 🔊	73-70

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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