



PORSCHE



The new Cayman R

Radically Porsche



Every so often, it's time to take the next step forward.

Every so often, you realise that the best is simply not enough.

Every so often, there is only one right way: your own.

The new Cayman R – radically Porsche.



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KKTU 782010
22G0

MAX G W 30480 KGS
67200 LBS
TARE 2320 KGS
5110 LBS
MAX C W 28180 KGS
62090 LBS
CU CAP 332 CUM
1170 CUFT

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MAX G W 30480 KGS
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KKTU 740655
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MAX G W 30480 KGS
67200 LBS
TARE 2320 KGS
5110 LBS
MAX C W 28180 KGS
62090 LBS
CU CAP 332 CUM
1170 CUFT

PORSCHE



**Minimising is another way to push the boundaries.
The Cayman R.**

How exactly do you refine an existing sportscar concept? By adding one thing after another, piling more and more on top, and packing even more in?

Many would think so. We don't. The result is the new Cayman R. Minimise to maximise was the idea. The guiding principle was

the power-to-weight ratio. For us, improving performance is not simply about boosting engine output, but radically dispensing with features that

would otherwise mean only one thing: increased weight. This is the principle of Porsche Intelligent Performance.

What does this mean for the driver? Even more dynamics, even more agility, and even more Porsche.



What's the effect on others? As if you'd care.

Cayman R concept.

A rebellious character knows exactly what it wants. Our engineers adopted the same attitude when developing the Cayman R. One thing was clear: it should be uncompromising, sharper and more radical than ever before. To achieve this, anything was acceptable as long as it would ultimately benefit

the driver, such as a purposeful mid-engine layout combined with a rigorous reduction in weight and increased engine output. In other words, Porsche Intelligent Performance.

The result? No radio. No air conditioning system. No cupholders. Instead, 19-inch lightweight alloy

wheels, sports bucket seats, and 330 hp. In short, 55 kg less and 10 hp more than the Cayman S.

The body has been lowered by 20 mm, and a retuned sports suspension provides uncompromising proximity to the road.

The Cayman R reflects the radical rejection of the pursuit of comfort. It's a character that is not influenced by the opinion of others. And that is exactly what makes it so attractive.

**It never seeks the middle ground.
And therein lies its strength.**

Mid-engine concept.

Wilful and strong personalities are known for their extreme emotions, like those of the Cayman R. Its heart has a particularly powerful and loud beat, and it is in exactly the right place: the middle.

Built in 1953 with a design based on the 550 Spyder, the 'Le Mans Coupé' proved successful in the legendary Le Mans motor race.

The reason? An intelligent mid-engine concept which, owing to the concentration of weight close to the centre of the vehicle, gave it enormous agility, excellent cornering dynamics and a low centre of gravity. Reason enough, then, to go back to these old values.

The result today is a pure-bred sports car with a mid-mounted engine, delivering uniform weight

distribution between the front and rear axles and particularly well-balanced handling characteristics for high cornering speeds with excellent control.

As a whole, the Cayman R is a convincing and coherent concept. After all, a strong character also has a strong heart.



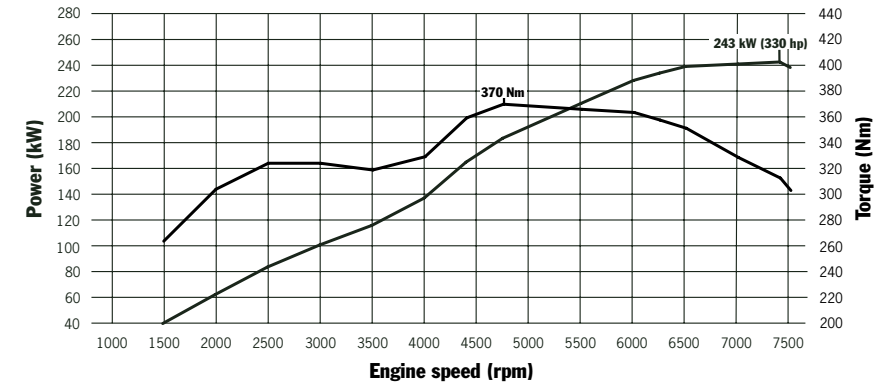


Efficiency only takes one route: the direct one.

Drive system.

How can one satisfy an insatiable urge for increased performance? There are many ways. We take the intelligent route, which has been the common theme at Porsche for over 60 years. For Porsche, at least, simply increasing engine output is not enough. Improved dynamics are not achieved by increased

output alone, but by a harmonious balance of low weight – for excellent agility – and high engine power – for outstanding performance. In other words, by an optimum power-to-weight ratio. The Cayman R is 55 kg lighter and 10 hp more powerful than the Cayman S. This has made it



possible to achieve a power-to-weight ratio of less than 4 kg/hp. The light-alloy 3.4-litre horizontally opposed cylinder engine produces 243 kW (330 hp) at 7,400 rpm. Maximum torque is 370 Nm at 4,750 rpm.

At the rear end, the exhaust system with its twin tailpipe in black has the last sporty word. The optional sports exhaust system offers an even more impressive sound.

The engine features direct fuel injection (DFI) as standard. Fuel is injected at up to 120 bar directly into the combustion chamber with millisecond precision by means of electromagnetically actuated injection valves. The injection spray and cone angles are tuned for the optimum fuel/air mixture and effective combustion.

The results are impressive performance figures, extremely smooth running, optimised gas cycles and tremendous cornering agility with low fuel consumption and emissions. The Cayman R responds to every touch of the accelerator pedal with radical forward thrust. Acceleration from 0 to 62 mph (100 km/h) is completed in just 5 seconds, 0.2 seconds faster than the Cayman S.

The top speed is 175 mph (282 km/h). In conjunction with the differential lock fitted as standard, the precise six-speed manual gearbox delivers outstanding traction directly to the road.

Available as an option is Porsche Doppelkupplung (PDK), for gear changes that take place in milliseconds with no interruption in the flow of power. With

PDK, the Cayman R completes the sprint from 0 to 62 mph (100 km/h) in only 4.9 seconds.

Also available is the optional Sport Chrono Package which, when combined with Porsche Doppelkupplung, offers the 'Launch Control' function to improve acceleration by a further 0.2 seconds.





**If you have belief in your own direction,
you will stay true to your course.**

Chassis.

What does exploring your own direction actually mean? At Porsche, it means concentrating without compromise on what matters: the road. It's no wonder, then, that the body of the Cayman R has been lowered by 20 mm compared with that of the Cayman S and the chassis set-up has been modified accordingly.

The resulting lightweight spring-strut suspension has anti-roll bars front and rear and four

shock absorbers tuned for firm rebound and compression to provide improved dynamic performance with virtually no difference in ride comfort.

The impact on driving stability is extremely profound: pitch and roll are practically eliminated. The mechanically locking rear differential, fitted as standard, further enhances the traction of the driven rear wheels on road surfaces with varying grip and when accelerating out of tight

bends. It also acts to damp load-change reactions during fast cornering.

The Cayman R is equipped as standard with 19-inch Boxster Spyder wheels with a high-quality silver painted finish. They are lightweight and reduce unsprung masses, ensure excellent responsiveness and offer a high level of agility.



What does following a train of thought mean? Also being able to stop dead in one's tracks.

1 Porsche Ceramic Composite Brake (PCCB)

The more spirited a character is, the more power it takes to stop it.

The 19-inch Boxster Spyder wheels in a superior lightweight design afford an unobstructed view of the brake system and its

four-piston aluminium monobloc brake calipers. Available as an option is the Porsche Ceramic Composite Brake (PCCB). Tested on the racetrack, it provides consistently high levels of friction and reduces unsprung and rotating masses.

With the optional Sport Chrono Package, the engine and PSM are even more directly and finely tuned.

Selecting the SPORT button on the centre console activates 'Sport' mode, which makes

the throttle response more immediate. The rev-limiter is then adjusted to a harder setting and the engine dynamics are tuned for performance driving.

In combination with the optional Porsche Doppelkupplung (PDK),

the Sport Chrono Package also features a SPORT PLUS button with two functions for a sporty drive that borders on a motorsport experience.

The first function is 'Launch Control', which unleashes a

racing start. The second is the 'motorsport-derived gearshift strategy' for faster shift speeds, extremely short shift times and shift points optimised for maximum acceleration.

The Cayman R. Uncompromisingly reduced to the sporting basics, but with no sacrifice in terms of safety. Can we even attempt to describe the driving experience? Can you count to infinity? We can only suggest one thing: give it a try for yourself.

Who actually decides
how far is too far?





**As long as you're at ease with yourself,
it doesn't matter what others say.**

Exterior.

The Cayman R concept is an uncompromising statement. It's a statement about not wanting to please anyone but the driver. In short, it's about a sports car that is radical through and through.

The requirement for our designers was to turn the principles of this statement into something visible, to give outward expression to the car's strong character.

How? With the purposeful lightweight design typical of any Porsche. In other words, by following the tradition that has existed ever since Porsche made its first vehicle – Porsche Intelligent Performance.



**A confident demeanour.
With plenty to back it up.**

The Cayman R is not afraid to show its colours. The exterior finish is just the start. The Peridot Metallic standard colour, for example, is a visible expression of the car's uncompromising individuality.

The dynamically designed fixed spoiler draws attention to the powerful rear end. In conjunction with the distinctive spoiler lips in the front apron, it reduces lift and delivers nothing but sporty performance.

The effect is tangible: a more direct relationship with the road. The resulting driving experience is even more electrifying, even more palpable, even more intense.

The rear end also features a twin tailpipe finished in black to create its own discernible contrast. This is the source of the distinctive Porsche sound, which is clearly audible to all around it. After all, if you have

something to say, you should at least be able to be heard.

On what does a successful overall impression depend? The details.

The exterior mirrors of the Cayman R are finished in a contrasting colour to give full emphasis to the car's muscular contouring.

Other elements in a contrasting colour include the air intakes on the rear side section, the rear spoiler wing and the Porsche logo adorning the side of the vehicle.

The black circular borders around the halogen headlights are reminiscent of the successful

Porsche race cars from the past. Bi-Xenon headlights with dynamic cornering lights and daytime running lights are available as an option.

An indication of the car's purposeful lightweight construction is given by the aluminium doors, which reduce weight by 15 kg.

The black painted logo on the rear lid is the final signature of the car's uncompromising nature.

In summary, the Cayman R sets clear accents and leaves no questions unanswered. Exterior styling is no exception. And we find that this suits the Cayman R very well indeed.

- 1 Halogen main headlights with black accents
- 2 Spoiler lips in the front apron
- 3 Exterior mirror in contrasting black
- 4 Cayman R logo painted black



It's nice when the contents live up to the promise of the packaging.

Interior.

Every so often, it does one good to have a radical sort out, to refuse to accept comfort in any shape or form, and to free oneself from the clutter of sentimental items. The Cayman R reminds you why this feeling is so good.

It's noticeable as soon as you get in. The interior colour may be black, but the centre console and the decorative trim strip on the dashboard are finished in the exterior colour. Are you already looking for a cupholder for your coffee? Don't bother. You won't be needing caffeine anyway.

No air conditioning system either. That's right. Why? The weight saving of 12 kg speaks for itself. By preserving the windscreen with grey top-tint, however, we have made one minor concession.







- 1 Three-spoke SportDesign steering wheel
- 2 Instrument cluster with dial faces in black
- 3 Dashboard trim strip with paint finish in exterior colour
- 4 Centre console with paint finish in exterior colour and six-speed gear lever with red shift pattern
- 5 Sports bucket seat

The driver has everything in view, and everything is easy to find. No need, then, for the Cayman R to slow down. The dial faces of the circular instruments are finished in black, the

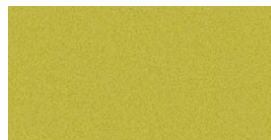
circular border is finished in Aluminium Look. The removal of the instrument shroud emphasises the car's minimalist character. A selection of clever details, all finished in red, create

unmistakable and sporty contrasts. These include the door pulls, the distinctive gear lever with red shift pattern, and the seat belts.

The sports bucket seats with Alcantara seat centres are the epitome of uncompromising lightweight construction, saving another 12 kg.

As far as seating comfort is concerned, the Cayman R doesn't have much else to offer. Why? Well, have you ever been racing on a luxury designer seat?

Standard exterior colours.

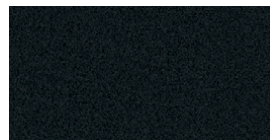


Peridot Metallic¹⁾



Speed Yellow¹⁾

Metallic exterior colours.



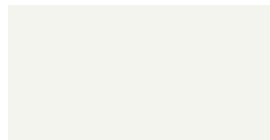
Basalt Black Metallic²⁾



Macadamia Metallic²⁾



Black²⁾



Carrara White¹⁾



Platinum Silver Metallic¹⁾



Meteor Grey Metallic²⁾



Guards Red¹⁾

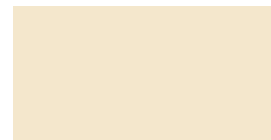


Dark Blue Metallic²⁾



Aqua Blue Metallic²⁾

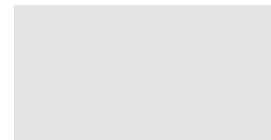
Special exterior colours.



Cream White¹⁾



Amethyst Metallic²⁾

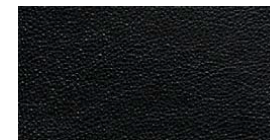


GT Silver Metallic¹⁾

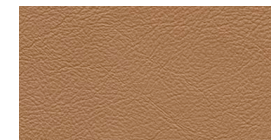


Ruby Red Metallic²⁾

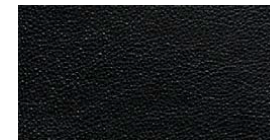
Interior colours.



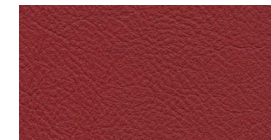
Standard: Black³⁾



Leather: Sand Beige³⁾



Leather: Black³⁾



Natural leather: Carrera Red⁴⁾

Make the Cayman R your own, and stand out from the crowd.

Personalisation options.

Do you really have to say yes to everyone? Do you have to follow the crowd? Do you always have to do what everyone else wants? No. The same is true even of the Cayman R. Despite

its unyielding nature, it will submit to one thing: your wishes. With sports seats, a choice of wheels, and automatic climate control. With a selection of colours, a radio and, yes, even with cupholders for your coffee, if it really has to be that way.

The following pages present a selection of personalisation options, but these are not the only ways to style your Cayman R to your preference. Thanks to the elegant and high-quality materials available from Porsche Exclusive, you can have your

vehicle tailored to your wishes even before it leaves the factory. For more information on the personalisation and Exclusive options featured in this catalogue, please refer to the separate price list. If you

would like to refine your vehicle after it has already been completed, a range of aftermarket accessories is available from Porsche Tequipment. It's always good to know what one wants, and how to go about getting it.

¹⁾ Exterior mirrors, air intakes on rear side section, side logo and rear spoiler wing in black.

²⁾ Exterior mirrors, air intakes on rear side section, side logo and rear spoiler wing in silver.

³⁾ Seat belts and door pulls in red.

⁴⁾ Seat belts and door pulls in black.



Sports exhaust system



Sport Chrono stopwatch



Bi-Xenon headlights



19-inch Carrera S II wheel

19-inch Carrera Classic wheel

19-inch SportDesign wheel

19-inch Carrera Sport wheel

19-inch 911 Turbo II wheel

Personalisation options.

Exterior.	Order no.	Engine, transmission and chassis.	Order no.
• Metallic paint	Code	• Porsche Doppelkupplung (PDK)	250
• Special colour	Code	• Porsche Ceramic Composite Brake (PCCB)	450
• Bi-Xenon headlights with dynamic cornering lights	P75	• Sport Chrono Package	639
• Lightweight battery (lithium ion)	191	• Sport Chrono Package Plus, only in conjunction with PCM	640
• Deletion of model designation ¹⁾	498	• Sports exhaust system	XLF
• ParkAssist (rear)	635		
• Automatically dimming mirrors with integrated rain sensor	P12		

For further details and information, and a comprehensive overview of personalisation and Exclusive options, please refer to the separate price list.

¹⁾ Available at no extra cost.

Wheels.	Order no.	Interior.	Order no.
• 19-inch Carrera S II wheels	419	• Cruise control	454
• 19-inch Carrera Classic wheels	405	• Automatic climate control	573
• 19-inch SportDesign wheels	407	• Preparation for Porsche Vehicle Tracking System (PVTs)	674
• 19-inch Carrera Sport wheels	XRR	• Sports seats ¹⁾	P77
• 19-inch 911 Turbo II wheels	421	• Seat heating (only in conjunction with sports seats and automatic climate control)	342
• Tyre Pressure Monitoring (TPM)	482	• Fire extinguisher (only in conjunction with sports seats)	509
		• Floor mats	810
Interior.		• Cupholder ¹⁾	585
• InteriorDesign package painted	805	• Interior surveillance	534
• HomeLink® (programmable garage door opener)	608		

For further details and information, and a comprehensive overview of personalisation and Exclusive options, please refer to the separate price list.

¹⁾ Available at no extra cost.



Sports seat



Three-spoke SportDesign steering wheel in Alcantara with gear lever/PDK gear selector and handbrake lever in Alcantara



Porsche Communication Management (PCM) including navigation module

Interior: leather and natural leather.

	Order no.
• Leather interior package in standard colour: Black or Sand Beige	Code
• Leather interior package in natural leather: Carrera Red	998

Interior: Alcantara.

• Three-spoke SportDesign steering wheel in Alcantara	843
• Gear lever/PDK gear selector and handbrake lever in Alcantara	DAT/DAP
• Rooflining in Alcantara	594

Factory collection.

• Factory collection	900
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Audio and communication.

	Order no.
• CDR-30 audio system ¹⁾	695
• Porsche Communication Management (PCM) including navigation module (only in conjunction with Sound Package Plus)	P23
• Sound Package Plus	490
• Six-disc CD autochanger for CDR-30 audio system	692
• Six-disc CD/DVD autochanger for PCM	693
• Universal audio interface	870
• Mobile phone preparation	619
• Telephone module for PCM	666

¹⁾ Available at no extra cost.

For further details and information, and a comprehensive overview of personalisation and Exclusive options, please refer to the separate price list.

Technical data: Cayman R.¹⁾

Engine	
Type	Horizontally opposed cylinder
Layout	Mid-mounted
Cylinders	6
Displacement	3,436 cm ³
Max. power (DIN) at rpm	243 kW (330 hp) 7,400
Max. torque at rpm	370 Nm 4,750
Compression ratio	12.5 : 1
Transmission	
Layout	Rear-wheel drive
Manual gearbox	6-speed
PDK (optional)	7-speed
Chassis	
Front/rear axle	Lightweight spring-strut suspension
Steering	Power-assisted (hydraulic), with variable steering ratio
Brakes	Four-piston aluminium monobloc fixed calipers front and rear, discs internally vented and cross-drilled
Vehicle stability system	PSM (with ABS 8.0)
Standard wheels/tyres	Front: 8.5 J x 19 ET 55; 235/35 ZR 19 Rear: 10 J x 19 ET 42; 265/35 ZR 19

¹⁾ Final data was not available at the time of going to print. For actual values, please consult your Porsche Centre.

Unladen weight	Manual / PDK
DIN	1,295 kg / 1,320 kg
EC²⁾	1,370 kg / 1,395 kg
Performance	Manual / PDK
Top speed	282 km/h (175 mph) / 280 km/h (173 mph)
Acceleration 0–100 km/h (0–62 mph)	5.0 secs / 4.9 secs (4.7 secs ³⁾)
Acceleration 0–160 km/h (0–99 mph)	10.7 secs / 10.5 secs (10.2 secs ³⁾)
Acceleration 0–200 km/h (0–124 mph)	17.2 secs / 17.0 secs (16.7 secs ³⁾)
Flexibility (80–120 km/h) (50–75 mph) in 5th gear	6.1 secs / –
In-gear acceleration (80–120 km/h) (50–75 mph)	– / 3.0 secs
Fuel consumption/emissions⁴⁾	Manual / PDK
Urban in l/100 km	14.2 / 14.0
Extra urban in l/100 km	7.1 / 6.6
Combined in l/100 km	9.7 / 9.3
CO₂ emissions in g/km	228 / 218
Tank capacity (refill volume)	approx. 54 litres

²⁾ 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.

³⁾ With SPORT PLUS button pressed in conjunction with the optional Sport Chrono Package or Sport Chrono Package Plus.

⁴⁾ Data determined in the NEDC (New European Driving Cycle) in accordance with the Euro 5 (715/2007/EC and 692/2008/EC) 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. You can obtain further information about individual vehicles from your Porsche Centre. Fuel consumption calculated for vehicles with standard specification only. Actual consumption and performance may vary with items of optional equipment.



**In families, the young ones normally look up to their elders.
Normally.**

The Cayman model range.

The Cayman model range has always been extreme. So, would it surprise anyone that the Cayman R has turned out to be even more radical?

The Cayman is the quintessential product of the unconventional Porsche mentality, embodying a pure-bred mid-engine concept that reflects the uncompromising desire for unadulterated performance.

What about the Cayman S? It goes one step further, offering increased engine power and a more comprehensive range of standard equipment.

Which of these three vehicles suits you best? Form your own opinion with a test drive at one of our Porsche Centres. Or visit www.porsche.com for more information.



**The Cayman R. The logical next step in only one direction: its own.
Focused on pushing to the extremes, for an unadulterated driving
experience. Radically Porsche.**

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. Porsche reserves the right to alter specifications, equipment and delivery scopes without prior notice. Colours may differ from those illustrated. Errors and omissions excepted.

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Dr. Ing. h.c. F. Porsche AG
Porscheplatz 1
70435 Stuttgart
Germany
www.porsche.com

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