

Complete Vehicle The new Cayman S

Mid-engine magic



In comparison with the Boxster, the chassis is fitted with more rigid springs, dampers and stabilizers

The Cayman S is the new Porsche sports coupé based on the Boxster model line. The mid-engine sports car is positioned in the marketplace between the Boxster S and the 911 Carrera.

The two-seater is powered by a 3.4 liter, 295 bhp flat six-cylinder engine which powers the sports coupé from 0 to 100 kilometers per hour in 5.4 seconds and provides for a top speed of 275 km/h. The extremely rigid body and the well-balanced weight distribution with the engine in front of the rear axle make the Cayman S a thoroughbred driving machine.

A standard Cayman S will lap the North Loop of the Nürburgring in just eight minutes and 20 seconds – faster than a Boxster S and only slightly slower than the 911 Carrera. A high level of active safety features as standard. Porsche Stability Management (PSM) is part of the standard specification for the Cayman S. Perforated, internally ventilated brake disks –

318 millimeters on the front and 299 millimeters on the rear – provide exemplary braking.



Brakes use four-piston monobloc calipers clamping internally ventilated disks

The Cayman S offers a typically Porsche high standard of passive safety. Full-size airbags on both driver and passenger sides offer very high protection in the event of a frontal crash. One thorax and one head airbag are fitted on either side to afford protection in a side-on collision. This integrated system, which goes by the name of POSIP (Porsche Side Impact Protection), is backed up by side-impact structural protection in the doors. With a total luggage compartment volume of 410 liters, the Cayman S offers a high level of leisure utility. Up to 260 liters of storage space are available under the large rear lid, with a further 150 liters in the front luggage compartment.



The large rear lid measuring 116 by 90 centimeters opens effortlessly with the aid of twostage gas springs

The new Cayman S is instantly recognizable as a Porsche. Its forms reflect the classic design features which date back to the 550 Coupé from 1953

and the Carrera GTS Coupé (type 904). Yet the design and proportions of the new sports coupé differ significantly from its sibling Boxster and 911.



The mid-engine concept gives well-balanced weight distribution

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