



PORSCHE




718 Cayman GT4

Perfectly irrational



PORSCHE

A close-up photograph of a yellow car's rear suspension system, showing a black multi-link control arm. The car's body panels are a vibrant yellow, and the background is dark and out of focus.

European models shown. Some options may not be available in the U.S. 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 authorized Porsche dealer. 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 (5/19). Porsche reserves the right to alter specifications, equipment and delivery scopes without prior notice. Colors may differ from those illustrated. Errors and omissions excepted. Please visit 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 would rather ask 'why not?' than 'why?'. For those who take fun seriously and who would rather sit in a sport 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-liter six-cylinder horizontally opposed and naturally aspirated engine with 414 hp, 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.**









GT brakes

20-inch wheels with UHP tires

**Mid-engined
concept**

6-speed manual transmission

Active
GT sport suspension

Output-oriented aerodynamics

Rear diffuser

414 hp



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 fascia. Its clearly defined form with the typical Porsche sweepback gives the headwind an explicit direction and a clear purpose: to produce optimum tire 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 fascia also optimizes the aerodynamics and channels the air stream up through the air outlet in front of the front fender. Even the underside of the front spoiler lip has been aerodynamically optimized. Here, a special profile – similar to the surface of a golf ball – ensures as little drag as possible.

Air curtains in the front fascia minimize the air turbulence created on the wheels and therefore minimize 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 small debris – 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 center 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-colored 20-inch alloy wheels, which almost completely fill the wheel arches, ensure optimum contact. The wide track, in conjunction with the ultra-high performance (UHP) summer tires, improves both the traction and the cornering performance.





The rear is dominated by the fixed, now single-piece wing with integrated sideblades and supports in aluminum. Its racetrack 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 fascia. The two black tailpipes of the sport 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.





Irrational.

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

Walter Röhrl

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

Blaise Pascal

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

Nicolas de Chamfort

Perfect.



Interior.

The interior of the new 718 Cayman GT4 is designed for sporty ergonomics. Travel 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 center console, for example, which enables a particularly short distance between the GT-specific sport steering wheel with top center marking to the shortened gear lever and back. Or the instrument cluster with the analog tachometer in the center, providing the driver with information in a split second.

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

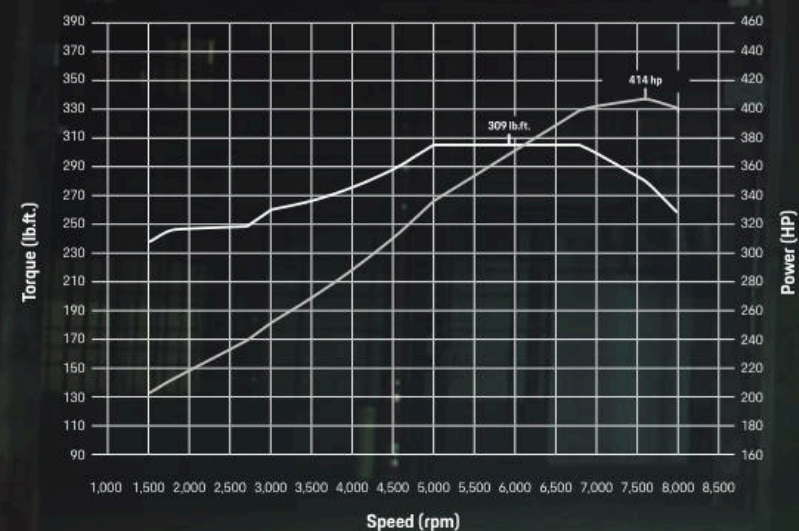




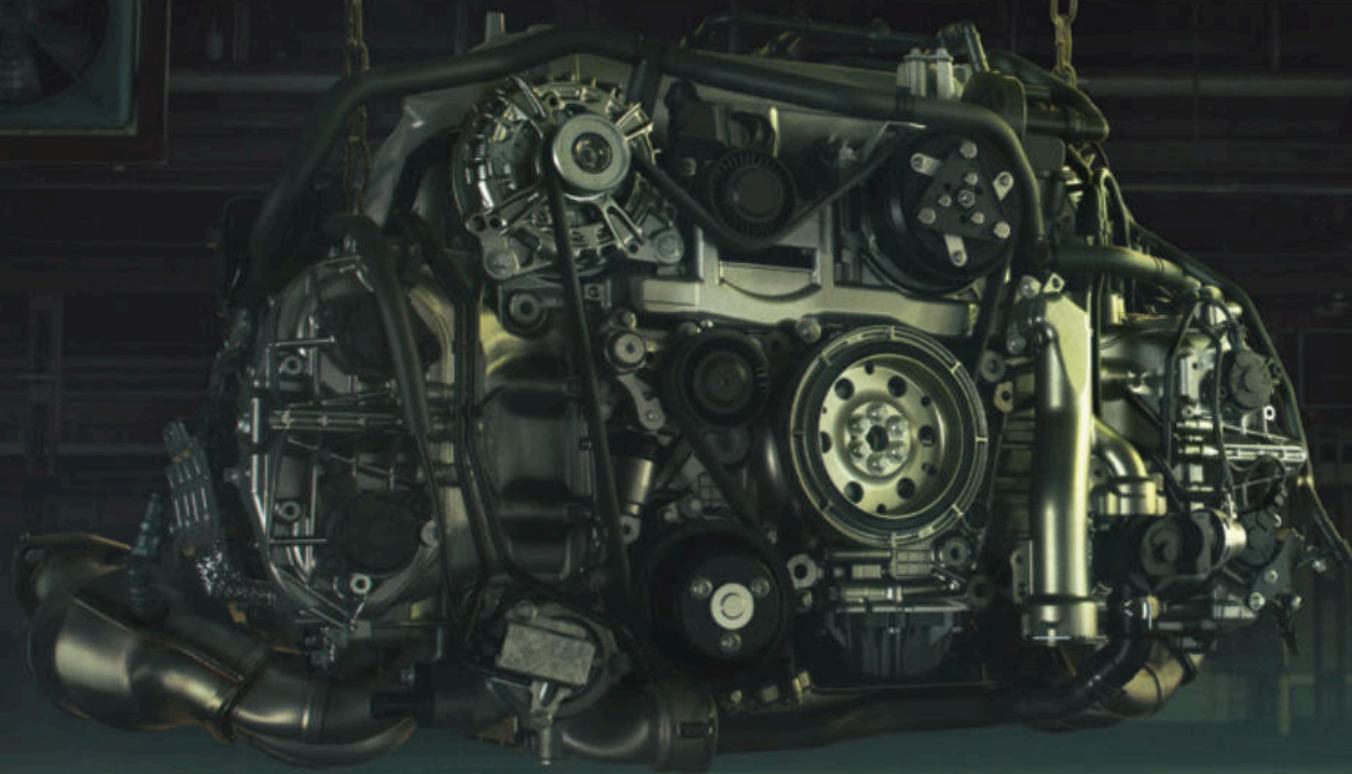


Performance

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



718 Cayman GT4: 414 hp at 7,600 rpm, 309 lb.ft. between 5,000 and 6,800 rpm.



Drive.

Horizontally opposed engine, naturally aspirated, positioned centrally. 4.0-liter displacement. Six cylinders. 414 hp. Sounds crazy. It is.

The completely redesigned 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-liter displacement, the engine generates a mighty 414 hp – 29 hp more than the previous model. The maximum engine speed? 8,000 rpm. The maximum torque of 309 lb. ft. is from 5,000 to 6,800 rpm. Meaning the new 718 Cayman GT4 sprints from 0–60 mph in just 4.2 seconds. The top track speed: above 180 mph.

A statement in itself: the sound of the new 718 Cayman GT4. Thanks to the new precise sport 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.

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, downshift, long straight, upshift: 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 rev matching 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.





S0CY 718

When push comes to shove:
a lot of fun.



Chassis.

Is it wise to be jolted lap after lap? To feel every inch 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 active GT sport suspension is more consistently designed for driving pleasure. The result: extraordinary agility, 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 axles 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 racetrack. You will quickly see what this means.

Dynamic transmission mounts.

The electrically regulated system minimizes 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 programs: Normal mode for sporty driving on public roads and Sport mode for maximum lateral acceleration and the best possible traction on the racetrack. The body is also lowered by 30 mm (1.2 in) compared with the 718 Cayman for a low vehicle center 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 helping to maintain 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 finely tuned and accurate system interventions. In addition, the systems can be switched off completely in two stages.





Wheels and tires.

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-colored. A striking detail: the wheel centers with the 'GT4' logo.

The dimensions of the road-approved ultra high performance tires 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 Tire 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 color
- 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.

Balance.

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 60 or more, but also when slowing back down to 0. This is provided by six-piston aluminum 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 rotors at the front and the rear have a diameter of 380 mm 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 Brakes (PCCB).

Motorsport tested: the optionally available Porsche Ceramic Composite Brakes (PCCB). With their particularly large brake disc diameters, 410 mm at the front and 390 mm at the rear, they offer even greater braking performance. The use of yellow six-piston aluminum monobloc fixed brake calipers on the front axle and four-piston aluminum 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 rotors are approximately 50% lighter than cast-iron rotors 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.

The new 718 Cayman GT4 is fitted with Bi-Xenon™ headlights with integrated LED daytime running lights as standard. Bi-Xenon™ 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 headliner contains curtain airbags on either side.





Chrono Package and Porsche Track Precision app.

Chrono Package including preparation for lap trigger.

In addition to the analog 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 analyzed 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 visualizes 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. The dashboard and center console have brushed aluminum trim. The seats are black with yellow stitching. The door panels and armrests also feature yellow stitching. The overall color scheme is black and yellow.

**Your endorphins will
quickly feel at home.**

Interior.

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

Immediately the center of attention: the instrument cluster with three round instruments and a central tachometer, 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 sport steering wheel has top center 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 grab handles in the door panels, the lid of the center console storage compartment as well as A-pillars and the roof lining.

The deviated stitching, on the armrests in the doors and the seats, among other places, are upholstered in silver color. As are the 'GT4' logos on the headrests and the door pull loops. The dashboard trim strips and the center console in brushed aluminum highlight the sporty character of the new 718 Cayman GT4. The brushed aluminum 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 in brushed aluminum continue on the doors.

Together with the leather interior, the deviated stitching and the door pull straps can also be chosen in contrasting colors, red or yellow. The seat belts can also be in matching colors 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 centers in Alcantara®. The headrests are embroidered with the 'GT4' logo in different stitching colors according to equipment variant.

Sport Seats Plus.

In the new 718 Cayman GT4, the Sport 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 Sport Seats Plus.

The Adaptive Sport Seat Plus go a step further. They complement the Sport seat 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-fiber 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⁾ Sport Seat Plus²⁾

²⁾ Adaptive Sport 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 color.



< App POIs

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

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Menu Apps MyScreen Set

Navigation and infotainment.

Porsche Connect.

On the racetrack 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.

Porsche Communication Management (PCM).

Porsche Communication Management (PCM) is your central control center 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 center console transfers your mobile phone signal to the external antenna 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-compatible SIM card 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 authorized Porsche dealer.

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.

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

Visit www.porscheusa.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 Car Play™ 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 personalize your Porsche Connect services to suit your interests. By adding new destinations for your navigation system, for instance, or selecting your favorite 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.porscheusa.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 scrutinize 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 tried 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 Center, 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 racetrack. 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 license.

Clubsport.

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.





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 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.





Personalization

**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 realizing 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 fulfill these requirements? With composure and care – by means of precision craftsmanship and the use of exquisite materials such as leather, carbon fiber 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.

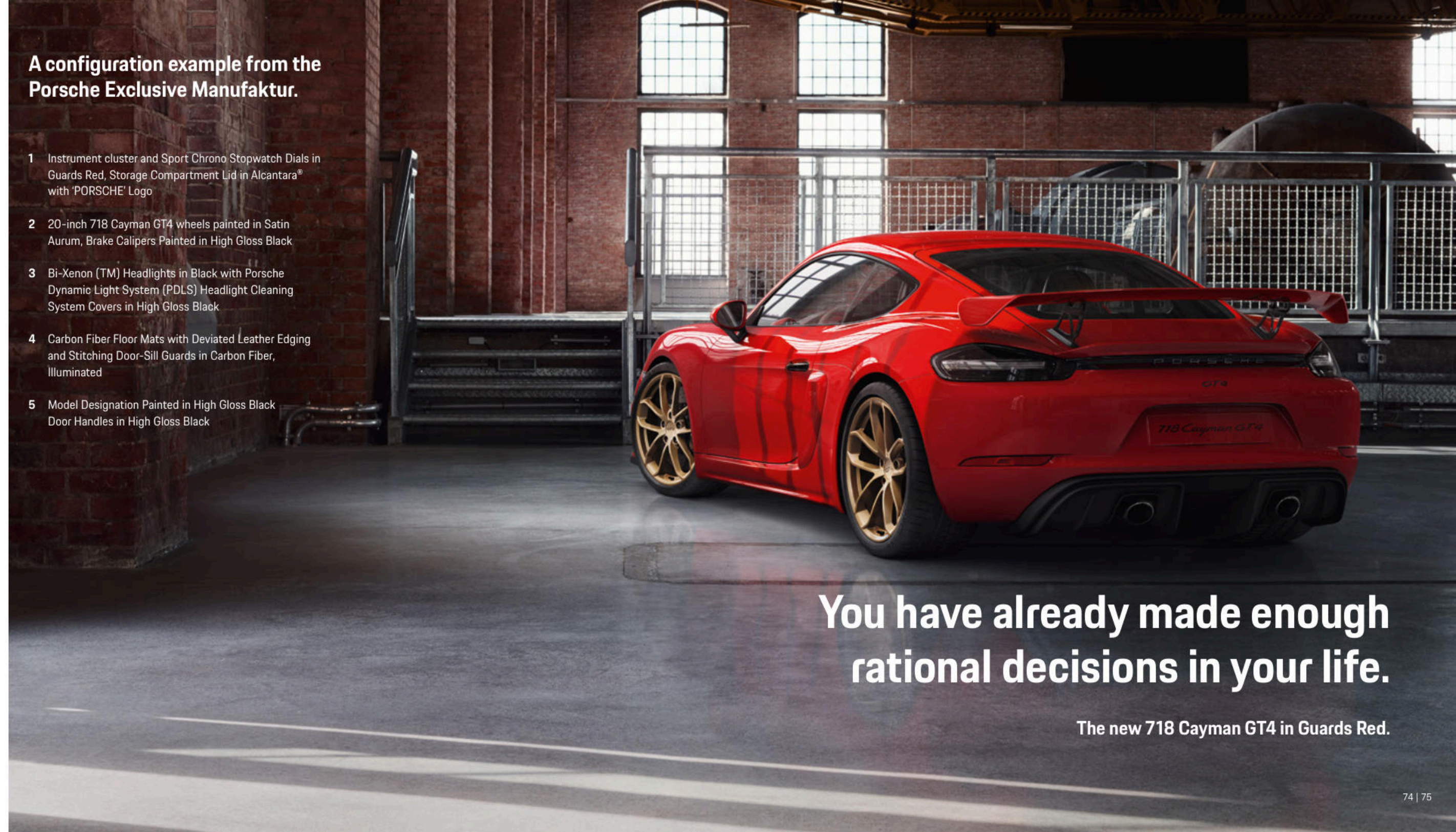
Take inspiration from our examples on the following pages and visit www.porsche.com/exclusive-manufaktur to learn all about how to configure these extraordinary vehicles.





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 High Gloss Black
- 3 Bi-Xenon (TM) Headlights in Black with Porsche Dynamic Light System (PDLS) Headlight Cleaning System Covers in High Gloss Black
- 4 Carbon Fiber Floor Mats with Deviated Leather Edging and Stitching Door-Sill Guards in Carbon Fiber, Illuminated
- 5 Model Designation Painted in High Gloss Black Door Handles in High Gloss Black



You have already made enough rational decisions in your life.

The new 718 Cayman GT4 in Guards Red.

Exterior colors.

Solid exterior colors.



White



Racing Yellow



Guards Red



Black

Metallic exterior colors.



Carrara White Metallic



GT Silver Metallic

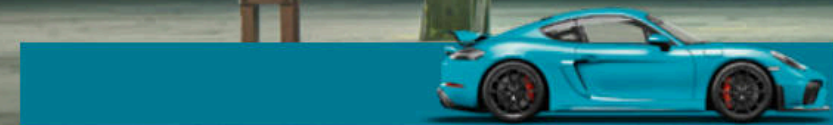


Gentian Blue Metallic

Special exterior colors.



Chalk



Miami Blue

Interior colors.

Standard interior.



Black with deviated stitching in contrasting color: silver color

Leather interior.



Black with deviated stitching in contrasting color: silver color



Black with deviated stitching in contrasting color: yellow



Black with deviated stitching in contrasting color: red



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



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

Technical data.

Engine	
Design	Aluminum horizontally opposed and naturally aspirated engine
Number of cylinders	6
Displacement	4.0 Liter
Max. power at rpm	414 hp 7,600
Max. torque at rpm	309 lb.ft. 5,000–6,800
Maximum engine speed	8,000 rpm
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 power-assisted steering with variable steering ratio
Turning circle	37.4 ft
Brakes	Six-piston aluminum monobloc fixed brake calipers at front, four-piston aluminum monobloc fixed brake calipers at rear, discs internally vented and cross-drilled
Brake disc diameter	380 mm front and rear
Vehicle stability system	Porsche Stability Management (PSM)
Wheels	Front: 8.5 J × 20 ET 61 Rear: 11 J × 20 ET 50
Tires	Front: 245/35 ZR 20 Rear: 295/30 ZR 20

Performance	
Top track speed	188 mph
0–60 mph	4.2 s
Curb weight	
Curb weight	3,199 lbs
Maximum load	659 lbs
Gross Vehicle Weight Rating (GVWR)	3,858 lbs
Dimensions/aerodynamics	
Length	175.5 in
Width (including exterior mirrors)	71 in (78.6 in)
Height	50 in
Wheelbase	97.8 in
Luggage compartment volume, front/rear	5.2 ft³/9.5 ft³
Fuel tank capacity	16.9 gal.
Drag coefficient	0.34
Fuel consumption ¹⁾	
City	TBD
Highway	TBD
Combined	TBD

¹⁾ U.S. EPA estimates. Your mileage and range may vary. As of the time of printing, the 2019 EPA numbers are yet to be determined. Please see your authorized Porsche dealer or visit www.porscheusa.com for the latest information.

Important Limitations of Assistance Systems.

A Few Important Words About Porsche Driver Assistance Systems...

- None of Porsche's Driver Assistance Systems can prevent accidents or loss of control.
- No Driver Assistance System is ever a substitute for attentive driving. It is the driver's responsibility to be observant and in control of the vehicle at all times.
- Please see your vehicle's owners' manual for further details about, and important limitations of, each of the specific systems described below.

LANE KEEP ASSIST WITH TRAFFIC SIGN RECOGNITION

- Lane Keep Assist may not detect lane markers in certain road, weather, or driving conditions. Please see owner's manual for further details and important warnings about limitations of the system.
- This system depends in part on signals from the worldwide Global Positioning Satellite network. The vehicle's electronic system and data connection, and existing wireless satellite technology, must be available and operating properly for the system to function fully.
- Traffic Sign Recognition may not always see or understand every sign. It depends upon a clear, unobstructed view of the road ahead, and well-maintained and clean road signs of generally recognized types.

WARN AND BRAKE ASSIST

- Warn and Brake Assist cannot prevent most collisions, although it may help to reduce their severity.
- In addition, Warn and Brake Assist may not detect every object in the road.
- The system may not operate if certain evasive maneuvers are performed by the driver.

NIGHT VISION ASSIST

- Night Vision Assist does not prevent accidents. The system may not represent objects as the eye does. It will not detect persons or animals under certain lighting and temperature conditions, and it cannot detect inanimate objects in the road.

PORSCHE INNODRIVE WITH ADAPTIVE CRUISE CONTROL

- Innodrive depends in part on signals from the worldwide Global Positioning Satellite network. The vehicle's electronic system and data connection, and existing wireless satellite technology, must be available and operating properly for the system to function fully.
- Construction zones, traffic flow, and other road system changes are beyond the control of Porsche Cars North America. Complete detailed mapping of lanes, roads, streets, toll roads, tollbooths, highways, road signs, and so forth is impossible. Therefore, you may encounter discrepancies between the mapping and the actual location and conditions you encounter. Always pay careful attention to the road, give precedence to directional signs on the road and not the system, and do not drive while distracted.

ACTIVE LANE KEEP

- Active Lane Keep may not detect lane markings in certain road, weather, and driving conditions.

INTERSECTION ASSIST

- This system detects only other vehicles, but not people, cyclists, or animals, for example.

AUTO EMERGENCY STOP

- Auto Emergency Stop depends in part on signals from the worldwide Global Positioning Satellite network. The vehicle's electronic system and data connection, and existing wireless satellite technology, must be available and operating properly for the system to function fully.

Not all the Driver Assistance Systems described in this brochure are installed or available on every model. Some Driver Assistance Systems are optional at extra cost. Some Driver Assistance Systems require the selection of other systems or options at additional cost. Some Driver Assistance Systems are not available in combination with others. Ask your authorized Porsche dealer for details about the models and systems in which you are interested.



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equipment that you ordered. Porsche recommends seat belt usage and observance of traffic laws at all times.

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