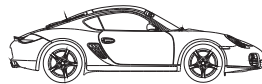
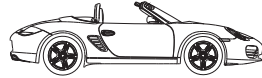




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Press Information

Porsche Boxster / Boxster S / Cayman / Cayman S
Los Angeles Auto Show

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November 2008

New Generation of the Boxster and Cayman Making a Joint Debut in Los Angeles

Dynamic Two-Seaters with Outstanding Fuel Efficiency

Dr. Ing. h.c. F. Porsche AG, Stuttgart, is presenting the second generation of the mid-engined Boxster and Cayman sports cars for the first time at the Los Angeles Motor Show. The highlight of the new generation is of course the new boxer engines developed with new technical features from the ground up, delivering not only more power, but also a lot more fuel-efficiency than their predecessors.

A further improvement of both fuel economy and performance is guaranteed by the Porsche Doppelkupplungsgetriebe or PDK for short, Porsche's new and revolutionary double-clutch gearbox.

The second generation of the Boxster and Cayman stands out clearly at first sight through the new, individually designed front and rear panels with even larger halogen headlights plus integrated direction indicators and new LED rear lights.

In the Boxster the 2.9-liter "basic" power plant develops 255 bhp (188 kW), with an even more powerful 265 bhp (195 kW) in the Cayman, that is an increase by 10 and, respectively, 20 bhp over the two former models. The 3.4-liter engine boasted in the S versions, benefiting from Direct Fuel Injection, now delivers 310 bhp (228 kW) in the Boxster S and 320 bhp (235 kW) in the Cayman S, an increase by 15 and, respectively, 25 bhp. And with their very low level of emissions, both power units naturally fulfill the ULEV emission standard in the USA and EU5 in Europe.

Offering an outstanding power-to-weight ratio between 4.2 kg (9.3 lb)/bhp in the Cayman S and 5.2 kg (11.5 lb) in the Boxster, all models in the range give the driver maximum performance on minimum fuel. This is also why the Cayman S with PDK and activated Launch Control in the optional Sports Chrono Package accelerates to 100 km/h or 62 mph in just 4.9 seconds, with the "slowest" model, the Boxster with its six-speed manual gearbox now featured as standard, completing the same dynamic exercise in an equally expressive 5.9 seconds.

2 Los Angeles Auto Show • World Debut of the New Boxster and the New Cayman

Equipped with Porsche's PDK double-clutch gearbox or Doppelkupplungsgetriebe, both the Boxster and the Cayman for the first time consume less than nine liters per 100 kilometers: To be specific, the models with the new 2.9-liter boxer engine require just 8.9 liters/100 kilometers according to the EU4 standard, equal to 26.3 mpg US, 11 per cent less than their respective predecessors with Tiptronic S. And reducing fuel consumption by an even more impressive 16 per cent to 9.2 liters/100 kilometers, equal to 25.5 mpg US, the increase in fuel economy on the 3.4-liter versions with PDK is even greater in comparison with their Tiptronic S predecessors.

The New Porsche Boxster and Boxster S

Two Dynamic Power Machines with Supreme Fuel Efficiency

The Porsche Boxster is continuing to expand its lead as the trendsetter in the two-seater open sports car segment. Already acknowledged as a lightweight athlete with lots of power on very little fuel, Porsche's mid-engined roadster now entering its second generation is becoming an even greater performer on even less fuel than ever before.

The highlight of the new generation is the six-cylinder boxer engines developed as completely new power units from the ground up, displacing 2.9 liters in the Boxster and 3.4 liters in the Boxster S. Indeed, these engines belong to the same family as the particularly efficient power units introduced only recently in the 911 model series.

The new "basic" engine now develops maximum output of 255 bhp (188 kW) at 6,400 rpm, up 10 bhp over the previous model with 2.7 liters capacity. Featuring Direct Fuel Injection, the six-cylinder in the Boxster S churns out 15 bhp more than before, now offering 310 bhp (228 kW), again at 6,400 rpm.

Clearly, this gives both roadsters a truly outstanding power-to-weight ratio, each horsepower in the Boxster now required to move only 5.2 kilos or 11.5 lb, while on the Boxster S the power-to-weight ratio is even better at 4.4 kg/bhp or 9.7 lb.

For the driver this means maximum performance on minimum fuel, particularly with the likewise brand-new Porsche-Doppelkupplungsgetriebe or PDK for short. Featuring this unique double-clutch gearbox, the Boxster S accelerates to 100 km/h or 62 mph in 5.2 seconds, the "regular" Boxster with PDK completing the same exercise in just 5.8 seconds. At the same time these outstanding two-seaters are more fuel-efficient than ever before, consuming 8.9 liters in the Boxster (equal to 26.3 mpg US) and 9.2 liters (equal to 25.5 mpg US) in the S model, in each case according to the EU4 standard and with PDK transmission.

It almost goes without saying that both power plants fulfill the strict EU5 and ULEV emission standards.

Self-confident looks

The new Boxsters are understandably very self-confident and even proud in their appearance, the extra-large air intakes characterizing the superior look of both models and accentuating their superior performance. On the Boxster two of the crossbars integrated in each side on the outer air intakes are finished in body color, on the Boxster S they come in black.

The LED positioning lights and foglamps now in horizontal arrangement come above the side air intakes. The direction indicators, in turn, are integrated in the new halogen headlights which, through their two-tube look, are reminiscent of the legendary Carrera GT.

As an option both Boxsters are available with new bi-xenon headlamps with a daytime light function, dynamic curve lights, a headlight washing system and automatic headlight range control. The separate LED daytime driving lights take the place of the foglamps whose function is now performed by the bi-xenon headlamps optimized for perfect light spread and illumination to the side.

PDK: shifting gears more quickly, improving fuel economy by up to 16 per cent

Both Boxsters are now available for the first time with the Porsche-Doppelkupplungsgetriebe or double-clutch gearbox derived from motorsport and replacing the former Tiptronic S transmission. PDK comes with seven gears and is made up of two transmission units each connected to the drivetrain through their own clutch. One transmission unit comes with gears 1, 3, 5 and 7 as well as reverse gear, the other comes with gears 2, 4 and 6. Gears are shifted very fast, with supreme smoothness and without the slightest interruption of traction, the clutch on one transmission unit opening up and the clutch on the other transmission closing at exactly the same time for an ongoing flow of power.

This entire process takes place automatically in selector lever position D, while the driver is also able to shift gears manually via paddles on the steering wheel or with the selector lever in the middle. In each case the process of disengaging and engaging the clutch is fully automatic, without requiring any intervention on the part of the driver.

PDK improves not only motoring comfort, but also allows even better performance and greater fuel economy than on the manual gearbox models. As a result, the Boxster S, benefiting from the uninterrupted flow of power, accelerates to 100 km/h or 62 mph in 5.2 seconds, the Boxster completing the same exercise in 5.8 seconds.

On the Boxster S fuel consumption is down by no less than 16 per cent to 9.2 liters/100 kilometers or 25.5 mpg US versus the former model with Tiptronic S, thanks to the optimum shift points and transmission ratios offered by PDK. The “basic” model equipped with PDK even remains below the nine-liter mark, fuel consumption of just 8.9 liters/100 kilometers (equal to 26.3 mpg US) representing a decrease in fuel consumption by 11 per cent versus the former model.

Equipped with PDK, the new models accelerate to 100 km/h or 62 mph 0.2 seconds faster than before thanks to the new Launch Control with electronic power management ensuring optimum acceleration from a standstill.

Launch Control is activated by the Sport Plus button which, in conjunction with PDK, comes both on the optional Sports Chrono Package and on the likewise optional Sports Chrono Package Plus. The latter is available exclusively in combination with Porsche’s optional PCM Communication Management and offers both an additional performance indicator and an individual memory function.

The Sport Plus button also comes with a particularly sporting gearshift strategy for the PDK double-clutch gearbox ideally suited for the race track.

Yet a further feature on both equipment packages is the particularly sporting set-up of other vehicle systems available at the touch of a button – for example engine management, PSM Porsche Stability Management, and the optional PASM suspension.

The packages are clearly recognizable at first sight through the activation buttons in the center console and an analogue/digital stopwatch on the instrument panel masterminded through the lever on the steering column and enabling the driver, to mention just one example, to precisely record his lap times on the track.

Both models come as standard with a further improved six-speed manual gearbox. Another standard feature in both cases – with the manual gearbox and Porsche's new PDK – is the Start-Off Assistant relieving the driver from the usual chores of everyday motoring and preventing the car from rolling forwards or backwards when setting off on a gradient by automatically holding the car in position and letting go of the brakes in a controlled process after the driver has released the brake pedal. Without having to pull the handbrake, the driver is therefore able to set off on a gradient smoothly and comfortably thanks to Porsche's new Start-Off Assistant.

Suspension even more dynamic and comfortable than before

The exceptional driving pleasure offered by both models in the Boxster range is also a result of the wide track and the newly set-up suspension improving the cars' driving dynamics to an even higher standard despite the enhancement of motoring comfort. One of the features contributing to the re-set suspension is the newly developed tyres offering a further improvement of performance together with greater driving comfort by reducing tire pressure on the rear wheels.

The Boxster now comes as standard on 17-inch wheels half an inch wider than before in order to take up the larger brake system of the Boxster S on the front axle. Tire dimensions remain unchanged at 205/55 ZR 17 up front and 235/50 ZR 17 on the rear wheels. The Boxster S, in turn, comes on 18-inch rims running on 235/40 ZR 18 tires at the front and 265/40 ZR 18 tires at the rear.

In conjunction with 18- and 19-inch wheels, the new models in the Boxster range are also available with a limited-slip differential on the rear axle. Locking action in this case is 22 per cent under power and 27 per cent in overrun. The result is a significant improvement of both traction and stability providing a substantially higher level of performance on winding routes, particularly on the race track.

Yet a further advantage is the more stable load change behavior. And at the same time the mechanical limited-slip differential, through its particular function, interacts perfectly with the electronic ABD Automatic Brake Differential for optimum traction control, the locking action delaying the tendency of one wheel to spin on a road surface slippery only on one side.

Porsche Active Suspension Management or PASM for short is available as an option on both models. At the touch of a button PASM changes damper forces and thus offers the ideal combination of both a sporting and comfortable as well as a sporting and dynamic suspension, the latter proving its qualities particularly on the race track.

Superior brake system with optional ceramic brakes

Cross-drilled and inner-vented brake disks ensure excellent deceleration and stopping power on both models in the Boxster range. At the front brake energy is conveyed to the brake disks now measuring 318 mm or 12.51" in diameter and 28 mm or 1.10" across by four-piston aluminum monobloc fixed calipers.

At the rear the Boxster comes with 20-millimeter (0.79"), the Boxster S with 24-millimeter (0.94") thick brake disks, in each case measuring 299 millimeters or 11.77" in diameter for optimum stopping power and again interacting with four-piston aluminum monobloc fixed calipers.

Porsche Ceramic Composite Brakes (PCCB) available as an option on the Boxster S open up a new dimension in brake technology and performance in the roadster segment. This very special package of ceramic disks measuring 350 millimeters or 13.78" in diameter on all four wheels as well as special brake pads features yellow-painted six-piston aluminum fixed calipers at the front and four-piston aluminum fixed calipers at the rear, offering truly supreme and, in particular, consistent stopping power and deceleration and therefore ensuring very short stopping distances even under extreme conditions.

Comprehensive restraint system with head airbags

Featuring head airbags in an open car, the Boxster sets the standard also in terms of passive safety. The airbags protect the cars' occupants in a side-on collision as an additional safety factor supplementing the side impact protection in the doors, by inflating out of the sills beneath the side windows within fractions of a second.

This effect is supplemented by thorax airbags inflated on the outer section of the seat backrests.

Together with the two full-size frontal airbags operating in two stages as well as belt latch tensioners and belt force limiters, the Porsche roadster offers a very high standard of all-round passive safety.

Sophisticated interior with new PCM

Both the Boxster and the Boxster S come as standard with Porsche's CDR-30 audio system featuring an easy-to-read five-inch monochromatic display. The CD player integrated in this system also plays music in the MP3 format.

Porsche's new PCM Communication Management now even more efficient, versatile and a lot easier to use is available as an option, serving as the central control unit for all audio, communication and navigation features in the car.

The highlight of PCM is the new control monitor with its highly advanced touchscreen. Measuring 6.5 inches, this screen is significantly larger than the 5.8-inch unit on the former model. At the same time the number of control keys has been halved to just 16, again in the interest of extra convenience.

In conjunction with the optionally available universal audio interface, PCM is now also able to control external audio sources such as an iPod® or a USB stick.

Further options on the PCM unit are Porsche's new voice entry and the electronic logbook.

Yet another new feature is the Porsche Sound Package Plus complete with a radio, CD player and nine loudspeakers available as an option, just like the BOSE® Surround Sound System with ten loudspeakers and a seven-channel digital amplifier naturally geared to the car as well as various telephone connection options.

In combination with seat heating, the new Boxsters come as an option with seat ventilation on both the standard seats and the comfort seats in full or partial leather. Particularly in the warm season, active seat ventilation ensures a pleasantly comfortable and dry climate on the seat surface ventilated at exactly the right points where the occupant is in close touch with the seat.

The driver and passenger are able to activate seat ventilation together with the seat heating, reliably removing moisture on the surface and ensuring a pleasant temperature at the same time.

The New Porsche Cayman and Cayman S

More Power on Less Fuel

Three years after their debut, the Cayman and Cayman S are entering their second generation. Now the discreetly refined, even more sporting exterior houses a unique combination of new technologies with two brand-new power units: The Cayman now comes with a 2.9-litre flat-six developing maximum output of 265 bhp or 195 kW. In conjunction with the optional Porsche-Doppelkupplungsgetriebe (PDK), fuel consumption is reduced to a truly astounding 8.9 litres/100 kilometres, equal to 31.7 mpg imp – despite an even higher standard of performance on the road: Equipped with the optional PDK double-clutch gearbox, the Cayman accelerates to 100 km/h in 5.7 seconds, completing the same exercise with the six-speed manual gearbox now featured as standard in 5.8 seconds, Top speed, in turn, is 265 km/h or 164 mph and, respectively, 263 km/h or 163 mph with PDK transmission.

The Cayman S likewise boasts a brand-new six-cylinder boxer engine, in this case displacing 3.4 litres and again setting a new benchmark in terms of both fuel economy and performance thanks to direct fuel injection: Maximum output of 320 bhp or 235 kW ensures average fuel consumption with PDK of just 9.2 litres (equal to mpg 30.7 imp) and impressive acceleration to 100 km/h in 5.1 seconds. And with the six-speed manual gearbox coming as standard, acceleration to 100 km/h is in 5.2 seconds and top speed is 277 km/h or 172 mph.

Last but certainly not least, both models naturally fulfil the EU5 and ULEV emission standards.

New power units with superior efficiency

The two brand-new six-cylinder boxers now making their world debut in the Cayman and Cayman S are based on the new generation of Porsche engines only recently introduced in the 911 model series. On both engines less weight, less inner friction and lower moving masses add up to provide more power on less fuel. One step serving to boost efficiency, for example, is the optimisation of the engine's oil system through the oil pump operating exactly according to current demand.

For the first time in this model series and, therefore, in the mid-engine segment as such, the 3.4-litre power unit featured in the new Cayman S comes with Direct Fuel Injection or DFI for short. With its homogeneous fuel/air mixture formation, DFI not only enhances engine efficiency by reducing fuel consumption, but also gives the power unit of the Cayman S an even more dynamic and sporting character the driver will feel immediately: With fuel being injected fractions of a second prior to the combustion process as such, the engine follows even the slightest movement of the gas pedal even more spontaneously and with extra power.

Porsche-Doppelkupplungsgetriebe for even greater efficiency and dynamic performance

Together with the new power units, Porsche's engineers have also developed a brand-new double-clutch gearbox for these outstanding mid-engined sports cars coming as an option instead of the former Tiptronic S.

The interaction of the new engines with this new gearbox is quite revolutionary, both sports cars offering new records in acceleration together with even greater fuel economy. The Cayman and Cayman S equipped with PDK accelerate to 100 km/h 0.1 seconds faster than even a highly skilled driver shifting gears manually on the six-speed manual gearbox.

The progress ensured in this way is even more impressive when it comes to fuel economy now improved by up to 16 per cent: The new Cayman with PDK consumes just 8.9 litres on 100 kilometres, equal to 31.7 mpg imp under the EU4 standard. This equals an improvement by 1.2 litres or, respectively, 11 per cent compared with the former model featuring Tiptronic S transmission. The Cayman S equipped with PDK, in turn, consumes just 9.2 litres on 100 kilometres (equal to 30.7 mpg imp) – 16 per cent less than with Tiptronic S in the past. In standard trim with its manual gearbox the Cayman S likewise makes do with a very economical 9.6 litres, equal to 29.4 mpg imp.

Offering no less than seven gears, the new Porsche-Doppelkupplungsgetriebe (PDK) replaces the former Tiptronic S transmission. PDK is made up of two transmission units each connected via a separate clutch with the drivetrain. One transmission unit comes with gears 1, 3, 5 and 7 as well as the reverse gear, the other operates gears 2, 4 and 6.

PDK ensures a very fast and absolutely smooth gearshift without the slightest interruption of traction and pulling force, the clutch on one transmission unit being opened while the clutch on the other unit is closed simultaneously. In position D on the gear selector lever all this is done fully automatically, while the driver is still able to shift gears manually by means of the paddles on the steering wheel or the gear selector lever. In either case, however, the clutch engages and disengages without requiring any action on the part of the driver.

Dynamically refined, sporting look

The new Cayman models stand out at very first sight through their modified front and rear end as well as new headlights and rear lights featuring progressive lights technology and striking design for that dynamic look so typical of Porsche. The direction indicators are integrated in the new halogen main headlights reminiscent in their two-tube look of the Carrera GT.

Housed next to the round foglamps featured as standard, the new LED positioning lights come in light rod technology.

New bi-xenon headlights with dynamic curve lights and separate LED daytime driving lights are available as an option. In this case the white light diodes are arranged in a striking cross design giving Porsche's mid-engined sports coupé a truly unique and unmistakable light profile.

The daytime driving lights take the place at the front of the car of the foglamps, which in turn are replaced without any disadvantages in terms of broad light coverage and illumination at the side by the optimised bi-xenon headlights.

The rear end of the Cayman sports coupé brand-new in design accommodates the newly designed rear lights where all red light sources are in LED technology. Tapering out at a sharp angle to the outside, the newly designed rear lights are integrated elegantly into the rear end of the car.

Sports Chrono Package as an option, Start-Off Assistant featured as standard

Both the Cayman and the Cayman S are available as an option with Porsche's Sports Chrono Package further enhanced in conjunction with PCM Porsche Communication Management to provide the Sports Chrono Package Plus. And if the Cayman or Cayman S are equipped with PDK, the Sports Chrono Package Plus also offers the new Launch Control function as well as a special gearshift strategy for an extremely sporting style of motoring, both selected via the Sports Plus button. Launch Control is an assistance program for optimum acceleration from a standstill, enabling the Cayman and Cayman S equipped with PDK to accelerate from 0 – 100 km/h another 0.2 seconds faster than otherwise, the Cayman S thus requiring only 4.9 seconds for this standard sprint.

The new sports coupés come as standard with a Start-Off Assistant featured on both gear-box versions. This new feature gives the driver an even easier job under everyday driving conditions and prevents the car from rolling forwards or backwards when setting off on a gradient by automatically holding the brakes in position and then letting go in a controlled process after the driver has released the brake pedal. This enables the driver to set off smoothly and comfortably on a gradient without having to use the handbrake.

Chassis and suspension: very sporting and highly comfortable all in one

While the chassis and suspension of the new Cayman remains the same in its basic concept, it has been adjusted in its set-up to the extra power of the engine and offers a significantly higher standard of all-round comfort despite the even greater dynamic performance of the car.

As an option both the Cayman and Cayman S may be fitted with PASM Porsche Active Suspension Management, an electronically controlled damper system. The big advantage of PASM is that it combines two suspensions in one: a sporting and comfortable suspension for everyday use and a particularly dynamic and sporting set-up for fast driving, for example on the track.

Compared with the standard suspension, PASM lowers the entire body of the car by ten millimetres or 0.39". At the same time new PASM technology offers an even higher standard of suspension management, with even greater driving comfort combined with truly outstanding driving dynamics.

The new Cayman comes as standard on 17-inch wheels, the rims are new in design and, measuring 7J x 17 at the front and 8.5J x 17 at the rear, are half an inch wider than on the former model. The tyre dimensions remains unchanged, at 205/55 ZR 17 up front and 235/50 ZR 17 on the rear axle.

The new Cayman S comes as standard on 18-inch wheels in new design but with the same dimensions as before: 8J x 18 at the front on 235/40 ZR 18 tyres and 9J x 18 at the rear on tyres measuring 265/40 ZR 18.

The newly developed tyres are a particularly highlight. Made of PAH- (polycyclic aromatic hydrocarbon) free rubber compounds containing less harmful substances and not required by law until 2010, the new tyres allow a further reduction of tyre pressure on the rear axle to improve motoring comfort and at the same time decreasing the car's roll resistance.

As an option the new Cayman is available with Porsche's new, even faster tyre pressure control system (TPC). Activated immediately when the driver opens his door, TPC is able, once the driver turns the key in the ignition, to start checking tyre pressure and present the results obtained in the instrument cluster within a few seconds.

Interior: thoroughbred sports car ambience all the way

Sophisticated materials, a very pleasant ambience and an equally pleasant surface touch confirm the premium position of Porsche's sporting two-seater within the interior. The centre console now comes in elegant black and the standard finish is enhanced by the new CDR-30 CD radio with its easy-to-read five-inch screen and MP3-compatible CD player all featured as standard.

A Bluetooth® mobile phone preparation kit comes as an option, with the radio providing hands-free operation as required by law. Further features also available are connections for an iPod® and an MP3 player. And last but not least, the optional six-CD changer is now integrated in the CDR-30 radio, taking the place of the CD changer formerly housed in the luggage compartment.

Features tailored to the driver: new PCM, ventilated seats

Available as an option, PCM Porsche Communication Management serving as the central control unit for all audio, communication and navigation functions now offers an even higher standard of performance and is more versatile and a lot easier to use.

The main feature of PCM is the touch-sensitive monitor increased in size from 5.8 to 6.5 inches. Compared with the former model, this reduces the number of keys to a total of just 16 in the interest of smooth and easy control.

Likewise available as an option, the navigation module obtains digital map data from a 40 Gigabyte hard disc. In conjunction with the universal audio interface again coming as an option, the user is able in this way to control external audio sources such as an iPod® or USB stick via PCM.

Further features also provided by PCM are Porsche's new voice entry and the electronic log-book. And again last but certainly not least, the Porsche Sound Package Plus comes complete with a radio, CD player and no less than nine loudspeakers all available as an option, just like the BOSE® Surround Sound System complete with ten loudspeakers and a seven-channel digital amplifier set up specifically for the Cayman.

In conjunction with seat heating, the new models in the Cayman range are also available with ventilated standard or comfort seats. Active seat ventilation offers a comfortable and dry climate on the seat surface particularly in the warm season, with the seat bottom being ventilated at exactly the right points where the occupant is in direct touch with the seat.

Yet a further advantage is that seat ventilation may be operated in conjunction with the seat heating, ensuring consistent removal of moisture combined with a pleasant temperature on the seat surface.

Specifications Porsche Boxster*

Body:	Two-seater roadster; monocoque hot-galvanised lightweight steel body; soft roof with interior lining; aluminium hardtop optional; driver and passenger airbags operating in two stages; side and head airbags for the driver and passenger.
Aerodynamics:	Drag coefficient: $C_d = 0.29$; with PDK: $C_d = 0.30$ Frontal area : $A = 1.97$ sqm $C_d \times A = 0.58$; with PDK: $C_d \times A = 0.59$
Power Unit:	Water-cooled six-cylinder boxer engine; engine block and cylinder head made of aluminum; four overhead camshafts; four valves per cylinder; variable valve timing and valve stroke (VarioCam Plus); hydraulic valve play compensation; two-stage switching intake manifold; sequential multipoint fuel injection; integrated dry sump lubrication with on-demand oil pump; two three-way catalytic converters on each row of cylinders, each with two oxygen sensors; 10.0 liters (2.64 imp gals) engine oil; 23.4 liters (6.17 imp gals) coolant; electronic ignition with solid-state distributor (six ignition coils).
Bore:	89.0 mm (3.50")
Stroke:	77.5 mm (3.05")
Capacity:	2893 cc
Compression Ratio:	11.5:1
Engine Output:	188 kW (255 bhp) at 7200 rpm
Max Torque:	290 Nm (214 lb-ft) from 4400–6000 rpm
Output per Liter:	65.0 kW/88.1 bhp
Max Engine Speed:	7500 rpm
Fuel Grade:	Premium plus
Electrical System:	12 V, 2100 W alternator, 60 Ah x 280 A battery; with PDK 70 Ah x 340 A

* Specifications may vary according to markets

Power Transmission: Engine and transmission bolted to form one unit; double drive shafts leading to the rear wheels.

Gear ratios:	Manual	PDK
1 st	3.67	3.91
2 nd	2.05	2.29
3 rd	1.41	1.65
4 th	1.13	1.30
5 th	0.97	1.08
6 th	0.84	0.88
7 th	–	0.62
Reverse	3.33	3.55
Final drive ratio:	3.88	3.25
Clutch diameter:	240 mm (9.45")	153 mm/202 mm (6.02"/7.95")

Chassis and Suspension: Front axle: independent wheel suspension on track control arms, longitudinal arms, thrust rods and spring struts; conical stump springs with inner twin-sleeve gas pressure shock absorbers (McPherson design optimized by Porsche).

Rear axle: independent wheel suspension on track control arms, longitudinal arms, thrust rods and spring struts; coil springs with inner twin-sleeve gas pressure dampers (McPherson design optimized by Porsche).

Brakes: Twin-circuit brake system with individual axle split front-to-rear; four-piston aluminium monobloc brake callipers; cross-drilled and inner-vented brake discs measuring 318 x 28 mm (12.5 x 1.10") diameter x thickness at the front and 299 x 20 mm (11.77 x 0.79") at the rear; Porsche Stability Management (PSM) 8.0; vacuum brake servo; brake assistant.

Wheels and Tyres:	Front	7 J x 17	on	205/55 ZR 17
	Rear	8.5 J x 17	on	235/50 ZR 17
Weight:	Weight, unladen, to DIN standard	1335 kg (2944 lb)		
	Max permissible	1635 kg (3605 lb)		
Dimensions:	Length	4342 mm (170.9")		
	Width	1801 mm (70.9")		
	Height	1292 mm (50.9")		
	Wheelbase	2415 mm (95.1")		
	Track	front	1490 mm (58.7")	
		rear	1534 mm (60.4")	
	Luggage compartment capacity, overall, to VDA:			
		150 liters (5.25 cu ft) front,		
		130 liters (4.55 cu ft) rear		
	Fuel tank:	65 litres (17.2 gals)		
Performance*:	Top speed	263 (261) km/h (163/162 mph)		
	Acceleration in sec:			
	0 – 100 km/h	5.9 (5.8)		
	0 – 160 km/h	13.6 (13.4)		
	0 – 200 km/h	22.3 (22.1)		
	Standing-start km	25.6 (25.4)		

*Figures in brackets apply to cars with PDK transmission.

Fuel Consumption***to EU4/EU5**:**

Urban 13.6/13.8 (13.3/13.6) ltr/100 km

Extra-urban 6.8/6.9 (6.4/6.5) ltr/100 km

Combined 9.2/9.4 (8.9/9.1) ltr/100 km

CO₂ Emissions*:

221 (214) g/km

*Figures in brackets apply to cars with PDK transmission.

** The Porsche Boxster is homologated to the EU5 standard. To provide a better comparison of fuel consumption with the former model and other cars still homologated to EU4, the EU4 consumption figures are also shown above. When homologating a car to EU5, the manufacturer must provide for a new fuel grade with a higher share of ethanol. Displacing the same volume, such fuel has a lower calorific value than the fuel required for homologation to EU4. Hence, fuel consumption under the EU5 standard is slightly higher than with EU4 on the same

Specifications Porsche Boxster S*

Body:	Two-seater roadster; monocoque hot-galvanised lightweight steel body; soft roof with interior lining; aluminum hardtop as an option; driver and passenger airbags operating in two stages; side and head airbags for the driver and passenger.
Aerodynamics:	Drag coefficient: $C_d = 0.29$, with PDK $C_d = 0.30$ Frontal area : $A = 1.98$ sqm $C_d \times A = 0.59$; with PDK $C_d \times A = 0.61$
Power Unit:	Water-cooled six-cylinder boxer engine; engine block and cylinder head made of aluminum; four overhead camshafts; four valves per cylinder; variable valve timing and valve stroke (VarioCam Plus); hydraulic valve play compensation; two-stage switching intake manifold; Direct Fuel Injection; DME Digital Motor Electronics engine management; integrated dry sump lubrication with on-demand oil pump; two three-way catalytic converters on each row of cylinders, each with two oxygen sensors; 10.0 liters (2.64 gals) engine oil; 23.2 – 25.0 liters (6.12 – 6.60 gals) coolant; electronic ignition with solid-state distributor (six ignition coils).
Bore:	97.0 mm (3.81")
Stroke:	77.5 mm (3.05")
Capacity:	3436 cc
Compression Ratio:	12.5:1
Engine Output:	228 kW (310 bhp) at 7200 rpm
Max Torque:	360 Nm (265 lb-ft) at 4750 rpm
Output per Liter:	66.4 kW/90.2 bhp
Max Engine Speed:	7500 rpm
Fuel Grade:	Premium plus
Electrical System:	12 V, 2100 W alternator; 70 Ah x 340 A battery

* Specifications may vary according to markets

Power Transmission: Engine and transmission bolted to form one unit; double drive shafts leading to the rear wheels.

Gear ratios:	Manual	PDK
1 st	3.31	3.91
2 nd	1.95	2.29
3 rd	1.41	1.65
4 th	1.13	1.30
5 th	0.95	1.08
6 th	0.81	0.88
7 th	–	0.62
Reverse	3.00	3.55
Final drive ratio:	3.89	3.25
Clutch diameter:	240 mm (9.45")	153 mm/202 mm (6.02"/7.95")

Chassis and Suspension: Front axle: independent wheel suspension on track control arms, longitudinal arms, thrust rods and spring struts; conical stump springs with inner twin-sleeve gas pressure shock absorbers (McPherson design optimized by Porsche).

Rear axle: independent wheel suspension on track control arms, longitudinal arms, thrust rods and spring struts; coil springs with inner twin-sleeve gas pressure dampers (McPherson design optimized by Porsche).

Brakes: Twin-circuit brake system with individual axle split front-to-rear; four-piston aluminium monobloc brake callipers; cross-drilled and inner-vented brake discs measuring 318 x 28 mm (12.5 x 1.10") diameter x thickness at the front and 299 x 24 mm (11.77 x 0.94") at the rear; Porsche Stability Management (PSM) 8.0; vacuum brake servo; brake assistant.

Wheels and Tyres:	Front	8 J x 18	on	235/55 ZR 18
	Rear	9 J x 18	on	265/50 ZR 18
Weight:	Weight, unladen, to DIN standard	1355 kg (2988 lb)		
	Max permissible	1645 kg (3627 lb)		
Dimensions:	Length	4342 mm (170.9")		
	Width	1801 mm (70.9")		
	Height	1294 mm (50.9")		
	Wheelbase	2415 mm (95.1")		
	Track	front	1486 mm (58.5")	
		rear	1528 mm (60.2")	
	Luggage compartment capacity, overall, to VDA:	150 liters (5.25 cu ft) front, 130 liters (4.55 cu ft) rear		
	Fuel tank:	65 liters (17.2 imp gals)		
Performance*:	Top speed	274 (272) km/h (170/169 mph)		
	Acceleration in sec:			
	0 – 100 km/h	5.3 (5.2)		
	0 – 160 km/h	11.6 (11.4)		
	0 – 200 km/h	18.4 (18.2)		
	Standing-start km	24.3 (24.1)		

*Figures in brackets apply to cars with PDK transmission.

Fuel Consumption***to EU4/EU5**:**

Urban	14.1/14.4 (13.9/14.1) ltr/100 km
Extra-urban	7.0/7.2 (6.5/6.6) ltr/100 km
Combined	9.6/9.8 (9.2/9.4) ltr/100 km

CO₂ Emissions*:

230 (221) g/km

*Figures in brackets apply to cars with PDK transmission.

** The Porsche Boxster S is homologated to the EU5 standard. To provide a better comparison of fuel consumption with the former model and other cars still homologated to EU4, the EU4 consumption figures are also shown above. When homologating a car to EU5, the manufacturer must provide for a new fuel grade with a higher share of ethanol. Displacing the same volume, such fuel has a lower calorific value than the fuel required for homologation to EU4. Hence, fuel consumption under the EU5 standard is slightly higher than with EU4 on the same CO₂ emissions.

Specifications Porsche Cayman*

Body:	Two-seater coupé; monocoque hot-galvanised lightweight steel body; driver and passenger airbags operating in two stages; side and head airbags for the driver and passenger.
Aerodynamics:	Drag coefficient: $C_d = 0.29$ Frontal area : $A = 1.99 \text{ sqm}$ $C_d \times A = 0.58$
Power Unit:	Water-cooled six-cylinder boxer engine; engine block and cylinder head made of aluminium; four overhead camshafts; four valves per cylinder; variable valve timing and valve stroke (VarioCam Plus); hydraulic valve play compensation; two-stage switching intake manifold; sequential multipoint fuel injection; integrated dry sump lubrication with on-demand oil pump; two three-way catalytic converters on each row of cylinders, each with two oxygen sensors; 10.0 litres (2.2 imp gals) of engine oil; 23.4 litres (5.15 imp gals) of coolant; electronic ignition with solid-state distributor (six ignition coils).
Bore:	89.0 mm (3.50")
Stroke:	77.5 mm (3.05")
Capacity:	2893 cc
Compression ratio:	11.5:1
Engine output:	195 kW (265 bhp) at 7200 rpm
Max torque:	300 Nm (221 lb-ft) from 4400-6000 rpm
Output per litre:	67.4 kW/91.6 bhp
Max engine speed:	7500 rpm
Fuel grade:	Premium plus
Electrical system:	12 V, 2100 W alternator, 60 Ah x 280 A battery; with PDK 70 Ah x 340 A

* Specifications may vary according to markets

Power Transmission: Engine and transmission bolted to form one unit; double drive shafts leading to the rear wheels.

Gear ratios:	Manual	PDK
1 st	3.67	3.91
2 nd	2.05	2.29
3 rd	1.41	1.65
4 th	1.13	1.30
5 th	0.97	1.08
6 th	0.84	0.88
7 th	–	0.62
Reverse	3.33	3.55
Final drive ratio:	3.88	3.25
Clutch diameter:	240 mm (9.45")	153 mm/202 mm (6.02"/7.95")

Chassis and Suspension: Front axle: independent wheel suspension on track control arms, longitudinal arms, thrust rods and spring struts; conical stump springs with inner twin-sleeve gas pressure shock absorbers (McPherson design optimised by Porsche).

Rear axle: independent wheel suspension on track control arms, longitudinal arms, thrust rods and spring struts; coil springs with inner twin-sleeve gas pressure dampers (McPherson design optimised by Porsche).

Brakes: Twin-circuit brake system with individual axle split front-to-rear; four-piston aluminium monobloc brake callipers; cross-drilled and inner-vented brake discs measuring 318 x 28 mm (12.5 x 1.10") diameter x thickness at the front and 299 x 20 mm (11.77 x 0.79") at the rear; Porsche Stability Management (PSM) 8.0; vacuum brake servo; brake assistant.

Wheels and Tyres:	Front	7 J x 17	on	205/55 ZR 17
	Rear	8.5 J x 17	on	235/50 ZR 17
Weight:	Weight, unladen, to DIN standard	1330 kg (2932 lb)		
	Max permissible	1635 kg (3605 lb)		
	Roof load	60 kg (132 lb)		
Dimensions:	Length	4347 mm (171.1")		
	Width	1801 mm (70.9")		
	Height	1304 mm (51.3")		
	Wheelbase	2415 mm (95.1")		
	Track	front	1490 mm (58.7")	
		rear	1534 mm (60.4")	
	Luggage compartment capacity, overall, to VDA:	max 410 litres (14.35 cu ft)		
	Fuel tank:	65 litres (14.3 imp gals)		
Performance*:	Top speed	265 (263) km/h (164/163 mph)		
	Acceleration in sec:			
	0 – 100 km/h	5.8 (5.7)		
	0 – 160 km/h	13.4 (13.2)		
	0 – 200 km/h	22.0 (21.8)		
	Standing-start km	25.4 (25.2)		

*Figures in brackets apply to cars with PDK transmission.

**Fuel consumption*
to EU4/EU5**:**

Urban	13.6/13.8 (13.3/13.6) ltr/100 km
Extra-urban	6.8/6.9 (6.5/6.4) ltr/100 km
Combined	9.2/9.4 (8.9/9.1) ltr/100 km

CO₂-emissions*:

221 (214) g/km

*Figures in brackets apply to cars with PDK transmission.

**The Porsche Cayman is homologated to the EU5 standard. To provide a better comparison of fuel consumption with the former model and other cars still homologated to EU4, the EU4 consumption figures are also shown above. When homologating a car to EU5, the manufacturer must provide for a new fuel grade with a higher share of ethanol. Displacing the same volume, such fuel has a lower calorific value than the fuel required for homologation to EU4. Hence, fuel consumption under the EU5 standard is slightly higher than with EU4 on the same CO₂ emissions.

Specifications Porsche Cayman S*

Body:	Two-seater coupé; monocoque hot-galvanised lightweight steel body; driver and passenger airbags operating in two stages; side and head airbags for the driver and passenger.
Aerodynamics:	Drag coefficient: $C_d = 0.29$; with PDK $C_d = 0.30$ Frontal area : $A = 1.99$ sqm $C_d \times A = 0.58$; with PDK $C_d \times A = 0.60$
Power Unit:	Water-cooled six-cylinder boxer engine; engine block and cylinder head made of aluminium; four overhead camshafts; four valves per cylinder; variable valve timing and valve stroke (VarioCam Plus); hydraulic valve play compensation; two-stage switching intake manifold; Direct Fuel Injection; DME Digital Motor Electronics engine management; integrated dry sump lubrication with on-demand oil pump; two three-way catalytic converters on each row of cylinders, each with two oxygen sensors; 10.0 litres (2.2 imp gals) of engine oil; 23.2 – 25.0 litres (5.10 – 5.50 imp gals) of coolant; electronic ignition with solid-state distributor (six ignition coils).
Bore:	97.0 mm (3.81")
Stroke:	77.5 mm (3.05")
Capacity:	3436 cc
Compression ratio:	12.5:1
Engine output:	235 kW (320 bhp) at 7200 rpm
Max torque:	370 Nm (273 lb-ft) at 4750 rpm
Output per litre:	68.4 kW/93.1 bhp
Max engine speed:	7500 rpm
Fuel grade:	Premium plus
Electrical system:	12 V, 2100 W alternator; 70 Ah x 340 A battery

* Specifications may vary according to markets

Power Transmission: Engine and transmission bolted to form one unit; double drive shafts leading to the rear wheels.

Gear ratios:	Manual	PDK
1 st	3.31	3.91
2 nd	1.95	2.29
3 rd	1.41	1.65
4 th	1.13	1.30
5 th	0.95	1.08
6 th	0.81	0.88
7 th	–	0.62
Reverse	3.00	3.55
Final drive ratio:	3.89	3.25
Clutch diameter:	240 mm (9.45")	153 mm/202 mm (6.02"/7.95")

Chassis and Suspension: Front axle: independent wheel suspension on track control arms, longitudinal arms, thrust rods and spring struts; conical stump springs with inner twin-sleeve gas pressure shock absorbers (McPherson design optimised by Porsche).

Rear axle: independent wheel suspension on track control arms, longitudinal arms, thrust rods and spring struts; coil springs with inner twin-sleeve gas pressure dampers (McPherson design optimised by Porsche).

Brakes: Twin-circuit brake system with individual axle split front-to-rear; four-piston aluminium monobloc brake callipers; cross-drilled and inner-vented brake discs measuring 318 x 28 mm (12.5 x 1.10") diameter x thickness at the front and 299 x 24 mm (11.77 x 0.94") at the rear; Porsche Stability Management (PSM) 8.0; vacuum brake servo; brake assistant.

Wheels and Tyres:	Front	8 J x 18	on	235/40 ZR 18
	Rear	9 J x 18	on	265/40 ZR 18
Weight:	Weight, unladen, to DIN standard	1350 kg (2977 lb)		
	Max permissible	1645 kg (3627 lb)		
	Roof load	60 kg (132 lb)		
Dimensions:	Length	4347 mm (171.1")		
	Width	1801 mm (70.9")		
	Height	1306 mm (51.4")		
	Wheelbase	2415 mm (95.1")		
Track	front	1486 mm (58.5")		
	rear	1528 mm (60.2")		
Luggage compartment capacity, overall, to VDA:		max 410 litres (14.35 cu ft)		
Fuel tank:		65 litres (14.3 imp gals)		
Performance*:	Top speed	277 (275) km/h (172/171 mph)		
	Acceleration in sec:			
	0 – 100 km/h	5.2 (5.1)		
	0 – 160 km/h	11.4 (11.2)		
	0 – 200 km/h	18.1 (19.7)		
Standing-start km		24.1 (23.9)		

*Figures in brackets apply to cars with PDK transmission.

**Fuel consumption*
to EU4/EU5**:**

Urban	14.1/14.4 (13.9/14.1) ltr/100 km
Extra-urban	7.0/7.2 (6.5/6.6) ltr/100 km
Combined	9.6/9.8 (9.2/9.4) ltr/100 km

CO₂-emissions*:

230 (221) g/km

*Figures in brackets apply to cars with PDK transmission.

**The Porsche Cayman S is homologated to the EU5 standard. To provide a better comparison of fuel consumption with the former model and other cars still homologated to EU4, the EU4 consumption figures are also shown above. When homologating a car to EU5, the manufacturer must provide for a new fuel grade with a higher share of ethanol. Displacing the same volume, such fuel has a lower calorific value than the fuel required for homologation to EU4. Hence, fuel consumption under the EU5 standard is slightly higher than with EU4 on the same CO₂ emissions.