



PORSCHE



Press Information

Porsche Cayman GT4

Highlights**Cayman GT4: the fastest and most performance-oriented Cayman ever**

Porsche is expanding the GT model line to the Cayman and underscoring its commitment to extraordinary high-performance sports cars in every market segment. The uncompromised two-door sports car feels equally capable on the track as it does on the road.

- Performance** A lap time of 7 minutes and 40 seconds on the North Loop of the Nürburgring make the Cayman GT4 the new fastest performer in its class. This car embodies the decades of experience Porsche has gained in motorsport.
- Powertrain** 3.8-liter six cylinder engine from the 911 Carrera S with 385 hp and a reinforced six-speed manual transmission: zero to 60 miles per hour in 4.2 seconds, top speed of 183 miles per hour.
- Aerodynamics** The front spoiler and rear wing generate downforce at the front and rear axles. This gives the Cayman GT4 even better driving stability and exceptional roadholding in corners.
- Chassis** Chassis and brakes are largely adopted from the 911 GT3. The PASM active damping system and dynamic transmission mounts are calibrated for track-oriented handling.
- Option** The Porsche Track Precision app is part of the optional Sport Chrono Package. It can record lap times and display on a mobile phone.

New addition to the Porsche GT model line

Pure, fast, passionate – the new Porsche Cayman GT4

Capable of lapping the North Loop of the Nürburgring in 7 minutes and 40 seconds, the GT4 embodies the most passionate connection between everyday usability and track-bred performance within the Cayman model range. The Cayman GT4 also underscores Porsche intentions to continue to promote uncompromised two-door sports cars in the future – sports cars that are developed by the motorsport department in Weissach.

Although the engine, chassis, brakes and aerodynamics of the Cayman GT4 are configured for maximum performance, the Cayman GT4 still retains the versatility that is typical of a Porsche. It is powered by a naturally-aspirated 3.8-liter flat-six engine with 385 hp, which was derived from the 911 Carrera S. This engine is mated exclusively to a six-speed manual transmission. The Cayman GT4 accelerates from zero to 60 miles per hour in 4.2 seconds and reaches a top track speed of 183 miles per hour while achieving an EPA-rated 23 mpg on the highway.

The front suspension, the PASM (Porsche Active Suspension Management) adaptive damping system and the brakes are all made up almost entirely of components taken from the 911 GT3. All features that improve the car's driving dynamics such as Porsche Stability Management (PSM), Porsche Torque Vectoring (PTV) with a mechanical rear differential lock and dynamic transmission mounts are tuned towards particularly high performance.

The GT4 is clearly distinguishable from other Caymans. Three pronounced air intakes in the front fascia and a large fixed rear wing signify an aerodynamic design that is crafted towards optimal downforce and cooling. Additionally, the Cayman GT4 can be equipped with a PCCB ceramic brake system including 410 mm front rotors, full bucket seats made of carbon fibre reinforced plastic (CFRP) and a Sport Chrono Package with Track Precision App.

The Cayman GT4 is fitted with 2-way Sport Seats Plus upholstered in leather and Alcantara that offer very good lateral support. The new GT4 sport steering wheel guarantees precise control and communicative feedback.

As a mid-engine sports car and a prime example of driving dynamics in its class, the Cayman GT4 follows the conceptual tradition of the 911 GT1, the Carrera GT and the 918 Spyder.

Engine and transmission

Powerplant from the 911 Carrera S

The Cayman GT4 is powered by a 3.8 flat-six engine from the 911 Carrera S. Due to the mid-engine concept, it has been turned by 180 degrees and mounted so that the gearbox faces towards the rear. With a curb weight of 2955 pounds and 385 hp that result in a power-to-weight ratio of just 7.7 pounds per hp, the Cayman GT4 can accelerate from 0 to 60 miles per hour in 4.2 seconds. 309 lb.-ft. of torque are available from 4,750 to 6,000 rpm, ensuring strong passing power.

Air flows to the naturally aspirated direct-injection engine via optimized air intakes. Sideblades guide a portion of the air flow to the induction openings located in front of the rear axle, generating a power-enhancing ram-air effect.

Active rev match: automatic throttle-blips at the push of a button

The driver can use two buttons on the center console to enhance the sporty feel of the car. The one labeled „SPORT“ activates the rev-match feature, which perfectly matches the engine speed during quick downshifts. The other button with a tailpipe symbol controls the flaps of the Sport Exhaust System, varying between a cultivated tone for long trips and reduced back pressure for especially passionate sound.

Reinforced six-speed manual transmission and dynamic transmission mounts

As a pure driving machine, the Cayman GT4 comes exclusively with a six-speed manual transmission. The driveshaft flanges have been reinforced due to the higher torque, as has the clutch, whose basic components come from the 911 Carrera S. Thanks to a shorter shifter, gearchanges feel even more crisp and precise. Two dynamic transmission mounts contribute to precise and stable handling in high-speed corners. During spirited driving, the mounts stiffen up to prevent movement in the drivetrain and its effects on the car's handling.

Power is distributed to the rear wheels through a mechanical differential lock which is a component of Porsche Torque Vectoring (PTV). The locking effect is 22 per cent under accelerative load and 27 per cent under decelerative load. The PTV system improves steering response and precision by braking the inside rear wheel in corners.

Chassis and brakes

Higher education in driving dynamics

The impressive lap time of the Cayman GT4 on the North Loop of the Nürburgring is a testament to the car's new chassis. It is based on components from the 911 GT3 and has been fully retuned. The car also has a 0.5 inch (13 mm) larger front track width and a 1.18 inch (30 mm) lower ride height than a standard Cayman.

In the Cayman GT4, PASM and PSM stability control are tuned for high-performance driving. This enables very high cornering speeds, enhanced agility and even better straight-line stability at higher speeds. At the same time, the car also offers commendable driving comfort for long journeys and everyday driving that is typical of Porsche.

Many of the front suspension components come from the 911 GT3, including the larger wheel bearings and split wishbones. They allow for individual adjustment of wheel camber using adjustment -plates – also known as shims. The rear axle has been fitted with new wheel hub carriers as well as a special suspension knuckle, and the wishbones and the sway bar mounts have been reinforced. Helper springs allow for the use of a shorter and lighter main spring. At the same time, they assure that the main spring is pretensioned when it is fully extended. This design is widely used in motorsport, and in all 911 GT race cars. To optimally control wheel carrier motion, the Cayman GT4 gets individual ball joint chassis mounts similar to those of the 911 GT3.

Active dampers with Nürburgring tune

As is customary for all Porsche GT sports cars, the GT4 is fitted with special upside-down dampers that have a top strut body and bottom ended damper shaft based on those used in motorsport. The "Normal" suspension setting is calibrated to suit the North Loop of the Nürburgring, while the "Sport" setting is intended for smoother, modern race tracks. This reduces body movements to a minimum, which results in very precise and accurate handling.

One particular feature of the GT4 stands out immediately: the wheels. They fill out wheel arches almost entirely and feature a design based on the wheels of the 911 GT3. Unlike the wheels fitted on the 911, they are mounted with five lug nuts. With a 20-inch diameter wheels and a width of 8.5 inches in the front and 11 inches at the rear, they are significantly larger than on other Cayman models. They are fitted with UHP (Ultra High Performance) tires size 245/35 in front and 295/30 at the rear. Like the 911 GT3, the Cayman GT4 comes standard with a tire pressure monitoring system that offers a precise

overview of individually adjusted air pressure, taking into account the ambient air pressure and temperature.

Generously sized brakes with reassuring reserves

At Porsche, superior driving performance also includes providing the right brakes. They come from the 911 GT3 and offer ample reserves due to their large dimensions. The brakes feature fixed six-piston aluminum monoblock calipers at the front and four pistons at the rear. The steel front and rear brake rotors all measure 380 mm in diameter. Compared to the Cayman GTS, for example, they are 50 mm larger at the front and over 80 mm larger at the rear. To reduce unsprung masses, the rotors with a motorsport-derived design are made of a composite material. This saves about 4.4 pounds of weight compared to conventional brake rotors. The friction rings are made of grey cast iron; stainless steel pins are used to join them to the aluminum brake hats. The Cayman GT4 also has a specially developed brake cooling system. In the front, air is routed to the brakes by guide vanes and spoilers located at the wishbones. Special air ducts that ensure effective air flow were developed for the rear wheels.

The optional PCCB ceramic brakes are also larger than those in other Cayman models. The perforated and ventilated ceramic composite brake rotors are 410 mm in diameter at the front wheels and 390 mm at the rear. They match those of the 911 GT3. Along with the benefit of extremely low weight, the ceramic brake discs immediately develop very high and, most importantly, constant friction values during braking.

Two-stage PSM can be fully deactivated

In all of Porsche's GT sports cars, the driver can opt to enjoy the dynamics of the car without the assistance of electronic control systems. The Porsche Stability Management (PSM) has a particularly sporty calibration and can also be deactivated in two stages. In "ESC OFF", the system allows greater yaw and slip angle while the traction control remains active. In "ESC+TC OFF", all electronic stability and traction control systems are deactivated except for the antilock brake system.

Design and aerodynamics**Lower to the ground, longer and optimized for downforce**

The design of the Cayman GT4 clearly underlines its performance caliber and distinguishes it from other Cayman models. The unique front fascia features a longer overhang. Together with its longer wheelbase, the GT4 is 1.3 inches longer compared to the Cayman GTS and also 0.7 inches lower in height at 49.9 inches.

The unique exterior primarily serves two purposes: downforce and cooling. Three large air intakes with black screens in the bumper supply cooling air to the three radiators located behind them as well as to the front brakes. To channel this air away, the Cayman GT4 has an additional air outlet in front of the hood – a motorsport inspired design which improves downforce. The large, low mounted front spoiler lip accelerates the air flow between the underbody and the road surface, generating downforce at the front axle.

The most prominent feature of the Cayman GT4 is its large fixed rear wing, which is mounted by two aluminum supports. The wing is made of lightweight carbon fiber reinforced polymer (CFRP). It generates downforce at the rear axle in combination with the rear spoiler located beneath it, resulting in a high level of driving stability and exceptional cornering performance. In addition, the driver can manually adjust angle of the wing for even greater downforce and remove special inserts that cover the front axle diffuser channels for even greater downforce. However, this is only permitted on closed roads and tracks.

A sport exhaust system with two central tailpipes kept in black, tinted taillights and model-specific underbody components that have a diffuser look complete the sporty appearance of the GT4.

Equipment and options**Large array of performance and convenience options**

The Cayman GT4 comes standard with a black interior decorated with platinum-colored stitching, brushed aluminum trim, Alcantara elements and door panels with door pulls. Drivers will also notice the new sport steering wheel in 918 Spyder design that has a reduced diameter compared to the Cayman GTS (360 mm instead of 370 mm).

Two-way Sport Seats Plus are standard; they feature Alcantara seat centers and pronounced side bolsters covered in leather. The "GT4" logo is embroidered on the headrests. 18-way Adaptive Sport Seats Plus are optionally available. For particularly sporty drivers, Porsche offers the Full Bucket Seat of the 918 Spyder, which is made of carbon fiber reinforced polymer (CFRP).

Standard features of the Cayman GT4 include the CDR audio system with seven-inch colour display and touchscreen. It can be customized with various multimedia options, including higher end sound systems, Porsche Communication Management (PCM) with navigation, satellite radio, online services, a telephone module and voice control.

Optional lightweight equipment

Drivers that wish to keep the car as light as possible can opt to delete the standard air conditioning system as well as the CDR audio system at no charge. Also, Porsche offers a lightweight lithium-ion battery that saves about 30 pounds of weight compared to the conventional unit. Despite its lightweight construction, the 40 Ah battery is still capable of being used at temperatures as low as 14 degrees Fahrenheit.

Overview of the Porsche Cayman GT4

Brief profile

The Cayman GT4 is the latest model in Porsche's GT model line and the first mid-engine model to wear this designation. Its lap time of 7 minutes and 40 seconds on the North Loop of the Nürburgring sets the new performance benchmark in its segment. Its 3.8-liter engine derived from the 911 Carrera S develops 385 hp and is mated exclusively to a six-speed manual transmission. Chassis, brakes and aerodynamics are updated with components from the 911 GT3.

GT

GT sports cars from Porsche embody the most passionate connection between everyday driveability and track-bred performance and directly represent the sporty core of the brand. The technology of the Cayman GT4 is based on that of the 911 GT3. As a mid-engine sports car and a prime example of driving dynamics in its class, it follows the conceptual tradition of the 911 GT1, the Carrera GT and the 918 Spyder.

Technical highlights

- 3.8-liter flat-six engine from the 911 Carrera S with 385 hp and 310 lb.-ft. of torque. 45 more horsepower and 29 more lb.-ft. than the Cayman GTS. Its power-to-weight ratio of 7.7 pounds per hp promotes impressive acceleration (4.2 seconds from 0 to 60 miles per hour).
- Automatic rev match feature can be activated at the push of a button labeled „Sport“.
- PASM active damping system, dynamic transmission mounts, PSM stability control and Porsche Torque Vectoring (PTV) tuned for maximum cornering performance with motorsport-derived calibration. Two-stage PSM can be fully deactivated.
- Adapted from the 911 GT3: adjustable chassis and large composite brake rotors (380 mm); optional PCCB ceramic brakes (rotor diameters: 410 mm front and 390 mm rear).
- 30 mm lower ride height and 20-inch wheels (8.5 inches wide in the front, 11 inches in the rear) for enhanced lateral grip.

Design highlights

- Form follows function: downforce is generated by a large front spoiler as well as an additional air exhaust vent in front of the hood as well as the large rear wing.
- Sideblades direct air into the air intakes and generate a power enhancing ram-air effect.

- Longer and lower: distinctive front end lengthens the Cayman GT4 by 1.3 inches to an overall length of 174.7 inches. In conjunction with the reduced ride height the GT4 is 0.7 inches lower than a Cayman GTS.

Equipment

- Black interior with Alcantara elements, door panels with door pulls, brushed aluminium trim and new sport steering wheel (360 mm diameter).
- Two-way Sport Seats Plus with larger side bolsters. Optional 18-way power Adaptive Sport Seats Plus or Full Bucket Seats from the 918 Spyder made of carbon fibre reinforced polymer (CFRP).
- Optional Sport Chrono Package with Porsche Track Precision app for smartphones and prep for a lap trigger.