



PORSCHE



# 718 Cayman GT4 RS

Perfectly irrational



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Who gets to define what is rational? Who decides how far is too far? Where the limits are? And who says that, now and then, you can't go beyond them?

All good questions. And we've found answers to them – that may not quite fit the norm. But this is standard practice at Porsche. Namely, to put a sports car on the tarmac that has almost no limit. And for whom 'the usual' was never an option.

The result is the 718 Cayman GT4 RS. A razor-sharp track tool with a mid-engine concept and low centre of gravity for high agility. Its six-cylinder naturally aspirated engine with four litres of displacement was derived directly from the 911 GT3 R and the 911 RSR. Six individual throttle valves ensure a responsiveness where the attribute 'direct' seems to be an understatement. And the high-revving concept easily reaches the 9,000 mark. Data that add up to a power output of 368kW (500PS). And to a relaxed sprint from 0 to 100km/h in 3.4 seconds.

Sporty sharpness in the design of the 718 Cayman GT4 RS also comes into its own. Thanks to a consistent lightweight construction and an exterior that is visibly committed to the race track. As are the aerodynamics, which is especially evident in the mighty CFRP rear wing with its swan-neck connection.

However, all this is not always entirely rational each and every second of the day. But perfect? Of course.

**The 718 Cayman GT4 RS.  
Perfectly irrational.**

Car shown with Weissach package and 20-inch GT4 RS forged magnesium wheels painted in satin Indigo Blue

For fuel consumption, CO<sub>2</sub> emissions and efficiency class, please refer to page 59.

FROM IRRATIONAL TO PERFECT  
IN HUNDREDTHS OF A SECOND.



» **MID-ENGINE CONCEPT**

4.0-LITRE SIX-CYLINDER HORIZONTALLY OPPOSED NATURALLY ASPIRATED ENGINE WITH SIX INDIVIDUAL THROTTLE VALVES

» **368KW (500PS)**

» **HIGH-SPEED NATURALLY ASPIRATED ENGINE**

9,000RPM MAXIMUM ENGINE SPEED

» **VISIBLE AIRBOX IN THE VEHICLE INTERIOR**

FOR EVEN MORE EMOTION

» **20-INCH FORGED ALUMINIUM WHEELS WITH CENTRAL LOCKING**

OPTIONAL 20-INCH FORGED MAGNESIUM WHEELS (IN CONJUNCTION WITH WEISSACH PACKAGE)

» **RACING CHASSIS**

» **CONSISTENT LIGHTWEIGHT CONSTRUCTION**

» **OUTPUT-ORIENTED AERODYNAMICS**

» **REAR WING WITH SWAN-NECK CONNECTION**

FOR MORE DOWNFORCE

» **CLUBSPORT PACKAGE**

OPTIONAL

» **WEISSACH PACKAGE**

OPTIONAL

For fuel consumption, CO<sub>2</sub> emissions and efficiency class, please refer to page 59.



A silver Porsche Carrera GT is shown from a front-three-quarter perspective, driving through a tunnel. The scene is dramatically lit with vibrant blue and purple light trails, suggesting high speed. The car's headlights are on, and its license plate reads 'S RS 709'. The background is a blur of light, emphasizing motion.

**THE SIGNS SHOW A STORM IS BREWING.  
AN EMOTIONAL STORM.**

AERODYNAMICS AND DESIGN



REAR.

Form follows function. So far, so rational. But who actually says that the result of this maxim can't also look a little irrational?

In other words: in the new 718 Cayman GT4 RS, everything is perfectly matched: performance, aerodynamics, chassis and, of course, design. Well, then terms like 'razor-sharp', 'precision instrument' and 'track tool' are quite justified.

In keeping with this, the large-dimensioned fixed rear wing of the 718 Cayman GT4 RS made of carbon-fibre reinforced plastic (CFRP) makes an impression. Above all, however, it generates plenty of downforce. Especially thanks to the so-called swan-neck connection made of aluminium. By mounting the wing from above, air flows over its entire surface on the underside, without any interference. This results in significantly less loss of downforce compared with an upright rear wing and more grip. For use on the race track, the rear wing can be adjusted manually.

Highly functional yet perfectly formed: the diffuser on the lower rear section. The diffuser accelerates the flow of air at the rear underbody, increasing the so-called 'Venturi effect': the vehicle sucks itself to the ground, so to speak – resulting in additional downforce on the rear axle. And that is not even slightly irrational, but just perfect from a driving dynamics point of view.

Persistently defying headwinds: the front lid made of extremely light carbon-fibre reinforced plastic (CFRP). The two NACA air intakes improve brake cooling and make it clear to everyone that this is a sports car in its purest form.

The infinitely adjustable front diffuser improves the vehicle's aerodynamic balance and is designed to minimise drag required to reach top speed. In the performance setting that is for use on the race track and is not road-approved, the 718 Cayman GT4 RS achieves significantly more downforce compared with the 718 Cayman GT4. The greater downforce increases the vehicle's stability, especially when cornering. The openings in the CFRP wings, the so-called louvres, as well as the sideblades that allow the flow of air from all sides on the newly designed front spoiler lip improve the ventilation and flow through the wheel housing. The air in the wheel housing is drawn out by the vacuum created by these measures. This accelerates the flow at the front diffuser and front underbody, resulting in more downforce.

But let's take another quick look at the side: in place of the rear side windows, air intakes made of carbon-fibre reinforced plastic (CFRP) painted in black are used. The result? Improved dynamic pressure of the airstream, which supplies the engine with additional air – and the vehicle with even more motorsport character. For all those who still don't know what they have in front of them: the doors feature the unmistakable 'GT4 RS' logo in satin black.

The storm? Let it come.



FRONT.



## LIGHTWEIGHT CONSTRUCTION.

Carbon-fibre reinforced  
plastic (CFRP)

Aluminium

Lightweight glass



Lighter. Even lighter. Closer to perfection. To ensure even greater performance, anything that was unnecessary has been removed. Or replaced with lighter materials. The 718 Cayman GT4 RS has a remarkably light unladen weight of 1,415 kg.

The bonnet, front wings, side air intakes, rear wings, decorative trims and full bucket seats are therefore made of lightweight, durable carbon-fibre reinforced plastic (CFRP). The lightweight glass rear screen ensures excellent visibility – while saving weight. The lightweight 20-inch forged aluminium wheels also follow this principle, finally turning a cliché into reality: less is more – more performance. Because, as an added bonus, they save another almost 2kg compared with the already lightweight 20-inch alloy wheels of the 718 Cayman GT4.



## WEISSACH PACKAGE.

Weissach. For many, an idyllic place in the midst of the green hills of Swabia. For us: a playground. A place where we are usually very rational – but can also be irrational on rare occasions. Because that's the only way we can build very special sports cars. No wonder, then, that the optional Weissach package developed for the 718 Cayman GT4 RS bears the name Weissach.

The principle: the use of the carbon-weave finish throughout and the geometric optimisation of individual components – such as those of the air intakes – for improved air intake and optimised streamlining. The carbon-weave finish is found, for example, on the front lid, the air intakes and the rear wing, as well as on the airbox and its air ducts, which are visible from

the outside. For extensive information on the airbox, please see page 22. The standard steel tailpipe trims have been swapped for titanium trims, reminiscent of the look of the Porsche 935 relaunched in 2018. A subtle tribute? A dash of madness? Or simply what is typical of the 718 Cayman GT4 RS? That's up to you.

The optional 20-inch lightweight magnesium wheels are only available in conjunction with the Weissach package. They are painted in satin Dark Silver and are optionally available in other colours, e.g. satin Indigo Blue. For a weight saving of almost 10kg – and for a bonus in driving dynamics thanks to the significant reduction in unsprung masses.



The lightweight construction principle also applies to the interior. The bolted roll cage is made of titanium and is approximately 6kg lighter than the steel roll cage of the Clubsport package. In conjunction with the Weissach package, the upper part of the dashboard is covered with Race-Tex<sup>1)</sup>, which has been tried and tested on the race track, rounds off the emphatically purist, sporty interior – and prevents distracting reflections in the windscreen. The embroidered Weissach package logo on the headrests and the badge on the trim strip of the dashboard again clearly state the vehicle's origins, the Porsche Development Centre in the middle of the beautiful Swabian region.

1) Race-Tex is a race-track-approved microfibre material with a high-quality look and feel, similar to suede. It has a comfortable, soft grip and offers good hold. It is durable and easy to care for.



**ITS HEART BEATS AT ITS CENTRE.  
AND YOU CAN HEAR IT.**

DRIVE AND CHASSIS



A detailed view of the engine compartment of a Porsche Cayman GT4 RS. The engine cover is made of carbon fiber and features the 'GT4 RS' logo. A roll-over protection bar is visible across the top. A water reservoir is labeled 'WATER'. The background shows the interior of the car with the dashboard and steering wheel.

## ENGINE.

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For fuel consumption, CO<sub>2</sub> emissions and efficiency class, please refer to page 59.

4.0-litre horizontally opposed and naturally aspirated engine. With a mid-engine layout. 368kW (500PS). 9,000rpm. Six individual throttle valves. Is that all there is to it? That depends on how long you've got...

Small, light, compact, agile, fast. It is with these virtues that Porsche became a favourite on the race track in its pioneering days. With agile, well-balanced mid-engine race cars like the 550 or the 718. Especially on narrow circuits and in hill climbs that demanded everything of both driver and vehicle. With this tradition behind it, the 718 Cayman GT4 RS is in good company today.

The interpretation of the year 2021: a small, lightweight and compact sports car – but with an almost irrationally powerful high-revving naturally aspirated engine that not only lives up to its heritage, but also makes people sit up and take notice in the present. Of course it boasts a mid-engine arrangement, not least for greater agility thanks to the favourable distribution of weight between the front and rear axles. And with a low centre of gravity – due to the facing cylinders of the horizontally opposed engine.

The displacement: 4 litres. Six individual throttle valves directly in front of the intake valves ensure optimum air supply in each cylinder. And for a direct response behaviour

of the engine. With up to 9,000rpm and a maximum torque of 450Nm at 6,750rpm. All this for a performance of 368kW (500PS) at 8,400rpm. For example, for the sprint from 0 to 100km/h in just 3.4 seconds. And for horizontal tears of joy.

The heart of the vehicle is so close to the driver that you can hear its impressive sound and feel all the dynamics of the drive with all your senses. That, too, is a mid-engine. It has direct fuel injection (DFI) and dry-sump lubrication. Thanks to forged pistons, lightweight titanium piston rods and central oil feed, the engine of the 718 Cayman GT4 RS is not only extremely powerful, but also particularly robust. You can hear it all – and feel it. THAT'S all there is to it!



The airbox with its newly developed air filter is a technical highlight, a visual treat and an acoustic delight. The black components of the airbox with silver-coloured 'GT4 RS' logo accentuate the design and intensify its visual appeal. Functionally, the airbox ensures sufficient fresh air in the engine – which produces a thoroughbred sound.

Apropos sound: the large volume of the lightweight stainless steel sports exhaust system with rear silencer and two separated, stainless steel tailpipes reduces exhaust back pressure and increases performance. A stereo Lambda control circuit regulates the exhaust gas composition and monitors pollutant conversion in the catalytic converters.

In interaction with the sports exhaust system, the variable intake manifold featuring two switchable resonance flaps helps to ensure efficient gas cycles and high throughput. This results in an impressive torque curve, a high maximum torque and high power output across a broad engine speed range.

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For fuel consumption, CO<sub>2</sub> emissions and efficiency class, please refer to page 59.



### 7-speed Porsche Doppelkupplung (PDK).

The fact that we always strive for top performance is also evident in the sporty, crisp tuning of the transmission. High agility, short shift travel, seven performance-oriented, particularly sportily tuned gears. Even the 7th gear is sporty and short. The PDK gear selector has a new GT-specific look, its design is based on a manual gear lever and analogous to sequential transmissions in race cars. This means: in manual, you push the gearshift lever forward to shift down and pull it back to shift up. The gearshift paddles directly on the steering wheel allow for a short shift throw, as is typical in motorsport.

In PDK Sport mode, you will feel the gear changes even more clearly. And hear them. This is because the electronic transmission control ensures more spontaneous and faster traction shifts up and thrust shifts down. The latter are more aggressive under braking, the former push the shift point further towards higher revs. The mechanical limited-slip differential ensures optimum transmission of power to the road.

# TRANSMISSION.

In the development of the chassis, we draw on our own GT technology – and thus on plenty of long-distance experience at the 'roundabout'. This is where exceptional agility meets high driving safety and stable handling – especially at high speed. In short: a set-up suitable for the race track that ensures high performance and outstanding driveability without neglecting your safety.

In addition to newly tuned spring rates and damper settings, the 718 Cayman GT4 RS received a completely unique combination of chassis components optimised for racing as well as components that have been proven on the race track, including from the new 718 Cayman GT4 RS Clubsport: the lightweight strut axles front and rear follow the design principle of the 911 GT3 RS (991 II), adapted to the mid-engine design. For example, stiffer springs are used in conjunction with helper springs typical of motorsport as well as specific wheel carriers – for high road grip and stability. Ball joints enable extremely precise wheel control and reduce the secondary spring rates of the chassis. The height, camber, toe angle and anti-roll bars can be adjusted individually for the race track.



CHASSIS.



**Porsche Active Suspension Management (PASM, –30mm).**

Porsche Active Suspension Management (PASM) actively and continuously regulates the damping force of each individual wheel – depending on the road surface and driving style. You have the choice between two settings: Normal mode for sporty but comfortable driving and Sport mode for sporty and crisp driving. The low vehicle centre of gravity reduces roll and pitch and improves driving dynamics.

**Porsche Stability Management (PSM).**

Porsche Stability Management (PSM) provides stabilisation at the limit. In addition to the anti-lock braking system (ABS), it includes the Electronic Stability Control (ESC) and Traction Control (TC) control systems. 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 at any given moment. If this deviates, the system intervenes in a sensitive and precisely controlled manner. In addition, the systems can be switched off completely in two stages.

**Porsche Torque Vectoring (PTV) including a mechanical rear differential lock.**

The integrated mechanical rear differential lock enables higher traction and lateral dynamics as well as significantly improved vehicle stability during load changes in corners and when changing lane. 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.

**Front-axle lift system.**

Of course, you always want to be as close to the road as possible. Sometimes, however, it is worth keeping a little distance. To be more precise: 30mm. Doesn't sound like much, but in speed ranges up to about 60km/h, it makes all the difference thanks to increased ground clearance, especially on kerbs, ramps and garage entrances. That's why the 718 Cayman GT4 RS is the first model in the range to be equipped with an optional hydraulic front-axle lift system. The vehicle can be conveniently raised or lowered again at the touch of a button.

## CHASSIS AND CONTROL SYSTEMS.





## WHEELS AND TYRES.

The 20-inch sports tyres on the 718 Cayman GT4 RS are made for one thing only: performance. Performance-oriented dimensions offer plenty of contact surface and grip.\*

The accompanying forged aluminium wheels (8.5 J × 20 front, 11 J × 20 rear) on the 718 Cayman GT4 RS are particularly lightweight and emphasise the vehicle's sporty, untamed character. They are available in satin Dark Silver, satin Indigo Blue, satin Neodyme, satin black, satin silver-colour and satin black with rim painted in Racing Yellow. Highly functional: the black central locking mechanism. Highly emotional: the 'RS' logo.

To save even more weight, a further highlight is available in conjunction with the optional Weissach package: the 20-inch lightweight forged magnesium wheels (8.5 J × 20 front, 11 J × 20 rear), are also available in a choice of paint finishes.

The Tyre Pressure Monitoring (TPM) warns you in the event of a loss of pressure. Furthermore, it 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 GT4 RS forged magnesium wheel, painted in satin Indigo Blue
- 2 20-inch GT4 RS forged aluminium wheel, painted in satin Dark Silver
- 3 20-inch GT4 RS forged aluminium wheel, painted in satin Neodyme  
Porsche Exclusive Manufaktur

\*The lower tread depth leads to an increased risk of aquaplaning on wet roads.



2



3

1



## BRAKES.

The six-piston aluminium monobloc fixed brake calipers at the front and the four-piston aluminium monobloc fixed brake calipers at the rear with red brake calipers on the front and rear axles ensure fast, secure handling – even under heavy loads. Thanks to the cast-iron aluminium composite brake discs with an especially large diameter of 408mm on the front axle (28mm more than on the 718 Cayman GT4) and 380mm on the rear axle. This is also ensured by the efficient brake ventilation and cooling, which is provided by dedicated cooling ducts, brake air spoilers and air guide.

### **Porsche Ceramic Composite Brake (PCCB).**

Proven in motorsport: the optionally available Porsche Ceramic Composite Brake (PCCB). With brake disc diameters of 410mm at the front and 390mm at the rear, it offers high braking performance and enables high and constant brake pressure. PCCB enables shorter braking distances in even the toughest road and race conditions. The decisive advantage of the ceramic braking system: the extremely low weight brake discs which are approximately 50% lighter than cast-iron brake discs of a similar design and size. The result: improved driving performance, lower fuel consumption, reduced unsprung masses, better roadholding and increased driving and rolling comfort, especially on uneven roads.

The Clubsport package is the way to go if you want to get 'serious' about driving pleasure. Optionally available at no extra charge, it provides additional protection on the race track and offers the ideal basis for performance at the limits of motorsport. Included: a bolted steel roll cage and preparation for the battery disconnect switch, which can be purchased separately from the Porsche Motorsport department. Also included are a six-point racing harness for the driver's side and a fire extinguisher with bracket.

## CLUBSPORT PACKAGE.





**INDISPENSABLE, ESPECIALLY  
IN TIGHT BENDS: SIMPLICITY.**

INTERIOR AND INFOTAINMENT

# COCKPIT.

The cockpit. For the driver, it must feel like a perfectly fitting glove. This means: total driver orientation, short distances, direct information, high functionality. No embellishments, no frills. Instead: optimal ergonomics and concentration on the essentials.

So it goes without saying that materials and details in the interior of the 718 Cayman GT4 RS are derived from motorsport, such as the door pull loops, the non-slip Race-Tex or the trim strips in a satin carbon-weave finish. In the centre: the GT4 RS-specific sports steering wheel with yellow top centre marking and the black gearshift paddles. Race-Tex provides optimum grip. However, we have allowed ourselves one gimmick: the contrasting colour Arctic Grey.

Even more grip and sporty Race-Tex feel is offered by the interior with extended leather/Race-Tex items in black and contrasting Arctic Grey or the optional Weissach package. Deep Sea Blue is available as an additional contrasting colour for decorative stitching and door pull loops in the interior.

Typical for the 718, the instrument cluster has three round instruments with the analogue rev counter in the middle and 'GT4 RS' logo. The scale goes up to 10,000rpm, the red range only starts at 9,000rpm. A little irrational? But perfect! So the needle of the rev counter might be pushing your heart rate up at the same time.



## SEATS.

Sits. Fits. Everything snug. No more questions. Not even for the next few hours on the race track. Let's go.

The full bucket seats\* made of carbon-fibre reinforced plastic (CFRP) in carbon-weave finish are derived from the 918 Spyder. They offer particularly good lateral support with minimal weight despite integrated thorax airbags and are nevertheless extremely comfortable. The fore/aft adjustment is manual, the height adjustment is electric. The seat is covered in black leather with a seat centre in perforated Race-Tex in a contrasting colour with a black underlay. The 'GT4 RS' logo on the headrests is embroidered in Arctic Grey – or alternatively in Deep Sea Blue.

### **Adaptive Sports seats Plus.**

Optionally available: the adaptive Sports seats Plus with sporty, firm upholstery and raised side bolsters that provide optimum support. Offering 18-way adjustment, 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. The side bolsters are covered in leather, the seat centres in black Race-Tex, the 'GT4 RS' logo is embroidered on the headrests in Arctic Grey – or alternatively in Deep Sea Blue.

\* Child seats are not compatible with full bucket seats.

- 1 Full bucket seat
- 2 Adaptive Sports seat Plus



**Chrono Package.**

In addition to the analogue 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.

**Porsche Track Precision app\*.**

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 analysed 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 visualises 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.

\* 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.



CHRONO PACKAGE.

# PORSCHE CONNECT.

## Porsche Communication Management (PCM).

Porsche Communication Management (PCM) is your central control centre for audio and communication. It has mobile phone preparation, audio interfaces and a high-resolution 7-inch touchscreen display which can be used to control many of the vehicle functions. On the move, you can enjoy your favourite music via the CD/DVD drive, SD cards, internal 10-GB hard drive (jukebox), or the USB connection, for your iPhone®, for example. Or simply listen to the radio. Thanks to Apple CarPlay that comes as standard, you can also safely use your smartphone while driving. Your 718 also enables you to use countless Car Connect Services via smartphone, such as vehicle positioning. And those who would like to be even lighter (and more purist) on the road can do so without the audio and communication system if they wish.



## Porsche Connect.

On the race track or on the road: Porsche Connect expands the existing vehicle functions of the 718 Cayman GT4 RS with intelligent 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.

## 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 communication module with SIM card reader. In some countries, an integrated LTE-compatible SIM card with data allowance is also included, with which you can use Porsche Connect services such as navigation and infotainment services.

Note: Porsche Connect services include a free inclusive period of use, the length of which may vary by service 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. 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 some 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 [www.porsche.com/connect](http://www.porsche.com/connect) or consult your Porsche Centre.



**BACK TO THE RACE TRACK.  
TO WHERE IT ALL BEGAN.**

PORSCHE MOTORSPORT





## PERFECTLY IRRATIONAL.

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 scrutinise 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 trialled under the toughest conditions until they are not only fit for victory, but also fit for the road.

The notion of pure, unadulterated motorsport is embodied in both the 718 Cayman GT4 RS Clubsport and the 718 Cayman GT4 RS. They give their drivers the feeling of sporting freedom – and yet they are addictive in a charming way. After more? More of this driving experience? What both vehicles also have in common: their place of origin, the Porsche Motorsport Centre in Flacht, which is part of the Porsche Development Centre in Weissach. And of course the test track, where every tenth of a second can make all the difference.

So the 718 Cayman GT4 RS Clubsport breathes pure motorsport. And with every single fibre. Its stomping ground? Competing in sprint and endurance races at an international level. An all-rounder with a large capacity 4.0-litre six-cylinder horizontally opposed engine and an output of 368kW (500PS). The race-optimised water cooling ensures the optimum water temperature – for even more efficient engine and transmission performance. The chassis is close to the grid. It is stiffness-optimised and perfectly compensates for unevenness in the tarmac.

The body? Lightweight, what else! But there is something else that sets the 718 Cayman GT4 RS Clubsport apart: the driver and passenger doors are made of natural fibre composites, just like the fixed rear wing with swan-neck connection made of aluminium. Sustainability in motorsport? Sounds crazy. And that's exactly why we did it.

The more you drive it, the less you'll want to stop. The 718 Cayman GT4 RS Clubsport is not just a commitment to the race track. It is also a declaration of dependence on motorsport.





## SUMMARY.

Who would we be if we didn't test the limits every now and then? And see rational sometimes becoming irrational? And good quickly becoming perfect? Not Porsche. Not these somewhat crazy Swabians who build cars that nobody needs but everybody wants.

And no, the 718 Cayman GT4 RS was not born of pure reason. Nor did it originate in the conciliation committee. Or from a good compromise that everyone can live with.

And yes, that is precisely why the 718 Cayman GT4 RS embodies something that is sometimes lost in times of high purpose rationality: the thing itself. The unadulterated emotion. The unfiltered fun. The pure fascination. And the childlike amazement when your jaw just drops open.

**The 718 Cayman GT4 RS.  
Perfectly irrational.**

# THE TRACK TOOL FOR YOUR WRIST.

**The Porsche Design Chronograph 718 Cayman GT4 RS.** The 718 Cayman GT4 RS. Rational? Sometimes. Perfect? Of course. Just like the symbiosis between the track tool on the tarmac and the one on your wrist. The Chronograph 718 Cayman GT4 RS from Porsche Design: up for any challenge, no matter how fast, and exclusively reserved for owners of a 718 Cayman GT4 RS.

The lightweight construction concept with the performance character of the vehicle is also reflected in the chronograph: its case, inside which the COSC-certified WERK 01.200 with flyback function operates, is made of the lightweight, durable high-tech material titanium. The winding rotor is modelled on the wheel design of the sports car and can be selected in various colours in line with the vehicle configuration. It is completed with a striking central locking mechanism that features the 'RS' logo. The optimally readable dial is based on the rev counter of the GT sports car – just like the yellow hands of the chronograph seconds and chronograph counters – and is finished with a colour ring in Arctic Grey. The running seconds disc is embellished with a 'GT4 RS' logo and a chequered flag, making it immediately clear that this chronograph was inspired by the race track.

The strap with 'GT4 RS' logo is based on the interior of the sports car. Genuine Porsche vehicle leather meets sporty Race-TEX and seams made of genuine Porsche vehicle thread in Arctic Grey.

If you opt for the Weissach package for your car, you can also choose this for the matching timepiece. The Chronograph 718 Cayman GT4 RS with Weissach package impresses with its new, sporty dial with carbon-weave finish – a material that is also increasingly used in the 718 Cayman GT4 RS with Weissach package. The coloured ring of this variant is in Arctic grey, the decorative stitching in Deep Sea blue.

In selected markets\*, the Chronograph 718 Cayman GT4 RS, manufactured at the Porsche workshop, can be further customised. For more information on the chronographs, the configurator and the ordering process, please visit [www.porsche-design.com/GT4RS](http://www.porsche-design.com/GT4RS). You can of course also order the chronograph directly from your local Porsche Centre.

\* The configurator is available in Germany, Switzerland, the United Kingdom and the USA.

Chronograph 718 Cayman GT4 RS  
with Weissach package

Chronograph 718 Cayman GT4 RS



# COLOURS.

## Serienfarben Exterieur.



White



Black



Guards Red



Racing Yellow

### PAINT TO SAMPLE

Choose from an extended range of solid and metallic colours with a number of historic Porsche and classic colours.

### PAINT TO SAMPLE PLUS

Highlight the individuality of your Porsche with a colour developed for you, based on your sample.

## Special exterior colours.



Carrara White Metallic



Gentian Blue Metallic



GT Silver Metallic



Arctic Grey



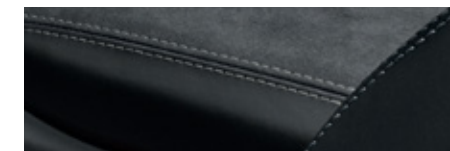
Shark Blue

## Innenausstattung mit Umfängen in Leder/Race-Tex.



Black with decorative stitching in contrasting colour Arctic Grey

## Interior with extended leather/Race-Tex trims.



Black with decorative stitching in contrasting colour Arctic Grey



Black with decorative stitching in contrasting colour Deep Sea Blue

## Interior Weissach package with extended leather/Race-Tex trims.



Black with decorative stitching in contrasting colour Arctic Grey



Black with decorative stitching in contrasting colour Deep Sea Blue



# PORSCHE EXCLUSIVE MANUFAKTUR.



Our wealth of experience goes back a long way. Since the very beginning, we at Porsche have been dedicated to realising customer wishes. Known until 1986 as the Porsche 'Sonderwunschprogramm', then 'Porsche Exclusive' - and today we call it Porsche Exclusive Manufaktur.

We love what we do. We love our work. Every seam, every square inch of leather, and every single other fine detail receives the same devotion. We transfer our experience and passion together with your inspiration to the car - and that's how we bring dreams to life. Directly from the factory.

None of this would be possible without originality, enthusiasm and attention to detail, beginning as early as the consultation stage. That's because we keep in mind one thing above all else: your particular wishes and requirements, turning 'a' Porsche into 'your' Porsche.

And how do we turn your dreams into reality? With composure and meticulous care, by means of precision handcrafting and the use of exquisite materials such as leather and carbon. Added value is achieved through dedication and finesse. Or to put it another way: the intersecting of sporty performance, comfort, design and your personal taste. A Porsche with your signature touch.

We offer a wide range of personalisation options. Visually and technically. For the interior and exterior. From a single alteration to extensive modifications. Your inspiration is our passion.

Be inspired by our examples on the following pages and visit [www.porsche.com/exclusive-manufaktur](http://www.porsche.com/exclusive-manufaktur) to learn everything you need to know about configuring these extraordinary vehicles.



Your inspiration.  
Our passion.



Are you thinking that  
Porsche cannot possibly be improved upon?

The 718 Cayman GT4 RS in Violametallic to sample.

1



2



3



4

## A configuration example from the Porsche Exclusive Manufaktur.

- 1 Accent package logos in Racing Yellow
- 2 20-inch GT4 RS wheels painted in satin black with rim painted in Racing Yellow, Porsche Ceramic Composite Brake (PCCB) with brake calipers painted in black (high-gloss)
- 3 Personalised floor mats with leather edging, door sill guards in carbon, illuminated (yellow)
- 4 3D printed bodyform full bucket seat (medium hardness), interior trim package with decorative stitching and embroidery in contrasting colour (Racing Yellow), dashboard and door panel trim package in leather/Race-Tex, seat belts in Racing Yellow, door pull loops in Racing Yellow, 'PORSCHE' logo on storage compartment lid in Race-Tex, steering column casing in leather with decorative stitching in contrasting colour, rev counter dial and Sport Chrono stopwatch in white, sun visors in Race-Tex

# TECHNICAL DATA.

<b>Engine</b>	PDK
Design	Aluminium naturally aspirated horizontally opposed engine
Number of cylinders	6
Displacement	3,996cm <sup>3</sup>
Max. power (DIN) at rpm	368kW (500PS) 8,400
Max. torque at rpm	450Nm 6,750
Maximum engine speed	9,000rpm
<b>Transmission</b>	
Drive	Rear
Transmission	7-speed Porsche Doppelkupplung (PDK)
<b>Chassis</b>	
Front axle	McPherson front axle with lightweight springs (including helper springs), anti-roll bar, all suspension mountings ball-jointed
Rear axle	McPherson rear axle with lightweight springs (including helper springs), anti-roll bar, all suspension mountings ball-jointed
Steering	Electromechanical power-assisted steering with variable steering ratio and speed-sensitive steering force adjustment
Brakes	Six-piston aluminium monobloc fixed brake calipers at the front and four-piston units at the rear, composite brake discs with brake chambers made of aluminium, discs internally vented and lowered, brake calipers in red
Brake disc diameter	408mm at the front and 380mm at the rear
Wheels	Front: 8.5 J × 20 ET 61 Rear: 11.0 J × 20 ET 50
Tyres (sports tyres)	Front: 245/35 ZR 20 Rear: 295/30 ZR 20

<b>Performance</b>	PDK
Top speed	196mph
Acceleration 0–62mph	3.4secs
Acceleration 0–99mph	7.1secs
Acceleration 0–124mph	10.9secs
Overtaking acceleration (50–75mph)	1.9secs
<b>Unladen weight</b>	
DIN	1,415kg
(EC) <sup>1)</sup>	1,490kg
Permissible total weight	1,771kg
<b>Dimensions/drag coefficient</b>	
Length	4,456mm
Width (including exterior mirrors)	1,822mm (1,994mm)
Height	1,267mm
Wheelbase	2,482mm
Luggage compartment volume front/rear	125 litres/136 litres
Tank capacity (refill volume)	64 litres (optional 90 litres)
Drag coefficient	0.35

<b>Fuel consumption/emissions (WLTP)<sup>2)</sup></b>	PDK
Fuel consumption low, l/100km	22,1
Fuel consumption medium, l/100km	12,3
Fuel consumption high, l/100km	11,2
Fuel consumption extra-high, l/100km	12,1
Fuel consumption combined, l/100km	13,2
CO <sub>2</sub> emissions combined	299 g/km
Particulate filter	Yes
Emissions standard	Euro 6d-FCM-ISC

1) Weight is calculated in accordance with the relevant EC Directives and is valid for vehicles with standard specification only. Optional equipment increases this figure. The figure given includes 75kg for the driver.

2) The stated consumption and emission values were determined according to the legally prescribed measurement procedures. Since 1 September 2018, the Worldwide Harmonised Light Vehicles Test Procedure (WLTP) has replaced the new European Driving Cycle (NEDC). Due to the more realistic test conditions, the values for fuel/electricity consumption and CO<sub>2</sub> emissions determined according to WLTP are in many cases higher than those determined according to NEDC. Currently, the NEDC values must be communicated irrespective of the typing procedure used. If WLTP values are also stated, this is done voluntarily. All new vehicles offered by Porsche are type-approved according to WLTP, which is why the NEDC values stated were derived from the WLTP values. Where the values are given as ranges, they do not relate to a single, individual vehicle and do not form part of the offer. They serve solely for comparison purposes between the different vehicle types. Additional equipment and accessories (add-on parts, tyre format, etc.) can change relevant vehicle parameters such as weight, rolling resistance and aerodynamics and, in addition to weather and traffic conditions as well as individual driving behaviour, influence the fuel/electricity consumption, CO<sub>2</sub> emissions, range and driving performance values of a vehicle. For more information on the differences between WLTP and NEDC, please visit [www.porsche.com/wltp](http://www.porsche.com/wltp). Further information on the official fuel consumption and the official specific CO<sub>2</sub> emissions of new passenger cars can be found in the "Guide on fuel consumption, CO<sub>2</sub> emissions and electricity consumption of new passenger cars", which is available free of charge at all sales outlets and from DAT.  
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