



PORSCHE



718 Spyder

Perfectly irrational




Spyder

European models shown. Some options may not be available in the U.S. Some items of equipment are available as extra-cost options only. The availability of models and options may vary from market to market due to local restrictions and regulations. For information on standard and optional equipment, please consult your authorized Porsche dealer. All information regarding construction, features, design, performance, dimensions, weight, fuel consumption and running costs is correct to the best of our knowledge at the time of going to print (5/19). Porsche reserves the right to alter specifications, equipment and delivery scopes without prior notice. Colors may differ from those illustrated. Errors and omissions excepted. Please visit www.porsche.com/disclaimer

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Finally a sports car with no rational arguments.

718 Spyder concept.

A firebrand. A go-getter. Aiming for the skies. The new 718 Spyder is an exclamation mark in a world full of 'what ifs'. And it is a promise – to every road and to every driver. Here is a roadster with no two quite the same. No compromises. No regrets. No rational arguments.

How about instead, unrestrained emotion and a good headwind? With a high-agility, mid-engined concept that will bring tears of joy to the eyes of all sports car fans. With a lightweight roof you'll probably never put up. With sport suspension, manual transmission, door pull straps – essentially everything your everyday life doesn't need, but your heart yearns for.

With all this, the new 718 Spyder only has one target: to rob you of your sleep – and your common sense. To unleash your wild side. To awaken your primal instincts. Take you as close to the moon as possible. And even closer to the road.

**The new 718 Spyder.
Perfectly irrational.**





Lightweight roof

Rear diffuser

Mid-engined concept
4.0-liter six-cylinder horizontally opposed
and naturally aspirated engine

GT brakes

Active
GT sport suspension

6-speed manual transmission

414 hp

20-inch wheels
with UHP tires



**Design and
aerodynamics**



Design and aerodynamics.

Serpentines. Hairpin bends. Gradients. Mountain races have always been a special challenge. At the start of the 1960s, by creating the 718 RS 60 Spyder, Porsche continued to expand the successful concept of the legendary 550 Spyder and its successor models – lightweight, lower center of gravity, mid-mounted engine, great maneuverability – and sparked waves of excitement in countless mountain and long-distance races.

The design language of the 718 RS 60 Spyder was influenced by its function. Be fast, be agile, win races. And exactly this design language can be seen now in the new 718 Spyder. Its unmistakable silhouette with the flyline typical of a mid-mounted engine, for example. Or the front spoiler: elegantly rounded, flattened, closer to the road. The front fascia is reduced to the basics. Its clearly defined shape with the typical Porsche sweep tells the headwind what it has to do: create optimum tire contact pressure. Especially in the corners.

The highly distinctive front spoiler lip with an additional spoiler in front of the wheel arches reduces the aerodynamic lift on the front axle. The central air intake in the front fascia also optimizes the aerodynamics and channels the air stream up through the air outlet in front of the front lid.

Even the underside of the front spoiler lip has been aerodynamically optimized. Here, the special profiling – similar to a golf ball surface – ensures drag is as low as possible. Air curtains in the front fascia minimize the air turbulence created on the wheels and therefore minimize drag by releasing the inflowing air precisely in front of the wheels from the wheel arches.

The large air intakes with air intake grilles ensure a high cooling capacity. Thanks to the new honeycomb structure of the grilles, these are even more aerodynamically efficient than in previous models.

The design is additionally rounded off by the 20-inch alloys set deeply in the wheel housing that give the performance of the new 718 Spyder a greater contact area with the road, thanks to the ultra-high performance (UHP) summer tires. The typical 718 lines on the doors direct air to the side air intakes. These supply the mid-mounted engine with fresh air, ensuring that it is efficiently ventilated – if it gets hot.

The rear end of the new 718 shows how perfect irrationality can be. The rear is influenced by the characteristic streamliners that visually carry forward the shape of the black supplemental safety bars. They lend the new 718 Spyder its unmistakable look and, at the same time, are reminiscent of the silhouette of one or other of its predecessors.

The distinctive rear spoiler between the tinted taillights emphasizes the performance-oriented design. At speeds in excess of 75 mph it automatically extends – and reduces lift for more driving stability.

The dynamic slope of the rear end is made up of the diffuser and the new, concise sport exhaust system. Its two black sport tailpipes are separated further and create the unfiltered sound that, every now and then, silences reason. The new rear diffuser creates a very fast flow on the rear underbody and has a decisive impact on reducing overall lift by 50%. Super sports car technology that makes itself felt every second – in a good way of course.





An aerial photograph of a winding asphalt road that curves through a dark, rugged landscape. The terrain is covered in rocks and patches of snow, with some areas appearing to be covered in moss or lichen. The road is a single lane, and a small white car is visible in the distance, traveling along the curve. The lighting is dramatic, with strong highlights and deep shadows, emphasizing the textures of the rocks and the smooth surface of the road.

Irrational.

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

Blaise Pascal

Perfect.

Open to everything. Except half measures.

Roof.

Let's face it, you'll barely ever want to close it: the partially electric and high-speed compatible, lightweight hood of the new 718 Spyder. It can be opened and closed with ease and enhances the presence of the new 718 Spyder even when closed.

The side profile of the roof is flat and shaped to pass harmoniously into the streamliners over the rear lid. At the rear, the roof tapers into two taut, streamlined fins.

It releases electrically. In a few simple steps, the hood can then be stored under the rear lid – without reducing the luggage compartment volume of course. The roof is also available in two-tone red and black in conjunction with the Spyder Classic package. The roll-over bars can also optionally be painted in the exterior color.





A high-angle, close-up photograph of the interior of a Porsche 718 Spyder. The view is from the driver's perspective, looking towards the dashboard and center console. The steering wheel is black with silver accents and the Porsche crest in the center. The dashboard features round air vents and a digital display. The center console has a gear shifter and handbrake. The seats are black with white stitching. The car is parked on a gravel surface, and the background shows a grassy hillside under a clear sky.

**Freedom doesn't need much.
Only the readiness to let go.**

Interior.

A perfect work enthrals with its simplicity. What applies to art and literature can also be used for sports cars. Therefore, our engineers have concentrated on what's most important for the interior of the new 718 Spyder: the driver – and their unbridled driving pleasure.

This means: sports car ergonomics. Elevated center console, GT sport steering wheel and shortened gear lever. The Sport Seats Plus with raised side bolsters offer secure hold, even during dynamic cornering maneuvers. A small exception to the prevailing purism: the headrests are embroidered with the 'Spyder' logo. The seat centers in Alcantara® evoke motorsport emotions every time you take your seat.

Alcantara® is also used on the door handles, armrests, steering wheel and gear lever. It offers optimal grip and enhances the sporty appeal of the 718 Spyder. The puristic door pull straps also enhance the impression.

The predominant color: black. The only exceptions: the needles on the round instruments are white, the decorative trims on the dashboard and center console have a paint finish in the exterior color.

In summary: puristic design – with no additions to distract from dynamic driving.



Spyder Classic interior package.

Even in the 1950s our engineers were a little irrational – in a good way. In 1957, for example, they sent the, then recently tested, 718 RSK Spyder to what is probably the toughest long-distance race in the world; the 24h of Le Mans. One year later it took third and fourth place. Victories in the European Hill-Climb Championship and the Targa Florio followed in 1959. Its direct successor was the 718 RS 60 Spyder. Together they dominated the Hill-Climb Championships for years.

With the optional Spyder Classic interior package, this legend lives on in the new 718 Spyder. Starting with the specific two-tone look in Bordeaux Red and black – on request, also available on the roof of the new 718 Spyder. In contrast: extended items in black Alcantara® as in motorsport. The trim strips painted in GT Silver Metallic contour the expressive color combination with simple elegance, and are reminiscent of the style of historical race cars.



A silver sports car, possibly a Lotus Evija, is shown from a side-front perspective, driving on a paved road. The car is white with black accents and has a sleek, aerodynamic design. It is moving quickly, as indicated by the motion blur in the background and the blurred wheels. The driver is a woman with long dark hair, wearing a black jacket and a black beanie. The road is bordered by a blue and white striped guardrail. To the right of the road is a calm body of water, and in the background are rugged, rocky mountains under a clear sky. The overall scene conveys a sense of speed and performance in a scenic, natural environment.

Performance

An open 718 with 4.0-Liter naturally aspirated engine: sounds crazy. And insanely sporty.

Engine.

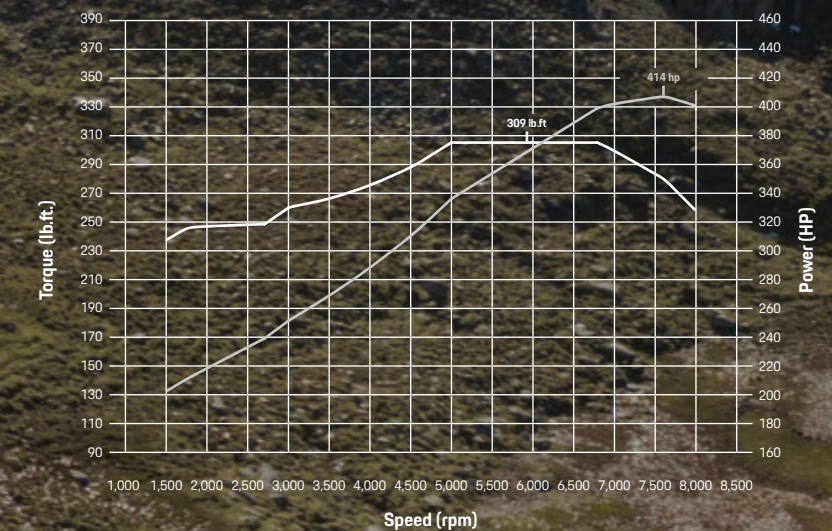
A 718 Boxster with six-cylinder horizontally opposed and naturally aspirated engine. Obviously. But with 4.0-liter displacement? The question has to be asked: "Does it go?" It goes.

Perfect. Or in other words: the horizontally opposed engine, completely redesigned. Six-cylinder, 4.0-liter displacement, naturally aspirated engine, excellent torque. Clear announcements presented by our broadly grinning engineers.

With its 414 hp, the engine delivers 39 hp more than its predecessors. A variable intake manifold with switchable resonance valves ensures optimal ventilation. As well as direct fuel injection (DFI), integrated dry-sump lubrication and adaptive cylinder control.

The maximum engine speed? 8,000 rpm. The maximum torque of 309 lb.ft. is from 5,000 to 6,800 rpm. Enough thrust to accelerate the new 718 Spyder to 60 mph in 4.2 seconds.

An acoustic exclamation mark: the sound of the new 718 Spyder. Thanks to the precise sport exhaust system with its two clearly separated black tailpipes, to the left and right of the rear diffuser. For an even more powerful sports car sound at the press of a button.



718 Spyder: 414 hp at 7,400 1/min, 309 lb.ft. between 5,000 and 6,800 rpm

A lot of handwork awaits you.
And we don't mean making doilies.

Transmission.

1st gear: start. 2nd gear: acceleration. 3rd gear: raise eyebrows. 4th gear: smile. 5th gear: cheer at the top of your voice. 6th gear: sigh contentedly. And then repeat as often as you like.

The torque transmission in the new 718 Spyder is achieved by the precise 6-speed manual transmission with dual-mass flywheel, optimally designed for power. The driving experience is especially active, intense and pure. The dynamic throttle-blip function plays its part in keeping you, and your endorphin levels, busy.

Porsche Torque Vectoring (PTV) including rear differential lock.

In short: PTV improves the dynamic performance. In detail: the integrated rear differential lock enables higher traction and significantly increased lateral dynamics and vehicle stability during load changes in corners and when changing lanes. In addition, when the car is driven assertively into a corner, brake pressure is applied to the inside rear wheel. Consequently, a greater amount of drive torque is distributed to the outside rear wheel, almost pulling the car into the corner. Steering response is improved, agility is increased.





PORSCHE

718 Spyder

S-PY 718

Life can sometimes be tough. Aren't you glad?



Chassis.

A leather armchair on four wheels. To be frank: the new 718 Spyder is nothing like that.

The active GT sport suspension of the new 718 Spyder is designed so that you experience every inch of road as directly as possible. And master every corner. Thanks to the aggressive toe angle, the precise tuning of the shock absorbers and the lowered body, every journey is a wild ride.

The lightweight spring-strut axle at the front is designed in typical GT style, the lightweight spring-strut axle at the rear is adjusted to the high performance of the new 718 Spyder with additional reinforcements and springs as well as specific wheel mounts. Ball joints on both axles also connect the chassis to the body in a particularly precise way, enabling an even more precise wheel control. Height, camber, toe angle and the anti-roll bars of the chassis can be adjusted individually. The new 718 Spyder doesn't just remain true to the track. It also remains true to your adrenaline levels – at the next mountain race for example.

Dynamic transmission mounts.

The electrically regulated system minimizes perceptible oscillations and the vibration of the entire drivetrain, in particular the engine. It also adjusts the damping force and stiffness to the driving style and road surface conditions, so that the benefits of a hard and a soft engine mounting arrangement can be used. The handling is noticeably more stable and precise during load changes and in fast corners. At the same time, the vertical oscillations of the engine are reduced during acceleration under full load. The results are greater and more uniform drive force at the rear axle, increased traction and faster acceleration. Whenever a less assertive driving style is adopted, the dynamic transmission mounts soften to provide a heightened level of comfort.

Porsche Active Suspension Management (PASM).

This variable damping system offers continuous adjustment of the damping force on each wheel based on the current driving situation and your driving style. At the push of a button, you can choose between two sporty programs: Normal mode for sporty driving on public roads and Sport mode for maximum lateral acceleration and the best possible traction on the racetrack. The body is also lowered by 30 mm (1.2 in) for a low vehicle center of gravity. As a result, the pitch and roll are reduced for increased dynamic performance and extraordinary longitudinal and lateral acceleration. The crazy thing: long-distance comfort isn't ignored either.

Porsche Stability Management (PSM).

PSM is an automatic control system for helping to maintain stability at the limits of dynamic driving performance. In addition to the anti-lock braking system (ABS), it includes Electronic Stability Control (ESC) and Traction Control (TC). Sensors continuously monitor the direction, speed, yaw velocity and lateral acceleration of the car. Using this information, PSM is able to calculate the actual direction of travel and initiate strategic braking of individual wheels to stop you from deviating from your intended line. What's special about the new 718 Spyder? The sporty tuning with finely tuned and accurate system interventions. And systems that can be switched off completely in two stages – a feature previously reserved for the GT models.





1

2

3

Wheels and tires.

The 20-inch alloy wheels of the new 718 Spyder are painted in silver color. Upon request, the wheels can also be painted in satin platinum or satin black. The dimensions of the road-legal ultra-high performance (UHP) summer tires are performance orientated. Specifically, 245/35 ZR 20 on 8.5 J × 20 front and 295/30 ZR 20 on 11 J × 20 rear. Multiple contact surfaces and the reduced tread depth increases, however, the risk of hydroplaning on wet surfaces.

1 20-inch 718 Spyder wheel painted in satin black

Porsche Exclusive Manufaktur

2 20-inch 718 Spyder wheel painted in satin platinum

Porsche Exclusive Manufaktur

3 20-inch 718 Spyder wheel painted in silver color



Joking aside.

Balance.

In the midst of irrationality – we can also be extremely sensible. Not just for quality and sustainability but also when it comes to the most important thing: your safe arrival.

Brakes.

The brakes of the new 718 Spyder, derived directly from the 911 GT3, come into play. Specifically, front six-piston, rear four-piston aluminum monobloc fixed brake calipers with red finish. For greater inherent stability and faster response when applying and releasing the brake, even under extreme loads. The composite brake rotors supplemental safety, adapted to the high power output, have a 380 mm diameter at the front and rear. They are internally vented and cross-drilled for high thermal load and good responsiveness – even in the wet.

Porsche Ceramic Composite Brakes (PCCB).

Motorsport tested: the optionally available Porsche Ceramic Composite Brakes (PCCB). With their particularly large brake disc diameters, 410 mm at the front and 390 mm at the

rear, they offer even greater braking performance. The use of six-piston aluminum monobloc fixed brake calipers on the front axle and four-piston aluminum monobloc fixed brake calipers at the rear all with yellow finish, ensures extremely high, and above all constant, braking pressure. PCCB enables shorter braking distances in even the toughest road and race conditions. The main benefit of the ceramic braking system is its extremely low weight. The brake discs are approximately 50% lighter than cast-iron discs of a similar design and size.

As well as enhancing driving performance and fuel economy, this reduces unsprung and rotating masses. Which results in better roadholding and increased comfort, particularly on uneven roads.

Passive safety.

The safety concept consists of a stiffness optimization of the body construction, two-piece supplemental safety protection and two full-size airbags that go off in two stages

depending on the type and severity of the accident. Porsche Side Impact Protection (POSIP), comprising side impact protection elements in the doors, thorax airbag integrated into the side bolster of each seat and head airbag for driver and passengers in each door panel ensures additional protection. In short: greater safety – even with an open roof.

Light systems.

The new 718 Spyder is fitted with Bi-Xenon™ headlights with integrated LED daytime running lights as standard. Bi-Xenon™ headlights in black with Porsche Dynamic Light System (PDLS) and LED headlights with Porsche Dynamic Light System Plus (PDLS Plus) are optionally available.



A detailed view of the interior of a Porsche sports car, likely a Carrera GT. The image shows the driver's side with a black leather steering wheel featuring the Porsche crest and 'AIRBAG' text. The dashboard is black with silver accents and circular air vents. The center console has a gear shifter and handbrake. The passenger side shows a door panel with a silver handle and a side mirror. The background shows a mountainous landscape through the windshield.

Interior and infotainment



Interior.

We would love to say, “please step in!” but that wouldn’t do justice to your first contact with the new 718 Spyder. You slip into it, like a hand into a perfectly fitting glove. Everything fits. Everything is tailored to the driver. Mostly due to the sports car ergonomics, perfected over decades. The elevated center console ensures a short path from the motorsport-typical small GT sport steering wheel to the shortened gear lever and back. Door pull loops emphasize the puristic sporty interior.

The instrument cluster with the three round instruments (typical of the 718) and central tachometer provide the driver with all the information they need fast. The dial faces are black, the needles and increment markings are white, as are the analog and digital stopwatch of the Chrono Package on the dashboard. The center of the tachometer features the ‘Spyder’ logo.

The dashboard trim strips and the center console are painted in the exterior color. A leather interior with extensive leather, stitching and Alcantara® items is optionally available. Visual highlight: the dashboard trim strips painted in the exterior color continue on the doors. An interior package with elements made of brushed aluminum in black is also available.

In conjunction with the leather interior, packages with deviated stitching can create contrast in the interior, upon request. They are available in silver color, red or yellow and also include the ‘Spyder’ logo on the headrests as well as the door pull loops. The seat belts can also be in matching colors if desired.

Nostalgia for the history of the 718 Spyder: the optional Spyder Classic interior package in Bordeaux Red and black. The colors can also be reflected in the roof if desired, and are complemented with extended items in black Alcantara® and GT Silver Metallic painted trim strips.

It fits. Perfectly.



The seats of the new 718 Spyder also reflect its sporty appeal. The cover, in all seat variants, is in black leather, the seat centers in Alcantara®. The headrests are embroidered with the 'Spyder' logo in different stitching colors according to equipment variant.

Sport Seats Plus.

The Sport Seats Plus, with their sporty padding and raised side bolsters, provide optimal support. The backrest can be adjusted electrically and the seat height and fore/aft position can be adjusted mechanically.

Adaptive Sport Seats Plus.

The adaptive Sport Seats Plus go a step further. They complement the Sport Seats Plus with an electric 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. The side bolsters on the seat surface and backrest can also be individually adjusted for precise lateral support on curves and added comfort on long journeys.


Full bucket seats.¹⁾

The full bucket seats are made of carbon-fibre reinforced plastic (CFRP) with carbon-weave finish. This provides especially good lateral support at minimal weight. The fore/aft adjustment is manual, the height adjustment is electric.

¹⁾ Child seats are not compatible with the full bucket seats.

²⁾ Each shown in conjunction with decorative stitching in contrasting silver color..

³⁾ Full bucket seat²⁾



Closely connected to the driver.
And everything else too.

Navigation and infotainment.

Porsche Connect.

On the racetrack or on the road: Porsche Connect expands the existing vehicle functions of the 718 Spyder with smart services and apps. All designed to make the connection between driver and car even closer. To improve Porsche fascination. And to overcome the challenges of everyday life, fast and simply.

Porsche Communication Management (PCM).

Porsche Communication Management (PCM) is your central control center for audio and communication. The latest generation features a high-resolution 7" touchscreen display which can be used to control many of the vehicle functions. On the move, you can enjoy your favorite music via the

CD/DVD drive, SD cards, internal 10GB hard drive (jukebox), the AUX input or the USB connection, for your iPhone®, for example. Or you can simply listen to the radio. Your 718 also enables you to use countless Car Connect Services via smartphone, such as vehicle positioning. The optional smartphone compartment in the center console transfers your mobile phone signal to the external aerial of the car – conserving phone charge and providing optimum reception.

Navigation including Porsche Connect.

Thanks to Real-time Traffic Information, the optional navigation module including Porsche Connect gets you to your destination quicker, and offers you numerous Porsche Connect services. You can use all the online functions with

the help of the integrated LTE-compatible SIM card, with which you can use Porsche Connect services such as navigation and infotainment services.¹⁾

1) Porsche Connect services include a free inclusive period of use, the length of which may vary by services package and country but shall not be less than three months. The full range of Porsche Connect services or individual services thereof may not be available in some countries. The breakdown and emergency call services included in certain models are available in selected countries for 10 years after the production date. Availability also depends on the country-specific variants of the vehicle. In addition, an integrated SIM card with data allowance for use of selected Porsche Connect services will be included in the price in some countries. For use of the WiFi hotspot and the other non-included Porsche Connect services, e.g. music streaming, via integrated SIM card, in these countries a chargeable data package is also available from the Porsche Connect Store. Alternatively, you can establish a data connection using a SIM card of your own. For further information on free subscription periods, follow-on costs and availability of individual services in your country, please visit the 'Availability' area in the Porsche Connect Store at www.porsche.de/connect-store or consult your authorized Porsche dealer.



Smartphone apps.

In addition to its range of smart services, Porsche Connect also offers three smartphone apps. The Porsche Connect app allows you to send destinations to your Porsche before you start your journey. As soon as your smartphone has connected to PCM, you will be able to display these in the vehicle and start route guidance directly. Even your smartphone calendar can be viewed directly on PCM and stored addresses used for navigation. What's more, the Porsche Connect app gives you access to millions of music tracks thanks to its built-in music streaming function.

The Porsche Car Connect app lets you use your smartphone or Apple Watch® to retrieve vehicle data and remotely control selected vehicle functions.

The new Porsche Track Precision app¹⁾ with a fully optimized interface that is even easier and more intuitive to use enables your detailed driving stats to be displayed, logged

and analyzed on your smartphone. On the racetrack, the app visualizes dynamic performance and, in addition to sector and lap times, also shows how the current lap compares with a defined reference lap. Recorded stats, circuit and driver profiles can be managed and shared directly from your smartphone.

Visit www.porscheusa.com/connect to discover more about the available apps and services. The range of Porsche Connect services is regularly expanded.

Apple CarPlay®.

The optionally available Apple CarPlay® function enables you to connect your iPhone® to your Porsche and have certain apps shown directly on the central display screen of Porsche Communication Management (PCM). With the Siri® voice recognition interface, you can conveniently use your apps on the move while keeping your full concentration on the road.




My Porsche.

Every Porsche can be configured to your preferences. Porsche Connect is the same. Using My Porsche, you can retrieve relevant vehicle data and personalize your Porsche Connect services to suit your interests. By adding new destinations for your navigation system, for instance, or selecting your favorite sources for the news articles that you want to have read aloud in the car. My Porsche also lets you create additional users – such as family members or friends.

Porsche Connect Store.

Would you like to extend your initial free subscription period? Or purchase additional Porsche Connect services? Visit the Porsche Connect Store at www.porsche.com/connect-store and discover more about what Porsche Connect has to offer.

1) App usage permitted on private land only. Operation of this product (including the video recording feature in particular) could be prohibited by laws or regulations in specific markets or events. Before any use of this product, please check that this is permitted under local laws and regulations.

A close-up, high-contrast photograph of a car's interior speaker. The speaker is a triangular shape with a silver-colored frame and a black mesh grille. The word "Burmester" is elegantly scripted in silver on the upper part of the frame. The surrounding car interior is dark and textured, possibly leather or a similar material.

Sound Package Plus.

The Sound Package Plus ensures an excellent sound. The acoustic pattern in the vehicle interior is perfectly adapted to the driver and passengers by the amplifiers integrated into PCM.

BOSE® Surround Sound System.

The optional BOSE® Surround Sound system has been specially developed for the 718 models and is optimally tuned to the specific interior acoustics of these particular vehicles. The audio system features 10 loudspeakers and amplifier channels including a patented, 100-watt active subwoofer integral to the vehicle bodyshell. This fully active system set-up enables each individual loudspeaker to be optimally adapted to the vehicle interior. The total output: 505 watts. Should you ever want to drown out the resonant sound of the engine. For whatever reason.

Burmester® High-End Surround Sound System.

For even greater listening pleasure: the optional Burmester® High-End Surround Sound System. With a total output of 821 watts and 12 individually controlled loudspeakers, including a 300-watt active subwoofer with class D digital amplifier integrated into the body, it provides a unique sound experience – even with an open hood. Sophisticated high-end audio components, e.g. special ribbon tweeters (air motion transformers, AMT), and a total diaphragm surface area of more than 1,340cm² enable precision playback even at very high sound levels. A wide selection of preset equalisers ensures a first-class audio experience, while a sound conditioner based on microphone technology adapts the sound sensitively and in real time to the driving situation.

Perfectly irrational. Absolutely.



You turn on the engine – and it won't let you rest again. It takes you out to the mountain pass roads and brings tears to your eyes. It won't let you sleep, makes you get up at 6 a.m. on a Sunday morning, and doesn't let you go. It makes no sense. And perhaps that's why it's so much fun.

The new 718 Spyder is a pure driving machine. Is it even possible to improve? Probably not. But it can be reinterpreted. And brought even closer to motorsport. The new 718 Cayman GT4 brings to the racetrack what the 718 Spyder brings to the road: a sense of irrationality that promises unending driving pleasure.

The new 718 Cayman GT4 and the new 718 Spyder.



A silver Porsche Carrera GT convertible is parked on a stone-paved road. The car has a red interior and is shown from a side-rear perspective. The background features a steep, rocky mountain with a waterfall and some dry grass in the foreground.

Personalization

**Your inspiration.
Our passion.**

Porsche Exclusive Manufaktur.

Our wealth of experience goes back a long way. Since the very beginning, Porsche has been dedicated to realising customers' wishes. Known until 1986 as the 'Sonderwunschprogramm', then Porsche Exclusive – and now Porsche Exclusive Manufaktur.

We love what we do. We love our work. Every seam, every square inch of leather and every other fine detail receives the same devotion. We transfer our experience and passion to the vehicle, together with your inspiration – thereby bringing dreams to life. Directly on the shop floor.

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

How do we fulfil these requirements? With composure and care – by means of precision craftsmanship and the use of exquisite materials such as leather, carbon or Alcantara®. The result: a product born of dedication and craftsmanship. In other words, a blend of sportiness, comfort and design that reflects your own personal taste. A Porsche bearing your signature touch.

We offer a wide range of refinement options. Both visual and technical. For the interior and exterior. From a single alteration to extensive modifications. Because your inspiration is our passion.

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





A configuration example from the Porsche Exclusive Manufaktur.

- 1 Interior Trim in Brushed Aluminum
- 2 20-inch 718 Spyder wheels painted in Satin Black, Brake Calipers Painted in High Gloss Black, Bi-Xenon™ Headlights in Black including Porsche Dynamic Light System (PDLS), Headlight Cleaning System covers Painted in High Gloss Black
- 3 Interior trim package with deviated stitching and embroidery in Chalk, Seat Belts in Chalk
- 4 Vehicle Key Painted with Key Pouch in Leather¹⁾, Storage Compartment Lid in Alcantara® with 'PORSCHE' Logo¹⁾
- 5 Model Designation Painted, Door Handles in High Gloss Black



Open air. Open end.

The new 718 Spyder in Gentican Blue Metallic.

¹⁾ with deviated stitching in contrasting color Chalk

Exterior colors.

Solid exterior colors.



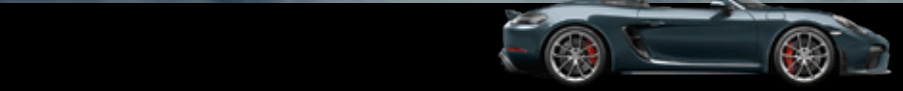
White



Racing Yellow



Guards Red

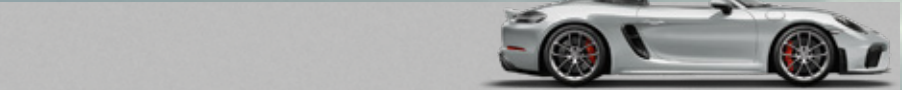


Black

Metallic exterior colors.



Carrara White Metallic



GT Silver Metallic

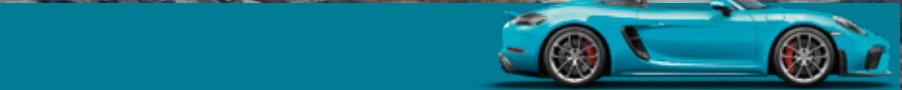


Gentian Blue Metallic

Special exterior colors.



Chalk



Miami Blue



Roof in black



Two-tone roof in red and black

Interior colors.

Standard interior and leather interior.



Black

Leather interior.



Black with deviated stitching in contrasting color: silver color

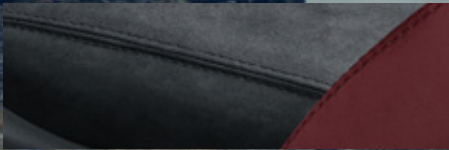


Black with deviated stitching in contrasting color: yellow



Black with deviated stitching in contrasting color: red

Leather interior
Spyder Classic interior package.



Two-tone Bordeaux Red and black



Standard interior in black including selected items in Alcantara®



Leather interior in black including extensive Alcantara® items, deviated stitching in contrasting silver color



Leather interior in black including extensive Alcantara® items, decorative stitching in contrasting red color



Spyder Classic interior package

Technical data.

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

Performance	
Top track speed	187 mph
0–60 mph	4.2 s
Curb weight	
Curb weight	3,206 lbs
Maximum load	585 lbs
Gross Vehicle Weight Rating (GVWR)	3,791 lbs
Dimensions/aerodynamics	
Length	174.5 in
Width (including exterior mirrors)	71 in (78.6 in)
Height	49.6 in
Wheelbase	97.8 in
Luggage compartment volume, front/rear	5.2 ft³/4.2 ft³
Fuel tank capacity	16.9 gal.
Drag coefficient	0.34
Fuel consumption ¹⁾	
City	TBD
Highway	TBD
Combined	TBD

Important Limitations of Assistance Systems.

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

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

LANE KEEP ASSIST WITH TRAFFIC SIGN RECOGNITION

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

WARN AND BRAKE ASSIST

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

NIGHT VISION ASSIST

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

PORSCHE INNODRIVE WITH ADAPTIVE CRUISE CONTROL

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

ACTIVE LANE KEEP

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

INTERSECTION ASSIST

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

AUTO EMERGENCY STOP

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

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

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





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

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