

2016 Porsche Cayman GT4 Clubsport (Type 981)

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Porsche Cayman GT4 Clubsport

The power of the Cayman GT4 Clubsport is powered by a 3.8-litre mid-mounted flat engine developing 385 hp (283 kW) with a maximum torque of 420 Nm giving a top speed of 295 km/h. This model cannot be registered for road use, and as a result it has been adapted to the demands of the track. All sound insulation has been removed. The Cayman GT4 features a Porsche Doppelkupplung (PDK) transmission and above all. The brakes consist of 6-piston monobloc fixed callipers in the front and 4-piston monobloc fixed callipers in the rear.

The front axle comes from the 911 GT3 Cup, featuring a lightweight spring strut front axle with wishbone and tie rod. The rear axle consists of a reinforced spring strut axle from the Cayman GT4 with a modified wishbone from the 911 GT3 Cup. From the welded roll cage and the fittings for a fire extinguisher, to the racing bucket seats and 6-point harness, the Cayman GT4 Clubsport implements all respective FIA standards.

Advertisements



The advertisement features a dark blue background. On the left is a book cover for 'PORSCHE 911 THE BOOK' showing a white 911 and two men. In the center is a red hexagonal 'BUY NOW' button. To the right is a snippet of a magazine article with a photo of a silver Cayman GT4. Further right is the slogan 'Everybody wants it!' above a photo of a white Cayman GT4 Clubsport with blue and red racing stripes.

VEHICLE

Vehicle type	Single-seater racing car, based on series production Cayman GT4
Engine	6-cylinder 3800cc mid-mounted Boxer engine
Bore x stroke	102.7mm x 76.4mm
Max. output	385bhp @ 7400rpm
Max. torque	420Nm @ 4750-6000rpm
Compression ratio	12.5:1
Valves	4-valves/cylinder, adjustable camshaft phasing and VarioCam Plus

VEHICLE

Fuel injection	Sequential multi-point fuel injection
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Lubrication	Dry-sump lubrication
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Engine management	Continental SDI 9
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DRIVE/POWER TRANSMISSION

Transmission	Rigidly mounted six-speed PDK-gearbox (DCT, dual clutch transmission)
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Differential	Racing-specific, mechanical rear differential lock optimized for racing
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Flywheel	Dual mass flywheel
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Drive	Rear wheel drive
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SUSPENSION/STEERING/BRAKES

Control systems	Slick tyre-compatible electronic stability program, Bosch ABS with 12 adjustment levels, traction control
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Front axle	Lightweight spring strut axle with wishbone and tie rod from the 911 GT3 Cup
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Rear axle	Lightweight spring strut axle from the Cayman GT4 with modified wishbone from the 911 GT3 Cup
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Steering	Electromechanical power steering
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VEHICLE

Brakes front Racing-specific hydraulic 2-circuit brake system, internally vented 380mm steel brake discs, one-piece 6-piston monobloc fixed callipers

Brakes rear Racing-specific hydraulic 2-circuit brake system, internally vented 380mm steel brake discs, one-piece 4-piston monobloc fixed callipers

BODY

Body Weight-optimised lightweight body in intelligent aluminium-steel hybrid construction based on the Cayman GT4

Seating OMP race bucket seat with longitudinal adjustment (fittings for installation of a 2nd seat in place)

WHEELS/TYRES

Wheels 5-hole forged wheels

Front wheels One piece forged alloy rims, 9J x 18, offset 28mm

Rear wheels One piece forged alloy rims, 10.5J x 18, offset 53mm

Rain tyres Michelin (front) 24/64-18, (rear) 27/68-18

Slick tyres Michelin (front) 25/64-18, (rear) 27/68-18

DIMENSIONS/WEIGHT



VEHICLE

Length	4438mm
Width	(front) 1978mm/(rear) 2002mm
Height	1266mm
Wheelbase	2484mm
Tank	90-litre series tank (70/100-litre FT3 safety tank optional)
Minimum weight	1300kg
Drag coefficient	$c_w = 0.32$

Source: Porsche

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