
Facelift for Porsche Cayenne

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Porsche's best-selling model, the Cayenne, is being treated to a facelift. Four years after the model's launch, the highly successful 4x4 SUV is due to receive a cosmetic update and more powerful engines. The new Cayenne, Cayenne S and Cayenne Turbo models will be fitted with Direct Fuel Injection (DFI) engines, not only increasing power but also lowering fuel consumption by more than 8%. "In real driving conditions," claims Porsche, "savings of up to 15% are possible."

The entry-level Cayenne gains 40bhp, with its new 290bhp six-cylinder engine growing from 3.2 to 3.6 litres. Torque has climbed from 310 to 385Nm, and 0-100 km/h is now achievable in 8.1 seconds (a significant improvement on the outgoing model's 9.1 seconds). Top speed is 227km/h (up from 214km/h).

Thanks to new direct petrol injection and the introduction of VarioCam Plus valve control, the

Cayenne S, now with a 4.8-litre, naturally-aspirated V8 engine, produces 500Nm of torque (previously 420Nm) and an output of 385bhp – 45bhp more than its predecessor. These higher figures translate into a 0-100km/h time of 6.6 seconds and a top speed of 252km/h. (Previous model: 6.8 seconds and 242km/h.) The performance figures for the new Cayenne Turbo are also impressive with an engine output some 50bhp higher: the new eight-cylinder unit is driven by a twin exhaust-gas turbocharger and produces 500bhp, with a healthy 700Nm of torque (previously 620 Nm). This Turbo can accelerate from 0-100km/h in just 5.1 seconds, and reach a maximum speed of 275km/h. (Previous model: 5.6 seconds and 266km/h.)

As before, optimum power transmission is ensured by Porsche Traction Management (PTM) which, in standard operating mode, distributes engine power between the rear and front wheels in a ratio of 62:38. The multi-disk clutch can direct up to 100% of drive traction to the front or rear as required.



The Cayenne Turbo is fitted with Porsche Active Suspension Management (PASM), with air suspension as standard. This variant can now be augmented with the new Porsche Dynamic Chassis Control (PDCC) roll stabilizer system. This constant roll control, also available for the Cayenne and Cayenne S, limits vehicle roll in corners and counterbalances it completely in most driving situations.

Meanwhile, Porsche Stability Management (PSM), with its brake assist function, advanced trailer stabilization system and off-road ABS, comes as standard on all Cayenne models. These functions improve the brakes' reaction speed, markedly reduce the yawing which can affect vehicles when towing, and optimise braking performance on loose ground. What's more, with static and – for the first time – dynamic bend lighting, the bi-xenon headlamps fitted as standard to the Cayenne Turbo increase active safety. The system, which can also be ordered for the Cayenne and Cayenne S, is activated as soon as the vehicle reaches a speed of 3km/h.

The price of all three variants will increase with the introduction of the facelifted models. The base price for the new Cayenne is 43,300 Euros, for the Cayenne S it's 55,800 Euros, and for the Cayenne Turbo 91,100 Euros. The new models will be in Porsche showrooms from February 24, 2007.

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