



PORSCHE



The Boxster



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The Boxster concept

To evolve without losing your individuality. Push the boundaries without breaking with tradition. Remain true to yourself while exceeding expectations. How can you do that?

By rekindling a source of infinite potential: inner fire.

With the Boxster models, this power is demonstrated in many ways. By the powerful engines, for example. The optional Porsche Doppelkupplung.

The Porsche Stability Management. Or the purposeful design.

In other words, refined technology which sets out clear rules. Not only in the roadster segment, but also for the driver. We call it Porsche Intelligent Performance.

**The pleasure of a roadster.
The excitement of a Porsche.**

The Boxster models.

An extraordinarily powerful mid-mounted engine. An extremely low centre of gravity. Very high agility and dynamic handling. The driving experience offered by a Boxster goes far beyond superficial driving pleasure. That's because it's based on a concept which made the 550 Spyder one of the most successful racing cars of its time. We see it as the very embodiment of Porsche Intelligent Performance.

Both models are powered by sophisticated engines. The Boxster's six-cylinder Boxer engine, fitted with VarioCam Plus (p. 36), has a 2.9-litre capacity, 188 kW (255 hp) and maximum torque of 290 Nm at 4,400 to 6,000 rpm. Taking it to 100 km/h (62 mph) in just 5.9 seconds, with a top speed of 263 km/h (163 mph).

Despite this increase in power, the CO₂ emissions have been reduced by up to 12% compared with the previous model. In combination with the optional Porsche Doppelkupplung (PDK), the result is a very low emissions value of 214 g/km and fuel consumption of 9.1 l/100 km (31 mpg).

The Boxster S has an additional power boost, with direct fuel injection (DFI, p. 28) fitted as standard. This provides optimum fuel mixture formation for improved fuel efficiency and a distinct increase in power and torque. In combination with the optional PDK, this gives a reduction in fuel consumption of 15% and lowers CO₂ emissions by 16% compared with the previous model.



Boxster S

The 3.4-litre six-cylinder Boxer engine in the Boxster S develops an impressive 228 kW (310 hp). Maximum torque of 360 Nm is reached between 4,400 and 5,500 rpm and acceleration to 100 km/h (62 mph) takes just 5.3 seconds.

In summary, an engine which is responsive enough to provide power from the outset – and reaches its limit at 274 km/h (170 mph).

In both models, a precision six-speed manual gearbox makes optimum use of the power and torque of the engine. Available as an option is Porsche Doppelkupplung (PDK, p. 42) featuring both manual and automatic modes.

The principle is as impressive as it is simple: it has seven gears, two half gearboxes and two clutches. As one gear is engaged, the next is already preselected in the other half gearbox.

Gear changes take place in milliseconds without any interruption in the flow of power. The advantage over a fully manual transmission is the considerably faster rate of acceleration for the same level of fuel consumption. The advantage over a fully automatic transmission is a perceptible increase in driving dynamics – with a similar level of comfort and a distinct reduction in fuel consumption. In short, Porsche Doppelkupplung (PDK) not only

increases the agility of the Boxster but also enhances driving pleasure.

As you would expect, the chassis setup ensures a supremely sporty ride. A wider track and generously dimensioned wheels in a dynamic design provide an even sportier driving experience. The optional mechanically locking rear differential (p. 54) delivers high traction and increased performance.

When fitted in combination with PDK, the optional Sport Chrono Package (p. 56) gives you access to two further functions: 'Launch Control' for maximum acceleration from a standing start, and a 'motorsport-derived gearshift strategy', bringing gearshift characteristics straight from the racetrack.



Boxster in Porsche Racing Green Metallic



The standard Porsche Stability Management (PSM, p. 63) further enhances active safety with its brake assist feature and a pre-charging function which increases braking system readiness.

In the interior, the elegant sports styling is coupled with a high degree of practicality. All the important functions are intuitive to control, including the optional Porsche Communication Management (PCM, p. 83) with 6.5-inch touchscreen and CD/DVD drive with navigation module.

In conjunction with the PCM, the optional BOSE® Surround Sound System supports 5.1 surround sound.

A rhetorical question: What would you do if we were to give you the key now?



Air intake grilles



Exterior mirror



Rear light module



Boxster S in Guards Red

A real roadster is like true love: you recognise it at first glance.

Design.

The design of the Boxster models is governed by one philosophy above all: that the styling of a Porsche reflects its inner values. Here, the primary value is extreme performance.

This concept also follows a traditional Porsche theme: the seamless blend of function and design. Visually exciting with performance to match.

The emphasis on high performance is immediately evident from the front, where large air intakes in a powerful geometric design lend both Boxster models

a dynamic look – and increase cooling power. On the Boxster, the air intake grilles are finished in the exterior colour, whereas on the Boxster S they are contrasted in sporting black. The athletic appearance is complemented by striking spoiler lips. The two models have a drag coefficient value of 0.29 and 0.30, respectively.

At the front, the headlight design makes the Boxster models unmistakable – especially at night. The Boxster models are fitted as standard with halogen headlights and LED daytime running lights integrated separately into the clusters above the outer air intakes. Bi-Xenon headlights with dynamic cornering lights, including LED daytime running lights, are available on request. The dynamic headlight design emphasises the striking contour of the wing.

The rear features LED taillight modules that blend harmoniously with the overall design. The centrally located stainless steel tailpipe – twin tailpipes on the Boxster S – and the rear diffusers finished in sporting black complete the powerful look. The dynamic presence of the Boxster models is further emphasised by the clean, neat design of the wheels. The Boxster is fitted with 17-inch wheels as standard, the Boxster S with 18-inch wheels. A 19-inch option is available for both models.

In short, although we rarely stick to the rules, we have observed one: form follows function. Design and functionality are combined perfectly in the Boxster models.



Model range

You can't change character. But you can enhance it. Make it unmistakable. More individual. As in the Boxster models. Both are distinctive and rewarding.

Characterised by Porsche Intelligent Performance, and therefore dynamism and refined technology, giving a more direct connection between the driver and the road. On every corner.

With real purpose. The Boxster – synonymous with pure performance. The Boxster S – an expression of thoroughbred athleticism.

**Many fairytales begin with ‘Once upon a time’.
But only a few true stories do.**

The Boxster.

You can tell a good concept from the fact that it isn't just short-term. We appear to have got something right. Because the basic concept of the Boxster has lost none of its appeal in over 60 years.

Even though the gap between the Porsche 356 No.1, the 550 Spyder and the Boxster seems huge, it's still an out-and-out roadster. High performance, lightweight construction, sporting agility, pure driving pleasure – these values are reflected in every detail.

The 2.9-litre six-cylinder Boxer engine delivers a power output of 188 kW (255 hp) at 6,400 rpm and a maximum torque of 290 Nm at between 4,400 and 6,000 rpm.



Boxster



Boxster

The six-speed manual gearbox has been optimally matched to the engine characteristics and high power output. From a standing start, the Boxster accelerates to 100 km/h (62 mph) in 5.9 seconds. Or just 5.8 seconds with the optional Porsche Doppelkupplung (PDK, p. 42). And complementing this perfectly is the sporty, lightweight chassis. Integrated centrally below the rear panel is a stainless steel tailpipe which produces the distinctive Boxster sound.

The 17-inch Boxster III wheels with an open five-spoke design allow a clear view of the brake system with its black anodised four-piston aluminium monobloc fixed calipers. The large front and rear brake discs ensure excellent braking performance.

Adding further to the stylish design of the Boxster are the front air intake grilles finished in the exterior colour.

The Boxster. A roadster that stirs emotions. Because it doesn't just reflect the passion of our engineers, but over half a century of Porsche history.



Boxster S

Like a shot of adrenalin. Intravenously.

The Boxster S.

The flagship model in the Boxster range has also evolved: the Boxster S. It presents an even more athletic interpretation of the roadster concept. More powerful and more efficient. Its engine is fitted with direct fuel injection (DFI, p. 28) as standard.

For increased torque and power – with a simultaneous reduction in fuel consumption. The result is 228 kW (310 hp) at 6,400 rpm and a maximum torque of 360 Nm at 4,400–5,500 rpm. It accelerates from 0 to 100 km/h (62 mph) in just 5.3 seconds. With the optional Porsche Doppelkupplung

(PDK, p. 42) and ‘Launch Control’ from the optional Sport Chrono Package, just 5 seconds. Compared with the previous model, fuel consumption has been reduced by up to 15% depending on the type of gearbox fitted, and CO₂ emissions by up to 16%.

As well as the 18-inch Boxster S II wheels in a dynamic design, the Boxster S is fitted with a powerful braking system which is distinguished by its red-painted calipers. The rear brake discs are thicker than those on the Boxster for increased stability under braking.

The front air intake grilles are painted black for a striking contrast. Together with the centrally mounted twin tailpipe, they give the car a powerful presence.

In the interior, as well as leather on the steering wheel, PDK selector/gear lever, handbrake lever and door handle, the Boxster S has leather trim on the storage

compartment covers in the door and the rear centre console. The instrument dials are aluminium-coloured.

These are just the facts. To experience the performance of the Boxster S, we can only offer one piece of advice: you really need to drive it.



Boxster S



Drive Drive

Set high standards. Exploit its full potential. Apply full power. An athletic build or good equipment alone isn't enough. The drive must be right. The inner fire must be strong enough.

And it is precisely this that we have achieved in the Boxster models. First and foremost by providing powerful engines: a 2.9-litre engine in the Boxster and a 3.4-litre power plant in

the Boxster S, the latter also featuring direct fuel injection (DFI) for even more power and torque, together with greater efficiency.

Many experiences have to be rationalised first. Others speak directly to your heart.

Engine.

Six-cylinder Boxer engines.

Both Boxster models are powered by water-cooled six-cylinder Boxer engines, mounted centrally – just a few centimetres behind the driver – to ensure an authentic roadster experience.

The power unit is free revving, and boasts excellent load-change characteristics and outstanding smooth running performance. With a perfectly matched interplay of all engine components, the Boxster develops 188 kW (255 hp).

VarioCam Plus (see p. 36) in conjunction with the resonance intake manifold ensures high torque even at low speeds, and excellent power development in the upper rev range. Maximum torque is available over a wide

rev range, reaching 290 Nm between 4,400 and 6,000 rpm.

The engine in the Boxster S features direct fuel injection (DFI) and delivers a power output of 228 kW (310 hp). The 3.4-litre

power plant develops a maximum torque of 360 Nm between 4,400 and 5,500 rpm.

For incredible driving performance and higher torque, especially in the lower rev range, with

a reduction in fuel consumption of up to 15%* and in CO₂ emissions of up to 16% (compared with the previous model), achieved by DFI and VarioCam Plus technology.

* Depending on type of transmission



Boxster



3.4-litre six-cylinder Boxer engine in the Boxster S

Direct fuel injection (DFI).

The Boxster S engine has direct fuel injection (DFI). With milli-second precision, fuel is injected directly into the combustion chamber at up to 120 bar pressure via electromagnetically actuated injection valves.

The spray and cone angles have been optimised for torque, power output, fuel consumption and emissions by enabling a homogeneous distribution of the air/fuel mixture and, therefore, effective combustion.

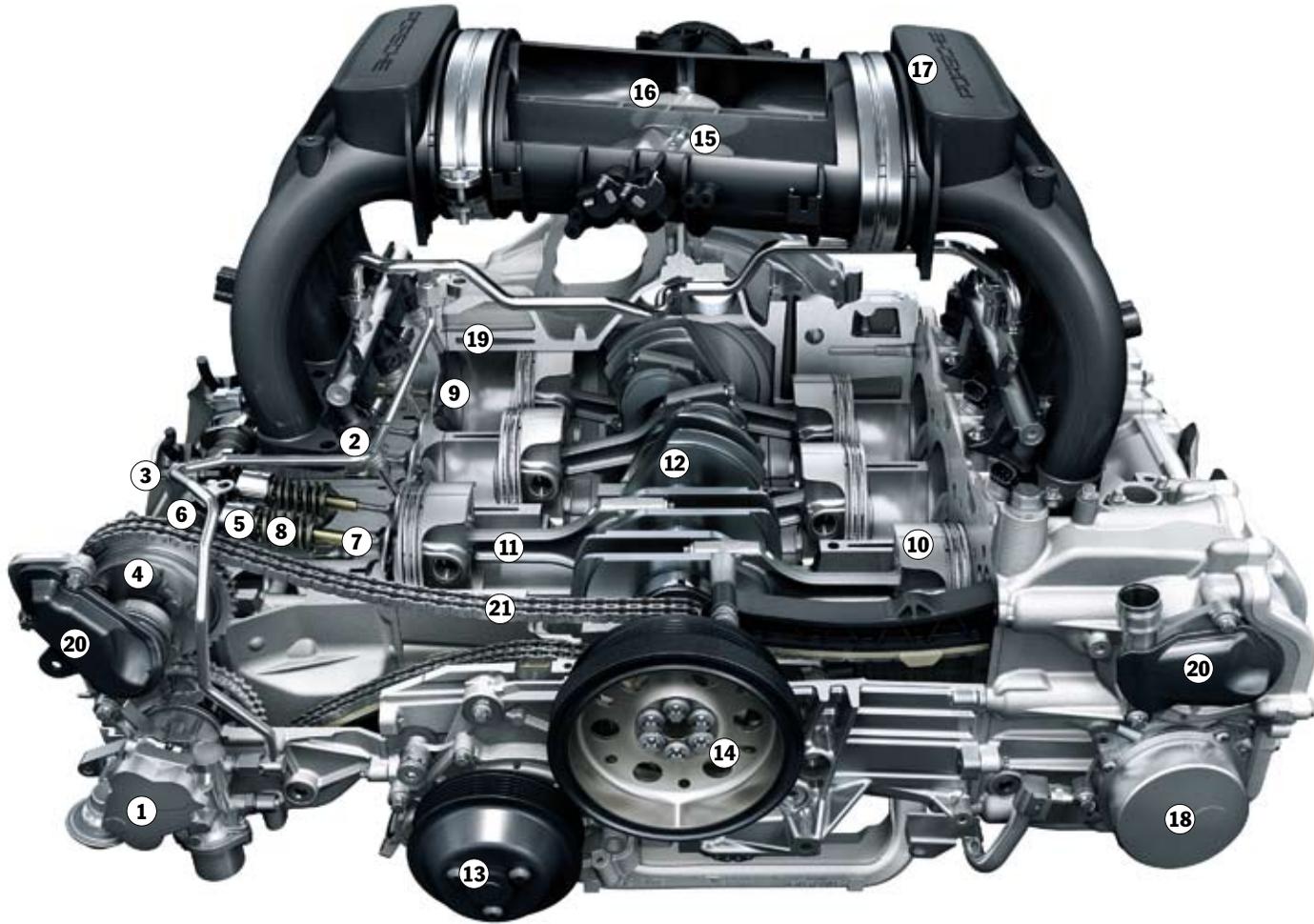
Depending on throttle input, multiple fuel injection takes place. DFI improves the internal cooling of the combustion chamber by preparing the mixture directly in the cylinder. The resulting higher compression ratio (12.5:1) helps to deliver more power along

with enhanced engine efficiency. Translated into figures, this means, when compared with the previous model, a reduction in fuel consumption of up to 15%, depending on the type of transmission, and up to 16% fewer CO₂ emissions. Injection is regu-

lated by the electronic engine management system.

The exhaust gas cleaning system ensures that emissions remain well below the strict limits of the Euro 5 European emission standard, thus helping to protect the environment.





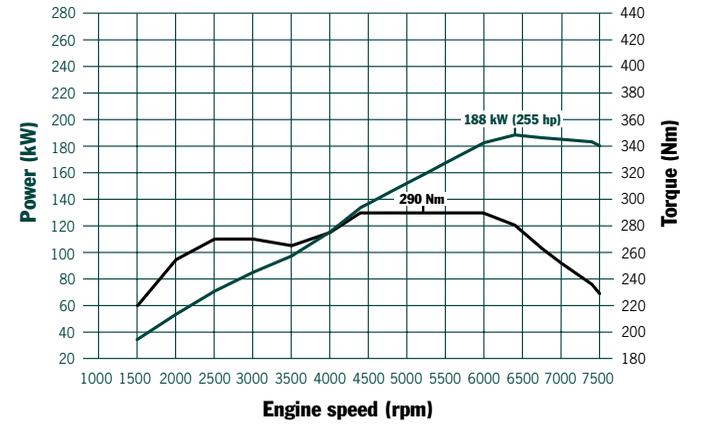
3.4-litre six-cylinder Boxer engine in the Boxster S

- 1. High pressure pump
- 2. High pressure injector
- 3. Ignition rod module
- 4. Camshaft controller
- 5. Tappets with integral valve play compensation

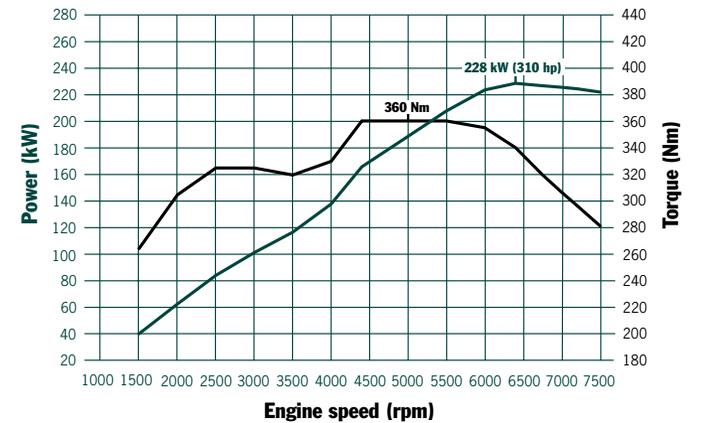
- 6. Inlet camshaft
- 7. Inlet valve
- 8. Valve spring
- 9. Combustion chamber with Alusil running surface

- 10. Forged aluminium pistons
- 11. Forged connecting rod
- 12. Crankshaft
- 13. Water pump
- 14. Vibration damper

- 15. Resonance valve
- 16. Twin flow valve
- 17. Intake distributor with integral acoustic volume
- 18. Vacuum pump



Boxster: 290 Nm between 4,400 and 6,000 rpm, 188 kW (255 hp) at 6,400 rpm



Boxster S: 360 Nm between 4,400 and 5,500 rpm, 228 kW (310 hp) at 6,400 rpm

Lightweight construction.

Both Boxster models are equipped with alloy engines. Ingenious design down to the finest detail has enabled weight – and consequently fuel consumption – to be reduced. Integrating the camshaft bearings fully into the cylinder heads is just one example of the effective lightweight construction measures that have been implemented.

Integrated dry-sump lubrication.

Integrated dry-sump lubrication guarantees a reliable oil supply while reducing engine temperatures, even in sportily driven cars.

The oil reservoir is located inside the engine. Four oil pumps transport the oil from the cylinder heads directly into the oil sump. A fifth pump in the oil sump directly sup-

plies the lubricating points in the engine. To reduce power losses and increase efficiency, an electronically controlled oil pump supplies the engine lubrication points as and when required. This means that the oil pump does not work so hard when there is less demand for lubrication. The benefits of an on-demand oil supply system are optimum efficiency combined with a reduction

in both fuel consumption and CO₂ emissions.

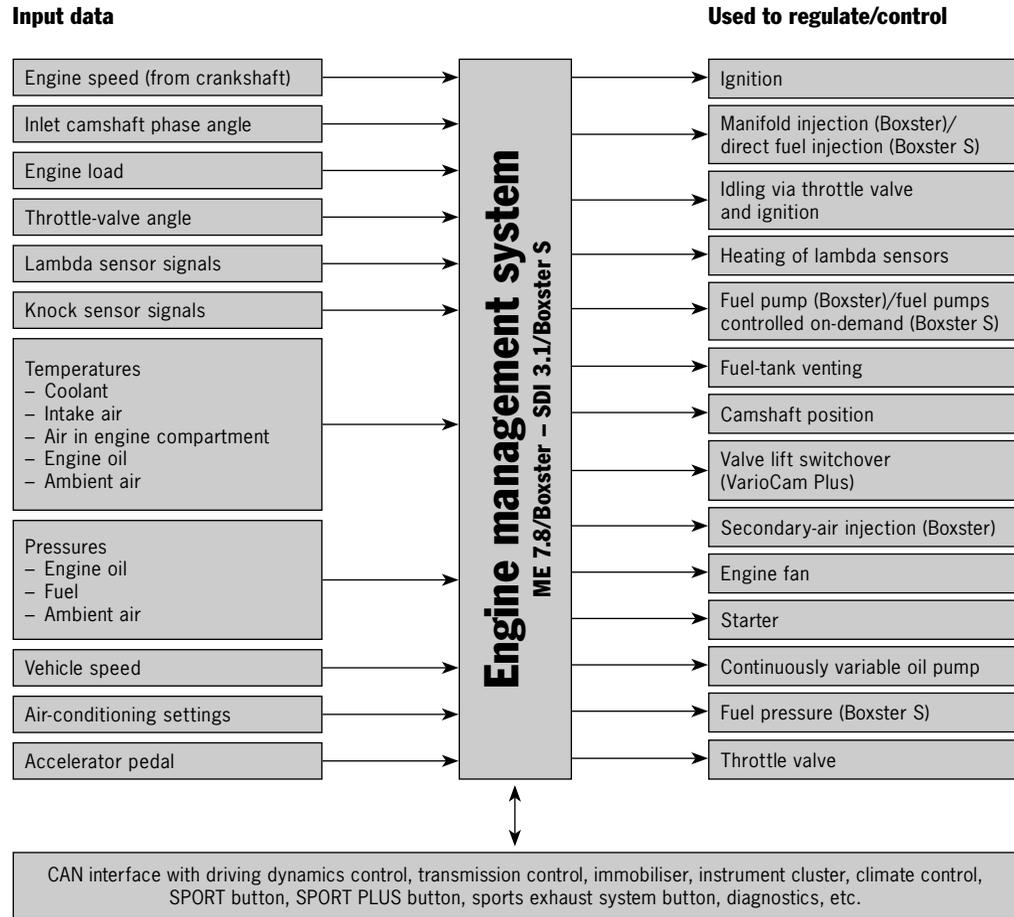
For the engine, these detailed solutions mean a consistent oil supply, regardless of gravitational loads, even in the most demanding track conditions.

Engine cooling system.

Our cross-flow cooling system, as used in motorsport, supplies each cylinder uniformly with coolant. Valves are thus protected against overload and premature wear, which minimises the engine's tendency to knock and reduces emissions, fuel consumption and engine noise.



Boxster and Boxster S



Engine management system with electronic throttle.

The electronic engine management system ensures optimum engine performance under all operating conditions. It regulates all engine-related functions and assemblies (see diagram). The results: optimum performance and torque with reduced fuel consumption and emissions.

Another important function of the system is cylinder-specific knock control. Since the six cylinders never all work under precisely the same conditions, they are monitored individually by the knock control. If necessary, the

ignition point is shifted individually to protect the cylinders and pistons at high engine speeds and loads. The on-board diagnostics, which are compliant with European standards, ensure timely detection of any faults and defects that may occur in the exhaust and fuel system in good time and notify the driver immediately. This also prevents increased pollutant emissions and unnecessary fuel consumption.

Two-stage resonance intake manifold.

The intake manifold with dual-flow distributor pipe has an adjustment

valve which closes and opens at set engine speeds. A two-stage tuning effect creates oscillation of the air mass in the intake system, which in turn generates a turbocharging effect and optimises induction.

These two effects combine to produce higher torque at low engine speeds, a flatter torque curve, and increased power output at high engine speeds. The acoustic properties of the system are second to none, producing the characteristic Boxster sound.



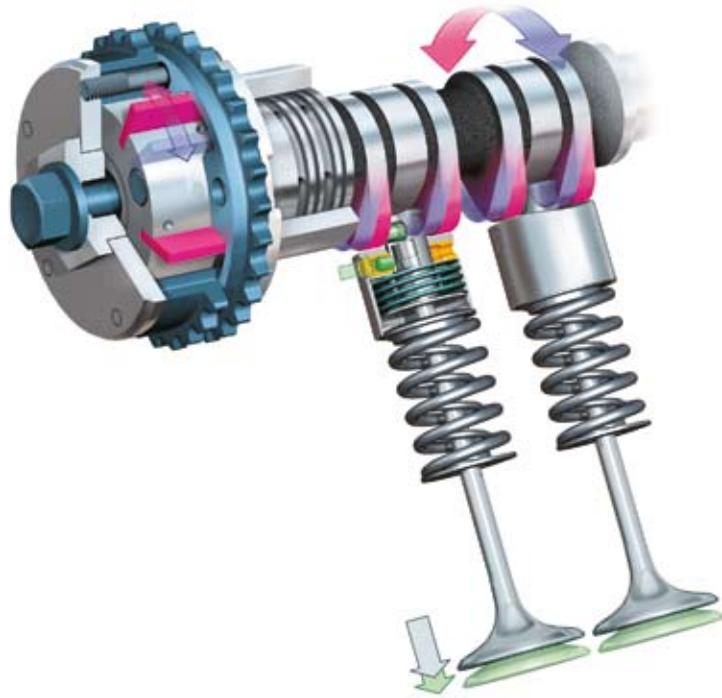
Boxster



Boxster



Boxster



VarioCam Plus

VarioCam Plus.

VarioCam Plus combines variable valve timing with two-stage lift on the inlet side. This results in smoother running, better fuel economy and lower exhaust emissions. As well as greater top-end power and low-end torque.

This two-in-one engine concept seamlessly adapts in response to driver input. The result: instant acceleration and extremely smooth running.

The variation in intake timing is steplessly controlled by means of an electro-hydraulic rotary vane

adjuster at the head of the corresponding camshaft.

To improve throttle response during the warm-up phase, VarioCam Plus selects high valve lifts with retarded valve timing. In the middle and low load ranges, low valve lifts with advanced timing



Boxster S and Boxster

reduce fuel consumption and exhaust emissions. High valve lifts generate high torques and maximum output.

Ignition system.

The ignition system in the Boxster models is designed for high-voltage static distribution. The individual ignition coils, located on the spark plugs for optimum ignition reliability, are controlled directly by the engine electronics.



Boxster S twin tailpipe



Boxster tailpipe



Boxster S exhaust system

Exhaust system.

The exhaust system – with twin tailpipes on the Boxster S – is made of stainless steel. Until it converges in the connecting tube, the exhaust gas is channelled through two separate tracts and, thanks to separate exhaust gas

cleaning systems, the exhaust gas can flow more freely – for increased power and torque.

The stereo lambda control circuitry controls and monitors each cylinder bank separately. For each exhaust tract, four corresponding oxygen sensors

regulate the composition of the exhaust gas and monitor the conversion of pollutants in the catalytic converters.

A sports exhaust system – for a more resonant sound – is available as an option for each of the Boxster models.

Servicing.

Every Porsche is designed with durability in mind. On the Boxster models, this is reflected in the lengthy service intervals.

The alternator, power steering pump and the air-conditioning compressor are all driven by a single self-adjusting belt. The drive chains on the camshafts and intermediate shafts do not normally require servicing.

With the sole exception of the spark plugs, the ignition system is also maintenance-free.

So your Boxster remains where it belongs for as long as possible: on the road.



- 1. Radiator module
- 2. Brake force amplifier
- 3. Selector/gear lever
- 4. PASM damper
- 5. 6-speed manual or
7-speed PDK

- 6. Resonance intake system
- 7. Coolant expansion tank
- 8. Electronic throttle valve
- 9. Connecting pipe
- 10. Rear silencer
- 11. Attenuation pipe

- 12. Oil filler pipe
- 13. Air filter pipe

For people who have no time to spare. Even when changing gear.

Porsche Doppelkupplung (PDK).

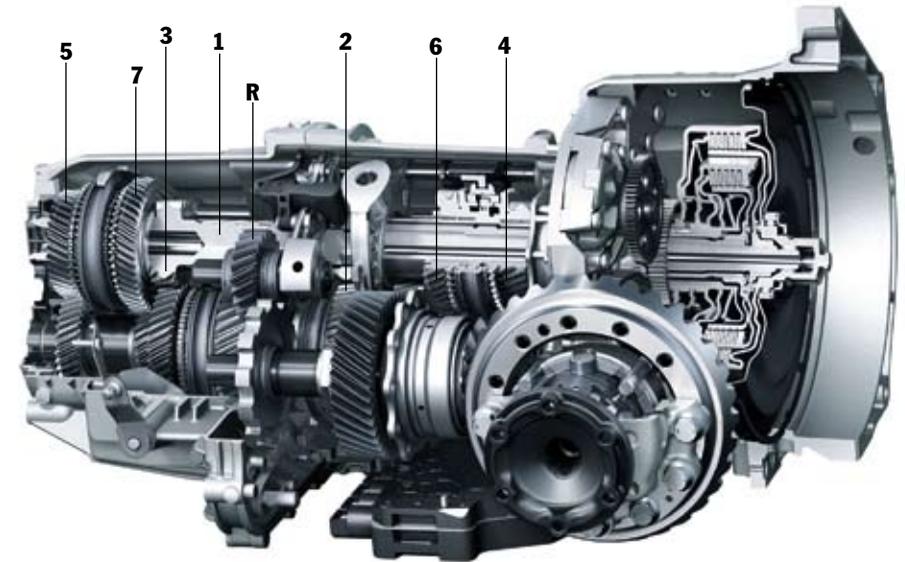
The optional Porsche Doppelkupplung (PDK), with both manual gearshift and an automatic mode, enables smooth gear changes with no interruption in the flow of power. This results in significantly faster acceleration and lower fuel consumption,

without having to sacrifice the ease of automatic transmission.

In total, PDK has seven gears at its disposal. Gears 1 to 6 have a sports ratio and top speed is reached in 6th gear. The 7th gear has a long ratio and helps to

reduce fuel consumption even further.

PDK is essentially two half gearboxes in one and thus requires two clutches – designed as a double wet clutch transmission.



Porsche Doppelkupplung (PDK)



Boxster S

This double clutch provides an alternating, non-positive connection between the two half gearboxes and the engine by means of two separate input shafts (input shaft 1 is nested inside the hollowed-out input shaft 2).

The flow of power from the engine is only ever transmitted through one half gearbox and one clutch at a time, while the next gear is preselected in the

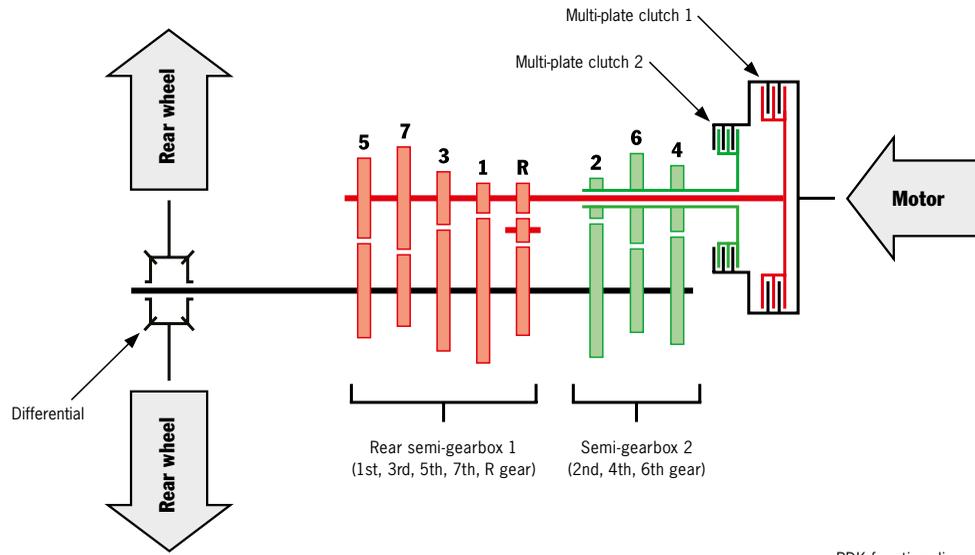
second half gearbox. During a gear change, therefore, a conventional shift no longer takes place. Instead, one clutch simply opens and the other closes at the same time. Gear changes can therefore take place within milliseconds.

Clutch 1 controls the first half gearbox, which contains the odd gears (1, 3, 5, 7) and reverse. Clutch 2 controls the second,

which contains the even gears (2, 4, 6).

Porsche Doppelkupplung (PDK) in detail.

The crankshaft transmits engine torque to the dual-mass flywheel which is then channelled through the clutch housing and onto the multi-plate clutches, or to be more precise, the outer disc carrier.



PDK function diagram

The advantage over a fully automatic transmission is the perceptible increase in driving dynamics – with a similar level of comfort, and a distinct reduction in fuel consumption. The compact dimensions of the gearbox means a more direct engine response, and the system is more lightweight.

This, along with the long-ratio 7th gear, helps to achieve reduced fuel consumption and emission figures comparable with those of a manual gearbox.

With the optional Sport Chrono Package, PDK is enhanced by the 'Launch Control' and 'motor-sport-derived gearshift strategy' functions (p. 57).

In essence, PDK combines sportiness with efficiency and comfort. What does all this mean for you? Uninterrupted driving pleasure.

Under oil pressure, clutch 1 closes and forms a frictional connection with input shaft 1. The torque is now transmitted through the first half gearbox – and then the differential – to the rear axle. At this stage, PDK has already preselected the next gear in the second half gearbox. Engine torque is already acting on the other outer disc carrier and, in response to a gear change

signal, the overlap shift is initiated, i.e. as clutch 1 opens, clutch 2 closes. The non-positive connection with input shaft 2 is established, and power is transmitted to the wheels. The gear which is engaged is displayed on the instrument cluster.

Depending on the gearshift programme, the gear change is optimised for comfort or for sporty handling and takes place in a matter of milliseconds.

The advantage over a fully manual transmission is the considerably faster rate of acceleration for the same rate of fuel consumption.



Boxster



Three-spoke sports steering wheel with gearshift switches



Three-spoke sports steering wheel with gearshift paddles



Gear selector for PDK



Gear lever for six-speed gearbox

Three-spoke sports steering wheel with gearshift switches.

In conjunction with the optional Porsche Doppelkupplung (PDK), the standard three-spoke sports steering wheel features two ergonomic switches. One press with the thumb and the PDK shifts up. One pull with the index finger and the PDK shifts down. Either the right or left hand can be used.

When combined with the optional Sport Chrono Packages (p. 56), an additional display is located above the airbag module telling

you whether the SPORT, SPORT PLUS and Launch Control functions are activated.

Three-spoke sports steering wheel with gearshift paddles.

If you wish, you can now change gear motorsport-style. The paddles are made from a strong alloy and are ergonomically located behind the steering wheel spokes. Pull the right-hand paddle and the PDK shifts up. Pull the left-hand paddle and the PDK shifts down.

Visually, the steering wheel is distinguished by its distinctive, high-quality twin-spoke design and silver-coloured galvanised spoke cover. The airbag module is finished in the same colour as the steering wheel rim.

Displays in the left and right-hand steering wheel spokes tell you whether the SPORT, SPORT PLUS and Launch Control functions are activated. Another feature reminiscent of the world of motorsport is the top centre marking on the steering wheel rim.

Gear selector for PDK.

The gear selector for PDK impresses not only with its unique design, but above all with its superior functionality enabling you to change gear manually.

Press forwards to shift up, pull backwards to shift down. Even if the gear selector is set to automatic mode, you can still change gear manually using the switches on the steering wheel.

Six-speed manual gearbox.

Fitted as standard is a six-speed manual gearbox which is perfectly matched to the characteristics of the engine. The shift throw is short and precise, the tuning is sporty – as befits the character of the Boxster models. The dual-mass flywheel minimises engine noise and the control cable mechanism prevents vibrations from being transmitted to the gear lever.

Hill-start assist.

Standard for manual and Porsche Doppelkupplung (PDK) transmissions it assists the driver in making a comfortable, smooth and roll-free start on an incline. The system detects you have braked to a halt on an incline. Provided a gear is engaged, the brake pressure is maintained approximately two seconds once the footbrake is released. The vehicle is therefore temporarily prevented from rolling backwards. Brake pressure is reduced if sufficient revs have been generated depressing the accelerator pedal (for manual transmission, the accelerator pedal is depressed and the clutch engaged).



Chassis

Having inner fire is one thing. Being able to transfer it to the right place is another. Unbridled energy must be correctly channelled.

The Boxster chassis is tuned for high performance, transferring power to precisely where it belongs: the road.

The result is powerful dynamics. Excellent agility. Pure driving pleasure. And outstanding road-holding.

Suspension.

The suspension of the Boxster models has been tuned to match the high performance of the engines.

Lightweight coil-over McPherson struts are combined with lateral control arms to ensure excellent driving dynamics and safety on all road surfaces. The axle kinematics

are designed for high performance, as is the generous wheel track. Lightweight construction throughout keeps the overall weight and unsprung masses low, with almost all moving parts made from aluminium.

The mid-engine design, in combination with the complex chassis technology, results in minimum roll and pitch movements on

cornering, braking and acceleration.

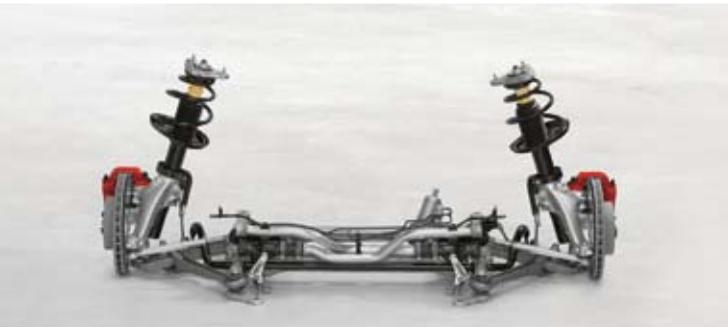
The chassis of the Boxster models ensures high safety reserves irrespective of load, and easily controllable load transfer when cornering. Cornering stability is exemplary, even in high-speed bends. The same applies to straight-line stability.

Steering.

What use is a perfect suspension setup without perfectly tuned steering? For Porsche, this would be inconceivable. The solution is a steering system which is as precise and immediate as the

chassis itself and, thanks to the power assistance, steering effort is reduced to a comfortable level. Around the straight-ahead position, such as during motorway driving, the ratio is less direct but with no loss of agility or feedback.

The greater the steering angle, the more direct the steering ratio. This is particularly noticeable when turning tight corners or parking. The car has a turning circle of just 11.1 m.



Front axle with McPherson struts and lateral control arms (Boxster S)



Rear axle with McPherson struts and lateral control arms (Boxster S)



Boxster and Boxster S



Boxster with 19-inch Carrera Sport wheel and Boxster S with 19-inch Carrera S II wheel

Wheels.

A range of sophisticated wheels ensures both models deliver exceptional driving performance, without compromising on ride comfort. The Boxster is fitted with 17-inch wheels in an open five-spoke design, and the Boxster S has 18-inch wheels with a dynamic sporty look. Wheels up

to 19 inches are available for both models on request. All available wheels are equipped with anti-theft protection. A selection of alternative wheels is featured on page 108.

Specifically for the cold season, winter tyres and snow chains are available from the Porsche Tequipment accessory range.

Tyre Pressure Monitoring (TPM).

The optional Tyre Pressure Monitoring (TPM) sends warnings to the on-board computer's display screen in the event of low tyre pressure.

The driver can check the pressure in all four tyres via the

instrument cluster. The system updates quickly and reliably each time the engine is started, whenever the tyre pressures are corrected or a wheel is changed – ensuring a high degree of comfort and safety.



17-inch Boxster III wheel



18-inch Boxster S II wheel

Porsche Active Suspension Management (PASM).

The optional PASM is an electronic damping control system. On the Boxster models, the suspension has been tuned to match the high power of the engine. PASM actively and continuously regulates the damping force for each wheel according to the road conditions and driving style. In addition, the suspension is lowered by 10 mm.

The driver can select between two different modes: 'Normal' which is a blend of performance and comfort, and 'Sport' where the setup is much firmer. The PASM control unit evaluates the driving conditions and modifies the damping force on each of the wheels in accordance with the selected mode.

Sensors monitor the movement of the vehicle body, for example, under heavy acceleration and braking or on uneven roads. The control unit tunes the dampers to the optimum hardness for the selected mode to reduce roll and pitch still further and to increase contact between each individual wheel and the road.

In 'Sport' mode, the suspension is set to a harder damper rating. On uneven roads, PASM immediately switches to a softer rating within the 'Sport' setup range, thereby improving contact between the wheels and the road. When the road surface improves, PASM automatically reverts to the original, harder rating.

If 'Normal' mode is selected and the driver's style becomes more assertive, PASM automatically switches to a harder rating within the 'Normal' setup range. Damping becomes harder, and driving stability and road safety are increased.

Mechanically locking rear differential.

Are you a fan of sporty driving? In your spare time, do you enjoy the occasional outing on the racetrack? Then you shouldn't do without the optional mechanically locking rear differential available in conjunction with 18-inch or 19-inch wheels. It further enhances the traction of the driven rear wheels on uneven roads and when accelerating out of tight bends. Road holding at the limits of performance is even more impressive. The car holds its course better and so PSM intervenes less often. In other words, sheer driving pleasure and faster lap times.



Rebound in 'Sport' mode – working piston only, sporty-comfortable tuning



Rebound in 'Sport' mode – working piston only, sporty-hard tuning



Compression in 'Normal' mode – working piston and bypass, sporty-comfortable tuning



Compression in 'Normal' mode – working piston and bypass, sporty-hard tuning

Sport Chrono Package.

The Boxster combines open-top driving with performance which at Porsche has its origins on the racetrack.

As an option, for both models we offer the Sport Chrono Package which enables even sportier tuning of the chassis and engine and guarantees even more driving pleasure.

Selecting the SPORT button on the centre console activates ‘Sport’ mode, which makes throttle the response significantly more immediate, adjusts the rev-limiter to a harder setting, and tunes the engine dynamics for performance driving.

The optional Porsche Active Suspension Management (PASM) also switches to ‘Sport’ mode, which offers harder damping and more direct steering and, therefore, better road holding.

With the optional PDK in automatic mode, gearshift points are delayed until the upper rev range. The shift times are shorter, the gear changes sportier. At low rates of deceleration, the system initiates a swifter, brake-induced downshift. In manual mode, gear changes are faster and more dynamic.

In ‘Sport’ mode, the PSM (p. 63) intervenes later for increased longitudinal and lateral dynamics. PSM now affords greater manoeuvrability under braking and exit acceleration, especially at low speeds.

For maximum dexterity, PSM can be set to standby while the car is still in ‘Sport’ mode (p. 63). For safety, it is set to intervene automatically only when ABS assistance is required on both the front wheels.

A key component of the Sport Chrono Package is the swivel-mounted in the centre of the dashboard with analogue and digital display.

In combination with the optional Porsche Doppelkupplung (PDK), the Sport Chrono Package offers two additional functions that are activated by the SPORT PLUS button.

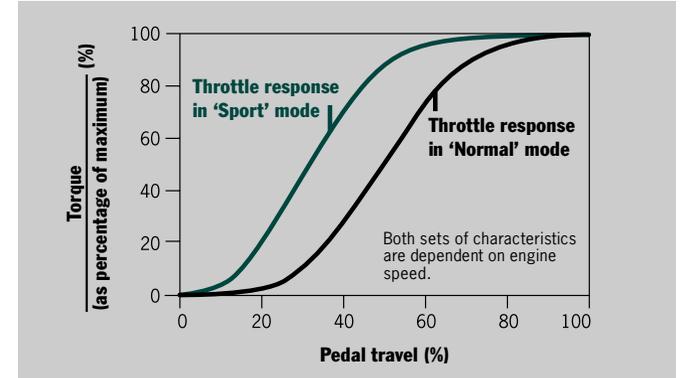
First, ‘Launch Control’, which ensures you achieve the fastest possible rate of acceleration from a standing start – on the race track, for example. ‘Launch Control’ is operated via the SPORT PLUS button with the ‘D’ or ‘M’ drive position selected. Whilst the driver depresses the brake pedal with the left foot, the right foot depresses the accelerator pedal to the floor. With the accelerator in the kick-down position, the system detects the driver’s request for Launch Mode and revs the engine to an optimum speed of approximately 6,500 rpm.

Engine torque increases and the clutch closes slightly. The message ‘Launch Control’ appears in the display on the PDK steering wheel. The driver now quickly releases the brake – and prepares for maximum acceleration.

Second, the ‘motorsport-derived gearshift strategy’. Using this, PDK is geared up for maximum shift speed, the shortest possible shift times and optimum shift points for maximum acceleration – ideal for the racetrack.

Sport Chrono Package Plus.

On request, the optional Porsche Communication Management (PCM, p. 83) can be combined with the Sport Chrono Package Plus. In addition to the functions of the Sport Chrono Package, it includes a personal memory function in the PCM and a performance display for evaluating lap times.



Comparison of electronic and throttle maps for ‘Normal’ and ‘Sport’ mode



Sport Chrono stop watch



‘SPORT’ button and ‘SPORT PLUS’ button on centre console



Safety

Resolve apparent contradictions. Reconcile extremes. Remain superior. In every way. These typical Porsche characteristics make the Boxster unique in the roadster segment.

Firstly, it represents uncompromising sports performance. Secondly, it offers high levels of safety – both active and passive.

For example, with Porsche Stability Management. Or the powerful braking system. Because no-one ever said that inner fire is dangerous.



Boxster

A purist concept doesn't allow for reserves. Except when it comes to safety.

Active safety.

Uncompromising sports performance. Comprehensive safety. At Porsche, these qualities have always been inextricably linked. Just as in the Boxster models where the body, chassis and brakes constitute a single integrated system with generous safety reserves.

The chassis setup allows for an extremely sporty driving style with exceptional cornering control. The variable ratio steering is direct and precise with excellent feedback from the road.

The braking system ensures maximum deceleration and stability. A high power-to-weight ratio and responsive throttle

enable easier overtaking and evasive manoeuvres. Porsche Stability Management (PSM, p. 63) fitted as standard helps to stabilise the vehicle in critical driving scenarios, even in unfavourable weather conditions. Also contributing to active safety is the effective headlight concept which guarantees excellent vision at night (p. 64).



Porsche Ceramic Composite Brake (PCCB)

Standard brake unit (Boxster) (top)
Standard brake unit (Boxster S) (bottom)

Braking system.

The Boxster and Boxster S have a braking system with four-piston aluminium monobloc brake calipers fitted front and rear. Offering excellent rigidity, they are compact and save on weight. Their superior responsiveness, for fast and sensitive braking, sets them apart.

A brake booster reduces pedal effort whilst maintaining powerful braking. A special ventilation system, whereby the entire wheel brake is cooled through openings

in the front end and special channelling systems, increases the stability of the brakes during heavy use.

Both the Boxster and Boxster S have internally vented brake discs at the front with a diameter of 318 mm, whilst the rear discs measure 299 mm. The result is impressive braking performance. The brake discs on the Boxster S are 4 mm thicker than those on the Boxster, which increases stability even further.

To distinguish them visually, the brake calipers on the Boxster have a black anodised finish while those on the Boxster S are painted red.

For reduced weight, better cooling and optimum braking in the wet, the brake discs are cross-drilled.



Boxster S

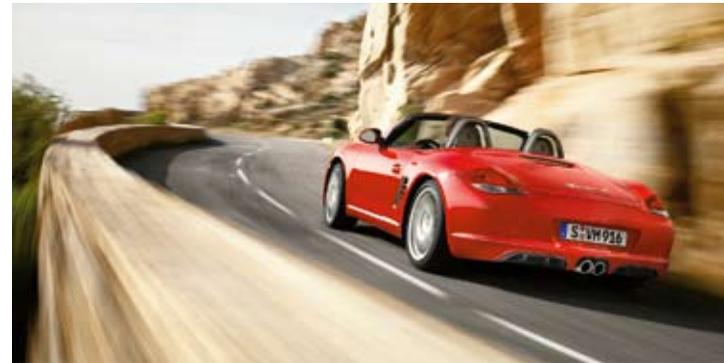
Porsche Ceramic Composite Brake (PCCB).

On request, we can equip your Boxster S with a brake system that has already had to cope with the harshest requirements of motorsport: the Porsche Ceramic Composite Brake (PCCB).

The ceramic brake discs have a diameter of 350 mm front and rear – for extremely powerful braking. The brake discs are formed from a specially treated carbon-fibre compound that is silicated in a high-vacuum process at approximately 1,700 °C. Not only are the resulting discs much harder than standard discs,

they are more resistant to heat. The low thermal expansion of the brake discs prevents deformation under heavy braking. Furthermore, the ceramic brake discs are totally resistant to corrosion and offer more favourable noise-damping properties.

Six-piston aluminium monobloc fixed calipers on the front axle and four-piston units at the rear provide a high and constant brake pressure. The pedal response is fast and precise with only moderate input required.



Boxster S

All the necessary ingredients are there for a short braking distance, even in the toughest conditions. Moreover, safety under braking at high speeds is increased thanks to the excellent fade resistance of PCCB.

The key advantage of PCCB is that the brake discs are approximately 50% lighter than standard discs of similar design and size. A factor that helps to reduce unsprung and rotating masses on the vehicle. The consequence of this is better road holding and increased comfort, particularly on uneven roads, as well as greater agility and improved handling.

Please note that circuit racing, trackday use and other forms of performance driving can significantly reduce the service life of even the most durable brake pads and discs. We recommend that all brake components be professionally inspected and replaced where necessary after every track event.



Boxster S

Porsche Stability Management (PSM).

PSM, which comes as standard, is an automatic control system that stabilises the vehicle at the limits of dynamic driving performance. Sensors continuously monitor driving direction, speed, yaw velocity and lateral acceleration. Using this information, PSM computes the actual direction of motion. If this direction deviates from the desired course, PSM initiates braking interventions targeted at individual wheels in order to stabilise the vehicle.

Under acceleration on wet or low-grip road surfaces, PSM improves traction using the ABD (automatic brake differential) and ASR (anti-slip regulation) functions, giving an agile response. When 'Sport' mode is selected on the optional Sport Chrono Packages (p. 56), the PSM intervention threshold is raised to enable greater driver involvement – particularly at speeds of up to approximately 70 km/h (45 mph). The integral ABS can further reduce the braking distance.

For an even sportier drive, PSM can be deactivated. However, it is automatically reactivated for your safety if either of the front wheels (in 'Sport' mode, both of the front wheels) requires ABS assistance. ABD remains permanently active.

PSM includes two additional functions: precharging of the brake system, and brake assist. If you suddenly release the accelerator pedal, PSM automatically readies the braking system. With the braking system having been precharged, the brake pads are

already in light contact with the brake discs. Maximum braking power is therefore achieved much sooner. When sudden braking is detected, the brake assist function applies maximum brake pressure to all four wheels.

Lights.

The Boxster models are all fitted with halogen headlights with LED position lights integrated separately into the front light unit with integral fog lights above the outer air intakes.

LED technology is also used in the taillight unit to provide better illumination and respond more quickly to driver input. Further benefits are that LED bulbs are energy saving and have a longer life than conventional bulbs. The design is unmistakable, both day and night.

Bi-Xenon headlights with dynamic cornering lights and LED daytime running lights.

Available as an option for both Boxster models are Bi-Xenon headlights which include dynamic cornering lights and LED daytime running lights.

Bi-Xenon headlights are brighter than halogen headlights so that they offer improved visibility and they illuminate the road more

evenly. In fact, they are so effective that separate fog lights are no longer necessary. A headlight cleaning system is built-in.

Dynamic cornering lights offer particularly effective illumination of the road ahead, especially through bends. Sensors continuously monitor the speed, lateral acceleration and steering lock and, from these variables, calculate the course of the bend.

This determines the angle of the dynamic cornering lights, with the lights able to swivel into the corners up to a limit of 15 degrees, even with main beam switched on.



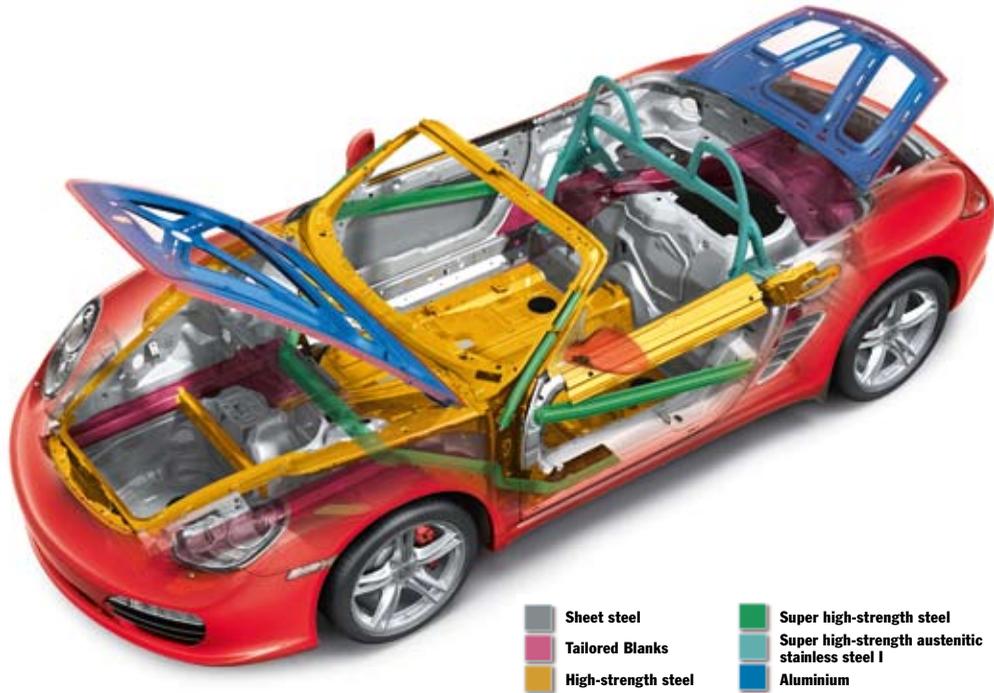
Dynamic cornering light



Night-time illumination (front)



Night-time illumination (rear)



- Sheet steel
- Tailored Blanks
- High-strength steel
- Super high-strength steel
- Super high-strength austenitic stainless steel I
- Aluminium

Passive safety: engineered design.

The deformation zone at the front of the vehicle contains a system of longitudinal and lateral members which absorb the energy in the event of an impact. The fuel tank and fuel lines are safely positioned outside the deformation zone. Together with the rigid side structures, high-

strength steel elements in the doors provide exceptional side-impact protection. The reinforced windscreen frame and the roll-over bars positioned behind the seats provide an effective barrier if the car overturns. Energy-absorbing materials are used at key points throughout the passenger compartment.

Both Boxster models are fitted as standard with an airbag system comprising two full-size front airbags as well as dedicated head and thorax airbags (POSIP, p. 67) on each side. This arrangement ensures optimum upper-body protection, even when the hood is open. For added comfort and safety, the three-point belts have integrated force limiters and pretensioners.

Roll-over protection.

The front area of the cockpit is protected by a robust steel element integrated invisibly into the windscreen frame. The rear roll-over bars are made from high-strength steel and are located behind the seats. Their flattened form ensures high safety, and harmoniously follows the lines of the seat backrests. The upper seat-belt anchorage points are attached to the bars for greater accessibility and comfort.

Porsche Side Impact Protection (POSIP).

Both Boxster models are equipped with Porsche Side Impact Protection (POSIP) as standard. This consists of two airbags on each side. The outer bolsters of the seats contain a thorax airbag and each door contains a head airbag. Each has a volume of around 8 litres, ensuring high protection in the event of a side impact, even when the hood is open. The passenger cell is also shielded by side impact protection beams in the doors.

Child seats.*

For our youngest Boxster passengers, the Porsche Tequipment range of accessories includes child seats and the necessary preparation. This comprises an ISOFIX fixing bracket for mounting the Porsche child seats, and a key switch to deactivate the passenger airbag.

* Not to be used in conjunction with sports bucket seats.



Porsche Side Impact Protection (POSIP)



Comfort

Does appearance count more than inner values? Are good looks most important? We've never been convinced of this.

The inner values of the Boxster ensure measurable performance.

For us, function always takes priority.

The pure, dynamic design language of the Boxster models is carried into the interior. Every control is intuitively placed.

The focus is on ergonomics. Because you have to be able to exploit the full sporting potential.

At Porsche, form follows function – and the driver.

What leads us to make a thoroughbred roadster as comfortable as possible? Your desire to drive it every day, in every situation, and in every season. So the entire concept of the Boxster is based

on intelligent function. And that's evident from the interior too.

All controls are designed and oriented around the most important element: the driver.

The front centre console includes the CDR-30 audio system with single CD drive as standard. Or alternatively, the optional Porsche Communication Management (PCM, p. 83). The climate controls,

switch panel and a storage compartment are also integrated into the new centre console.

The seats offer excellent support, even during high-speed cornering, and have a wide adjustment range. The roomy interior means that even taller drivers can find their ideal seating position.

The steering wheel with height and reach adjustments, and the position of the pedals contribute to the comfortable drive.

All materials are carefully selected for their visual and tactile qualities and create an unique atmosphere. Even when your entire concentration is on the road.



Boxster interior with comfort seats with driver memory and other optional equipment



Boxster S interior with three-spoke multifunction steering wheel for PDK and other personalisation options

Instruments.

Each black circular dial in the instrument cluster – aluminium-coloured in the Boxster S – provides important information at a glance. In the centre is the analogue rev counter with digital speedometer and a customis-

able display of key data from the standard on-board computer. Additional data, such as average fuel consumption, fuel range or the data of the optional TPM can be shown as desired.

The right-hand dial displays the outside temperature and shift

pattern of the optional Porsche Doppelkupplung (PDK), as well as the selected gear. The dial on the left contains the analogue speedometer with digital trip meter and total distance display. The design and legibility of the dials are also enhanced by the white backlight illumination.

Steering wheels.

The Boxster models are equipped as standard with a three-spoke sports steering wheel with full-size airbag. As an option, you can specify a three-spoke multifunction steering wheel with integrated buttons for the most essential audio and, where applicable, navigation and telephone functions.

The multifunction steering wheel is available in a choice of smooth leather, Aluminium Look, carbon or macassar finish.

In combination with the optional Porsche Doppelkupplung (PDK), the three-spoke steering wheel can be optionally fitted with gearshift switches – and is also available as a multifunction steering wheel if

required. Also available on request is the three-spoke sports steering wheel with gearshift paddles (p. 46). For extra comfort in the cold winter months, there is the optional steering wheel heating (available only in conjunction with seat heating). It is available for all steering wheels, except the three-spoke sports steering wheel with gearshift paddles.

Standard seats.

The standard seats with centre upholstered in Alcantara offer a high degree of comfort with good lateral support and optimised under-seat suspension. Through bends, your seat gives you a feeling of security without restriction. The seats are equipped as standard with manual height and fore/aft adjustment and an electric backrest adjustment, enabling virtually every driver to find the ideal seat position, regardless of physical build.

Comfort seats with driver memory.

Comfort seats with electric fore/aft, height, backrest and lumbar support adjustment are available as an option. The tilt angle of the seat squab is also electrically adjustable. The memory function supports the exterior mirrors and all seat positions on the driver's side. Using the control switches in the door panel, it is possible to restore one of two personalised settings. Additionally, you can store a further seat position in each of the ignition keys. As soon as you unlock the door using the key remote, the driver's seat and exterior mirrors resume their stored position.

Sports seats.

The optional sports seats have firmer leather upholstery than the standard design. Higher side bolsters on the seat squab and backrest provide additional lateral support. The seat height and fore/aft position are adjusted manually, the backrest electrically.

Adaptive sports seats with driver memory.

The optional adaptive sports seats in leather upholstery combine excellent comfort with first-rate track performance.

Along with all the adjustment features of the comfort seats, the side bolsters on the seat surface and backrest are individually electrically adjustable, for increased comfort on long journeys and tailor-made lateral support through bends or on the racetrack. The memory function supports the exterior mirrors and all driver's seat positions, apart from the side bolsters.

Sports bucket seats.*

For the ultimate sports experience, you could opt for sports bucket seats with a folding backrest, integral thorax airbag and manual fore/aft adjustment. The backrest shell is made from glass/carbon-fibre-reinforced plastic and has a stylish carbon-weave finish. The backrest pivots are positioned high in the side bolsters to provide lateral support to the pelvic region characteristic of a race seat.

The seat upholstery is offered in all available leather types and colours.

Seat heating and ventilation.

As an option, all compatible seats – apart from sports bucket seats – can be equipped with two-level seat heating. Seat ventilation for the standard seats and comfort seats is also available as an option (only in conjunction with heated seats, automatic climate control, and part- or full-leather interior). A slipstream effect evaporates perspiration moisture – for a comfortable seating environment. Ventilation intensity can be set to any of three levels.

Materials.

As well as the leather steering wheel rim, gear/selector lever, handbrake lever and door handle, the Boxster S has leather trim on the lids of the storage compartments in the door and the centre rear console. Leather upholstery is available as an optional extra. On request, further trim elements can also be leather-finished or individualised with wood, carbon or Aluminium Look finish. (For further information please see pages 112 to 116 and the Porsche Exclusive Boxster catalogue with current price list.)



Comfort seat with driver memory



Adaptive sports seat with driver memory



Sports bucket seat

* Child restraint systems must not be used in conjunction with sports bucket seats.

Air conditioning.

As standard, both Boxster models come with a quiet, efficient air-conditioning system. Optional climate control, with solar and temperature sensors, ensures even more consistent control over the interior temperature.

Cruise control.

This optional automatic speed controller for the 30 to 240 km/h (19–149 mph) range is operated using a switch on a separate control stalk on the steering column.

Storage compartments.

The Boxster's cleverly designed storage compartments offer plenty of space, such as those in the front centre console or the

lockable glove compartment (includes CD storage on vehicles with optional sound system). The storage box on the rear bulkhead offers additional loadspace (except on vehicles with optional BOSE® Surround Sound System) along with space in the rear centre console. Other practical features include storage compartments in the doors, coat hooks on the back of each seat and two retractable cup holders above the glove compartment.

'Welcome Home' lighting.

When the vehicle is opened or locked using the key remote, the standard automatic locator lighting switches on automatically. This is particularly convenient at night. In conjunction with the optional PCM (p. 83) and Sport Chrono Package Plus (p. 57), the delayed lighting switch-off period can be adjusted as desired.

HomeLink® (programmable garage door opener).

The optional programmable garage door opener is integrated into the overhead console and remotely controls up to three different garage doors, gates, home lighting and/or alarm systems.

Windscreen wipers.

The windscreen wipers with an adjustable intermittent wipe speed are aerodynamic and inconspicuous. The windscreen washer system has two heated and filtered nozzles. An integrated rain sensor is available as an option (in conjunction with auto-dimming mirrors).



Climate control



Cruise control



Cup holder

Water-repellent side windows.

The surfaces of the side windows are treated with a water-repellent coating so that not only water but also dirt runs away more easily, thereby providing optimum visibility even in poor weather.

ParkAssist.

As soon as reverse gear is engaged, the optional ParkAssist is automatically enabled. If you move too close to an obstacle, a warning signal begins to sound, becoming faster until the car stops. The sensors of the optional ParkAssist are neatly concealed in the rear bumper.

Anti-theft protection.

The Boxster models are equipped with an immobiliser with in-key transponder. In addition, the Boxster S has an alarm system with contact-sensitive exterior protection as standard. On request, radar-based interior surveillance is available which protects the interior of the vehicle when the hood is closed. For the Boxster, the alarm system and radar interior surveillance are both available as options.

Vehicle tracking system.

In conjunction with the alarm system, this optional preparation enables future installation of a vehicle tracking system available from Porsche Tequipment. It makes it possible to locate a stolen vehicle across most of the countries of Europe. The package includes a special wiring loom

and a higher-capacity battery. A tilt sensor is included.

Two luggage compartments.

Two carpet-lined luggage compartments are available. The front loadspace capacity is 150 litres, with 130 litres at the rear – even when the hood is lowered.

At the front there's enough room for the large trolley from the Porsche Travel System, while the rear can accommodate the Porsche golf bag. The luggage compartment covers are made of lightweight aluminium. A service hatch located in the rear luggage compartment enables easy refilling of coolant and engine oil.



Front luggage compartment



Rear luggage compartment



Luggage compartments



Hood.

The Boxster hood system is perfectly matched to the dynamic exterior design. It opens in just 12 seconds and can even be operated while the car is in motion at speeds of up to 50 km/h (approx. 30 mph). The glass rear screen is heated and scratch-resistant. The Boxster models ensure unrestricted driving pleasure - and not only when the sun is shining.

A concertina action protects the interior rooflining when the hood is folded away. The hood itself is made from a fade-resistant robust fabric which is specially protected against ultraviolet light. The hood structure is very light and stores compactly for a low vehicle centre of gravity with no loss of storage space. The interior is lined with a stylish and practical heat-insulating fabric that also reduces exterior noise.



Hardtop

Hardtop.

The optional hardtop is elegantly styled to match the exterior of the Boxster models. It is made of robust aluminium and weighs just 23 kg. The integral glass rear window is, of course, heated.



Wind deflector

Wind deflector.

On request, a three-piece wind deflector is available which reduces turbulence in the head and shoulder area. It is easily

installed on the rear roll-over bars. The wind deflector is available in combination with the storage box on the rear bulkhead panel or with the BOSE® Surround Sound System.

Calling the tune, even when it comes to communication.

Porsche and sound – inseparable – not only in terms of the engine, but also in the interior acoustics.

The audio system is specially adapted to the Boxster models.

The result is a rich and more enjoyable sound – both inside and outside the car.

CDR-30 audio system.

Both Boxster models are equipped as standard with the CDR-30 audio system with 5-inch display (monochrome) and MP3-compatible CD drive. An integrated six-disc CD autochanger is available as an option.

The FM dual tuner with RDS diversity, a total of 30 memory presets, dynamic autostore and speed-sensitive volume control are, as usual, all part of the standard package. Just like the high-quality sound, which is delivered by two high-range speakers in the dashboard, two low-range speakers in the door trims and two 25-watt output stages. For

an even more impressive sound experience, you could opt for the Sound Package Plus or BOSE® Surround Sound System.

Controlling the CDR-30 audio system could not be more simple: the function keys ensure that all the main functions are directly at your finger-tips, and it is also possible to conveniently control all of the most important functions using the buttons on the optional multifunction steering wheels.

Porsche Communication Management (PCM) including navigation module.

PCM is available on request for both Boxster models. As the central information and communications system, it can be used for many different applications and its ergonomic design makes it easy and comfortable to operate.

The main feature is the 6.5-inch colour touchscreen with a durable, easy-to-clean coating. Functional, innovative and easy to use, you will find the display very clearly presented and a maximum of five list entries per page enable you to operate the unit quickly and safely. Alternatively, you can also operate the PCM using conventional button controls.



CDR-30 audio system with optional CD autochanger



Porsche Communication Management (PCM) with navigation module

The mobile phone can also be controlled, depending on the model, by means of the PCM, the optional multifunction steering wheel or the optional voice control system, without it ever leaving your pocket.

In addition, the telephone module can be used to enable a Bluetooth® connection for those mobile phones that only support the Handsfree Profile (HFP). Here, the GSM connection is established through the aerial of the mobile phone. The PCM acts as the hands-free system and the mobile phone can remain stowed away.

A cordless handset is also available for the telephone module. However, this cannot be used for Bluetooth® calls via the Handsfree Profile (HFP).

Mobile phone preparation for PCM and CDR-30.*

To enable a Bluetooth® connection for those mobile phones that only support the Handsfree Profile (HFP), an optional mobile phone preparation is available. With HFP, the PCM or CDR-30 acts merely as a hands-free system. Here, too, you can leave the

mobile phone tucked away in your pocket. However, the PCM or CDR-30 is able to control only the basic functions of the mobile phone. The GSM connection is established through the aerial of the mobile phone. The mobile phone preparation is available with or without a mounting bracket.

Universal audio interface for PCM and CDR-30.

With this optional feature, the storage compartment in the centre console in combination with the optional PCM will contain up to

three connections: one for your iPod®, one for a USB stick/MP3 player and one as an AUX interface for any compatible audio source of your choice. The iPod® or USB stick can be controlled conveniently and safely using the PCM. Through the USB socket, it is also possible to download data from the performance display of the Sport Chrono Package, as well as data from the electronic logbook.

In conjunction with the CDR-30 audio system that comes as standard, there is an AUX socket for connecting any other type of audio source.

Sound Package Plus for PCM and CDR-30.

For sophisticated ears: the optionally available Sound Package Plus.

Seven speakers with a total output of 185 watts combine to create the perfect interior sound experience. Sound settings can be customised using the CDR-30 audio system or the optional Porsche Communication Management (PCM, p. 83). Also includes CD storage in the glove compartment.

CD or CD/DVD autochanger.

As an option, the CDR-30 audio system can be fitted with an integral six-disc autochanger, or for the optional PCM, an integral six-disc autochanger (DVD/audio output only in conjunction with PCM). Both are MP3 compatible, and hold up to six CDs or DVDs. They are easy to load via the input slot on the CDR-30 or PCM.

* See page 117/118 for information.



Voice control system for PCM



Cordless handset for telephone module and PCM



Universal audio interface for PCM

BOSE® Surround Sound System for PCM and CDR-30.

The optional BOSE® Surround Sound System is compatible with both the CDR-30 audio system, which comes as standard, and the optionally available PCM. Developed specifically for Porsche, it has been optimised for the Boxster models. A total of 11 loudspeakers, including an active subwoofer and central speaker, and a seven-channel digital amplifier with a total output of 385 watts, combine to produce a truly memorable sound experience.

During audio playback from audio or video DVDs (only with the optional PCM), the system is able to make full use of the impressive sound spectrum of 5.1 digital recordings. With music in the 5.1 format, the sound has already been recorded in a multichannel format and is faithfully reproduced exactly as the original.

Five dedicated audio channels (front left, front right, centre, surround left, surround right) deliver a sound that is as authentic as it is natural. The digital

5.1 surround sound is balanced, lifelike and crystal clear. It's a sound that's as true to a live performance or cinematic experience as you can get.

Of course, you can still play traditional music sources such as CDs (only format supported by CDR-30), either in stereo or in one of the surround modes generated by patented BOSE® Centerpoint® technology. The algorithm of Centerpoint® II extracts a precise and realistic sound from the stereo signal.

The SurroundStage® signal processing circuitry developed by BOSE® assigns each individual audio channel, whether sourced from a DVD or generated by Centerpoint®, to a selected combination of loudspeakers and is therefore able to deliver an optimally balanced surround sound experience to both seat positions.

To complement these features, the BOSE® Surround Sound System offers a comprehensive selection of equaliser presets for customised sound. The dynamic

loudness function increases bass levels as you decrease the volume, thereby compensating for the decreasing sensitivity of the human ear at these frequencies. Moreover, the AudioPilot® Noise Compensation Technology uses a microphone to continuously measure the ambient noise inside the vehicle and adapts music playback automatically so that a consistent sound is maintained in all driving conditions.

The BOSE® Surround Sound System. A genuine – perhaps the only – alternative to the characteristic engine sound.



7.0 cm Neodym mid-range speaker



2.5 cm Neodym high-range speakers



Microphone for AudioPilot® on the steering column



Seven-channel digital amplifier



8.0 cm Neodym mid-range speakers and 20.0 cm ND® low-range speakers*



Active subwoofer with 2 x 13 cm low-range speakers and 2 x 6.5 cm mid/high-range speakers

* Neodym low-range speaker featuring BOSE® patented technology offering ultra-slim build and superior bass performance.



Environment

The Boxster models. Synonymous with pure driving enjoyment. Particularly in the open air.

Another reason why Porsche has faced the challenges of the future and, for decades, has shown responsibility for the environment.

With the latest technologies which reduce both fuel consumption and CO₂ emissions.

With quality which means that over 70% of all Porsche cars ever built are still on the road. And with a commitment, right from the design stage, to environmentally friendly recycling.

So that you can kindle the inner fire of your Boxster. Looking forward.



Boxster S and Boxster

Our contribution to a cleaner environment: pure engineering.

In an era of intensifying debate about CO₂ emissions, every automotive manufacturer is asking itself what it has to offer in terms of environmental protection. Our answer has long been the same: maximum efficiency.

Over the last 15 years, Porsche has been reducing the CO₂ emissions of its vehicles annually by an average of 1.7%. In relation to power output (g/km per hp),

Porsche is already among those manufacturers achieving the lowest CO₂ emissions. This has been achieved through the new efficient drive concept (DFI), lightweight construction, optimum aerodynamics and low rolling resistance.

This high level of environmental responsibility is clearly demonstrated by our approach to environmental management at the

Porsche development centre in Weissach. Here, all technological developments are carried out with environmental protection in mind. The goal? Pure performance – but not at the expense of the environment. A goal achieved by the Boxster models.

Exhaust emission control.

Both engines comply with stringent emission standards, including Euro 5 in Europe and LEV II/ULEV in the USA. Vehicles manufactured by Porsche demonstrate that even high-performance sportscars can achieve very low emission values in their respective category. In short, the Boxster is not only extremely sporty, it is also very clean.

This is achieved by means of a two-stage cascade-type catalytic converter which comprises two monolith substrates on each of the twin exhaust tracts. These specially coated substrates contain ultra-fine honeycomb channels in which pollutants are converted as exhaust gas passes through.

The stereo lambda control circuitry controls and monitors each cylinder bank separately, while another lambda sensor on each cylinder bank monitors pollutant conversion in the respective catalytic converter (p. 38).*

Fuel economy and recycling.

At Porsche, a fundamental aspect of design is intelligent lightweight construction. For both economical and ecological reasons. This forms the basis for low fuel consumption values in conjunction with out-standing performance.

It is economical thanks to the high proportion of aluminium cast alloys, plastics and super high-strength sheet steel used. This is substantially lighter and more stable than conventional steel.

* Not in markets with leaded fuel.

In the Boxster models approximately 20% of components are made from lightweight alloys. We use only innovative and environmentally friendly components, and each material is labelled to facilitate its separation for recycling. Recycled plastics are used where they meet exacting technical requirements. In all, the Boxster models are approximately 95% recyclable.

In addition, Porsche uses only environmentally friendly water-based paints. The Boxster models are absolutely free of asbestos, CFCs and components manufactured using CFCs. This is because, here at Porsche, environmental protection does not begin at the end of a vehicle's life. It starts at the planning and development stage.

Fuel.

Both Boxster models are already designed to operate on fuels with an ethanol content of up to 10%. Ethanol has a positive impact on the CO₂ balance since the plants cultivated for the production of this biofuel also absorb CO₂ from the atmosphere.

The release of hydrocarbons from the fuel system has been minimised thanks to the active carbon filter and a special coating on the fuel tank. All fuel lines are made of aluminium and multi-layered plastic.

Noise.

The Boxster models comply with all applicable noise regulations without any form of engine encapsulation. To achieve this, noises are eliminated at source. Engine parts are stiff, moving parts are lightweight and tolerances are kept to a minimum. Large-volume silencers and resonators in the air intake system minimise noise further. For the entire service life of the vehicle.

Maintenance.

Long service intervals offer clear advantages. For you: lower costs and saved time. For the environment: the use of fewer consumables and replacement parts. For full details of service intervals, please refer to the separate price list.



Boxster S



Personalisation

Personalisation is a reflection of your inner self. An opportunity to present your personality. For yourself.

The Boxster models give you this flexibility. Because they provide not only sporting performance. But also individuality.

you can personalise your Boxster or Boxster S to suit your taste. After all, you'll be spending a long time in it.

Whether it's the exterior or interior colour, the materials, wheels or the BOSE® Surround Sound System,



Boxster with interior package in macassar, three-spoke multifunction steering wheel in macassar, leather trim and optional equipment

Personalisation options.

The Boxster models are a unique expression of the Porsche engineering philosophy. Their design is a modern classic that will stand the test of time. For this very reason, we can offer you

the opportunity to make your own personal refinements when you place your order.

The following pages feature a wide selection of products grouped according to category.

For more information on individual items, please refer to the separate Boxster price list.

In addition, with the Porsche Exclusive range you have the opportunity to specify your

Porsche according to your personal preferences. Turn something special into something unique. Naturally, you can also personalise your Porsche at a later date with the Porsche Tequipment range of accessories.

Your Porsche Centre will be pleased to advise you.

Colours.

Our wide range of colour options offers you the opportunity to enhance your Boxster's unique character.

Available for selection are four solid colours, eight metallic colours, four special colours, five hood colours and ten interior colours, including a two-tone leather package – a combination of Black and Stone Grey.

Of course, you can specify your Boxster in virtually any other colour of your choice. Further information is available in the Porsche Exclusive Boxster catalogue.

Using the Porsche Car Configurator at www.porsche.com, you can transform your ideas into reality. Here you can design your very own Boxster using whatever colour or extra equipment you choose.



Solid exterior colours.



Black



Guards Red



Carrara White



Speed Yellow

Metallic exterior colours.



Basalt Black Metallic



Platinum Silver Metallic*



Dark Blue Metallic



Ice Blue Metallic*



Macadamia Metallic



Meteor Grey Metallic



Aqua Blue Metallic



Porsche Racing Green Metallic

Special exterior colours.



Cream White



GT Silver Metallic



Amethyst Metallic*



Ruby Red Metallic

Hood colours.



Black



Stone Grey



Metropole Blue



Cocoa



Red

Standard interior colours.

**Alcantara/leatherette/
leather/soft-touch paint.**



Black¹⁾



Stone Grey¹⁾



Sand Beige¹⁾



Ocean Blue¹⁾

Carpet.



Black



Stone Grey



Sand Beige



Ocean Blue

Rooflining.



Black



Black



Black



Black

**Special interior colours.
Natural leather.**

Leather/soft-touch paint.



Terracotta (special colour)²⁾



Cocoa (special colour)²⁾



Black/Stone Grey (two-tone)



Dark Grey (natural leather)³⁾



Natural Brown (natural leather)²⁾



Carrera Red (natural leather)²⁾

Carpet.



Terracotta



Cocoa



Stone Grey



Natural Dark Grey



Natural Brown



Carrera Red

Rooflining.



Black



Black



Black



Black



Black



Black

* Available from 09/10 at the earliest.
Also available up to 07/10: Artic Silver Metallic (metallic exterior colour), Atlas Grey Metallic (special exterior colour).

See separate price list for factory-recommended colour combinations.

¹⁾ Soft-touch paint in interior colour, film finish in interior colour on inner door sill guards, black film finish on sun visors.

²⁾ Special colour or Natural Brown (natural leather) and Carrera Red (natural leather) interior: soft-touch paint in interior colour, black film finish on sun visors and inner door sill guards.

³⁾ Dark Grey (natural leather) interior: black soft-touch paint, black film finish on sun visors and inner door sill guards.



ParkAssist



SportDesign package

Exterior.

	Boxster	Boxster S		
Option			I no.	Page
• Metallic paint	○	○	Code	101
• Special colours	○	○	Code	102
• Individual colours	○	○	Code	
• Bi-Xenon headlights with dynamic cornering lights and LED daytime running lights	○	○	P75	65
• Deletion of model designation	W	W	498	
• ParkAssist (rear parking aid)	○	○	635	78, 106
• SportDesign package	○	○	XAL	106, 119
• Grey top tint on windscreen	○	○	567	
• Automatically dimming interior/exterior mirrors with integrated rain sensor	○	○	P12	
• Hardtop	○	○	550	81
• Wind deflector, three-part	○	○	551	81
• Storage box on engine cover	W	W	584	76



Porsche Ceramic Composite Brake (PCCB)



PDK gear selector lever

Engine, transmission and chassis.

	Boxster	Boxster S		
Option			I no.	Page
• Porsche Doppelkupplung (PDK, 7-speed)	○	○	250	42, 107
• Porsche Ceramic Composite Brake (PCCB)	–	○	450	62, 107
• Porsche Active Suspension Management (PASM) with ride height lowered by 10 mm	○	○	475	54
• Mechanically locking rear differential (only in conjunction with 18-inch or 19-inch wheels)	○	○	220	54
• Sport Chrono Package	○	○	639	56
• Sport Chrono Package Plus (only in conjunction with PCM)	○	○	640	57
• Sports exhaust system	○	○	XLF	38

The vehicles illustrated in the chapter on Personalisation may include additional options not featured in this catalogue. For information on these options, please contact your Porsche Centre. For more information on the options featured in this catalogue, please refer to the separate price list. – not available ○ number/extra-cost option • standard equipment W no-cost option



17-inch Cayman II wheel



18-inch Cayman S II wheel



18-inch Boxster S II wheel



19-inch Carrera Sport wheel



19-inch Carrera S II wheel



19-inch Carrera Classic wheel



19-inch SportDesign wheel



19-inch 911 Turbo wheel



19-inch 911 Turbo II wheel

Wheels.

Option	Boxster	Boxster S	I no.	Page
• 17-inch Cayman II wheel	○	—	399	108
• 18-inch Cayman S II wheel	○	○	409	108
• 18-inch Boxster S II wheel	○	●	408	53, 108
• 19-inch Carrera S II wheel	○	○	419	108
• 19-inch Carrera Classic wheel	○	○	405	108
• 19-inch SportDesign wheel	○	○	407	108

Wheels.

Option	Boxster	Boxster S	I no.	Page
• 19-inch Carrera Sport wheel (including wheel centre with full-colour Porsche Crest)	○	○	XRR	109
• 19-inch 911 Turbo wheel	○	○	404	109
• 19-inch 911 Turbo II wheel	○	○	421	109
• Wheel centres with full-colour Porsche crest	○	○	446	109
• Tyre Pressure Monitoring (TPM)	○	○	482	52

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Floor mats



Climate control



Soft ruffled leather seat



Sports seat

Interior.

Option			I no.	Page
	Boxster	Boxster S		
• HomeLink® (programmable garage door opener)	○	○	608	77
• Cruise control	○	○	454	76
• Climate control	○	○	573	76, 110
• Alarm system with interior surveillance	○	–	534	78
• Interior surveillance	–	○	534	78
• Preparation for vehicle tracking system	○	○	674	79
• Fire extinguisher	○	○	509	
• Floor mats	○	○	810	110

Interior.

Option			I no.	Page
	Boxster	Boxster S		
• Comfort seats with driver memory	○	○	P15	74
• Sports seats	○	○	P77	74, 111
• Adaptive sports seats with driver memory	○	○	P01	74
• Sports bucket seats	○	○	P03	74, 75
• Seat heating	○	○	342	75
• Seat ventilation (only in conjunction with seat heating)	○	○	541	75
• Heated steering wheel (only in conjunction with seat heating)	○	○	345	73

The vehicles illustrated in the chapter on Personalisation may include additional options not featured in this catalogue. For information on these options, please contact your Porsche Centre. For more information on the options featured in this catalogue, please refer to the separate price list.
 – not available ○ number/extra-cost option • standard equipment W no-cost option



Sports seats, leather trim and personalised optional equipment

Interior: leather and natural leather.

Option			I no.	Page
	Boxster	Boxster S		
• Partial leather seats	<input type="checkbox"/>	<input type="checkbox"/>	946	
• Soft ruffled leather seats (only in conjunction with leather interior package)	<input type="checkbox"/>	<input type="checkbox"/>	982	111
• Leather interior package (includes seats, dashboard upper/lower sections and door panels in smooth-finish leather)				
– in standard colour	<input type="checkbox"/>	<input type="checkbox"/>	Code	112
– in special colour	<input type="checkbox"/>	<input type="checkbox"/>	Code	
– in two-tone combination	<input type="checkbox"/>	<input type="checkbox"/>	970	
– in natural leather	<input type="checkbox"/>	<input type="checkbox"/>	998	
– in colour to sample	<input type="checkbox"/>	<input type="checkbox"/>	Code	



Three-spoke multifunction steering wheel



Three-spoke multifunction steering wheel for PDK



Three-spoke sports steering wheel with gearshift paddles

Interior: leather and natural leather.

Option			I no.	Page
	Boxster	Boxster S		
• Three-spoke multifunction steering wheel	<input type="checkbox"/>	<input type="checkbox"/>	844	73, 113
• Three-spoke sports steering wheel with gearshift paddles	<input type="checkbox"/>	<input type="checkbox"/>	840	46, 73, 113

The vehicles illustrated in the chapter on Personalisation may include additional options not featured in this catalogue. For information on these options, please contact your Porsche Centre. For more information on the options featured in this catalogue, please refer to the separate price list. – not available ◦ number/extra-cost option • standard equipment W no-cost option



Interior package in macassar, three-spoke multifunction steering wheel in macassar and personalised optional equipment

Interior: macassar wood* (dark wood with satin finish).	Boxster	Boxster S	I no.	Page
Option				
• Macassar interior package*	<input type="radio"/>	<input type="radio"/>	801	114
• Three-spoke multifunction steering wheel in macassar*	<input type="radio"/>	<input type="radio"/>	847	114



Interior package in carbon, three-spoke multifunction steering wheel in carbon and personalised optional equipment

Interior: carbon.	Boxster	Boxster S	I no.	Page
Option				
• Carbon interior package	<input type="radio"/>	<input type="radio"/>	803	115
• Three-spoke multifunction steering wheel in carbon	<input type="radio"/>	<input type="radio"/>	845	115

* Since wood is a natural product, there may be variations in colour and grain

The vehicles illustrated in the chapter on Personalisation may include additional options not featured in this catalogue. For information on these options, please contact your Porsche Centre. For more information on the options featured in this catalogue, please refer to the separate price list.
 – not available number/extra-cost option standard equipment W no-cost option



Three-spoke multifunction steering wheel in Aluminium Look finish and personalised optional equipment

Option			I no.	Page
	Boxster	Boxster S		
Interior: Aluminium Look finish/aluminium.				
• Three-spoke multifunction steering wheel in Aluminium Look	○	○	XPU	116
• Gear and handbrake levers in aluminium I	○	○	ECA	116
• PDK selector lever and handbrake lever aluminium	○	○	ECB	

The vehicles illustrated in the chapter on Personalisation may include additional options not featured in this catalogue. For information on these options, please contact your Porsche Centre. For more information on the options featured in this catalogue, please refer to the separate price list. – not available ○ number/extra-cost option • standard equipment W no-cost option



Universal audio interface (AUX, USB, iPod®) for PCM

Audio and communication.			I no.	Page
	Boxster	Boxster S		
• CDR-30 audio system ¹⁾	•	•		82
• Integrated CD autochanger (six-disc for CDR-30) ¹⁾	○	○	692	87
• Universal audio interface (AUX, for CDR-30)	○	○	870	86
• Mobile phone preparation (for CDR-30 and PCM) ²⁾	○	○	619	86
• Mobile phone preparation with cradle (for CDR-30 and PCM) ²⁾	○	○	618	86
• Sound Package Plus, including CD storage (for CDR-30 and PCM)	○	○	490	87
• BOSE® Surround Sound System, including CD storage (for CDR-30 and PCM)	○	○	680	88
• External aerial (for CDR-30 and PCM)	W	W	461	

¹⁾ May be incompatible with some copy-protected audio CDs/DVDs.

²⁾ – Mobile phone preparation: The use of a mobile phone inside a car may cause an increase in the interior electromagnetic field strength and, accordingly, in the electromagnetic radiation to which passengers are exposed. The use of the telephone module for PCM via Bluetooth® SAP connection or with the SIM card inserted prevents exposure to electromagnetic radiation as only the car's external aerial is ever used. – For information on compatible mobile phones, please contact your Porsche Centre or visit www.porsche.com. – Telephone module in HFP mode: The use of a mobile phone inside a car may cause an increase in the interior electromagnetic field strength and, accordingly, in the electromagnetic radiation to which passengers are exposed. The use of the telephone module for PCM via Bluetooth® SAP connection or with the SIM card inserted prevents exposure to electromagnetic radiation as only the car's external aerial is ever used.



Electronic logbook for PCM



Cordless handset for telephone module and PCM



Audio and communication.

Option			I no.	Page
	Boxster	Boxster S		
• PCM including navigation module ¹⁾	○	○	P23	83, 84
• Integral CD/DVD autochanger (six-disc for PCM) ¹⁾	○	○	693	87
• Universal audio interface (AUX, USB, iPod®, for PCM) ³⁾	○	○	870	86, 117
• TV tuner (for PCM)	○	○	676	85
• Telephone module (for PCM) ²⁾	○	○	666	85
• Cordless handset for telephone module (for PCM)	○	○	669	85, 118
• Voice control system (for PCM)	○	○	671	85, 86
• Electronic logbook (for PCM)	○	○	641	85, 118

¹⁾ May be incompatible with some copy-protected audio CDs/DVDs.

²⁾ See page 117 for information

³⁾ For information on the compatibility of iPod® and iPhone® models, please contact your Porsche Centre.

The vehicles illustrated in the chapter on Personalisation may include additional options not featured in this catalogue.

For information on these options, please contact your Porsche Centre.

For more information on the options featured in this catalogue, please refer to the separate price list.

– not available ○ number/extra-cost option • standard equipment W no-cost option

Porsche Exclusive

**State-of-the-art.
And to your specification.**

With the range of options featured in this catalogue, you can make your Porsche even more special. Introducing Porsche Exclusive. Have your vehicle individually and exclusively tailored to your wishes even before it leaves the factory.

Aesthetically and technically, inside and outside, using fine materials and with customary Porsche quality. Our overriding principle? Uniquely handcrafted to your taste. You will find a wide range of design options in the separate Porsche Exclusive Boxster catalogue.

Either your Porsche Centre or the customer centre in Zuffenhausen (tel. +49 (0)711 911-25332) will be happy to answer any questions you may have. Please note that delivery times may be extended for certain Porsche Exclusive equipment.

Factory collection

You won't be able to sleep the night before. The night after, you won't want to.

Many of our customers dream of collecting their new Porsche in person. They want to be there when the car of their dreams leaves the factory. This way, they can be the first to take their Porsche to its rightful place: on the road.

Today, all Porsche engines are constructed here in our main factory in Zuffenhausen, where the legendary 356 was built. You can collect your Boxster, Cayman or 911 from here.

If you've chosen a Cayenne or Panamera, this will be waiting for

you at their place of manufacture – in Leipzig.

Where better to experience the passion of Porsche than in the place where it all began? A place characterised by a unique blend of past and future. To take advantage of this fascinating opportunity, please inform your Porsche Centre that you would like to collect your vehicle in Zuffenhausen, or if you purchased a Panamera or Cayenne, in Leipzig. We will then make all the necessary arrangements to have your Porsche ready by the agreed collection date.

Finding the factory is straightforward. The easiest way to travel from outside Germany is to fly to Stuttgart, Frankfurt am Main, or Leipzig, and then continue by train, taxi or hire car

(which we can return on your behalf).

Please note that there are a number of formalities that must be completed when you take delivery of your new Porsche. For full details, please consult your Porsche Centre, who will also be happy to assist when it comes to planning your trip.

Everything about a Porsche is more intense. Especially the anticipation.

There's no need to rush just yet. Take your time and make the factory tour one of the highlights of your visit. See Porsche production processes in action for yourself, from engine assembly and the preparation of upholstery

to final installation. Experience one of the key moments in the construction of any car: the 'marriage' of engine/chassis and body. The factory tour is one of our oldest traditions and is always conducted by a Porsche enthusiast with extensive knowledge of the marque.

If Zuffenhausen is the destination for your factory collection, then why not also visit the new Porsche Museum? Here, you'll find an impressive range of exhibits, including legendary Porsche models that have made key contributions to the Porsche success story. Awaiting you in Leipzig are an impressive car exhibition and an exciting film presentation about the fascinating world of Porsche. How does a Porsche experience of the culinary kind sound? As

part of your factory collection visit, we will be delighted to offer you a three-course meal from our gourmet menu. If there's still time, you can enjoy some additional refreshments in the customer lounge or simply browse in the Porsche Design Driver's Selection Shop.

The moment you've been waiting for.

The highlight of your visit will undoubtedly be the delivery of your Porsche – handed over by specialists who know it inside and out. They will take their time to explain everything you need to know about your new car and all its technical features.

Then you'll finally experience what it means to own a Porsche.



Vehicle handover in Zuffenhausen



Porsche Museum



Porsche Centres

Your Porsche Centre can assist you with every aspect of purchasing and owning your Porsche. You will also find a wide range of products and services, including genuine Porsche parts and accessories.

Porsche Assistance

Enjoy peace of mind with our exclusive breakdown and accident recovery service. Membership is free when you buy a new Porsche.

Porsche Financial Services

Our innovative suite of financial services is specially tailored to the needs of Porsche owners. Products range from attractive finance and leasing options to vehicle insurance and the Porsche Card.

Porsche Exclusive

Realise your vision of the perfect Porsche with our factory customisation programme. From styling enhancements to performance upgrades, all modifications are uniquely handcrafted for your Porsche.

Porsche Tequipment

Personalise your Porsche at any time after purchase with the Tequipment range of approved accessories. Designed exclusively for your car, every product is fully guaranteed.

Porsche Design Driver's Selection

With products ranging from fashion and accessories to tailored luggage, this unique collection combines quality and style with everyday practicality.

Service

Porsche Used Car Programme

Porsche Approved is the simple way to find the perfect pre-owned Porsche, anywhere in the world. Every car is rigorously tested and comes with a comprehensive vehicle warranty.

Porsche Classic

Your specialist source for genuine Porsche parts and technical documentation as well as servicing, repair and restoration for all types of classic Porsche. Find out more at www.porsche.com/classic.

Christophorus

Our bi-monthly magazine for Porsche owners has news, interviews and a wide variety of features from throughout the world of Porsche.

Porsche Clubs

Since the first Porsche Club was founded in 1952, their number has grown to 613 worldwide. To find out more, call +49 (0)711 911-78307 or go to www.porsche.com.

Porsche Driving Experience

1. Porsche Travel Club. Exclusive driving holidays and incentive ideas combining luxury and adventure, worldwide. To find out more, call +49 (0)711 911-78155. E-mail: travel.club@porsche.de

2. Porsche Sport Driving School.

Develop your skill and explore your Porsche with the Porsche Sport Driving School. To learn about events at some of the world's most famous racing venues, call +49 (0)711 911-78683. E-mail: sportdrivingschool@porsche.de



Porsche Online

For all the latest news and information from Porsche, go to www.porsche.com.



Ask your Porsche Centre for the latest brochures from Porsche Exclusive, Porsche Tequipment, Porsche Design Driver's Selection and the Porsche Driving Experience.



Summary

**The Boxster. A sportscar
in a league of its own.
Because it doesn't follow
the rules; it writes them.**

**A roadster that is driven by an
unquenchable fire that burns within,
and sets new standards thanks to
Porsche Intelligent Performance.
Providing the driver with an
authentic driving experience.**

**Turning every corner into an
unforgettable experience.
And making sparks fly.**

**After over 60 years of roadster
history, the affair goes on.**

Technical data

	Boxster	Boxster S
Engine		
Type	Boxer	Boxer
Installation	mid-mounted	mid-mounted
No. of cylinders	6	6
Displacement	2.893 cm ³	3.436 cm ³
Max. power (DIN) at rpm	188 kW (255 hp) 6.400	228 kW (310 hp) 6.400
Max. torque at rpm	290 Nm 4.400–6.000	360 Nm 4.400–5.500
Compression ratio	11.5:1	12.5:1
Transmission		
Layout	Rear-wheel drive	Rear-wheel drive
Manual transmission	6-speed	6-speed
PDK (optional)	7-speed	7-speed
Chassis		
Front axle	McPherson-strut suspension	McPherson-strut suspension
Rear axle	McPherson-strut suspension	McPherson-strut suspension
Steering	Power assisted (hydraulic) with variable steering ratio	Power assisted (hydraulic) with variable steering ratio
Turning circle	11.1 m	11.1 m
Brakes	4-piston aluminium monobloc fixed calipers front and rear, discs internally vented and cross-drilled	4-piston aluminium monobloc fixed calipers front and rear, discs internally vented and cross-drilled
Vehicle stability system	PSM (with ABS 8.0)	PSM (with ABS 8.0)
Wheels	Front: 7 J x 17 Rear: 8.5 J x 17	Front: 8 J x 18 Rear: 9 J x 18
Tyres	Front: 205/55 ZR 17 Rear: 235/50 ZR 17	Front: 235/40 ZR 18 Rear: 265/40 ZR 18

	Boxster	Boxster S
Weights		
	Manual / PDK	Manual / PDK
Unladen weight (DIN)	1.335 kg / 1.365 kg	1.355 kg / 1.380 kg
Unladen weight (EC) ¹⁾	1.410 kg / 1.440 kg	1.430 kg / 1.455 kg
Permissible gross weight	1.635 kg / 1.670 kg	1.645 kg / 1.675 kg
Performance		
	Manual / PDK (SPORT PLUS) ²⁾	Manual / PDK (SPORT PLUS) ²⁾
Top speed km/h (mph)	263 (163 mph) / 261 (162 mph)	274 (170 mph) / 272 (169 mph)
0–100 km/h (0–62 mph)	5.9 secs / 5.8 secs (5.6 secs) ²⁾	5.3 secs / 5.2 secs (5.0 secs) ²⁾
0–160 km/h (0–99 mph)	13.6 secs / 13.4 secs (13.1 secs) ²⁾	11.6 secs / 11.4 secs (11.1 secs) ²⁾
Flexibility (80–120 km/h) (50–75 mph) in 5th gear	7.6 secs / 7.5 secs	6.5 secs / 6.3 secs
In-gear acceleration (80–120 km/h) (50–75 mph)	– / 3.8 secs	– / 3.2 secs
Fuel consumption/emissions³⁾		
	Manual / PDK	Manual / PDK
Urban in l/100 km (mpg)	13.8 (20.8) / 13.6 (20.5)	13.6 (20.8) / 14.1 (20.0)
Extra urban in l/100 km (mpg)	6.9 (40.9) / 6.5 (43.5)	7.1 (39.8) / 6.6 (42.8)
Combined in l/100 km (mpg)	9.4 (30.1) / 9.1 (31.0)	9.5 (29.7) / 9.4 (30.1)
CO ₂ emissions (g/km)	221 / 214	223 / 221
Dimensions/aerodynamics		
Length	4.342 mm	4.342 mm
Width (including exterior mirrors)	1.801 mm (1.952 mm)	1.801 mm (1.952 mm)
Height	1.292 mm	1.294 mm
Wheelbase	2.415 mm	2.415 mm
Luggage compartment volume (VDA) front/rear	150 l / 130 l	150 l / 130 l
Tank capacity (reserve fuel)	approx. 64 l	approx. 64 l
Drag coefficient	manual/PDK c _w = 0.29/0.30	manual/PDK c _w = 0.30/0.31

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 68 kg for the driver and 7 kg for luggage.

²⁾ With SPORT PLUS button in conjunction with the optional Sport Chrono Package or Sport Chrono Package Plus.

³⁾ Data determined in the NEDC (New European Driving Cycle) in accordance with the Euro 5 (715/2007/EC and 692/2008/EC) measurement method. The figures do not refer to an individual vehicle nor do they constitute part of the offer. They are intended solely as a means of comparing different types of vehicle. You can obtain further information about individual vehicles from your Porsche Centre. The fuel consumption has been calculated based on a vehicle with standard equipment. Optional equipment may affect fuel consumption and performance.

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