



PORSCHE



The Boxster

Boxster and Boxster S



**It's visual.
It's visceral.
It's flat-out fun.**

The Boxster.

The Boxster	2
Design	18
Performance	26
Safety	50
Comfort and Personalization	64
Specifications	88



The Boxster

We still remember the sensation it caused. When a design concept called Boxster first appeared on the Porsche stand at the 1993 Detroit Auto Show, it left the automotive world stunned, but delighted. It was so perfectly evocative of everything that was irresistible about a Porsche. Its power. Its undeniable sense of purpose. Then, as now, the Boxster epitomized the Porsche penchant for building sports cars that offer a clear view of the future. And a delightful glimpse of the past.



Two new Boxster models. One singular sensation.

The design concept that was shown at Detroit was a direct expression of the original mid-engine Porsche roadster, the legendary 550 Spyder. In the mid-1950s, the Porsche 550 practically rewrote the rules of high performance, becoming one of the most successful racing cars of its time.

It didn't have the biggest engine, nor was it the most costly sports car of its era. What it had was innovation, pure and simple. The idea of locating a compact, free-

revving engine midship gave the Porsche a nimbleness no sports car had ever possessed. The Spyder didn't have to outmuscle its competitors. It could outbrake, outmaneuver and outsmart them.

The Boxster shares this boldly intelligent approach to sports car design. Within an open-top, two-seater layout sits a mid-mounted, flat-six boxer engine, its low center of gravity helping to instill driving confidence through the corners.

Acceleration out of corners is equally empowering. Whether you're driving the 2.7-liter Boxster with its 240-hp engine or the 3.2-liter Boxster S with its 280-hp version, power is readily accessible. Just squeeze the throttle.

A Porsche technology called VarioCam and a revised intake manifold are the keys: Peak torque of 199 lb.-ft. (Boxster) and 236 lb.-ft. (Boxster S) is on tap from 4700 to 6000 rpm, giving you ample reserves of power.

The power it lends both Boxster models is not lost in the execution. Thanks to a rigid chassis, every idea that Porsche engineers have conceived for the Boxster concept, from its sports suspension and axle kinematics to its wide track and streamlined aerodynamics, connects you more closely to the road disappearing beneath you.

Porsche engineers have also given the Boxster a steering system whose gear assembly and variable-steering ratio combine to

achieve a level of precision and feedback deserving of their own adjectives. *Motor Trend* put it this way: "Based on a several-hundred mile drive through the Italian hills and countryside, the Boxster S's handling feels about as faultless as faultless gets. And then there are those brakes. Boxster brakes have always been right fine. But these are right unbelievable."

After a decade's worth of carefully studied refinements, the modern-day interpretation of the Boxster

concept reflects an unbroken line of individualistic, race-bred sports cars that inspire fervor and passion among those who possess them. And those who dream of doing so.



Boxster. An equation of excellence.

Developing a sports car as successful as the first-generation Boxster into something even better is a delicate task. Yet it is precisely the kind of engineering exercise at which Porsche engineers excel. Perhaps it's a by-product of our being, from the very beginning, racers. No one thrived on the technical challenges of motorsports competition more than Professor Ferry Porsche, and under his guidance the Porsche philosophy was set in stone: Evolve carefully, always seeking an equation of excellence.

As a result, each detail of today's Boxster must contribute to the overall balance of power, agility and pure driving pleasure.

Power? The Boxster's flat-six engine is mounted in the center, ahead of the rear axle line. Its 2.7-liter displacement provides 240 horsepower at 6400 rpm. Aided by a low center of gravity and mid-engine layout, the Boxster accelerates from a standstill to 60 mph in just 5.9 seconds.

The five-speed manual transmission, the optional six-speed manual transmission and the five-speed Tiptronic S automatic transmission have ratios configured to match the Boxster engine's dynamic performance characteristics.

Both manual transmissions—five- and six-speed—feature a perfectly orchestrated short-throw action. Grab the shifter: The next gear is yours in the blink of an eye.

Agility? The Boxster chassis uses lightweight design, materials and construction to achieve razor-sharp

handling. The 17-inch Boxster II wheels further that aim. Visible behind the spokes—finished in black anodizing—are four-piston, monobloc aluminum brake calipers. All four discs are cross-drilled and vented to match the new power of the engine.

Driving pleasure? Proof of this lies not in any specification list—that kind of evidence can only be gathered firsthand. Your Porsche dealer can arrange for a thorough test drive. After all, excellence cannot truly be appreciated until you are part of the equation.







Boxster S. The most powerful Boxster ever.

The Boxster S offers the most committed driving enthusiasts a sports car of uncompromised performance. Its 3.2-liter engine has been tuned to deliver 280 horsepower, making it the most powerful engine ever offered in the Boxster line.

What can you do with such power? Anything you desire—that's what makes Porsche's brand of power so practical. Unlike other sports cars that require you to run well above 5000 rpm to make use of the engine's torque, the 3.2-liter flat six of the Boxster S lets you

tap into the power band across a wide range of engine speeds. Regardless of whether you are crawling through traffic or cruising down empty expanses of highway, the Boxster S responds.

Work your way through the gears of its six-speed manual transmission. Notice how quickly you are able to complete each shift? The Boxster S features a short-throw shifter for crisp, rapid-fire gear selection.

Want the choice of shifting yourself or letting the transmission do it for you? Consider the optional Tiptronic S, our best-of-both-worlds, electronically controlled five-speed automatic transmission.

Inside and out, the Boxster S drops hints of its unique capabilities. Look closely at the 18-inch alloy wheels, designed especially for the Boxster S, and you'll see red-anodized brake calipers—your clue to the upgraded braking specifications demanded of the Boxster S. The ultimate braking enhancement—Porsche Ceramic Composite Brakes (PCCB)—is also available as an option.

Step inside the cockpit and settle behind the wheel. When outfitted with Porsche Communication Management (PCM), an optional three-spoke multifunction steering wheel places a variety of the car's features at your fingertips.

Turn the ignition key with your left hand and watch as the white-faced dials on the instrument binnacle—unique to the Boxster S—bounce to life, the tachometer needle's every move accompanied by a sweet rumble of the exhaust note.

Let out the clutch and feel the steady pull of the powerful flat six accelerate you forward, your right

foot eagerly making demands of the electronic throttle. Turn your first corner and confirm the wisdom of mounting the engine midship, where its weight can be distributed for optimal road-holding.

The Boxster S is now yours to command with confidence. At your side is standard Porsche Stability Management (PSM), a driver aid that can stabilize the car in severe understeer and oversteer conditions. By braking the appropriate wheel or wheels and, if necessary, intervening through engine management, PSM remains constantly on guard. Keeping you in control.







Design

The design of a Porsche always speaks in a universal language: People everywhere love to drive. But something about a Boxster speaks with a voice like that of a Siren. It calls to you, and resistance seems futile. What its aerodynamically chiseled exterior promises is too enticing. What its aesthetically intelligent interior conveys is too compelling. If driving is your passion, there is no substitute for the sheer inspiration of the Boxster.



Charge into the wind, and the Boxster's prominent front air ducts pass generous amounts of cool air to the engine's radiators. Then, directional spoilers channel it to the next assignment: brake cooling.

Large intakes on the rear quarter panels feed even more cooling air to the flat-six engine. The air that flows over the car arcs down the sloping rear deck, applying down-force to a rear spoiler that extends at speeds above 75 mph for crisp handling and high-speed stability.

Less visible, but no less important, is a smooth underbody design that keeps air gliding beneath the car, creating a "ground effects" stream that reduces lift and drag while simultaneously venting stagnant air around the gearbox.

So where does this synergy of new thinking and original Porsche essence lead? To improved braking and steering. Unflinching straight-line performance. A low 0.29 drag coefficient (Boxster) and a top track speed of 167 mph

(Boxster S). All of which proves that, when engineered properly, form not only follows function, but intensifies it as well.

Design born of a simple philosophy: Life is fun.

There is no shortage of intellectual exchange taking place at the Porsche design studios in Weissach, Germany. Every alternation proposed must be rationalized, held up to the ideal that form must follow function.

Since the time of its inauguration, a litany of significant enhancements has been made to the Boxster's celebrated form—each of them at once faithful to its heritage, firmly rooted in functionality and unlike anything else on the road.

Perhaps nothing exemplifies this edict more than a quick study of the Boxster's aerodynamics. At Porsche, it's not simply a matter of styling shapes that shear the least-resistant path through air. Wind is an important ally in our incessant effort to elevate performance. As well as an essential element of the Boxster's character.

Every line, every curve and every carefully chiseled detail play a vital role in shaping, shifting and refining the flow of air.





Environment.

Exhaust gases and emissions control.

Our Weissach Development Center has spent several decades striving to ensure every Porsche is as environmentally friendly as it is exciting. On both Boxster models, a combination of four-valve cylinder heads and VarioCam variable-valve timing minimizes emissions at the source. A sophisticated exhaust system anchored by four catalytic converters scrubs harmful gases even further.

To maximize efficiency, the engine's powerful combustion is controlled by the latest Motronic ME 7.8 engine management system. Each bank of cylinders features a dedicated Lambda circuit for a more accurate adjustment of the air/fuel mix.

A second pair of Lambda sensors, one for each exhaust, then monitors the performance of the catalytic converters. As well as improving the car's fuel consumption, each of these systems ensures full

compliance with the stringent TIER 2 exhaust emissions standards of the United States EPA.

Fuel system.

In the fuel supply system, the evaporation of hydrocarbons has been virtually eliminated. All fuel lines are made from robust aluminum, while those carrying vapors are made of multilayered plastic.

Materials and recycling.

All structural elements, switches and trim material in the Boxster are made from fully recyclable materials. Better still, it's likely your Boxster may never need recycling at all. After all, more than 60% of all Porsches ever produced since 1948 are still on the road today. This remarkable record of durability is fundamental to our environmental approach.

Like every Porsche, both Boxster models are entirely free of CFCs and components manufactured using these chemicals. Instead, a range of highly resilient yet lightweight plastics and metals is used extensively in the Boxster's construction, with priority given to sustainable materials. The most important of these are galvanized sheet metal, recyclable synthetics and aluminum.

Approximately 85% of all Boxster components can be recycled using today's technology. To simplify recycling, all plastic components are clearly labeled in accordance with the relevant standards. Water-based paints are used to minimize solvent pollution during the manufacturing process.

Maintenance.

Longer service intervals are not only easier on resources, they also make good financial sense. Over the years, Porsche has consistently

reduced its servicing requirements as well as the number of tasks. On both Boxster models, the intervals speak for themselves: engine oil every 20,000 miles (or two years), spark plugs every 60,000 miles (or four years), oil filter every 20,000 miles, and air filter every 40,000 miles. The brake fluid interval is two years, while the coolant is good for the life of the car.

The bottom line? You can enjoy your new Boxster for two years or 20,000 miles before having to encounter your first regularly scheduled maintenance. As well as reducing the cost of ownership, this means you'll spend less of your precious time servicing the car and more time doing what you love—driving it.

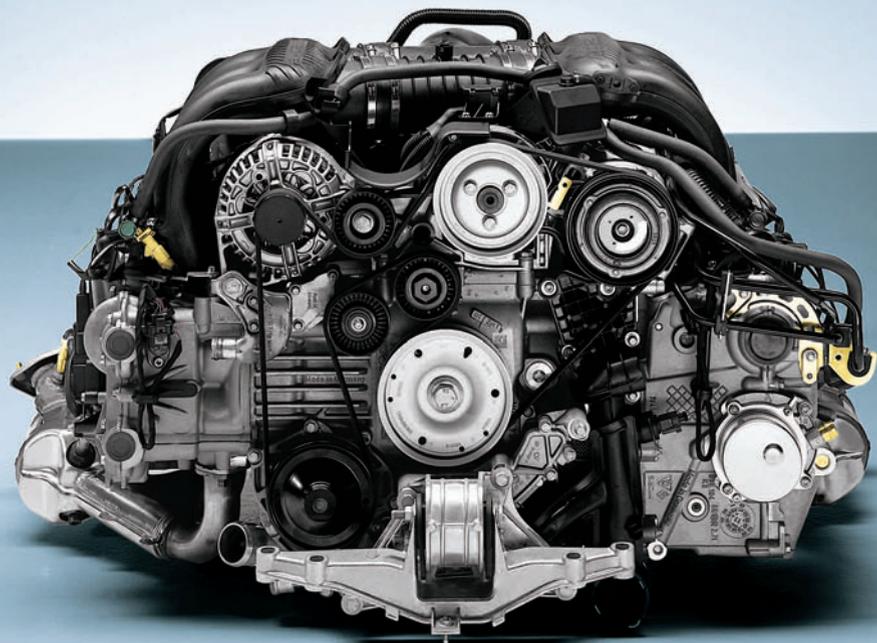




Performance

At first glance or in fifth gear, the Boxster delivers a flood of sensations—evoking everything that is irresistible about a Porsche. The way it connects you to the open road. the way it responds instantly to every driver input, prompting *Car and Driver* to exclaim, “Spend your whole life studying Eastern religions, and you won’t achieve the inner balance of a Boxster S.”

**More power. More punch.
The six-cylinder boxer engine.**



Both Boxster models are powered by a water-cooled, six-cylinder “boxer” engine with four-valve cylinder heads. That smooth scream you hear each time you prod the throttle is the free-revving response of an engine designed to breathe deeply.

Call it lung capacity—the Boxster engine design pushes large volumes of air into and out of the engine quickly and efficiently, with each cycle producing an emphatic power stroke. A Porsche-optimized exhaust system also enhances the car’s breathing and, ultimately, its performance.

The latest Motronic ME 7.8 engine management system uses a host of sophisticated technologies, first proven on the Porsche 911 Turbo, to optimize induction, valve timing, ignition and fuel injection. The result: a maximum of 280 horsepower on the Boxster S

and 240 horsepower on the standard Boxster model.

A two-stage resonance intake manifold ensures high levels of torque even at lower speeds. Maximum torque output of 199 lb.-ft. on the Boxster and 236 lb.-ft. on the Boxster S is available between 4700 and 6000 rpm.

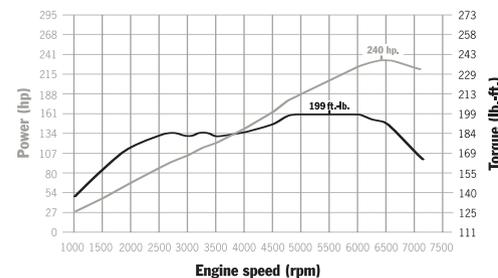
Both engine variants are built with lightweight aluminum alloys that strengthen key components while shaving performance-numbing weight. The crankshaft is forged, and runs in seven main bearings.

On the Boxster, the bearing bridge is made entirely of aluminum. The higher engine temperatures on the Boxster S require another approach: an ingenious mix of aluminum and cast iron. An additional benefit? The reduction in engine noise.

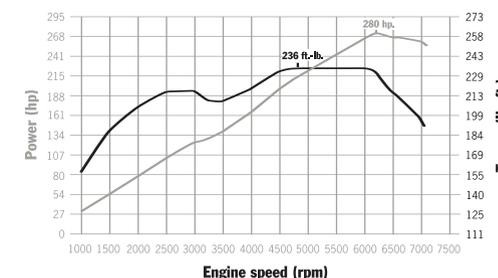
That throttle you’ve been blipping? It’s electronic—every prodding is digitally tied to the Motronic engine management system for a throttle response that’s instantaneous.

Open-deck engine block.

The two halves of the engine block are die-cast in aluminum with integrated oil and water channels. This simple solution maintains the integrity of the block—there is no need for drilling after the block has been cast. It also dispenses with the need for external hoses and their associated maintenance requirements.



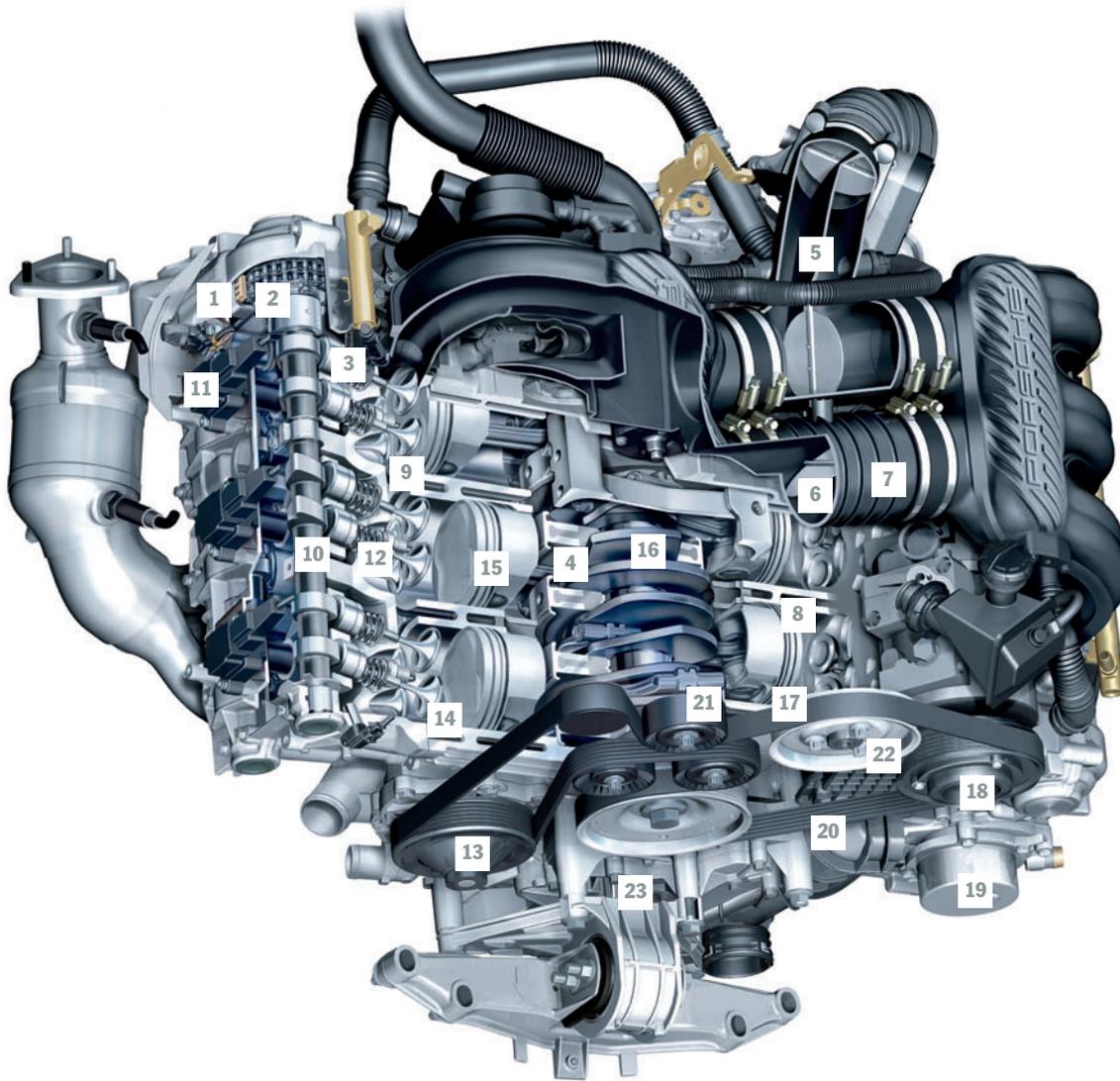
Boxster: 199 lb.-ft. at 4700–6000 rpm, 240 hp at 6400 rpm



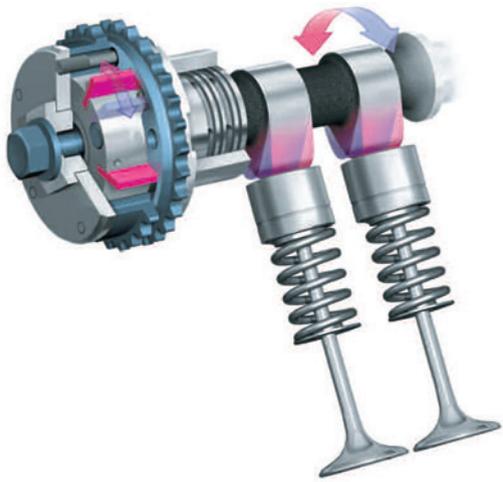
Boxster S: 236 lb.-ft. at 4700–6000 rpm, 280 hp at 6200 rpm

Horizontally opposed. Totally in-sync.

This illustration identifies key components of the Boxster's namesake six-cylinder boxer engine. It's called "boxer" because the power plant's horizontal layout places the pistons in direct opposition, creating a "punch-counterpunch" effect with each rotation of the crankshaft.



- | | |
|---------------------------------|---------------------------------|
| 1. Oil scavenge pump | 13. Water pump |
| 2. VarioCam | 14. Lokasil-coated bore |
| 3. Hydraulic tappet | 15. Aluminum piston |
| 4. Crankshaft bearing bridge | 16. Crankshaft |
| 5. Twin-flow intake pipe | 17. Combustion chamber |
| 6. Resonance valve | 18. Air conditioning compressor |
| 7. Resonance induction manifold | 19. Oil scavenge pump |
| 8. Water channel | 20. Drive belt for ancillaries |
| 9. Inlet valve | 21. Forged connecting rod |
| 10. Inlet camshaft | 22. Power-steering pump |
| 11. Single-spark ignition coil | 23. Oil feed pump (obscured) |
| 12. Valve spring | |



VarioCam.

Both Boxster engines are equipped with VarioCam variable-valve timing. A proven Porsche technology, VarioCam does precisely what its name implies. It varies the timing of the intake camshafts to optimize performance at any engine speed or load. The camshaft angle is continuously varied by means of twin rotary-valve vane adjusters. As well as enhancing power and torque, the system offers smoother running, better fuel economy and lower exhaust emissions.

How does it work? The engine management system identifies current engine requirements, then automatically and seamlessly signals adjustment of the valve timing to match.

Integrated dry-sump lubrication.

Oil flow that's free of cavitation is critical to a high-performance engine. Cavitation occurs when the splash of oil against moving parts, such as crankshaft bearings, creates a foaming effect. The Boxster engine uses a dedicated oil scavenge pump to extract oil from each bank of cylinders, then sends it to a defoaming chamber before sending it back to the oil sump.

From there, the oil is pumped to the lubrication points and begins the cycle once more. Originally developed for racing use, this proprietary Porsche technology ensures consistent lubrication, even under more extreme high-speed cornering.

Oil-level indicator.

Boxster models also feature an electronic oil-level indicator in the cockpit. The new display is now so precise that a conventional dipstick is no longer required.

Engine cooling.

Heat is the natural enemy of a high-performance engine. Both Boxster engine variants use a cross-flow system where all coolant channels are cast in the block. With no external hoses or pipes involved, the system is virtually maintenance-free. Coolant is supplied separately to each individual cylinder so it never arrives pre-warmed. As well as maintaining a consistent engine temperature, the valves are less susceptible to wear. The benefits? Greater reliability, less risk of knocking, better fuel economy, lower emissions and reduced mechanical noise.

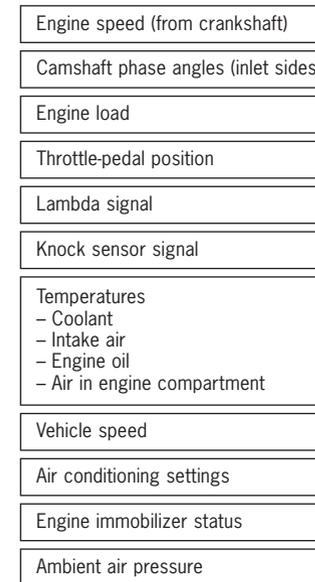
Engine management system (Motronic ME 7.8) with electronic throttle.

The Motronic ME 7.8 engine management system is a technical wonder—essential to the way a Porsche Boxster achieves performance enhancements in all operating conditions. It is the primary source of control for all engine-related systems and processes, including ignition and fuel supply.

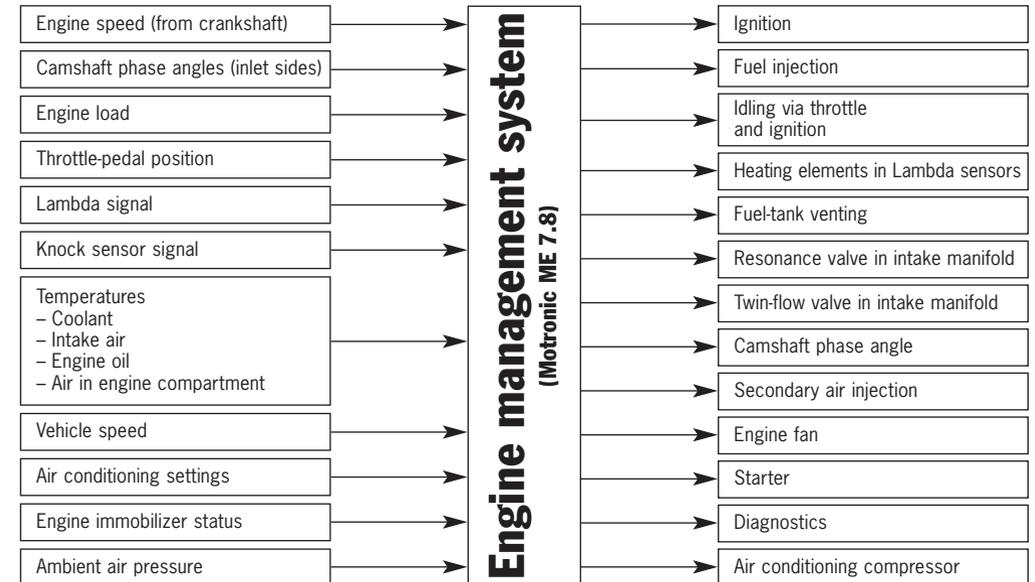
Motronic not only makes the electronic throttle more precise, it can also modulate incoming air volume to compensate for sudden load changes—those that occur when lifting off the throttle before braking, for example. It provides smoother power delivery from a standing start and less intrusive rev-limited action. It is also used to integrate the various subsystems within the standard Porsche Stability

Management (PSM) system, such as the Anti-Slip Regulation (ASR) and the Automatic Brake Differential (ABD). Other important functions include coordination and control of the optional Tiptronic S transmission, stereo Lambda sensors, variable-valve timing (VarioCam) and cylinder-specific knock control.

Input data



Used to regulate/control



**Ignition system.**

Ignition is power. The stronger the ignition is, the more complete and powerful the resulting combustion will be. The Boxster engines are not lacking for power. They use a static high-voltage ignition system with separate coils on each of the plugs. All six coils are directly controlled by the engine management system.

Because it's integrated with other systems, the ignition timing adjusts instantly to match changes in driving input. If, for example, the optional Tiptronic S transmission requests smoother downshifts, the system responds within a fraction of a second and adjusts the ignition timing for more seamless gear changes.

Cylinder-specific knock control.

The higher engine loads produced by a high-performance engine can create what's called knock, or pre-ignition. The Boxster engine addresses this by controlling knock at each cylinder individually. Since cylinder temperatures tend to vary in different parts of the engine, each cylinder is monitored separately. If the risk of pre-ignition is detected in one or more cylinders, ignition timing is adjusted on the corresponding plug. This anti-knock technology is effective in all engine states, including heavy loads at low rpm.

Two-stage resonance intake manifold.

Porsche engineers love a long, flat torque curve. To help them achieve that aim, the Boxster and Boxster S feature a large intake manifold and revised exhaust manifolds—including high-performance headers on the Boxster S. The twin plenum chambers are connected via parallel pipes, one of which houses a valve. The engine management system uses this valve to alter the internal geometry and match this frequency to the current valve speed for improved cylinder charging.

The results are higher torque at low rpm, a flatter torque curve and more power at high rpm. The system pleases Porsche engineers in another important way: It's lighter than earlier models. And the induction sound it creates is rich and full—the perfect counterpart to its exhaust note.

Unleash sounds straight from the Boxster's soul.



Exhaust system



Central oval tailpipe (Boxster)



Central dual tailpipe (Boxster S)



Exhaust system.

Both Boxster models have an exhaust system that enhances the car's powerful acoustics on starting, at idle and across the entire speed range.

The exhaust uses a separate tract for each bank of cylinders. Since a twin-tract layout generates less back pressure than a conventional exhaust, the system has a positive effect on both power and torque. The exhaust is then fed into a silencer unit,

consisting of two linked chambers, before exiting the rear of the car.

A series of four Lambda probes—one before and one after each of the two close-coupled catalytic converters—provides separate monitoring of the gas composition and catalyst performance.

Maintenance.

A Porsche is designed for pleasure, not hassle. On Boxster models, this goal is evidenced by extended intervals for service and maintenance. A few examples: A single self-adjusting belt drives the alternator, power-steering

pump and air conditioning.

A chain-drive system good for the life of the car serves the camshafts and intermediary shafts. With the exception of the spark plugs, the ignition system is also maintenance-free—and the spark plug interval is now

60,000 miles. An oil change is required after 20,000 miles.

There is no need to adjust valve clearances—the hydraulic tappets automatically do that. And both clutch units are state of the art, producing a lasting improvement in service.

Transmissions for sport and play.



Manual gearbox with dual-mass flywheel.

Is there anything that feels as right as executing a gear change in a Porsche Boxster? It's a feeling engineered in the Boxster to jump-start your pulse rate each time your right hand makes its move.

Rapid gearshifts on both models are achieved with a short-throw mechanism offering a 26% (five-speed) and 15% (six-speed) reduction in gear-lever travel from that of previous models.

The 2.7-liter Boxster is equipped with a lightweight five-speed manual

gearbox that balances ratios to match the car's specific engine characteristics. As an alternative, the optional Sport package uses a high-performance, six-speed manual gearbox with the Porsche Active Suspension Management. The Boxster S comes standard with this revised six-speed unit.

Tiptronic S.

Over a decade ago, Porsche pioneered Tiptronic, and suddenly there was a versatile alternative to the either/or choice that sports car buyers faced in selecting a type of transmission. The Tiptronic option combined the ease of an automatic with the engagement of manual gearshifts.

The latest version of this important innovation is called Tiptronic S, and it's optional on both Boxster models. The five-speed Tiptronic S transmission offers revised gearshift action: For manual control, simply slot the gear selector into the manual gate and use the gearshift controls on the steering wheel. The system responds immediately to your input with virtually no interruption in the drive. Gearshifts are

performed in approximately 0.2 seconds—comparable with the action on a manual gearbox.

Shift to automatic, and you can still change gear by hand using the rocker controls on the wheel. This race-derived method is particularly useful when performing an overtaking maneuver. If there is no manual input for a period of eight seconds, the system reverts back to automatic mode. The drive position and gear selection are displayed on the instrument cluster, using the same pattern found on the gear-selector gate.

In automatic mode, Tiptronic S can choose from five gearshift patterns ranging from "Economy" to "Sport." Depending on driving style and the topography of the road, Tiptronic S selects one of the five patterns and applies the optimum sequence

of gearshift points. Within a short space of time, you'll develop a feel for the system and learn to influence gearshifts using the throttle alone.

The benefits of Tiptronic S are particularly apparent when exploring the car's performance. Even in automatic, the rapid gearshift action enables optimum speed and agility. Other useful functions include a warm-up program, automatic selection of the Sport gearshift pattern during high-performance use, gearshift suppression during cornering maneuvers, automatic downshifts during heavy braking, an incline sensor for better uphill acceleration and downhill engine braking, and automatic upshifts when traction is threatened during braking in wet conditions.

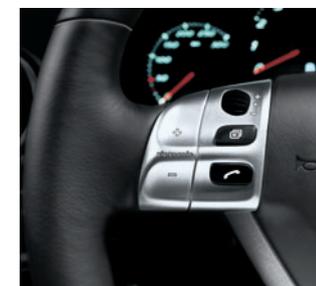
Gear lever

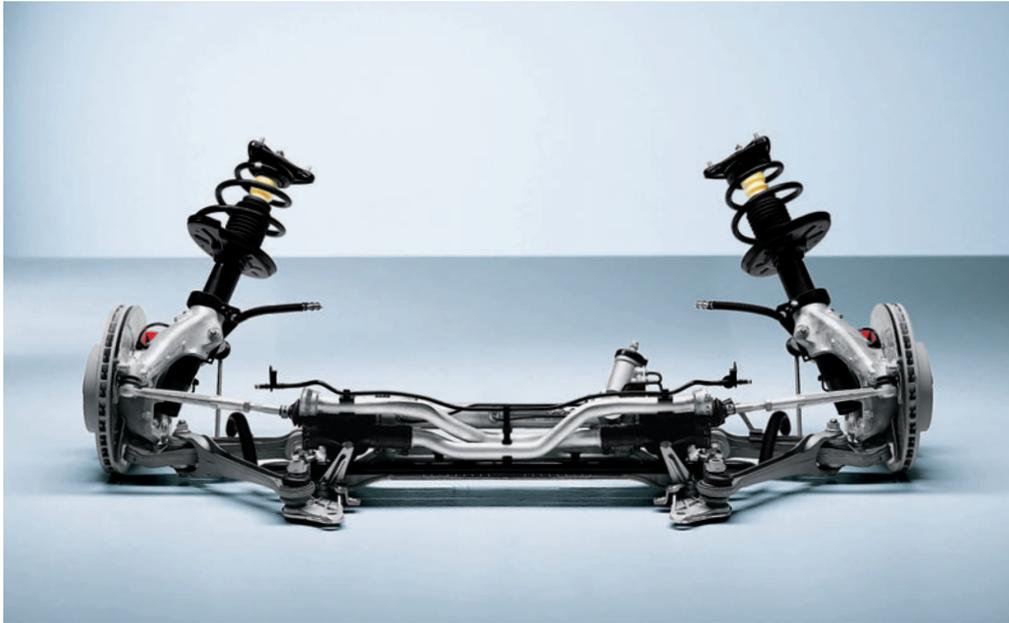


Tiptronic S gear selector

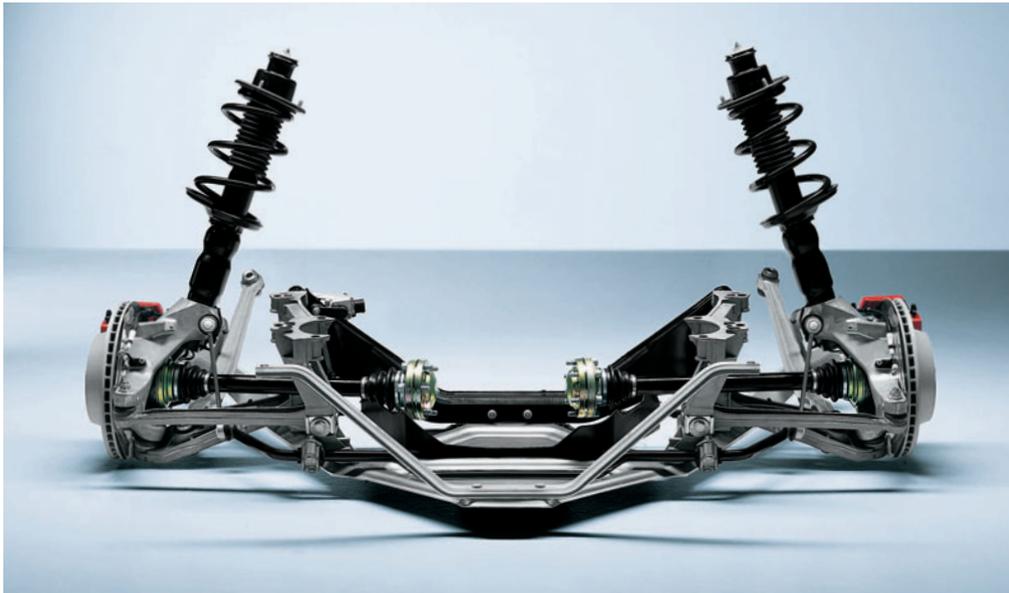


Tiptronic S control on steering wheel





MacPherson-type front axle with suspension struts and transverse links (Boxster S)



MacPherson-type rear axle with suspension struts and transverse links (Boxster S)

A wider track. A wider grin.

Chassis.

The mid-engined Boxster was a revelation in chassis dynamics when it was first introduced. Much to the delight of their drivers, the latest Boxster models reflect an even higher benchmark.

The Boxster chassis is designed with a wide track that minimizes pitch and roll. Its evolution is traced by improvements in axle kinematics as well as new developments on the rear-axle subframe.

Lightweight materials are used throughout the chassis, particularly on the unsprung masses. Virtually all moving parts in the axle assemblies are made from light yet robust aluminum.

Both new Boxster models have a modified version of our proven MacPherson-type suspension. All four corners include a coil-over strut, located by a system of transverse links.

The steering system uses a new gear assembly and variable-steering ratio to achieve greater immediacy and precision of response, as well as excellent feedback from the road.

How far has all this engineering moved the mark? "Tossed through some Black Forest switchbacks," contends *Car and Driver*, "the Boxster S feels foolproof."

Wheels.

The evolution of the Boxster even extends to the design of its wheels. Progressively larger contact patches between rubber and road ensure a

better grip and improved ride comfort. The Boxster's 17-inch wheel features a distinctive and aerodynamically engineered five-spoke design. On the Boxster S, the diameter is increased to a generous 18 inches.

A further range of 18- and 19-inch wheels is available as optional equipment. All wheels come with anti-theft protection.



17-inch Boxster II wheel



18-inch Boxster S wheel



**The steering is quicker.
The sensation is lingering.**

Steering.

The skillful integration of chassis and steering has always made the Boxster the epitome of point-and-shoot driving.

Both models feature the latest generation of hydraulically assisted rack-and-pinion steering. With its direct action and sensitive response, it is the ideal system for a high-performance sports car.

The steering gear features a variable-steering ratio. Negotiate a slow hairpin curve, for example, and the benefits of the system are delightfully obvious.

Maneuverability at low speeds requires only a light touch. At higher speeds, where stability is more critical, steering input requires a heavier hand. Feedback from the front wheels is detailed and precise, enabling near-perfect communication between the driver and the road.

In your hands, the thick steering wheel feels calm and composed. A system of check valves dampens vibration in the steering column without deadening the driving feel.

Both Boxster models come with a three-spoke airbag steering wheel, adjustable for both height and reach. The steering wheel rim has a genuine leather finish in your chosen interior color. Two additional three-spoke steering wheels—Multifunction and Sports—are available as optional equipment.

Engine and gearbox mounts.

Porsche engineers water-cooled the boxer engine. Is it any surprise the engine itself is mounted to liquid-filled bushings?

Both the engine and gearbox are secured to the car with “hydro” mounts that insulate the body against both high- and low-frequency vibration.

The engine is supported by one central mount, while the gearbox is held by two. This three-point system is a lightweight solution to the problem of noise and vibration typically encountered in an open-top sports car.



Porsche Active Suspension Management. Sharp and smooth.

Porsche Active Suspension Management (PASM) electronically controls the performance of the shock absorbers. By continuously adjusting the damping force in each shock, PASM balances the conflicting agendas of ride and handling. Regardless of road surface or driving style, PASM preserves the Boxster's natural agility while enhancing its ride comfort. With PASM, sharp and

smooth are no longer mutually exclusive features.

Available as an option on both Boxster models, PASM is also part of the optional Sport Package, along with a high-performance, six-speed manual gearbox (2.7-liter Boxster only). Equipped with PASM, the car rides 10mm lower than with the standard suspension.

PASM has two setup modes: "Normal" and "Sport." While the former offers a blend of performance and comfort, the Sport setup ratings are generally much firmer. In either mode, PASM reacts to changes in the road and driving style by applying a variable, map-based damping force on each individual wheel.

During acceleration, braking and cornering maneuvers, a series of sensors monitors the body. A dedicated control unit provides real-time analysis and damping force adjustment as defined for the respective setup mode (Normal or Sport). You can feel the results: greater stability on poor road surfaces as well as more consistent occupant comfort.

If Sport mode is selected, the suspension is set to a harder damping force. If the quality of road surface drops below a certain threshold, PASM changes to a softer rating within the Sport setup band to help preserve the car's grip and traction. When the road surface improves, PASM returns to the original, stiffer rating.

The system remains active in Normal mode, too, automatically switching to a harder force if the car is driven more assertively. As the shock absorbers become stiffer, the Boxster becomes more stable, matching more aggressive driver inputs with a firm and authoritative response.



Sport Chrono timer

Sport Chrono Package.

Active electronic driver aids profoundly enhance the everyday driving stability of a Porsche. With the Sport Chrono Package option, you have the ability to reprogram the Boxster's electronic controls to suit your style of driving.

When Sport mode is selected (using a button on the center console), the engine management system modifies the throttle map, and engine variables are adapted to create a more aggressive level of power response.

Likewise, suspension variables are skewed to meet the demands of more assertive driving. Porsche Active Suspension Management (PASM) switches to Sport mode, altering its baseline damping force for considerably firmer shock response, enabling faster turn-in as well as better road-holding and traction.

The threshold for engagement of Porsche Stability Management (PSM) is also raised. The Boxster becomes less susceptible to

wheelspin when accelerating from a standing start. It's more agile when braking for a corner, with greater scope for oversteer on turn-in and exit—especially in lower-speed cornering sequences.

For maximum maneuverability, the Sport Chrono Package can even disable the majority of Porsche Stability Management functions. In this "standby" mode, PSM continues to monitor the forces acting on the car, but will only intervene in extreme situations (when ABS assistance is required on both front brakes, for instance).

You can monitor the results of the car's increased performance: The

Sport Chrono Package includes a swivel-mounted timer in the center of the Boxster's dashboard, with a digital field that displays time to the hundredths of a second.

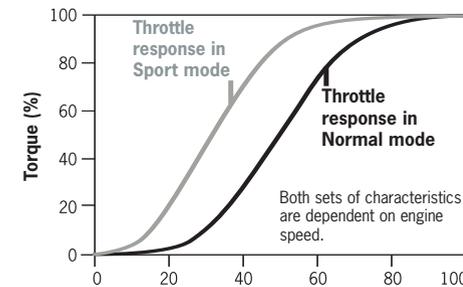
Sport Chrono Package Plus.

A second Sport Chrono option is available on both Boxster models in conjunction with the optional Porsche Communication Management (PCM) system. It offers all the functions of the Sport Chrono Package, with additional information and features.

Times can be viewed, stored and analyzed. The performance display and PCM let you track elapsed time

and the distance traveled on your current trip, as well as the number of round trips completed and their respective times. The system can also display the current fastest trip and the remaining range until you run out of fuel.

Driving times can be recorded for any stretch of road, and benchmark times can be defined. Other useful features include a memory function that can store personal preferences for a range of features, including daytime running lights, "welcome home" lighting, climate control and door locking functions.



Comparison of electronic throttle maps for Normal and Sport modes



Sport and PASM button on center console





Safety

Each time the Boxster achieves a higher level of performance, the level of protection afforded occupants is sure to be advanced as well. From its advanced braking system and intelligent crash architecture to its supplemental safety bars, the Boxster reflects Porsche's insistence that sports car performance be defined in a context greater than horsepower and split times.

More powerful brakes.
Managed stability.
Enhanced safety structure.



Braking system.

The lively horsepower of both the Boxster and Boxster S engines is countered by braking power that is still more than equal to the task. In fact, braking power is several times greater than the power output of the engine.

Both Boxster models use four-piston, monobloc, aluminum fixed calipers at the front and rear. Stronger, lighter and more compact, the four-piston aluminum monoblocs give the Boxster an easy and immediate pedal response, assisted by a new vacuum brake booster.

The calipers on the Boxster have a black anodized finish, while those on the Boxster S are painted red.

Cross-drilled, internally vented brake discs on both Boxster models offer optimum cooling and excellent wet-weather performance. Air from the front of the car is channeled to every part of each brake assembly, helping lower brake temperatures even further for higher levels of fade-resistant performance and durability.



Standard disc and caliper (Boxster)



Standard disc and caliper (Boxster S)

Porsche Ceramic Composite Brakes.

The latest evolution of the Porsche Ceramic Composite Brake (PCCB) is available as an option on the Boxster S.

The PCCB disc is made from carbon fiber, making it resistant to heat. The disc compound is silicated in a high-vacuum, high-temperature process.

Using ceramic material cut the weight of the PCCB discs by approximately 50% compared with that of conventional cast-iron discs. Less weight means more fun: Reducing both the unsprung and rotating mass of the car improves road-holding during acceleration, braking and cornering maneuvers. At the same time, it improves ride comfort on poor road surfaces.



To maximize cooling in extreme track conditions, the last evolution of PCCB has a modified system of internal vents, with twice the number of cooling channels. This vent geometry facilitates airflow through the disc and, with double the number of channels, there are more internal walls for greater structural stability.

The discs are gripped by a special brake-pad compound held in the aluminum calipers. Six-piston, monobloc aluminum calipers in front are complemented by four-piston monobloc aluminum at the rear. All four calipers have a distinctive yellow-paint finish.



Porsche Stability Management.



Both Boxster models are equipped with Porsche Stability Management (PSM) as standard.

While it cannot overcome the laws of physics, PSM can provide additional control in difficult driving scenarios. Here's how it works: When the Boxster is in motion, PSM monitors the car's direction, speed, yaw velocity (speed of rotation around the vertical axis) and lateral acceleration.

Based on this information, it can then calculate the actual direction of travel. If your Boxster begins to oversteer or understeer, PSM applies selective braking on the individual wheels to help bring it back into line.

If the wheel approaches the threshold of skidding under braking, PSM uses a modified ABS to shorten the braking distance.

If you're accelerating on wet or other low-grip surfaces, PSM uses

the integrated ABD (Automatic Brake Differential) and ASR (Anti-Slip Regulation) functions to help maintain traction and stability.

When Sport mode is selected on the optional Sport Chrono Package, the PSM threshold is higher, allowing greater driver involvement.

If you'd rather enjoy your Boxster unassisted, the system can be set to standby at any time. To enhance your safety, PSM remains present in the background and will only intervene under heavy braking, where both front wheels are being controlled by ABS.

All PSM inputs are more restrained and more precise, thus preserving the natural agility of the car.

Although driving in a safe and prudent manner is the driver's ultimate responsibility, PSM does provide an extra margin of safety whenever you need it most.



**Safety as an engineering mindset.
Not a marketing ploy.**

Beneath the Boxster's taut skin lie layers of race-inspired engineering, designed to absorb the energy of a collision and protect the occupants with computer-calculated precision.

The front of the car is bolstered by a labyrinth of transverse and longitudinal support beams. Three separate load-bearing levels help channel impact forces around the passenger cell. For added safety, the fuel tank and fuel lines are also positioned outside of the deformation area.

The vehicle's rigid shell structure is reinforced by stiff body panels forged from two-sided galvanized steel.

The doors, an area particularly exposed to impact forces, are reinforced with advanced alloys such as Boron steel—so strong, it can only be shaped when it is in a molten state.

Sophisticated airbag safety comes standard on both Boxster models. Two full-size Advanced Airbags in front offer optimum upper-body protection, even with the top down. A weight sensor in the passenger seat automatically switches this airbag off when unoccupied or fitted with a child seat.

Augmenting the full-size airbags is a Porsche Side Impact Protection (POSIP) system with dual side

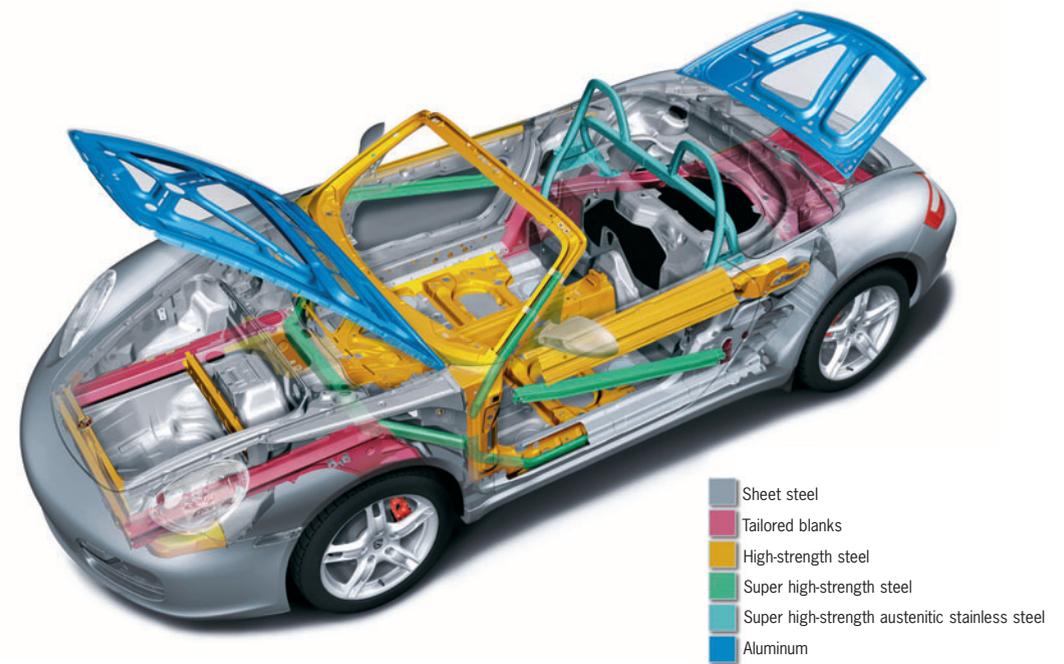
airbags. Designed for the unique requirements of open-air driving, they extend the normal shoulder protection to the head and chest areas. All six airbags are deployed using an organic-based propellant that makes them lighter, more compact and easier to recycle.

Rollover safety.

In the unlikely event of a rollover, supplemental safety bars made of high-tensile stainless steel

combine with robust steel tubes fitting into the windshield frame to offer a level of protection so effective, it even satisfies the more stringent requirements demanded of coupes.

For easy accessibility and greater comfort, the upper seat-belt anchor points are mounted on the supplemental safety bars. Both three-point belts have integrated force limiters and pretensioners.



Lighting as powerful as the car itself.

Bi-Xenon lighting system with headlamp cleaning.

The optional Bi-Xenon lighting system gives the Boxster vision at night that's as purposeful as the car itself. In low-beam mode, the system offers wider, brighter and more consistent illumination than that of conventional headlamps. Xenon's brilliant blue-white light is virtually identical to the wavelength of daylight, which offers a greater depth of color and helps reduce eye strain.

To emit a consistent beam of light and prevent the dazzling of oncoming traffic, the system is designed with integrated headlamp cleaning and dynamic headlamp leveling that automatically adjusts the beams to compensate for changes in vehicle attitude during acceleration or braking.



Bi-Xenon headlight



Front silhouette with illuminated lights



Rear silhouette with illuminated lights

Anti-theft protection.



An intelligent alarm system that couples exterior monitoring with radar-based interior surveillance protects your Boxster against break-in or theft. The alarm is enabled whenever the doors are locked using the Boxster's key remote. The interior radar does not engage if the convertible top is lowered.

An electronic immobilizer is also used to protect the car from theft. Remove the key from the ignition, and the immobilizer automatically engages until you reinsert the key. Lose your key? It can be canceled like a credit card so that no one else can use it.

To ensure easy access to the cockpit in the event of an accident, all of the locks are automatically released if any of the airbags are deployed.





Comfort and Personalization

How do you create a driving experience that is soothing and totally invigorating at the same time?

By combining ergonomic designs distilled from decades of endurance-racing, with amenities such as supple leather in a variety of colors. The ability to add interior accents from a menu of exotic materials—everything from carbon fiber to rich wood veneers—is also part of the equation. Even the instrument dials can be personalized, with six optional colors from which to choose.

A new interface.

In the Boxster, the interface between car and driver, so central to the satisfaction derived from driving a Porsche, has been further developed. As always, the instruments and controls are designed to facilitate fluent communication with the driver.

But it is the seat design, coupled with the steering wheel, where

you will immediately sense the refinement of the newest generation of Boxster. The seats offer excellent lateral support as well as a wide range of adjustment options. Cockpit space has been significantly improved by extending the fore/aft travel. The race-inspired pedals are now closer to the front bulkhead, enabling easy access for taller drivers. To match

this additional legroom, the steering wheel design features height and reach adjustment.

A Boxster exterior's clarity of line defines its interior, too. Step inside and you'll feel an instant connection to the leather-trimmed interior. You can also have the cockpit expertly appointed in your choice of

exotic materials for a satisfying blend of visual and tactile refinement. Whether you choose to trim the interior with carbon fiber, an Aluminum-Look finish or either of two wood veneers, the Boxster places you in unmistakably sensuous surroundings.





European dashboard represented

Touch the intelligence.

Instruments.

The instrument cluster of a Porsche is a design classic, reinterpreted in each successive sports car as Porsche designers seek to integrate new technologies with time-honored ergonomic edicts.

Of course, technological advances have never superseded the elegant simplicity of one

original design idea—a set of large, round dials neatly clustered for optimum legibility.

Both Boxster models feature an intelligent, modern-day interpretation of the classic Porsche instrument cluster. The three-dial grouping forms an integral part of the redesigned interior. The dials themselves—trimmed in black on the Boxster and light grey on the

Boxster S—are combined with an onboard computer to feed you the information you deem most necessary, at a glance. In addition to the data you'd normally expect to find on these dials (speed, odometer, etc.), the integrated computer displays also reveal information ranging from the current radio station or CD track to the driving range remaining until the fuel tank is empty.

Steering wheel.

A Porsche steering wheel is where an intimate dialogue between car and driver takes place. The feel and functionality of the wheel are a matter of personal preference, a fact recognized in the Boxster. Three distinct steering wheels are offered, all based on a three-spoke design that houses a full-size airbag—and is adjustable

for both height and reach. On cars equipped with the optional twin Tiptronic S transmission, the wheel places gear-change shifters at your fingertips as well.

As an option on the steering wheel rim and airbag module, you can order Smooth-Finish leather. Or you can specify the optional three-spoke Sports or Multifunction steering wheels. The latter of the

two has a set of six keys, offering direct access to audio, navigation and—if fitted with PCM—telephone functions.

Fill it with your personal sense of style.



Leather interior.



In a two-seat sports car, using every square inch of space to maximum effect is critical. It's a simple matter of quality versus quantity—a fact not lost on the designers of the Boxster.

The materials and textures used throughout the Boxster's interior

are orchestrated to delight the senses. What your eyes see and what your hands touch are the epitome of refinement, with each surface shaped to create a cohesive, harmonious interior.

Many of the surfaces are covered in leather, including much of the driver and passenger seats. Those

seeking an even higher level of luxury can opt for a full leather package that extends the Boxster's rich, supple leather to a host of interior items.

Carbon-Fiber interior.



Porsche race cars were among the very first to employ the sophisticated composite material known as carbon fiber. Extremely lightweight yet remarkably rigid, carbon fiber is an engineer's dream—an ideal solution to the challenges of ultra high-performance design. The Porsche Boxster

acknowledges the stature of this innovative material with a special Carbon-Fiber interior trim package. Key surfaces of the dashboard, center console and door panels are crafted from carbon fiber, whose dark, jewel-like surface gives the Boxster interior an especially purposeful

appearance—perfectly in keeping with the car's descendance from some of the world's most exotic racing machines.

Aluminum-Look interior.



Aluminum is a vital component of the Boxster. Used in both the engine and the suspension, where its weight-savings translates into increased responsiveness, aluminum is the perfect expression of the Porsche engineer's aim of simple efficiency. The Aluminum-Look interior option brings that

expression to life inside the Boxster, giving many of its key surfaces a sleek, luminous appearance. Silky to the touch and cool to the eye, the Aluminum-Look interior trim forms a striking accent to the Boxster's leather upholstery and plush carpeting.

Sycamore light wood interior.



Nothing articulates the quality of craftsmanship that goes into a Porsche quite like an exotic wood that is cut and polished by hand.

A Sycamore wood interior option lavishes the Boxster's cockpit with a finely grained wood veneer. Its bright, warm tones are the ideal

counterpoint to many of the darker leather interior trim colors available.

This light wood defines many of the interior's horizontal surfaces, including the dash, doors and the lower portion of the center console. Its dramatic effect also

plays right into your hands with Sycamore veneer trim gracing the steering wheel, shift knob and handbrake lever.

Makassar dark wood interior.



The Boxster can be appointed with an optional interior trim package that uses one of the world's most beautiful wood veneers: Makassar.

Its dark tones create a subtle and sensuous richness, elevating the Boxster's cockpit into a place of

understated elegance that surrounds its occupants in deeply polished distinction. Makassar wood sweeps across the dash and the door panels. It shares equal billing with leather on the Boxster steering wheel and gearshift lever. It takes center stage between the seats, covering

the lower center console. It even makes the mundane task of engaging the handbrake a welcome gesture.

Simply stunning.



The Boxster audio system offers exceptional sound reproduction. Two high-range speakers on the dashboard, two low-range speakers in the doors and two 25-watt amps give audiophiles a superior starting point for complementing the aural delights of the flat-six engine's exhaust note at speed.

CDR-24 CD radio.

Both the Boxster and Boxster S are equipped with a CDR-24 CD radio as standard. The radio features RDS two-tuner frequency diversity. This technology uses one FM tuner to play the selected station, while the other constantly

seeks out a stronger signal. The result is optimum reception at all times. With 20 FM and 10 AM presets to choose from, switching between your favorite radio stations is easy. And a feature called Dynamic Autostore searches the airwaves as you drive, scanning for the nine strongest

signals. Other features include speed-dependent volume control, an improved nighttime display, and an elegant front panel that harmonizes with the revised interior.

MOST bus technology.

Onboard audio and communication systems are integrated using high-speed fiber optics known as Media Oriented System Transport (MOST®). An essential prerequisite for advanced audio quality, the MOST digital bus links together data from the CD autochanger, Bose Surround Sound System amps and PCM telephone module. The benefit of a fiber-optic bus is a significant improvement in sound reproduction—and a more vivid listening experience.

Porsche Sound Package Plus.

Want more power, more speakers and more storage for your music CDs? No problem. Porsche Sound Package Plus offers a series of

seven loudspeakers, powered by additional amplifiers.

Available as an option on both Boxster models, Porsche Sound Package Plus combines a 2 x 25-watt amplifier unit with an external analog system for the low- and midrange speakers (2 x 70 and 40 watts, respectively). The seven loudspeakers adapt the system's prodigious output to the interior's unique acoustics.

Volume and tone are controlled using the sound menu options in the CDR-24 CD radio or optional PCM system. A loudness function enhances the bass and treble frequencies at lower volume levels, while a speed-dependent volume control compensates for road noise to ensure a robust and rewarding listening experience.

For added convenience, this package also includes a CD storage tray designed to fit inside the glove compartment.

The Porsche Bose Surround Sound System.

Both the Boxster and the Boxster S can be equipped with the ultimate audio experience—an optional Bose® Surround Sound System developed jointly by Porsche and Bose engineers.

A system of 11 loudspeakers—including an active subwoofer with an additional 100 watts of power—provides a panoramic soundstage for both seat positions. Driver and passenger enjoy balanced stereo with lifelike sound reproduction.

With Bose Surround Sound, you'll hear music as you've never heard it before. Bass notes are deeper and more resonant. Midrange tones are full and rich. The highs are crisp and bright. It's truly as if you were sitting front and center at a live concert performance.

The Bose System's electronics include a seven-channel MOST-based digital amplifier, featuring 5 x 25-watt linear amps and a single 100-watt switching unit.

AudioPilot® noise compensation technology monitors road speed and ambient noise in the cockpit, making automatic adjustments on the fly to maintain a clearer and more consistent sound with no need for manual adjustment.

Active equalization matches all sound output to the unique acoustics of the Boxster interior. The realistic sound extends across the entire frequency spectrum and can be enjoyed equally by both driver and passenger. The Bose System's dynamic loudness technology actively compensates for the reduced sensitivity of the human ear at lower frequencies by enhancing low-volume sounds that go unnoticed with other systems.

At the front and rear of the Boxster interior, the Bose Surround Sound System uses independent channels to generate a push-button panorama of space and sound. The extraordinary sense of depth is created by patented Bose Signal Processing

(BSP). Centerpoint® technology can even split stereo recordings into five separate channels.



7.0-cm Neodym midrange speaker



2.5-cm Neodym high-range speaker



AudioPilot microphone on steering column



System electronics



8.0-cm midrange speaker
20.0-cm Nd® low-range speaker



Active subwoofer enclosure with 13.0-cm low-range speaker
and 6.4-cm high/midrange speaker



European PCM unit represented.

Porsche Communication Management.

A sophisticated entertainment and navigation system called Porsche Communication Management (PCM) is available as an option on both Boxster models. With PCM, many of the Boxster's advanced audio, navigation and timing features are seamlessly integrated, allowing you to concentrate on the rewards and responsibilities of driving.

PCM's high-resolution 5.8-inch color display offers a clear interface and intuitive operation. Rotary controls with a push-button "enter" function

allow the driver or passenger to quickly navigate menus for easy access to all radio, CD, sound system, navigation and onboard computer features.

Audio system.

The PCM audio system features an MP3-compatible CD player that puts your favorite music close at hand. A dual-channel stereo with 20 FM and 20 AM presets allows you to lock in your favorite stations, while an advanced search feature

lets you locate stations by format for matching music to your mood.

To ensure optimum FM reception, four radio antennae are discreetly embedded in the windshield glass on Boxsters equipped with PCM.

Navigation system.

A navigation system is only useful if it helps you find what you're looking for quickly and clearly. The Boxster's PCM system uses a DVD drive, located in the front

luggage compartment, to provide quicker data retrieval (and, thus, faster route calculations) than that of similar CD-based systems.* A DVD-based system also allows the center console's CD drive to be devoted exclusively to audio discs.

To get you on your way, the GPS navigation system lets you enter a street address or intersection, select your destination from a list of menus displayed by category, or simply point and click using the on-screen map. Verbal instructions and visual directions on PCM's high-resolution display help guide you through each and every turn along the way.

In a hurry? Select "quickest route." Looking for the road less traveled? Choose a route that avoids tolls and freeways. Dynamic rerouting and tour planning are also included, with memory for up to 50 presets so you can quickly retrieve the information at the press of a button.

Extended Navigation system.

The optionally available Extended Navigation system for the PCM

system permits navigation along a predefined route (back-trace navigation), as well as navigation in regions for which no data is available on your navigation DVD (using a compass function and GPS).

Onboard computer.

The Boxster comes standard with an onboard computer offering a wide range of information: average fuel consumption, average speed, range until empty, and more. The PCM system puts an even wider range of data at your fingertips.

The onboard computer can easily be programmed by the driver to emit a speed-limit warning signal, and the control stalk on the side of the steering wheel can also be used to access timing functions on the Boxster's optional Sport Chrono Package or Sport Chrono Package Plus.

Electronic logbook.

An optional electronic logbook is now available for the PCM system. The electronic logbook permits the automatic logging of the current mileage, distance covered, date and time as well

as the start and destination address for every trip. After extracting the logbooks from the PCM, the data can be easily evaluated at home with the supplied PC software.

Hands-free mobile phone.

An optional mobile phone module offers the enhanced safety and convenience of hands-free calling. The phone's 12-digit keypad on the center console can also be used to operate the performance display and the personal memory feature of another optional module: the Sport Chrono Package Plus.

Porsche CDC-4 CD autochanger.

Both Boxster models come pre-wired for an optional 6-disc CD autochanger. The system installs neatly inside the trunk and features a digital anti-shock memory that all but eliminates skipping, using a "rolling cache" that stores several seconds' worth of music before it actually plays.

*If the temperature in the luggage compartment is likely to exceed 185°F, the functioning of the DVD drive—and, thus, the navigation system—may be temporarily impaired. To eliminate this risk, the luggage compartment can be fitted with a dedicated cooling system.

Centered around you.

Boxster seats.

The standard seats in both Boxster models are upholstered in leather. Special features include thorax airbags in each seat backrest, enhanced lateral support, and a spring system that is specially adapted to the revised Boxster chassis. High side bolsters provide optimum support without any sense of restriction. The backrest angle is electrically controlled, while the fore/aft position and seat height are manually adjustable.

An optional feature allows full electric adjustment of fore/aft position, height, backrest angle, squab angle and lumbar support. A memory function stores your seat and lumbar support settings, along with exterior mirror positions. Two sets of preferences can be stored and selected using buttons on the door. A further set of preferences can be stored in each of the two key remotes.



Electric seat

When either of the remotes is used to open the doors, the corresponding settings are automatically selected.

Sports seats.

The optional leather Sports seats are more firmly upholstered than the standard Boxster seats. Higher side bolsters on the backrest and squab provide additional lateral support. The fore/aft position and height are mechanically adjustable, while the backrest is electronically controlled for ease of use.



Adaptive sports seat

Adaptive sport seats.

Another seating option offers a full range of power adjustment to the Sports seats: fore/aft position, height, backrest angle, seat angle and lumbar support. The pneumatically adjustable side bolsters on the backrest and squab provide precision support during high-performance driving, as well as comfortable long-distance cruising. A memory function stores all seat settings (except for the side bolsters) as well as exterior mirror positions.

Storage compartments.

One of the key design aims of the Boxster interior is intelligent use of space. Storage compartments are generous in size and show careful attention to detail and convenience throughout.

The main storage areas are in the front section of the center console and the lockable glove compartment on the passenger side, which includes CD storage on vehicles with an optional sound system. Another compartment is located between the two seats, with a storage box on the rear bulkhead, offering additional loadspace on vehicles fitted with an optional wind deflector (but without Bose Surround Sound System).

Other practical features include storage bins in each of the doors, and a pair of retractable cupholders above the glove compartment.



Cupholder



Door storage bin



Lockable glove compartment

“Welcome Home” lighting

This standard function provides automatic illumination of the fog lights and taillights when the doors are locked or unlocked using the key remote. As the name suggests, it is particularly convenient when returning home after dark.

HomeLink.®

This standard garage door opener is located in the cockpit roof console, where it offers remote-control opening for up to three garage doors. It can also be used with compatible home-lighting systems or alarms.

Control your surroundings.



ParkAssist.

ParkAssist is an optional feature that is automatically enabled whenever you select reverse gear. Four sensors integrated into the rear bumper gauge distances to stationary objects, triggering a warning signal that increases

in frequency as objects draw nearer to the back of your car.

Climate control.

In addition to the standard climate control, both the Boxster and Boxster S models offer an optional fully automatic climate control

system. The system offers set-it-and-forget-it functionality. Choose your ideal temperature and the system works to cool or heat the cabin as needed to maintain your setting. A solar sensor compensates for the effects of ambient light.

Water-repellent side windows.

The side window glass on both Boxster models features a water-repellent finish. By rapidly dispersing moisture and dirt, it ensures optimum visibility in wet conditions. Depending on vehicle usage, the surface finish may require occasional renewal.

Wiper system.

When not in use, the twin wiper arms retreat behind the luggage

compartment lid, preserving the car's performance-minded aerodynamics. The right-hand blade uses a bowed design to achieve maximum wiper coverage, while the windshield washer system features two heated twin-nozzle jets with integrated filter elements.

The front wiper system of the Boxster include an adjustable interval setting so you can dial in the wiper speed that's perfect for clearing rain from the windshield.

An optional rain sensor is also available. In conjunction with the automatically dimming interior and exterior mirrors, it offers the most intelligent way for your Boxster to adapt to changing weather and light conditions.



Open top to blue skies.

The Boxster's convertible top is perfectly matched to the car's exterior design. Similar in shape to the optional aluminum hardtop, it requires a scant 12 seconds to open or close. Better yet, it can be operated on the move at speeds of approximately 30 mph.

The convertible top's heated glass window is extremely wear-resistant. It also offers consistent visibility in all weather conditions. The top itself is made from a tough, colorfast fabric, which is specially protected against ultraviolet light.



A zig-zag folding action protects the interior roof lining when the top is stowed away. The interior is lined with a stylish and practical sound-insulating fabric that reduces interior noise.

The entire Cabriolet top structure is extremely lightweight, enhancing the Boxster's agility. Four distinct colors are available to complement the exterior: Black, Stone Grey, Cocoa Brown and Metropolis Blue.



Black

Stone Grey

Cocoa Brown

Metropolis Blue

Hardtop.

An optional hardtop is styled to match the Boxster's elegant lines. The shell is made from a robust aluminum, resulting in a total weight of just 51 lbs. (23 kg).

Riveted construction ensures a greater dimensional stability than that of conventional welding techniques, while a heated rear glass window offers optimum visibility in all weather conditions.



Hardtop

Luggage compartments.

Among the many practical benefits of a mid-engine layout is a second luggage compartment. Measuring approximately 4.90 cubic feet in front and 4.60 cubic feet in back, both carpet-lined trunks are fully accessible, even when the convertible top is lowered.



Front luggage compartment



Rear luggage compartment

Wind deflector.

This three-part wind deflector is available as optional equipment for both Boxster models. An elegant design blends with the lines of the car, while reducing turbulence in the head and shoulder area of the cockpit.



Wind deflector

The front luggage compartment accommodates the large aluminum trolley from the Porsche Travel System, leaving space for a Porsche golf bag at the rear.

The wind deflector installs easily on the rear supplemental safety bars and comes complete with a storage compartment on the rear bulkhead panel.

Tire Pressure Monitoring System (TPMS).

The optional Tire Pressure Monitoring System provides an alarm in the display of the on-board computer in the event of low tire pressure as well as for a gradual or sudden loss in tire pressure.



Specifications

Specifications

	Boxster	Boxster S																																													
Engine																																															
Type	Mid-mounted, water-cooled, horizontally opposed six-cylinder with aluminum-alloy block, heads and pistons. Integrated dry-sump lubrication.	Mid-mounted, water-cooled, horizontally opposed six-cylinder with aluminum alloy block, heads and pistons. Integrated dry-sump lubrication.																																													
Valvetrain	Dual overhead camshafts, four valves per cylinder with VarioCam variable-valve timing system	Dual overhead camshafts, four valves per cylinder with VarioCam variable-valve timing system																																													
Induction	Twin-scroll distribution pipes	Twin-scroll distribution pipes																																													
Displacement	2.7 liters (2,687 cc)	3.2 liters (3,179 cc)																																													
Horsepower	240 hp @ 6400 rpm (SAE)	280 hp @ 6200 rpm (SAE)																																													
Torque	199 lb.-ft. @ 4700–6000 rpm (SAE)	236 lb.-ft. @ 4700–6000 rpm (SAE)																																													
Bore/Stroke	3.37/3.07 in.	3.66/3.07 in.																																													
Compression Ratio	11.0:1	11.0:1																																													
Engine Management	Motronic ME 7.8 system with electronic throttle (E-gas), high-voltage ignition with individual coils, sequential injection, cylinder-specific knock control, stereo Lambda exhaust regulation and onboard diagnostics (OBD II).	Motronic ME 7.8 system with electronic throttle (E-gas), high-voltage ignition with individual coils, sequential injection, cylinder-specific knock control, stereo Lambda exhaust regulation and onboard diagnostics (OBD II).																																													
Chassis																																															
Front Suspension	Independent MacPherson struts with aluminum control arms, coil springs, stabilizer bar and negative steering roll radius	Independent MacPherson struts with aluminum control arms, coil springs, stabilizer bar and negative steering roll radius																																													
Rear Suspension	Independent MacPherson struts with aluminum control arms and stabilizer bar; toe-angle control	Independent MacPherson struts with aluminum control arms and stabilizer bar; toe-angle control																																													
Steering	Variable-steering ratio, power-assist (hydraulic)	Variable-steering ratio, power-assist (hydraulic)																																													
Turning Circle Diameter	36.4 ft. (11.1 m)	36.4 ft. (11.1 m)																																													
Brakes	4-piston monobloc, aluminum-fixed calipers front and rear, discs internally vented and cross-drilled	4-piston monobloc, aluminum-fixed calipers front and rear, discs internally vented and cross-drilled																																													
Disc Diameter	11.73 in. (298 mm) front, 11.77 in. (299 mm) rear	12.52 in. (318 mm) front, 11.77 in. (299 mm) rear																																													
Wheels	Standard: Cast alloy 6.5J x 17 front, 8J x 17 rear	Standard: Cast alloy 8J x 18 front, 9J x 18 rear																																													
Tires	Standard: 205/55 ZR 17 front, 235/50 ZR 17 rear	Standard: 235/40 ZR 18 front, 265/40 ZR 18 rear																																													
Transmission																																															
Drivetrain	Rear-wheel drive, five-speed manual, optional six-speed manual or optional five-speed Tiptronic S dual-mode automatic	Rear-wheel drive, six-speed manual or optional five-speed Tiptronic S dual-mode automatic																																													
Gear Ratio	<table border="1"> <thead> <tr> <th></th> <th>Manual</th> <th>Tiptronic S</th> </tr> </thead> <tbody> <tr> <td>1st gear</td> <td>3.50</td> <td>3.66</td> </tr> <tr> <td>2nd gear</td> <td>2.12</td> <td>2.00</td> </tr> <tr> <td>3rd gear</td> <td>1.43</td> <td>1.41</td> </tr> <tr> <td>4th gear</td> <td>1.09</td> <td>1.00</td> </tr> <tr> <td>5th gear</td> <td>0.84</td> <td>0.74</td> </tr> <tr> <td>Reverse</td> <td>3.44</td> <td>4.10</td> </tr> </tbody> </table>		Manual	Tiptronic S	1st gear	3.50	3.66	2nd gear	2.12	2.00	3rd gear	1.43	1.41	4th gear	1.09	1.00	5th gear	0.84	0.74	Reverse	3.44	4.10	<table border="1"> <thead> <tr> <th></th> <th>Manual</th> <th>Tiptronic S</th> </tr> </thead> <tbody> <tr> <td>1st gear</td> <td>3.67</td> <td>3.66</td> </tr> <tr> <td>2nd gear</td> <td>2.05</td> <td>2.00</td> </tr> <tr> <td>3rd gear</td> <td>1.41</td> <td>1.41</td> </tr> <tr> <td>4th gear</td> <td>1.13</td> <td>1.00</td> </tr> <tr> <td>5th gear</td> <td>0.97</td> <td>0.74</td> </tr> <tr> <td>6th gear</td> <td>0.82</td> <td>—</td> </tr> <tr> <td>Reverse</td> <td>3.33</td> <td>4.10</td> </tr> </tbody> </table>		Manual	Tiptronic S	1st gear	3.67	3.66	2nd gear	2.05	2.00	3rd gear	1.41	1.41	4th gear	1.13	1.00	5th gear	0.97	0.74	6th gear	0.82	—	Reverse	3.33	4.10
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	Boxster	Boxster S
Safety		
Active	Bosch ABS 8.0, Porsche Stability Management (PSM)	Bosch ABS 8.0, Porsche Stability Management (PSM)
Passive	Dual front Advanced Airbags, head and thorax side airbags, front and rear deformation zones, side-guard door beams, seat belt pretensioners and force limiters, supplemental safety bars, exterior/interior alarm system, and central locking	Dual front Advanced Airbags, head and thorax side airbags, front and rear deformation zones, side-guard door beams, seat belt pretensioners and force limiters, supplemental safety bars, exterior/interior alarm system, and central locking
Weights and Dimensions		
Curb Weight	2,855 lbs. 2,987 lbs. with Tiptronic S	2,965 lbs. 3,053 lbs. with Tiptronic S
Front/Rear Weight Distribution (%)	47/53 45/55 with Tiptronic S	45/55 44/56 with Tiptronic S
Length	171.6 in. (4,359 mm)	171.6 in. (4,359 mm)
Width (w/o mirrors)	70.9 in. (1,801 mm)	70.9 in. (1,801 mm)
Height	51.0 in. (1,295 mm)	51.0 in. (1,295 mm)
Wheelbase	95.1 in. (2,415 mm)	95.1 in. (2,415 mm)
Track	58.7 in. (1,430 mm) front, 60.4 in. (1,534 mm) rear	58.5 in. (1,455 mm) front, 60.2 in. (1,528 mm) rear
Cargo Area Volume*	9.5 cu. ft. (270 liters)	9.5 cu. ft. (270 liters)
Fuel Tank Capacity	16.9 gal. (64 liters)	16.9 gal. (64 liters)
Performance		
0–60 mph	Manual: 5.9 sec. Tiptronic S: 6.8 sec.	Manual: 5.2 sec. Tiptronic S: 6.0 sec.
Top Track Speed	Manual: 159 mph Tiptronic S: 155 mph	Manual: 167 mph Tiptronic S: 162 mph
Fuel Economy (city/highway) EPA estimate	Manual: 20/28 mpg Tiptronic S: 18/26 mpg	Manual: 19/27 mpg Tiptronic S: 18/27 mpg
Warranty		
To underscore our confidence in the quality of our cars, all new Porsche vehicles are covered by a 4-year/50,000-mile (whichever comes first) limited warranty and Roadside Assistance Program. This warranty covers any defect in materials and workmanship. Porsche's limited corrosion warranty extends a full 10 years, regardless of mileage.		
*Cargo area volume is 9.5 cu. ft. (270 liters) for North American models only.		

Exterior Equipment

	Boxster	Boxster S	Option Code
Performance			
Sport Package— <i>with six-speed manual transmission and PASM</i>	o	–	P04
Sport Chrono Package	o	o	639
Sport Chrono Package Plus (in conjunction with PCM)	o	o	640
6-speed manual transmission	o	s	P04
Porsche Active Suspension Management (PASM)	o	o	475
Porsche Ceramic Composite Brakes (PCCB) with yellow calipers	–	o	450
Porsche Stability Management (PSM)	s	s	–
Short Shifter	o	o	XCZ
Stainless steel, chrome-plated exhaust pipes	o	o	XLA
Standard-colored brake caliper	Black	Red	–
Tiptronic S transmission	o	o	249
Safety			
Anti-theft system with immobilizer, interior radar surveillance and remote control	s	s	–
Bi-Xenon headlights with dynamic leveling and headlight washers	o	o	P74
Dual front and side Advanced Airbags (POSIP) and side-impact protection beams	s	s	–
Fire extinguisher	o	o	509
Heated and electrically adjustable outside mirrors	s	s	–
Rear ParkAssist system	o	o	635
Self-dimming rearview and driver side mirrors with rain sensor	o	o	P12
Tire Pressure Monitoring System (TPMS)	o	o	482
Exterior			
Automatically controlled rear spoiler	s	s	–
Exterior metallic paint	o	o	Color code
Exterior special colors	o	o	Color code
Exterior “color to sample” paint	o	o	98/99
Hardtop	o	o	550
Painted supplemental safety bar in exterior color	o	o	XMK
Painted supplemental safety bar in Aluminum-Look	o	o	XCM
Wind deflector with dedicated storage compartment	o	o	551
Wheels			
17” Boxster wheels	s	N/A	–
18” Boxster S wheels	o	s	397
19” Carrera S wheels	o	o	403
19” Carrera Classic wheels	o	o	405
19” Carrera Sport wheels	o	o	XRR
19” SportDesign wheels	o	o	407
Wheel center caps with colored Porsche Crest	o	o	446
Wheels painted in exterior body color	o	o	XD9

s = standard feature

o = optional feature

– = no code needed

Interior Equipment

	Boxster	Boxster S	Option Code
Comfort and Convenience			
Preferred Package— <i>Wheel caps with colored Crest, self-dimming mirrors and rain sensor, Sound Package Plus, heated seats, floor mats in interior color</i>	o	o	PPA
Preferred Package Plus— <i>Wheel caps with colored Crest, self-dimming mirrors and rain sensor, Sound Package Plus, heated seats, floor mats in interior color, Bose Sound System, Bi-Xenon headlights</i>	o	o	PPB
Adaptive Sports Seats— <i>Fully electric with driver-side memory</i>	o	o	P01
Automatic climate control	o	o	573
Cruise control	s	s	–
Floor mats with Porsche lettering	o	o	Color code
Heated front seats	o	o	342
Illuminated vanity mirrors	s	s	–
Instrument dials (Standard)	Black	Light grey	–
Integrated dual cupholders	s	s	–
Lockable glovebox and storage compartment behind handbrake lever	s	s	–
Power seat package— <i>Front seats with power height, length and backrest adjustment, driver-side memory function</i>	o	o	P15
Power windows with one-touch up/down and anti-jam feature	s	s	–
Rear section of center console in exterior color— <i>Rear section of center console including ashtray cover, on-door storage bin, door opener trim; Leather handbrake lever recess trim</i>	o	o	XME
Sports Seats— <i>Manual seat adjustment</i>	o	o	P77
Electronics			
AM/FM radio with CD player (digital)	s	s	–
Bose Digital Surround Sound System	o	o	680
Bose Digital Surround Sound System with wind deflector	o	o	P73
External antenna	o	o	461
HomeLink (<i>programmable garage door opener</i>)	s	s	–
Remote 6-disc CD autochanger (CDC-4)	o	o	692
Sound Package Plus— <i>7 speakers and CD tray in glove compartment</i>	o	s	490
Porsche Communication Management (PCM)			
Electronic logbook for PCM <i>Recording features include trip time and distance</i>	o	o	641
Extended Navigation system <i>System includes route-recording and back-tracing</i>	o	o	P23
PCM integrated phone— <i>GSM-based phone, requires SIM card</i>	o	o	666
Porsche Communication Management (PCM) with DVD navigation system	o	o	P16

Interior Equipment (Cont.)

	Boxster	Boxster S	Option Code
Leather interior options			
Leather package— Leather-finish seats, upper/lower dashboard, door panels, and rear side panels in smooth leather. Available in standard color, special color, natural leather, color to sample	o	o	Color code
Door finisher in leather— Leather-finish door opener trim	o	o	XTV
Floor mat with leather-finish trim	o	o	XXI
Instrument surround in leather	o	o	XNG
Leather dash switch-trim package— Leather-finish side air vents, side air vent slats, central air vent including switch trim, central air vent slats, loudspeaker finisher on center switch panel, defroster trim, trim strip switch panel including cupholder trim	o	o	E32
Leather interior in special color	o	o	Color code
Leather interior in special color Two-tone—Black and Stone Grey	o	o	BG
Leather interior in natural leather color	o	o	Color code
Leather interior in color to sample	o	o	Color code
Leather rear center console— Leather-finish rear section of center console including ashtray cover, storage tray rear section of center console, handbrake lever recess trim	o	o	XMZ
Leather sunvisors with lighted mirror	o	o	XMR
Three-spoke multi-function steering wheel covered in smooth-finish leather	o	o	431
Three-spoke steering wheel in smooth-finish leather	o	o	459
Three-spoke sports steering wheel covered in leather	o	s	435
Three-spoke sports steering wheel covered in smooth-finish leather	o	o	460
Three-spoke sports steering wheel covered in padded smooth-finish leather	o	o	XPA
Porsche Crest embossed in headrest	o	o	XSC
Seats in soft-look leather with ruffled seat centers	o	o	982
Carbon Fiber interior options			
Carbon Fiber package— Carbon Fiber-finish handbrake lever, trim strip switch panel including cupholder trim, gear lever/selector	o	o	803
Carbon Fiber dash switch trim package— Carbon Fiber-finish side air vents, central air vents; Leather-finish side air vent slats, central air vent slats including switch trim, loudspeaker finisher on center switch panel, defroster trim including Carbon Fiber inlay	o	o	EBD
Carbon Fiber rear center console— Carbon Fiber-finish rear section of center console including ashtray cover, storage tray rear section of center console; Leather-finish handbrake lever recess trim	o	o	XMJ
Door entry guards in Carbon Fiber	o	o	X69
Door finisher in Carbon Fiber— Carbon Fiber-finish front of door handle, lid of storage bin including lid extension of storage bin, door opener trim	o	o	XTL
Three-spoke multi-function steering wheel in Carbon Fiber	o	o	453

s = standard feature o = optional feature – = no code needed

	Boxster	Boxster S	Option Code
Aluminum-Look/Stainless Steel interior options			
Aluminum-Look dash switch trim package— Aluminum-Look side air vents, central air vent including switch trim, instrument surround; Leather-finish side air vent slats, central air vent slats, loudspeaker finisher on center switch panel, defroster trim	o	o	EBE
Aluminum-Look rear center console— Aluminum-Look rear section of center console including ashtray cover, storage tray rear section of center console; Leather-finish handbrake lever recess trim	o	o	XCK
Aluminum-Look supplemental safety bars	o	o	XCM
Door entry guards in stainless steel	o	o	X70
Door finishers in Aluminum-Look—Front of door handle, lid of storage bin including extension of storage bin, door opener trim	o	o	XTW
Gear shifter in Aluminum-Look (manual shifter)	o	o	X97
Instrument surround in Aluminum-Look	o	o	XCL
Sport Seat back in Aluminum-Look	o	o	XCG
Three-spoke multi-function steering wheel with Aluminum-Look trim	o	o	XPV
Dark wood (Makassar) interior options			
Makassar package— Makassar-finish handbrake lever, trim strip switch panel including cupholder trim, gear lever/selector	o	o	801
Door finishes in Makassar—Front of door handle, lid of door storage bin including extension of storage bin, door opener trim	o	o	XTT
Makassar dash switch trim package— Makassar-finish side air vents, central air vent; Leather-finish side air vent slats, central air vent slats, including switch trim, loudspeaker finisher on center switch panel. Leather-finish defroster trim with Makassar inlay	o	o	EBB
Makassar rear center console— Makassar-finish rear section of center console including ashtray cover, storage tray; Leather-finish handbrake lever recess trim	o	o	XJT
Three-spoke multi-function steering wheel in Makassar	o	o	451
Light wood (Sycamore) interior options			
Sycamore package— Sycamore-finish handbrake lever, trim strip switch panel including cupholder trim, gear lever/selector	o	o	802
Door finisher in Sycamore— Sycamore-finish front of door handle, lid of door storage bin including extension of door storage bin, door opener trim	o	o	XTU
Sycamore dash switch trim package— Sycamore-finish side air vents, central air vent; Leather-finish side air vent slats, central air vent slats including switch trim, loudspeaker finisher on center switch panel. Leather-finish defroster trim with Sycamore inlay	o	o	EBC
Sycamore rear center console— Sycamore-finish rear section of center console including ashtray cover, storage tray rear section of center console; Leather-finish handbrake lever recess trim	o	o	XJU
Three-spoke multi-function steering wheel in Sycamore	o	o	452
Special Color interior options			
Instrument dials in interior color—Sand Beige, Terracotta, Natural Brown	o	o	XFD, XFE, XFF
Instrument dials in exterior color—Guards Red, Speed Yellow, Carrara White	o	o	XFG, XFH, XFJ
Seat Belts in Silver-Grey, Guards Red or Speed Yellow	o	o	XSH, XSX, XSY



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