



PORSCHE



Boxster



It was one of the most coveted, and successful,

sports cars in history. Mid-engined. Lightweight.

Open-topped. It was celebrated for its timeless

design and prized for its race-proven engineering.

The original Porsche Spyder, like no other car

of its time, redefined the sports car experience.

And sparked the dreams of countless drivers.

Fast forward: the Porsche Boxster. A sports car

inspired by the legendary Spyder, and designed,

according to the enduring Porsche philosophy,

to accelerate full-throttle well into the future.

Powered by engineering routinely proven at

tracks like Sebring, Nürburgring and Le Mans, the



Boxster experience is pure exhilaration.



Wind.

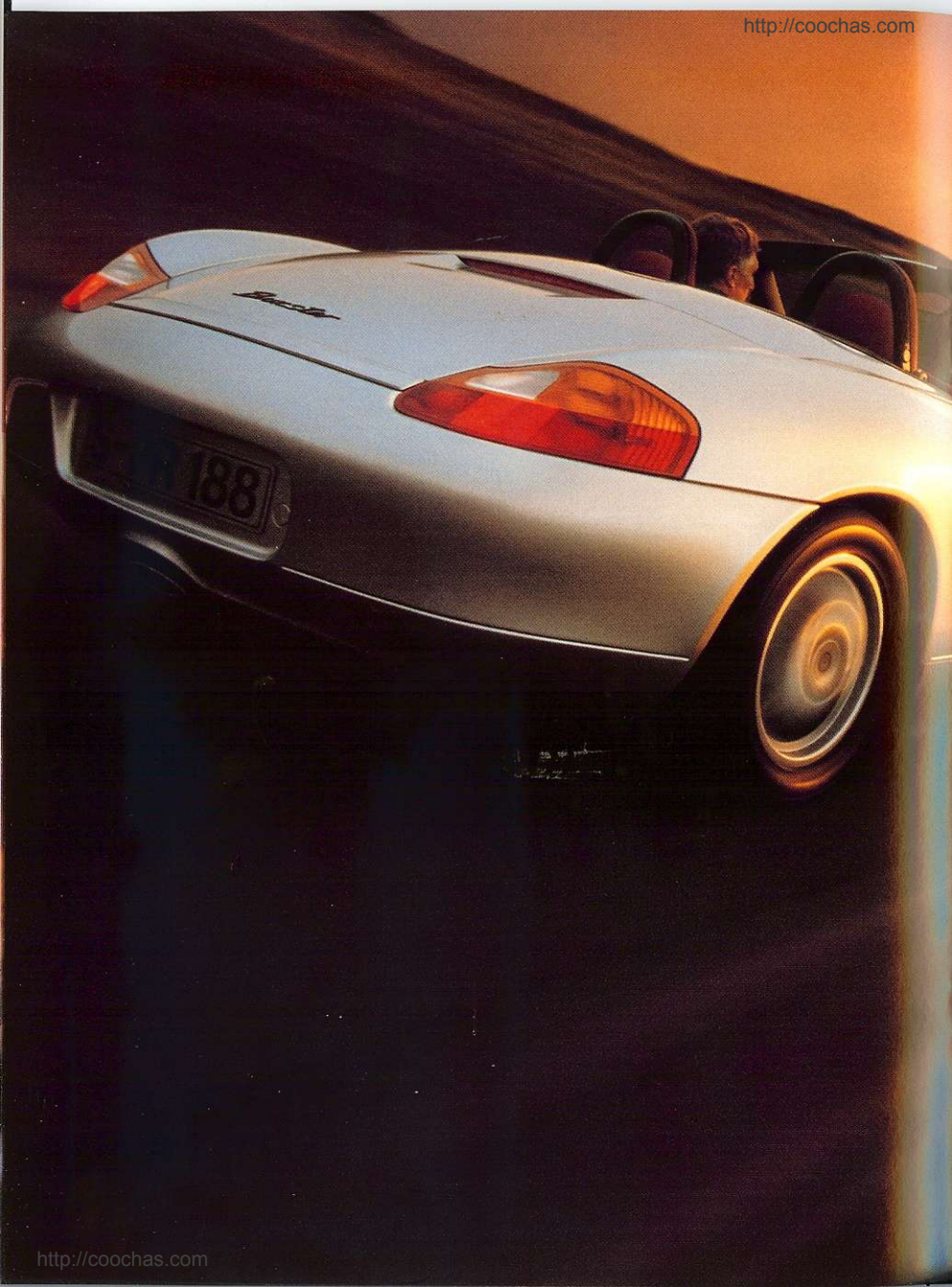
It's about riding the Wind.



It's about the heat of the Sun.



It's about the power of Sound.





The sun warms the open road.

The Boxster's thoroughbred roots are obvious.

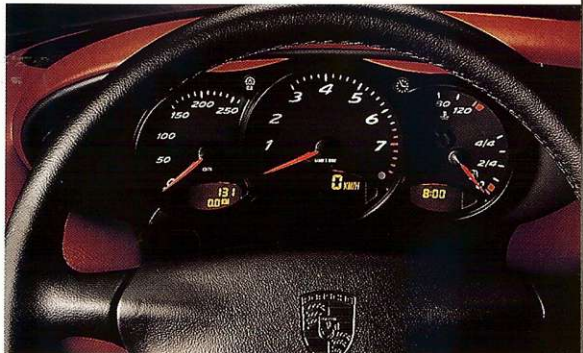
The wheel places itself in your palms.

The shifter reaches for your right hand. And the seat

feels as natural as the sun flooding the open cockpit.



One latch. One button. Twelve seconds. That's all it takes to enjoy the singular experience of top-down touring in the Boxster. The advanced magnesium-framed soft shell requires few folds to hide under the rear tonneau, limiting



Like every Porsche, the Boxster is as sensible as it is satisfying. Standard safety features include side air bags for the driver and front passenger.

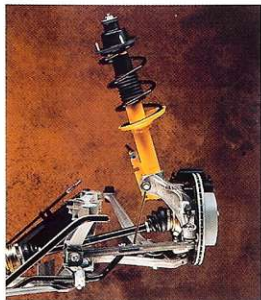
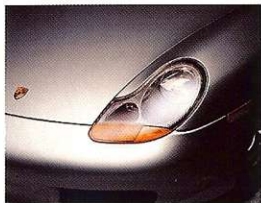
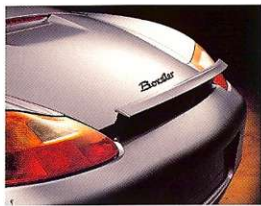
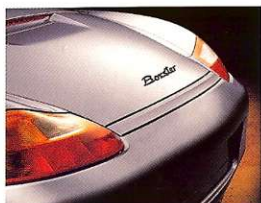


seams and ridges to hush top-up turbulence and noise. Inside, firing the engine with a twist of your left wrist and glancing at the tach prominently centered in the gauge cluster confirms the roadster's pure Porsche lineage.



The wind washes your open soul.





When the width of a seam or the rake of a headlight can mean the difference between aerodynamic poise and high-speed instability, every design must brave the intense scrutiny of purpose. Did it reduce drag? Increase grip? Enhance balance?

The Boxster's form satisfies each function. A slim rear spoiler elevates to aid stability at speed without compromising the .31 Cd. Headlights fit flush to the contours of the nose. Engine air vents are precisely set in the cleanest flow. Even the underbody design cuts drag by 6% and front-end lift by 36%. And ducts affixed to the suspension swing-arms ensure the brakes a continuous supply of cooling air.

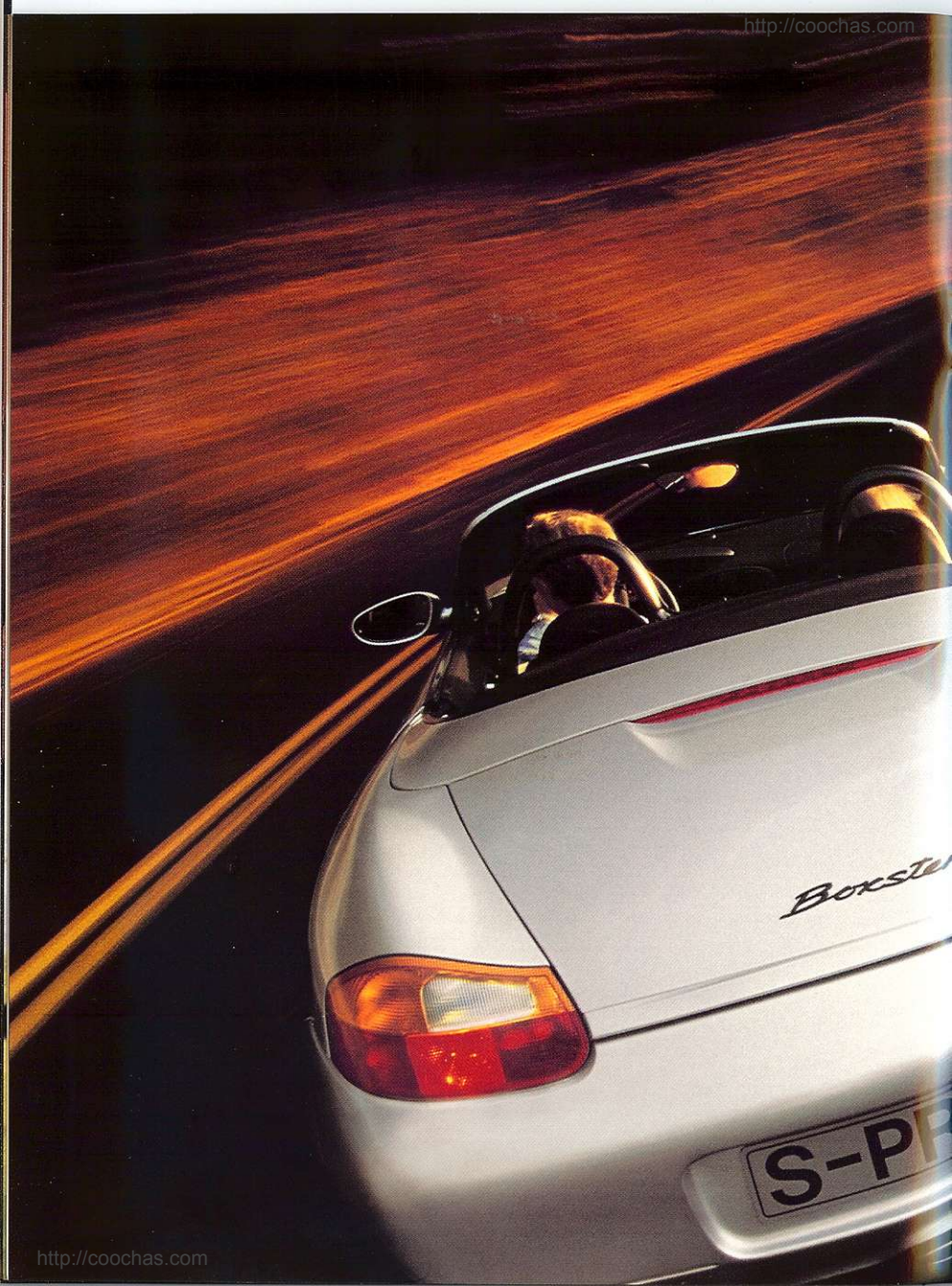
To the Porsche designer, wind is not simply a force through which

you must shear the least resistant path. Rather, it is an essential

element of a car's character. A dynamic medium to be metered,

managed, channeled and funneled to elevate the sports car's

performance. And, when done properly, stir the spirit of its driver.



The sound echoes the wide-open throttle.

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The Boxster's weight is centered here. So is the thrill.



Under its airtight skin is a pillar-stiff chassis specifically designed for the open-topped Boxster. Exploiting the weight distribution of the mid-engine layout is a Porsche-optimized MacPherson strut suspension for laser-sharp agility and superb balance. Behind the cockpit, a four-cam, water-cooled flat-six plays classic Porsche tunes. With timing handled by the exclusive VarioCam system, a tap on the throttle is rewarded by 201 hp, and peak torque from 4500 rpm to redline. A 5-speed manual or 5-speed version of the revolutionary Tiptronic transmits the power, which can be quickly bridled by vented discs with race-bred 4-piston monobloc calipers.

"The drivetrain, suspension, brakes, and steering work in concert

—MOTOR TREND, December 1996

"The Boxster is It, period."

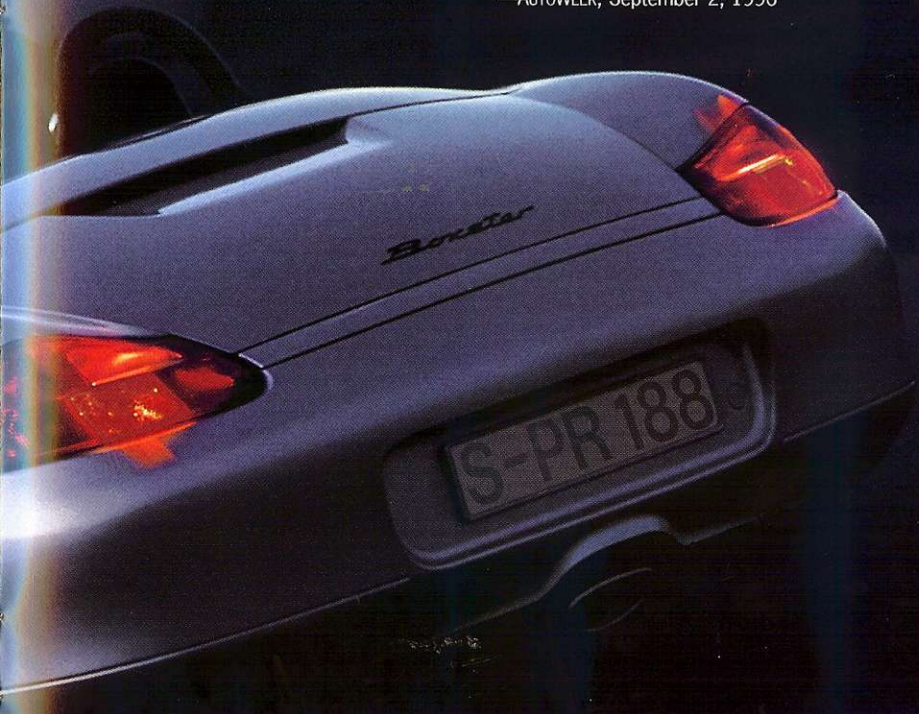
—AUTOMOBILE MAGAZINE, March 1997



like a well-rehearsed philharmonic."

**"It's superbly weighted, tremendously fluid,
and telegraphs its messages with great clarity."**

—AUTOWEEK, September 2, 1996



"Organ-pipe resonances more beautiful than any since Bach."

—CAR AND DRIVER, April 1997



When *Automobile Magazine* declared the Boxster was “honed by people who love and understand driving,” they were describing its precise driver controls. Of course, they

could as easily have been referring to one of the less dynamic, but no less rewarding, advantages of the Boxster’s unique mid-engine design—dual cargo areas. The deep

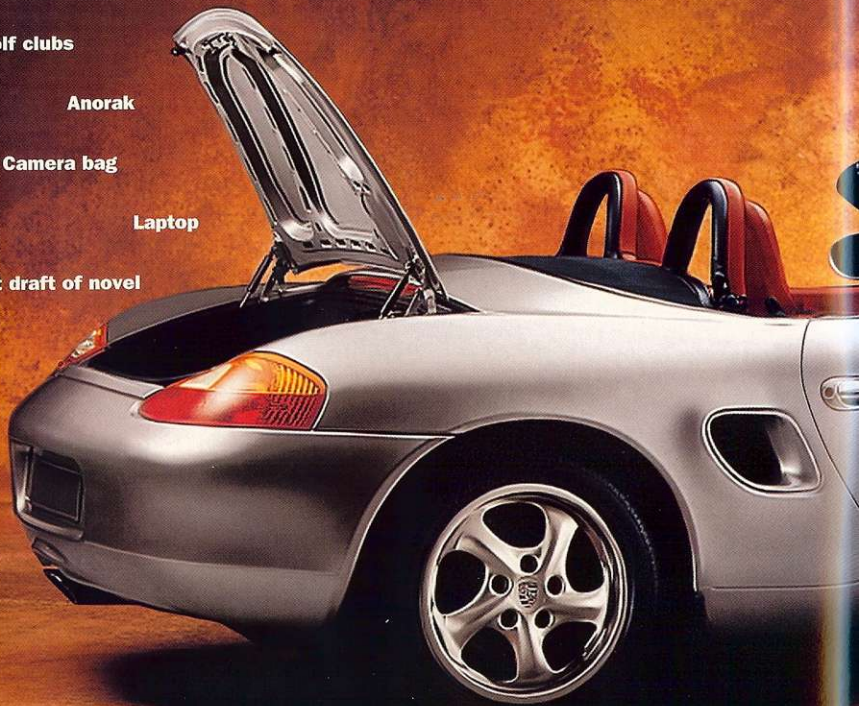
Golf clubs

Anorak

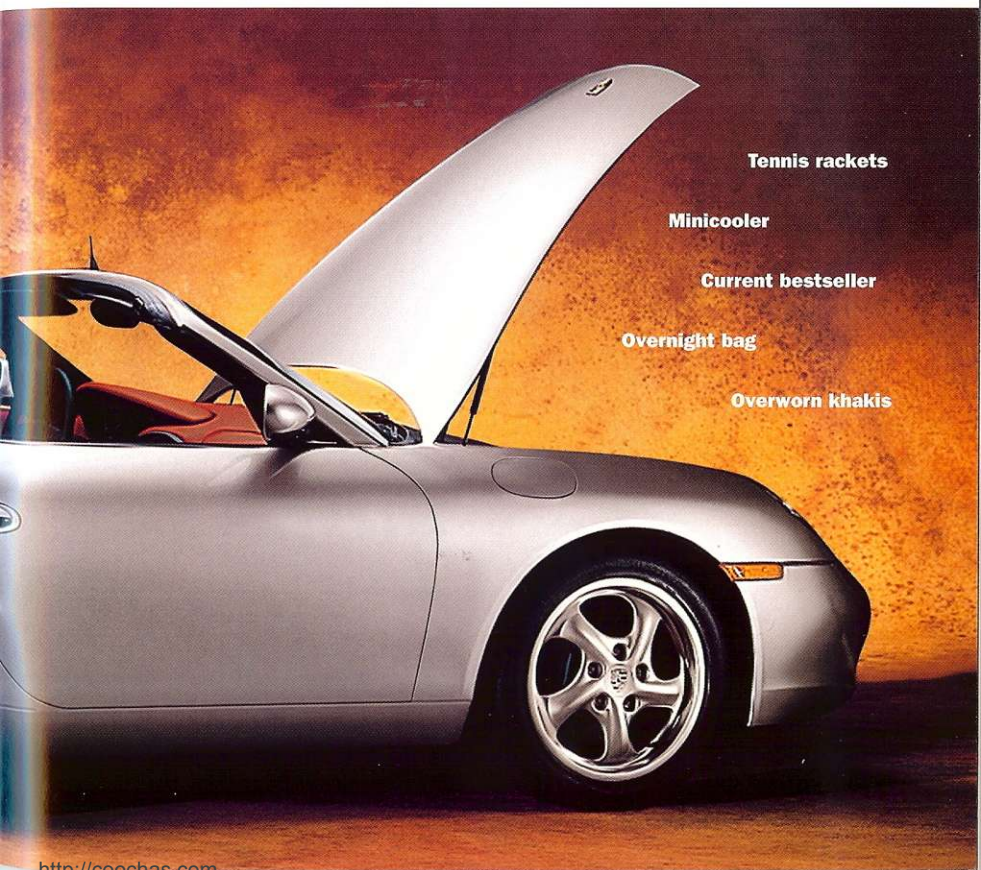
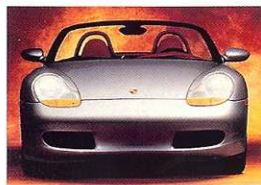
Camera bag

Laptop

First draft of novel



front stowage space and wide rear trunk combine for over nine cubic feet of luggage room, ensuring that no road trip in your Porsche Boxster need be cut short.



Tennis rackets

Minicooler

Current bestseller

Overnight bag

Overworn khakis





It's the future. Again.

Standard Exterior Colors

Optional Exterior Colors

Interior Leather



Black



Ocean Blue Metallic



Black Metallic



Black



Guards Red



Arena Red Metallic



Ocean Jade Metallic



Metropolis Blue



Pastel Yellow



Zenith Blue Metallic



Arctic Silver



Savanna Beige

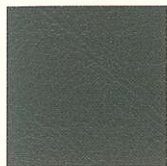


Glacier White



Graphite Grey

Special Leather



Nephrite Green



Boxster Red

Carpet



Black



Metropol Blue



Savanna Beige



Graphite Grey

Special Carpet



Nephrite Green



Boxster Red

Cabriolet Top



Black



Metropol Blue



Graphite Grey

Specifications

Engine

Type	Mid-mounted, water-cooled, horizontally opposed six-cylinder with aluminum-alloy block, heads and pistons
Valvetrain	Dual overhead camshafts, four valves per cylinder with VarioCam variable valve timing system
Induction	Resonant induction
Displacement	2.5 liters (2480 cc)
Horsepower	201 hp (150 kW) @ 6000 rpm
Torque	181 lb-ft (245 Nm) @ 4500 rpm
Bore/Stroke	85.5 mm/72.0 mm
Compression Ratio	11.0:1
Engine Management	Bosch Motronic M5.2 system

Chassis

Front Suspension	Independent MacPherson struts with aluminum control arms and stabilizer bar
Rear Suspension	Independent MacPherson struts with aluminum control arms and stabilizer bar; toe-angle control
Steering	Hydraulically assisted force-sensitive rack-and-pinion
Steering Wheel Turns	2.98 lock-to-lock
Turning Circle Diameter	35.8 ft (10.9 m)
Brakes	4-wheel vented discs with 4-piston fixed monobloc calipers
Anti-lock Braking System	Bosch ABS 5.3
Disc Diameter	11.74 in (298 mm) front 11.50 in (292 mm) rear
Wheels	standard Cast alloy 6Jx16 front 7Jx16 rear optional Cast alloy 7Jx17 front 8.5Jx17 rear
Tires	standard 205/55ZR16 front 225/50ZR16 rear optional 205/50ZR17 front 255/40ZR17 rear

Transmission

Type	5-speed manual or optional 5-speed Tiptronic S dual-mode	
Gear Ratio	Manual	Tiptronic S
1st gear	3.50	3.66
2nd gear	2.12	2.00
3rd gear	1.43	1.41
4th gear	1.03	1.00
5th gear	0.79	0.74
Reverse	3.44	4.10
Axle Ratio	3.89	4.205

Safety

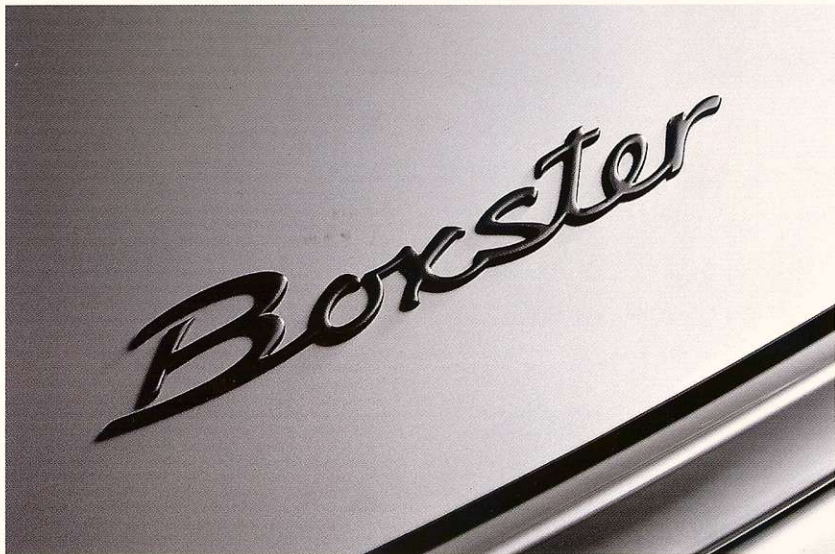
Active	Bosch ABS 5.3, Traction Control system (optional)
Passive	Dual front and side air bags, front and rear deformable structures, side-guard door beams, supplemental safety bar

Weights and Dimensions

Curb Weight	2756 lbs 2866 lbs with Tiptronic S
Front/Rear Weight Distribution (%)	47/53 45/55 with Tiptronic S
Length	171.0 in (4340 mm)
Width	70.1 in (1780 mm)
Height	50.8 in (1290 mm)
Wheelbase	95.2 in (2415 mm)
Min. Ground Clearance	4.1 in (105 mm)
Track (with 16" wheels)	57.7 in (1465 mm) front 60.2 in (1528 mm) rear
Cargo Area Volume	9.18 cu ft (260 liters)

Performance

	Manual	Tiptronic S
0-60 mph	6.7 sec	7.4 sec
1/4 mile	15.1 sec	15.5 sec
Flexibility (50-75 mph)	7.3 sec	8.2 sec (4th gear)
Maximum Speed	149 mph	146 mph
Fuel Economy (EPA estimated)	city 26	17 24



Porsche Cars North America, Inc.
100 West Liberty St.
Reno, Nevada 89501

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