

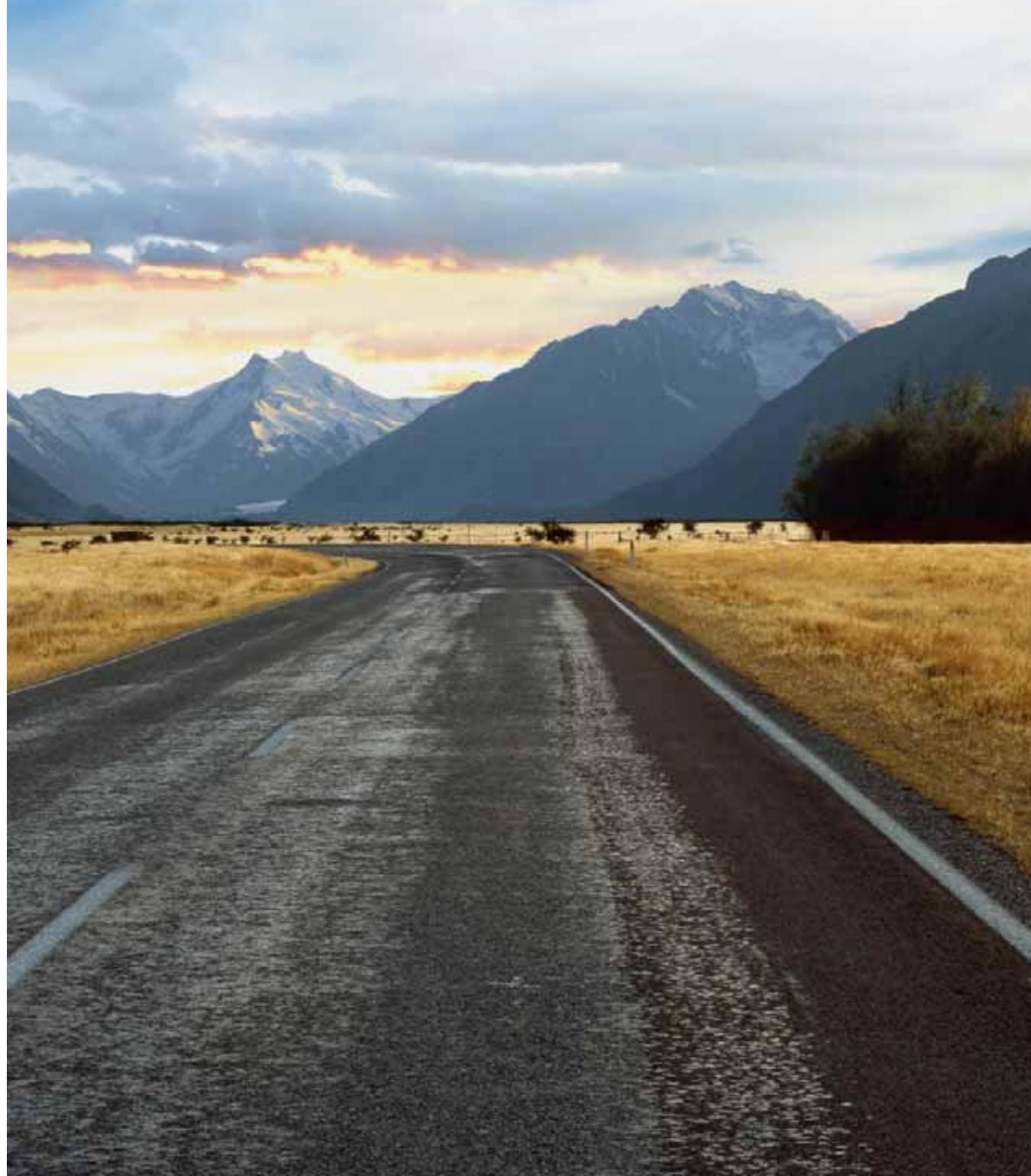


PORSCHE



Boxster

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The Boxster

Invention, application and continuous evolution are at the root of all Porsche engineering.

From these principles, the Boxster and Boxster S were born.

Each is based on a simple configuration that was first developed more than 50 years ago. Both the Porsche 356/1 and the 550 Spyder shared the same essential layout: lightweight build, open-top two-seater body, mid-mounted flat-cylinder engine.

Refined aerodynamics brought additional edge to their exceptional handling and agility. In terms of practicality, they would also set the tone for all subsequent generations of Porsche.

Drawing on this tradition, the challenge for our engineers was to re-examine and redefine the limits of technical feasibility.

The result is a combination of roadster driving and powerful performance that only Porsche could devise.

These twin characteristics are immediately apparent in every area of the car.

Reduced and refined to their most essential ingredients – for maximum enjoyment on the road.





Boxster S

The pleasure of a roadster.

The performance of a Porsche.

The Boxster model range.

Talent is a gift not only in sport, but also in the field of engineering. Transforming that talent into measurable achievement is both a challenge and a responsibility.

The Boxster concept is a direct expression of the original roadster ideal. This same combination of elements enabled the 550 Spyder to become one of the most successful racing cars of its time. It has also enabled the Boxster and Boxster S to become a new generation of classic Porsche.

The open-top two-seater layout accommodates a flat-six engine mounted centrally ahead of the

rear axle-line. The centre of gravity is extremely low, enabling extremely high levels of agility and lateral acceleration.

Both 'boxer' units are mounted directly behind the driver where they offer plentiful reserves of power and acceleration. In addition, each engine now has VarioCam Plus (see page 31), which combines variable valve timing with two-stage valve lift on each of the inlet camshafts. The results: greater top-end power, greater low-end torque and better fuel economy. The 2.7-litre Boxster develops 180 kW (245 bhp) as well as maximum torque of 273 Nm

between 4,600 and 6,000 rpm. The Boxster S has been updated to a 3.4-litre engine producing 217 kW (295 bhp). Maximum torque of 340 Nm is available between 4,400 and 6,000 rpm. Both engines have a more immediate response and more positive power delivery. Every throttle input is instantly accompanied by thrilling acceleration and sound.

Maximum speeds are 258 km/h (160 mph) for the Boxster and 272 km/h (169 mph) for the Boxster S.

Aiding this performance are a streamlined exterior, auto-deploying rear spoiler and almost fully enclosed undertray design. The drag coefficients of 0.29 (Boxster) and 0.30 (Boxster S) are well below the average for their class. The cooling systems have been specially adapted to match the increased performance.

Both cars have extremely high levels of torsional and flexural strength. As a result, the body offers remarkable stability for an

open-top car – even in racing or trackday use.

Power is applied with precision to the road through a combination of high-performance suspension and axle kinematics, a wide wheel track and generously proportioned wheels.

Porsche Stability Management (PSM) is standard equipment and specially configured for minimal intervention (see page 53).

The braking system combines performance with durability in the form of four-piston monobloc aluminium fixed calipers and internally vented, cross-drilled discs.

Complementing the suspension is a rack-and-pinion steering system with variable ratio gearing. Its high-precision action makes every manoeuvre a pleasure. The short-throw gearshift enables faster, more accurate gearshifts. Both cars can also be equipped with optional five-speed Tiptronic S (see page 36).

For even greater performance and occupant comfort, there's the optional Porsche Active Suspension Management (PASM – see page 44). This 10-mm lowered variable suspension system provides active control of the damping force on each wheel based on changing road conditions, individual driving style and the selected setup mode ('Normal' or 'Sport'). When 'Sport' mode is selected, the car's agility and responsiveness are even more rewarding.

To explore even more of your car's potential, there's the optional Sport Chrono Package (see page 46). When you activate the package using the 'Sport' button in the centre console, the engine and chassis are seamlessly adapted for maximum sports performance. The PSM threshold is raised higher still, while the optional PASM suspension is switched to its firmer 'Sport' damper ratings. To monitor the results, the Sport Chrono Package includes a digital and analogue timer unit. On vehicles with optional Porsche Communication Management (PCM – see page 74), the system



Boxster in Lapis Blue Metallic

can be upgraded to the Sport Chrono Package Plus. Additional features include a performance display in PCM (to view, store and analyse lap times) as well as a personal memory function.

Passive safety features include full-size front airbags for driver and passenger as well as Porsche Side Impact Protection (POSIP – see page 56). The POSIP package includes head and thorax airbags which are fully effective even when the hood is open.

The cockpit design shares the same purity of form as the exterior of the car. Every feature is ergonomically crafted around

the driver and passenger in a range of quality materials. All major controls are logically arranged within easy reach of the driver's seat. The height and reach-adjustable steering wheel is combined with a standard seat

offering numerous adjustment options, ergonomic upholstery and a generously high backrest with integral head restraint. As a result, it's easy for even taller drivers to find the ideal driving position. The optional adaptive sports seats



Boxster in Lapis Blue Metallic





Boxster S in GT Silver Metallic

have pneumatically adjustable side bolsters on the backrest and squab providing occupant-variable lateral support. The white interior lighting offers excellent visibility and another stylish interior feature.

The mid-engined layout is not only good for performance, it is also extremely practical. Both Boxster models have a choice of two luggage compartments offering approximately 150 litres (front) and 130 litres (rear) – regardless

of hood position. The hood itself requires just 12 seconds to open or close, even when the car is in motion (at speeds of up to 30 mph). A lengthy service interval of 20,000 miles makes for better use of resources, a lower cost of ownership and more time on the road with your car.

Every feature of the Boxster and Boxster S is designed with one aim in mind: maximum driving pleasure. Free of unnecessary weight and excess, it offers all the qualities that define the Porsche roadster – and have done for over 50 years.



Boxster S in GT Silver Metallic



Exterior mirror

The Porsche design philosophy has one fundamental principle: the pursuit of pure performance.

One of the essential features of all Porsche design is the unity of form and function. From this foundation, a language has grown that is instantly recognisable. Every detail, inside and out, is governed by the same fundamental principle: that design and functionality should coexist, each within the other.

Both Boxster models combine a powerful presence with understated elegance and style. Blending purity and passion, every line is imbued with sporting character. At the front of the car, the headlight modules taper towards the bumper moulding.



Taillight module

The engine intake grilles have an attractive titanium-coloured finish.

The smooth door surfaces are perfectly complemented by the twin roll-over bars in Volcano Grey. The exterior mirrors have a dual-arm design that blends harmoniously with the streamlined body. At the rear of the car, between the stylish light modules, is an auto-deploying spoiler element. As well as generating additional downforce, it combines with the lid on the rear luggage compartment to form an elegant

match for the front. To minimise weight, both compartment lids are made from aluminium.

Another important feature on both models is the standard wheel design: 17-inch on the Boxster, 18-inch on the Boxster S. Optional wheels are available for each car up to 19 inches in diameter. Running flush with the exterior, they enhance each car's presence as well as its connection with the road.

In short, each car is both powerful and athletic as well as unmistakably Porsche.

The Boxster and the Boxster S. The sportscars among the roadsters.

Model range

**The Boxster was designed with one aim in mind:
to provide the perfect connection with the road.**

It also reveals its unique character in two distinct variations.

**The standard Boxster is a pure interpretation of the original
Porsche roadster.**

**The Boxster S imbues that concept with even greater power
and potential.**

**Both deliver a driving experience based on pure sports
performance.**

With differing degrees of energy and intensity.

But with everything you'd expect from a Porsche.





How do we arrive at purity in a roadster?
By focussing purely on the road.

The Boxster.

The Porsche Boxster is the roadster in its purest form. A perfect blend of three fundamental qualities: power, agility and pure driving pleasure.

Newly updated, the 2.7-litre six-cylinder boxer engine develops 180 kW (245 bhp) at 6,500 rpm. New features include Porsche VarioCam Plus technology (see page 31). Maximum torque is available over a wider rev range, reaching 273 Nm between 4,600 and 6,000 rpm. As well as

increasing power and torque, VarioCam Plus improves fuel economy and lowers CO₂ emissions.

Aided by its low centre of gravity and mid-engined layout, the Boxster accelerates to 100 km/h (62 mph) in as little as 6.1 seconds. Maximum speed is 258 km/h (160 mph). The drive is accompanied by the familiar acoustics of the Porsche flat-six engine. The sound is refined as it passes through the

dual-tract exhaust before exiting through a centrally mounted, oval tailpipe.

The individual gear ratios in the standard five-speed manual gearbox are matched to the new engine output. A six-speed unit is available as an option in conjunction with PASM (see page 44). The resulting performance – including a higher top speed of 260 km/h (162 mph) – is best appreciated on the racetrack. Both gearbox models (five and six-speed) have a short-throw action, enabling faster, more accurate gearshifts.

The chassis assemblies use lightweight construction to enhance the car's handling characteristics.

Agility and traction are also improved by the generous 17-inch Boxster II wheel. Clearly visible behind the spokes is the black anodised finish on the four-piston monobloc aluminium brake calipers. All four discs are vented and cross-drilled for optimum performance in all weather conditions.

Stability and performance are also enhanced by the aerodynamic exterior. At 0.29, the drag coefficient is extremely low for a car in this class.

Other unique features include a black paint finish on the front intake grilles and each of the instrument dials.

In short, the Boxster combines purity of design with a purity of driving pleasure. Free of unnecessary weight and excess, it offers everything you'd expect from a roadster.



There are many ways to measure performance. Only one to know what it means.

The Boxster S.

The roadster concept can also be enjoyed with even greater athleticism and intensity. Featuring an increased capacity of 3.4 litres, the flat-six engine in the Boxster S now includes VarioCam Plus technology (see page 31). Combining variable valve timing with two-stage lift, this offers increased torque at lower engine speeds as well as greater top-end power. Maximum power output is 217 kW (295 bhp) at 6,250 rpm backed by 340 Nm of torque between 4,400 and 6,000 rpm.

The resulting performance is suitably impressive: 0 to 100 km/h (62 mph) in 5.4 seconds and a top speed of 272 km/h (169 mph).

A more important factor when it comes to cornering capability is the exceptional flexibility of the engine. Every throttle input is immediately greeted with a burst of acceleration. The six forward ratios in the standard manual gearbox have been carefully selected to match the specific characteristics of the engine.



Clearly visible within the standard 18-inch Boxster S wheel is a powerful brake assembly with distinctive red-painted calipers. The internally vented and cross-drilled discs are larger than those on the 2.7-litre Boxster on account of the car's increased capability.

For the ultimate in brake performance, the car can be equipped with the Porsche Ceramic Composite Brake (PCCB – see page 51). With its ultra-lightweight ceramic disc, this optional system offers a major reduction in both unsprung and rotational mass. The result: even better handling

and agility. High-speed braking is second to none, with almost total fade resistance.

Available as an option on the Boxster S only, it is also totally unique in this class.

The technical differences between the Boxster and Boxster S are clearly reflected in the exterior. An additional air intake is located at the centre of the front apron, while the outer intake grilles have a titanium paint finish.

The dual-tube tailpipe at the centre of the rear apron is a distinctive visual – and aural – element.

Interior features unique to the Boxster S include leather-upholstered lids for the storage compartments on the doors and rear centre console. The soft tactile quality of this additional leather trim enhances the sense of occasion. The instrument dials have an aluminium-coloured background in contrast to black on the Boxster.

In short: the Boxster S brings uncompromising power to the original roadster concept. Every detail serves one purpose only: the pure enjoyment of driving.

Drive

From where does our drive for performance come?

From our desire to surpass our own achievements.

This aspiration, this urge to improve, is at the root of everything we do.

The Boxster and Boxster S are the product of this desire and share a similar energy and verve. Its source is a lightweight, mid-mounted engine – the mark of a genuine roadster.

The flat-six configuration creates a low centre of gravity – the mark of a genuine Porsche.

All that remains is to choose a displacement – 2.7 litres on the Boxster, 3.4 litres on the Boxster S – and explore your drive for performance.



The heart of each Porsche is its engine.

With the Boxster, you can take that literally.

Six-cylinder boxer engine.

The Boxster and Boxster S are powered by water-cooled, six-cylinder boxer engines featuring four-valve cylinder heads. Each is now equipped with VarioCam Plus producing greater power and torque (see page 31). Other characteristics include a free-revving throttle, excellent cylinder charging and exceptionally smooth running characteristics. All engine components are individually selected for optimum

balance. The resulting power output is 180 kW (245 bhp) in the Boxster and 217 kW (295 bhp) in the Boxster S.

VarioCam Plus is combined with a twin-flow air intake to produce high levels of torque at low engine speeds as well as increased top-end power. The 2.7-litre Boxster develops 273 Nm of torque between 4,600 and 6,000 rpm. The Boxster S produces 340 Nm between 4,400 and 6,000 rpm.

Both engines have a forged crankshaft running in seven main bearings. The special aluminium bearing bridge has integral support elements made from grey cast iron. While the aluminium makes for a lighter engine, the cast-iron elements minimise play

across a wide range of operating temperatures. The result is a reduction in mechanical noise and even greater engine refinement. The valves are driven by dual overhead camshafts on each cylinder bank and hydraulic

tappets with automatic clearance adjustment.

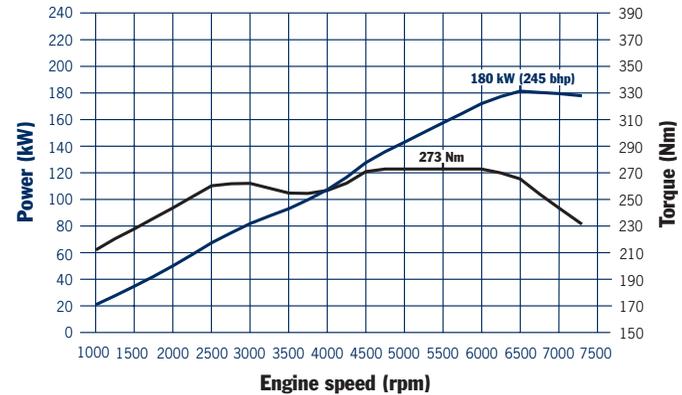
Fuel injection and ignition are accurately controlled by the Motronic ME7.8 engine management system. Both Boxster models have an electronic throttle.

Open-deck engine block.

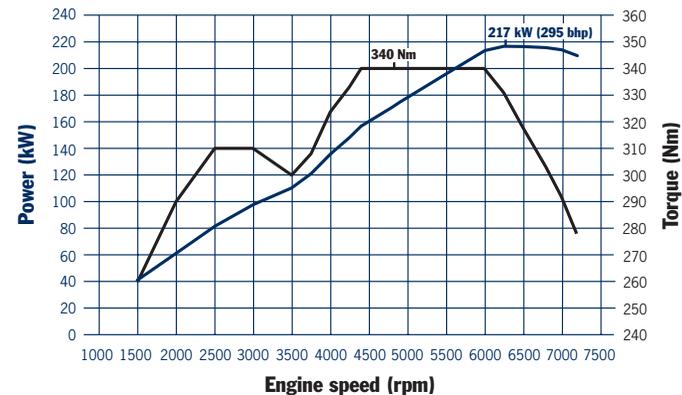
The two halves of the engine block are made from die-cast aluminium with integral oil and water channels. This design enhances the engine's integrity, as there is no need for subsequent drilling. It also dispenses with external hoses and the associated maintenance requirements.



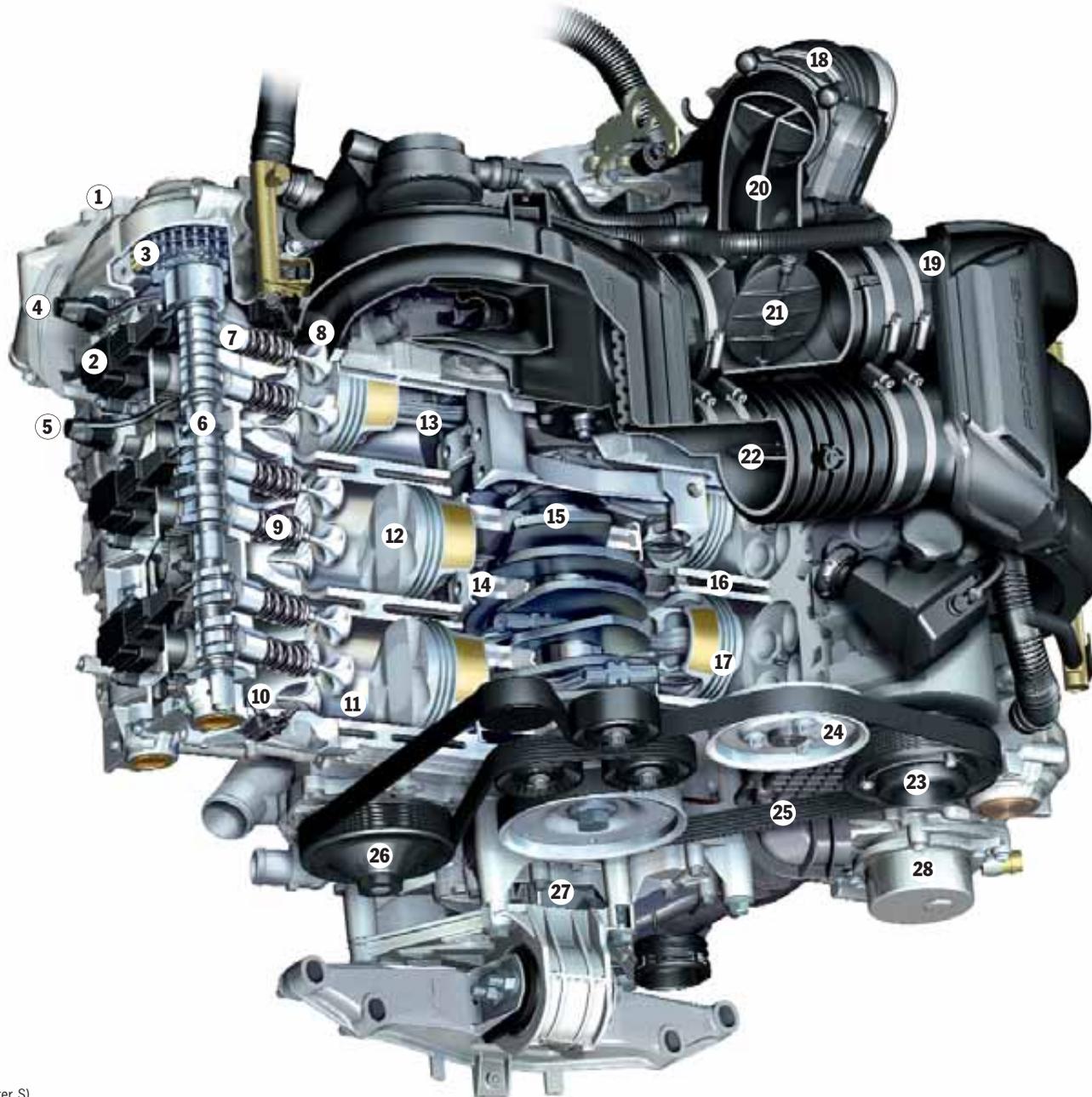
3.4-litre six-cylinder boxer engine (Boxster S)



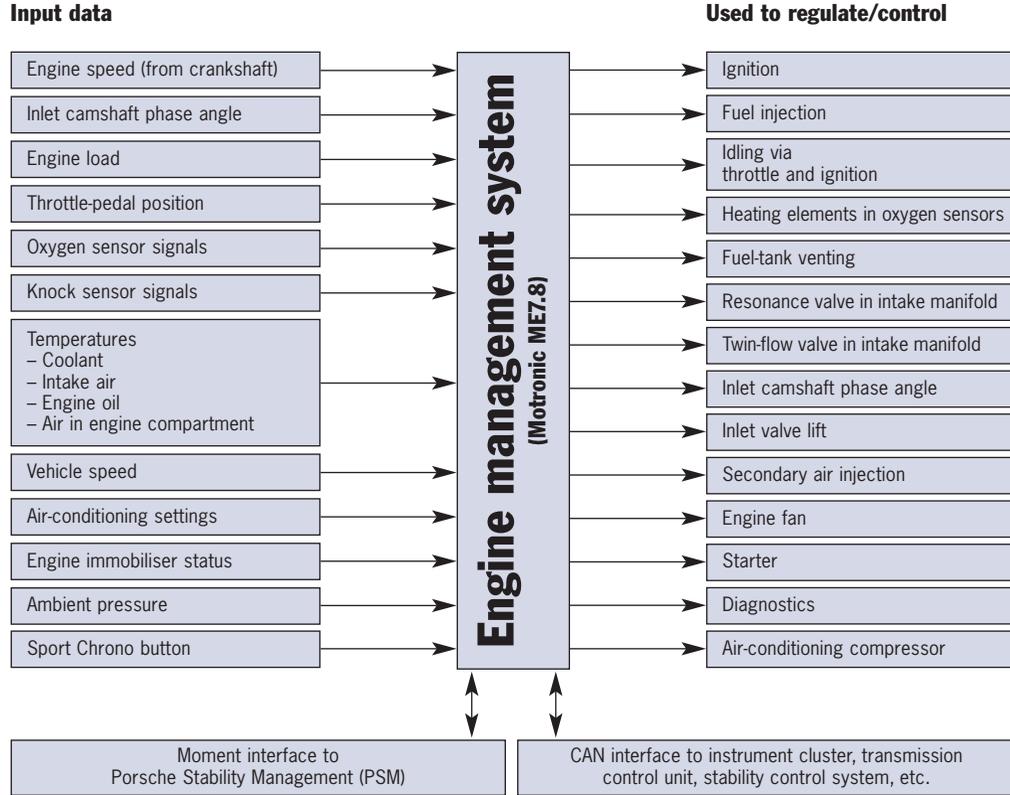
Boxster: 273 Nm between 4,600 and 6,000 rpm, 180 kW (245 bhp) at 6,500 rpm



Boxster S: 340 Nm between 4,400 and 6,000 rpm, 217 kW (295 bhp) at 6,250 rpm



1. Oil scavenge pump (obscured)
2. Individual ignition coil
3. Camshaft adjuster (valve timing)
4. Control valve for camshaft adjuster
5. Control valve for variable valve lift
6. Inlet camshaft
7. Switchable tappet with hydraulic valve clearance adjustment
8. Inlet valve
9. Valve spring
10. Exhaust valve
11. Lokasil-coated bore
12. Forged aluminium piston
13. Forged connecting rod
14. Crankshaft bearing bridge
15. Crankshaft
16. Water jacket
17. Combustion chamber
18. Electronically controlled throttle valve
19. Resonance intake manifold
20. Twin-flow intake pipe
21. Twin-flow intake valve
22. Resonance valve
23. Air-conditioning compressor pulley
24. Power-steering pump pulley
25. Ancillary drive belt
26. Water pump pulley
27. Oil feed pump (obscured)
28. Tandem pump



Engine management system with electronic throttle.

The Motronic ME7.8 engine management system is the primary source of control for all engine-related systems and processes, e.g., ignition and fuel supply. It is an essential prerequisite for enhanced performance in all operating

conditions. The electronic throttle is not only more precise, it can modulate the volume of incoming air to compensate for sudden load transfer (e.g., when lifting off the throttle before braking). Electronic engine management ensures better power delivery from a standing start and a smoother rev-limiter action. It also coordinates the various

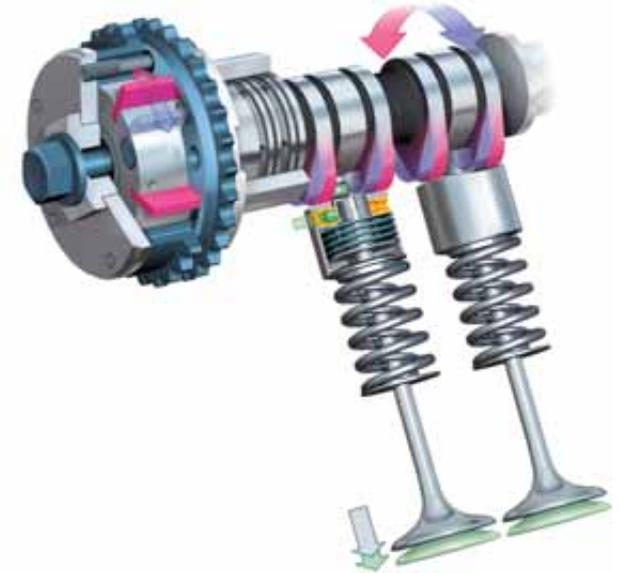
sub-systems within the standard Porsche Stability Management (PSM), e.g., anti-slip regulation (ASR) and the automatic brake differential (ABD). Other important functions include coordination and control of the optional Tiptronic S transmission, the oxygen sensors in the exhaust system, variable valve timing (VarioCam Plus) and cylinder-specific knock control.

VarioCam Plus.

Both Boxster models are now equipped with VarioCam Plus technology. This unique Porsche system combines variable valve timing with two-stage valve lift on the inlet side. The resulting benefits include greater top-end power and low-end torque, as well as smoother running, better fuel economy and lower CO₂ emissions.

VarioCam Plus creates two engines out of one, seamlessly switching between them both as driver inputs change. All operations are centrally controlled by the Motronic ME7.8 engine management system. The result: rapid acceleration and balanced running characteristics.

The two-stage valve lift mechanism on the inlet side features electro-hydraulically switchable tappets. Each of the 12 tappets consists of two concentric lifters which can be either locked together to form a single unit or allowed to move independently. When the tappets are locked, the outermost



VarioCam Plus

ring – driven by two large-profile cams – is in active contact with the valve. When the locking pin is removed, the innermost lifter – actuated by a smaller cam lobe – has sole influence over the amount of valve lift. The timing of each valve is steplessly controlled using an electro-hydraulic rotary vane adjuster at the head of each inlet camshaft.

To improve responsiveness when starting from cold, VarioCam Plus will raise the amount of lift and retard the timing of the valves. At medium revs and minimal load, the valve lift is lowered and timing advanced to minimise fuel consumption and emissions.

To achieve maximum power and torque, the lift is raised and the timing advanced.

Integrated dry-sump lubrication.

Oil is extracted from each bank of cylinders by a dedicated oil scavenge pump. The oil return system features narrow-section lines which help to de-foam the oil. It then flows from the main crankshaft bearings directly into the oil reservoir. From here, it is driven by a third pump unit to the lubrication points, where the cycle begins once more. Originally developed for racing use, this proprietary Porsche technology ensures consistent lubrication in even the most prolonged high-speed corners.

Oil-level indicator.

Both Boxster models have an electronic oil-level indicator as part of the on-board computer system. The reading is so precise that a conventional dipstick is not required.

Engine cooling.

Both Boxster engines have a race-developed cross-flow cooling system where all coolant channels are cast in the block. With no external hoses or pipework involved, it is much more reliable than conventional

designs. Coolant is supplied separately to each individual cylinder, so it never arrives pre-warmed. As well as maintaining a consistent engine temperature, this means the valves are much less susceptible to wear. Important benefits include greater engine reliability, less risk of knocking, better fuel economy, lower emissions and reduced mechanical noise.

Exhaust system.

Both Boxster models have a stainless steel exhaust system featuring a separate tract for

each of the two cylinder banks. The exhaust gas is passed through twin cross-linked silencers before exiting the car through a shared tailpipe unit. A system of four oxygen sensors – one before and one after each of the two pre-catalytic converters – provides separate monitoring of the gas composition and catalyst performance for each cylinder bank.

Since a twin-tract layout allows a higher rate of throughput compared with a conventional exhaust, the system also has a positive impact on overall power and torque. It also contributes to the distinctive engine acoustics – on starting, at idle and across the entire engine speed range.

Both cars can also be equipped with an optional sports exhaust system. Special features include a 'sports' sound mode which can be selected using a button on the centre console.



Single-tube tailpipe (Boxster)



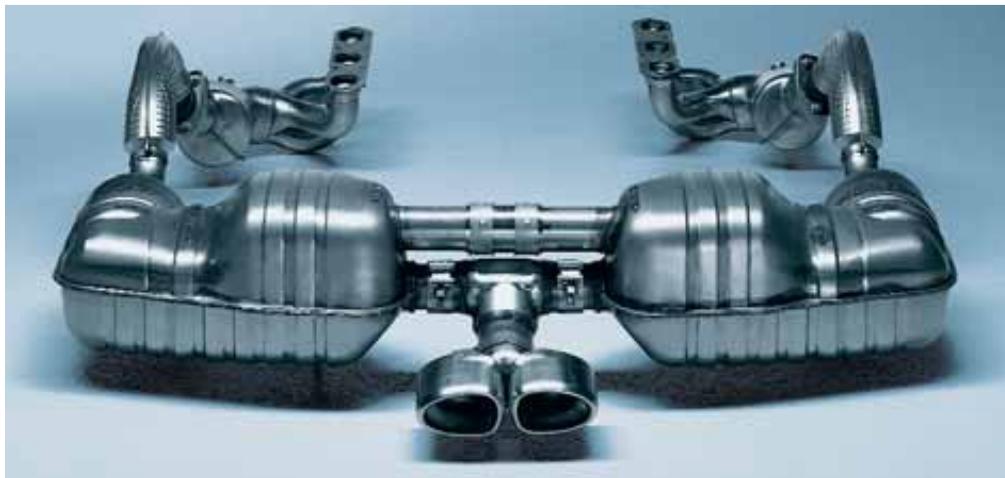
Dual-tube tailpipe (Boxster S)

Ignition system.

The ignition system in the Boxster and Boxster S features static high-voltage technology. Separate coils on each of the plugs ensure perfect ignition every time. With no central coil, there is no need for leads, which are otherwise a common source of faults. All six coils are directly controlled by the engine management system. This arrangement means they can also be integrated with other electronic-based systems. If the optional Tiptronic S, for example, requests smoother downshifts, the system can respond within a fraction of a second and adjust the ignition timing.

Cylinder-specific knock control.

Since temperatures tend to vary across the engine, all six cylinders are monitored separately for unwanted pre-ignition of the air/fuel mix. If a risk is detected in one or more cylinders, the timing is adjusted on the corresponding spark plug. The system is effective under all engine conditions, including extremely heavy loads at low rpm.



Exhaust system



Boxster S

Two-stage resonance intake manifold.

The intake and exhaust manifolds on both Boxster models help to maximise engine performance. The intake unit has a twin-flow pipe with two-stage valve which opens and closes at predefined

engine speeds. An additional 'resonance' pipe connecting the twin plenum chambers is used to alter the geometry within the manifold. The resulting vibration in the airflow creates a form of forced induction while enhancing the air/fuel mixing process. The results: higher torque at low rpm,

a flatter torque curve, and greater top-end power. It also brings an additional dimension to the familiar Porsche engine sound.

Servicing.

Every Porsche is designed with long-term performance in mind. On both Boxster models, this is reflected in the lengthy service intervals. The generator, power-steering pump and air-conditioning compressor are all driven by a

single, self-adjusting belt. Under normal usage, the drive chains for the cam and auxiliary shafts never require any form of servicing. The ignition system is also maintenance-free, with the sole exception of the spark plugs (60,000 miles). The engine oil interval is 20,000 miles, while

hydraulic tappets provide automatic clearance adjustment on each of the 24 valves. As a result, your Boxster spends less time being serviced and more being enjoyed on the road.



Boxster

Transmission.

Applying power with precision.

Manual gearbox with dual-mass flywheel.

The standard Boxster has a lightweight five-speed manual gearbox with ratios matched to the specific characteristics of the engine. The optional Sport package combines a six-speed manual gearbox with Porsche Active Suspension Management (PASM – see page 44). The six-speed unit is standard equipment in the Boxster S. Both gearbox variants have a short lever throw for a more positive gearshift action.

Power is received through a dual-mass flywheel and hydraulically operated clutch. The respective gear and final drive ratios are carefully selected for optimum performance. The gear lever is insulated against vibration from the engine using a cable-operated gearshift mechanism.

Tiptronic S.

Both Boxster models are available with five-speed Tiptronic S as optional equipment. This versatile system combines an automatic transmission with the option of manual gearshifts.

For manual control, simply slot the gear selector into the manual gate and use the gearshift controls on the steering wheel. Press up to change up, and down to change down. Gearshifts are performed in around 0.2 seconds with virtually no interruption in drive. The action is comparable with that of a manual gearbox.

Switch to automatic, and you can still change gear by hand using the rocker controls on the steering wheel. This race-derived function is particularly useful during overtaking manoeuvres. If there is no manual input for a period of eight seconds, the system will revert to automatic mode. The drive position and gear selection are displayed at all times on a dedicated cockpit display.

In automatic mode, Tiptronic S can choose from a range of gearshift points for each individual gear. The standard gearshift pattern, designed for maximum fuel economy, can be steplessly varied up to a dedicated 'Sport' configuration for optimum high-performance driving. Each gearshift point is automatically selected based on current road conditions and driving style. The benefits of Tiptronic S are particularly apparent when exploring the car's potential. Even in automatic, the rapid gearshift action enhances the agility of the car.

Other useful functions include a warm-up programme, automatic selection of the 'Sport' gearshift pattern following rapid throttle inputs, gearshift suppression when cornering, automatic downshifts under heavy braking, an incline sensor (improves uphill acceleration and downhill engine braking), and automatic upshifts when traction is threatened under braking in the wet.

If the optional Sport Chrono Package is enabled, the gearshift action is even more direct and responsive. If you happen to be driving in manual mode, automatic upshifts are restricted.



Gear lever



Tiptronic S gear selector



Tiptronic S control on steering wheel

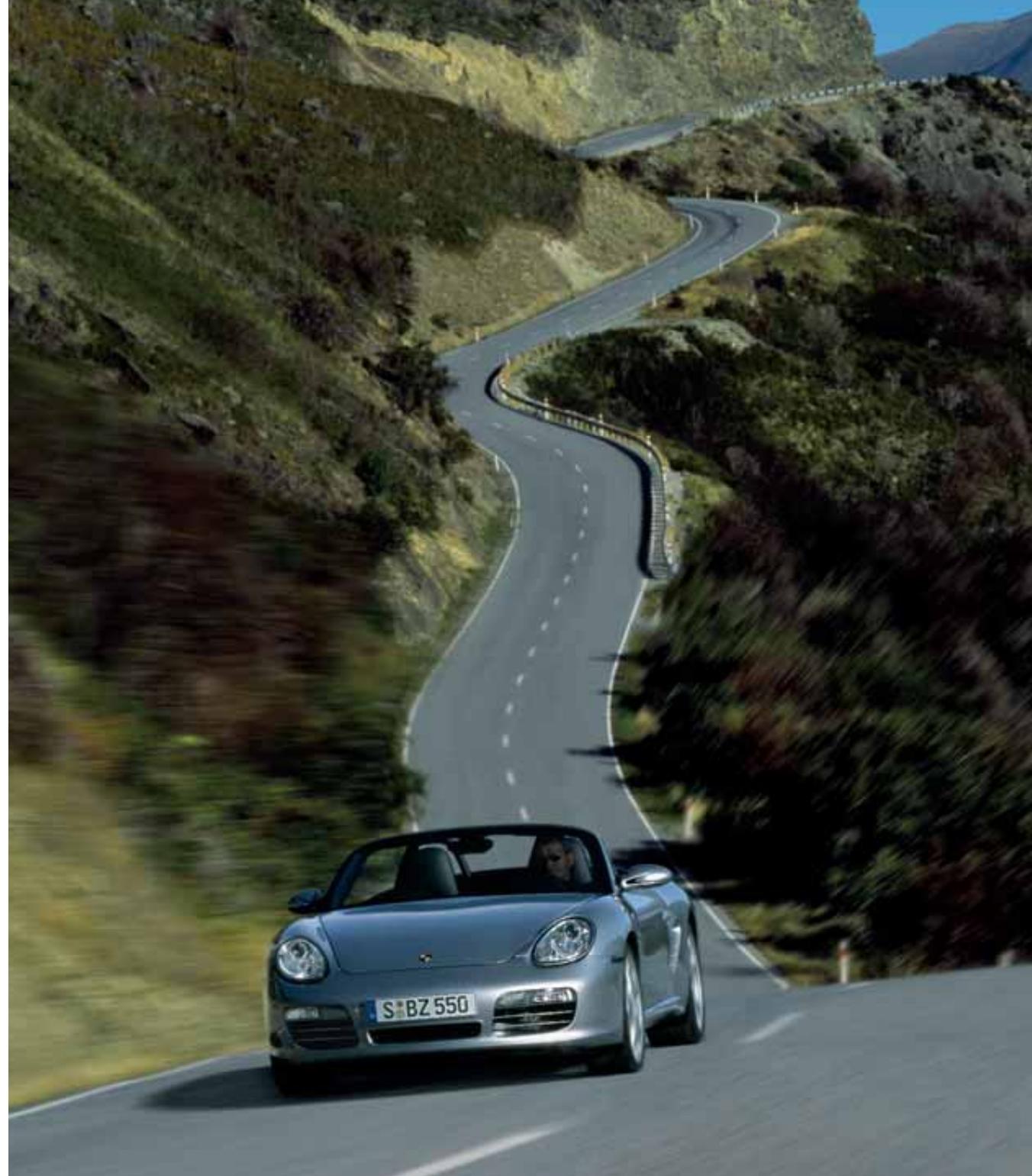
Chassis

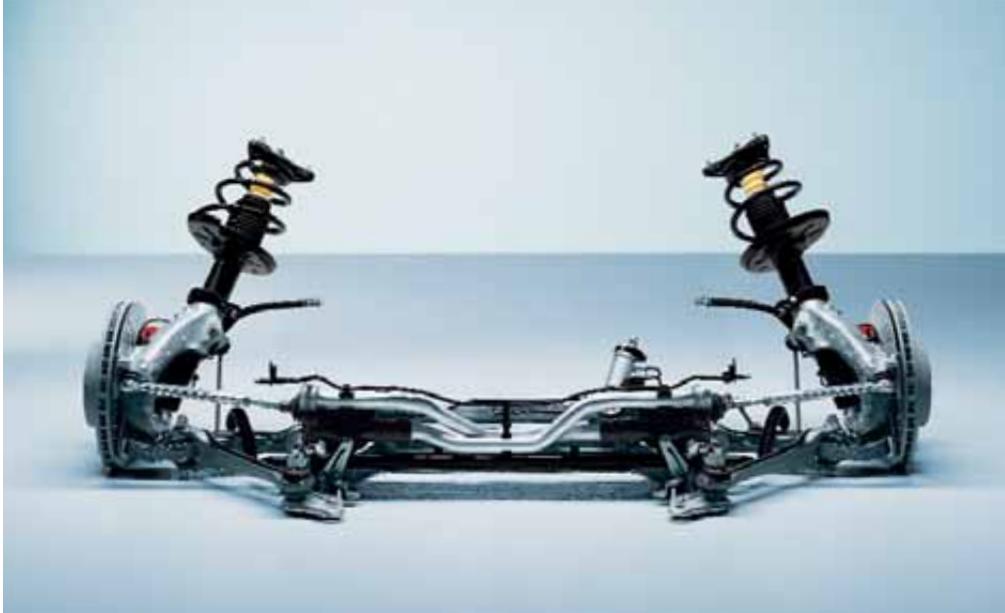
The perfect chassis should provide the perfect link between driver, vehicle and road. All systems must be honed and refined to achieve the highest possible performance.

On both Boxster models, this principle is applied to achieve optimum handling and grip. As a result, the power and agility of each car can be explored to their full potential.

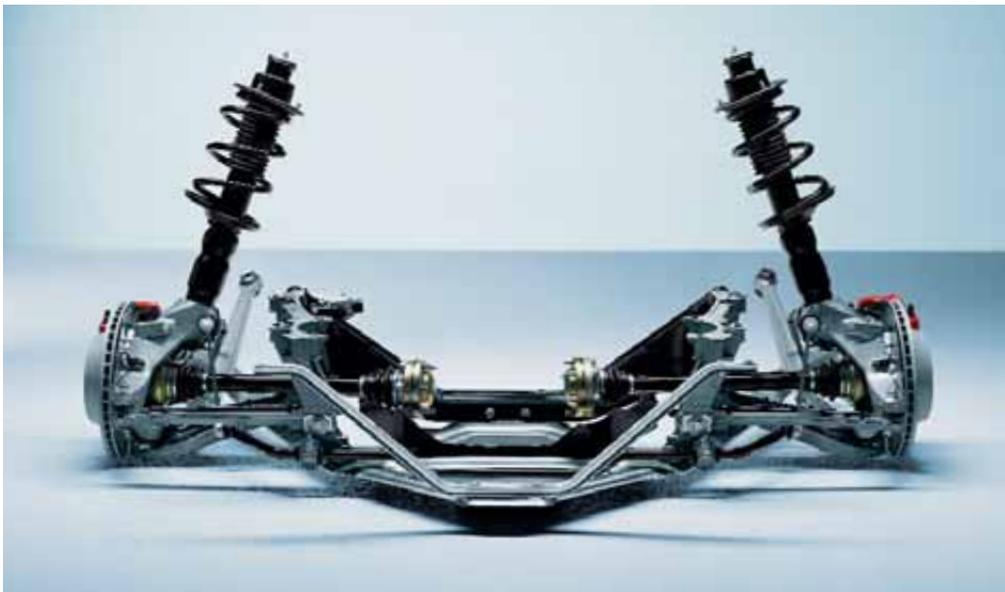
Rightly renowned for their exceptional manoeuvrability, the Boxster and Boxster S are specifically designed for both optimum active safety and uncompromising road and track performance.

Combined, these qualities have one result: pure driving pleasure.





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



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

Suspension.

Both Boxster models have McPherson-strut suspension front and rear. Optimised by Porsche, this proven design combines coil-over struts with lateral control arms. The axle kinematics are designed for high performance, as is the generous wheel track. Lightweight construction reduces sprung and unsprung weight, with virtually all moving parts made from aluminium.

Aided by the mid-mounted engine with its low centre of gravity, the chassis is designed to eliminate pitch and roll. There is no unwanted movement within the suspension, and almost total stability under cornering, acceleration and braking. The variable-ratio steering is immediate and precise with optimum feedback from the road. Lane-change manoeuvres are smooth and secure, even when travelling at high speed.

Both cars offer generous reserves of safety, regardless of load, as well as easily manageable load transfer when cornering, etc. Mid-corner balance is remarkably consistent, even in high-speed bends. Straight-line stability is equally impressive – as it is on every Porsche.

Wheels.

The generous wheel dimensions include a large rolling circumference for optimum performance and comfort. The Boxster is equipped with 17-inch wheels featuring an attractive five-spoke design. The Boxster S runs on 18-inch wheels as standard. A range of 18 and 19-inch wheels are also available

as optional equipment (see pages 92/93).

All standard and optional wheels come with anti-theft protection.

Tyre Pressure Monitoring (TPM).

This optional system provides early warning of any drop in pressure via the on-board computer display (see page 75).



17-inch Boxster II wheel



18-inch Boxster S wheel



Steering.

The suspension and steering are designed as one system to the most exacting specifications. As a result, they offer the handling and ride for which the Porsche Boxster is renowned. Both models have power-assisted rack-and-pinion steering. Combining a direct action with sensitive response, it is the ideal solution

for such thoroughbred performance cars.

The handling of each car is further enhanced by a variable steering ratio. The greater the steering angle, the further the wheels travel, enabling greater agility in hairpin bends as well as easier parking manoeuvres.

A system of check valves is used to dampen shocks without compromising the driving experience. Feedback from the wheels is detailed and precise, enabling near-perfect communication between driver, car and road.

Active safety is also enhanced by the combination of direct response, exceptional road

contact and a modest turning circle of just 11.1 metres. Both Boxster models have a stylish three-spoke steering wheel with integral airbag and height/reach adjustment. The steering wheel rim has a leather finish in your chosen interior colour. Two additional three-spoke wheels – multifunction and sports – are available as optional equipment (see pages 96/97).

Engine and gearbox mounts.

The engine and gearbox are secured to the body by means of anti-vibration or 'hydro' mounts. Fluid-filled, the mounts insulate the body against both high and low-frequency vibration. The engine is supported by a single 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 open-top cars.



Boxster

Porsche Active Suspension Management (PASM).

PASM is an electronic damping control system. It offers continuous adjustment of individual damping forces based on current road conditions and driving style. Agility and driving pleasure are significantly enhanced while retaining the car's natural ride quality.

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

The driver can choose one of two setup modes, 'Normal' or 'Sport'. While the first is a blend of performance and comfort, the 'Sport' setup ratings are generally much firmer, enabling greater agility on the racetrack. In either mode, the system responds to changing loads by automatically applying the optimum damping rate on each individual wheel from a range of pre-defined options.

The movement of the body is continuously monitored under acceleration, braking and cornering manoeuvres, as well as on poor road surfaces. A dedicated control unit provides real-time analysis and damper adjustment as defined for the respective setup mode ('Normal' or 'Sport'). The result: greater stability and more consistent occupant comfort.

If, when 'Sport' mode is selected, the quality of road surface drops below a certain threshold, the system immediately switches to a softer rating and restores the car's traction and grip. When the road surface improves, PASM returns to the original, harder ratings. The system is permanently active throughout each journey. In 'Normal' mode, it automatically switches to a harder setup if the

car is driven more assertively. As the dampers become stiffer, the car becomes more stable and driver control is improved.



Sport Chrono timer display

Sport Chrono Package.

The Boxster combines the pleasure of open-top driving with a quality of performance originally developed for the racetrack.

To help you explore this powerful capability, both Boxster models can also be equipped with the optional Sport Chrono Package. Comprising a range of modifications, it provides simultaneous enhancement of the engine and chassis for even greater driving pleasure.

When you activate the package using the 'Sport' button in the centre console, the throttle becomes more responsive, the rev limiter becomes harder, and the engine dynamics become more like those of a racing car. While this is happening, the optional sports exhaust system (see page 33) is also switching to 'Sport' mode.

On vehicles equipped with optional Tiptronic S, the automatic gearshift is noticeably more dynamic. Upshifts and downshifts are performed at higher revs with a faster gearshift action. When you lift off the throttle to slow the car,

engine braking is applied sooner. There are no unwanted upshifts in manual mode when approaching the engine speed limit.

To minimise assistance from Porsche Stability Management (PSM – see page 53), its trigger threshold is raised. The result is a more natural and involving response to lateral and longitudinal forces. Agility is enhanced under braking for a corner, with PSM enabling greater manoeuvrability when turning in and greater stability on the exit – particularly in lower-speed sequences and bends.

For maximum dexterity, PSM can be set to standby while the car is still in 'Sport' mode. PSM simply monitors the forces acting on the car and will only intervene in the most critical scenarios, e.g., when ABS assistance is required on both front brakes.

To help you quantify this additional performance, the Sport Chrono Package includes a compact timer with swivel display which is centrally located on the dashboard. Functions are accessed via the control stalk for the on-board computer. Analogue dials measure hours, minutes and seconds, while a separate digital field displays whole seconds, tenths and one hundredths of a second. The digital field runs in parallel with a second digital display

conveniently located in the instrument cluster.

Sport Chrono Package Plus.

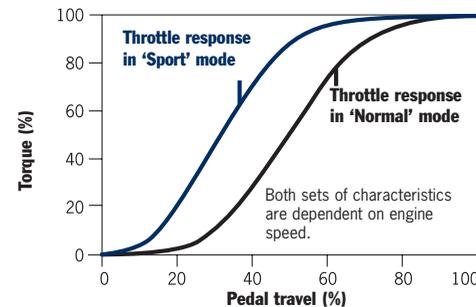
This enhanced Sport Chrono option is available in conjunction with the optional Porsche Communication Management (PCM – see page 74).

It offers all the same functions as the Sport Chrono Package as well as some additional information options and features.

Lap or journey times can be viewed, stored and analysed using a special performance display in PCM.

The information available includes time elapsed and distance travelled on the current lap, as well as the number of laps completed and their respective times. You can also view the current fastest lap as well as the remaining range till empty. Driving times can be recorded for any stretch of road, and benchmark times defined.

Other useful features include a personal memory function which is also controlled via PCM. This can be used to store personal preferences for a range of systems, including daytime running lights, 'Welcome Home' lighting, optional automatic air conditioning and door-lock settings.



Comparison of electronic throttle maps for 'Normal' and 'Sport' mode



'Sport' button on centre console

Safety

Whenever we challenge the limits of performance, safety always comes first. An essential prerequisite for all Porsche engineering, it never detracts from the driving experience.

Both Boxster models have a comprehensive safety concept that is more than equal to the capability of each car.

The many standard features include Porsche Stability Management (PSM) as well as generous head and thorax airbags.

The result is a roadster with all the power of a Porsche – and the security that makes it a pleasure to enjoy.





Boxster S

Uncompromisingly athletic.

Reassuringly secure.

Active safety.

For Porsche, the qualities of performance and safety have never been mutually exclusive. On both Boxster models, each of these factors is essential to the car's design. The body, running gear and brakes, for example, constitute a single integrated system with generous safety reserves.

The suspension characteristics enable high-speed track driving with exceptional cornering control. The variable-ratio steering is direct and precise with excellent feedback from the road.

The standard braking system provides excellent deceleration and consistency. A high power-to-weight ratio and responsive throttle enable easier overtaking and evasive manoeuvres. With Porsche Stability Management (PSM) as standard equipment (see page 53), the Boxster and Boxster S offer greater active safety in critical driving scenarios.

Braking system.

From the very beginning, Porsche has been renowned for its high-performance braking systems. This tradition continues today with the Boxster and Boxster S.

Both models are equipped with four-piston monobloc aluminium fixed calipers at front and rear. Key characteristics include exceptional rigidity, compact dimensions and a very modest contribution to unsprung weight. The fast and positive pedal response is eagerly assisted by a powerful vacuum brake booster.

The brakes are cooled using a special ventilation system which channels air from the front of the car to every part of each assembly. This arrangement ensures consistently high levels of performance and durability, particularly during heavy use.

The internally vented discs are also cross-drilled to improve wet-weather performance and minimise unsprung weight. The calipers on the Boxster have a black anodised finish, while those on the Boxster S are painted red.

Porsche Ceramic Composite Brake (PCCB).

The Boxster S is also available with a carbon fibre-reinforced ceramic brake system: the Porsche Ceramic Composite Brake (PCCB). The PCCB disc is made from a specially treated carbon-fibre compound that is silicated in a high-vacuum process at 1,700 °C. The result is a product that is not only much lighter than metal, but also harder and more resistant to high temperatures.

Within each disc is a system of internal channels which provide highly efficient heat dispersal, particularly during heavy use. An area of ongoing development, we've now doubled the number of channels and optimised the airflow characteristics. With twice the number of internal walls, the new PCCB disc has even greater structural stability. The ring of vent openings around the outer rim is a distinguishing feature of this new evolution.



Standard brake assembly (Boxster)



Standard brake assembly (Boxster S)

Matched to the disc is a special brake-pad compound offering rapid deceleration and consistent friction properties.

The front pads are mounted in six-piston monobloc aluminium calipers, while those at the rear come in four-piston units. The overall response is fast and precise, with only moderate pedal force required. The front disc diameter – 350 mm – is larger than that of the standard metal

disc. The longer radius brings increased leverage and therefore additional performance.

Even at high temperatures, the thermal resistance of the ceramic disc ensures excellent dimensional stability. The ceramic material is totally resistant to corrosion and offers excellent acoustic damping properties. Braking distances are significantly reduced in even the toughest road and track conditions. Inherent

fade resistance ensures optimum balance when slowing the car from high speed.

The key advantage of PCCB is its ultra-lightweight construction. Compared with conventional metal discs, it offers a remarkable weight saving of approximately 50%. As well as enhancing performance and fuel economy, this represents an enormous reduction in both unsprung and rotational mass – important factors when it comes to handling, agility and comfort.

To find out more, ask your Porsche Centre for the latest PCCB brochure.



Porsche Ceramic Composite Brake (PCCB)



Boxster S

Porsche Stability Management (PSM).

This automatic vehicle stability control system is standard equipment on both Boxster models. Throughout each journey, PSM uses a range of sensors to monitor the direction, speed, yaw velocity and lateral acceleration of the car. Using this information, it is possible to calculate the actual direction of travel at any given moment. If the car begins to oversteer or understeer, PSM applies selective braking on individual wheels to restore stability and optimum speed. While it can never suspend the laws of physics, PSM

does provide that extra margin of safety whenever you need it most.

The four-channel anti-lock braking system (ABS) ensures consistent deceleration as well as minimal ‘pulsing’ in the brake pedal when the system is applied.

PSM is also invaluable when applying the throttle on low-grip surfaces. Here, it uses the automatic brake differential (ABD) and anti-slip regulation (ASR) functions to maintain optimum traction and stability.

In order to retain the car’s natural agility, PSM combines a high

trigger threshold with precision input characteristics.

The PSM threshold is raised higher still when ‘Sport’ mode is selected on the optional Sport Chrono Package or Sport Chrono Package Plus. The resulting drive is even more rewarding, with greater scope for driver inputs. For maximum manoeuvrability, the system can be set to standby at any time. In this mode, PSM continues to monitor the forces acting on the car and will only intervene in critical situations, e.g., when ABS assistance is required on both front brakes.



Bi-Xenon headlight

Bi-Xenon lighting system with headlight cleaning.

The optional Bi-Xenon lighting system includes dynamic headlight levelling as well as integrated headlight cleaning. In low-beam mode, the system offers wider, brighter and more consistent illumination up to the light/dark border, as well as a greater depth of colour thanks to a higher colour temperature.



Night design (front)



Night design (rear)

Dynamic headlight levelling provides automatic adjustment of the vertical angle of each light in order to compensate for changes in the attitude of the car under braking and acceleration. As well as ensuring consistent visibility during rapid deceleration, the system prevents dazzling of oncoming traffic.



Porsche Side Impact Protection (POSIP)

Passive safety.

The deformation zone at the front of the car was developed using computer-based crash simulation. In the event of an accident, energy is absorbed in a predefined manner by a system of longitudinal and lateral members. The fuel tank and fuel lines are safely positioned outside the deformation area. The rigid side structures are combined with high-strength steel elements in each of the doors to provide exceptional side-impact protection. This is enhanced by the reinforced windscreen frame and roll-over bars which provide

an effective barrier if the car overturns. Energy-absorbing materials are used at key points throughout the passenger compartment.

Both Boxster models come with two full-size front airbags as well as dedicated head and thorax airbags (see POSIP on page 56). This arrangement ensures optimum upper-body protection, even when the hood is open. All six airbags are deployed using a non-azide gas generant, making them light, compact and better for the environment.

For added comfort and safety, both three-point belts have integrated force limiters and pre-tensioners.

For the youngest of Boxster passengers, a child-seat preparation is available from Porsche Tequipment. This comprehensive package includes ISOFIX anchors for securing one of a range of Porsche child seats, as well as a key-operated airbag deactivation system.

Porsche Side Impact Protection (POSIP).

Both Boxster models are equipped with Porsche Side Impact Protection (POSIP) as standard. This comprehensive package provides effective protection for the head and upper body area. Each seat has two side airbags featuring hybrid gas generant technology. A thorax airbag is located in the side of the seat backrest, while a head airbag

deploys upwards from the door. All four airbags have an individual volume of approximately 8 litres, ensuring maximum protection over the entire seat adjustment range – even when the hood is open. The passenger cell is also shielded by side-impact protection beams in each of the doors.

Front roll-over protection.

The forward area of the cockpit is protected by a robust steel

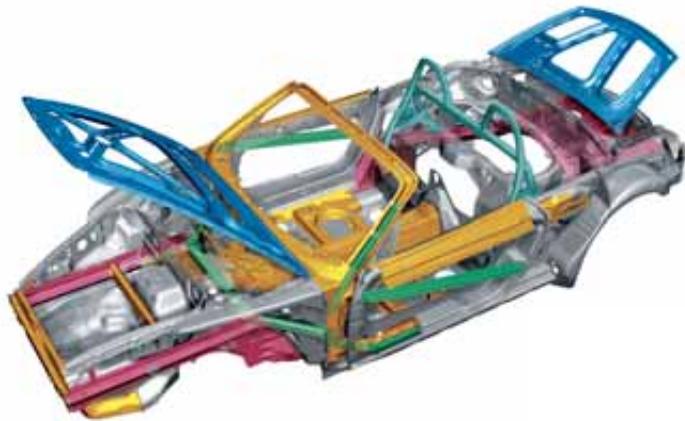
element incorporated within the windscreen frame.

Rear roll-over protection.

The rear roll-over bars are made from high-strength stainless steel and are located behind the seats. Their flattened form provides exceptional protection and blends with the backrest design. The upper seat-belt anchorage points are mounted on the bars for greater accessibility and comfort.

Anti-theft protection.

The Boxster S has a powerful alarm system with exterior monitoring function which protects the car against break-in or theft. Optional equipment includes radar-based interior surveillance, which is permanently enabled unless the hood is lowered. The alarm is activated when the doors are locked using the standard key remote.



- Sheet steel
- Tailored blanks
- High-strength steel
- Super high-strength steel
- Super high-strength austenitic stainless steel
- Aluminium



Boxster

This effective combination of interior and exterior surveillance is also available as an option on the Boxster.

The luggage compartments on both Boxster models can be opened from the cockpit or externally using the key remote.

Both the Boxster and Boxster S come with central locking as standard. The electronic immobiliser is automatically enabled when the key is removed from the ignition and disabled when the key is inserted. If you lose your key, it can be cancelled like a credit card to prevent unauthorised use.

The steering lock is now electronically operated and is automatically secured when the key is removed from the ignition.

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

Vehicle tracking system.

An optional preparation is available for both Boxster models enabling future installation of a vehicle tracking system obtainable from Porsche Tequipment. The system can be used to locate a stolen vehicle across most of the countries of Europe.

Comfort

To achieve the best, you have to be at your best – mentally and physically, combined. Only then do you have what it takes to surpass yourself once more.

This inherent composure was an essential prerequisite on both Boxster models. Not only in terms of the character of each car, but also for you at the wheel. To provide that balance, we've developed an interior that is totally focussed around the driver.

Visually, it shares the clarity and power of the elegant exterior design. Within this framework, we've used advanced ergonomics to achieve optimum driver control.

The resulting interior is the ideal environment in which to explore each car's potential.

A distinctive example of the best in Porsche design – so you get the best from your Porsche.



The simplicity of a roadster.

In each of the Boxster models, the instruments and controls are designed exclusively around the driver.

The ergonomics and comfort of a Porsche.

While nothing distracts from the driving experience, it's all worthy of closer inspection. The clarity of line that defines the exterior continues throughout the cockpit.

As you'd expect, this elegance and style are matched by the occupant comfort. The standard seats offer excellent support in high-speed corners and a wide range of adjustment options. The cockpit space is remarkably

generous, enabling even taller drivers to find the optimum driving position. Comfort is enhanced with the aid of height and reach adjustment on the three-spoke steering wheel and the ergonomic positioning of the pedals.

All materials are carefully selected for their visual and tactile qualities. Together, they create a unique interior ambience – even when you're focussed on the road.



Boxster interior with optional equipment



Boxster S interior with multifunction steering wheel and other optional equipment

Instruments.

The interior space in both Boxster models combines high-quality materials with elegant sports styling and exceptional attention to detail. The familiar Porsche grouping of symmetrical round

instruments forms an integral part of the cockpit design. The dials on the Boxster have a black background, while those on the Boxster S have an aluminium-coloured finish. The dials provide a continuous overview of all key information, including external

temperature, time, trip odometer, total odometer and vehicle speed. You can also view a range of additional data from the standard on-board computer, e.g., audio information (current station, CD track) or remaining range till empty.

Steering wheel.

Both Boxster models have a three-spoke steering wheel as standard. Special features include a full-size airbag, height/reach adjustment and twin gearshift controls in conjunction with Tiptronic S.

A smooth leather finish is available as an optional extra on the steering wheel rim and airbag module. Alternatively, you can specify a three-spoke sports or three-spoke multifunction wheel. The latter is equipped with six integral keys offering direct

access to audio, navigation and optional telephone functions (only in conjunction with PCM).

For a detailed overview of steering wheel options, see pages 96-101.

Standard seats.

The standard seats have a leatherette finish with Alcantara facings. Special features include thorax airbags in each seat backrest, enhanced lateral support, and a specially designed spring system that is adapted to the chassis of the car. The high side bolsters provide optimum support without any feeling of restriction. Generous seat travel and adjustment options mean that even taller drivers can find the ideal seat position. The backrest angle is electrically controlled, while the fore/aft position and height are mechanically adjustable. Two-stage heating is available as an optional extra.



Electrically adjustable seat

Sports seats.

The optional leather sports seats offer firmer upholstery than the standard seat design. Higher side bolsters on backrest and squab provide additional lateral support. The fore/aft position and height are mechanically adjustable, while the backrest is electrically controlled.

Electrically adjustable seats.

This second seat option features 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



Adaptive sports seat

along with the exterior mirror positions. Two sets of preferences can be stored and selected using buttons conveniently located on the driver's door panel. A further set of preferences can be stored in each of the two key remotes. When either of the remotes is used to open the doors, the corresponding seat and mirror settings are automatically selected.

Adaptive sports seats.

This alternative seat option combines excellent comfort with a driver memory function. The comprehensive range of power adjustment controls include fore/aft position, height, backrest angle, squab angle and lumbar support. The side bolsters on backrest and squab are pneumatically adjustable for the perfect fit. This exceptional variability ensures generous comfort on long-distance journeys as well as precision support when cornering. The memory function includes both exterior mirrors as well as



Cupholders



Door storage compartments



Lockable glove compartment

all seat settings except for the squab and backrest side bolsters.

Storage compartments.

The interior space in both Boxster models is ergonomically and logically designed. The storage compartments combine generous proportions with careful attention to detail. The main storage areas can be found in the front centre console and the lockable glove box on the passenger's side (includes CD storage on vehicles with optional sound system). Another compartment is located between the two seats, while the storage box on the rear bulkhead offers additional loadspace (except on vehicles with optional BOSE® Surround Sound System).

Other practical features include storage compartments in each of the doors, coat hooks on the back of each seat, and a pair of retractable cupholders above the glove compartment.

'Welcome Home' lighting.

This standard lighting function provides comfort and safety when using the car after dark. The foglights and taillights are automatically illuminated when the car is locked or unlocked using the key remote. The lights remain illuminated for 30 seconds, lighting your way to or from the car. This delay is user-adjustable on vehicles with optional Sport Chrono Package Plus.

HomeLink®.

This optional garage-door opener is freely programmable and integrated within the cockpit. It offers remote control of up to three garage, gate, home lighting and/or alarm systems. Compatible with virtually all garage and gate systems.



Boxster S with ParkAssist

ParkAssist.

This optional parking aid is automatically enabled whenever you select reverse gear.

Move too close to a stationary object and a warning signal is emitted. Continue to reverse and the tone increases in frequency. The distance is measured by a row of ultrasonic sensors, which are neatly concealed in the rear bumper.

Materials.

The quality of materials throughout each interior contributes to the ambience of athleticism and style. The Boxster S has a wider range of leather features, including the storage compartment lids on the doors and rear centre console. Full leather seats and a leather interior are available as optional extras. For a more individual look and feel, you can add a genuine leather finish to a range of interior

features in combination with wood, carbon or Aluminium Look trim. (See pages 96-101 for details.)

Air conditioning.

The standard air conditioning in the Boxster and Boxster S offers quiet, efficient operation. Settings can be adjusted from either seat position using simple plus and minus keys.

For optimum comfort, you can select different temperature settings for the upper and lower areas of the cockpit. Other convenient features include a windscreen defroster function.

As an optional alternative, we can equip your car with a fully automatic air-conditioning system. Offering consistent control of interior temperature, the system uses a solar sensor to compensate for the effects of ambient light.

Water-repellent side windows.

The side window glass on both Boxster models has a highly effective water-repellent finish. By rapidly dispersing moisture and dirt, it ensures optimum visibility in the wet. (Note: surface finish requires occasional renewal depending on vehicle usage.)

Wiper system.

The front wipers have an adjustable wipe interval, are aerodynamically designed and park neatly out of sight when not in use. The right-hand blade has a bowed construction enabling maximum wiper coverage. The windscreen washer system features two heated nozzles with integral filter element. An optional rain sensor is also available in conjunction with the automatically dimming interior and exterior mirrors.



Automatic air conditioning

Hood.

The Boxster hood system is perfectly matched to the distinctive exterior design. Similar in shape to the optional hardtop, it has one important advantage: it requires just 12 seconds to open or close. It can even be operated while the car is in motion at speeds of up to 50 km/h (approx. 30 mph).

The heated glass screen at the rear of the cabin is extremely wear-resistant. It also offers consistent visibility in all weather conditions.

A concertina action protects the interior rooflining when the hood is folded away. The hood itself is made from a tough, colourfast fabric, which is specially protected against ultraviolet light. The hood structure as a whole is extremely light, thus enhancing the agility of the car. The interior is lined with a stylish and practical sound-insulating fabric that reduces exterior noise.



Hardtop.

The optional hardtop is elegantly styled to match the exterior of the Boxster models. The shell is made from robust aluminium, resulting in a total weight of just 23 kg. The riveted construction ensures lasting dimensional stability.

Special features include a heated glass rear screen for optimum visibility in all weather conditions.

Luggage compartments.

Among the many practical benefits of the mid-engined layout is the choice of two carpet-lined luggage compartments. The front load-space is approximately 150 litres, with around 130 litres at the rear –



Hardtop

even when the hood is lowered.

At the front, there's room for the large aluminium trolley from the Porsche Travel System, while the rear can accommodate the Porsche golf-bag. To further enhance the car's agility, both compartment lids are made from lightweight aluminium.

A service tray in the rear luggage compartment enables easy refilling of coolant and engine oil.

Wind deflector.

This optional three-part wind deflector reduces unpleasant turbulence in the head and shoulder area. Easily installed on the rear roll-over bars, it is elegantly styled to blend with the lines of the car. The package also includes a storage compartment on the rear bulkhead panel (not available on vehicles with BOSE® Surround Sound System).



Front luggage compartment



Rear luggage compartment



Wind deflector



CDR-24 CD radio

Porsche audio systems.

The alternative sound experience.

Sound is one of the most important aspects of the Porsche driving experience. By that, we mean not only the engine, but also the interior acoustics.

The audio systems for the new Boxster range were therefore included in the development process.

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

CDR-24 CD radio.

Both Boxster models are equipped with the CDR-24 CD radio as standard. Its generous control panel offers exceptional clarity and ease of use.

The CD drive offers excellent playback quality. In radio mode, the RDS two-tuner frequency diversity function provides seamless re-selection of the strongest available signal for your chosen FM station. The result: optimum reception at all times.

There are 20 FM and 10 MW presets offering easy access to your favourite programmes. Dynamic Autostore searches the airwaves throughout your journey to offer the nine strongest signals at any time. You can also opt to hear traffic news updates from other stations over your current radio or CD output. Other features include speed-dependent volume control, two high-range speakers on the dashboard, two low-range speakers in the doors and a single internal linear amplifier offering 2 x 25-Watt output.

Telephone preparation.

This optional preparation enables you to use a GSM mobile phone in your car. The package includes an integrated antenna beneath the windscreen scuttle as well as a wiring loom, microphone, and attachment console for your phone. An optional upgrade is available from your Porsche Centre enabling hands-free calls via the audio speaker system.

MOST® bus.

In both Boxster models, data is exchanged between the various audio and communications systems via the Media Orientated Systems Transport (MOST®) bus. This powerful digital technology uses high-speed fibre optics to ensure absolute consistency during data transfer. An essential prerequisite for advanced audio quality, it links the CD autochanger, BOSE® Surround Sound System amplifiers and PCM telephone module (all optional). The result is a significant improvement in sound reproduction.

Sound Package Plus.

This high-quality sound system is available as optional equipment on the Boxster and Boxster S. Power is supplied by a 2 x 25-Watt linear amplifier and an external system for the low and mid-range speakers (2 x 55 and 25 Watts, respectively). A total of seven loudspeakers adapt that output to the car's unique interior acoustics.

Output settings are easily adjusted via the sound menu in the CDR-24 CD radio or optional PCM. A loudness function accentuates bass and treble at lower volume levels. Speed-dependent volume control provides highly refined and continuous compensation for changes in ambient noise. Additional features include CD storage in the glove compartment.

CDC-4 CD autochanger.

This optional CD autochanger has a digital anti-shock memory which uses a 'rolling cache' to store upcoming content before it is actually played. The result is uninterrupted audio output on virtually all road surfaces. The system is compatible with both the CDR-24 CD radio and Porsche Communication Management (PCM). Offering a total capacity of six CDs, it installs neatly in the front luggage compartment. Both Boxster models include a CD autochanger preparation as standard.

BOSE® Surround Sound System.

The Boxster and Boxster S are also available with the lifelike stereo of the optional BOSE® Surround Sound System. To ensure optimum audio quality, this advanced digital package was jointly developed by BOSE® and Porsche.

A total of 11 loudspeakers, including an active subwoofer with integrated external 100-Watt TSM switching amp, deliver crystal-clear surround sound output. The lifelike spatial quality is equally impressive in either seat position.

Powering it all is a seven-channel MOST®-based digital amplifier featuring 5 x 25-Watt linear amps and an external 100-Watt TSM switching unit.

AudioPilot™ noise compensation technology provides automatic adjustment of tone and volume based on current road speed

and ambient noise. The result is a noticeably clearer and more consistent sound, with no need for continuous manual adjustment.

Active equalisation matches all sound output to the unique acoustics of the Boxster and Boxster S. Covering the entire frequency spectrum, it delivers lifelike audio to both seat positions.

An additional sound setup provides optimum output when the hood is lowered. The system automatically switches between the open and closed-top setup whenever the hood is opened or closed.

The dynamic loudness function included with the system is a more sophisticated alternative to conventional technologies. By enhancing the lower frequencies in low-volume sound, it actively compensates for the reduced sensitivity of the human ear at the lower end of the range.

The key system component, BOSE® Automotive Surround Sound, uses independent channels at front and rear to create a push-button panorama of space and sound. The sense of depth is further enhanced with the aid of patented BOSE® Signal Processing (BSP). Thanks to Centerpoint™ technology, even stereo recordings can be split into five separate channels.

Completing the package is a CD storage system, conveniently located in the glove compartment.

Together, these technologies provide a powerful alternative to the car's natural engine acoustics.



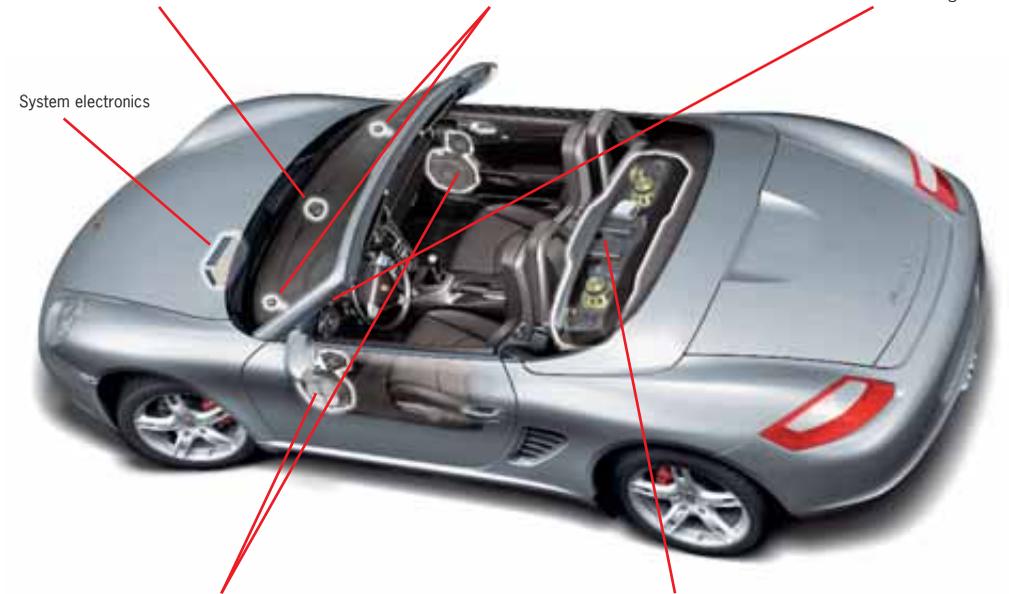
7.0-cm Neodym mid-range speaker



2.5-cm Neodym high-range speakers



AudioPilot™ microphone on steering column



8.0-cm Neodym mid-range speakers
20.0-cm Nd® low-range speakers*



Active subwoofer with 2 x 13.0-cm low-range speakers and 2 x 6.5-cm mid/high-range speakers

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



Porsche Communication Management (PCM)

Porsche Communication Management (PCM).

PCM is an optional multimedia control and display system featuring radio, CD player, audio controls, on-board computer and GPS navigation. It can also be combined with an optional tri-band telephone module. Key features include a high-resolution 5.8-inch colour display with 16:9 aspect ratio. The menu structure is easy to navigate using a multifunction rotary push-button control. A 12-digit keypad is also included for dialling outgoing calls.

The system also provides easy access to the performance display and memory function

included with the optional Sport Chrono Package Plus.

The radio module has 20 FM and 20 MW presets as well as 10 Autostore presets. Other features include two-tuner RDS frequency diversity, Dynamic Autostore, current station list and automatic mute during traffic bulletins.

The DVD drive used for satellite navigation is housed in the front luggage compartment. One of the benefits of this arrangement is that the MP3-compatible CD drive in PCM can be used exclusively for audio CDs.

Antenna diversity.

Vehicles with PCM have four radio antennae which are discreetly embedded in the windscreen glass. This configuration provides a choice of different signals, ensuring optimum FM reception on the two-tuner RDS radio.

Electronic logbook.

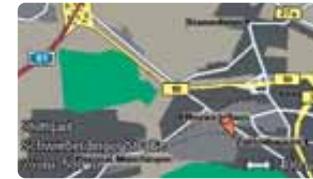
This optional addition to PCM enables you to automatically record on every journey the mileage, route distance, date and time as well as starting location and destination. Data can be downloaded from PCM via the infrared port and processed on a PC using software included with the package. This easy-to-use option fulfils the statutory requirements for automatic logbooks as specified by the German revenue authorities.



On-board computer.

The standard on-board computer provides a wide range of information, including average fuel consumption, average speed, range till empty and audio data. It can also be used to view data from the optional Tyre Pressure Monitoring (TPM). Information is accessed using a control stalk on the steering column and viewed in the central instrument display. If combined with the optional PCM, you can access additional data and functions such as average values and driver-defined speed-limit warnings.

The control stalk for the computer is also used to select the analogue and digital timing functions in the optional Sport Chrono Packages (see pages 46/47).



Navigation system.

The PCM navigation system includes a dedicated DVD drive in the front luggage compartment offering faster route calculation. The wide range of zoom layers available on the map enable a finer gradation of scale.

The time displayed in both the instrument cluster and PCM is synchronised with the standard GPS time.

Extended navigation module.

Available in conjunction with PCM, this optional expansion module enables automatic navigation along a previously recorded route (reverse route navigation). It also facilitates compass and GPS-based navigation in regions not covered by your navigation DVD.

Telephone module.

Also available in conjunction with PCM, this optional GSM telephone module has an integral hands-free facility. The microphone is concealed beneath the steering column casing and is directed towards the driver's position.

Functions can be accessed using dedicated keys on the PCM terminal or the optional three-spoke multifunction steering wheel.

Special features include SMS (text) messaging as well as card-free calls to emergency services. The antenna is located neatly out of sight beneath the scuttle at the base of the windscreen. A passive (keyless) handset offering greater call privacy is available as an optional extra.

Environment

All the best sports are enjoyed outdoors.

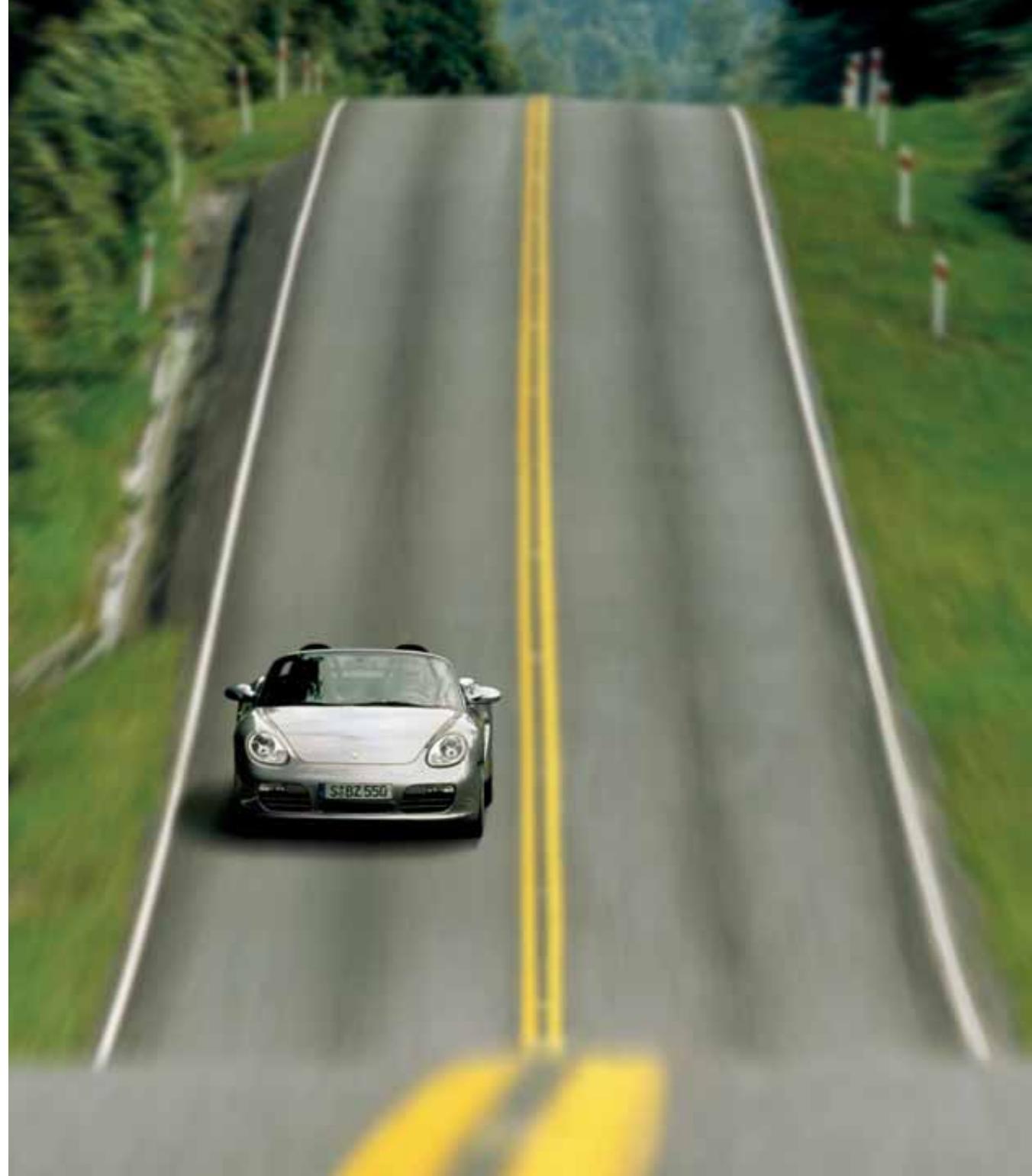
In the pure, open air.

**The Boxster and Boxster S are two prime examples –
at their best under open skies.**

**With this in mind, it's easy to understand why the environment
is important to Porsche.**

**Why each of our cars combines power and agility with economy,
cleanliness and exceptional recyclability.**

**The result, of course, is a strictly positive impact on every kind
of environment.**





Boxster and Boxster S

There's a wonderful world to explore in your Porsche.

Which is why we want to keep it that way.

Exhaust emission control.

On both new Boxster models, we've used a combination of four-valve cylinder heads and VarioCam Plus to minimise emissions at source. Downstream from the engine is a system of four catalytic converters and four oxygen sensors, which further reduce harmful exhaust gases.

To maximise efficiency, combustion is controlled by the powerful Motronic ME7.8

engine management system. Each bank of cylinders has a dedicated Lambda or oxygen sensor circuit, enabling accurate adjustment of the air/fuel mix. A second pair of oxygen 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 EU4 exhaust emissions standard and ULEV II regulations in the United States.

* Not in markets with leaded fuel.

Noise.

Thanks to various acoustic refinements throughout the powertrain and chassis, it now requires 10 of today's cars to generate the same level of noise as a single Porsche built in 1966. While the decibels have reduced, the distinctive sound of the Porsche flat-six is retained. Unwanted noise is simply eliminated at source, which means there's no additional weight from secondary soundproofing. As you would expect, both Boxster models comply with all current noise regulations.

Fuel system.

All fuel lines are made from robust aluminium, while those carrying vapours are multi-layer plastic. The result is a significant reduction in the evaporation of hydrocarbons.

Materials and recycling.

All structural components, switchgear and trim are made

from fully recyclable materials. Better still, it is highly unlikely that they will ever need recycling at all. After all, more than 60% of all Porsche vehicles ever produced are still on the road today. This exceptional longevity is fundamental to the Porsche philosophy and, in particular, our approach to the environment.

Like every Porsche, both Boxster models are entirely free of CFCs and components manufactured using these chemicals. Instead, we've chosen a range of highly resilient yet lightweight plastics and metals, with priority given to sustainable materials. The most important of these are galvanised sheet steel, recyclable synthetics and aluminium.

Approximately 85% of all components can already be recycled using today's technology. This proportion is set to increase as new thermal methods are introduced. To simplify recycling, all synthetic components are clearly labelled in accordance with the relevant standards.

Water-based paints are used throughout each car, thereby reducing the need for chemical solvents during the production process.

Servicing.

Longer service intervals are not only easier on the environment, they also lower the cost of ownership. Over the years, Porsche has continuously extended its service intervals, while reducing the tasks involved. In the case of the Boxster and Boxster S, the figures speak for themselves: engine oil every 20,000 miles (or two years), oil filter every 20,000 miles, air filter every 40,000 miles, spark plugs every 60,000 miles (or four years), and brake fluid every two years.

The benefits for you are two-fold: lower running costs and more time on the road. Based on mileage alone, both the Boxster and the Boxster S require just three stops for servicing every 60,000 miles – or one service every two years.

Personalisation

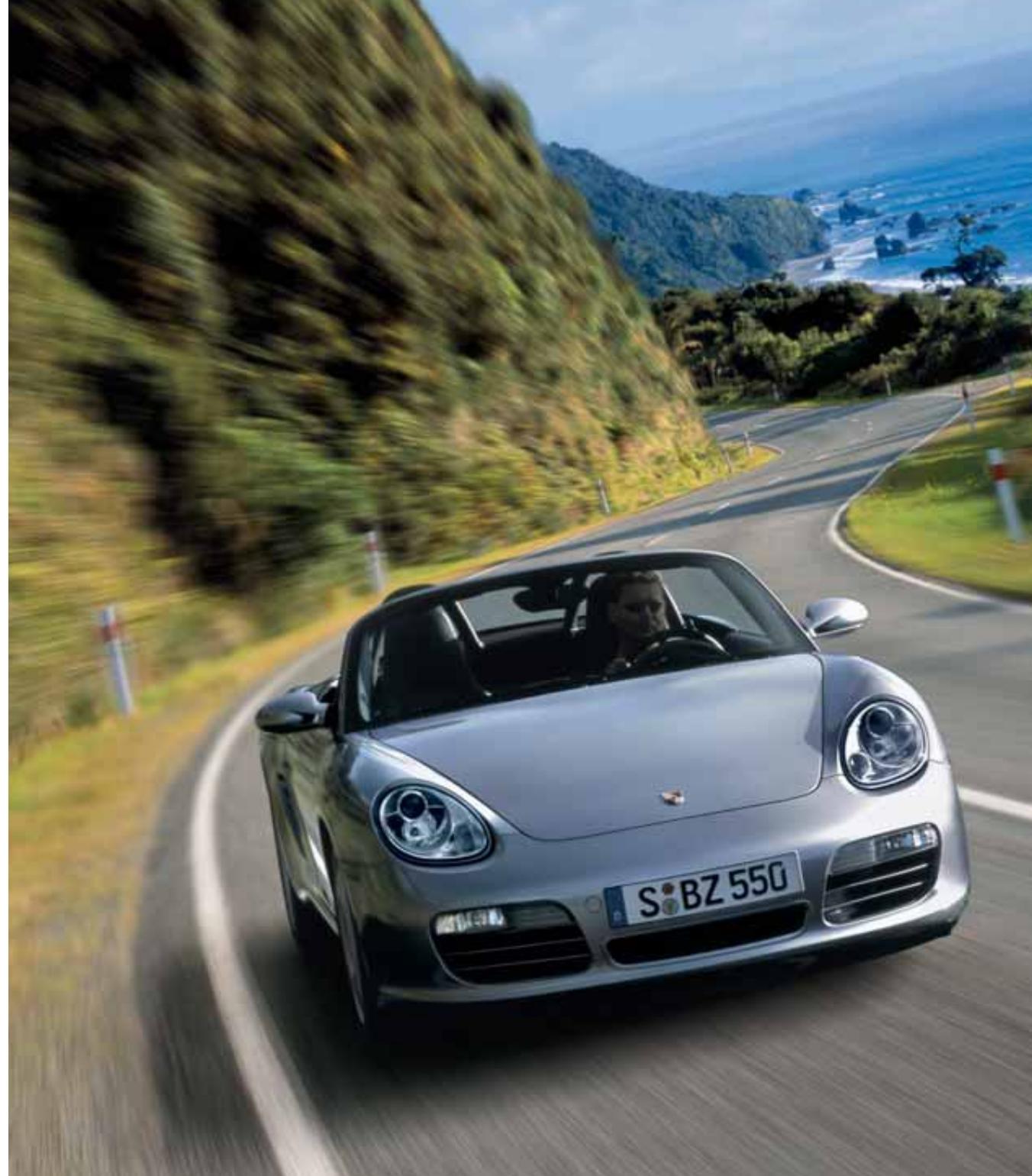
Every person has their own way of seeing things, their own sense of style and performance.

With the Boxster and Boxster S, we have the perfect balance of individuality and technical prowess.

All it now requires is your personal signature with our extensive range of optional equipment.

Choices range from exterior colours and cockpit materials to a set of 19-inch alloy wheels and the BOSE® Surround Sound System.

Whatever your ideas, you have the perfect vehicle to design the perfect Porsche.





Interior with Aluminium Look trim, multifunction steering wheel and other optional equipment

Optional equipment.

The Boxster and Boxster S are a unique expression of the Porsche engineering philosophy.

Visually, each car is a classic design that will stand the test of time.

Within each one, there is also generous scope for your own personal refinements and style.

Over the following pages, you'll find a full range of options grouped according to category. To find out more about individual items, please refer to the Boxster price list.

For more ideas on personalising your car, ask your Porsche Centre about Porsche Exclusive factory-fitted modifications and Porsche Tequipment accessories.

Colours.

Enhance the unique character of your Boxster or Boxster S with our wide range of colour options.

Exterior colours include four solid, eight metallic and five 'special' paint finishes as well as four attractive hood options. Inside the car, there's a choice of ten interior colours, including two-tone leather in Black and Stone Grey.

You can also specify your Boxster or Boxster S in any other colour you desire. The possibilities are virtually unlimited – all you have to do is provide a suitable colour sample.

To see how the available colours would look on your car, visit www.porsche.com and use the online Porsche Car Configurator. Here you can build your own Boxster or Boxster S with your own personal combination of colours and optional equipment.



Solid exterior colours.

Metallic exterior colours.

Special exterior colours.

Hood colours.

Standard interior colours.

**Special interior colours.
Natural leather.**



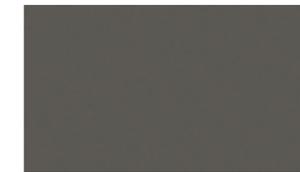
Black



Basalt Black Metallic



Atlas Grey Metallic



Slate Grey Metallic



Dark Olive Metallic



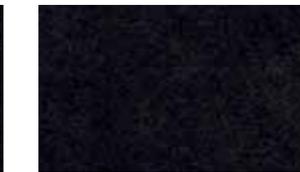
Black



Black



Black



Black



Terracotta (special colour)²⁾



Terracotta



Black



Guards Red



Arctic Silver Metallic



Meteor Grey Metallic*



GT Silver Metallic



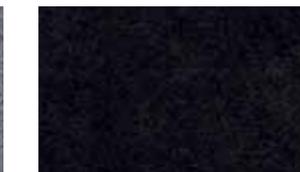
Stone Grey



Stone Grey



Stone Grey



Black



Cocoa (special colour)²⁾



Cocoa



Black



Carrara White



Midnight Blue Metallic



Cobalt Blue Metallic



Lapis Blue Metallic



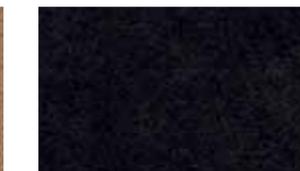
Metropole Blue



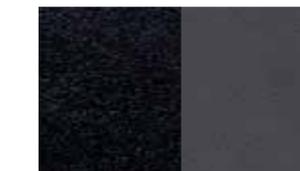
Sand Beige



Sand Beige



Black



Black/Stone Grey (two-tone)⁴⁾



Black



Black



Speed Yellow



Carmon Red Metallic



Forest Green Metallic



Lagoon Green Metallic



Cocoa



Palm Green



Palm Green



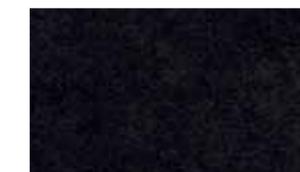
Black



Dark Grey (natural leather)³⁾



Dark Grey



Black



Ocean Blue



Ocean Blue



Black



Natural Brown (natural leather)²⁾



Natural Brown



Black

See price list for recommended colour combinations.
¹⁾ Soft-touch paint in interior colour, film finish in interior colour on sun visors and inner door-sill guards.
²⁾ Special colour or Natural Brown (natural leather) interior: soft-touch paint in interior colour, black film finish on sun visors and inner door-sill guards.
³⁾ Dark Grey (natural leather) interior: black soft-touch paint, black film finish on sun visors and inner door-sill guards.
⁴⁾ Two-tone leather: carpet in Stone Grey, rooflining in black.

* Introduction planned for 08/2006.



Bi-Xenon headlight



Wind deflector



Hardtop

Exterior.

Option	Boxster	Boxster S	I no.	Page
• Metallic paint	○	○	Code	85
• Special colours	○	○	Code	86
• Colour to sample	○	○	Code	
• Bi-Xenon lighting system with headlight cleaning and dynamic headlight levelling	○	○	P74	54, 90
• Deletion of model designation	W	W	498	
• ParkAssist (parking aid at rear)	○	○	635	66
• SportDesign package	○	○	XAL	
• Grey top tint on windscreen	○	○	567	
• Automatically dimming interior/exterior mirrors with integrated rain sensor	○	○	P12	
• Hardtop	○	○	550	69, 90
• Wind deflector, three-part	○	○	551	69, 90
• Storage box on engine cover	W	W	584	69
• Roll-over bars painted	○	○	XMK	56

The vehicles illustrated in the chapter 'Personalisation' may feature additional options which are not listed here. To find out more, please consult your Porsche Centre.
 For more information on the options featured in this catalogue, please refer to the Boxster price list.
 – not available ○ extra-cost option ● standard equipment W no-cost option



Porsche Ceramic Composite Brake (PCCB)



Tiptronic S

Engine, transmission and chassis.

Option	Boxster	Boxster S	I no.	Page
• Tiptronic S (5-speed)	○	○	249	36, 91
• Porsche Ceramic Composite Brake (PCCB),	–	○	450	51, 91
• Porsche Active Suspension Management (PASM) with ride height lowered by 10 mm	○	○	475	44
• Sport Package with 6-speed manual gearbox and PASM	○	–	P04	44
• Sport Chrono Package	○	○	639	46
• Sport Chrono Package Plus (only in conjunction with PCM)	○	○	640	47
• Stainless steel tailpipe, chrome-plated	○	○	XLA	
• Sports exhaust system*	○	○	XLF	33
• Short shifter	○	○	XCZ	

* Introduction planned for 10/2006.



17-inch Cayman wheel



18-inch Boxster S wheel



19-inch Carrera S wheel



19-inch Carrera Classic wheel



19-inch SportDesign wheel



19-inch Carrera Sport wheel

Wheels.

Option	Boxster	Boxster S	I no.	Page
• 17-inch Cayman wheel	○	–	398	
• 18-inch Cayman S wheel	○	○	401	93
• 18-inch Boxster S wheel	○	●	397	41, 92
• 19-inch Carrera S wheel	○	○	403	92
• 19-inch Carrera Classic wheel	○	○	405	92
• 19-inch SportDesign wheel	○	○	407	92
• 19-inch Carrera Sport wheel	○	○	XRR	92
• 19-inch Turbo wheel	○	○	404	93

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– not available ○ extra-cost option ● standard equipment W no-cost option



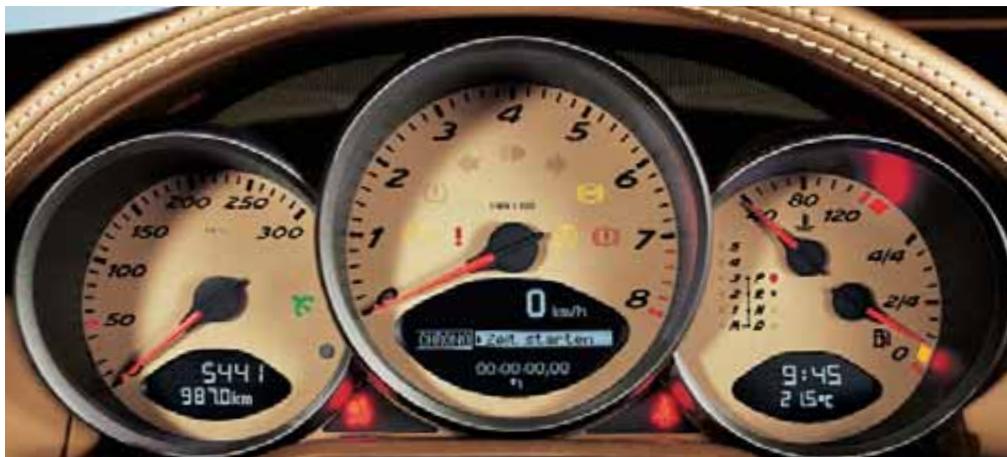
18-inch Cayman S wheel



19-inch Turbo wheel

Wheels.

Option	Boxster	Boxster S	I no.	Page
• Wheel centres with full-colour Porsche Crest	○	○	446	92
• Wheels painted (includes wheel centres with full-colour Porsche Crest)	○	○	XD9	
• Tyre Pressure Monitoring (TPM)	○	○	482	41
• 5-mm spacers	○	○	XRP	



Instrument dials in interior colour (Sand Beige)



Sports seat backrest painted



Three-spoke multifunction steering wheel in smooth-finish leather

Interior.

Option	Boxster	Boxster S	I no.	Page
• HomeLink® (programmable garage-door opener)	○	○	608	65
• Cruise control	○	○	454	
• Instrument dials in interior colour Sand Beige/Terracotta/Natural Brown	○	○	XFD/XFE/ XFF	94
• Instrument dials in exterior colour Guards Red/Speed Yellow/Carrara White	○	○	XFG/XFH/ XFJ	
• Automatic air conditioning	○	○	573	67
• Alarm system with interior surveillance	○	–	534	56
• Interior surveillance	–	○	534	56
• Preparation for vehicle tracking system	○	○	674	

The vehicles illustrated in the chapter 'Personalisation' may feature additional options which are not listed here. To find out more, please consult your Porsche Centre.

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– not available ○ extra-cost option ● standard equipment W no-cost option

Interior.

Option	Boxster	Boxster S	I no.	Page
• Electrically adjustable seats	○	○	P15	64
• Sports seats	○	○	P77	64
• Adaptive sports seats	○	○	P01	64, 95
• Sports seat backrests painted	○	○	XSA	95
• Seat heating	○	○	342	
• Seat belts in Silver Grey/ Guards Red/Speed Yellow	○	○	XSH/XSX/ XSY	
• Rear centre console painted	○	○	XME	
• Fire extinguisher	○	○	509	
• Sports-style footrest*	○	○	XXZ	
• Floor mats	○	○	810	

* For LHD vehicles only.



Soft ruffled leather on seats

Interior: leather.

Option	Boxster	Boxster S	I no.	Page
• Partial leather seats	○	○	946	
• Soft ruffled leather on seats (only in conjunction with leather interior package)	○	○	982	96
• Leather interior package (includes seats, dashboard upper/lower sections and door panels in smooth-finish leather)				
– in standard colour	○	○	Code	87
– in special colour	○	○	Code	88
– in two-tone combination	○	○	970	88
– in natural leather	○	○	998	88
– in colour to sample	○	○	Code	
• Extended trim package (dashboard) in leather	○	○	EBA	
• Instrument surround in leather	○	○	XNG	
• 3-spoke sports steering wheel in leather	○	○	435	63



Interior with leather trim and other optional equipment

Interior: leather.

Option	Boxster	Boxster S	I no.	Page
• 3-spoke steering wheel in smooth-finish leather	○	○	459	63
• 3-spoke sports steering wheel in smooth-finish leather	○	○	460	63
• 3-spoke sports steering wheel in smooth-finish leather, padded	○	○	XPA	97
• 3-spoke multifunction steering wheel in smooth-finish leather (only in conjunction with PCM)	○	○	431	95
• Steering column casing in leather	○	○	XNS	
• Extended trim package (doors) in leather	○	○	XTV	97
• Porsche Crest embossed on head restraints	○	○	XSC	
• Rear centre console in leather	○	○	XMZ	
• Sun visors in leather	○	○	XMR	



Interior with macassar trim and other optional equipment

Interior: macassar (dark wood with satin finish).

Option	Boxster	Boxster S	I no.	Page
• Macassar interior package	○	○	801	98
• Extended trim package (dashboard) in macassar	○	○	EBB	98
• 3-spoke multifunction steering wheel in macassar (only in conjunction with PCM)	○	○	451	98
• Extended trim package (doors) in macassar	○	○	XTT	98
• Rear centre console in macassar	○	○	XJT	98



Interior with sycamore trim and other optional equipment

Interior: sycamore (light wood with satin finish).

Option	Boxster	Boxster S	I no.	Page
• Sycamore interior package	○	○	802	99
• Extended trim package (dashboard) in sycamore	○	○	EBC	99
• 3-spoke multifunction steering wheel in sycamore (only in conjunction with PCM)	○	○	452	99
• Extended trim package (doors) in sycamore	○	○	XTU	99
• Rear centre console in sycamore	○	○	XJU	99

The vehicles illustrated in the chapter 'Personalisation' may feature additional options which are not listed here. To find out more, please consult your Porsche Centre.

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

– not available ○ extra-cost option ● standard equipment W no-cost option



Interior with carbon trim and other optional equipment

Interior: carbon.

Option	Boxster	Boxster S	I no.	Page
• Carbon interior package	○	○	803	100
• Extended trim package (dashboard) in carbon	○	○	EBD	100
• 3-spoke multifunction steering wheel with carbon trim (only in conjunction with PCM)	○	○	453	100
• Extended trim package (doors) in carbon	○	○	XTL	100
• Rear centre console in carbon	○	○	XMJ	100
• Outer door-sill guards in carbon	○	○	X69	

The vehicles illustrated in the chapter 'Personalisation' may feature additional options which are not listed here. To find out more, please consult your Porsche Centre.

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

– not available ○ extra-cost option ● standard equipment W no-cost option



Interior with Aluminium Look trim and other optional equipment

Interior: aluminium/stainless steel.

Option	Boxster	Boxster S	I no.	Page
• Dashboard trim package with Aluminium Look finish	○	○	EBE	101
• Instrument surround with Aluminium Look finish	○	○	XCL	
• 3-spoke multifunction steering wheel with Aluminium Look trim (only in conjunction with PCM)	○	○	XPV	101
• Gear/handbrake levers in aluminium*	○	○	ECA	
• Door trim package with Aluminium Look finish	○	○	XTW	101
• Rear centre console with Aluminium Look finish	○	○	XCK	101
• Sports seat backrests with Aluminium Look finish	○	○	XCG	
• Roll-over bars with Aluminium Look finish	○	○	XCM	56
• Outer door-sill guards in stainless steel	○	○	X70	

* Introduction planned for 10/2006.



Passive (keyless) handset

Audio and communication.

Option	Boxster	Boxster S	I no.	Page
• PCM with satellite navigation	○	○	P16	74
• PCM with extended navigation module	○	○	P23	75
• Telephone module for PCM	○	○	666	
• Passive handset for telephone module	○	○	668	75, 102
• Electronic logbook for PCM	○	○	641	74
• Telephone preparation (not in conjunction with PCM)	○	○	618	71

The vehicles illustrated in the chapter 'Personalisation' may feature additional options which are not listed here. To find out more, please consult your Porsche Centre.

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

– not available ○ extra-cost option ● standard equipment W no-cost option



CDC-4 six-disc CD autochanger

Audio and communication.

Option	Boxster	Boxster S	I no.	Page
• Sound Package Plus, with CD storage	○	○	490	71
• BOSE® Surround Sound System, with CD storage	○	○	680	72
• CDC-4 six-disc CD autochanger*	○	○	692	71
• External antenna	W	W	461	

* May be incompatible with some copy-protected audio CDs.

Factory collection Boxster

From our hands to yours.

Where better to experience the first moments with your Porsche than at the home of Porsche engineering.

Almost 60 years ago, our first large-scale production models were crafted by hand in a modest red-brick building, here in Zuffenhausen. From those humble beginnings, the factory has evolved into one of the most advanced production facilities in the world. Today, it's home to a new generation of legends: the 911, the Boxster, the Cayman, and, of course, your Porsche.

Our factory collection programme offers a unique insight into the origins and making of your Porsche. Like your car, a visit to Zuffenhausen is an absorbing blend of past and future, history and innovation, heritage and creativity. To take advantage of this exclusive opportunity, please inform your Porsche Centre when you place your specification. A collection date can then be arranged when final information regarding the build of your car has been confirmed. Your Porsche can be collected on any working day* (Monday to Friday) at a time that suits your requirements.

The easiest way to travel from outside Germany is to fly to Stuttgart or Frankfurt and then continue by train, taxi or hire car.

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

* Please note that collection is not possible during the factory shutdown periods.

Make the most of your journey. And discover more about your Porsche.

Your visit to Zuffenhausen is a unique opportunity to learn more about the origins of your Porsche.

Our factory tour offers a detailed insight into the latest production processes. These range from engine assembly and the preparation of upholstery, to the 'marriage' of powertrain and body.

The factory tour is one of our oldest traditions, and is usually conducted by a retired member of staff. Each of our guides is a genuine Porsche enthusiast with a genuine passion for the marque. On average, the tour takes around

one-and-a-half hours to complete, and follows every stage in the building of a Porsche.

Next, you can visit the Porsche Museum, where you'll find a fascinating cross-section of legendary Porsche models from every era of our history.

If there's time, you can enjoy some refreshments in the customer lounge or browse in the Porsche Design Driver's Selection shop.

You can also look forward to a three-course lunch at our exclusive guest restaurant.

The highlight of your visit will undoubtedly be the moment

when you finally take delivery of your Porsche. The keys will be presented by a member of the Factory Collection Team who will explain everything you need to know about the car.

You can now take your place behind the wheel, and experience what it means to own your own Porsche. For the perfect introduction to the pleasure of Porsche ownership*, you may wish to combine your visit with one of the exclusive offerings from the Porsche Travel Club. Each one offers a fascinating blend of culture, adventure and first-class hospitality.

* Depending on insurance regulations for your market.



Porsche Museum



Porsche factory in Zuffenhausen



Porsche Design Driver's Selection shop



Porsche Centres

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

Porsche Assistance

Our Europe-wide breakdown and accident recovery service has a wide range of benefits for Porsche owners. Membership is free when you buy a new Porsche.

Porsche Financial Services

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

Porsche Exclusive

Realise your vision of the perfect Porsche with our factory customisation programme. Options range from styling enhancements to technical upgrades. All modifications are specially handcrafted for your Porsche.

Porsche Tequipment

Personalise your Porsche at any time with the Tequipment range of approved accessories. Designed exclusively for your car, every product is compatible with your vehicle warranty.

Porsche Design Driver's Selection

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

Service

Porsche Used Car Programme

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

Porsche Classic

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

Christophorus

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

Porsche Clubs

Boasting a global membership of approximately 115,000, Porsche Clubs host a huge variety of social and motorsport events. Find out more at www.porsche.com.

Porsche Driving Experience

1. Porsche Travel Club.
Exclusive driving holidays and incentive ideas combining luxury and adventure, on and off road. To find out more, call +49 (0) 711 911-78155 to 78157. E-mail: travel.club@porsche.de

2. Porsche Sportfahrschule.

Develop your skill and explore your Porsche with the Porsche Sport Driving School. To learn about events at some of the world's most famous racing venues, call +49 (0) 711 911-78315. E-mail: sportfahrschule@porsche.de



Porsche Online

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



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

Summary

The new Boxster and Boxster S are a contemporary interpretation of the Porsche roadster tradition.

More than 50 years in the making, we've imbued the idea with a new sense of power and precision.

Today's generation is based on the original Porsche Boxster, now widely acknowledged as another classic Porsche.

For our designers and engineers, the objective was clear: to raise the bar higher still.

The resulting cars are more capable than ever, more directly connected to the road.

Classic roadsters in every respect. With all the power of a Porsche.



Technical data

	Boxster	Boxster S
Engine		
Type	Boxer	Boxer
Installation	Mid-mounted	Mid-mounted
Cylinders	6	6
Displacement	2,687 cm ³	3,387 cm ³
Max. power (DIN) at rpm	180 kW (245 bhp) 6,500	217 kW (295 bhp) 6,250
Max. torque at rpm	273 Nm 4,600–6,000	340 Nm 4,400–6,000
Compression ratio	11.3:1	11.0:1
Transmission		
Layout	Rear-wheel drive	Rear-wheel drive
Manual gearbox	5-speed	6-speed
Tiptronic S (optional)	5-speed	5-speed
Chassis		
Front axle	McPherson-strut suspension	McPherson-strut suspension
Rear axle	McPherson-strut suspension	McPherson-strut suspension
Steering	Power assisted (hydraulic) with variable steering ratio	Power assisted (hydraulic) with variable steering ratio
Turning circle	11.1 m	11.1 m
Brakes	4-piston monobloc aluminium fixed calipers front and rear, discs internally vented and cross-drilled	4-piston monobloc aluminium fixed calipers front and rear, discs internally vented and cross-drilled
Vehicle stability system	PSM (with ABS 8.0)	PSM (with ABS 8.0)
Wheels	Front: 6.5J x 17 Rear: 8J x 17	Front: 8J x 18 Rear: 9J x 18
Tyres	Front: 205/55 ZR 17 Rear: 235/50 ZR 17	Front: 235/40 ZR 18 Rear: 265/40 ZR 18

	Boxster	Boxster S
Weights	Manual (5-speed)/Tiptronic S	Manual (6-speed)/Tiptronic S
Unladen weight (DIN)	1,305 kg/1,365 kg	1,355 kg/1,395 kg
Unladen weight (EC)*	1,380 kg/1,440 kg	1,430 kg/1,470 kg
Permissible gross weight	1,620 kg/1,665 kg	1,630 kg/1,670 kg
Performance	Manual (5-speed)/Tiptronic S	Manual (6-speed)/Tiptronic S
Top speed	258 km/h (160 mph)/ 251 km/h (156 mph)	272 km/h (169 mph)/ 264 km/h (164 mph)
0–100 km/h (0–62 mph)	6.1 secs/7.0 secs	5.4 secs/6.1 secs
Flexibility 80–120 km/h (50–75 mph) in second-highest gear	6.9 secs/7.2 secs (4th gear)	6.6 secs/6.3 secs (5th/4th gear)
Flexibility 100–200 km/h (62–124 mph) in second-highest gear	21.5 secs/22.4 secs (4th gear)	18.2 secs/17.8 secs (5th/4th gear)
Fuel consumption/emissions	Manual (5-speed)/Tiptronic S	Manual (6-speed)/Tiptronic S
In accordance with 80/1268/EC as valid at time of going to press		
Urban in l/100 km (mpg)	13.8 (20.5)/14.9 (19.0)	15.3 (18.5)/16.3 (17.3)
Extra urban in l/100 km (mpg)	6.8 (41.5)/7.7 (36.7)	7.8 (36.2)/7.9 (35.8)
Combined in l/100 km (mpg)	9.3 (30.4)/10.1 (28.0)	10.6 (26.6)/11.0 (25.7)
CO₂ emissions (g/km)	222/242	254/262
Dimensions/aerodynamics		
Length	4,329 mm	4,329 mm
Width	1,801 mm	1,801 mm
Height	1,292 mm	1,292 mm
Wheelbase	2,415 mm	2,415 mm
Luggage compartment volume front/rear	150 litres/130 litres	150 litres/130 litres
Tank capacity (refill volume)	64 litres	64 litres
Drag coefficient	Manual/Tiptronic S 0.29/0.30	Manual/Tiptronic S 0.30/0.31

* The unladen weight (EC) complies with the relevant EC Directives and is valid for standard specification vehicles only. Some optional equipment can increase this weight. The figure specified above includes 68 kg representing the driver and 7 kg for luggage.

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The models featured in this publication are approved for road use in Germany. Some items of equipment are available as extra-cost options only. The availability of models and options may vary from market to market due to local restrictions and regulations. For information on standard and optional equipment, please consult your Porsche Centre. Porsche reserves the right to alter specifications and other product information without prior notice. Colours may differ from those illustrated. Errors and omissions excepted.

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Porscheplatz 1
D-70435 Stuttgart
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Edition: 05/06

Printed in Germany

WVK 307 020 07 E/WW

