



PORSCHE



The new Boxster Spyder
Unfiltered



Rev up your adrenalin levels.

Scan in the code or visit www.porsche.com/boxster-spyder-film
and start the film.



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Boxster Spyder concept





**If the world is a stage,
this is Stage Diving.**

Boxster Spyder concept.

This roadster is not a roadster. At least not like any we have come to expect these days. No more soft breeze, no more cruising, no more clichés. Typical Boxster, you might think. And yet our engineers have managed to sharpen this attitude even more. The new Boxster Spyder is a radical return to the origins of the Roadster: two seats, high performance, no room for any distractions. It's openly direct, unadulterated and unconditional. It's hot, cold, stormy, wild. Whichever way you look at it: unfiltered.

The new Boxster Spyder is the original interpretation of a legend that began life in the fifties with the 550 Spyder and continued into the sixties with the 718 RSK – on the racetrack of course. Described to this day as extremely agile with consistently lightweight construction. Taken to the limit in a mid-engined sports car with 276 kW (375 hp) and 3.8-litre displacement – more power than ever before in a Boxster. And you can feel exactly what that means when the world is blowing, unfiltered, around your ears.

The new Boxster Spyder.

For fuel consumption, CO₂ emissions and efficiency class, please refer to page 60.

Design





True beauty needs no filter.

Design.

Unfiltered. Which means that you could barely get a sheet of paper between you and the world. That every detail of the exterior brings you closer to the true driving experience. With no unnecessary ballast. Instead just clearly defined forms that follow function above all else.

The result: a design that's focused on the countless challenges of the past. And the tireless endeavours of our engineers.

No wonder then that the front of the new Boxster Spyder literally says competitive athlete. Straight away, the large air

intakes show how seriously it means it – as well as being extremely effective at cooling. The middle air intake also directs the air upwards through the vent in front of the luggage compartment lid. To reduce aerodynamic lift on the front axle.

Other striking features are the black Bi-Xenon headlights and the SportDesign exterior mirrors. The 20-inch wheels designed especially for the new Boxster Spyder combine lightweight construction with a unique design.





The new Boxster Spyder also shows its muscles at the rear. Most clearly on the streamliners, two powerful bulges on the rear. They visually continue the form of the black roll-over bars and lend the new Boxster Spyder its originality.

The distinctive rear spoiler underlines the performance-driven design and its lines flow seamlessly into the smoked taillights. It deploys automatically when the speed reaches 120 km/h, to reduce lift and increase stability.

All dynamically rounded off by the black rear apron in diffuser look. Integrated into the centre is the twin tailpipe from which bursts the unfiltered Porsche sound. Which, thanks to the sports exhaust system, has become an unambiguous call for freedom.

Open to all.
Although sometimes you might want to drive with it closed.

Hood.

With such a radically open car you might almost forget about it: the hood. The new Boxster Spyder cuts a dynamic figure even when it's closed. With side contours flowing seamlessly into the streamliners on the rear lid, the hood runs back into two taut fins.

And it's not just visually that the hood has developed. Compared to the previous model, it has become much more practical for everyday use. And it can be driven at top speed, with no constraints. It unlocks electrically and then the lightweight hood can easily be stowed away by hand

beneath the rear lid – without restricting the luggage compartment volume of course. As an option, the roll-over bars can also be painted in the exterior colour. And there's a net-type wind deflector available at no extra cost.



Engineering



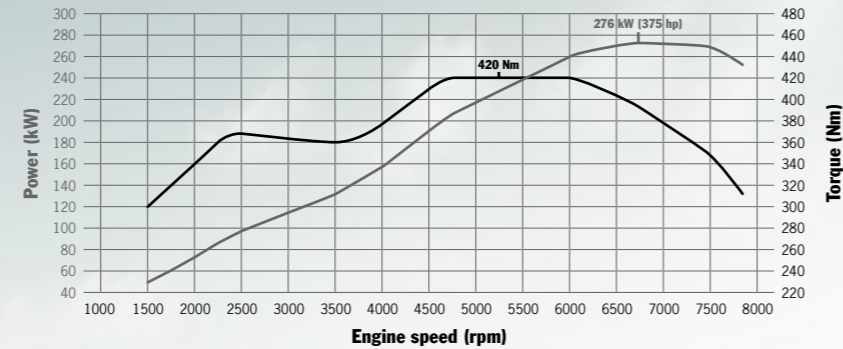
**Like a bungee jump.
Only horizontal.**

Engine and transmission.

The new Boxster Spyder just can't hold back. Its six-cylinder boxer engine, with 3.8-litre displacement, VarioCam Plus and integrated dry-sump lubrication, produces 276 kW (375 hp) at 6,700 rpm. The maximum torque of 420 Nm is available from 4,750 to 6,000 rpm. And it sprints from 0 to 100 km/h in just 4.5 seconds. With a top speed of 290 km/h. The low centre of gravity in the middle of the car – typical of a mid-engine – provides great cornering performance. The sports exhaust system provides an even more resonant sound at the press of a button. Sound good? Sounds even better: the

power-to-weight ratio is a mere 4.8 kg/kW (3.5 kg/hp).

Power is transmitted to the wheels by the precise six-gear manual transmission which has been optimally designed for the high power. Shift throws are short and snappy, the ratios tuned for dynamic performance. The drive is especially active, intensive and pure. When you press the SPORT PLUS button, throttle-blip downshifts make changing gear as emotional as it is perfect, for unfiltered driving enjoyment.



Boxster Spyder: 276 kW (375 hp) at 6,700 rpm, 420 Nm between 4,750 and 6,000 rpm

For fuel consumption, CO₂ emissions and efficiency class please refer to page 60.



The comparative form of road?

Roadster.

Chassis.

The new Boxster Spyder can definitely be described as extreme. After all, not for a long time has a roadster stuck so radically to its roots: to every centimetre of road. And so to an especially unfiltered driving experience.

This is aided, not insignificantly, by the lightweight sports chassis. The long wheelbase that's characteristic of the

Boxster, the wide track, taut shock absorbers and a suspension that's 20 mm lower than the Boxster, make every drive an exciting ride. Body roll and pitch are practically non-existent. Porsche Torque Vectoring (PTV) with mechanically locking rear differential improves traction and further increases cornering performance.



Once again, the steering has been made much more direct – and is therefore setting a new standard amongst the Boxster models. For the driver this means an even more dynamic and responsive drive. To ensure even greater stability when cornering, the rear wheels are

two inches wider than the front wheels. The 20-inch Boxster Spyder wheels therefore have the promising specification of 235/35 ZR 20, 8.5 J x 20 front and 265/35 ZR 20, 10.5 J x 20 rear. As an option, the wheels are also available painted in satin platinum or satin black.

Porsche Stability Management (PSM) provides additional stability – especially at the limits of dynamic driving performance. The new Boxster Spyder not only keeps to its course – it also keeps your adrenalin levels up.



The Sport Chrono Package provides even sportier tuning of throttle response and handling characteristics. When the SPORT PLUS button is pressed the trigger threshold for PSM is raised. The button also controls the dynamic transmission mounts. They minimise the oscillations and vibrations of the entire drivetrain, especially the engine. In doing so, the

damping force and stiffness of the transmission mounts are adapted to driving style and road surface conditions.

Under load change conditions and in fast corners, handling becomes noticeably more stable and precise. Vertical oscillations of the engine when accelerating under full load are also

reduced. And you benefit from a higher, more even amount of drive force on the rear axle, greater traction and better acceleration.

With a moderate driving style the ride becomes more comfortable thanks to a softer setting of the dynamic transmission mounts.





Who would have thought that braking could speed up driving enjoyment.

Safety.

Brakes.

An exceptional athlete needs exceptional brakes: six-piston aluminium monobloc fixed brake calipers at the front axle and four-piston units at the rear. These brakes are extremely resistant to deformation and have an excellent pressure point response, even under high loads. Another performance indicator: the dimensions of

the brake discs, 340 mm at the front and 330 mm at the rear, are especially adapted for the high level of power. And they are internally vented and cross-drilled. For high thermal resistance and excellent response even in the wet.

Reserves which you can increase even more if you like, with the Porsche Ceramic

Composite Brake (PCCB) which has been specially developed to meet the harshest requirements. It is also some 50% lighter than standard discs of a similar size.

Passive safety.

The safety concept includes an engineered body design with optimised rigidity, dual roll-over protection and two

full-size airbags that deploy in two stages depending on the type and severity of the accident. The Porsche Side Impact Protection System (POSIP) provides extra protection in the event of a side impact. In addition to two side airbags on each side, it also includes side impact protection elements made from high-strength steel. In short: a high level of safety – even with the top down.

Interior



Designed for the open road.

Interior.

No air conditioning. No radio. No distractions. Missing them? Don't. Every kilo that we've taken out of the Boxster, has an effect on performance. The ascending centre console means only a short distance from the small sports steering wheel, a typical feature of racing cars, to the gear lever, while the three round instruments with central rev counter provide you with all the relevant information.

The shell of the Sports bucket seats¹⁾ is made from glass/carbon-fibre reinforced plastic. For even more of a weight advantage. The 'Spyder' logo is stitched on the headrests. The Alcantara seat centres are reminiscent of motorsport. An impression that is enhanced by the minimalist door pull loops.

Overall, the interior has an impressively clear design style. The colour is black with the only exceptions being the pointers in the round instruments which are white and the trim strips on the dashboard and centre console which are painted in the exterior colour. Alcantara on the door pulls, armrest, steering wheel and gear lever provides a good grip.

¹⁾ Child seats are not compatible with the Sports bucket seats.

Note: image shows black leather interior with additional Alcantara trim.



A leather interior with extended leather and Alcantara trim is available as an option. A visual treat is provided by the dashboard trim strip painted in the exterior colour which continues on the doors.

Combined with the leather interior, the optional decorative stitching package introduces additional contrast. The stitching package is available in silver, red or yellow and includes the 'Spyder' logo on the headrests. The door pull loops and seat belts can also be in a matching colour if required.

The carbon-fibre reinforced plastic full bucket seats are available as an option to further increase the sporty appearance. In addition to the manual fore/aft adjustment, which the Sports bucket seats also have, there is an electric height adjustment to provide the best sitting position. For more comfort, the

Sports seats Plus with electric backrest adjustment are available at no extra cost.

Despite the minimalism, air conditioning, radio and other equipment are available as options.





Modern materials, classic design.

Spyder Classic interior package.

The Spyder Classic interior package pays homage to the legendary Spyder models: back in 1958, in its second year, the 718 RSK Spyder took third and fourth place in the 24 Hours of Le Mans and won the European Hill Climb Championship. In 1959 there followed victory in the Targa Florio. A huge amount of power despite the small cubic capacity and only four cylinders. Another member of this famous series is the 718 RS 60 Spyder which Porsche put on the racetrack in

1960. Together they dominated the Hill Climb Championships for years.

The optional Spyder Classic interior package means that the legends live on in the new Boxster Spyder. The predominant feature in the interior is Garnet Red leather – based on the colour that caused a stir in the historic Spyder models – and then contrasting with that, black Alcantara like in motorsport.

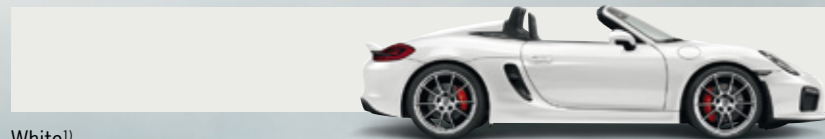
Trim strips painted in GT Silver Metallic counter the impressive combination of colours with simple elegance and are deliberately reminiscent of the race cars of the sixties. If you want to make it especially authentic you'll choose the Spyder Classic interior package in conjunction with the exterior colour GT Silver Metallic.



Personalisation



Solid exterior colours.



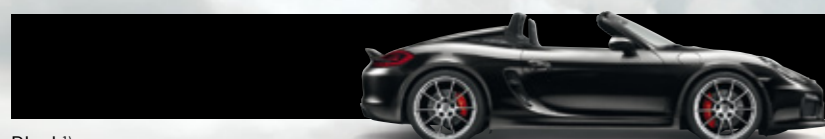
White¹⁾



Racing Yellow



Guards Red

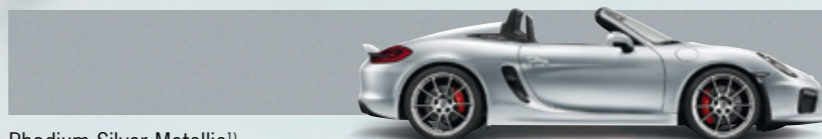


Black¹⁾

Metallic exterior colours.



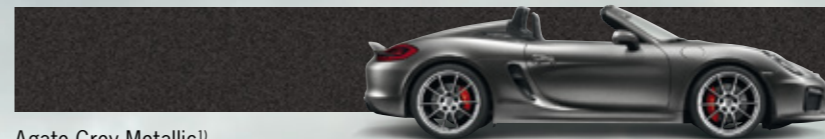
Carrara White Metallic¹⁾



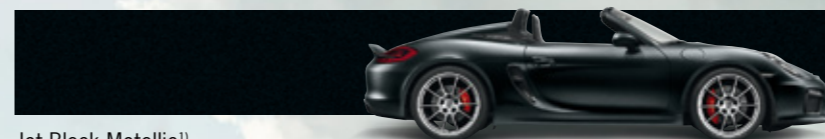
Rhodium Silver Metallic¹⁾



Sapphire Blue Metallic



Agate Grey Metallic¹⁾



Jet Black Metallic¹⁾

Special exterior colours.



GT Silver Metallic¹⁾

Hood colour.

Black



¹⁾Recommended exterior colours in conjunction with the Spyder Classic interior package.

Option		I no.	Page
Exterior.			
Metallic paint	o	Code	44
Special colour GT Silver Metallic	o	Code	41, 45
Colour to sample	o	Code	–
Bi-Xenon headlights including Porsche Dynamic Light System (PDLS) in black	o	620	49
Bi-Xenon headlights including Porsche Dynamic Light System Plus (PDLS+) in black	o	632	–
Headlight cleaning system cover painted	o	XUB	–
Exclusive			
SportDesign exterior mirror upper trim in carbon	o	CJW	–
Exclusive			
Deletion of model designation	□	498	–
Reversing camera	o	7X9	43
Windscreen with grey top-tint	o	567	–
Automatically dimming mirrors with integrated rain sensor	o	P13	–

Option		I no.	Page
Exterior.			
Roll-over bars painted in exterior colour	o	546	52, 54
Net-type wind deflector	□	551	52
64-litre fuel tank	□	085	–
Chassis.			
Porsche Ceramic Composite Brake (PCCB)	o	450	31, 49
Wheels painted in satin platinum including wheel centres with full-colour Porsche Crest	o	XDH	26, 49
Exclusive			
Wheels painted in satin black including wheel centres with full-colour Porsche Crest	o	XDK	26, 43, 54
Exclusive			
Wheel centres with full-colour Porsche Crest	o	446	–

Option		I no.	Page
Interior.			
HomeLink® (programmable garage door opener)	o	608	–
Cruise control	o	454	–
Speed limit indicator	o	631	–
Air conditioning	□	572	36
Two-zone automatic climate control	o	573	–
Interior surveillance	o	534	–
Preparation for Porsche Vehicle Tracking System (PVTS)	o	674	–
Light design package	o	630	–
Sports seats Plus (2-way, electric)	□	P04	36, 48
Adaptive Sports seats Plus (18-way, electric)	□	P07	48
Full bucket seats	o	P11	36, 48
Seat heating	o	342	–
Fire extinguisher	o	509	–

Option		I no.	Page
Interior.			
Storage net in passenger footwell	□	581	39
Smoking package	□	583	–
Floor mats	o	810	–
ISOFIX child seat fastening on passenger seat	o	899	–
Seat belts, Silver Grey	o	XSH	–
Exclusive			
Seat belts, Guards Red	o	XSX	–
Exclusive			
Seat belts, Racing Yellow	o	XHN	–
Exclusive			

o I number/extra-cost option • standard equipment □ available at no extra cost

The vehicles illustrated in the chapter on personalisation may include additional options not featured in this catalogue. For information on these options, please consult your Porsche Centre. For more information on the options featured in this catalogue, please refer to the separate price list.





Option	I no.	Page
Leather interior.		
Leather interior package in black with additional Alcantara trim	o Code	35, 36
Leather interior package with decorative stitching in silver	o Code	36, 38
Leather interior package with decorative stitching in red	o Code	36, 53
Leather interior package with decorative stitching in yellow	o Code	36, 52
Door pull loops in the same colour as the decorative stitching	□ 505	36, 52
Spyder Classic interior package	o Code	40
Steering wheel rim and gear lever in smooth-finish leather, black	□ 878	–
Alcantara interior.		
Dashboard trim package in leather/Alcantara	o CLP	–
Storage compartment lid in Alcantara with 'PORSCHE' logo	o XLG	–
Storage compartment lid in Alcantara with Porsche Crest	o XLJ	–
Sun visors in Alcantara	o XLU	–

Option	I no.	Page
Carbon interior.		
Carbon interior package	o EGA/ EGB	–
Centre console trim in carbon	o XHM	–
Aluminium interior.		
Brushed aluminium interior package	□ EGC/ EGD	53
Centre console trim in brushed aluminium	□ XYE	53
Brushed aluminium interior package in black	o P2A/ P2B	52
Brushed aluminium centre console trim in black	□ 809	52
Pedals and footrest in aluminium	o EFA	54

Option	I no.	Page
Audio and communication.		
CDR audio system	□ 696	–
Six-disc CD autochanger	o 692	–
CDR Plus audio system with Sound Package Plus and universal audio interface	o P25	–
Porsche Communication Management (PCM) including navigation model and universal audio interface	o P23	37, 52
Six-disc CD/DVD autochanger	o 693	–
Sound Package Plus	o 490	–
BOSE® Surround Sound System	o 680	–
Burmester® High-End Surround Sound System	o 682	–
Digital radio	o 691	–

Option	I no.	Page
Audio and communication.		
Online services	o UN1	–
TV tuner	o 676	–
Voice control system	o 671	–
Telephone module	o 666	–
Bluetooth® handset for telephone module	o 669	–
Mobile phone preparation	o 619	–
Electronic logbook	o 641	–
Factory collection.		
Factory collection in Zuffenhausen	o 900	–
Factory collection in Leipzig including dynamic driving instruction	o S9Y	–

o I number/extra-cost option • standard equipment □ available at no extra cost

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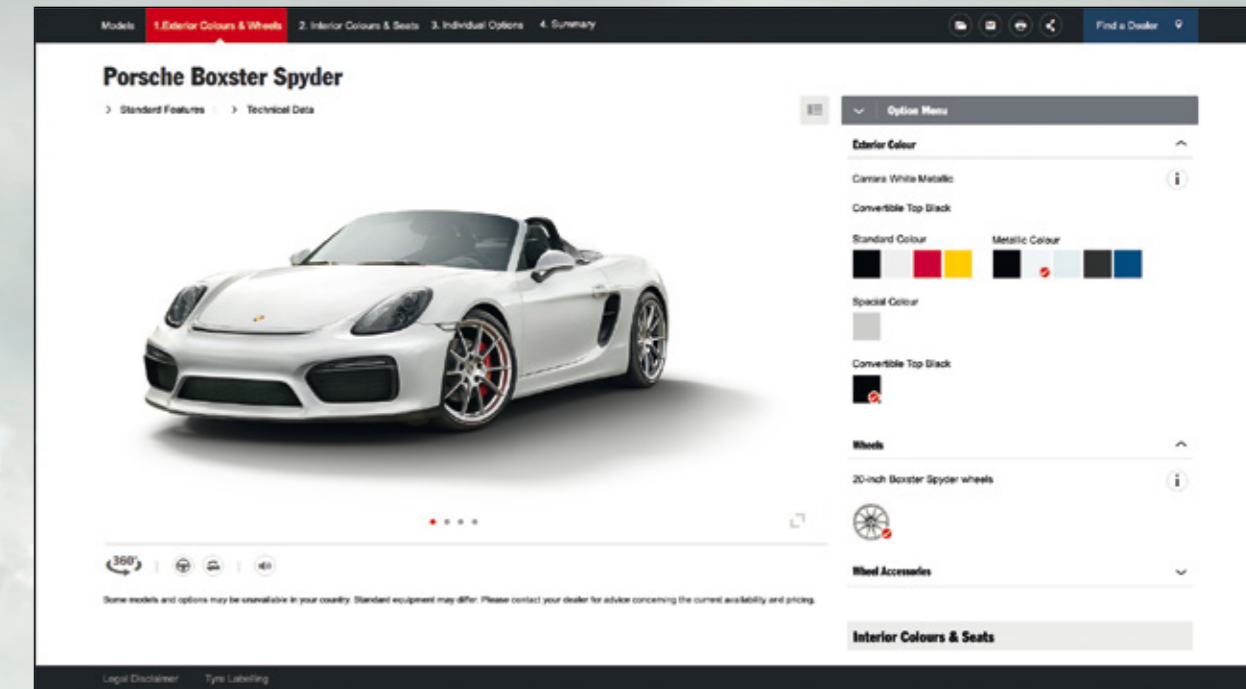


Porsche Car Configurator.

How the unfiltered driving experience feels, you can find out for yourself. How it looks, you can decide: with the Porsche Car Configurator – on your computer. In four easy steps you can create your own Boxster Spyder.

Add or take away any options you like. The price is always updated straight away. How does it look? Very attractive, as everything can be displayed in 3D. You can look at your configuration from all angles. You can even see how it will look at night.

Visit www.porsche.com to access the Porsche Car Configurator and many more fascinating things about Porsche.



Porsche Exclusive.

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

even before it leaves the factory. Aesthetically and technically, inside and outside, using fine materials and with customary Porsche quality. Our principle? That your car is uniquely handcrafted to

your taste. You will find a wide range of design options in the separate Porsche Exclusive Boxster catalogue.

Your Porsche Centre will be happy to answer any questions about Porsche Exclusive that you may have. Or contact the Customer Centre in Zuffenhausen at customercenter-exclusive@porsche.de or telephone +49 711 911-25977.

Summary

The next curve awaits.

Scan in the code or visit www.porsche.com/boxster-spyder-curves
and start the film.



After all, life doesn't hold back.

Summary.

Lighter. Stronger. More radical. The new Boxster Spyder is a roadster that's bringing new life to this tradition. Its powerful 3.8-litre boxer engine and the unquestioning approach to weight take driving dynamics to the limit. And the feeling of an unimaginable amount of

freedom. Every drive becomes a contest with the elements. The sporting big event for all of the senses. The road cannot be experienced in a more authentic, more unfiltered way.

The new Boxster Spyder.



Technical data.

Engine	
Cylinders	6
Displacement	3,800 cm³
Max. power (DIN) at rpm	276 kW (375 hp) 6,700 rpm
Max. torque at rpm	420 Nm 4,750–6,000 rpm
Compression ratio	12.5:1
Transmission	
Layout	Rear-wheel drive
Manual gearbox	6-speed
Chassis	
Front axle	Lightweight spring-strut suspension
Rear axle	Lightweight spring-strut suspension
Steering	Variable steering ratio, power-assisted (electromechanical)
Turning circle	10.98 m
Brakes	Six-piston aluminium monobloc fixed calipers front and four-piston aluminium monobloc fixed calipers rear, discs internally vented and cross-drilled
Vehicle stability system	Porsche Stability Management (PSM) with ASR, ABD, MSR and ABS 9.0
Standard wheels	Front: 8.5 J x 20 ET 57, Rear: 10.5 J x 20 ET 47
Standard tyres	Front: 235/35 ZR 20, Rear: 265/35 ZR 20




Performance	
Top speed	290 km/h
0–100 km/h	4.5 secs
0–200 km/h	14.8 secs
Flexibility (80–120 km/h) in 5th gear	5.5 secs
Unladen weight	
(DIN)	1,315 kg
(EC) ¹⁾	1,390 kg
Permissible gross weight	1,650 kg
Dimensions/aerodynamics	
Length	4,414 mm
Width (including exterior mirrors)	1,801 mm (1,978 mm)
Height	1,262 mm
Wheelbase	2,475 mm
Luggage compartment volume (German Car Manufacturers' Assoc.) front/rear	150 litres/130 litres
Tank capacity (refill volume)	approx. 54 litres
Drag coefficient	0.33
Fuel consumption/emissions ²⁾	
Urban in l/100 km	14.2
Extra urban in l/100 km	7.5
Combined in l/100 km	9.9
CO ₂ emissions in g/km	230
Efficiency class ³⁾	
Efficiency class (Germany)	G
Efficiency class (Switzerland)	G

¹⁾ Weight is calculated in accordance with the relevant EC Directives and is valid for vehicles with standard specification only. Optional equipment increases this figure. The figure given includes 68 kg for the driver and 7 kg for luggage.




²⁾ Data determined in the NEDC (New European Driving Cycle) in accordance with the Euro 6 (715/2007/EG, 195/2013/EG and ECE-R 101.01) measurement method. The figures do not refer to an individual vehicle nor do they constitute part of the offer. They are intended solely as a means of comparing different types of vehicle. Fuel consumption calculated for vehicles with standard equipment. Actual consumption and performance may vary with items of optional equipment. A vehicle's fuel consumption and CO₂ emissions depend not only on its efficient use of fuel, but also on driving style and other non-technical factors. Current Porsche models with petrol engines are designed to operate on fuels with an ethanol content of up to 10%. You can obtain further information about individual vehicles from your Porsche Centre.

³⁾ Only applies in the countries mentioned.

Tyre identification.

Tyre type	Size	Fuel efficiency class/rolling resistance	Wet grip class	External rolling noise* (Class)	External rolling noise (dB)
Boxster Spyder					
Summer tyres	235/35 ZR 20	F–E	C–A		72.3–71
	265/35 ZR 20	E	C–A	 – 	73.9–72

^{*} For logistical and technical reasons relating to the production process, we are unable to accept orders for a particular make of tyre.

^{*}  Quiet rolling noise,  Moderate rolling noise,  Loud rolling noise.

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. All information regarding construction, features, design, performance, dimensions, weight, fuel consumption and running costs is correct to the best of our knowledge at the time of going to print (01/15). Porsche reserves the right to alter specifications, equipment and delivery scopes without prior notice.

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