



PORSCHE



The new Boxster



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The Boxster concept

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

By rekindling a source of infinite potential: inner fire.

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

The enhanced Porsche Stability Management. Or the new, purposeful design.

In other words, refined technology which rewrites the rules. Not only in the roadster segment, but also for the driver.

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

The new Boxster and Boxster S.

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

Both models are powered by a new generation of engines. The Boxster's six-cylinder Boxer engine, fitted with VarioCam Plus (p. 36), now has a 2.9-litre capacity, 188 kW (255 hp) and maximum torque of 290 Nm at 4,400 to 6,000 rpm. Taking it to 100 km/h (62 mph) in just 5.9 seconds, with a top speed of 263 km/h (163 mph). Despite this increase in power, the CO₂

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

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

The 3.4-litre six-cylinder Boxer engine in the Boxster S develops an impressive 228 kW (310 hp).



Boxster S

Maximum torque of 360 Nm is reached between 4,400 and 5,500 rpm and acceleration to 100 km/h (62 mph) takes just 5.3 seconds.

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

In both models, a precision six-speed manual gearbox makes optimum use of the power and torque of the new engine. New Porsche Doppelkupplung (PDK, p. 42) features both manual and automatic modes and is also

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

Gear changes take place in milliseconds without any interruption in the flow of power. The advantage over a fully manual transmission is the considerably faster rate of acceleration for the same level of fuel consumption. The advantage over a fully automatic transmission is a perceptible increase in driving dynamics – with a similar level of comfort and a distinct reduction in fuel consumption. In short, Porsche

Doppelkupplung (PDK) not only increases the agility of the new Boxster but also enhances driving pleasure. The chassis has also been totally redesigned. Its wider track and generously dimensioned wheels in a new design provide an even sportier driving experience. The optional mechanically locking rear differential (p. 54) delivers high traction and increased performance.

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



Boxster in Porsche Racing Green Metallic



The standard Porsche Stability Management (PSM, p. 63) has been refined and enhanced with two additional functions: precharging of the brake system and brake assist – for even shorter stopping distances and increased active safety.

In the interior, the elegant sports styling is coupled with a high degree of practicality. All the important functions are intuitive to control, including the latest optional Porsche Communication Management (PCM, p. 83) with 6.5-inch touchscreen and CD/DVD drive with navigation module. In conjunction with the PCM, the optional BOSE® Surround Sound System now supports 5.1 surround sound.

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



Air intake grilles



Exterior mirror



Rear light module

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

Design.

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

This concept also follows a traditional Porsche theme: the seamless blend of function

and design. Visually exciting with performance to match.

The emphasis on performance is immediately evident from the front, where enlarged air intakes in a new geometric arrangement give the Boxster an even more dynamic look – and increase cooling power. On the new Boxster,

the air intake grilles are finished in the exterior colour, whereas on the new Boxster S they are contrasted in black. The powerful design is complemented by striking spoiler lips and the two models have a drag coefficient value of 0.29 and 0.30, respectively.

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

The rear has been restyled with a new LED taillight module that blends harmoniously with the overall design. The new centrally located stainless steel tailpipe – twin tailpipe on the Boxster S – and the rear diffusers finished in sporting black complete the powerful look.

The dynamic presence of the Boxster models is further emphasised by the new wheel design. The Boxster is fitted with 17-inch wheels as standard, the Boxster S with 18-inch wheels. A 19-inch option is available for both models.

Also incorporated into the new design are larger exterior mirrors which have been aerodynamically optimised and give better rearward visibility.

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



Boxster S in Guards Red



Model range

You can't change character. But you can enhance it. Make it unmistakable. More individual.

As in the new Boxster models. Both have become even more distinctive. More rewarding.

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

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

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

The new Boxster.

You can tell a good concept from the fact that it isn't just short-term. We appear to have got something right.

Because the basic concept of the Boxster has lost none of its appeal in over 50 years.

Even though the gap between the Porsche 356 No.1, the 550 Spyder and the new Boxster

seems huge, it's still an out-and-out roadster. High performance, lightweight construction, sporting agility, pure driving pleasure – these values are reflected in every detail.



Boxster



Boxster

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

The six-speed manual gearbox has been optimally matched to the new engine characteristics and increased power output. From a standing start, the new Boxster accelerates to 100 km/h (62 mph) in 5.9 seconds. Or just 5.8 seconds with the new optional Porsche Doppelkupplung (PDK, p. 42).

Integrated centrally below the rear panel is a new stainless steel tailpipe which produces the distinctive Boxster sound. Another new development is the lightweight chassis.

New 17-inch Boxster III wheels with an open five-spoke design allow a clear view of the brake system with its black anodised four-piston aluminium monobloc fixed calipers. The front brake discs have been enlarged for even better braking performance.

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

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



Boxster S

Like a shot of adrenalin. Intravenously.

The new Boxster S.

The flagship model in the Boxster range has also evolved: the new Boxster S. It presents an even more athletic interpretation of the roadster concept. More powerful and more efficient. Its brand new engine is now fitted with direct fuel injection (DFI, p. 28) as standard. For increased torque and power – with a simultaneous reduction in fuel consumption. The result is 228 kW (310 hp) at 6,400 rpm

and a maximum torque of 360 Nm at 4,400–5,500 rpm. It accelerates from 0 to 100 km/h (62 mph) in just 5.3 seconds. With the optional Porsche Doppelkupplung (PDK, p. 42) and 'Launch Control' from the optional Sport Chrono Package, just 5 seconds. Fuel consumption is further reduced by up to 15% depending on the type of gearbox, and CO₂ emissions by up to 16%.

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

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

In the interior, as well as leather on the steering wheel, gear/PDK selector lever, handbrake and door handle, the Boxster S has leather trim on the storage compartment covers in the door and the rear centre console. The instrument dials are aluminium-coloured.

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



Boxster S



Drive

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

We've taken another look at the Boxster – and at the same time developed a new generation of engines.

The Boxster now has a capacity of 2.9 litres. The Boxster S has 3.4 litres and direct fuel injection (DFI). For even more power and torque with greater efficiency.

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

Engine.

Six-cylinder Boxer engines.

Both new Boxster models are equipped with brand new engine developments. The Boxster has a larger capacity, performance-

enhanced, water-cooled six-cylinder Boxer engine that is free revving, with optimum load change and extremely smooth running. With a perfectly matched interplay of all engine components, the Boxster now develops 188 kW (255 hp).

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

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

The new engine in the Boxster S features direct fuel injection (DFI). This means even more power: the 3.4-litre power plant develops 228 kW (310 hp) at a maximum torque of 360 Nm between 4,400 and 5,500 rpm.

For incredible driving performance and higher torque, especially in the lower rev range, with a reduction in fuel consumption of up to 15%* and in CO₂ emissions of up to 16%. Achieved by DFI and VarioCam Plus technology.

*Depending on type of transmission.



Boxster



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

Direct fuel injection (DFI).

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

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

Depending on throttle input, multiple fuel injection takes place.

DFI improves the internal cooling of the combustion chamber by preparing the mixture directly in the cylinder. The resulting higher compression ratio (12.5:1) helps

to deliver more power along with enhanced engine efficiency. It has therefore been possible to reduce CO₂ emissions by up to 16% and fuel consumption by up to 15%*. Injection is regulated by the electronic engine management system.

The exhaust gas cleaning system ensures that emissions remain well below even the strict limits of the EU5 emission standard, thus helping to protect the environment.

*Depending on type of transmission.





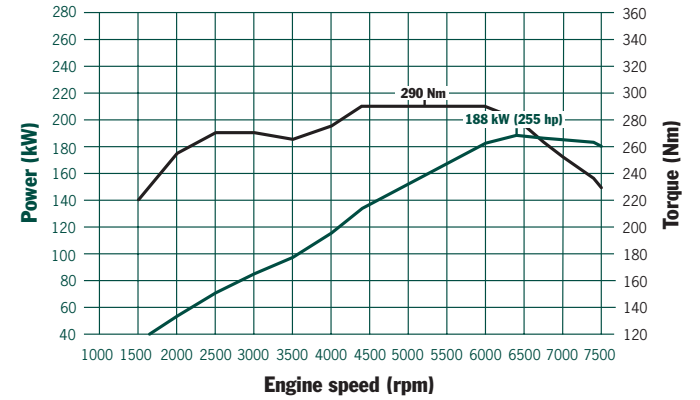
3.4-litre six-cylinder Boxer engine in the Boxster S

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

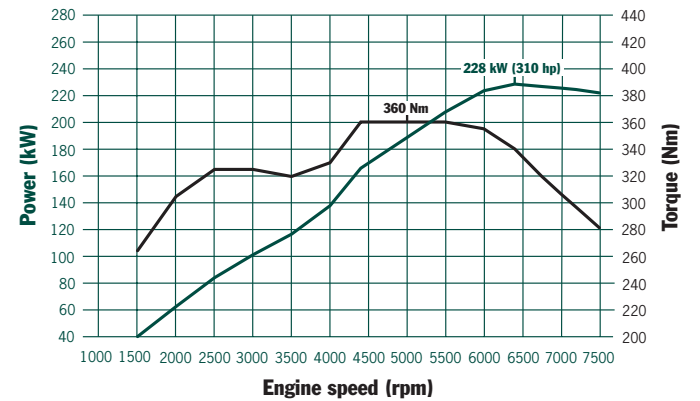
- 6. Inlet camshaft
- 7. Inlet valve
- 8. Valve spring
- 9. Combustion chamber with Alusil running surface

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

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



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



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

Lightweight construction.

Both Boxster models are equipped with alloy engines. The advantages are their low weight and reduced fuel consumption. Thanks to ingenious design down to the finest detail, it has been possible to reduce the weight of the new generation of engines even further,

e.g. by fully integrating the camshaft bearings into the cylinder heads.

Integrated dry-sump lubrication.

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

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

To reduce power losses and increase efficiency, an electronically controlled oil pump supplies the

engine lubrication points as and when required. This means that the oil pump does not work so hard when there is less demand for lubrication. The benefits of an on-demand oil supply system are optimum efficiency combined with a reduction in both fuel consumption and CO₂ emissions.

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

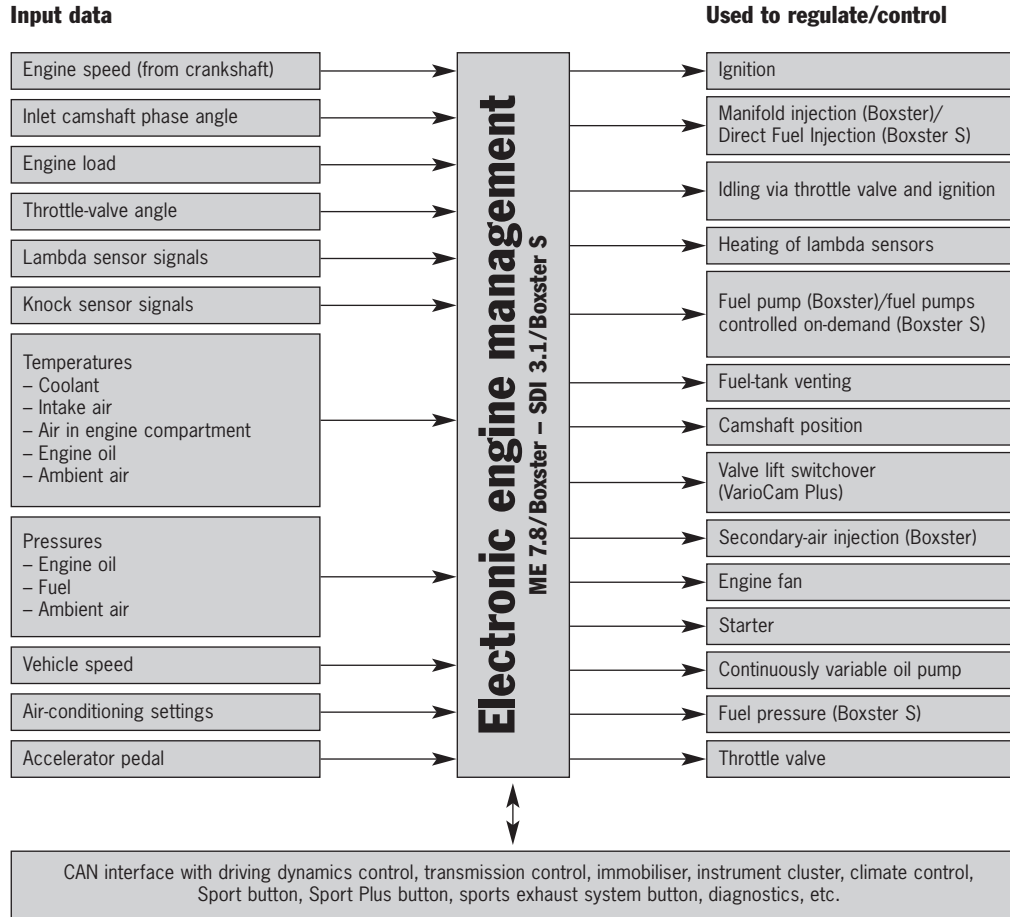
Engine cooling system.

Our cross-flow cooling system, as used in motorsport, supplies

each cylinder uniformly with coolant. Valves are thus protected against overload and premature wear, which minimises the engine's tendency to knock and reduces emissions, fuel consumption and engine noise.



Boxster and Boxster S



Engine management system with electronic throttle.

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

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

prevents damage to a cylinder or piston at high engine speeds and loads. The on-board diagnostics, which are compliant with European standards, ensure timely detection of any faults and defects that may occur in the exhaust and fuel system in good time and notify the driver immediately. This also prevents increased pollutant emissions and unnecessary fuel consumption.

Two-stage resonance intake manifold.

The intake manifold with dual-flow distributor pipe has an adjustment valve which closes and opens at set engine speeds. A two-stage

tuning effect creates oscillation of the air mass in the intake system, which in turn generates a turbocharging effect and optimises induction.

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



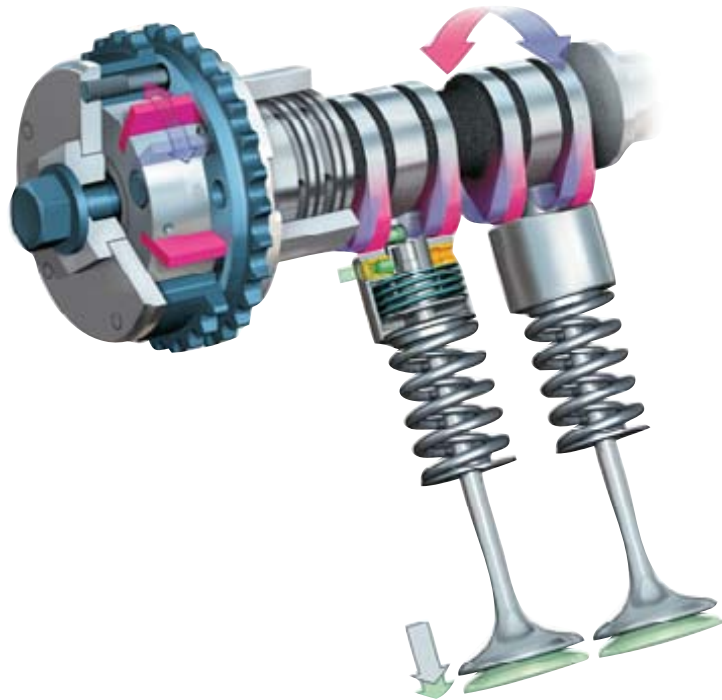
Boxster



Boxster



Boxster



VarioCam Plus

VarioCam Plus.

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

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

The variation in intake timing is steplessly controlled by means of an electro-hydraulic rotary vane adjuster at the head of the corresponding camshaft.

To improve throttle response during the warm-up phase, VarioCam Plus selects high valve



Boxster S and Boxster

lifts with retarded valve timing. In the middle and low load ranges, low valve lifts with advanced timing reduce fuel consumption and exhaust emissions. High valve lifts generate high torques and maximum output.

Ignition system.

The ignition system in the Boxster models is designed for high-voltage static distribution. Individual ignition coils are controlled directly by the engine electronics.



Boxster S twin tailpipe



Boxster tailpipe



Boxster S exhaust system

Exhaust system.

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

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

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

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

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

Servicing.

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

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

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

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



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

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

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

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

New Porsche Doppelkupplung (PDK).

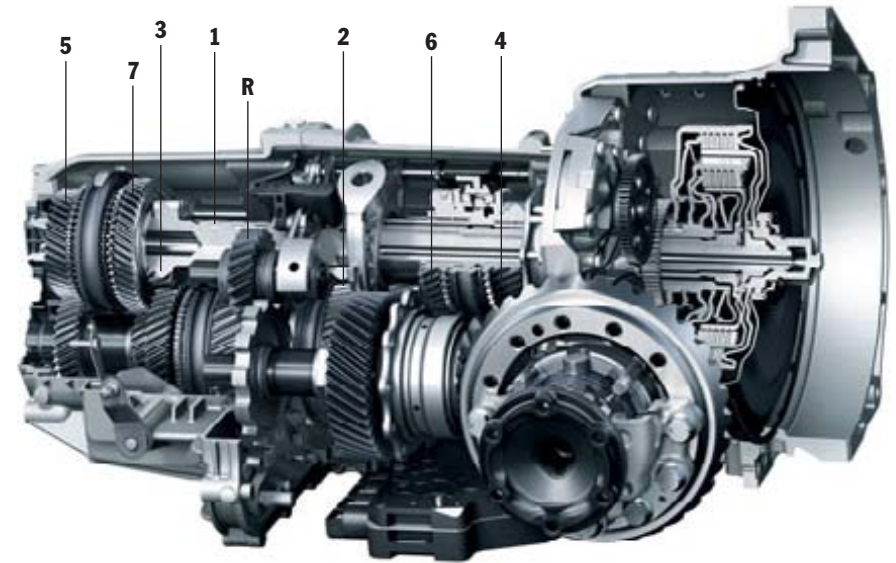
The optional Porsche Doppelkupplung (PDK), with both manual gearshift and an automatic mode, enables smooth gear changes with no interruption in the flow of power. This results in significantly faster acceleration and lower

fuel consumption, without having to sacrifice the ease of automatic transmission.

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

has a long ratio and helps to reduce fuel consumption even further.

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



Porsche Doppelkupplung (PDK)



Boxster S

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

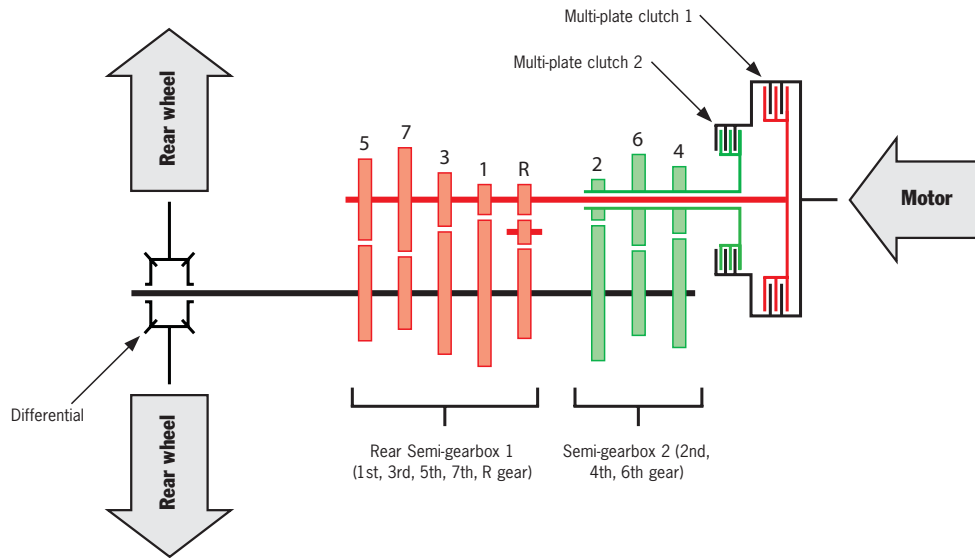
The flow of power from the engine is only ever transmitted through one half gearbox and one clutch at a time, while the next gear is preselected in the second half

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

Clutch 1 controls the first half gearbox, which contains the odd gears (1, 3, 5, 7) and reverse. Clutch 2 controls the second, which contains the even gears (2, 4, 6).

Porsche Doppelkupplung (PDK) in detail.

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



PDK function diagram

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

the overlap shift is initiated, i.e. as clutch 1 opens, clutch 2 closes. The non-positive connection with input shaft 2 is established, and power is transmitted to the wheels. The gear which is engaged is displayed on the instrument cluster. Depending on the gearshift programme, the gear change is optimised for comfort or for sporty handling and takes place in a matter of milliseconds.

The advantage over a fully manual transmission is the considerably faster rate of acceleration for the same rate of fuel consumption. The advantage over a fully automatic transmission is the perceptible increase in driving dynamics – with a similar level of comfort, and a distinct reduction in fuel consumption.

The compact dimensions of the gearbox reduce rotational masses which means a more direct engine response, and the system is more lightweight.

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

With the optional Sport Chrono Package, PDK is enhanced by the ‘Launch Control’ and ‘motor-sport-derived gearshift strategy’ functions (p. 56).

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





Sports steering wheel for PDK

Sports steering wheel for PDK.

This new, three-spoke sports steering wheel for PDK has two ergonomic switches.

One press with the thumb and the PDK shifts up. One pull with the index finger and the PDK shifts down. Either the right or left hand can be used.

On request, the sports steering wheel for PDK is also available as a multifunction steering wheel (in leather, Aluminium Look, carbon or macassar). Steering wheel heating is available as an option for any PDK steering wheel (p. 73).

Gear selector for PDK.

The gear selector for PDK impresses not only with its unique



Gear selector for PDK

design, but above all with its superior functionality enabling you to change gear manually. The control concept mirrors the logic of the switches on the sports steering wheel for PDK – press forwards to shift up, pull backwards to shift down.

Even if the gear selector is set to automatic mode, you can still change gear manually using the switches on the steering wheel.

Six-speed manual gearbox.

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



Gear lever for six-speed gearbox

Hill-start assist.

Hill-start assist comes as standard for manual and Porsche Doppelkupplung (PDK) transmissions. It assists the driver in making a comfortable, smooth and roll-free start on an incline. The system automatically detects that the vehicle has been braked to a halt on an incline. Provided a gear is engaged, the brake pressure is maintained at all four wheels for approximately two seconds once

the footbrake is released. The vehicle is therefore temporarily prevented from rolling backwards. Brake pressure is reduced if, within two seconds, sufficient revs have been generated by the driver depressing the accelerator pedal (or, in the case of manual transmission, the accelerator pedal is depressed and the clutch engaged).



Chassis

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

The Boxster chassis setup transfers power from the new engines to precisely where it belongs: the road.

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

Suspension.

The suspension of the new Boxster models has been tuned to match the engine's increased performance.

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

are designed for high performance, as is the generous wheel track.

Lightweight construction throughout keeps the overall weight and unsprung masses low, with almost all moving parts made from aluminium.

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

and pitch movements on cornering, braking and acceleration.

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

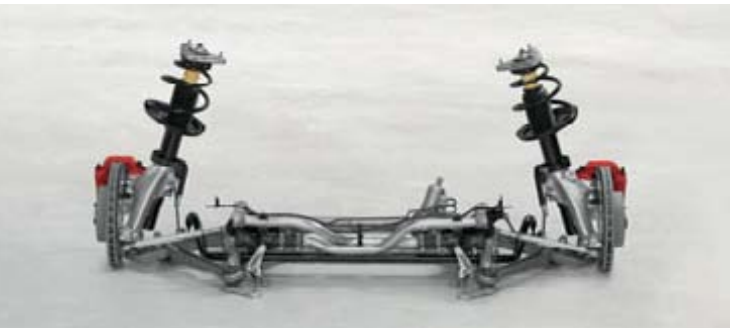
Steering.

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

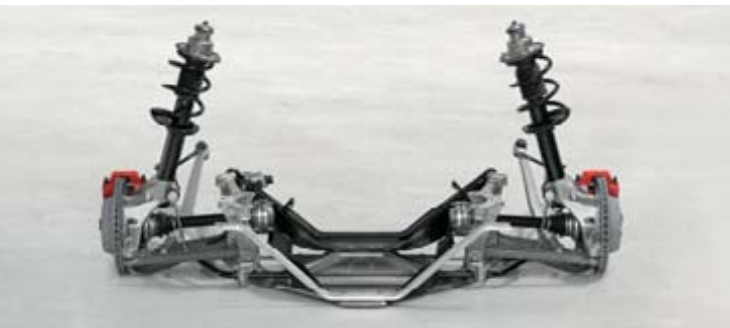
is reduced to a comfortable level. Around the straight-ahead position, such as during motorway driving, the ratio is less direct but with no loss of agility or feedback.

The greater the steering angle, the more direct the steering ratio. This is particularly notice-

able when turning tight corners or parking. The car has a turning circle of just 11.1 m.



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



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



Boxster and Boxster S



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

Wheels.

A new range of wheels ensures improved driving performance and comfort on both models. The new Boxster is fitted with 17-inch wheels in a new open five-spoke design, and the new Boxster S has new 18-inch wheels with a dynamic sporty look. Wheels up to 19 inches are available for both

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

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

Tyre Pressure Monitoring (TPM).

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

The driver can check the pressure in all four tyres via the instrument cluster. The system now updates even faster, whenever the tyre pressures are corrected or a wheel is changed – for increased comfort and safety.



17-inch Boxster III wheel



18-inch Boxster S II wheel

Porsche Active Suspension Management (PASM).

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

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

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

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

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

Mechanically locking rear differential.

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



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



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



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



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

Sport Chrono Package.

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

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

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

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

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

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

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

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

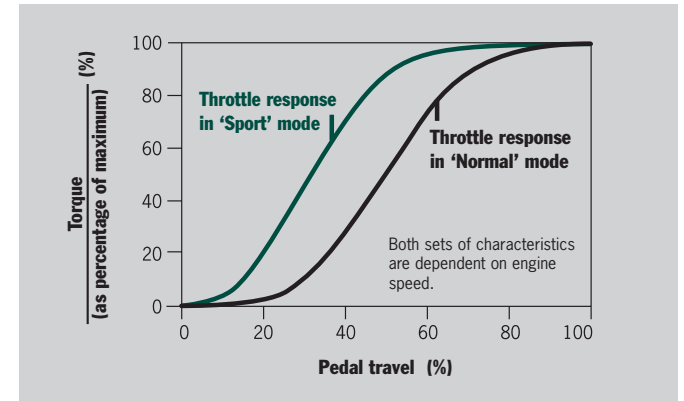
digital display. In combination with Porsche Doppelkupplung (PDK), the Sport Chrono Package offers two additional functions that are activated by the Sport Plus button.

First, 'Launch Control', which ensures you achieve the fastest possible rate of acceleration from a standing start – on the race track, for example. 'Launch Control' is operated via the Sport Plus button with the 'D' or 'M' drive position selected. Whilst the driver depresses the brake pedal with the left foot, the right foot depresses the accelerator pedal to the floor. With the accelerator in the kickdown position, the system detects the driver's request for Launch Mode and revs the engine to an optimum speed of approximately 6,500 rpm. Engine torque increases and the clutch closes slightly. The message 'Launch Control active' appears on the instrument cluster display. The driver now quickly releases the brake – and prepares for maximum acceleration.

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

Sport Chrono Package Plus.

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



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



Sport Chrono stop clock



'Sport' button and 'Sport Plus' button on centre console



Safety

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

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

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



Boxster

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

Active safety.

Active safety.

Uncompromising sports performance. Comprehensive safety. At Porsche, these qualities have always been inextricably linked. Just as in the development of the new Boxster models where the body, chassis and brakes

constitute a single integrated system with generous safety reserves.

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

The optimised braking system ensures maximum deceleration and stability. A high power-to-weight ratio and responsive throttle enable easier overtaking and evasive manoeuvres. Porsche Stability Management (PSM, p. 63) fitted as standard helps to stabilise the vehicle in critical driving scenarios, even in unfavourable weather



Porsche Ceramic Composite Brake (PCCB)



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



conditions. In addition, the new headlight design guarantees excellent vision at night (p. 64).

Braking system.

We have made even more progress when it comes to stopping. The new Boxster and Boxster S have a braking system with four-piston aluminium monobloc brake calipers fitted front and rear. Offering excellent rigidity, they are compact and save on

weight. Their superior responsiveness, for fast and sensitive braking, sets them apart.

A brake booster reduces pedal effort whilst maintaining powerful braking. A special ventilation system, whereby the entire wheel brake is cooled through openings in the front end and special channelling systems, increases the stability of the brakes during heavy use.

For the new Boxster models, the braking system has been modified for the increased engine power. Like the Boxster S, the new Boxster has internally vented brake discs at the front with a diameter of 318 mm. At the rear they measure 299 mm on both models. For reduced weight, better cooling and optimum braking in the wet, the brake discs are cross-drilled.

The brake pads have also been optimised for improved braking performance. The rear brake discs



Boxster S

on the new Boxster S are 4 mm thicker than those on the Boxster, which increases stability even further. To distinguish them visually, the brake calipers on the Boxster have a black anodised finish while those on the Boxster S are painted red.

Porsche Ceramic Composite Brake (PCCB).

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

The ceramic brake discs have a diameter of 350 mm front and rear – for extremely powerful braking. The brake discs are formed from a specially treated carbon-fibre compound that is silicated in a high-vacuum process at approximately 1,700°C. Not only are the resulting discs much harder than standard discs, they are more resistant to heat. The low thermal expansion of the brake discs prevents deformation under heavy braking. Furthermore, the ceramic brake discs are totally resistant to corrosion and offer more favourable noise-damping properties.



Boxster S

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

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

The key advantage of PCCB is that the brake discs are approximately 50% lighter than standard discs

of similar design and size. A factor that helps to reduce unsprung and rotating masses on the vehicle. The consequence of this is better road holding and increased comfort, particularly on uneven roads, as well as greater agility and improved handling.

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



Boxster S

Porsche Stability Management (PSM).

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

Under acceleration on wet or low-grip road surfaces, PSM improves traction using the ABD (automatic brake differential) and ASR (anti-slip regulation) functions, giving an agile response. When 'Sport' mode is selected on the optional Sport Chrono Packages (p. 62), the PSM intervention threshold is raised to enable greater driver involvement – particularly at speeds of up to approximately 70 km/h (45 mph). The integral ABS can further reduce the braking distance.

For an even sportier drive, PSM can be deactivated. However, it is

automatically reactivated for your safety if either of the front wheels (in 'Sport' mode, both of the front wheels) requires ABS assistance. ABD remains permanently active.

PSM has been enhanced and now includes two additional functions: precharging of the brake system, and brake assist. If you suddenly release the accelerator pedal, PSM automatically readies the braking system. With the braking system having been precharged, the brake pads are already in light contact with the brake discs. Maximum

braking power is therefore achieved much sooner. When sudden braking is detected, the brake assist function applies maximum brake pressure to all four wheels.

Lights.

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

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

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

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

Bi-Xenon headlights are brighter than halogen headlights so that they offer improved visibility and they illuminate the road more evenly. In fact, they are so effective that separate fog

lights are no longer necessary. A headlight cleaning system is built-in.

New dynamic cornering lights offer particularly effective illumination of the road ahead, particularly through bends. Sensors continuously monitor the speed, lateral acceleration and steering lock and, from these variables, calculate the course of the bend. This determines the angle of the dynamic cornering lights, with the lights able to swivel into the corners up to a limit of 15 degrees, even with main beam switched on.



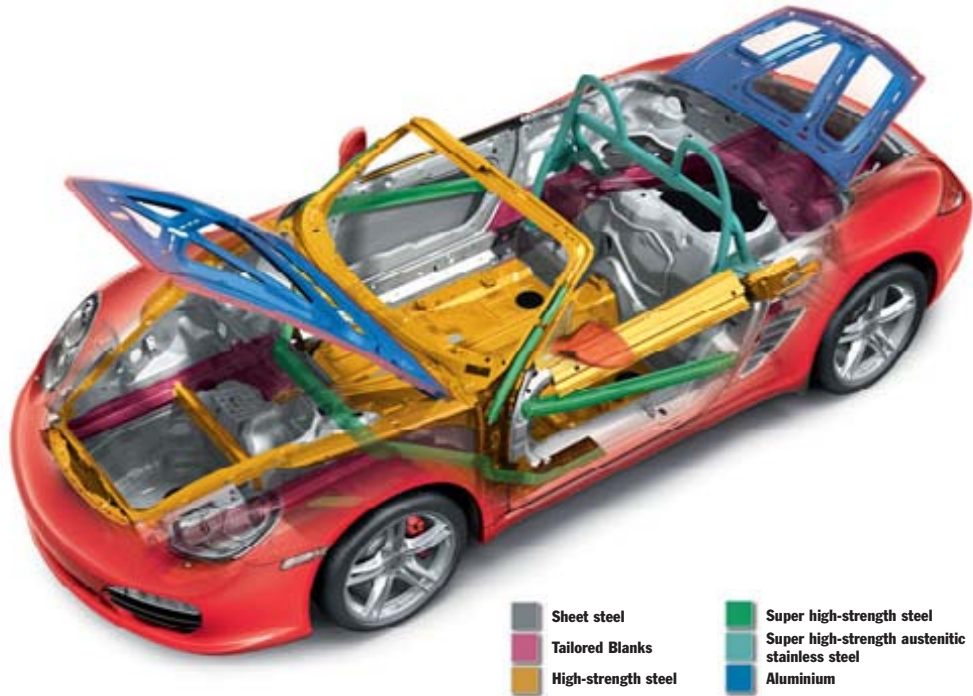
Dynamic cornering light



Night-time illumination (front)



Night-time illumination (rear)



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

Passive safety: engineered design.

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

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

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

Roll-over protection.

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

Porsche Side Impact Protection (POSIP).

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

Child seats.*

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

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



Porsche Side Impact Protection (POSIP)



Comfort

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

The inner values of the new Boxster ensure better performance. For us, function always takes priority.

The pure, dynamic design language of the Boxster models is carried into the interior. Every control is intuitively placed. The focus is on ergonomics. Because you have to be able to exploit the full sporting potential.

At Porsche, form follows function – and the driver.

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

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

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

centre console has been completely restyled and includes the new radio CDR-30 with single drive as standard. Or alternatively, the optional new Porsche Communication Management

(PCM, p. 83). The climate controls, switch panel and a storage compartment are also integrated into the new centre console.

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

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

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



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



Boxster S interior with three-spoke multifunction steering wheel for PDK and other optional equipment

Instruments.

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

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

The right-hand dial displays the outside temperature and shift pattern of the optional Porsche Doppelkupplung (PDK), as well

as the selected gear. The dial on the left contains the analogue speedometer with digital trip meter and total distance display. The design and legibility of the dials are also enhanced by the white backlight illumination.

Steering wheels.

The new Boxster models feature a three-spoke steering wheel with full-size airbag. The steering wheel is adjustable for height and reach and the rim is in smooth-finish leather. As an option, you can specify a three-spoke sports steering wheel or a multifunction

steering wheel with integrated buttons for the most essential audio and, where applicable, navigation and telephone functions.

In conjunction with Porsche Doppelkupplung (PDK) comes a new steering wheel with a distinctive, sporty three-spoke design or alternatively the optional multi-

function steering wheel for PDK. Switches make it possible for you to change gear without your hand ever leaving the wheel (p. 46). See page 113 for more information.

Optional steering wheel heating is also available for steering wheels with PDK (only in conjunction with seat heating).

Standard seats.

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

Comfort seats with driver memory.

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

as you unlock the door using the key remote, the driver's seat and exterior mirrors resume their stored position.

Sports seats.

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

Adaptive sports seats with driver memory.

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

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

Sports bucket seats.*

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

Seat heating and ventilation.

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



Comfort seat with driver memory



Adaptive sports seat with driver memory



Sports bucket seat

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

Materials.

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

Air conditioning.

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

Cruise control.

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

Storage compartments.

The Boxster's cleverly designed storage compartments offer plenty of space, such as those in the front centre console or the lockable glove compartment (includes CD storage on vehicles with optional sound system). The storage box on the rear bulkhead offers additional loadspace (except on vehicles with optional BOSE® Surround Sound System) along with space in the rear centre console. Other practical features include storage compartments in the doors, coat hooks on

the back of each seat and two retractable cup holders above the glove compartment.

'Welcome Home' lighting.

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

HomeLink® (programmable garage door opener).

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

Windscreen wipers.

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



Climate control



Cruise control



Cup holder

Water-repellent side windows.

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

ParkAssist.

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

Anti-theft protection.

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

Vehicle tracking system.

In conjunction with the alarm system, this optional preparation enables future installation of a vehicle tracking system available from Porsche Tequipment. It makes it possible to locate a stolen vehicle across most of the countries of Europe. The package includes a special wiring loom and a higher-capacity battery. A tilt sensor is included.

Two luggage compartments.

Two carpet-lined luggage compartments are available. The front loadspace capacity is 150 litres, with 130 litres at the rear – even when the hood is lowered. At the front there's enough room for the large trolley from the Porsche Travel System, while the rear can accommodate the Porsche golf bag. The luggage compartment covers are made of lightweight

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



Front luggage compartment



Rear luggage compartment



Luggage compartments



Hood.

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



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



Hardtop

Hardtop.

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



Wind deflector

Wind deflector.

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

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

Calling the tune, even when it comes to communication.

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

The audio system has been specially adapted to the new Boxster models.

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

CDR-30 audio system.

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

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

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

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

Porsche Communication Management (PCM) including navigation module.

On request, the Boxster models can be equipped with the latest PCM. As the central control unit for audio, navigation and communications, it is now even more multifunctional and ergonomically operated.

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



CDR-30 audio system with optional CD autochanger



Porsche Communication Management (PCM) with navigation module



Porsche Communication Management (PCM) including telephone module

Radio functions include up to 48 memory presets and an FM dual tuner frequency diversity with RDS, which continuously scans in the background for the best signal.

The integrated single CD/DVD drive – in combination with the optional BOSE® Surround Sound System – is now able to play back music from audio and video DVDs in the 5.1 discrete surround format. An integrated six-disc CD/DVD autochanger with MP3 compatibility is also available as an option for the PCM.



Navigation module for PCM.

The GPS navigation module included with the optional PCM now has an internal hard drive containing maps for most European countries.

A touchscreen enables rapid destination input and instant viewing of traffic information and points of interest (POIs) by simply allowing you to touch the symbols on the map. Route diversions, e.g. the nearest service stations, can therefore be incorporated quickly and easily into the current route guidance.

When viewing a map, it is possible to select between a new 3D perspective and the 2D display. At motorway exits, graphical turn indications are displayed for better orientation. In splitscreen mode, you can choose to display not only the current map overview, but also a list of icons that represent dynamic route guidance.

Electronic logbook.

The optional electronic logbook enables automatic recording of relevant driving data. Once you have downloaded the logbooks via Bluetooth® or the optional

USB interface, you can evaluate them on your home PC using the software supplied (software complies with all statutory requirements for automatic logbooks as specified by the German revenue authorities).

TV tuner.

A TV tuner, available as an option, receives analogue and digital broadcasts (DVB-T) and provides entertainment between journeys. For your safety, the TV picture cannot be displayed while the vehicle is in motion.

Voice control system.

Almost all of the functions of the PCM can be controlled using the latest optional voice control system with word-by-word input. The menu item is read aloud exactly as it is displayed on the screen and the voice control system recognises commands or

sequences of numbers, whoever the speaker. It then gives an audible acknowledgement and carries out the functions you request. There is no need to 'train' the system.

Telephone module for PCM.

Available as an option, the GSM telephone module offers convenience and excellent reception. By inserting a SIM card directly into the PCM's integral SIM card reader, calls can be made using either the hands-free facility or the optionally available cordless handset. For even more convenience, the Bluetooth® capability of a mobile phone can be used to make calls through the SIM Access Profile (SAP).*

* For information on compatible mobile phones, please contact your Porsche Centre or visit www.porsche.com.

Once automatic pairing is complete, the mobile phone's aerial is switched off to conserve battery charge and the phone operates via the car aerial. Depending on the type of mobile phone, this gives access not only to the numbers on the SIM card, but also to the phone's internal memory. The mobile phone can be controlled entirely using the PCM without it ever leaving your pocket.

Mobile phone preparation for PCM and CDR-30.

To enable a Bluetooth® connection for those mobile phones that only support the Handsfree Profile (HFP),* an optional mobile phone preparation is available. With HFP, the PCM or CDR-30 acts merely as a hands-free system. Here, too, you can leave the mobile phone tucked away in your pocket. However, the PCM or CDR-30 is able to control only the basic functions of the mobile phone. The GSM connection is established through the aerial of the

mobile phone.** The mobile phone preparation is available with or without a mounting bracket.

Universal audio interface for PCM and CDR-30.

With this optional feature, the storage compartment in the centre console in combination with the optional PCM will contain up to three connections: one for your iPod®, one for a USB stick/MP3 player and one as an AUX interface for any compatible

audio source of your choice. The iPod® or USB stick can be controlled conveniently and safely using the PCM. Through the USB socket, it is also possible to download data from the performance display of the Sport Chrono Package, as well as data from the electronic logbook.

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

Sound Package Plus for PCM and CDR-30.

For sophisticated ears: the optionally available Sound Package Plus.

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

CD or CD/DVD autochanger.

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

*For information on compatible mobile phones, please contact your Porsche Centre or visit www.porsche.com.
** See page 117.



Voice control system for PCM



Cordless handset for telephone module and PCM



Universal audio interface for PCM

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

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

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

Five dedicated audio channels (front left, front right, centre, surround left, surround right) deliver a sound that is as authentic as it is natural. The digital 5.1 surround sound is balanced, lifelike and crystal clear. It's a sound that's as true to a live performance or cinematic experience as you can get.

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

The SurroundStage® signal processing circuitry developed by BOSE® assigns each individual audio channel, whether sourced from a DVD or generated by Centerpoint®, to a selected

combination of loudspeakers and is therefore able to deliver an optimally balanced surround sound experience to both seat positions.

To complement these features, the BOSE® Surround Sound System offers a comprehensive selection of equaliser presets for customised sound. The dynamic loudness function increases bass levels as you decrease the volume, thereby compensating for the decreasing sensitivity of the human ear at these frequencies. Moreover, the AudioPilot® Noise Compensation Technology uses a microphone to continuously measure the ambient noise inside the vehicle and adapts music playback automatically so that a consistent sound is maintained in all driving conditions.

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



7.0 cm Neodym mid-range speaker



2.5 cm Neodym high-range speakers



Microphone for AudioPilot® on the steering column



Seven-channel digital amplifier



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



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

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



Environment

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

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

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

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

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



Boxster S and Boxster

**Our contribution to a cleaner environment:
pure engineering.**

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

Porsche has been reducing the CO₂ emissions of its vehicles annually by an average of 1.7%. In relation to power output (g/km

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

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

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

Exhaust emission control.

Both engines comply with stringent emission standards, including EU5 in Europe and ULEV in the USA. Vehicles manufactured by Porsche demonstrate that even high-performance sportscars can achieve very low emission values in their respective category. In short, the new Boxster is not only extremely sporty, it is also very clean.

This is achieved by means of a two-stage cascade-type catalytic converter which comprises two

monolith substrates on each of the twin exhaust tracts. These specially coated substrates contain ultra-fine honeycomb channels in which pollutants are converted as exhaust gas passes through.

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

Fuel economy and recycling.

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

It is economical thanks to the high proportion of aluminium cast alloys, plastics and super high-strength sheet steel used. This is

* Not in markets with leaded fuel.

substantially lighter and more stable than conventional steel. In the Boxster models approximately 20% of components are made from lightweight alloys. We use only innovative and environmentally friendly components, and each material is labelled to facilitate its separation for recycling. Recycled plastics are used where they meet exacting technical requirements. In all, the new Boxster models are approximately 85% recyclable.

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

Fuel.

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

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

Noise.

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

Maintenance.

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



Boxster S



Personalisation

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

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

Whether it's the exterior or interior colour, the materials, wheels or the BOSE® Surround Sound System, you can personalise your Boxster or Boxster S to suit your taste. After all, you'll be spending a long time in it.



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

Personalisation options.

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

own personal refinements when you place your order.

The following pages feature a wide selection of products grouped according to category. For more information on indi-

vidual items, please refer to the separate Boxster price list.

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

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

Your Porsche Centre will be pleased to advise you.

Colours.

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

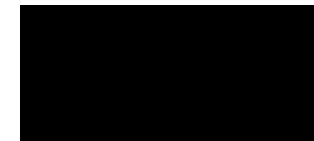
Available for selection are four solid colours, eight metallic colours, five special colours, five hood colours and ten interior colours, including a two-tone leather package – a combination of Black and Stone Grey.

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

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



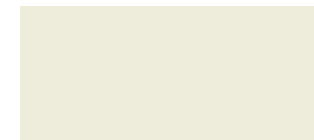
Solid exterior colours.



Black



Guards Red



Carrara White

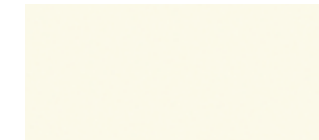


Speed Yellow

Metallic exterior colours.



Basalt Black Metallic



Arctic Silver Metallic



Midnight Blue Metallic



Ruby Red Metallic



Macadamia Metallic



Meteor Grey Metallic



Aqua Blue Metallic

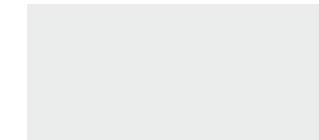


Porsche Racing Green Metallic

Special exterior colours.



Cream White



GT Silver Metallic



Atlas Grey Metallic



Malachite Green Metallic



Nordic Gold Metallic

Hood colours.



Black



Stone Grey



Metropole Blue



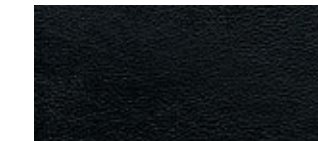
Cocoa



Red

Standard interior colours.

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



Black¹⁾



Stone Grey¹⁾



Sand Beige¹⁾



Ocean Blue¹⁾

Carpet.



Black



Stone Grey



Sand Beige



Ocean Blue

Rooflining.



Black



Black



Black



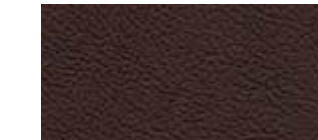
Black

**Special interior colours.
Natural leather.**

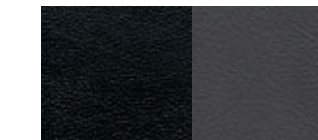
Leather/soft-touch paint.



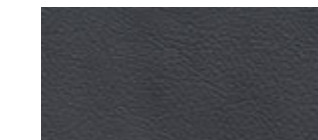
Terracotta (special colour)²⁾



Cocoa (special colour)²⁾



Black/Stone Grey (two-tone)



Dark Grey (natural leather)³⁾



Natural Brown (natural leather)²⁾



Carrera Red (natural leather)²⁾

Carpet.



Terracotta



Cocoa



Stone Grey



Natural Dark Grey



Natural Brown



Carrera Red

Rooflining.



Black



Black



Black



Black



Black



Black

See separate price list for factory-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) and Carrera Red (natural leather) interior: soft-touch paint in interior colour, black film finish on sun visors and inner door sill guards.

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



ParkAssist



Wind deflector



Hardtop

Exterior.

Option

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

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



Porsche Ceramic Composite Brake (PCCB)



PDK gear selector lever

Engine, transmission and chassis.

Option

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

* Available from 05/2009 at the earliest in conjunction with manual transmission. ** Available from 04/2009 at the earliest.



17-inch Cayman II wheel



18-inch Cayman S II wheel



18-inch Boxster S II wheel



19-inch Carrera S II wheel



19-inch Carrera Classic wheel



19-inch SportDesign wheel

Wheels.

Option

- 17-inch Cayman II wheel
- 18-inch Cayman S II wheel
- 18-inch Boxster S II wheel
- 19-inch Carrera S II wheel
- 19-inch Carrera Classic wheel
- 19-inch SportDesign wheel

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



19-inch Carrera Sport wheel



19-inch Turbo wheel

Wheels.

Option

- 19-inch Carrera Sport wheel
(including wheel centre with full-colour Porsche Crest)
- 19-inch Turbo wheel
- Wheel centres with full-colour Porsche crest
- Tyre Pressure Monitoring (TPM)

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

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



Floor mats



Climate control



Soft ruffled leather seat



Sports seat

Interior.

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

Interior.

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

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



Sports seats, leather trim and personalised optional equipment

Interior: leather and natural leather.

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



Three-spoke sports steering wheel



Three-spoke multifunction steering wheel



Three-spoke multifunction steering wheel for PDK

Interior: leather and natural leather.

Option	Boxster	Boxster S	I no.	Page
• Three-spoke sports steering wheel	○	○	460	73, 113
• Three-spoke multifunction steering wheel	○	○	431	73, 113
• Three-spoke multifunction steering wheel for Porsche Doppelkupplung (PDK)	○	○	844	73, 113

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



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

Interior: macassar wood (dark wood with satin finish).

Option	Boxster	Boxster S	I no.	Page
• Macassar interior package	○	○	801	114
• Three-spoke multifunction steering wheel in macassar	○	○	451	114
• Three-spoke multifunction steering wheel in macassar for Porsche Doppelkupplung (PDK)	○	○	847	



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

Interior: carbon.

Option	Boxster	Boxster S	I no.	Page
• Carbon interior package	○	○	803	115
• Three-spoke multifunction steering wheel in carbon	○	○	453	115
• Three-spoke multifunction steering wheel in carbon for Porsche Doppelkupplung (PDK)	○	○	845	

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



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

Interior: Aluminium Look finish/aluminium.

Option	Boxster	Boxster S	I no.	Page
• Three-spoke multifunction steering wheel in Aluminium Look	○	○	XPV	116
• Three-spoke multifunction steering wheel in Aluminium Look for Porsche Doppelkupplung (PDK)	○	○	XPU	
• Gear/handbrake levers in aluminium I	○	○	ECA	116
• PDK selector lever/handbrake lever aluminium*	○	○	ECB	

* Available from 02/2009 at the earliest.

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



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

Audio and communication.

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

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

** Mobile phone preparation: The use of a mobile phone inside a car may cause an increase in the interior electromagnetic field strength and, accordingly, in the electromagnetic radiation to which passengers are exposed. If a cradle is used to mount the mobile phone, the field strength in the passenger compartment can be reduced because the phone can be connected up to the external aerial (feature depends on how specific mobile phones connect to the cradle). For information about the availability of a cradle for your mobile phone, please contact your Porsche Centre. The use of the telephone module for PCM prevents exposure to electromagnetic radiation as only the car's external aerial is ever used.

*** For information on compatible mobile phones, please contact your Porsche Centre or visit www.porsche.com.



Electronic logbook for PCM



Cordless handset for telephone module and PCM



Audio and communication.

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

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

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

Porsche Exclusive

State-of-the-art.

And to your specification.

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

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

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

Factory collection

You won't be able to sleep the night before.

The night after, you won't want to.

Where better to experience the first moments with your Porsche than at the place where it all began. With factory collection, you can enjoy the pleasure of Porsche ownership even before your car leaves the factory.

Almost 60 years ago, our first series production models were crafted by hand in a modest red-brick building here in Stuttgart-Zuffenhausen. From those humble beginnings, the factory has

evolved into one of the most advanced production facilities in the world. Today, all Porsche engines are constructed here along with all 911 models. You can also take delivery of any model in the Boxster or Cayman range.

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. To take advantage of this exclusive opportunity, please inform your Porsche Centre when placing 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 (which we can return on your behalf).

Please note that there are a number of formalities that must be completed when you take delivery of your Porsche. 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.

Everything about a Porsche is more intense.

Especially the anticipation.

Your visit to Zuffenhausen is also an opportunity to explore the origins of your Porsche. Our factory tour provides a fascinating insight into the various production processes. These range from engine assembly and the preparation of upholstery, to the 'marriage' of powertrain/chassis and body – one of the key moments in the construction of any car. The factory tour is one of our oldest traditions and is always conducted by a Porsche enthusiast with extensive knowledge of the marque.

Next, you can visit the Porsche Museum, where you'll find a remarkable range of Porsche models from every era of our history. A new Porsche Museum – scheduled for late 2008 – will offer even more exhibits, even more historical interest and even more of the Porsche experience.

For lunch, you can choose from a three-course menu in our exclusive guest restaurant.

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

The moment you've been waiting for.

The highlight of your visit will undoubtedly be the moment when you 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.

When you step inside and start the engine, you'll finally experience what it means to own your own Porsche.

All that remains is the journey home – which is sure to live long in the memory.



Vehicle handover in Zuffenhausen



VIP restaurant



Porsche Design Driver's Selection Shop



Porsche Centres

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

Porsche Assistance

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

Porsche Financial Services

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

Porsche Exclusive

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

Porsche Tequipment

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

Porsche Design Driver's Selection

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

Service

Porsche Used Car Programme

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

Porsche Classic

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

Christophorus

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

Porsche Clubs

Since the first Porsche Club was founded in 1952, their number has grown to 607 with a total of 120,000 members worldwide. To find out more, call +49 (0)711 911-78307 or go to www.porsche.com.

Porsche Driving Experience

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

2. Porsche Sport Driving School.

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



Porsche Online

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



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



Summary

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

A roadster whose inner fire has been rekindled, with the intention of pushing the technical limits. Providing the driver with an even more authentic driving experience.

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

After over 50 years of roadster history, the affair goes on.

Technical data

	Boxster	Boxster S
Engine		
Type	Boxer	Boxer
Installation	mid-mounted	mid-mounted
No. of cylinders	6	6
Displacement	2,893 cm ³	3,436 cm ³
Max. power (DIN) at rpm	188 kW (255 hp) 6,400	228 kW (310 hp) 6,400
Max. torque at rpm	290 Nm 4,400–6,000	360 Nm 4,400–5,500
Compression ratio	11.5 : 1	12.5 : 1
Transmission		
Layout	Rear-wheel drive	Rear-wheel drive
Manual transmission	6-speed	6-speed
PDK (optional)	7-speed	7-speed
Chassis		
Front axle	McPherson-strut suspension	McPherson-strut suspension
Rear axle	McPherson-strut suspension	McPherson-strut suspension
Steering	Power assisted (hydraulic) with variable steering ratio	Power assisted (hydraulic) with variable steering ratio
Turning circle	11.1 m	11.1 m
Brakes	4-piston aluminium monobloc fixed calipers front and rear, discs internally vented and cross-drilled	4-piston aluminium monobloc fixed calipers front and rear, discs internally vented and cross-drilled
Vehicle stability system	PSM (with ABS 8.0)	PSM (with ABS 8.0)
Wheels	Front: 7 J x 17 Rear: 8.5 J x 17	Front: 8 J x 18 Rear: 9 J x 18
Tyres	Front: 205/55 ZR 17 Rear: 235/50 ZR 17	Front: 235/40 ZR 18 Rear: 265/40 ZR 18

* 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.

	Boxster	Boxster S
Weights	Manual/PDK	Manual/PDK
Unladen weight (DIN)	1,335 kg/1,365 kg	1,355 kg/1,380 kg
Unladen weight (EC) *	1,410 kg/1,440 kg	1,430 kg/1,455 kg
Permissible gross weight	1,635 kg/1,670 kg	1,645 kg/1,675 kg
Performance	Manual/PDK (Sport Plus**)	Manual/PDK (Sport Plus**)
Top speed	263 km/h (163 mph)/ 261 km/h (162 mph)	274 km/h (170 mph)/ 272 km/h (169 mph)
0–100 km/h (0–62 mph)	5.9 secs/5.8 secs (5.6 secs**)	5.3 secs/5.2 secs (5.0 secs**)
0–160 km/h (0–99 mph)	13.6 secs/13.4 secs (13.1 secs**)	11.6 secs/11.4 secs (11.1 secs**)
Flexibility (80–120 km/h) (50–75 mph) in 2nd gear	7.6 secs/7.5 secs 5th gear	6.5 secs/6.3 secs 5th gear
Fuel consumption/emissions***	Manual/PDK	Manual/PDK
Urban in l/100 km (mpg)	13.8 (20.8)/13.6 (20.5)	13.6 (20.8)/14.1 (20.0)
Extra urban in l/100 km (mpg)	6.9 (40.9)/6.5 (43.5)	7.1 (39.8)/6.6 (42.8)
Combined in l/100 km (mpg)	9.4 (30.1)/9.1 (31.0)	9.5 (29.7)/9.4 (30.1)
CO₂ emissions (g/km)	221/214	223/221
Dimensions/aerodynamics		
Length	4,342 mm	4,342 mm
Width	1,801 mm	1,801 mm
Height	1,292 mm	1,294 mm
Wheelbase	2,415 mm	2,415 mm
Luggage compartment volume		
front/rear	150 l/130 l	150 l/130 l
Tank capacity (refill volume)	approx. 64 l	approx. 64 l
Drag coefficient	manual/PDK c _w = 0.29/0.30	manual/PDK c _w = 0.30/0.31

** With Sport Plus button in conjunction with the optional Sport Chrono Package or Sport Chrono Package Plus.

*** Data determined for standard specification and in the NEDC (New European Driving Cycle) in accordance with the Euro 5 (XXX/2008/EC) measurement method. The definitive EC regulation number was not available at the time of going to print. The figures do not refer to an individual vehicle nor do they constitute part of the offer. They are intended solely as a means of comparing different types of vehicle. You can obtain further information about individual vehicles from their Porsche Centre. No officially verified values were available at the time of going to print.

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