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The New Boxster

The New Boxster



The New Boxster	4	Personalization	81
Boxster concept	6	Porsche Exclusive	99
Design	9	Porsche Car Configurator	100
Boxster	15		
Boxster S	17	Porsche Driving Experience	101
Performance	20	Porsche European Delivery	102
Engine	21		
Transmission	30	Panorama	103
Chassis	33		
Safety	49	Summary	105
Environment	54	Specifications	107
Environment	56		
		Index	109
Comfort	59		
Interior and comfort	61		
Audio and communication	75		





The New Boxster.

**A higher form of intelligence.
A pure expression of independence.**

Has it really been 15 years since the debut of the original Boxster? An instant design classic, a powerful mid-engined sports car, a purebred roadster. It was clear the Boxster did full justice to its predecessors in the Porsche lineage. As Porsche engineers planned the third-generation Boxster, the question was, how could it continue to do so in the future? How could the Boxster evolve into something even more evocative of the essence of Porsche performance? The answer was found where it always is at

Porsche: in the harmonious blending of style, functionality, and innovation. The new Boxster is nothing less than the total refinement of Porsche's belief of what a roadster should be, honed and sharpened to give it a completely new expression.

We achieved this with Intelligent Performance. With increased power that is delivered more efficiently. With innovative technologies, the strategic use of lightweight materials in its construction, and with an

exterior and interior design that puts aesthetically appealing lines and curves in all the right places.

More independent of spirit than ever before, the Boxster is now even more powerful, visceral, and intense.





Rarely has intelligence looked so sensuous.

Design.

Exterior

In elevating expectations of how the Boxster should perform, Porsche has once again succeeded in creating an icon of automotive design. It is a Porsche that continues to epitomize the feeling of power in

its most efficient form, of pleasure heightened by functional excellence. The vertical contour of the headlights was inherited from Porsche race cars of the 1960s and 1970s. The new Boxster may be infused with the genes of past generations, but it ushers in a new and forward-looking design ethos.

Large air intakes give the front a powerful appearance, while the side contour hints at the performance within. The long wheelbase and low, raked windshield are integral to forming the stretched, wedge-shaped silhouette. With the top up, this impression is reinforced by the extreme roofline.

Large wheels, up to 20 inches in size, emphasize the Boxster's wide track and help to achieve a completely new level of athletic performance.

The distinctive shoulder lines give further emphasis to the wheels,

which, in combination with the side air intakes and the mid-engine layout, are reminiscent of the 718 RS 60 Spyder, a lightweight mid-engined Porsche from the 1960s that achieved remarkable success in endurance racing and hill-climbing championships.

The precise lines are more sharply defined than on any previous Porsche design, and run elegantly across the fenders to the rear. It's an imposing look that makes the new Boxster unique among other Porsche models.



The exclusive door styling reflects more recent Porsche design developments. In typical Porsche fashion, it has a clear function. The dynamic contouring improves airflow to the side air intakes.

At the top, it leads into a precise longitudinal edge and, at the bottom, it is underlined by the sculpted door-entry guard. The exterior mirrors are mounted directly on the doors to enhance aerodynamic flow and reduce wind noise.



The rear spoiler is not only a visual treat, but also deploys automatically to reduce lift. Aerodynamics and aesthetics are combined to superb effect. Retracted, the spoiler separation edge makes a seamless transition to

the LED taillights. The narrow direction indicators appear to extend the rear spoiler further. Each taillight sweeps around the central brake light and accentuates the contours of the entire unit. For a striking effect, the reverse



and rear fog lights are arranged in the middle underneath the rear wing. It's a lighting concept without precedent, the result of Porsche's modern use of form. The diffuser with stainless steel tailpipe (dual-tube on the Boxster S) integrated

into the center adds the finishing touch to the powerfully designed rear end.

The new Boxster is clearly inspired by Porsche history. But it is not a mere exercise in retro styling. It is a

completely new interpretation of the mid-engine Porsche roadster, with a clear focus on what Porsche engineers believe the future of the roadster should be.

Promise fulfilled.

Design.

Interior

The interior of the new Boxster delivers exactly what the exterior promises—a light, uncluttered, and defined design, existing to fulfill one single aim: the perfect drive.

The entire concept—from the power and contour to the driver's vision—are all drawn in the direction of travel. The Boxster driver's concentration is kept purely on the road, thanks to the intelligent operating concept and the logical arrangement of the controls. The elevated center console cocoons the driver and reduces the

distance from the steering wheel to the shift lever for fast and ergonomic gearshifts. It's just one of many ways that Porsche transfers its experience from the racetrack to the road.

The door styling is similarly dynamic. The door pulls mirror the lines of the center console and blend seamlessly into the overall design. The door storage compartments are sweeping and practical.

The athletic proportions of the new Boxster models make it possible to introduce a new interior architecture. The

driver's seating position is low, and from that vantage point, there is a feeling of space and light without compromising the authentic roadster experience.

Ready to assert your independence? You'll find the ignition located to the left of the steering column, reflecting Porsche's racing heritage. The three-spoke sport steering wheel fits perfectly in your hands. Facing the driver is a cluster of three large circular instruments. The instrument on the right is now a 4.6-inch TFT screen that shows information from the onboard computer or information from the audio system. An inconspicuous shroud shades the instruments for optimal visibility.

The steering wheel rim, shifter lever/gear selector, and door-pull inlays are finished in tactile leather. Silver-colored details add to the refined tone. These include the instrument cluster trim strip, the side and center air-vent surrounds, and the center console.

1 Boxster S with natural leather interior in Carrera Red, SportDesign steering wheel, and other optional equipment





Once again, Porsche erases the line between you and the road.

Boxster.

Everything done to create the new Boxster has a sole purpose: to bring the driver closer to the road. Its 2.7-liter flat-six engine with Direct Fuel Injection (DFI) and VarioCam Plus produces 265 horsepower at 6700 rpm, with a maximum torque of 206 lb.-ft. available from 4500–6500 rpm.

The top track speed is 164 mph. With the precisely geared six-speed manual transmission fitted as standard, the Boxster accelerates from 0–60 mph in just 5.5 seconds. With the optional 7-speed Porsche Doppelkupplung (PDK) and the optional Sport Chrono Package including dynamic gearbox mounts, this time is cut to 5.2 seconds.



Power is transmitted to the road by 18-inch Boxster wheels. Their distinctive five-spoke design affords an unobstructed glimpse of the braking system's black, four-piston, aluminum monobloc fixed calipers. The optional Porsche Ceramic Composite Brakes (PCCB) provide motorsport braking performance.

The slats on the front air intakes are painted to match the exterior color. The unmistakable Porsche sound is emitted via a central exhaust tip in brushed stainless steel.



**The engine is in the middle.
But everything else is in the extreme.**

Boxster S.

The engine is in the middle. But everything else is in the extreme. The Boxster S is an even more vehement interpretation of the Porsche roadster. It has been engineered to provide an immediate, intense experience.

Producing 315 horsepower at 6700 rpm, and a maximum torque of 266 lb.-ft. at 4500–5800 rpm, the 3.4-liter flat-six engine with DFI and VarioCam Plus delivers an added 50 horsepower and 50 lb.-ft. of torque more than the engine in the Boxster. The sprint from 0–60 mph is completed in just 4.8 seconds, and a top track speed of 173 mph can be achieved.

Yet even this exceptional level of dynamic performance can be further enhanced. With the optional Porsche Doppelkupplung (PDK) transmission and the optional Sport Chrono Package, the new Boxster S is capable of a 0–60 sprint in a mere 4.5 seconds.

Optional Porsche Torque Vectoring (PTV) offers increased agility and driving pleasure at the same time as improving traction and handling.

Extra horsepower demands extra stopping power. The front brake discs are 0.59 of an inch larger in diameter than those on the Boxster, and the brake calipers are finished in red.

19-inch Boxster S light-alloy wheels with a double-spoke design create an exceptionally powerful presence. The slats on the front air intakes are finished in black. The Boxster S comes with Bi-Xenon™ headlights as standard. The centrally positioned dual-tube twin tailpipe in brushed stainless steel sounds as impressive as it looks.

In the interior of the Boxster S, the door panel armrests and the storage compartment lid in the center console are additionally upholstered in leather. The rev counter has an aluminum-colored dial face.

The mid-engine belongs at Porsche.
And it belongs in the Boxster.

Boxer engines.

Porsche first explored the mid-mounted engine in the 1950s, in sports cars such as the 550 Spyder. The advantages were obvious. The concentration of mass close to the center of the vehicle and the low center of gravity heightened the car’s cornering dynamics. At the same time, evenly distributing the engine’s weight between the front and rear axles created handling characteristics that were equally well-balanced. The driver of a mid-engine Porsche could wring satisfaction from every corner.

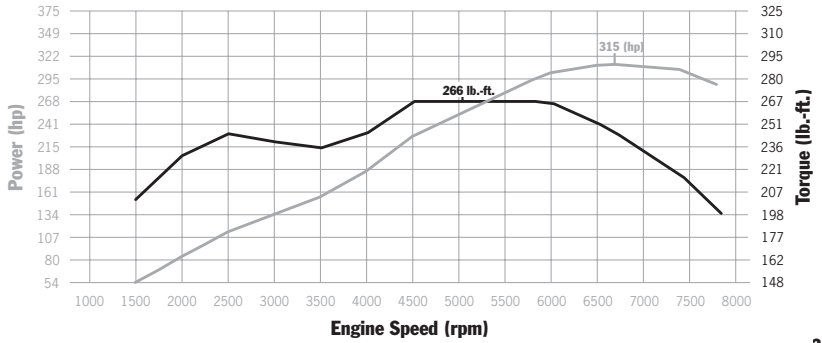
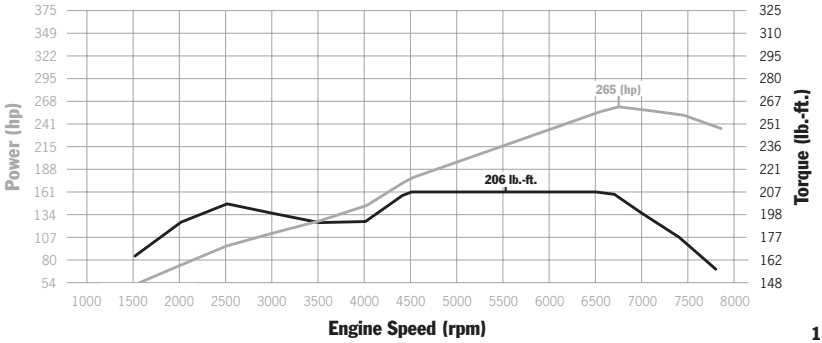
Porsche’s mid-engined design proved to be a key factor in countless racing victories. On some of the world’s most famous racing circuits, Porsche drivers often found they could out-corner their heavier, more powerful competition. In the 1960s, the 718 RS 60 Spyder solidified the reputation of Porsche’s mid-engined race cars as “giant killers,” with numerous wins in hill-climbing and endurance events.

For us, there are many reasons to remain faithful to the mid-mounted engine concept, to keep transferring performance from the racetrack

to the road, and to continue to combine tradition with innovation. How do we do it? Through Intelligent Performance, our commitment to high power with comparatively low fuel consumption and emissions figures.

With this aim, we developed two compact and lightweight boxer engines able to deliver high levels of power and efficiency simultaneously. Both engines are equipped with efficient technologies as standard, including VarioCam Plus, Direct Fuel Injection (DFI), Auto Start Stop, electrical system recuperation, and enhanced thermal management.

What else could we have given the mid-mounted engine? An even more agile response. One press of the Sport button on the center console makes engine performance even more dynamic for driving pleasure at the limits of performance. Let’s take a look in more detail.



2.7-Liter Engine

The Boxster model is equipped with a 2.7-liter flat-six engine with Direct Fuel Injection (DFI) and VarioCam Plus. It generates 265 horsepower at 6700 rpm. A maximum torque of 206 lb.-ft. is available over a broad engine-speed range from 4500–6500 rpm.

3.4-Liter Engine

The Boxster S is powered by a 3.4-liter flat-six engine with Direct Fuel Injection (DFI) and VarioCam Plus. It develops 315 horsepower at 6700 rpm and a maximum torque of 266 lb.-ft. is produced between 4500 and 5800 rpm.



1 Power output and torque chart for the Boxster
2 Power output and torque chart for the Boxster S
3 Boxster S engine

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And it belongs in the Boxster.

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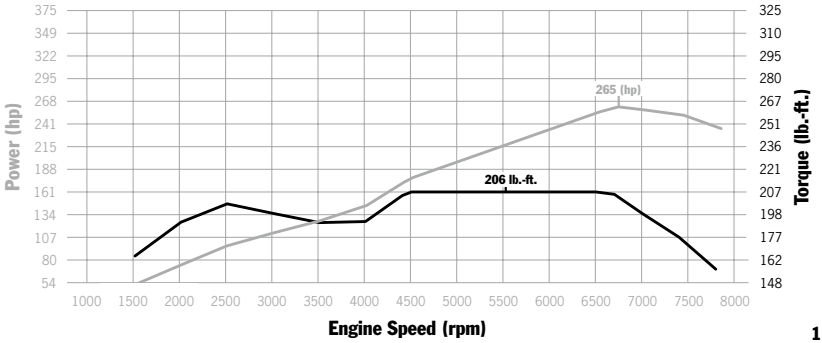
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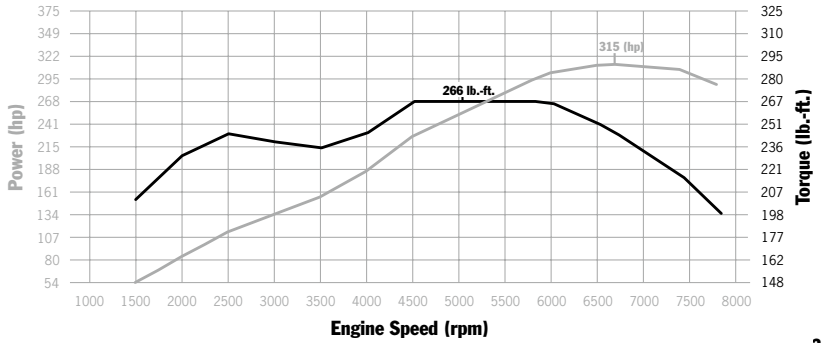
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1



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3

- 1 Power output and torque chart for the Boxster
- 2 Power output and torque chart for the Boxster S
- 3 Boxster S engine





Direct Fuel Injection (DFI)

Direct Fuel Injection (DFI) is featured as standard in both Boxster engines. Multi-hole injectors deliver fuel directly into the combustion chamber with millisecond precision. The injection pattern has been optimized for torque, power output, fuel consumption, and emissions.

With direct injection, the engine management system regulates injection timing individually for each cylinder, as well as the injection rate for each cylinder bank. This optimizes the combustion process and enhances fuel economy. Depending on the engine operating conditions, multiple fuel injections can take place on each operating cycle. This allows the catalytic converter to reach normal operating temperature sooner after a cold start

and to achieve a higher maximum torque. DFI improves the internal cooling of the combustion chamber by having the mixture prepared directly in the cylinder. This allows for a higher compression ratio, which helps to deliver higher power output at the same time as enhanced engine efficiency. Injection is regulated by the electronic engine management system, and each stereo lambda sensor monitors emissions.



VarioCam Plus

VarioCam Plus is a two-in-one engine concept for adjusting the intake camshafts and switching the lift of the intake valves.

The system first differentiates between driver inputs that typify normal, everyday driving and those inputs that demand maximum performance. The electronic engine management

system then imperceptibly adapts valve operation to the prevailing conditions.

The result? Instant acceleration and extremely smooth running.

Integrated Dry-Sump Lubrication

Integrated dry-sump lubrication ensures a reliable supply of oil even when a performance driving style is adopted and the vehicle is experiencing

powerful lateral acceleration. It also has additional cooling functions.

The oil tank is located in the engine, eliminating the need for an external oil tank, and saving both space and weight.

To help reduce power losses and increase efficiency, an electronically controlled oil pump supplies the lubricating points inside the engine when required. This results in an optimal supply of oil, lower fuel consumption, and reduced emissions.

Thermal Management

The Boxster models feature a new version of thermal management to reduce friction losses that arise during the warm-up phase.

Thanks to the selective control strategy and on-demand, gradual activation of the various cooling circuits, the engine and gearbox warm up to normal operating temperature more rapidly. The consequent reduction in friction also contributes to reducing fuel consumption* and CO₂ emissions. During performance driving, thermal management also acts to reduce temperatures so that a high level of performance is maintained.

A cross-flow cooling system supplies each engine cylinder uniformly with coolant, which helps to protect the valves against thermal overload and premature wear. Keeping each cylinder cool improves combustion and keeps emissions, fuel consumption, and noise comparatively low.

Exhaust System

In the new Boxster models, each cylinder bank has its own stainless steel exhaust tract. Downstream of their respective rear silencer, the tracts converge into a connecting tube and a single (Boxster) or twin (Boxster S) tailpipe. The stereo lambda control circuitry monitors each cylinder bank separately. For each exhaust tract, four corresponding oxygen sensors regulate the composition of the exhaust gas and monitor the performance of the catalytic converters. Having separate tracts means that the exhaust gas can flow more freely. The resulting reduction in pressure loss has a positive impact on power output, torque, and the unmistakable engine sound.

Available as an option for the new Boxster models is the sport exhaust system, including Sport tailpipe. It produces an even more resonant Porsche sound.

Sport Button

Select the Sport mode by pressing the Sport button on the center console. Throttle response becomes even more direct, the rev limiter is adjusted to a harder setting, and engine dynamics are tuned for performance driving. The Auto Start Stop function is also deactivated. Coasting mode is also deactivated automatically.

With the optional Porsche Doppelkupplung (PDK) transmission, the shift points are reconfigured to operate at higher engine speeds. Shift times are reduced and gearshifts become firmer and more immediate, while throttle-blip downshifts are accompanied by an emotive engine sound.

Auto Start Stop Function

This fuel-saving innovation is designed primarily for use in congested traffic. The Auto Start Stop function switches off the engine when you stop, select Neutral, and release the clutch pedal. In cars with Porsche Doppelkupplung (PDK), it is simply a case of applying and holding the brake.

All audio and communication systems remain switched on, as does the air-conditioning system. The engine will restart as soon as you operate the clutch or, in cars with PDK, release the brake. The Auto Start Stop function can be deactivated and reactivated using a separate button on the center console. The function may be deactivated automatically under particular circumstances, such as when the Sport button is selected or there is low battery charge.



Electrical System Recuperation

For enhanced efficiency, the new Boxster models are equipped with intelligent electrical system recuperation. The vehicle battery is recharged by the generator, predominantly under braking. Thanks to this selective recharging, when you require full driving power, the maximum possible output can be directed straight to the road.



1 Boxster tailpipe
2 Boxster S twin tailpipe
3 Sport button
4 Auto Start Stop button

*Note: Please see fuel economy estimates on page 108.



Act or relax as you please.

Transmission.

Six-Speed Manual Gearbox

The new Boxster models come standard with a lightweight six-speed manual transmission. Gearshifts are smooth and optimally adapted to the respective engine map. Shifting is short and sporty and the gear lever is easy to operate, enabling a rapid gearshift action and providing a truly engaging driving experience. The upshift indicator located in the central circular instrument helps you to maximize fuel efficiency.

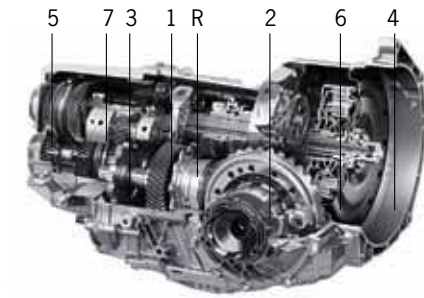
The elevated center console gives you an authentic sports car feel. It positions the gear lever close to the steering wheel, which enables you to change gear as fast and as ergonomically as possible.

Porsche Doppelkupplung (PDK)

Available as an option for the new Boxster models is a completely re-tuned 7-speed Porsche Doppelkupplung (PDK), featuring both manual and automatic modes.

PDK offers extremely fast gear changes with no interruption in the flow of power, improved acceleration over the manual gearbox, very short response times, reduced fuel consumption, and a distinct increase in comfort.

In total, PDK has seven forward gears at its disposal. Gears 1 to 6 have a sport ratio, and top speed is reached in 6th gear. The 7th gear ratio is longer and keeps engine speed low to improve ride comfort and reduce fuel consumption at higher speeds.



- 1 Gearshift for six-speed manual gearbox
- 2 PDK gear selector
- 3 PDK gearshift switches on multifunction steering wheel
- 4 Porsche Doppelkupplung (PDK)
Half gearbox 1: gears 1, 3, 5, 7, R
Half gearbox 2: gears 2, 4, 6



With the Sport button selected, the full advantages of the new version of PDK are brought into play: a more immediate response to throttle inputs; even shorter shift times; and swift, throttle-blip downshifts on overrun and when braking. Even the sound you hear from the exhaust is altered to elicit a more visceral response.

With the optional Sport Chrono Package, PDK is enhanced by the Launch Control and motorsport-derived gearshift strategy functions, for even faster and firmer gear changes and the best possible performance, thanks to a boost in torque during upshift phases. Overrun downshifts provide extremely sporty braking and acceleration for added excitement.

Coasting

A coasting function within the Porsche Doppelkupplung (PDK) helps save even more fuel when the situation allows. The engine is decoupled from the transmission to prevent deceleration caused by engine braking. So the vehicle's momentum is allowed to carry it for longer distances, conserving fuel.

As you ease off the accelerator pedal, PDK deselects the current gear automatically and you begin to coast in Neutral until you have reached your desired speed. As soon as you operate the accelerator or brake pedal, PDK re-engages the appropriate gear within fractions of a second. The process is smooth and seamless, thanks to the extremely fast clutch.

Another way to reduce fuel consumption is to activate the coasting function on downhill gradients that are gentle enough for you to maintain a constant speed. Efficient on long uninterrupted drives such as an interstate journey, PDK remains ready to respond as swiftly and precisely as you would expect.

In short, driving in coasting mode increases fuel efficiency without any need for compromise in comfort or performance.



Self-control is a sign of intelligence.

Chassis.

The chassis of the new Boxster models is the ideal match for the more powerful engines. Axle components are now made predominantly of lightweight aluminum. Keeping the weight of the vehicle and its unsprung masses low reduces fuel consumption,* improves comfort, and increases agility.

The wheelbase has been extended by 2.3 inches (60 mm) compared with the previous model. The wide track provides additional stability and enhanced comfort. The new independent suspension features lightweight spring-strut axles with longitudinal and transverse links and, at the front, cross members that have been refined for optimal control. As a result, each wheel

moves precisely to help ensure excellent directional stability and superior handling.

What does this mean for the driver? The sophisticated engineering of chassis, combined with the mid-engine layout, translates intelligent design into dynamic performance. Body roll and pitch have been practically eliminated to offer a level of agility that turns each corner into an incomparable experience.

Porsche Active Suspension Management (PASM)

The optional PASM brings a remarkable level of intelligence to how the Boxster reacts to the road. An electronic suspension control system, PASM actively and continuously regulates the damping force for each wheel according to the road

conditions and driving style. In addition, PASM lowers the suspension 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. Depending on the mode selected, PASM can be both sportier and more comfortable than the standard chassis. The PASM control unit evaluates the driving conditions and modifies the damping force of the shock absorber on each of the wheels in accordance with the selected mode.

Sensors record the body movements that accompany powerful acceleration, braking, or uneven road surfaces. This enables an intelligent response

for the selected mode, optimizing contact between each individual tire and the road and reducing pitch.

In Sport mode, the suspension is set to a harder damper rating. On uneven roads, PASM immediately switches to a softer rating, thereby improving contact between the tires 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 switches to a harder rating to increase driving stability and road safety.

The results are tangible: increased driving stability, enhanced driving pleasure, and improved performance.

*Note: Please see fuel economy estimates on page 108.





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Steering

The Boxster models now employ a new electromechanical steering system. Unlike a conventional hydraulically assisted steering system that draws engine power continuously, the electric motor in the

new electromechanical system uses energy only when the steering wheel is actually turned. Fuel consumption is reduced, and the absence of hydraulic fluid reduces the need for servicing.

The new steering system even improves the steering feel. Its variable-steering ratio provides precise and direct feedback for more agile response at higher speeds, while at the same time achieving a high level of comfort and steering ease at

low speeds. Power Steering Plus, the optional speed-sensitive power-steering system, further minimizes steering effort during maneuvering and parking.

1 Front axle of the Boxster S
2 Rear axle of the Boxster S





1 18-inch Boxster wheel
 2 19-inch Boxster S wheel
 3 Standard brake on the Boxster
 4 Standard brake on the Boxster S
 5 Porsche Ceramic Composite Brake (PCCB)

Wheels

The standard wheels on the new Boxster models are now one inch larger in diameter compared with those of the previous models. Made from a lightweight alloy, the larger wheels reinforce the new design's imposing presence and further hone its performance edge.

The new Boxster is equipped with 18-inch wheels. Their minimalist five-spoke design is sporty and elegant in equal measure. Tire sizes are 235/45 ZR 18 and 265/45 ZR 18 at the front and rear respectively.

The Boxster S has 19-inch wheels with a dynamic dual-spoke design. The tire size at the front is 235/40 ZR 19 and 265/40 ZR 19 at the rear.

The larger rolling circumference improves comfort and performance. At the same time, the rolling resistance of the new generation of tires has been reduced, which, in turn, helps to reduce fuel consumption.

Wheels up to 20 inches are available as an option.

Tire Pressure Monitoring System (TPMS)

The standard Tire Pressure Monitoring System (TPMS) sends warnings to the onboard computer's display screen in the event of low tire pressure. The 4.6-inch TFT screen in the instrument cluster enables the driver to check the pressure in all four tires. The system updates quickly and accurately after every engine start, tire pressure correction, or wheel change—for increased comfort and safety.

Brakes

Both models are equipped with four-piston, aluminum monobloc fixed calipers at the front and rear. This design means that not only are the brakes extremely resistant to deformation, but they are lightweight for a particularly fast and sensitive braking response.

The new generation of brake caliper at the front axle, combined with enlarged brake pads and the newly developed brake booster, has managed to improve braking and component stability even during continuous use. These

two characteristics have also been optimized by the newly developed brake ventilation system with a modified air spoiler at the front and rear axles.

The enhanced dynamics of the Boxster and Boxster S also demand appropriate brake discs. All Boxster brake discs are internally vented and cross-drilled for improved braking in wet conditions. On the Boxster S, the diameter of the front brake discs has been enlarged by 0.59 of an inch, to 12.99 inches. At the rear, the diameter is the same as on the Boxster—11.77 inches. The brake calipers on the Boxster and Boxster S are black and red respectively.





Porsche Ceramic Composite Brakes (PCCB)

The optional Porsche Ceramic Composite Brake (PCCB) system has long proven its worth in motorsports, fitted in cars that compete in demanding events such as the Porsche Mobil 1 Supercup.

The cross-drilled PCCB ceramic brake discs for the new Boxster have a diameter of 13.77 inches front and rear for even more formidable braking performance.

The use of six-piston, aluminum monobloc fixed brake calipers on the front axle and four-piston units at the rear—all finished in yellow—

ensures extremely high brake forces, which are exceptionally consistent.

PCCB enables shorter braking distances in tough road and race conditions. Excellent fade resistance ensures greater balance when slowing from racetrack speeds.

The ceramic brake discs are approximately 50 percent lighter than standard discs of similar design and size. This represents a major reduction in unsprung and rotating masses. The consequence of this extremely low weight is better roadholding and increased comfort, particularly on uneven roads, as well as enhanced fuel economy.

Please note that circuit racing, track-day use, and other forms of performance driving can significantly reduce the service life of even the most durable pads and discs. As with conventional high-performance braking systems, we recommend that all brake components be professionally inspected and replaced where necessary after every track event.

Electric Parking Brake

The electric parking brake, which can be activated and deactivated manually, is released automatically as you pull away with your seat belt fastened. A hill-hold function is integrated as standard for the manual gearbox and for PDK. It assists you in making a comfortable, smooth, and roll-free start on an incline.

Whenever you come to halt on an incline, this is detected automatically and the braking effect of the electric parking brake is supplemented by application of the wheel brakes. As long as a gear remains engaged, the brake pressure is maintained at all four wheels. To pull away, simply apply throttle (manual gearbox: Apply throttle and release the

clutch pedal). The wheel brakes are released as soon as sufficient starting torque is available, and the parking brake is released as the vehicle moves off.



Porsche Stability Management (PSM)
Enhanced Porsche Stability Management (PSM) is standard. This system uses sensors to continuously monitor the speed, yaw velocity, and lateral acceleration of the car. Using this information, PSM is able to calculate

the actual direction of travel at any given moment. If the car begins to oversteer or understeer, PSM applies selective braking on individual wheels in order to help restore stability.

Under acceleration on wet or low-grip road surfaces, PSM improves

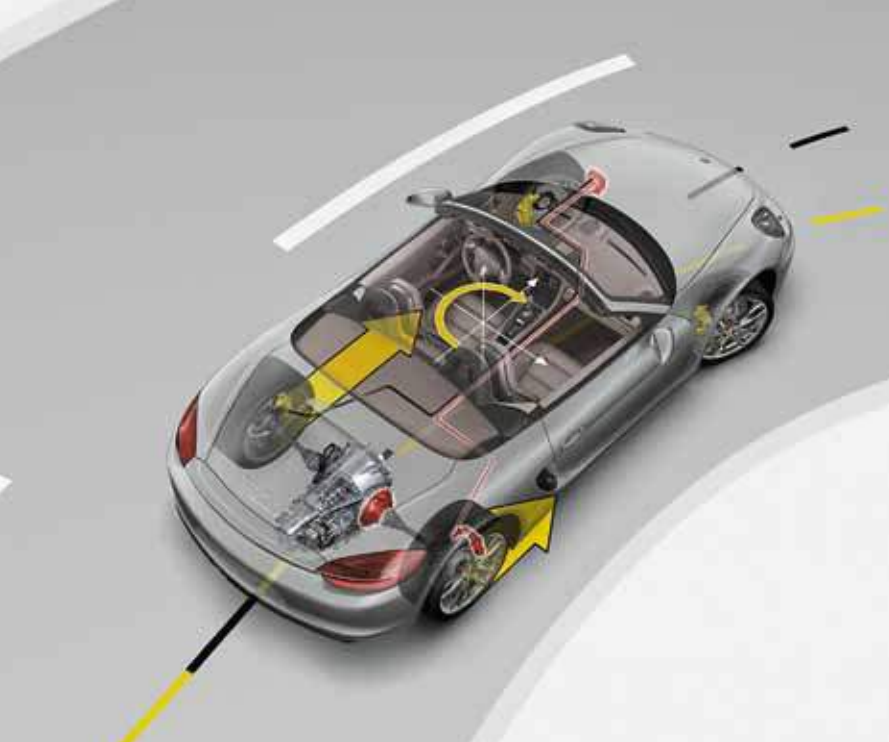
traction—as well as agility and safety—using the Automatic Brake Differential (ABD) and Anti-Slip Regulation (ASR). Integrated ABS is designed to minimize braking distances.

If you prefer an even sportier drive, PSM can be switched off. For your

safety, however, PSM remains set to intervene if the vehicle is braked and ABS assistance is required. ABS and ABD remain switched on at all times. Also included with PSM is Engine Drag Torque Control (EDC), precharging of the brake system, and Brake Assist. If

you suddenly release the accelerator pedal, PSM automatically prepares for your next action: The braking system is precharged so that the brake pads are already in light contact with the brake discs. Maximum braking power is therefore achieved much sooner. Brake

Assist detects a panic braking situation and generates the brake pressure required for maximum deceleration.



Porsche Torque Vectoring (PTV)

This optional system for increasing dynamic performance and stability varies the distribution of torque to the rear wheels and includes a mechanically locking rear differential.

When the car is driven assertively into a corner, moderate brake pressure is applied to the inside rear wheel.

Consequently, a greater amount of driving force is distributed to the outside rear wheel, inducing an additional rotational pulse (yaw movement) around the vehicle's vertical axis. This results in a direct and sporty steering action as the car enters the corner.



At low and medium vehicle speeds, PTV significantly increases agility and steering precision. At high speeds and when accelerating out of corners, the rear differential lock helps to ensure greater driving stability on a range of surface conditions, including wet and snow.

The results are remarkable stability, easier handling, and outstanding traction, as well as greater agility at speed with precise steering and stable load-transfer characteristics. What else? As ever, lots of excitement at every twist and turn.



Sport Chrono Package

Time is precious and every hundredth of a second counts. The optional Sport Chrono Package provides an even sportier tuning of throttle response and handling characteristics.

The package comprises dynamic transmission mounts, a performance display, a digital and analog stopwatch, and the Sport Plus button. When this is pressed, optional Porsche Active Suspension Management (PASM) offers more intensive roadholding, switching to Sport mode for firmer damping and more direct steering.

The trigger threshold for the Porsche Stability Management (PSM) system is raised. Agility is perceptibly enhanced when braking for corners with PSM, allowing even sportier braking and exit acceleration. For even greater dexterity,

PSM can be set to standby while the car is still in Sport Plus mode. For safety, it is set to intervene automatically only when ABS assistance is required.

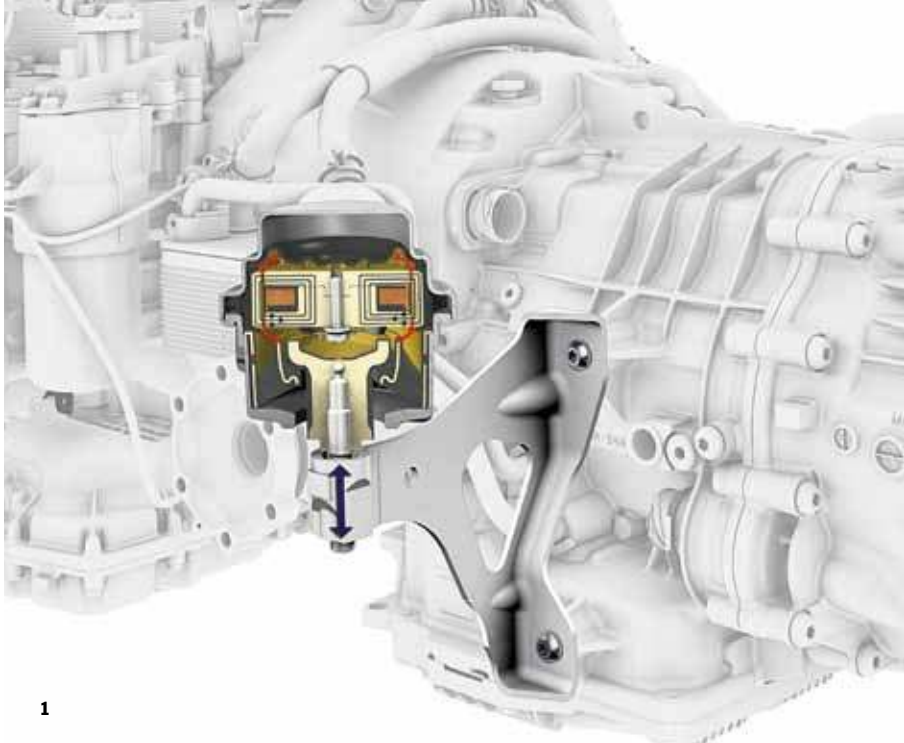
In conjunction with the optional PDK, the Sport Chrono Package comes with two additional functions. The first is Launch Control, which is designed to optimize acceleration from a standing start.

The second function is a motorsport-derived gearshift strategy. Using this, Porsche Doppelkupplung (PDK) is geared up for the shortest possible shift times and optimal shift points, while torque boosts during gear changes provide the maximum acceleration available. This involving experience is further enhanced by overrun downshifts and the throttle-blip function for uncompromising driving pleasure.

An additional display in either the steering wheel or the instrument cluster indicates

the Sport or Sport Plus button—and, with PDK, Launch Control—has been activated. In conjunction with the optional Porsche Communication Management (PCM), a special display enables you to view, store, and evaluate lap times or other driving times. It shows the total driving time, lap distance, lap number, and lap times recorded so far.

- 1 Sport Chrono display on the PDK steering wheel
- 2 Sport Chrono stopwatch
- 3 Sport and Sport Plus buttons



1

Dynamic Gearbox Mounts

Dynamic gearbox mounts are included as part of the optional Sport Chrono Package. They are designed to enhance both performance and comfort by controlling centrifugal forces.

The electronically controlled system minimizes the oscillations and vibrations of the entire drivetrain, especially the engine.

The gearbox is bolted to the body by two mounts. Like any mass, it obeys the law of inertia. This means that it will continue moving in a uniformly

straight line unless some force causes it to change direction. Put more simply: When you are driving into a curve, the vehicle will follow your steering but, at first, the mass of the drivetrain will not. This means that the rear of the vehicle will ultimately be pushed outward as a result of the drivetrain's force of inertia.

Dynamic gearbox mounts minimize this effect. Steering angle and both longitudinal and lateral acceleration are constantly recorded by sensors. The stiffness and damping performance of the gearbox mounts adapt to changes in driving style and road surface conditions, which is achieved by use of a fluid with

magnetic properties. This results in greater traction, perceptibly more stable handling under load-change conditions and in fast corners, and, in conjunction with the Launch Control function for example, extremely fast acceleration.

Using the Sport or Sport Plus button, you can switch the dynamic gearbox mounts from Normal to Sport or Performance mode and intensify your driving pleasure.

In conjunction with the optional PCM, the g-force graphic on the TFT screen in the right-hand circular instrument enables you to view the lateral and longitudinal forces as they act on the vehicle.

1 Dynamic gearbox mounts



Lights

Clear glass halogen headlights are fitted as standard on the Boxster. The Boxster S is equipped as standard with Bi-Xenon™ headlights. On both models, LED daytime running lights and position lights are housed in a separate auxiliary light unit above the outer air intakes. LEDs provide powerful illumination, respond extremely rapidly to driver

input, offer a longer service life, and have an unmistakable appearance.

LED technology opens up entirely new possibilities for designers. Not only are LEDs capable of fulfilling all the functions of the imposing taillights and third brake light—they are integral to safety and create a look that is unmistakable, day and night.

Bi-Xenon™ Headlights Including Porsche Dynamic Light System (PDLS)

Why should independence be enjoyed only at night? The optional Porsche Dynamic Light System (PDLS)—which comprises Bi-Xenon™ headlights with halogen main-beam headlights, a headlight-cleaning system, and automatic dynamic range control—provides

uniform illumination of the road, whether dipped or high beam is selected.

The dynamic cornering light function swivels the main headlights toward the inside of a curve, based on steering angle and road speed. Put simply, a greater part of the road ahead is illuminated the moment you enter a curve.

The system also includes a speed-sensitive headlight range control function. Stage 2 is designed for driving at higher speeds, such as when on the highway. Another function of PDLS is the adverse weather function. Activated when you switch on the rear fog light, it reduces the effect of reflection phenomena in poor visibility conditions.

at lower speeds such as in city traffic. Stage 2 is designed for driving at higher speeds, such as when on the highway. Another function of PDLS is the adverse weather function. Activated when you switch on the rear fog light, it reduces the effect of reflection phenomena in poor visibility conditions.

Automatic Headlight Activation

In the new Boxster models, automatic headlight activation is available as standard. The system automatically switches between daytime running lights and dipped beams, based on ambient lighting conditions.

- 1 Night design, front
- 2 Night design, rear
- 3 Taillight
- 4 Brake light
- 5 Taillight and direction indicator

The foundation of Intelligent Performance.

Safety.

All of the performance goals of a Porsche are grounded in the belief that peace of mind is essential to driving pleasure. The active and passive safety concept of the new Boxster models is founded on a precisely engineered chassis and high-performance braking system. It also involves intelligent control systems such as Porsche Stability Management (PSM), and depends on an innovative body construction designed to keep your roadster stable without diminishing its agility.

Engineered Body Design
The bodyshell of the new Boxster models is based on an intelligent lightweight principle involving the composite construction of aluminum and steel. The use of dissimilar but precisely combined components makes it possible to utilize specific material properties exactly where they are needed. Not only does this provide a high level of safety for the driver, but it also offers a considerable weight saving compared with the bodyshell of the previous model. This is why the

doors of both luggage compartment lids are made from lightweight aluminum.

The crumple zones in the front and rear aprons feature integral light-alloy bumpers, while impact absorbers offer additional safety. For the protection of occupants, energy-absorbing padding is used selectively in important areas within the passenger cell.





Rollover Protection

In the event of a rollover or side impact, the Boxster models employ a dual rollover protection strategy. The front rollover protection element is made from super and ultra high-strength steels. The new supplemental safety roll bars

located behind the seats are a composite construction of aluminum and steel. The upper seat-belt guides are mounted on the rollover bars for easier fastening.

Porsche Side Impact Protection (POSIP) System

Both new Boxster models are equipped as standard with the Porsche Side Impact Protection (POSIP) system. It is comprised of two side airbags on each side. An integral thorax airbag is located in the outer side bolster of each seat,

while the door panels each contain an upward-inflating head airbag. Each thorax airbag has a volume of 0.35 cubic feet, and each head airbag 0.52 cubic feet, ensuring excellent protection in the event of a side impact, even with the top down. POSIP additionally includes steel side-impact protection elements in the doors.







**Live for the moment.
Plan for tomorrow.**

Environment.

Every automotive manufacturer must ask itself what it has to offer in terms of reducing environmental impact. At Porsche, our answer has long been the same: Intelligent Performance—a combination of high power output and high efficiency.

In recent years, Porsche has managed to reduce fuel consumption across all model ranges by a double-digit* percentage compared with the respective previous model, even though performance has been increased in every generation. This is made possible by an efficient drive concept (e.g., Direct

Fuel Injection (DFI) and VarioCam Plus), lightweight construction, optimized aerodynamics, and low rolling resistance.

The environmental management team at the Porsche Development Center in Weissach aims to demonstrate a high level of environmental responsibility. Here, technological developments are carried out with environmental protection in mind.

The goal is to enhance performance—but, where possible, not at the expense of the environment. We achieve this goal with Intelligent Performance, as epitomized by the Boxster.

Exhaust Emissions Control

Vehicles manufactured by Porsche demonstrate that even high-performance sports cars can achieve moderate fuel consumption and exhaust emissions values in their respective category.

This is achieved, on the one hand, through the use of fuel-efficient technologies such as Auto Start Stop, thermal management, electrical system recuperation, Direct Fuel Injection (DFI), VarioCam Plus, and, in conjunction with optional PDK, coasting mode.

On the other hand, newly developed catalytic converters provide efficient emissions control, while the stereo lambda sensors control and monitor each cylinder bank separately. For each exhaust tract, oxygen sensors, together with the engine electronics and injectors, regulate the composition of the exhaust gas, while lambda sensors on each cylinder bank monitor pollutant conversion in the respective catalytic converter.

*Note: Please see fuel economy estimates on page 108.



Fuel Economy and Recycling

Intelligent lightweight construction has been fundamental to the Porsche identity since 1948 for both technical and ecological reasons. This forms the basis for achieving efficient fuel consumption values in conjunction with outstanding performance.

On the technical side, various components are made with a high proportion of aluminum, magnesium, plastics, and super high-strength sheet steel. The materials used have been selected for their ability to withstand load, yet they are considerably lighter than conventional steel. As a result, the bodyshell of the new Boxster models has a light-alloy content of approximately 46 percent.

On the ecological side, all materials used are meticulously selected. We use only innovative and environmentally friendly components. All synthetic components are easily recyclable, and each material is labeled to facilitate its separation for recycling. The reduction in the number of plastic variants helps to ensure more efficient

recycling. Recycled plastics are used where they meet our exacting technical requirements. In short, the new Boxster is approximately 95 percent recyclable.

In addition, Porsche uses a high proportion of environmentally friendly water-based paints. For us, environmental protection does not begin at the end

of a vehicle's life. It starts at the planning and development stage.

Fuel

Both Boxster models are designed to operate on fuels with an ethanol content of up to 10 percent. Ethanol has a positive impact on the CO₂ balance since the plants grown for the production of this biofuel also absorb

CO₂ from the atmosphere. The release of hydrocarbons from the fuel system has been minimized, thanks to the active carbon filter and the multilayered material from which the fuel tank is made. All fuel lines are made from multilayered plastic, steel, or aluminum.

Servicing

Long service intervals offer clear advantages. For you, they reduce costs and save time. For the environment, they assist in the sparing use of consumables and replacement parts. For full details of service intervals, please contact your Authorized Porsche dealer.



The ideal two-place cockpit.

Interior and comfort.

The interiors of the new Boxster models are purposefully designed to provide its two occupants complete comfort, convenience, and security.

The geometric form of the cockpit follows a clear direction: forward. The elevated center console orients the driver optimally into the vehicle by positioning the shift lever close to the steering wheel for fast and sporty gear changes.

The generously proportioned interior is light and offers plenty of space for driver and passenger comfort. The individual controls are designed to minimize driver distraction and offer simplicity and intuitive ergonomics.

The standard CDR audio system combines with the optional Sound Package Plus to deliver impressive acoustic performance and has a touchscreen for easy operation. Available as an option, the Bose® Surround Sound System creates an authentic sound experience with eight amplifier channels, 10 loudspeakers, and a total output of 445 watts.

The interior materials are high-quality, and the refined tone is enhanced by a wealth of silver-colored details. These are found on the dashboard trim strip, the center console, the door pulls, the glove compartment release lever, the side and center air vent, and the model designation plaque on the center console.

The steering wheel rim and gear lever/selector are sporty and stylish at the same time. The door-pull inlays are typically Porsche. Finished in leather, they represent a balanced blend of design and functionality. In the Boxster S, the door armrests and the center console storage compartment lid are also finished in leather.

For even sportier elegance, you can request the optional leather package for a stylish leather finish on purposefully selected interior features. As always, a comprehensive leather interior package is also available as an option.

1 Boxster S with natural leather interior in Carrera Red, PDK, and other optional equipment available from selected product ranges including Porsche Exclusive





Leather Package

You may have thought the interior of your new Boxster couldn't be any more stylish, but the optional leather package enhances its overall appeal by adding a leather finish to the instrument cowl, center console storage compartment lid, seat centers, side bolsters and headrests, door armrests, and door

pulls. With the leather package, all of these feature a silver-colored trim strip, which accentuates the dynamic and sweeping design of the interior.

You have a choice between a minimalist single-tone interior—with one of the standard colors Black, Platinum Grey, Luxor Beige, or Yachting Blue—and a

two-tone combination of Agate Grey and Pebble Grey¹ or, exclusively available for the leather package, Agate Grey and Lime Gold. The features in leather (on the seats, only the seat centers) are finished in the contrasting color.

Instruments

The powerful performance of the new Boxster models may be indescribable, but it can be measured. The three circular instruments give you all the information you need. The rev counter with digital speedometer is positioned in the center. In the Boxster S, the dial face is aluminum-colored; in the Boxster, it is



finished in minimalist black. The instrument on the left contains the analog speedometer with digital trip meter and total distance display.

A new feature of the right-hand circular instrument is the high-resolution 4.6-inch TFT color screen. It provides you with a continuous stream of data

from the onboard computer, reminds you of your selected communication and audio settings, enables you to customize vehicle settings, delivers various warnings including alerts from the optional Tire Pressure Monitoring System (TPMS), and, in conjunction with the optional PCM, displays the navigation system map.



1 Leather package in Agate Grey and Lime Gold
2 Boxster instruments
3 Boxster S instruments

¹Additionally available from 07/2012 at the earliest: two-tone combination of Agate Grey and Amber Orange.



Steering Wheels

Where your journey takes you is in your hands. For this reason, all available steering wheels feature a high-grip rim in Smooth-Finish Leather and offer outstanding ergonomics. The reach from the steering wheel to the shift lever is short for sporty and fast gear changes.

In combination with the power seats, the steering wheel is also electrically adjustable and, for even more convenience, a memory function is included.

Sport Steering Wheel

The three-spoke sport steering wheel is fitted as standard and offers up to 1.18 inches of adjustment for both height and reach. The steering wheel rim is upholstered in Smooth-Finish Leather. In conjunction with the optional PDK, the steering wheel features two ergonomic switches. One press with the thumb and PDK shifts up. One pull with the index finger and PDK shifts down. Either the right or left hand can be used.

With the optional Sport Chrono Package and PDK, there is an additional display above the airbag module. It tells you whether the Sport, Sport Plus, and Launch Control functions are activated.

The optional multifunction steering wheel provides extra operating comfort with four function buttons and two thumbwheels for convenient operation of many audio, telephone, and navigation functions.

SportDesign Steering Wheel

Visually, the optional SportDesign steering wheel is distinguished by its stylish twin-spoke design.

In conjunction with PDK, the steering wheel features two gearshift paddles. Made from a strong alloy, they are ergonomically located behind the right and left steering wheel spokes. Pull the right-hand paddle and PDK shifts up. Pull the left-hand paddle and PDK shifts down.

When combined with the optional Sport Chrono Package and PDK, the steering wheel has an additional display in the left- and right-hand spokes to indicate whether the Sport, Sport Plus, and Launch Control functions are activated.

Steering Wheel Heating

For extra comfort on those cold days, a heating function is available as an option for the sport steering wheel and the multifunction steering wheel. The heating is activated by a separate control button on the steering wheel, and the rim is warmed to a pleasant temperature. Cold weather should never be a reason to prevent you from enjoying your open-top driving experience.

- 1 SportDesign steering wheel
- 2 Sport steering wheel
- 3 Multifunction steering wheel
- 4 SportDesign steering wheel with gearshift paddles in conjunction with PDK



Sit here, and it's hard to imagine yourself anywhere else.

Seating.

Sport Seats

The standard sport seats are comfortable and provide support even during performance driving. The seat centers are finished in Alcantara®, a material renowned in motorsport for its durability. The seats are equipped as standard with electric backrest adjustment and manual height and fore/aft adjustment.

Sport Seats Plus

The optional Sport Seats Plus are upholstered in Smooth-Finish Leather. The side bolsters of the seat cushion and backrest are more prominently defined and have a firmer, sportier padding for even better lateral support. The backrest shell up to the headrest has a Silver Grey Metallic paint finish. To help you find the optimal posture, the seats feature electric backrest adjustment and manual height and fore/aft adjustment.

Power Sport Seats

If you don't want to sacrifice sportiness for comfort, the optional Power Sport Seats offer fully electric adjustment of seat height, backrest angle, seat cushion angle, and seat cushion depth. Also electrically operated are the fore/aft adjustment, four-way lumbar support, and even the steering column. The memory function supports the exterior mirrors and all seat positions on the driver's side as well as settings for the steering wheel, lights, wipers, two-zone automatic climate control (optional), door locks, PCM (optional), and instrument cluster.

Adaptive Sport Seats Plus

The optional Adaptive Sport Seats Plus are the ideal combination of sport and comfort. Offering 18-way power adjustment, the seats can be fully adapted to meet your preferred position, including seat height, seat cushion and backrest angle, seat length, fore/aft adjustment, and four-way lumbar support. Steering-column adjustment is also electronically supported.

In addition, the side bolsters on the seat cushion and backrest are independently adjustable for added comfort on winding

roads. Also included is the personal memory for all seat positions (apart from the side bolsters) on the driver's side as well as the positions of the steering wheel and exterior mirrors. The memory function additionally supports settings for the lights, wipers, two-zone automatic climate control (optional), door locks, PCM (optional), and instrument cluster.

Seat Heating and Ventilation

Seat heating is available as an option for all seats. Seats are heated in the seat cushion, backrest, and side bolsters.

On request, all Boxster seats can be equipped with seat ventilation (only in conjunction with seat heating). A slipstream effect is produced by active ventilation of the perforated seat center and backrest and by passive aeration at the side bolsters. This evaporates perspiration moisture and, therefore, makes for a dry and pleasant seating environment, even in hot weather.

- 1 Standard sport seat
- 2 Sport Seat Plus
- 3 Power Sport Seat
- 4 Adaptive Sport Seat Plus with optional electric seat heating and seat ventilation



The tools of independence.

Additional comfort and convenience features.

Air-Conditioning System

An air-conditioning system with integrated active carbon filter is fitted as standard. The filter traps particles, pollen, and odors. The ventilation pattern is wide and the air conditioning is quiet and effective.

Two-Zone Automatic Climate Control

Two-zone automatic climate control is available as an option. It provides an enhanced ventilation effect and has separate temperature controls for the driver and front passenger. The available air-conditioning modes are gentle, normal, and strong.

The automatic air-recirculation function permanently monitors air quality, reduces humidity, and switches from fresh to recirculated air when required. Another

function makes it possible to use the residual heat of the engine to heat the passenger compartment for up to 20 minutes with the ignition switched off.

Storage Compartments

Ingenious storage solutions create plenty of space: the lockable glove compartment, the compartment with a power socket under the armrest in the rear center console, and the uncovered compartment to the front of it. In conjunction with the smoking package, the uncovered compartment makes way for an ashtray with a lid. Other storage features include two compartments in each door, a net in the passenger footwell, clothes hooks on the seat backrests, and two practical cupholders above the glove compartment.

Light Design Package

The optional light design package comprises dimmable LEDs in the door panels, overhead console, and footwells. LED lighting in the luggage compartments is additionally included.

“Welcome Home” Lighting

The standard “Welcome Home” lighting function automatically switches on the LED daytime running lights for a user-defined period whenever the vehicle is opened or closed using the key remote.

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 clearer visibility, even in poor weather.

- 1 Door storage compartments
- 2 Cupholder
- 3 Air-conditioning system
- 4 Two-zone automatic climate control
- 5 Uncovered center console storage compartment





Exterior Mirrors and Rearview Mirror

The new Boxster models come equipped with electrically adjustable and heated exterior mirrors, standard.

Available as an option, electrically folding exterior mirrors with door courtesy lighting on both sides of the vehicle make it easier to find your way in the dark.

An auto-dimming function for the exterior mirrors and rearview mirror with an integrated rain sensor for the windshield wipers is available as an option.

ParkAssist

Optional ParkAssist is activated the moment you select Reverse gear. An audible signal gives a warning if you reverse too close to a large obstacle.

An enhanced version of ParkAssist also provides monitoring of the area to the front of the vehicle. Ultrasonic sensors are neatly integrated into the front and rear aprons. The audible alert is supplemented by a visual warning in the central display of the CDR audio system or optional PCM, which shows a graphical representation of the vehicle from overhead.

HomeLink®

(Programable Garage Door Opener)

The standard programable 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.

Anti-Theft Protection

Both new Boxster models are equipped as standard with an immobilizer with in-key transponder. In addition, the Boxster S has an alarm system with contact-sensitive exterior protection. A radar-based interior surveillance system, which enhances protection with the top closed, is available on request.

A combined alarm and radar-based interior surveillance system is available as an option for the Boxster.

Two Luggage Compartments

The two luggage compartments are further proof that the Boxster harmoniously combines the spirit of sport with everyday practicality like never before. The front and rear compartments have a capacity of 5.29 and 4.59 cubic feet respectively, regardless of whether the top is up or down. The interior

surfaces are carpet-lined and the lids are made from aluminum. The two service openings in the rear luggage compartment provide convenient access to the coolant and engine oil filler caps. The separate Porsche Design Driver's Selection catalog contains a selection of matching luggage accessories.

1–3 Loading options with luggage items from the Porsche Design Driver's Selection (items of luggage from the PTS AluFrame and PTS Soft Top series)



Fully Electric Top

Transformation, at the push of a button. The new Boxster models come with a fully electric top, standard. With the engine running, the processes of opening or closing the top are completed in approximately nine seconds. The top

is operable at up to a speed of 31 mph (50 km/h).

The newly styled top design blends in elegantly with the contouring of



the Boxster models. As a key design feature, it accentuates the new, stretched side view of the vehicle. The top flows backward and sweeps into the body. The especially powerful silhouette promises

excellent dynamic performance and delivers impressive aerodynamics. The top stows away compactly above the engine compartment without reducing the luggage compartment volume. The top motor runs exceptionally quietly, and the modern soundproofing fabric is



robust and improves interior acoustics. The large rear window is made from glass and is electrically heated and scratch-resistant, so you can continue to enjoy your freedom whatever the weather.

Wind Deflector

A wind deflector is available as an option. It reduces air turbulence in the cabin and fits easily to the rollover bar.

1 Wind deflector
2-4 Hood

We've shown you what rock 'n' roll looks like.
Now you want to know how it sounds.

Audio and communication.

CDR Audio System

The CDR audio system is an ideal complement to the resonant engine sound of the new Boxster models. It features a seven-inch color touchscreen, giving you quick and easy access to the most important functions and menus.

The integrated CD radio features an FM dual tuner, 30 memory presets, Dynamic Autostore, and speed-sensitive volume control. The system also includes a sound system with four loudspeakers and a total output of 2 x 25 watts.

For an even more intense listening experience, the CDR audio system can be combined with the Sound Package Plus or the Bose® Surround Sound System on request.

HD Radio® Receiver

For the first time, an HD Radio® receiver is now available as an option on the Boxster. HD Radio technology provides access to all of your favorite FM stations plus a broad range of new digital programming. HD Radio also includes advanced audio and data features that enhance your listening experience.

SiriusXM Satellite Radio® Receiver*

Only SiriusXM® brings you more of what you love. The SiriusXM Satellite Radio® receiver, available as an option for Boxster models, includes a three-month free trial period. This service provides over 130 channels coast to coast, including commercial-free music, plus the best sports, news,

talk, comedy, and entertainment. Welcome to the world of satellite radio. Sports and stocks, also provided by SiriusXM®, give you customized updates on your favorite teams and stocks, so you can arrive at your destination well-informed.

The optional NavTraffic® service, available with SiriusXM®, enables PCM to display continuously updated traffic information in over 130 markets. Avoid congestion before you reach it with information on traffic speed, accidents, construction, and road closings.

The optional NavWeather® service, available with SiriusXM®, allows you to stay informed with driver-friendly weather information on the PCM screen.

See storms and severe weather, keep track of weather warnings, and see the current conditions and 3-day forecasts.

CD or CD/DVD Changer

An integrated six-disc CD changer is available for the CDR audio system on request, while an integrated six-disc CD/DVD changer is available for the optional PCM. Both support the playback of tracks in MP3 format.

*SiriusXM® Radio requires a subscription, sold separately after any trial included with vehicle purchase or lease. **If you decide to continue your SiriusXM® service at the end of your subscription, service will automatically renew and bill until you call SiriusXM® at 1-866-635-2349 to cancel.** See SiriusXM® Customer Agreement for complete terms at www.siriusxm.com. Satellite service available only to those at least 18 and older in the 48 contiguous United States and D.C. Sirius, XM, and all related marks and logos are trademarks of SiriusXM® Radio Inc.

Sound Package Plus for PCM and CDR

For sophisticated ears: the optionally available Sound Package Plus.

With a total output of 185 watts, seven loudspeakers combine to create the perfect interior sound experience. Audio settings can be customized using the CDR audio system or optional Porsche Communication Management (PCM).

- 1 CD/DVD changer
- 2-3 SiriusXM® NavTraffic® and NavWeather®





Porsche Communication Management (PCM) Including Navigation Module

The optional PCM is your central information and communication system. It is powerful and multifunctional, yet easy to operate.

The focal point is the intuitive seven-inch high-resolution touchscreen. Almost all functions can be controlled with just your

fingertips, although conventional rotary pushbutton controls are still provided. Radio functions include up to 42 memory presets, Dynamic Autostore, and the FM dual tuner, which continuously scans in the background for the best signal.

The CD/DVD drive plays CDs and audio DVDs and is MP3-compatible. Audio playback of video DVDs

is also supported. A six-disc CD/DVD changer integrated into PCM is available as an option.

A navigation module with high-speed hard drive is included with PCM. For route guidance, it is possible to select between a 2-D display and a 3-D perspective. In some regions, even land and buildings can be displayed in 3-D. Split-screen

mode enables you to view two functions at once, such as the current navigation map and a list of symbols that represent the next navigation instruction.

Electronic Logbook

An electronic logbook is available for PCM as an option. It enables automatic logging on every journey of mileage, route distance, date, time,

starting location, and destination. Data can be downloaded to a USB device and evaluated on your home PC using the software supplied. This information is particularly useful for those who keep logbooks for work- and tax-related purposes.

Voice-Control System

Audio options, route guidance, phone calls, and many other PCM functions can all be controlled using the optional voice-control system. In most cases, you simply say the name of the menu item as seen on the screen. Even lists can be browsed by voice command. For added convenience, there is no need to “train” the system.

Bluetooth® Hands-Free

A standard Bluetooth® interface lets you connect your Bluetooth®-enabled mobile phone to the PCM with Hands-Free Profile (HFP), allowing you to receive and place calls. Basic functions can be controlled via PCM or the optional multifunction steering wheel.

- 1 Porsche Communication Management (PCM)
- 1 Electronic logbook
- 2 Voice-control system
- 3 Bluetooth® Hands-Free

Universal Audio Interface

In conjunction with PCM, you can access content from your iPod® or any other compatible USB device. The USB port, safely located inside the glove compartment, can also recharge your audio device. You can control your iPod® or USB device conveniently and safely using PCM, the optional multifunction steering wheel, or the optional voice-control system. The USB port is also useful for downloading information from the onboard computer, such as performance data from the Sport Chrono Package or the optional electronic logbook.



1

Bose® Surround Sound System

The optional Bose® Surround Sound System really strikes a chord.

Developed specifically for Porsche and optimally tuned for the interior of the new Boxster models, it can be combined with the optional Porsche Communication Management (PCM) or the CDR audio system.

This high-end audio system comprises eight amplifier channels with a total output of 445 watts. Its 10 loudspeakers, including an active subwoofer concealed behind the dashboard, deliver a balanced acoustic pattern.

In combination with the optional Porsche Communication Management (PCM), the Bose® Surround Sound System enables audio playback of DVDs and is thus able to make full use of the impressive sound spectrum of 5.1 digital recordings. Of course, you can still play other audio sources, such as CDs and MP3s, in stereo or, at the push of a button, in one of the virtual surround modes generated by Bose® Centerpoint® 2.

The Bose®-patented AudioPilot® Noise Compensation Technology uses a microphone to continuously measure the ambient noise inside the

vehicle and adapts music playback instantly and automatically so that a consistent sound is maintained—whatever the driving conditions.

The result is a balanced, faithfully reproduced sound and a captivating 360° acoustic experience.

1 Universal audio interface (AUX, USB, e.g., for iPod®) in conjunction with PCM
2 Bose® Surround Sound System

2





Stereotype or model character?

Choices.

Adding your personal touch is a cornerstone of the Porsche ownership experience.

The extensive color palette, for example, gives you the opportunity to make your Boxster even more personal.

You have a choice of four solid colors, seven metallic colors, three special colors, four top colors, and 10 interior colors. With the leather package, the range includes predefined color combinations of Agate Grey and Pebble Grey or Agate Grey and Lime Gold.

The leather interior package additionally includes a two-tone combination of Agate Grey and Pebble Grey.

Of course, you can choose to have your Boxster finished in virtually any other color of your choice. For further information, please refer to the Porsche Exclusive Boxster catalog. It offers an even more comprehensive selection of personalization options for your Boxster and a way to turn something special into something unique.

With our Porsche Tequipment range of accessories, you can always customize your Porsche at a later time. Please consult your Porsche dealer for more details.

Using the Porsche Car Configurator at **porscheusa.com**, you can transform your ideas into reality. Here, you can design your very own Boxster model from the ground up.

1 Boxster with leather package in Agate Grey and Lime Gold, PDK, and other optional equipment

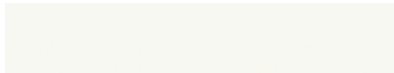


Solid exterior colors.

Metallic exterior colors.²

Special exterior colors.³

Cabriolet top colors.



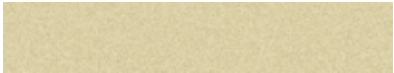
Carrara White¹

Platinum Silver Metallic

Anthracite Brown Metallic

GT Silver Metallic

Black



Racing Yellow

Aqua Blue Metallic

Agate Grey Metallic

Lime Gold Metallic

Blue



Guards Red

Dark Blue Metallic

Basalt Black Metallic

Cognac Metallic

Brown



Black

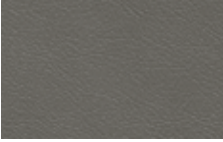
Mahogany Metallic



Red

¹From 07/2012, replaced by White.
²Additionally available from 07/2012 at the earliest: Amaranth Red Metallic.
³Additionally available from 07/2012 at the earliest: Emerald Green Metallic.

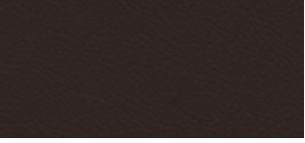
Standard interior colors.

Leatherette/leather ¹ / soft-touch paint ² in interior color.	Carpet.	Floor mats.	Roof liner.
			
Black	Black	Black	Black
			
Platinum Grey	Platinum Grey	Platinum Grey	Black
			
Luxor Beige ¹	Luxor Beige	Luxor Beige	Black ¹
			
Yachting Blue	Yachting Blue	Yachting Blue	Black

Leather package ^{1, 2, 3, 5} (also available in standard colors).		Interior color.	Carpet.
			
		Agate Grey and Lime Gold	Agate Grey
			
		Agate Grey and Pebble Grey	Agate Grey

¹In conjunction with the leather interior or leather package in Luxor Beige, the roof liner, A-pillar trims, cowl, panel, and sun visors are in interior color.
²Soft-touch paint in interior color; A-pillar trims, cowl panel, sun visors in black, and inner door-entry guards with black film finish.
³In Lime Gold or Pebble Grey leather: instrument shroud, door pulls, seat centers, door armrests, and center console main storage compartment lid.
⁴In Agate Grey leather: dashboard including instrument shroud, steering wheel rim and airbag module, door panel upper sections, center console. All other parts in Pebble Grey.
⁵Additionally available for leather package and two-tone combination from 07/2012 at the earliest. Interior color combination of Agate Grey and Amber Orange.

Special colors², two-tone combination^{2, 4, 5}
and natural leather² interior.

Floor mats.	Roof liner.	Leather/soft-touch paint in interior color.	Carpet.	Carpet.	Roof liner.
					
Black	Black	Agate Grey	Agate Grey	Agate Grey	Black
					
Platinum Grey	Black	Agate Grey and Pebble Grey	Pebble Grey	Pebble Grey	Black
					
Luxor Beige		Espresso	Espresso	Espresso	Black
					
Yachting Blue		Carrera Red	Carrera Red	Carrera Red	Black



Bose® Surround Sound System



SiriusXM Satellite Radio® receiver with the optional NavTraffic®

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Now we're offering select options as part of a series of packages.

Our Option Packages make it easier to personalize your Porsche in the most efficient manner and at a better cost to you, making it easier to build that Porsche you have always dreamed of.

Option Packages	Page
Bring advanced audio and information features to the cockpit of your Boxster.	
Infotainment Package	
Porsche Communication Management (PCM) with Navigation Module	77–78
Sound Package Plus	76
SiriusXM Satellite Radio® receiver	78
Infotainment Package with Bose®	
Porsche Communication Management (PCM) with Navigation Module	77–78
Bose® Surround Sound System	79–80
SiriusXM Satellite Radio® receiver	78

Option Package	Page
A few indulgences that increase your driving pleasure.	
Convenience Package	
Wind deflector	74
2-zone automatic air conditioning	69
Seat heating	68
Premium Package	
Wind deflector	74
2-zone automatic air conditioning	69
Seat heating	68
Auto-dimming mirrors	–
Power Sport Seats with driver memory	67
Bi-Xenon™ headlights with Porsche Dynamic Light System (PDLS)	47
Premium Package with Sport Seats	
Wind deflector	74
2-zone automatic air conditioning	69
Seat heating	68
Auto-dimming mirrors	–
Adaptive Sport Seat Plus with driver memory	67
Bi-Xenon™ headlights with Porsche Dynamic Light System (PDLS)	47

The vehicles illustrated in the chapter on personalization may include additional options not featured in this catalog. For information on these options, please consult your Authorized Porsche dealer.



Wind deflector



Bi-Xenon™ headlights with Porsche Dynamic Light System (PDLS)



Supplemental safety roll bars painted in exterior color, in conjunction with wind deflector



Bi-Xenon™ headlights including Porsche Dynamic Light System (PDLS)



ParkAssist (front)



ParkAssist (rear)

Product	Boxster	Boxster S	Code	Page
Exterior				
Metallic paint	○	○	Code	85
Special colors	○	○	Code	86
Colors to sample	○	○	Code	–
Bi-Xenon™ headlights including Porsche Dynamic Light System (PDLS)	○	○	603	47
Deletion of model designation	A	A	498	–
ParkAssist (rear)	○	○	635	72
ParkAssist (front and rear)	○	○	636	72
Auto-dimming mirrors with integrated rain sensor	○	○	P13	72
Electrically folding exterior mirrors with courtesy lighting	○	○	748	72
Supplemental safety roll bars painted in exterior color	○	○	546	91
Supplemental safety roll bars in Aluminum-Look	○	○	547	–
Wind deflector	○	○	551	74

For information on these options, please consult your Authorized Porsche dealer.

Product	Boxster	Boxster S	Code	Page
Engine, transmission, and chassis				
Porsche Doppelkupplung (PDK)	○	○	250	30–31, 66
Porsche Ceramic Composite Brakes (PCCB)	○	○	450	38–40
Porsche Active Suspension Management (PASM)	○	○	475	33
Porsche Torque Vectoring (PTV), including mechanically locking rear differential, only in conjunction with Porsche Active Suspension Management (PASM)	○	○	220	43
Power Steering Plus	○	○	658	35
Sport Chrono Package including dynamic gearbox mounts	○	○	639	44
Sport exhaust system ¹	○	○	XLF	27

¹Available from 07/2012 at the earliest.

– not available ○ extra-cost option • standard equipment A available at no extra cost



Stopwatch (Sport Chrono Package)



G-force display (Sport Chrono Package)



Sport Plus button (Sport Chrono Package), PASM button



PDK gearshift switches on multifunction steering wheel



PDK gear selector



18-inch Boxster S wheel



19-inch Boxster S wheel



20-inch Carrera S wheel



20-inch Carrera Classic wheel



20-inch SportTechno wheel¹



20-inch Carrera Classic wheel with the wheel center with full-color Porsche Crest

Product	Boxster	Boxster S	Code	Page
Wheels				
18-inch Boxster wheels	•	•	–	37
19-inch Boxster S wheels	○	•	400	37
20-inch Carrera S wheels	○	○	423	–
20-inch Carrera Classic wheels	○	○	427	–
20-inch SportTechno wheels ¹ with the wheel center with full-color Porsche Crest	○	○	XRT	–
Wheel centers with full-color Porsche Crest	○	○	446	93

¹Available from 06/2012 at the earliest.

For information on these options, please consult your Authorized Porsche dealer.

Product	Boxster	Boxster S	Code	Page
Interior				
Two-zone automatic climate control	○	○	573	69
Sport seats (2-way, electric)	•	•	–	67–68
Power Sport Seats (14-way) with memory package, including electric steering wheel adjustment	○	○	P06	67–68
Adaptive Sport Seats Plus (18-way electric) with memory package, including electric steering wheel adjustment	○	○	P07	67–68
Seat heating	○	○	342	68
Seat ventilation (only in conjunction with seat heating)	○	○	541	68
Steering wheel heating	•	•	345	66



Memory package (fully electric sport seats or Adaptive Sport Seats Plus)



Seat heating, seat ventilation, two-zone automatic climate control



Adaptive Sport Seat Plus with optional electric seat heating and seat ventilation



Fully electric sport seat

– not available ○ extra-cost option • standard equipment A available at no extra cost



Light design package



Light design package



Smoking package

Product	Boxster	Boxster S	Code	Page
Interior				
Light design package	○	○	630	69
Fire extinguisher	○	○	509	–
Smoking package	A	A	583	69, 95

For information on these options, please consult your Authorized Porsche dealer.

Product	Boxster	Boxster S	Code	Page
Interior leather and natural leather				
Partial Leather seats	○	○	946	–
Leather package	○	○	980	61–65
Leather interior package in standard color	○	○	Code	83
Leather interior package in special color	○	○	Code	–
Leather interior package in two-tone combination	○	○	970	–
Leather interior package in natural leather	○	○	998	–
Leather interior package in color to sample	○	○	Code	–
Multifunction steering wheel	○	○	844	66
SportDesign steering wheel	○	○	840	66

– not available ○ extra-cost option • standard equipment A available at no extra cost



Natural leather interior in Carrera Red and other optional equipment available from selected product ranges including Porsche Exclusive



Two-tone leather interior package in Agate Grey and Pebble Grey and other optional equipment available from selected product ranges including Porsche Exclusive



CDR audio system with optional six-disc CD changer



Electronic logbook for PCM



Voice-control system for PCM

Product	Boxster	Boxster S	Code	Page
Audio and communication options for vehicles with PCM				
Porsche Communication Management (PCM), including navigation module with AUX and USB interface	○	○	P23	77–78
Six-disc CD/DVD changer	○	○	693	75–76
Electronic logbook	○	○	641	77–78
Voice-control system	○	○	671	78

Product	Boxster	Boxster S	Code	Page
Audio and communication options for vehicles with PCM				
Telephone module	○	○	666	–
Cordless handset for telephone module	○	○	669	–
Sound Package Plus	○	○	490	76
Bose® Surround Sound System	○	○	680	79, 89
SiriusXM Satellite Radio® receiver	○	○		75
HD Radio® receiver	○	○		75
Universal audio interface (AUX, USB, e.g., for iPod®)	○	○		79



Porsche Communication Management (PCM) including navigation module



Universal audio interface (AUX)



Bose® Surround Sound System



Universal audio interface (AUX, USB, e.g., for iPod®)

For information on these options, please consult your Authorized Porsche dealer.

– not available ○ extra-cost option • standard equipment A available at no extra cost



Porsche Exclusive

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Factory collection



Panorama



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Symbols of freedom may have changed over the years, but freedom itself is instantly perceptible. You can see it, hear it, and feel it—from one twist and turn to the next.

The new Boxster.
Spirit, declared.



Technical data

	Boxster	Boxster S
Engine		
Cylinders	6	6
Displacement	2.7 liters	3.4 liters
Max. power (DIN) at rpm	265 hp 6700 rpm	315 hp 6700 rpm
Max. torque at rpm	206 lb.-ft. 4500–6500 rpm	266 lb.-ft. 4500–5800 rpm
Compression ratio	12.5:1	12.5:1
Transmission		
Layout	Rear-wheel drive	Rear-wheel drive
Manual gearbox	6-speed	6-speed
PDK (optional)	7-speed	7-speed
Chassis		
Front axle	MacPherson strut suspension with sway bar	Lightweight spring-strut suspension
Rear axle	LSA multi-link suspension with sway bar	Lightweight spring-strut suspension
Steering	Variable-steering ratio, power-assist (electromechanical)	Variable-steering ratio, power-assist (electromechanical)
Turning circle	36.75 ft.	36.75 ft.
Brakes	Four-piston, aluminum monobloc fixed calipers front and rear; discs internally vented and cross-drilled	Four-piston, aluminum monobloc fixed calipers front and rear; discs internally vented and cross-drilled
Vehicle stability system	Enhanced Porsche Stability Management (PSM) (with ABS 9.0)	Enhanced Porsche Stability Management (PSM) (with ABS 9.0)
Anti-lock Brake System (ABS)	ABS 9.0	ABS 9.0
Standard wheels	Front: 8J x 18 ET xx; Rear: 9J x 18 ET	Front: 8J x 19 ET xx; Rear: 9.5J x 19 ET
Standard tires	Front: 235/45 ZR 18; Rear: 265/45 ZR 18	Front: 235/40 ZR 19; Rear: 265/40 ZR 19

	Boxster	Boxster S
Weights	Manual/PDK	Manual/PDK
Curb weight	2,888 lb./2,954 lb.	2,910 lb./2,976 lb.
Performance	Manual/PDK	Manual/PDK
Top track speed mph	164 mph/162 mph	173 mph/172 mph
Acceleration 0–60 mph	5.5 secs/5.4 secs	4.8 secs/4.7 secs
Sport Chrono Package (with PDK) 0–60 mph	–/5.2 secs	–/4.5 secs
Acceleration 0–100 mph	13.1 secs/13.0 secs	11.0 secs/10.9 secs
Sport Chrono Package (with PDK) 0–100 mph	–/12.7 secs	–/10.7 secs
Fuel consumption/emissions*	Manual/PDK	Manual/PDK
City (mpg)	TBD	TBD
Highway (mpg)	TBD	TBD
Combined (mpg)	TBD	TBD
Dimensions/aerodynamics		
Length	172.2 in.	172.2 in.
Width (without door mirrors)	70.9 in.	70.9 in.
Height	50.5 in.	50.4 in.
Wheelbase	97.4 in.	97.4 in.
Luggage compartment volume (front/rear)	5.3 cu. ft./4.59 cu. ft.	5.3 cu. ft./4.59 cu. ft.
Tank capacity (refill volume)	16.9 gal.	16.9 gal.
Drag coefficient	co=0.30	co=0.30

*As of the time of printing, the EPA had not estimated the fuel economy of these vehicles. Please see your Authorized Porsche dealer or visit **porscheusa.com** for the latest information.

Index

A	
Airbags	52
Air-conditioning system	69
Alarm system	72
Anti-theft protection	72
Audio and communication	75–80
Audio interface, universal	79
Audio system	75–76
Automatic climate control, two-zone	69
Automatic headlight activation	48
Auto Start Stop function	27
B	
Bi-Xenon™ headlights	47
Bose® Surround Sound System	79, 89
Boxer engines	21–22
Boxster	15–16
Boxster S	17–18
Brakes	37–38
C	
Cabriolet top, fully electric	73–74
CD/DVD changer	75–76
Chassis	33
Coasting	31

Colors	83, 85–88
Comfort	61–80
D	
Design	9–14
Direct Fuel Injection (DFI)	24
Dry-sump lubrication, integrated	25
Dynamic gearbox mounts	45–46
E	
Electrical system recuperation	28
Electric parking brake	40
Engineered body design	49
Engine management	24
Engines	21–22
2.7-liter engine	22
3.4-liter engine	22
Environment	56–58
Exhaust emissions control	56
Exhaust system	27
Exterior	9–12
Exterior mirrors	
and rearview mirror	72

F	
Fuel consumption	21, 24, 26–27, 30–31, 33, 35, 56–57, 108
H	
Handset for telephone	
module, cordless	98
HomeLink®	
(programmable garage door opener)	72
I	
Instruments	63–64
Integrated dry-sump lubrication	25
Interior	13–14, 61–80
L	
Leather package	61–65, 83, 87, 96
Light design package	69
Lights	47–48
Logbook, electronic	77–78
Luggage compartments	72
M	
Manual gearbox, six-speed	30

N	
Navigation module	77
P	
Panorama	103–104
ParkAssist	72
Parking brake, electric	40
Personalization	83–100
Porsche Active Suspension Management (PASM)	33
Porsche Car Configurator	100
Porsche Ceramic Composite Brakes (PCCB)	38–40
Porsche Communication Management (PCM)	77–78
Porsche Doppelkupplung (PDK)	30–31, 66
Porsche Driving Experience	101
Porsche Dynamic Light System (PDLS)	47–48
Porsche Exclusive	99
Porsche Side Impact Protection (POSIP) system	52
Porsche Stability Management (PSM)	41–42
Porsche Torque Vectoring (PTV)	43
Power steering	35

Power Steering Plus	35
Principle	105
R	
Recycling	57
Rollover protection	51
S	
Safety	49–52
Seat heating	68
Seats	67–68
Adaptive Sport Seats Plus	67
Fully electric sport seats	67, 94
Sport seats	67
Sport Seats Plus	67
Seat ventilation	68
Servicing	58
Smoking package	69, 95
Sound Package Plus	76
Sport button	27
Sport Chrono Package	44
Sport exhaust system	27
Steering	35
Steering wheel heating	66
Steering wheels	65–66

Multifunction steering wheel	66
SportDesign steering wheel	66
Sport steering wheel	66
Storage options	69
T	
Technical data	107–108
TFT screen	13, 37, 46, 64
Thermal management	27
Tire Pressure Monitoring System (TPMS)	37
Transmission	30–31
U	
Universal audio interface	79
V	
VarioCam Plus	25
Voice-control system for PCM	78

W	
Water-repellent side windows	69
“Welcome Home” lighting	69
Wheels	37, 93
Wind deflector	74