



PORSCHE



The new Boxster Spyder
Unfiltered



Rev up your adrenalin levels.

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



Contents

Boxster Spyder concept	6	Interior	32	Summary	56
		Spyder Classic interior package	40		
Design	10	Personalization	42	Technical data	60
		Colors	44	Consumption and emission values	60
Engineering	20	Optional equipment	46		
Engine and transmission	22	Porsche Exclusive	54		
Chassis	24	Porsche Car Configurator	55		
Safety	30				



Boxster Spyder concept





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

Boxster Spyder concept.

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

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

The new Boxster Spyder.

Design





True beauty needs no filter.

Design.

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

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

No wonder that the front of the new Boxster Spyder literally says competitive athlete. Straight away, the large air intakes show how seriously it means it –

as well as being extremely effective at cooling. The middle air intake also directs the air upwards through the vent in front of the luggage compartment lid to reduce aerodynamic lift on the front axle.

Other striking features are the black Bi-Xenon™ headlights and the SportDesign

exterior mirrors. The 20-inch wheels designed especially for the new Boxster Spyder combine lightweight construction with a unique design.





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

originality. The distinctive rear spoiler underlines the performance-driven design and its lines flow seamlessly into the smoked taillights. It deploys automatically when the speed reaches 75 mph, to reduce lift and increase stability.

Integrated into the center is the twin tailpipe from which bursts the unfiltered Porsche sound. Which, thanks to the sport exhaust system, has become an unambiguous call for freedom.

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

Roadster top.

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

Compared to the previous model, it has become much more practical for everyday use. And it can be driven at top speed, with no constraints. It unlocks electrically and then the lightweight roadster top can easily be stowed away by hand beneath the rear lid – without

restricting the luggage compartment volume of course. As an option, the supplemental safety bars can also be painted in the exterior color. And there's a mesh wind deflector available at no extra cost.



www.porsche.com/boxster-spyder-top



Engineering

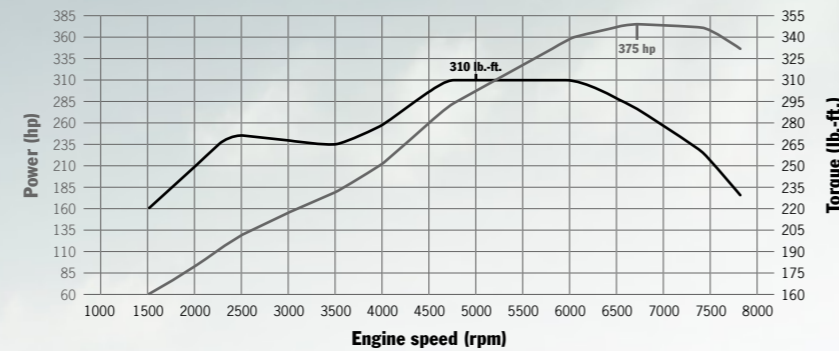


**Like a bungee jump.
Only horizontal.**

Engine and transmission.

The new Boxster Spyder just can't hold back. Its six-cylinder boxer engine, with 3.8-liter displacement, VarioCam Plus and integrated dry-sump lubrication, produces 375 hp at 6,700 rpm. The maximum torque of 310 lb.-ft. is available from 4,750 to 6,000 rpm. And it sprints from 0 to 62 mph in just 4.5 seconds. With a top track speed of 180 mph. The low center of gravity in the middle of the car – typical of a mid-engine – provides great cornering performance. The sport exhaust system provides an even more resonant sound at the press of a button. Sound good? Sounds even better: the power-to-weight ratio is a mere 7.7 lbs/hp.

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



Boxster Spyder: 375 hp at 6,700 rpm, 310 lb.-ft. between 4,750 and 6,000 rpm



The comparative form of road?

Roadster.

Chassis.

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

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

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



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

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

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



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

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

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

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

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





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

Safety.

Brakes.

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

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

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

Ceramic Composite Brakes (PCCB) which have been specially developed to meet the harshest requirements. They are also approximately 50% lighter than standard discs of a similar size.

Passive safety.

The safety concept includes an engineered body design with optimized

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

Interior



Designed for the open road.

Interior.

Every pound that we've taken out of the Boxster, has an effect on performance. The ascending center console means only a short distance from the small sport steering wheel, a typical feature of racing cars, to the gear lever, while the three round instruments with central tachometer provide you with all the relevant information.

The shell of the optional Sport bucket seats is made from glass/carbon-fiber reinforced plastic, for even more of a weight advantage. The 'Spyder' logo is stitched on the headrests. The Alcantara® seat centers are reminiscent of motorsport. An impression that is enhanced by the minimalist door pull loops.

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

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



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

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

In addition to the manual fore/aft adjustment, the optional Sport bucket seats is equipped with an electric height adjustment to provide the best driving position. For more comfort, the Sport Seat plus with electric backrest

adjustment come standard. Providing the optimal seating position are the optional full bucket seats that have an electric height adjustment.





Modern materials, classic design.

Spyder Classic interior package.

The Spyder Classic interior package pays homage to the legendary Spyder models: back in 1958, in its second year, the 718 RSK Spyder took third and fourth place in the 24 Hours of Le Mans and won the European Hill Climb Championship. In 1959 there followed victory in the Targa Florio. A huge amount of power despite the small cubic capacity and only four cylinders. Another member of this famous series is the 718 RS 60 Spyder which Porsche put on the racetrack in 1960. Together they dominated the Hill Climb Championships for years.

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

Trim strips painted in GT Silver Metallic counter the impressive combination of

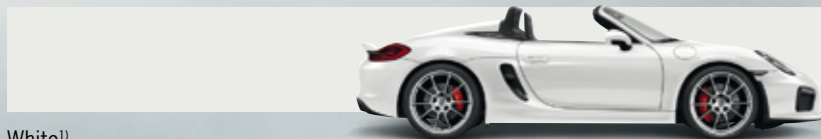
colors with simple elegance and are deliberately reminiscent of the race cars of the sixties. If you want to make it especially authentic you'll choose the Spyder Classic interior package in conjunction with the exterior color GT Silver Metallic.



Personalization



Solid exterior colors.



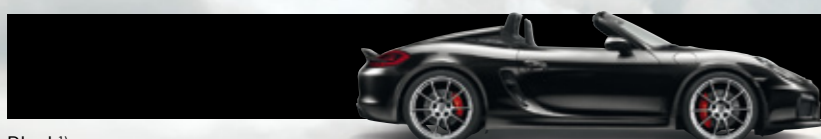
White¹⁾



Racing Yellow



Guards Red

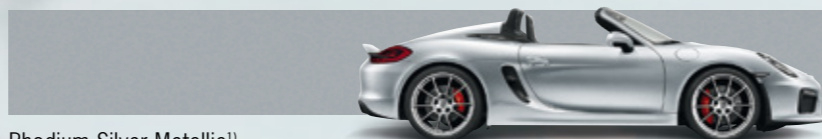


Black¹⁾

Metallic exterior colors.



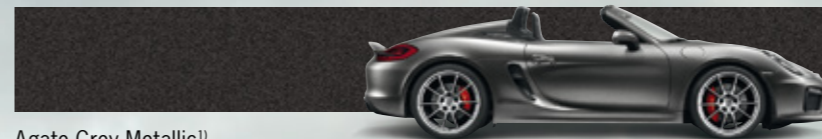
Carrara White Metallic¹⁾



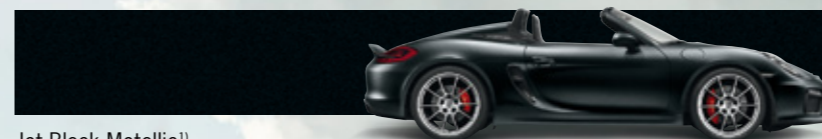
Rhodium Silver Metallic¹⁾



Sapphire Blue Metallic



Agate Grey Metallic¹⁾



Jet Black Metallic¹⁾

Special exterior colors.



GT Silver Metallic¹⁾

Roadster top color.

Black



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

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

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

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

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

o extra-cost option ● standard equipment □ available at no extra cost

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





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

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

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

Option	I no.	Page
Carbon fiber interior.		
Carbon fiber interior package Exclusive	o EGA/ EGB	–
Center console trim in carbon fiber Exclusive	o XHM	–
Aluminum interior.		
Brushed aluminum interior package Exclusive	□ EGC/ EGD	53
Center console trim in brushed aluminum Exclusive	□ XYE	53
Brushed aluminum interior package in black	o P2A/ P2B	52
Brushed aluminum center console trim in black	□ 809	52
Pedals and footrest in aluminum Exclusive	o EFA	54

Option	I no.	Page
Audio and communication.		
CDR audio system	□ 696	–
Six-disc CD autochanger	o 692	–
CDR Plus audio system with Sound Package Plus and universal audio interface	□ P25	–
Porsche Communication Management (PCM) including navigation model and universal audio interface	o P23	37, 52
Six-disc CD/DVD autochanger	o 693	–
Sound Package Plus	□ 490	–
BOSE® Surround Sound System	o 680	–
Burmester® High-End Surround Sound System	o 682	–
Sirius XM® Satellite Radio receiver	o 686	–

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





Porsche Exclusive.

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

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

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

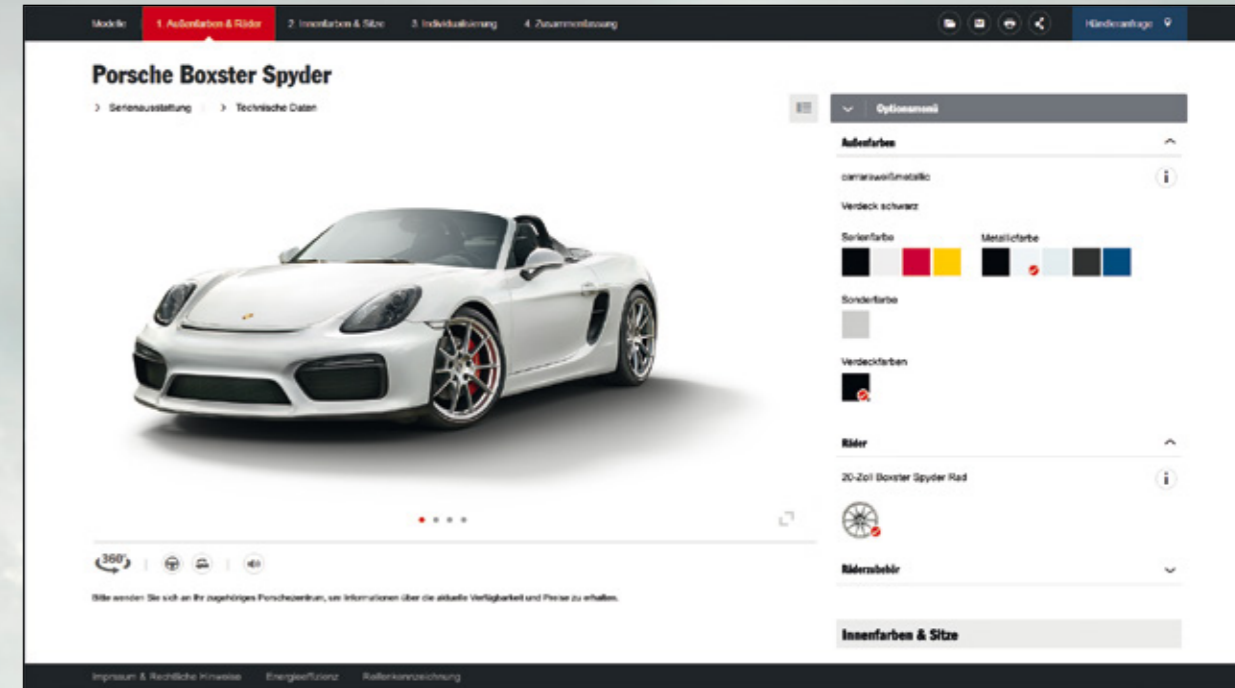
For the truly personal touch, contact our Porsche Exclusive Personal Design Specialists at personaldesign@porsche.us or log onto www.porscheusa.com to find out more.

Porsche Car Configurator.

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

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

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



Summary

The next curve awaits.

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



After all, life doesn't hold back.

Summary.

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

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

The new Boxster Spyder.



Technical data.

Engine	
Cylinders	6
Displacement	3.8 liters
Max. power (DIN) at rpm	375 hp 6,700 rpm
Max. torque at rpm	310 lb.-ft. 4,750–6,000 rpm
Compression ratio	12.5:1
Transmission	
Layout	Rear-wheel drive
Manual gearbox	6-speed
Chassis	
Front axle	Lightweight spring-strut suspension
Rear axle	Lightweight spring-strut suspension
Steering	Variable steering ratio, power-assisted (electromechanical)
Turning radius	36 ft.
Brakes	Six-piston aluminum monobloc fixed calipers front and four-piston aluminum monobloc fixed calipers rear, discs internally vented and cross-drilled
Vehicle stability system	Porsche Stability Management (PSM) with ASR, ABD, MSR and ABS 9.0
Standard wheels	Front: 8.5 J x 20 ET 57, Rear: 10.5 J x 20 ET 47
Standard tires	Front: 235/35 ZR 20, Rear: 265/35 ZR 20

Performance	
Top track speed	180 mph
0–62 mph	4.5 secs
Weights	
Curb Weight	2,899 lbs
Dimensions/aerodynamics	
Length	4,414 mm
Width (including exterior mirrors)	1,801 mm (1,978 mm)
Height	1,262 mm
Wheelbase	2,475 mm
Luggage compartment volume (German Car Manufacturers' Assoc.) front/rear	5.3 cu.ft./4.6 cu.ft.
Tank capacity (refill volume)	approx. 54 liters
Drag coefficient	0.33
Fuel consumption/emissions ¹⁾	
City (mpg)	TBD
Highway (mpg)	TBD
Combined (mpg)	TBD

Dr. Ing. h.c. F. Porsche AG is the owner of numerous trademarks, both registered and unregistered, including without limitation the Porsche Crest®, Porsche®, 911®, and other model names and numbers, and the distinctive shapes of the Porsche automobiles, such as the federally registered 911 and Boxster automobiles. The third party trademarks contained herein are the properties of their respective owners. Porsche Cars North America, Inc., believes the specifications to be correct at the time of printing. Specifications, performance

standards, standard equipment, options, and other elements shown are subject to change without notice. Some options may be unavailable when a car is built. Some vehicles may be shown with non-U.S. equipment. Please ask your authorized Porsche dealer for advice concerning the current availability of options and verify the optional equipment that you ordered. Porsche recommends seat-belt usage and observance of traffic laws at all times.

© 2015 Porsche Cars North America, Inc.

Porsche Cars North America, Inc.
One Porsche Drive
Atlanta, GA 30354
www.porscheusa.com

Effective from: 04/15
Printed in Germany

WLSL1601000223 EN/US

¹⁾ Not available at time of printing. Upon final EPA certification, fuel consumption and emissions data for the U.S. market will be available via porscheusa.com or from your local authorized Porsche dealer.



