The new 718 Boxster
For the sport of it
The new 718 Boxster
Every legend has a beginning. Strictly speaking, the legend of the 718 began back in 1953 with a simple but audacious plan: to take the offensive. Not least on the racetrack.

A rousing statement of intent followed by action: with a four-cylinder horizontally opposed engine, with a consistent lightweight construction and with a cornering performance never witnessed before. The 550 Spyder. A sports car that defied the motorsport standards of its time – because our engineers simply cannot be content with the status quo.

So, in 1953, the first ever Porsche designed specifically for motor racing made its debut on starting grids around the world. And, in doing so, it paved the way for a series of pure-bred mid-engined race cars: from 1957, it was followed by the 718 RSK Spyder – a fundamentally revised version of the 550 A Spyder; the 718 RS 60 Spyder; the 718 W-RS Spyder; and, ultimately, the 718 GTR – the coupé gracing the Spyder line-up.

By the mid-60s, they would go on to claim over 1,000 racing victories – and convincingly outperform a field that was sometimes far superior on paper. At the Targa Florio, for instance, notorious for its tight and twisty mountain roads. At the 12 Hours of Sebring. At numerous hill-climbing events. And, naturally, at the Mecca of racing: Le Mans. It was a winning streak that elevated Porsche from underdog to giant killer. And to the darling of the fans.

Of course, every legend also begs a big question: What comes next? Our answer: we keep going – on the roads beyond the racetracks. And we write a new chapter in the history of the legend. Right there, right now.

Only those who know their roots can develop with a flourish.

The 718 era.

The new 718 Boxster
The new Boxster is the sequel that continues the 718 era. At its heart, a four-cylinder turbocharged horizontally opposed engine beats with the same fighting spirit that delivered countless podium finishes. Its lightweight concept is the embodiment of our vast experience accumulated in endurance and hill-climbing events. In it lives the will to break with standards. And to inspire conviction. So it is entirely appropriate that it, too, should bear these three digits in its name and carry the 718 legend forward.

The new 718 Boxster was made for the sport of it. It’s a mid-engined roadster that unites the sporting spirit of the legendary Porsche 718 with the sports car of tomorrow – and transfers it to the roads of today’s world. With one goal: to take the everyday out of every day.

Compared with the previous model, the result is a new, decidedly more striking design, an even sportier chassis setup and a host of new performance, comfort and assistance systems. And, of course, up to 350 units of turbocharged horsepower (257 kW) – despite a considerable reduction in fuel consumption. Only one question remains unanswered: What are you still waiting for?

The new 718 Boxster. For the sport of it.

For fuel consumption, CO₂ emissions and efficiency class, please refer to page 53.
Design: sharpened.
New vertically opposed engines for increased power, considerably more torque, high rpm limit and lower consumption. Variable turbine geometry (VTG) in the S model.

Power and efficiency: increased.

Sport: forever ready.
Multifunctional GT sports steering wheel with mode switch and SPORT Response button.

Driving dynamics: tremendous.
Sport chassis setup and direct steering for excellent cornering performance. New PASM sports suspension with ride height lowered by 20 mm.

Sound: typically Porsche.
New engines – still delivering the characteristically powerful acoustics of a Porsche horizontally opposed unit, sounding even more urgent with the new sports exhaust system.

Safety: reinforced.
With Lane Change Assist and a further enhanced brake system – greater driving pleasure and greater safety.

Stress-relief: daily.
Adaptive dampers for more comfort on everyday drives. Plus a variety of storage solutions, ample legroom. Two luggage compartments for plentiful stowage – hood open or closed.

Connectivity: web-connected.
Innovative infotainment centre with wireless Internet access, online navigation, Apple CarPlay and Porsche Connect apps.

Lighting concept: visionary.
The LED daytime running lights have been integrated into the Bi-Xenon main headlights – the taillights with four-spot brake lights are newly styled. New optional LED main headlights with four-spot daytime running lights.

The highlights of the new 718 Boxster models.

More arguments for a sporty lifestyle.
Scan code or go to www.porsche.com/718-boxster-highlights and see these highlights in action.

Highlights
Beating the grind has seldom been easier. The new 718 Boxster and 718 Boxster S succeed in doing so with their newly developed four-cylinder turbocharged horizontally opposed engines. And a solid increase in power and torque of up to 25 kW (35 hp) and 100 Nm by comparison with their respective predecessor – achieved despite a considerable reduction in fuel consumption and emissions.

The engines also impress with their direct responsiveness and an extraordinarily wide torque plateau, noticeable – immediately – with each demand for throttle. What’s more, the new 718 Boxster S is also equipped with variable turbine geometry (VTG), providing an even more consistent delivery of power.

The crisp and precise 6-speed manual transmission with short shift throws offers an unadulterated driving experience. Optional Porsche Doppelkupplung (PDK) enhances the experience – achieving superior values for acceleration and economy. Efficiency can promise so much pleasure.

For fuel consumption, CO₂ emissions and efficiency class, please refer to page 53.
Life isn’t played out in the second row, but in the midst of the sporty action. It’s an attitude that the new 718 Boxster reinforces – with the characteristic sound of its horizontally opposed engine, just as you would expect of a Porsche. The acoustic experience becomes even more intense in conjunction with the new optional sports exhaust system. It has been purposefully configured for impressive resonance and a pure sports car sound, as befits a genuine power athlete.

The upgraded Sport Chrono Package provides an even sportier tuning of the vehicle. What’s new is the mode switch on the steering wheel, offering four driving modes to choose from and—in combination with Porsche Doppelkupplung (PDK)—the SPORT Response button for maximum responsiveness. PASM, the active sports suspension with a 20 mm ride height reduction, is available as an option for the Boxster S for the first time.

Direct, precise and agile—the new direct steering system is another innovation fully geared for sporty performance.

The two luggage compartments offer a generous amount of space. After all, nobody says that comfort need be sacrificed in the pursuit of sport.

1) Provisionally available from 07/2016.
The world has quite a lot to offer. And it’s good to know where to find it. Introducing the new version of Porsche Communication Management (PCM) with 7-inch multi-touchscreen as the innovational interface between the driver, car and the rest of the world. A navigation module including voice control system is available as an option.

With the new optional Connect module, PCM offers an even wider range of useful features, such as Porsche Car Connect, Apple CarPlay and a storage compartment in the centre console designed to get the best reception for your smartphone and therefore conserve your battery power.

The optional Connect Plus module adds real-time traffic information, Google Earth, Google Street View as well as a telephone module and wireless Internet access.

For your listening enjoyment, Sound Package Plus offers excellent audio. Alternatively, an even richer experience awaits with the optional BOSE or Burmester Surround Sound System.

For high levels of safety and comfort, the 718 Boxster is compatible with new Lane Change Assist, available as an option. Radar sensors monitor the areas to the rear of the vehicle and the blind spots on either side. And the driver? Focused on what’s most important: the route from A to B.

Between A and B there’s a whole world brimming with possibilities. The driver and the driver’s destinations.

Highlights
Precise, not fanciful. Self-assured, not restrained. Low, wide and sleek. The exterior design of the new 718 Boxster ushered in a new era for the Boxster with sporty, distinctive edges and clearly defined formal contours.

The horizontal geometry of the air intake grilles makes the front end appear even wider – and lends it added bite. The wings? Unmistakably Porsche. Higher than the front lid, they have been styled to give prominence to the new design of the headlight units, which lay bare their inner workings and incorporate the LED daytime running lights.

The side profile emphasizes the mid-engine layout. The wheel arches are large, designed for wheels up to 20 inches in size. One thing is clear: the new 718 models were not intended for the shelter of the garage, but for the pleasure of driving. That’s precisely why the contouring on the doors purposefully directs headwind into the large air intake grilles on either side of the car. This provides the optimum supply of air to the new turbocharged engines, a basis for their powerful forward thrust.

Another sporty detail: new exterior mirrors with v-shaped mirror base.

At first glance: sporty. At second glance: blown away.

Exterior design.
When closed, the fabric hood of the 718 Boxster completes the sleek silhouette typical of a sports car. At the push of a button, it opens and closes fully automatically in nine seconds—even on the move, up to a speed of 50 km/h.

The rear of the new 718 Boxster is an expression of superlative sporty performance—and of the superlative performance of our designers. It is more cleanly defined, more pared back. And yet it’s anything but conformist. The taillights are slimline, their inner workings fashioned three-dimensionally. Four LED brake spotlights are incorporated into each of the horizontal rear light units. Between the two taillights, an accent trim makes the rear end look even wider.

The wing above extends automatically at a speed of 120 km/h, reducing lift to provide even better roadholding performance. The black, sporty rear apron encapsulates a centrally positioned tailpipe, or a twin tailpipe on the 718 Boxster S. The powerful sound? Goes without saying.

How do you recognise a genuine athlete?  
By the amount of time spent seeing them from behind.
Intuitive handling, performance-oriented ergonomics, a clean design. The interior of the new 718 Boxster is also fully geared for sporty performance.

A strong emphasis on the horizontal gives the new dashboard design a striking appearance. And that’s without sacrificing the excellent ergonomics for which Porsche is renowned: the ascending centre console shortens the reach between the steering wheel and the gear lever/selector, while the clear arrangement of function buttons saves time. Motorsport in pure form: the new sports steering wheel is derived from the 918 Spyder. The optional GT sports steering wheel with its smaller diameter further enhances the cockpit feel.

A Boxster hallmark: a cluster of three round instruments, with the rev counter positioned in the centre and flanked by a 4.6-inch colour screen.

The new, fundamentally revised version of Porsche Communication Management (PCM) features a 7-inch multi-touchscreen. With its high-quality glass surface, it is the aesthetically perfect addition to the centre console.

All ideal prerequisites for a sporty, active lifestyle. The details? They’re down to you. Choose from a comprehensive selection of personalisation options and a new range of colours.

Many discover their core strengths during sport. We understand why.

Interior design.
Creating more power is still no challenge. Not unless it’s done the Porsche way – by seeking to achieve a noticeable reduction in fuel consumption at the same time. The result is an increase of up to 25 kW (35 hp) and 100 Nm – together with a decrease of up to 14% in fuel consumption and emissions. And the fun is only just beginning.

The newly developed four-cylinder turbocharged engines with the customary Porsche horizontally opposed arrangement demonstrate responsibility not only for the environment, but also for the adrenaline level of the driver. Acceleration is tremendous – even in the low rpm range. This quality is supplemented by an engine map configured to offer the top rev limits typical of a sports car. This means high compression and a high engine speed combined with good modulation of power output.

The 2.0-litre turbocharged horizontally opposed engine.

The 718 Boxster is equipped with a 2.0-litre turbocharged horizontally opposed engine with direct fuel injection (DFI), VarioCam Plus and integrated dry-sump lubrication. The unit develops 220 kW (300 hp) at 6,500 rpm. Maximum torque is 380 Nm. Thanks to turbocharged induction, it is available as low as 1,950 rpm and prevails until 4,500 rpm. With Porsche Doppelkupplung (PDK), the new 718 Boxster accelerates from 0 to 100 km/h in only 4.9 seconds, reaching a top speed of 275 km/h.

For fuel consumption, CO₂ emissions and efficiency class, please refer to page 53.

At Le Mans 2015 we proved: you can celebrate great victories with four cylinders and an intelligent concept.

The new engines.

The 2.5-litre turbocharged horizontally opposed engine.

The 718 Boxster S draws its power from a capacity of 2.5 litres. The result is 257 kW (350 hp) at 6,500 rpm. The maximum torque of 420 Nm is available across an impressively wide range from 1,900 to 4,500 rpm. This engine – like the unit in the 911 Turbo – also comes equipped with variable turbine geometry (VTG). VTG provides an even more consistent delivery of power and, in turn, significantly greater driving pleasure. Propulsive potential? Top speed is 285 km/h. The new 718 Boxster S with PDK and Launch Control completes the 0 to 100 km/h sprint in just 4.2 seconds.

The 2.5-litre turbocharged horizontally opposed engine.
Variable turbine geometry (VTG).

The new 718 Boxster S comes equipped with variable turbine geometry (VTG). Adjustable guide vanes on the turbine act to combine the benefits of a small and a large exhaust turbocharger. Derived from the proven 911 Turbo and adapted specifically for the 718 Boxster S, this technology helps to deliver excellent responsiveness at low engine speeds and provide a high maximum power output.

For fuel consumption, CO₂ emissions and efficiency class, please refer to page 53.
6-speed manual transmission.
The 6-speed manual transmission offers short shift times for a sporty and directly engaging driving experience. The drive becomes even more of a snap in conjunction with the optional Sport Chrono Package: in SPORT and SPORT PLUS mode, the dynamic throttle-blip function ensures the optimum engine speed for every downshift, a more emotional driving experience and an impressive sound.

Porsche Doppelkupplung (PDK).
7-speed PDK, featuring both a manual and an automatic mode, is available as an option and offers extremely fast gear changes with no interruption in the flow of power. Not to mention even faster acceleration performance and a further reduction in fuel consumption.

For fuel consumption, CO₂ emissions and efficiency class, please refer to page 53.

In life, too, there comes a need to step down a gear. When overtaking, for example.

Transmission.
Expansive plains.
Endlessly long, straight highways.
Best to steer clear.

Chassis.

Anyone can follow the straight and narrow. Only the corner is the true test of mettle. Only in the corner does a sports car really become a sports car. So it’s all the more important to have a chassis that can master any sporting challenge. And be a match for the high-power output of the engine.

The same applies, of course, to the new direct steering system. Its ratio is even more direct by comparison with the previous models and it provides even greater turn-in agility. The extra half an inch on the width of the rear wheels helps to improve both performance and stability. The axle components are for the most part made of aluminium, which keeps the vehicle weight and unsprung masses low. The wide track, long wheelbase and specific chassis construction help to deliver particularly precise and agile handling.

Porsche Active Suspension Management (PASM).

Optional PASM, the electronic damping control system, continuously adjusts the damping force on each wheel, based on current road conditions and driving style. In addition, the body sits 10 mm lower.

PASM has two modes, which can be selected using a separate button on the centre console: ‘Normal’, which is a blend of performance and comfort, and ‘Sport’ where the setup is much firmer. The results are tangible: increased driving stability, improved comfort and enhanced performance.

PASM sports suspension.

The PASM sports suspension is available as an option for the new 718 Boxster S. The body sits 20 mm lower. The springs are harder and shorter, and the anti-roll bars on the front and rear axles are stiffer. The result is another plus for performance – combined with a surprisingly high level of comfort.

Drive...
The new 718 Boxster is equipped with 18-inch wheels featuring an imposing five-spoke design.

The new 718 Boxster S comes with new 19-inch wheels: 10 spokes, bold design language, dynamic appearance. For the sport of it.

A selection of 20-inch wheels is available in our range of options:

1) Provisionally available from 07/2016.
SPORT button.
The SPORT button enables you to select a suspension setup where the emphasis is on either comfort or sporty performance. At the push of a button, the engine dynamics also become even more direct and the optional sports exhaust system is activated.

In vehicles with Porsche Doppelkupplung (PDK), upshifts take place at higher engine speeds and downshifts happen sooner.

Sport Chrono Package.
Adrenaline at the push of a button, goose bumps included: the functions of the optional Sport Chrono Package enable an even sportier tuning of the vehicle.

What’s new is the mode switch on the steering wheel, derived from the 918 Spyder to make you feel closer to the racetrack. Without your hand leaving the steering wheel, you can choose any of four settings: Normal, SPORT, SPORT PLUS and Individual. Now you can adapt the vehicle even more to the way you want to drive.

Yet another tenth of a second teased out of life.

High-performance systems.

1) Provisionally available from 07/2016.
In combination with PDK, the Sport Chrono Package has three additional functions. The first is ‘Launch Control’, which can be used to achieve the best possible standing start – a racing start. The second function is the motorsport-derived gearshift strategy. In this mode, PDK is geared up for extremely short shift times and optimum shift points for the maximum acceleration available.

The third function – SPORT Response – is an absolute first in the new 718 Boxster. Pressing the button in the centre of the mode switch primes the engine and transmission for the fastest possible unleashing of power. In other words, maximum responsiveness – for a period of approximately 20 seconds.

PSM Sport.
In conjunction with the optional Sport Chrono Package, PSM is supplemented by a ‘Sport’ mode. It allows a significantly sportier driving style, with PSM remaining active in the background. For a further enhancement to your driving experience.

Dynamic transmission mounts.
Dynamic transmission mounts are also part of the Sport Chrono Package. The electronically controlled system minimises the perceptible oscillations and vibrations of the entire drivetrain and combines the benefits of a hard or soft transmission mounting arrangement. In short, it enhances both driving stability and driving comfort.
Adaptive cruise control including Porsche Active Safe (PAS). Available as an option in conjunction with Porsche Doppelkupplung (PDK), this enhanced version of cruise control actively regulates the speed of your vehicle in line with the speed of the vehicle in front. A radar sensor scans the road ahead up to a distance of 200 m. In addition, coasting is now possible even while adaptive cruise control is active.

Lane Change Assist. New Lane Change Assist, available as an option, uses radar sensors to monitor the areas to the rear of the vehicle and the blind spots on either side. Above a speed of 15 km/h, the system issues a visual warning signal in the door mirror panel whenever a vehicle rapidly approaches your vehicle from behind or enters one of your blind spots.

ParkAssist and reversing camera. Featuring four inconspicuous sensors in the rear end, optional ParkAssist audibly alerts the driver to the presence of obstacles detected behind the vehicle.

Team play. Even without a passenger. Assistance systems.

Option: ParkAssist upgrade to include monitoring of the front end with four additional sensors, and a reversing camera for precise reverse parking and manoeuvring.

Speed limit indicator. The optional camera-based speed limit indicator informs you of speed restrictions and ‘no overtaking’ zones (start and end). Notifications appear on the display in the instrument cluster and on the screen of PCM.
Porsche Communication Management (PCM).

Infotainment for a new generation: PCM is your control centre for audio and communication functions, operated by means of the new 7-inch multi-touchscreen. A navigation module including voice control system is available as an option.

The optional Connect and Connect Plus modules make the optimum connection between your smartphone and your Porsche. The centre console contains a special smartphone storage tray, which forwards the signal of your mobile phone to the external aerial of the car, sparing the mobile phone battery and providing optimum reception.

Online navigation.

The Connect Plus module also offers real-time traffic information, GOOGLE® Earth and GOOGLE® Street View. In this way, you can see your expected time of arrival and familiarise yourself with your destination even before you set off. The map view and route are updated continuously as your journey progresses. It is possible to input your destination using PCM or, with the new Porsche Connect app, you can, among other things, transfer destinations to the vehicle from the address book or calendar of your smartphone.

Porsche Car Connect.

Both Connect modules include Porsche Car Connect. This convenience feature enables you to control various functions of your car remotely via a smartphone app.

Apple® CarPlay.

Connect and Connect Plus also come with Apple® CarPlay. You can use the apps of your iPhone® even when you’re on the move, all the while keeping your full concentration on the road.

Wireless Internet access.

Another feature of the Connect Plus module is wireless Internet access, which gives you in-car online access from WiFi-enabled client devices (e.g. tablets, smartphones or laptops), simultaneously if necessary.

For further information on Connect and Connect Plus and availability in your country, please visit www.porsche.com/connect or consult your Porsche Centre.

New infotainment features

• Porsche Communication Management (PCM) with mobile phone preparation and Sound Package Plus
• Optional navigation module including voice control system
• Optional Connect module with smartphone storage shelf, Porsche Car Connect and Apple® CarPlay
• Optional Connect Plus module, additionally with telephone module, real-time traffic information, GOOGLE® Earth, GOOGLE® Street View, Connect app and wireless Internet access

The services real-time traffic information, GOOGLE® Street View and GOOGLE® Earth are subject to a fee and require a mobile network subscription. A fee is also payable for data usage for these services. The use of GOOGLE® Earth and GOOGLE® Street View is subject to a separate licence agreement. Please refer to this document. A mobile network data usage licence is required for use of these services.

Sometimes great attachment can mean great freedom.

Infotainment.

Comfort 49
We’ll let the 718 legend be just that for now. And we’ll turn our attention instead to what awaits us in the great outdoors.

To all the cities of this world, and to all the world beyond those cities. To the more than 35 million kilometres of road, with their countless twists and turns. And to being right in the centre of it all. In a mid-engine sports car that conveys with every fibre exactly what it is: insatiable.

The legend lives on. In the new 718 Boxster. For the sport of it.

Life is now open 24 hours.
### Technical data.

#### Engine

<table>
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<tr>
<th>718 Boxster</th>
<th>718 Boxster S</th>
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#### Max. power DIN

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#### Max. power SAE

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#### Compression ratio

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<td>9.5 : 1</td>
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#### Transmission

| Manual/ PDK Manual/ PDK |
|-------------------------|-------------------------|
| 6-speed/ 7-speed | 6-speed/ 7-speed |

#### Fuel efficiency class

- 718 Boxster: G/F
- 718 Boxster S: G/F

#### Tyre identification.

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<th>Tyre type</th>
<th>Size</th>
<th>Fuel efficiency class</th>
<th>Wet grip class</th>
<th>External rolling resistance</th>
<th>External rolling resistance</th>
<th>Drag coefficient</th>
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#### Tyres

- C: Quiet rolling noise
- A: Moderate rolling noise
- B: Loud rolling noise

#### Crash test results

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</tbody>
</table>

#### Aerodynamics

- Drag coefficient: 0.31 (718 Boxster), 0.32 (718 Boxster S)
- Tank capacity: approx. 54 litres (PDK), approx. 64 litres (Manual)

#### Dimensions

- Length: 4,379 mm (718 Boxster), 4,379 mm (718 Boxster S)
- Width: 1,801 mm (718 Boxster), 1,994 mm (718 Boxster S)
- Height: 1,281 mm (718 Boxster), 1,280 mm (718 Boxster S)

#### Other data

- Max. speed: 275 km/h (718 Boxster), 285 km/h (718 Boxster S)
- Permissible gross weight: 1,655 kg (718 Boxster), 1,685 kg (718 Boxster S)
- Unladen weight (DIN): 1,335 kg (718 Boxster), 1,365 kg (718 Boxster S)
- Unladen weight (EC): 1,410 kg (718 Boxster), 1,440 kg (718 Boxster S)
- Weight: 2,497 kg (718 Boxster), 3,237 kg (718 Boxster S)
- Power-to-weight ratio: 9.57 hp/kg (718 Boxster), 9.46 hp/kg (718 Boxster S)
- 0–100 km/h: 5.1 seconds (718 Boxster), 4.9 seconds (718 Boxster S)
- 0–200 km/h: 11.3 seconds (718 Boxster), 11.1 seconds (718 Boxster S)
- 0–160 km/h: 4.6 seconds (718 Boxster), 4.4 seconds (718 Boxster S)

#### Notes

- 1) Data determined in accordance with the measurement methods required by law (Regulation EC 715/2007 as amended). They are intended solely as a means of comparing different vehicle specifications. They are not intended for vehicle selection or to establish a vehicle's fuel consumption or CO₂ emissions.
- 2) Weight is calculated in accordance with the relevant EC Directives and is valid for vehicles with standard specification only. Optional equipment involves an increase in weight. The figures given include the fuel tank capacity and also any optional extras. Actual vehicle weights will depend on the equipment specified.
- 3) Weight is calculated in accordance with the relevant EC Directives and is valid for vehicles with standard specification only. Optional equipment involves an increase in weight. The figures given include the fuel tank capacity and also any optional extras. Actual vehicle weights will depend on the equipment specified.
- 4) Only valid in the countries listed only.

#### Performance

- Max. power: 220 kW (718 Boxster), 257 kW (718 Boxster S)
- Max. torque: 380 Nm (718 Boxster), 420 Nm (718 Boxster S)

#### Efficiency classes

- Efficiency class (Europe): 718 Boxster: G/F, 718 Boxster S: G/F
- Efficiency class (Germany): 718 Boxster: 1.4/1.6, 718 Boxster S: 1.4/1.6
- Efficiency class (Switzerland): 718 Boxster: G/F, 718 Boxster S: G/F

#### Dimensions

- Length: 4,379 mm (718 Boxster), 4,379 mm (718 Boxster S)
- Width: 1,801 mm (718 Boxster), 1,994 mm (718 Boxster S)
- Height: 1,281 mm (718 Boxster), 1,280 mm (718 Boxster S)
- Wheelbase: 2,475 mm (718 Boxster), 2,475 mm (718 Boxster S)
- Wheelbase (in conjunction with PDK): 2,497 mm (718 Boxster), 3,237 mm (718 Boxster S)
- Turning circle: 11.0 m (718 Boxster), 11.0 m (718 Boxster S)
- Brakes: Four-piston aluminium monobloc calipers in front, cross-drilled discs internally vented and fixed calipers in front and rear
- Suspension: Lightweight spring-strut suspension in front and rear
- Power steering: Variable steering ratio, power-assisted (electromechanical)
- Vehicle stability system: Porsche Stability Management (PSM)
- Chassis: Lightweight spring-strut suspension in front and rear
- Engine: 4-cylinders
- Transmission: Manual/ PDK

#### Additional information

- Fuel consumption/ emissions: 7.4/6.9 l/100 km (Combined), 5.7/5.0 l/100 km (Urban), 6.5/6.0 l/100 km (Extra urban)
- CO₂ emissions: 168/158 g/km (Combined), 184/167 g/km (Urban), 190/175 g/km (Extra urban)

#### Technical data.

- Engine: 4-cylinders
- Displacement: 2,000 cc
- Max. power DIN: 180 hp
- Max. torque DIN: 220 lb-ft
- Compression ratio: 9.5 : 1
- Transmission: Manual/ PDK
- Fuel efficiency class: G/F
- Tyre type: 235/45 ZR 18

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2) Data determined in accordance with the measurement methods required by law (Regulation EC 715/2007 as amended). They are intended solely as a means of comparing different vehicle specifications. They are not intended for vehicle selection or to establish a vehicle's fuel consumption or CO₂ emissions.

3) Weight is calculated in accordance with the relevant EC Directives and is valid for vehicles with standard specification only. Optional equipment involves an increase in weight. The figures given include the fuel tank capacity and also any optional extras. Actual vehicle weights will depend on the equipment specified.

4) Only valid in the countries listed only.
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For years, it has been our aim to fulfil your particular wishes and requirements. It stems from a long tradition. Since the very beginning, we at Porsche have been dedicated to realising customer wishes as part of our special request service. Known until 1986 as the Porsche ‘Sonderwunsch-programm’, today we call it Porsche Exclusive Manufaktur. The philosophy has remained the same: we have passion for detail. We believe in the one-of-a-kind – and turn it into reality. Piece by piece. Detail by detail. Nuance by nuance. With experience. With expertise. With the power of imagination – and of the hands.

Now it’s down to you to give your Porsche that one extra thing to make it truly unmistakable even before you’ve met: personality. With individuality, detailing and handicraft. As you admire this 718 Boxster S in Racing Yellow, you can sense the urge for authenticity and sportiness in every fibre of its being. On the outside – in the form of the 20-inch Carrera Sport wheels painted in black (high-gloss), the black sports tailpipes and the model designation painted in black (high-gloss). On the inside – in the form of black leather, items in Alcantara®, carbon and accents in Racing Yellow.¹)

¹) For availability of individual options, please refer to the relevant sales media.
The models featured in this publication are approved for road use in Germany. Some items of equipment are available as extra-cost options only. The availability of models and options may vary from market to market due to local restrictions and regulations. For information on standard and optional equipment, please consult your Porsche Centre. All information regarding construction, features, design, performance, dimensions, weight, fuel consumption and running costs is correct to the best of our knowledge at the time of going to print (11/15). Porsche reserves the right to alter specifications, equipment and delivery scopes without prior notice. Colours may differ from those illustrated. Errors and omissions excepted.

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