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

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.

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

Boxster Spyder concept.

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

The new Boxster Spyder.
True beauty needs no filter.

Design.

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

The result: a design that’s focused on the countless challenges of the past. And the tireless endeavours of our engineers. No wonder then that the front of the new Boxster Spyder literally says competitive athlete. Straight away, the large air intakes show how seriously it means it – as well as being extremely effective at cooling. The middle air intake also directs the air upwards through the vent in front of the luggage compartment lid. To reduce aerodynamic lift on the front axle.

Other striking features are the black Bi-Xenon headlights and the SportDesign exterior mirrors. The 20-inch wheels designed especially for the new Boxster Spyder combine lightweight construction with a unique design.
The new Boxster Spyder also shows its muscles at the rear. Most clearly on the streamliners, two powerful bulges on the rear. They visually continue the form of the black roll-over bars and lend the new Boxster Spyder its originality.

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

All dynamically rounded off by the black rear apron in diffusor look. Integrated into the centre is the twin tailpipe from which bursts the unfiltered Porsche sound. Which, thanks to the sports exhaust system, has become an unambiguous call for freedom.
Open to all. Although sometimes you might want to drive with it closed. 

Hood.

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

And it’s not just visually that the hood has developed. Compared to the previous model, it has become much more practical for everyday use. And it can be driven at top speed, with no constraints. It unlocks electrically and then the lightweight hood can easily be stowed away by hand beneath the rear lid – without restricting the luggage compartment volume of course. As an option, the roll-over bars can also be painted in the exterior colour. And there’s a net-type wind deflector available at no extra cost.

www.porsche.com/boxster-spyder-top
Like a bungee jump. Only horizontal.

Engine and transmission.

The new Boxster Spyder just can’t hold back. Its six-cylinder boxer engine, with 3.8-litre displacement, VarioCam Plus and integrated dry-sump lubrication, produces 276 kW (375 hp) at 6,700 rpm. The maximum torque of 420 Nm is available from 4,750 to 6,000 rpm. And it sprints from 0 to 100 km/h in just 4.5 seconds. With a top speed of 290 km/h. The low centre of gravity in the middle of the car – typical of a mid-engine – provides great cornering performance. The sports exhaust system provides an even more resonant sound at the press of a button. Sound good? Sounds even better: the power-to-weight ratio is a mere 4.8 kg/kW (3.5 kg/hp).

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

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

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

This is aided, not insignificantly, by the lightweight sports chassis. The long wheelbase that’s characteristic of the Boxster, the wide track, taut shock absorbers and a suspension that’s 20 mm lower than the Boxster, make every drive an exciting ride. Body roll and pitch are practically non-existent. Porsche Torque Vectoring (PTV) with mechanically locking rear differential improves traction and further increases cornering performance.
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.

Once again, the steering has been made much more direct – and is therefore setting a new standard amongst the Boxster models. For the driver this means an even more dynamic and responsive drive. To ensure even greater stability when cornering, the rear wheels are two inches wider than the front wheels. The 20-inch Boxster Spyder wheels therefore have the promising specification of 235/35 ZR 20, 8.5 J x 20 front and 265/35 ZR 20, 10.5 J x 20 rear. As an option, the wheels are also available painted in satin platinum or satin black.
The Sport Chrono Package provides even sportier tuning of throttle response and handling characteristics. When the SPORT PLUS button is pressed the trigger threshold for PSM is raised. The button also controls the dynamic transmission mounts. They minimise the oscillations and vibrations of the entire drivetrain, especially the engine. In doing so, the damping force and stiffness of the transmission mounts are adapted to driving style and road surface conditions.

Under load change conditions and in fast corners, handling becomes noticeably more stable and precise. Vertical oscillations of the engine when accelerating under full load are also reduced. And you benefit from a higher, more even amount of drive force on the rear axle, greater traction and better acceleration.

With a moderate driving style the ride becomes more comfortable thanks to a softer setting of the dynamic transmission mounts.
Who would have thought that braking could speed up driving enjoyment.

Safety.

Brakes.
An exceptional athlete needs exceptional brakes: six-piston aluminium monobloc fixed brake calipers at the front axle and four-piston units at the rear. These brakes are extremely resistant to deformation and have an excellent pressure point response, even under high loads. Another performance indicator: the dimensions of the brake discs, 340 mm at the front and 330 mm at the rear, are especially adapted for the high level of power. And they are internally vented and cross-drilled. For high thermal resistance and excellent response even in the wet.

Reserves which you can increase even more if you like, with the Porsche Ceramic Composite Brake (PCCB) which has been specially developed to meet the harshest requirements. It is also some 50% lighter than standard discs of a similar size.

Passive safety.
The safety concept includes an engineered body design with optimised rigidity, dual roll-over protection and two full-size airbags that deploy in two stages depending on the type and severity of the accident. The Porsche Side Impact Protection System (POSIP) provides extra protection in the event of a side impact. In addition to two side airbags on each side, it also includes side impact protection elements made from high-strength steel. In short: a high level of safety – even with the top down.
Design for the open road.

Interior.

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

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

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

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

Note: Image shows black leather interior with additional Alcantara trim.
Sports seats Plus with electric backrest adjustment are available at no extra cost. Despite the minimalism, air conditioning, radio and other equipment are available as options.

The carbon-fibre reinforced plastic full bucket seats are available as an option to further increase the sporty appearance. In addition to the manual fore/aft adjustment, which the Sports bucket seats also have, there is an electric height adjustment to provide the best sitting position. For more comfort, the Sports seats Plus with electric backrest adjustment are available at no extra cost.

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

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

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Despite the minimalism, air conditioning, radio and other equipment are available as options.
Trim strips painted in GT Silver Metallic counter the impressive combination of colours with simple elegance and are deliberately reminiscent of the race cars of the sixties. If you want to make it especially authentic you’ll choose the Spyder Classic interior package in conjunction with the exterior colour GT Silver Metallic.

Modern materials, classic design.

Spyder Classic interior package.

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

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

The Spyder Classic interior 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.

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

- Black
- GT Silver Metallic
- Jet Black Metallic
- Agate Grey Metallic
- Carrara White Metallic
- Rhodium Silver Metallic
- Sapphire Blue Metallic
- Carrera White Metallic
- Guards Red
- Racing Yellow
- White
- Rhodium Silver Metallic
- Carrera White Metallic
- Black
- GT Silver Metallic
- Carrera White Metallic
- Black

Solid exterior colours.

Metallic exterior colours.

Special exterior colours.

Hand colour.

Black

Recommended exterior colours in conjunction with the Spyder Classic interior package.
The vehicles illustrated in the chapter on personalisation may include additional options not featured in this catalogue. For information on these options, please consult your Porsche Centre. For more information on the options featured in this catalogue, please refer to the separate price list.
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<td>TV tuner</td>
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<td>Voice control system</td>
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<tr>
<td>Telephone module</td>
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<tr>
<td>Bluetooth® handset for telephone module</td>
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<td>Mobile phone preparation</td>
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<tr>
<td>Electronic logbook</td>
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<td>Factory collection.</td>
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<tr>
<td>Factory collection in Zuffenhausen</td>
<td>900</td>
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<tr>
<td>Factory collection in Leipzig including dynamic driving instruction</td>
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CDR audio system 696
Six-disc CD autochanger 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 P23 37, 52
Six-disc CD/DVD autochanger 693
Sound Package Plus 490
BOSE® Surround Sound System 680
Burmester® High-End Surround Sound System 682
Digital radio 691

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

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<tr>
<td>Leather interior package in black with additional Alcantara trim</td>
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<tr>
<td>Code 36, 38</td>
<td></td>
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<tr>
<td>Leather interior package with decorative stitching in silver</td>
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</tr>
<tr>
<td>Code 36, 53</td>
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<tr>
<td>Leather interior package with decorative stitching in red</td>
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<tr>
<td>Code 36, 52</td>
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<tr>
<td>Leather interior package with decorative stitching in yellow</td>
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<tr>
<td>Steering wheel rim and gear lever in smooth-finish leather, black 878</td>
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Alcantara interior. 692
Dashboard trim package in leather/Alcantara Exclusive CLP
Storage compartment lid in Alcantara with 'PORSCHE' logo Exclusive XLG
Storage compartment lid in Alcantara with Porsche Crest Exclusive XLJ
Sun visors in Alcantara Exclusive XLU

Carbon interior. 704
Carbon interior package Exclusive EGA/EGB
Centre console trim in carbon Exclusive XHM
Inverse

Brushed aluminium interior package 696
Centre console trim in brushed aluminium Exclusive EGC/EGD 53
Brushed aluminium interior package in black P2A/P2B 52
Brushed aluminium centre console trim in black 809 52
Pedals and footrest in aluminium Exclusive EFA 54

Leather interior. 696
Leather interior package in black with additional Alcantara trimCode 35, 36
Leather interior package with decorative stitching in silver Code 36, 38
Leather interior package with decorative stitching in red Code 36, 53
Leather interior package with decorative stitching in yellow Code 36, 52
Door pull loops in the same colour as the decorative stitching 505 36, 52
Spyder Classic interior package Code 40
Steering wheel rim and gear lever in smooth-finish leather, black 878

Carbon interior. 704
Carbon interior package Exclusive EGA/EGB
Centre console trim in carbon Exclusive XHM
Inverse

Brushed aluminium interior package 696
Centre console trim in brushed aluminium Exclusive EGC/EGD 53
Brushed aluminium interior package in black P2A/P2B 52
Brushed aluminium centre console trim in black 809 52
Pedals and footrest in aluminium Exclusive EFA 54

Leather interior. 696
Leather interior package in black with additional Alcantara trimCode 35, 36
Leather interior package with decorative stitching in silver Code 36, 38
Leather interior package with decorative stitching in red Code 36, 53
Leather interior package with decorative stitching in yellow Code 36, 52
Door pull loops in the same colour as the decorative stitching 505 36, 52
Spyder Classic interior package Code 40
Steering wheel rim and gear lever in smooth-finish leather, black 878

Alcantara interior. 692
Dashboard trim package in leather/Alcantara Exclusive CLP
Storage compartment lid in Alcantara with 'PORSCHE' logo Exclusive XLG
Storage compartment lid in Alcantara with Porsche Crest Exclusive XLJ
Sun visors in Alcantara Exclusive XLU
How the unfiltered driving experience feels, you can find out for yourself. How it looks, you can decide: with the Porsche Car Configurator – on your computer. In four easy steps you can create your own Boxster Spyder. Add or take away any options you like. The price is always updated straight away. How does it look? Very attractive, as everything can be displayed in 3D. You can look at your configuration from all angles. You can even see how it will look at night.

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

With the range of options featured in this catalogue, you can make your Porsche even more special. Introducing Porsche Exclusive. Honor 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 customary Porsche quality. Our principle? That your car is uniquely handcrafted to your taste. You will find a wide range of design options in the separate Porsche Exclusive Boxster catalogue.

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

The next curve awaits.
Scan the code or visit www.porsche.com/boxster-spyder-curves and start the film.
Lighter. Stronger. More radical. The new Boxster Spyder is a roadster that’s bringing new life to this tradition. Its powerful 3.8-litre boxer engine and the unquestioning approach to weight take driving dynamics to the limit. And the feeling of an unimaginable amount of freedom. Every drive becomes a contest with the elements. The sporting big event for all of the senses. The road cannot be experienced in a more authentic, more unfiltered way.

The new Boxster Spyder.
Technical data.

<table>
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<th>Engine</th>
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<td>Weight</td>
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<td>tank capacity</td>
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<tr>
<td>Permissible gross weight</td>
<td>1,650 kg</td>
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<tr>
<td>Weight is calculated in accordance with the relevant EC Directives and is valid for vehicles with standard specification only. Optional equipment increases this figure. The figure given includes 68 kg for the driver and 7 kg for luggage.</td>
<td></td>
</tr>
</tbody>
</table>

Tyre identification.

- Summer tyres: 235/35 ZR 20, 265/35 ZR 20
- Standard wheels: Front: 8.5 J x 20 ET 57, Rear: 10.5 J x 20 ET 47
- Vehicle stability system: Porsche Stability Management (PSM) with ASR, ABS, MSR and ABS 9.0
- Turning circle: 10.98 m
- Brakes: Six-piston aluminium monobloc fixed calipers front, four-piston aluminium monobloc fixed calipers rear, discs internally vented and cross-drilled
- Fuel consumption/emissions:
  - Combined: 9.9 l/100 km
  - Urban: 14.2 l/100 km
  - Extra urban: 7.5 l/100 km
- Colours may differ from those illustrated. Errors and omissions excepted.
- Effective from: 04/15

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

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Technical data.