

**Taking an idea back to the basics, turning old values into new benchmarks, reforming a vehicle concept even though it has forever been deemed a classic. Aren't these all apparent contradictions?**

**On the contrary, for it is in abiding by these very principles that our engineers managed to realise a long-held dream. The dream of a roadster that has never before existed in this form. It is more original, more sporty and more liberated than ever. This dream is the Boxster Spyder.**





**An interesting paradox:  
The more constrained you are,  
the more liberated you feel.**



**The Boxster Spyder.**

A sports car that represents a pure driving experience. In an age where the focus is usually on practicality, moderation and a desire for comfort, our engineers have remained steadfastly

faithful to the Porsche tradition. The result is the Boxster Spyder. Bolder, more powerful and sportier than ever. Porsche Intelligent Performance in pure form.

The overall objective was to improve performance. But, again, in an intelligent way, not simply by boosting engine power. Instead, we scrutinised every detail, while never

forgetting that the driver's needs should be our primary focus. The need, for example, to express one's own desire for sportiness and to reflect one's minimalist sense of style. It was

necessary to eliminate the weight associated with comfort and convenience. The result is a manual hood instead of an electric folding roof. No air conditioning system. No radio. No cup holders.

The two luggage compartments are perhaps the only concession to convenience. What's been added are aluminium doors, specially designed 19-inch light-alloy wheels and sports bucket

seats. A power output of 320 hp – which is 10 hp more than that of the Boxster S. A suspension that has been lowered by 20 mm to a harder sports setting. A mechanically locking

rear differential. And a design that not only reflects this combination of force, sportiness, purity and efficiency, but intensifies it too. The resulting vehicle is a top-class athlete that has

shed 80 kg for a power-to-weight ratio of just under 4 kg/hp. A driving experience that can be summed up in one word alone: unleashed.

## If you want to embark on a new voyage of self-discovery, you should first free your mind.

### The Boxster Spyder concept.

The purposeful mid-engine arrangement, the distinctive lightweight construction, the extraordinary agility, the precise handling, the uncompromising driving experience. Of course, none of this is new for Porsche.

Even in the early 1960s, with the 718 RS 60 Spyder, the successor to the legendary 550 Spyder, Porsche developed a roadster that possessed these very traits and would go on to write its own chapter in sportscar history, for feats in hill-climbing

as well as on the road. It is only logical that the name Spyder should continue to be synonymous with a roadster in its purest form, and that it should pay tribute to traditional values. Purity of design, for example, and forsaking modern comfort in favour of performance.

Something else on which we were decided was an open vehicle concept, which – as the name suggests – needs no roof. Certainly not an electric one.

If there had to be any hood at all, it should be a manual one: made from canvas. This radical measure gave our designers free rein to create an overall appearance like no other. One of the most striking results is the extremely sporty rear end, characterised by two muscular haunches.

Unmistakable references to Porsche history are also inherent in the range of standard exterior paint finishes (Carrara White, Guards Red and Black),

the 1960's Porsche logo on the side of the car, the motorsport design of the side air intakes and the deliberately minimalist interior.

In summary, the Boxster Spyder is a sportscar that evokes strong emotions. It captures the essence of sportscar history. It was built by people who were themselves a part of this history and for people who now find themselves transported back there.



## While others follow fashion, at Porsche form always follows function.

### Design.

Driving a Boxster Spyder is a commitment. A commitment to unconditional driving pleasure. A commitment to that which matters to roadster enthusiasts: tangible and visible dynamics.

As ever, our designers set themselves extremely high standards. The objective was to convey a clear message

from the very first glance, to give an outward expression of what a Porsche driver expects: authenticity, precise handling and sheer liberation. How? By remaining faithful to a fundamental Porsche principle: the combination of a consistently lightweight design and intelligent performance. In other words, with Porsche Intelligent

Performance. By dispensing with the superfluous and retaining the most important element: the original roadster spirit. With the Boxster Spyder, this spirit is expressed by its unmistakably sporty design. By a styling that, typically for Porsche, explores its own directions.



The most striking examples are the manual canvas hood in place of an electric convertible hood and the rear which is dominated by two imposing and dynamic-looking haunches. With the hood

open, these create a smooth visual continuation of the roll-over bars in a black painted finish. So, is this all just styling for styling's sake? On the contrary. Additions to a pure

design here and there should only be contemplated if performance is improved as a consequence. The result of these enhancements is improved aerodynamics during open-top driving.

**Uncompromisingly athletic.  
Reassuringly safe.**

As far as Porsche is concerned, exploring different directions in design also means looking back. Looking back at a time when driving roadsters was still thought of as a challenge, and

one that would always be relished most in a Porsche.

The exterior finish of the Boxster Spyder upholds a long tradition. The purity of Carrara

White evokes the motorsport of yesteryear, which is inextricably linked with the Porsche name.

The optional Platinum Silver Metallic\* is reminiscent of an illustrious sports car history, as is the Porsche logo on the side

of the car – an explicit reference to the 1960s.

Another reminder of Porsche racing heritage is the fixed spoiler, which draws a dynamic line along the muscular rear. An

aesthetic detail for a tangible effect: to reduce lift and provide a closer connection with the road, making your driving experience even more intensive. The dual-tube twin tailpipe in black has the last sporty word.



\* Available from 09/10 at the earliest.



The first impression is often influenced by the small, initially inconspicuous details.

The front air intakes, which are emphasised by titanium-coloured surrounds, contain minimalistic LED position lights.

Another minimalist feature is the absence of struts on the rear side air intake grilles.

The decision to fit aluminium doors achieves a weight reduction of approximately 15 kg. The design of the side windows accentuates the Spyder's side contour (see page 22). But the principle of passive safety remains. Among other components, the side impact protection elements in the doors, the roll-

over bars and a comprehensive airbag system are safety features which even a minimalist vehicle concept can offer.

In summary, the contouring of the Boxster Spyder cuts to the heart of what a Porsche driver expects – a liberated driving experience. And it offers an irresistible invitation: to take on the challenge that is the Boxster Spyder.



## Not even bad weather can dampen the spirit of the Boxster Spyder.

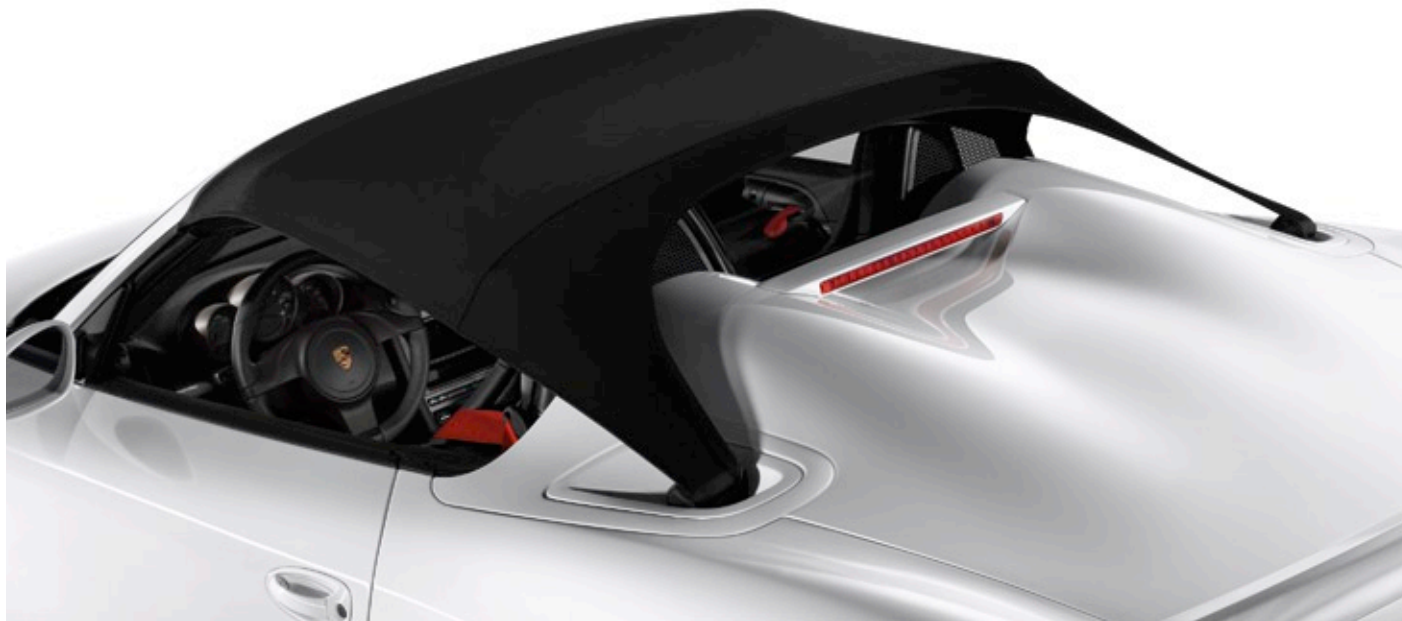
The new approach of our designers, something that makes the Boxster Spyder even more distinctive, is reflected in the two-piece combination of sunshield and weather protector. No sophisticated electronics, no control motors and as a result, a weight saving of 21 kg.

It's a hood that protects you from the sun with the windows down, giving you an authentic sense of open-air driving. With the windows closed, it enables you to continue your enjoyment of a pure roadster experience to the full, even on those

inclement days. Yet it is its simplicity which makes it fundamental to the appearance of the Boxster Spyder. So as not to limit luggage space, the hood stows in the forward section of the rear luggage compartment.

How is it operated? By one person alone and in just a few minutes. To make things even easier, all parts relating to the hood assembly and disassembly are finished in striking red.

With the hood closed, the vehicle has a top speed of 124 mph (200 km/h).



Sun shield



Sun shield



Sun shield and weather protector



Roofs weigh too much.

The Boxster Spyder.



## Not all escape artists employ trickery.

### Drive system.

More engine power equals increased dynamic performance. To our engineers, this formula has always been too simplistic. At Porsche, with over 60 years' experience in building sports-cars, it is the power-to-weight

ratio that counts: the ratio between low mass – for excellent agility – and high power – for outstanding performance. This is precisely why the power-boosted 3.4-litre Boxer engine has been counterbalanced by a weight

saving of 80 kg. The engine improves on the already impressive figures of the Boxster S by a further 10 hp for a total power output of 235 kW (320 hp) at 7,200 rpm, and maximum torque of 370 Nm at 4,750 rpm.

The result is a vehicle with an engine that boasts outstanding performance figures, is very smooth running, has increased pulling power and excellent cornering agility. When combined with the intelligent lightweight

construction it has a power-to-weight ratio of just under 4 kg/hp. Even the slightest touch of the accelerator provokes a sense of urgency, propelling the Boxster Spyder from 0 to 62 mph (100 km/h) in 5.1 seconds.

With the hood open, the top speed is 166 mph (267 km/h), accompanied by an engine sound that is characteristically Porsche. The power of the engine is delivered to the road by a precision six-speed manual

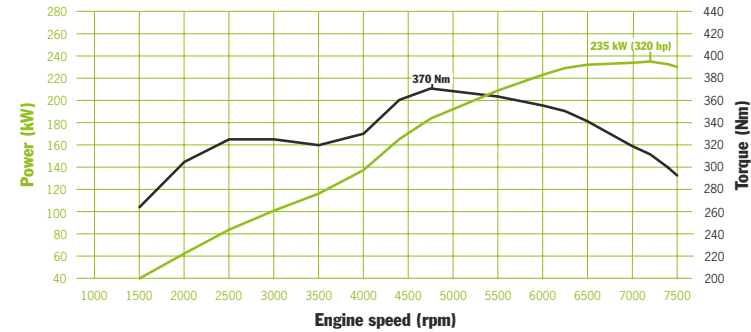
gearbox. Gear changes provide the connection between the engine power and an active, pure driving experience. In terms of features designed for comfort and convenience, there is only room in our concept if

they are in keeping with the sporting theme. Optional Porsche Doppelkupplung (PDK, see Boxster main catalogue page 42) offers gear changes that take place in milliseconds with no interruption in the flow of power,

enabling the driver to enjoy improved acceleration combined with a high level of driving comfort. And a distinct reduction in fuel consumption.

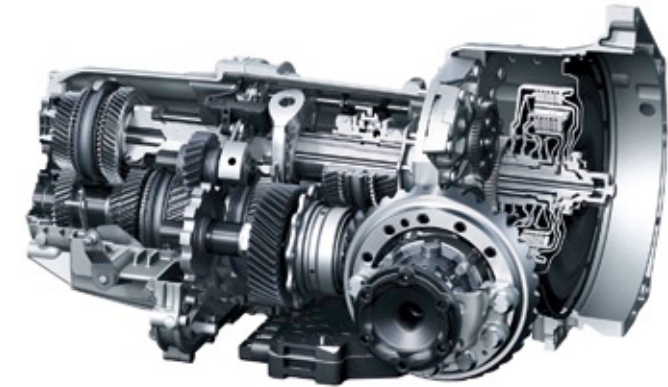


Three-spoke sports steering wheel with gearshift paddles



Boxster Spyder: 370 Nm at 4,750 rpm, 235 kW (320 hp) at 7,200 rpm

Power output and torque chart for the Boxster Spyder



7-speed Porsche Doppelkupplung (PDK)

**At Porsche, everything is open to improvement.  
This is not a concession, it's our motivation.**

Top athletes always impress because their hearts serve as their engines. At Porsche, this is nothing new.

The heart of the Boxster Spyder has a particularly powerful beat, and a pulse rate fit for high performance.

Indeed, the engine features direct fuel injection (DFI) as standard. Fuel is injected

directly into the combustion chamber with millisecond precision by means of electromagnetically actuated injection valves. The injection spray and cone angles are tuned for optimum mixture preparation and combustion.

The results are increased power output and torque, along with lower fuel consumption and emissions.

State-of-the-art engine technologies, e.g. VarioCam Plus, further improve efficiency. This system boosts low-end torque and high-end power output.

Fuel injection and ignition are controlled by the engine electronics. The driver regulates engine power using the extremely sensitive electronic accelerator pedal.

The exhaust system, with its short twin tailpipe finished in black, not only creates a bold visual accent but also provides a distinctive sporty sound.

The sound builds to a crescendo as the rev range increases in conjunction with the optional sports exhaust system.



## It all begins with that which makes the difference in the end: the spirit.

### Chassis.

The Boxster Spyder is more than a sports car. It's a super athlete. If its development was a captivating challenge, it is now a question of how to satisfy this athlete's appetite for performance, how to fully exploit its proximity to the road and how to liberate the forces generated by the combination of lightweight construction and high-performance engine.

As standard, the Boxster Spyder is equipped with an extremely sporty suspension setup. This means stiff, short springs, large lateral stabilisers on the front and rear axle, and four shock absorbers tuned for hard compression and rebound. The body is 20 mm lower at the front and rear axle than that of the Boxster S.

What does all this mean for the driver? A closer relationship with pure driving dynamics, with almost no pitch or roll, for a level of agility that turns every corner into an unforgettable experience – not least with the hood down. Yet even this experience can be improved upon. The mechanically locking rear differential, fitted as standard, further enhances the traction of the driven rear wheels on road surfaces with varying grip and when accelerating out

of tight bends. It also acts to dampen load-change reactions during fast cornering and in the event of interventions by the PSM control system (see Boxster main catalogue, page 63). Road-holding at the limits of performance is even more impressive. With the car able to hold its course better, the driver is free to enjoy sheer driving pleasure at every twist and turn.



**Even the strongest character has its weaknesses.  
Like not wanting to give an inch.**



**19-inch Boxster Spyder wheel**

Sportiness without the 'ifs' and 'buts'. Even the wheels abide by this ideology. The Boxster Spyder is equipped as standard with specially developed 19-inch wheels. To be more precise,

wheels that are the lightest available from Porsche in this size, and ensure that the principle of lightweight construction is carried through from head to toe. The consequences are a

reduction in unsprung masses, excellent responsiveness and increased agility. For greater sportiness, the optional Sport Chrono Package and Sport Chrono Package Plus offer an

even more powerful engine setup – and unbridled driving pleasure. Selecting the SPORT button on the centre console activates 'Sport' mode, which makes the throttle more

responsive and uncompromising. Surely that must be the limit to this athlete's dynamic potential? No, is the unequivocal answer in the form of the optional Porsche Doppelkupplung (PDK) and the

SPORT PLUS button. Two further functions blur the boundary with motorsport: 'Launch Control', which harnesses the tremendous power of the Boxster Spyder and unleashes it for a racing start;

and the 'motorsport-derived gearshift strategy' for faster shift speeds, extremely short shift times and optimum shift points. In other words, maximum acceleration, driver's heartbeat included.

The Boxster Spyder. A roadster uncompromisingly reduced to the sporting basics, but with no sacrifice in terms of safety. The body, chassis and brakes are precisely matched, and offer

important safety margins even during high-performance driving. And yet, these margins can be further increased by the optional Porsche Ceramic Composite Brake (PCCB), for example.

Developed specifically for performance driving, the system has braking performance to match the Boxster Spyder's impressive dynamics.



**Porsche Ceramic Composite Brake (PCCB)**

## The interior: strictly minimalist. Purely Porsche.

### The interior.

The interior ergonomics of a Porsche are just as important as the performance. With the Boxster Spyder, this meant removing certain comfort features and compelled us to make a distinction. A distinction between those who have never experienced pure driving, or have long since forgotten, and those who do not want their driving pleasure diluted by convenience features.

The outcome in the case of the Boxster Spyder is an interior that has been stripped to the bare essentials. By its very nature, some extra padding here and there would be inconceivable. Instead, we leave it up to you as the driver to discover your own sporting limitations, in a cockpit designed precisely for this purpose. Every element has a function, is intuitive to control, and is easy to find.

The objective was to allow the Boxster Spyder's tremendous power – and the excitement of its driver – to be unleashed.

It becomes clear the moment you enter the car. The purity of the exterior design is reflected within. The centre console and the dashboard trim strip are finished in the exterior colour and, as standard, interior elements are finished in black for

an unassuming but unmistakably sporty appearance. This is further accentuated by details finished in red to create striking contrasts.

These accents include the door pulls, the characteristic gear lever with red shift pattern, and the seat belts.



## How can a roadster strike a more authentic note? Without a radio.

The dashboard is the epitome of purity of design. The dial faces of the circular instruments are finished in black. The removal of the instrument shroud provides another accent on the theme of minimalist and authentic design.

Nothing should distract the driver from what really matters: driving pleasure. When you get in, it's immediately apparent. Whoever wants to own an original roadster

will have to make sacrifices. Door storage compartments? No chance. Cup holders? No chance. Conventional door release levers? Ditto.

But why should we have fitted levers, when door pulls are so much more evocative of our racing tradition? And, more importantly, they are, by nature, weight-saving. By no means trivial details, they are part of a

considered and, in the roadster segment, superior strategy: purposeful lightweight design. It's a solution that also includes sports bucket seats with seat centres in Alcantara. The result is a further 12 kg reduction, and a

way for the driver to experience more acutely and more immediately the power that pushes the Boxster Spyder to the limit. An air conditioning system has no place in this concept either. That would have added 12 kg.

It's a concept that demands strong conviction, for whoever attaches so much value to performance and authenticity sets different priorities in terms of comfort, and would prefer to rely on the most natural of all

air conditioning systems: the headwind with the hood open. Despite our strict adherence to purity of design, we wanted to make one concession: the windscreen with grey top-tint and the wind deflector are

standard. A little indulgence that makes open-top driving that little bit more comfortable. One last question: what other potential for weight reduction was left? Should we really have gone so far as deleting even

the radio? With a weight saving of 3 kg and the powerful engine sound of the Boxster Spyder to compensate, that was an easy decision.



Instrument cluster



Dashboard trim strip



Centre console and six-speed gear lever



Sports bucket seat

## The Boxster Spyder embodies our ideal of a roadster. The rest is down to you.

### Personalisation options.

Knowing exactly what one wants, and what one doesn't. Also knowing what one would like to resist when faced with temptation. Seeking out the

superfluous, and then peeling it away to leave only the bare essentials. This is a purist's way of thinking.

But where does that leave individuality? At Porsche, always in the hands of the driver. This means that even the puristic nature of the Boxster Spyder will

submit to your own, should you wish it to do so. This includes a choice of colours, a climate control system, sports seats, different wheels and yes, even

a radio. The following pages present a selection of personalisation options, but these are not the only ways to style your Boxster Spyder to your

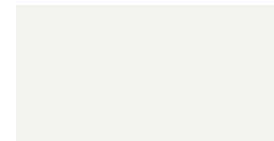
#### Solid exterior colours.



**Black**



**Guards Red**

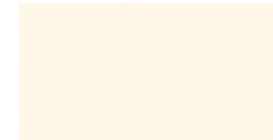


**Carrara White**

#### Metallic exterior colours.



**Basalt Black Metallic**

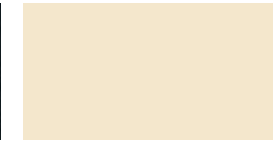


**Platinum Silver Metallic\***



**Aqua Blue Metallic**

#### Special exterior colours.

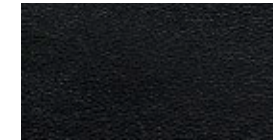


**Cream White**

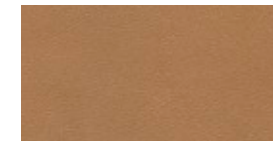
#### Interior colours.



**Standard: Black<sup>1)</sup>**



**Leather: Black<sup>1)</sup>**



**Leather: Sand Beige<sup>1)</sup>**



**Leather: Cocoa<sup>2)</sup>**



**Natural leather: Carrera Red<sup>2)</sup>**

preference. Thanks to the elegant materials available from Porsche Exclusive, you can have your Boxster Spyder tailored to your wishes even before it leaves

the factory, and rest assured that, when it comes to quality, Porsche adopts a strictly non-minimalist approach.

For more information on the personalisation and Exclusive options featured in this catalogue, please refer to the separate price list. Our after-market

accessories available from Porsche Tequipment mean that you can make your vehicle that little more special even after delivery. As you know,

we've factored in every single ounce. You decide what's important to you.

\* Available from 09/10 at the earliest.  
Additionally available until 07/10: Arctic Silver Metallic (metallic exterior colour).

<sup>1)</sup> Seat belts and door pulls in red.  
<sup>2)</sup> Seat belts and door pulls in black.

## Personalisation options.



Bi-Xenon headlights



Sports exhaust system



Sport Chrono stopwatch

Exterior.	Order no.	Engine, transmission and chassis.	Order no.
• Metallic paint	Code	• Porsche Doppelkupplung (PDK)	250
• Special colour	Code	• Porsche Ceramic Composite Brake (PCCB)	450
• Bi-Xenon headlights with dynamic cornering lights	P74	• Sport Chrono Package	639
• Lightweight battery (lithium ion)	191	• Sport Chrono Package Plus, only in conjunction with PCM	640
• Deletion of model designation	498	• Sports exhaust system	XLF
• ParkAssist (rear)	635		
• Automatically dimming mirrors with integrated rain sensor	P12		

For further details and information, and a comprehensive overview of personalisation and Exclusive options, please refer to the separate price list.



19-inch Carrera S II wheel

19-inch Carrera Classic wheel

19-inch SportDesign wheel

19-inch 911 Turbo wheel

19-inch 911 Turbo II wheel

Wheels.	Order no.	Interior.	Order no.
• 19-inch Carrera S II wheels	419	• Three-spoke sports steering wheel with gearshift paddles, in conjunction with PDK	840
• 19-inch Carrera Classic wheels	405	• HomeLink® (programmable garage door opener)	608
• 19-inch SportDesign wheels	407	• Cruise control	454
• 19-inch Carrera Sport wheels	XRR	• Automatic climate control	573
• 19-inch 911 Turbo wheels	404	• Preparation for vehicle tracking system	674
• 19-inch 911 Turbo II wheels	421	• Sports seats	P77
• Wheel centres with full-colour Porsche Crest	446	• Heated seats (only in conjunction with sports seats and automatic climate control)	342
• Tyre Pressure Monitoring (TPM)	482	• Fire extinguisher (only in conjunction with sports seats)	509
		• Floor mats	810
		• Cup holders	585

For further details and information, and a comprehensive overview of personalisation and Exclusive options, please refer to the separate price list.



Sports seat



Boxster Spyder interior package in Alcantara



Porsche Communication Management (PCM) including navigation module

#### Interior: leather and natural leather.

#### Order no.

• Leather interior package in standard colour: Black or Sand Beige	Code
• Leather interior package in special colour: Cocoa	Code
• Leather interior package in natural leather: Carrera Red	998

#### Interior: Alcantara.

#### Order no.

• Boxster Spyder interior package in Alcantara	DBA
• Boxster Spyder interior package in Alcantara for PDK	DBB

#### Factory collection.

#### Order no.

• Factory collection	900
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#### Audio and communication.

#### Order no.

• CDR-30 audio system (only available in conjunction with Sound Package Plus)	695
• Porsche Communication Management (PCM) including navigation module (only in conjunction with Sound Package Plus)	P23
• Sound Package Plus	490
• Six-disc CD autochanger for CDR-30 audio system	692
• Six-disc CD/DVD autochanger for PCM	693
• Universal audio interface	870
• Mobile phone preparation without bracket/with bracket	619/618
• Telephone module for PCM	666
• Voice control system for PCM	671
• Electronic logbook for PCM	641

#### Technical data: Boxster Spyder.

Engine	
Type	Boxer
Layout	Mid-mounted
Cylinders	6
Displacement	3,436 cm <sup>3</sup>
Max. power (DIN) at rpm	235 kW (320 hp) 7,200
Max. torque at rpm	370 Nm 4,750
Compression ratio	12.5 : 1
Transmission	
Layout	Rear-wheel drive
Manual gearbox	6-speed
PDK (optional)	7-speed
Chassis	
Front/Rear axle	Lightweight spring-strut suspension
Steering	Power-assisted (hydraulic), with variable steering ratio
Brakes	Four-piston aluminium monobloc fixed calipers front and rear, discs internally vented and cross-drilled
Vehicle stability system	PSM (with ABS 8.0)
Standard wheels/tyres	Front: 8.5 J x 19 ET 55; 235/35 ZR 19 Rear: 10 J x 19 ET 42; 265/35 ZR 19

\* 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.

Unladen weight	
DIN	1,275 kg / 1,300 kg
EC*	1,350 kg / 1,375 kg
Performance	
Top speed hood open	267 km/h (166 mph) / 265 km/h (165 mph)
Top speed hood closed	200 km/h (124 mph) / 200 km/h (124 mph)
Acceleration (0–100 km/h) (0–62 mph)	5.1 secs / 5.0 secs (4.8 secs**)
Acceleration (0–160 km/h) (0–99 mph)	10.8 secs / 10.6 secs (10.3 secs**)
Acceleration (0–200 km/h) (0–124 mph)	17.5 secs / 17.3 secs (17.0 secs**)
Flexibility (80–120 km/h) (50–75 mph) in 5th gear	6.1 secs / –
In-gear acceleration (80–120 km/h) (50–75 mph)	– / 3.0 secs
Fuel consumption/emissions***	
Urban in l/100 km (mpg)	14.2 (19.9) / 14.0 (20.2)
Extra urban in l/100 km (mpg)	7.1 (39.8) / 6.6 (42.8)
Combined in l/100 km (mpg)	9.7 (29.1) / 9.3 (30.4)
CO <sub>2</sub> emissions in g/km	221 / 218
Tank capacity	approx. 54 litres

\*\* With SPORT PLUS button pressed in conjunction with the optional Sport Chrono Package or Sport Chrono Package Plus.

\*\*\* Data determined in the NEDC (New European Driving Cycle) in accordance with the Euro 5 (715/2007/EC and 692/2008/EC) measurement method. The figures do not refer to an individual vehicle nor do they constitute part of the offer. They are intended solely as a means of comparing different types of vehicle. You can obtain further information about individual vehicles from your Porsche Centre. Fuel consumption calculated for vehicles with standard specification only. Optional equipment may affect fuel consumption and performance.

For further details and information, and a comprehensive overview of personalisation and Exclusive options, please refer to the separate price list.



**Typical siblings:  
The more alike they are,  
the more different they want to be.**

**The Boxster model range.**

The Boxster Spyder condenses the athletic DNA passed down through decades of sportscar history, while maintaining the dominant hereditary traits of a purebred sporting family.

Its 'siblings' are the Boxster and the Boxster S. The Boxster stands for plain and simple athleticism with the emphasis on lean physique, for driving pleasure that transcends the

boundaries of motorsport. The Boxster S interprets the athletic concept that sets the Boxster apart in the roadster segment with more vigour. Higher engine power, and a more comprehensive

range of standard equipment. How does one decide between these three models? It's not a question of sportiness, it's about discovering one's own definition of sportiness, pure and simple.

Do you want to put our premise to the test? Then visit one of our Porsche Centres, or see our website for more information: [www.porsche.com](http://www.porsche.com).



**Boxster, Boxster S and Boxster Spyder**

The Boxster Spyder captures the essence of what makes a roadster:  
the pure driving experience. Unadulterated. Resistant to convention and the pursuit  
of comfort. Focused on the road and the driver's thirst for dynamic performance.  
A roadster that casts off the weight of restraint – in other words, unleashed.





