



PORSCHE



Press Information

Porsche Boxster Spyder

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Highlights

Boxster Spyder: a purist roadster for extreme driving pleasure

The Boxster Spyder is the exceptional sports car in its class, and it creates unfiltered driving pleasure with its superior driving dynamics on all types of routes. The radical roadster – with its manually operated lightweight design hood – is positioned at the top of the Porsche Boxster line-up with the most powerful engine and best driving performance.

Performance

The acid test on the North Loop of the Nürburgring confirms the superiority of the mid-engine roadster. Its lap time of 7 minutes 47 seconds on the North Loop is close to the record time of the Cayman GT4 (7:40 min).

Engine / gearbox

3.8-liter six-cylinder engine from the 911 Carrera S with 375 hp (276 kW) and a six-speed manual transmission. Zero to 100 km/h in 4.5 seconds, top speed of 290 km/h. The highly responsive engine with its large power reserves guarantees driving pleasure on any road.

Design

The lightweight design hood lowers the car's center of gravity and gives the roadster a characteristic design. Two striking elements, known as "streamliners", that stretch from behind the head restraints over the long trunk lid are reminiscent of the 718 Spyder of the 1960s.

Lightweight design

At 1,315 kilograms, the Spyder is the lightest sports car in the Boxster family. The vehicle's weight-to-power ratio has been reduced to 3.5 kilograms per hp by the use of aluminum, magnesium, lightweight polymers and less insulation. This makes the Boxster Spyder handle as nimbly as a go-cart, yet it accelerates as vehemently as a high-performance sports car.

Options

For weight reasons, the Boxster Spyder has neither a radio nor an air conditioner as standard. However, buyers can opt for air conditioning as well as any of the audio systems offered for the Boxster – up to the Burmester system.

The new Boxster Spyder

Purist roadster

The year 2015 will be marked by rigorous sports cars at Porsche. Making its debut after the Cayman GT4 and 911 GT3 RS, the Boxster Spyder marks a new edition of the purist roadster. The new top version of the two-seat convertible retains the independent character of the previous Spyder, which has already become an automotive icon. For instance, the classic fabric hood is once again operated by hand, and the car is offered with a manual transmission exclusively. In the lightest yet most powerful Boxster of all times, driver and passenger alike can thus look forward to a genuine sports-car experience that fears no rival. The unwavering standard of the North Loop of the Nürburgring proves this convincingly. It takes seven minutes and 47 seconds for the Boxster Spyder to come around to the starting/finishing line again.

The most powerful Boxster: six-cylinder from the 911 Carrera S has 375 hp

Mounted in front of the rear axle of the Boxster Spyder is a 3.8-liter six-cylinder direct-injection engine that was adapted from the 911 Carrera S and also powers the Cayman GT4. In the mid-engine roadster, the unit delivers 375 hp (276 kW) at 6,700 rpm, which is 45 hp more than the power output of the 3.4-liter engine in the Boxster GTS. Its 420 Nm of torque, which is available between 4,750 rpm and 6,000 rpm, is also higher than the 370 Nm of the GTS engine. The purist roadster accelerates from a standstill to 100 km/h in 4.5 seconds, which is half a second faster than the Boxster GTS with a manual transmission. The Boxster Spyder can reach a top speed of 290 km/h – even with the convertible hood up. The car's combined NEDC fuel consumption is 9.9 l/100 km.

The distinctive design of the Boxster Spyder includes stylistic elements that recall legendary sports and race cars from Porsche. For example, as a tribute to the 718 Spyder from the 1960s, the new Boxster Spyder has two prominent bubbles behind the headrests – known as streamliners – that stretch over the long trunk lid. The new roll-over bar trim creates harmonious styling. The manually folding hood recalls earlier roadsters. The fins that extend rearwards give the side profile its characteristic design. The front and rear sections of the Boxster Spyder come from the Cayman GT4 and underscore the vehicle's status as a high-

performance sports car. They make the new top roadster ten millimeters longer and eleven millimeters lower than the Boxster GTS. Particularly striking are the three large air intakes with black screens at the front that supply cooling air to the three heat exchangers behind them.

Manual work is fun: lightweight hood and manual transmission

As a genuine roadster, the Boxster Spyder offers a traditional sports-car driving experience at today's performance levels. This means that it features a stiff sports suspension with a 20-mm lower ride height, a manual six-speed transmission, climate control solely by using the heating unit or opening the convertible hood and the mid-engine as the only sound system. The roadster package is completed by a lightweight design hood, which is manually opened and closed and is only latched and unlatched electrically. Putting the hood up is a cinch: you simply open the rear top compartment lid and fold out the hood. The driver inserts the fins on the trunk lid and simply pushes a button to pull the top tight to the windshield frame. To take the top down, these steps are performed in reverse order.

Systematic lightweight design ensures outstanding driving dynamics

The purist equipment features of the Boxster Spyder are the result of a systematic lightweight approach. At 1,315 kilograms, the Spyder is the lightest sports car in the Boxster family. The large trunk lid, for instance, is made of aluminum, and the lightweight design hood with its unheated polymer rear window weighs eleven kilograms less than the usual automatic hood of the Boxster. Lightweight sport bucket seats and less insulation also improve the vehicle's overall weight. The results are clearly noticeable to the driver. This car's center of gravity is lower than that of any other Boxster, and its weight-to-power ratio has been reduced to 3.5 kilograms per hp. This makes the Boxster Spyder handle as nimbly as a go-cart, yet it accelerates as vehemently as a high-performance sports car.

Hence, the mid-engine roadster from Porsche fully plays out the advantages of its driving dynamics concept. The wide 20-inch wheels, which are reserved exclusively for the Spyder, further enhance the lateral dynamic benefits of the modified sport chassis that is based on the suspension of the Boxster GTS. The front wheels are 8.5 inches wide, and the rear wheels 10.5 inches.

Maximum cornering precision: dynamic transmission mounts, PTV differential lock

The dynamic transmission mounts of the standard Sport Chrono package prevent movements of the engine-transmission unit, especially in alternating bends, which could have an effect on handling. Power distribution to the two rear wheels is via a classic mechanical differential lock that is part of the Porsche Torque Vectoring (PTV) system. The locking effect is 22 per cent under power and 27 per cent in overrun. In conjunction with PTV the system improves steering response and precision by targeted brake interventions at the rear wheel on the inside of a curve. The electro-mechanical power steering originates from the 911 Turbo and its setup is more direct than in the other Boxster models. The brake system has higher performance than systems in the other Boxster models. Brake calipers and rotors come from the 911 Carrera S.

Sports bucket seats: interior designed for drivers with sporty ambitions

More so than in any other Boxster, the interior of the Spyder conveys an atmosphere of pure driving pleasure. As was the case in the previous model, the driver and passenger sit in lightweight sport bucket seats with large lateral supports that let them directly experience the outstanding transverse dynamics of the new top roadster. The steering wheel, with a diameter of 360 mm, has already proven itself in the Cayman GT4, and the shorter gear shift lever enables very rapid gear shifts.

In keeping with the model's purist design, standard equipment includes neither a radio nor an air conditioner in order to reduce weight. In place of a radio, there is a compartment for storing small items. However, any of the optional Boxster audio systems – up to a Burmester sound system – is available to customers as an option. An air conditioner can also be ordered as optional equipment, as can the Porsche Communication Management (PCM) system with all of its special features, for instance.

Exclusive optional features: Spyder Classic package in red leather

The color black defines the interior ambiance with many elements in Alcantara. The door opener straps are reminiscent of classic race cars. Trim strips are painted in the exterior color – customers can select from a total of ten colors. Particularly striking among the op-

tional equipment features is the Spyder Classic package, which Porsche has bundled exclusively for the top model of the Boxster family. In this package, garnet-red leather is used to upholster the top of the instrument panel, the seats and the sides of the center console.

Porsche Spyder: fast by tradition

The basic concept for the entire Boxster family comes from the legendary 550 Spyder of the year 1953. It is a mid-engine roadster concept with low weight. The classic and the contemporary vehicles alike are characterized by authenticity, high agility and maximal driving pleasure. Porsche introduced the 550 Spyder at the Paris Motor Show in October 1953. The designation “Spyder” has always stood for the open-top body form – and it still does today. The two-seater was the first sports car from Stuttgart-Zuffenhausen to be specially developed for racing use. However, a street-legal version was also produced. In subsequent years, the Spyder – a 550-kg lightweight – achieved numerous victories on circuit racetracks and in road races that were popular at the time.

The 550 was followed by other extremely successful Porsche Spyder cars for race use, such as the 718 RS 60 of 1960. In the mid-1960s, Porsche delivered the Bergspyder of the 904 and 906 model series for racing use. In 1967 and 1968, the 910 Bergspyder won the European Mountain Championship. In the early 1970s, Porsche developed the 908 and 909 Bergspyder race cars specifically for the Nürburgring and Targa Florio races. They were followed by the 936 Spyder for the circuit racetrack. Finally, the RS Spyder made its debut in 2005 and would be the series winner of the American Le Mans Series.

Among the street sports cars, the designation “Spyder” was revived in 2007 in the Boxster RS 60 Spyder. The power-enhanced, limited edition model – with a power output of 303 hp, a wider chassis and independent interior – was a tribute to the 718 RS 60 Spyder; its production was limited to 1,960 units. Making its debut in 2010 was the predecessor of the new Boxster Spyder; it was the third and most purist variant after the Boxster and the Boxster S. Its low, lightweight fabric hood, which extended far towards the rear, only provided basic protection against sun and weather. When the hood was up, the lower side windows and two striking bubble shapes on the continuous surface of the trunk lid gave the Boxster Spyder an extended silhouette similar to that of the Carrera GT. Around two months after the extraordinary Boxster made its debut, Porsche presented the non-plus-ultra of the Spyder family, the 918 Spyder super sports car with a hybrid drive system.

The hood of the new Boxster Spyder

Purist lightweight design hood with simplified operation

The newly developed, manual lightweight design hood of the new Porsche Boxster Spyder continues the purist design of the previous model with its characteristic open fins and rear lid with two distinctive streamliners. Operation of the hood was simplified and is faster, which enhances its everyday practicality.

Lightweight design prioritized over convenience

In the previous model of the Porsche Boxster Spyder, the hood was designed as an extremely lightweight emergency hood. Its everyday practicality was compromised by its manual operation in 15 operating steps, its limited suitability for automated car washing and a recommended maximum speed of 200 km/h when the hood is up.

Along with intelligent lightweight design, another top priority in the specification for the hood of the new Porsche Boxster Spyder was to correct the mentioned limitations of the previous model and upgrade the new Spyder hood to the level of other Porsche hoods. This meant no restriction on top speed when the hood is raised and the ability to run the car through an automatic car wash like the normal Boxster.

The newly developed, lightweight Spyder hood frame features a lightweight design consisting of magnesium, aluminum, plastic and – where necessary – high-strength steel. By using a polymer rear windscreen and omitting a hood drive system, insulation, rooflining and heavy acoustic hood material, weight was reduced an additional ten kilograms compared to the already lightweight Boxster hood. The specified targets of permitting automatic car washing and driving at top speed are fully satisfied by the use of full-fledged seals and by tying the hood cover material to every cross-bow.

The optional mesh-type wind deflector is inserted between the two roll-over bars. It reduces air draft when the hood is down and increases everyday practicality while preserving the purist, manual overall concept.

Simplified and faster operation

Hood operation is still manual, but it has been simplified significantly on the new Boxster Spyder compared to the previous model. It is no longer necessary to disassemble the hood from the vehicle due to the full-fledged, lightweight hood frame. The time needed to raise or stow the hood has been reduced from three minutes previously to under one minute now. This is accomplished by reducing the number of operating steps to fewer than half of the previous number, combined with more intuitive operation. Moreover, the electrically activated hood latch and the two pressurized gas springs of the hood frame reduce the manual operating forces required to raise or stow the hood.

The procedure for lowering the hood in detail:

1. Electrically unlatch the hood and rear lid by pushing hood button or using the vehicle key.
2. Manually detach ends of fins from the rear lid and insert them into the pocket provided for them on the hood.
3. Open rear lid.
4. Manually stow the hood.
5. Close rear lid.
6. Close hood cover flaps, left and right.

The procedure for raising the hood in detail:

1. Unlatch rear lid electrically by pushbutton and open manually.
2. Open hood cover flaps, left and right.
3. Raise hood manually.
4. Close rear lid.
5. Detach ends of fins from hood and insert them on rear lid.
6. Latch hood to windscreen frame by hood button or vehicle key.

Overview of the Porsche Boxster Spyder

Brief profile

The Boxster Spyder is the new purist top model of the convertible mid-engine two-seat sports cars from Porsche and the most optimized in terms of excellent driving dynamics. The 3.8-liter engine comes from the 911 Carrera S and produces 375 hp (276 kW). Its power is transferred via a manual six-speed transmission. As in the previous model, the classic hood is once again operated manually, foregoing luxury to save on weight. In return, driver and passenger alike can expect a genuine sports car experience in the lightest yet most powerful Boxster ever that boasts the same outstanding driving dynamics that earned its predecessor the title of “Best handling car”.

Spyder

The basic concept for the entire Boxster line-up comes from the legendary 550 Spyder of the year 1953. It is a mid-engine roadster concept with minimized weight. The classic and the contemporary vehicles alike are characterized by authenticity, high agility and maximal driving pleasure. Porsche introduced the 550 Spyder at the Paris Motor Show in October 1953. The 550 was followed by other extremely successful Porsche Spyder cars for race use. Among the street sports cars, the designation “Spyder” was revived in 2007 in the Boxster RS 60 Spyder.

Technology highlights

- 3.8-liter six cylinder engine from the 911 Carrera S with 375 hp (276 kW) and 420 Newton meters of torque. 45 hp more power and 50 Newton meters more torque than the Boxster GTS. Weight-to-power ratio of 3.5 kg/hp and a manual six-speed transmission enable impressive sprinting ability (zero to 100 km/h in 4.5 seconds).
- Standard Sport Chrono package with dynamic transmission mounts for more cornering stability.
- Porsche Torque Vectoring (PTV) with mechanical differential lock. Steering response and precision are improved by targeted brake interventions at the rear wheel on the inside of the curve.

- The lightest Boxster at 1,315 kg. The large rear trunk lid is made of aluminum. The lightweight design hood with an unheated polymer rear window, weighs eleven kilograms less than the usual Boxster automatic hood system.

Design highlights

- The Boxster Spyder features a distinctive design that includes stylistic elements, which recall legendary sports and race cars from Porsche. For example, as a tribute to the 718 Spyder of the 1960s, the new Boxster Spyder has two prominent bubbles behind the headrests, known as streamliners, which extend over the long trunk lid.
- The manual folding hood is reminiscent of earlier roadsters. The fins that extend rearwards give the side profile its characteristic design.
- The front and rear designs of the Boxster Spyder come from the Cayman GT4; they underscore the vehicle's status as a high performance sports car.
- Extended silhouette: the new top roadster is ten millimeters longer and eleven millimeters lower than the Boxster GTS.

Features

- Black interior elements made of Alcantara, door panels have door opening straps, trim strips in body color.
- Sport steering wheel, 360 mm in diameter, and shorter gear shift lever for precise driving dynamics with quick response.
- Sport bucket seats with large lateral support panels give the driver and passenger optimal support.
- Option: Spyder Classic package features garnet-red leather on the top of the instrument panel, the seats and sides of the center console. Trim strips in silver metallic accentuate the elegant appearance.

Specifications Porsche Boxster Spyder*

Body:	Two-seater roadster with manually operated soft top; lightweight body in aluminum-steel construction with doors, boot and bonnet lids made of aluminum; two-stage driver and front passenger airbags; side and head airbags for driver and front passenger	
Aerodynamics:	Drag coefficient c_d :	0.33
	Frontal area A:	1.96 m ²
	$c_d \times A$:	0.65
Engine:	Water-cooled six-cylinder flat engine; aluminum engine block and cylinder heads; four overhead camshafts; four valves per cylinder; variable intake valve timing and lift (VarioCam Plus); hydraulic valve clearance compensation; gasoline direct injection; one three-way catalytic converter per cylinder bank, each with two oxygen sensors; engine oil 10.1 liters; electronic ignition with solid-state ignition distribution (six active ignition modules); thermal management for coolant circulation.	
	Bore:	102.0 mm
	Stroke:	77.5 mm
	Displacement:	3,800 cc
	Compression ratio:	12.5:1
	Engine power:	375 hp (276 kW) at 6,700 rpm
	Max. torque:	420 Nm (309.7 ft lb) at 4,750 – 6,000 rpm
	Power output per liter:	98.7 hp/l (72.6 kW/l)
	Max. engine speed:	7,800 rpm
	Fuel type:	Super Plus
Electrical system:	12 volt; alternator 2,100 W; battery 60 Ah, 280 A; electrical system recuperation.	

* Specifications may vary according to markets

Power transmission: Engine and transmission bolted to form one drive unit; rear-wheel drive; six-speed manual transmission with mechanically locking rear differential and Porsche Torque Vectoring (PTV).

Gear ratios

1 st gear	3.31
2 nd gear	1.95
3 rd gear	1.41
4 th gear	1.13
5 th gear	0.95
6 th gear	0.81
Reverse gear	3.00
Final drive ratio	3.89
Clutch diameter	240 mm

Chassis: Front axle: strut suspension (MacPherson type, Porsche optimized) with wheel-guiding strut and wheels independently mounted on transverse and longitudinal control arms; twin-tube gas-pressure dampers; anti-roll bar; electro-mechanical power steering.

Rear axle: wheels independently guided on transverse control arms with longitudinal control arms, tie rods and suspension struts (McPherson type, Porsche optimized); cylindrical coil springs with coaxial internal dampers; anti-roll bar.

Brakes: Dual-circuit brake system with separate circuits for front and rear axles; Porsche Stability Management (PSM); vacuum brake booster; brake assist; electric duo-servo parking brake; auto-hold function.

Front axle: six-piston aluminum monobloc brake calipers; perforated and internally ventilated brake rotors with 340 mm diameter and 34 mm thickness.

Rear axle: four-piston aluminum monobloc brake calipers; perforated and internally ventilated brake rotors with 330 mm diameter and 28 mm thickness.

Wheels and tires:	Front	8.5 J x 20	with	235/35 ZR 20
	Rear	10.5 J x 20	with	265/35 ZR 20

Weights:	Curb weight (DIN)	1,315 kg
	Gross vehicle weight rating	1,650 kg

Dimensions:	Length	4,414 mm
	Width	1,801 mm
	Width with door mirrors	1,978 mm
	Height	1,262 mm
	Wheelbase	2,475 mm

Track widths	front	1,526 mm
	rear	1,540 mm

Luggage comp. capacity	front	150 l
	rear	130 l

Fuel tank capacity	54 l (14.26 gal)
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Performance:	Top speed	290 km/h 180 mph
	Acceleration:	
	0 – 100 km/h	4.5 s
	0 – 200 km/h	14.8 s
	0 – 60 mph	4.3 s
	1/4 mile	12.7 s

Fuel consumption: (NEDC)	Combined	9.9 l/100 km
	Urban	14.2 l/100 km
	Extra-urban	7.5 l/100 km
CO₂ emissions:	Combined	230 g/km
Emissions class:		Euro 6

Status: June 2015