

Specifications Porsche Boxster*

Body:	Two-seater roadster; monocoque hot-galvanised lightweight steel body; soft roof with interior lining; aluminium hardtop optional; driver and passenger airbags operating in two stages; side and head airbags for the driver and passenger.
Aerodynamics:	Drag coefficient: $C_d = 0.29$; with PDK: $C_d = 0.30$ Frontal area : $A = 1.97$ sqm $C_d \times A = 0.58$; with PDK: $C_d \times A = 0.59$
Power Unit:	Water-cooled six-cylinder boxer engine; engine block and cylinder head made of aluminum; four overhead camshafts; four valves per cylinder; variable valve timing and valve stroke (VarioCam Plus); hydraulic valve play compensation; two-stage switching intake manifold; sequential multipoint fuel injection; integrated dry sump lubrication with on-demand oil pump; two three-way catalytic converters on each row of cylinders, each with two oxygen sensors; 10.0 liters (2.64 imp gals) engine oil; 23.4 liters (6.17 imp gals) coolant; electronic ignition with solid-state distributor (six ignition coils).
Bore:	89.0 mm (3.50")
Stroke:	77.5 mm (3.05")
Capacity:	2893 cc
Compression Ratio:	11.5:1
Engine Output:	188 kW (255 bhp) at 7200 rpm
Max Torque:	290 Nm (214 lb-ft) from 4400–6000 rpm
Output per Liter:	65.0 kW/88.1 bhp
Max Engine Speed:	7500 rpm
Fuel Grade:	Premium plus
Electrical System:	12 V, 2100 W alternator, 60 Ah x 280 A battery; with PDK 70 Ah x 340 A

* Specifications may vary according to markets

Power Transmission: Engine and transmission bolted to form one unit; double drive shafts leading to the rear wheels.

Gear ratios:	Manual	PDK
1 st	3.67	3.91
2 nd	2.05	2.29
3 rd	1.41	1.65
4 th	1.13	1.30
5 th	0.97	1.08
6 th	0.84	0.88
7 th	–	0.62
Reverse	3.33	3.55
Final drive ratio:	3.88	3.25
Clutch diameter:	240 mm (9.45")	153 mm/202 mm (6.02"/7.95")

Chassis and Suspension: Front axle: independent wheel suspension on track control arms, longitudinal arms, thrust rods and spring struts; conical stump springs with inner twin-sleeve gas pressure shock absorbers (McPherson design optimized by Porsche).

Rear axle: independent wheel suspension on track control arms, longitudinal arms, thrust rods and spring struts; coil springs with inner twin-sleeve gas pressure dampers (McPherson design optimized by Porsche).

Brakes: Twin-circuit brake system with individual axle split front-to-rear; four-piston aluminium monobloc brake callipers; cross-drilled and inner-vented brake discs measuring 318 x 28 mm (12.5 x 1.10") diameter x thickness at the front and 299 x 20 mm (11.77 x 0.79") at the rear; Porsche Stability Management (PSM) 8.0; vacuum brake servo; brake assistant.

Wheels and Tyres:	Front	7 J x 17	on	205/55 ZR 17
	Rear	8.5 J x 17	on	235/50 ZR 17
Weight:	Weight, unladen, to DIN standard	1335 kg (2944 lb)		
	Max permissible	1635 kg (3605 lb)		
Dimensions:	Length	4342 mm (170.9")		
	Width	1801 mm (70.9")		
	Height	1292 mm (50.9")		
	Wheelbase	2415 mm (95.1")		
	Track	front	1490 mm (58.7")	
		rear	1534 mm (60.4")	
	Luggage compartment capacity, overall, to VDA:			
		150 liters (5.25 cu ft) front,		
		130 liters (4.55 cu ft) rear		
	Fuel tank:	65 litres (17.2 gals)		
Performance*:	Top speed	263 (261) km/h (163/162 mph)		
	Acceleration in sec:			
	0 – 100 km/h	5.9 (5.8)		
	0 – 160 km/h	13.6 (13.4)		
	0 – 200 km/h	22.3 (22.1)		
	Standing-start km	25.6 (25.4)		

*Figures in brackets apply to cars with PDK transmission.

Fuel Consumption***to EU4/EU5**:**

Urban 13.6/13.8 (13.3/13.6) ltr/100 km

Extra-urban 6.8/6.9 (6.4/6.5) ltr/100 km

Combined 9.2/9.4 (8.9/9.1) ltr/100 km

CO₂ Emissions*:

221 (214) g/km

*Figures in brackets apply to cars with PDK transmission.

** The Porsche Boxster is homologated to the EU5 standard. To provide a better comparison of fuel consumption with the former model and other cars still homologated to EU4, the EU4 consumption figures are also shown above. When homologating a car to EU5, the manufacturer must provide for a new fuel grade with a higher share of ethanol. Displacing the same volume, such fuel has a lower calorific value than the fuel required for homologation to EU4. Hence, fuel consumption under the EU5 standard is slightly higher than with EU4 on the same

Specifications Porsche Boxster S*

Body:	Two-seater roadster; monocoque hot-galvanised lightweight steel body; soft roof with interior lining; aluminum hardtop as an option; driver and passenger airbags operating in two stages; side and head airbags for the driver and passenger.
Aerodynamics:	Drag coefficient: $C_d = 0.29$, with PDK $C_d = 0.30$ Frontal area : $A = 1.98$ sqm $C_d \times A = 0.59$; with PDK $C_d \times A = 0.61$
Power Unit:	Water-cooled six-cylinder boxer engine; engine block and cylinder head made of aluminum; four overhead camshafts; four valves per cylinder; variable valve timing and valve stroke (VarioCam Plus); hydraulic valve play compensation; two-stage switching intake manifold; Direct Fuel Injection; DME Digital Motor Electronics engine management; integrated dry sump lubrication with on-demand oil pump; two three-way catalytic converters on each row of cylinders, each with two oxygen sensors; 10.0 liters (2.64 gals) engine oil; 23.2 – 25.0 liters (6.12 – 6.60 gals) coolant; electronic ignition with solid-state distributor (six ignition coils).
Bore:	97.0 mm (3.81")
Stroke:	77.5 mm (3.05")
Capacity:	3436 cc
Compression Ratio:	12.5:1
Engine Output:	228 kW (310 bhp) at 7200 rpm
Max Torque:	360 Nm (265 lb-ft) at 4750 rpm
Output per Liter:	66.4 kW/90.2 bhp
Max Engine Speed:	7500 rpm
Fuel Grade:	Premium plus
Electrical System:	12 V, 2100 W alternator; 70 Ah x 340 A battery

* Specifications may vary according to markets

Power Transmission: Engine and transmission bolted to form one unit; double drive shafts leading to the rear wheels.

Gear ratios:	Manual	PDK
1 st	3.31	3.91
2 nd	1.95	2.29
3 rd	1.41	1.65
4 th	1.13	1.30
5 th	0.95	1.08
6 th	0.81	0.88
7 th	–	0.62
Reverse	3.00	3.55
Final drive ratio:	3.89	3.25
Clutch diameter:	240 mm (9.45")	153 mm/202 mm (6.02"/7.95")

Chassis and Suspension: Front axle: independent wheel suspension on track control arms, longitudinal arms, thrust rods and spring struts; conical stump springs with inner twin-sleeve gas pressure shock absorbers (McPherson design optimized by Porsche).

Rear axle: independent wheel suspension on track control arms, longitudinal arms, thrust rods and spring struts; coil springs with inner twin-sleeve gas pressure dampers (McPherson design optimized by Porsche).

Brakes: Twin-circuit brake system with individual axle split front-to-rear; four-piston aluminium monobloc brake callipers; cross-drilled and inner-vented brake discs measuring 318 x 28 mm (12.5 x 1.10") diameter x thickness at the front and 299 x 24 mm (11.77 x 0.94") at the rear; Porsche Stability Management (PSM) 8.0; vacuum brake servo; brake assistant.

Wheels and Tyres:	Front	8 J x 18	on	235/55 ZR 18
	Rear	9 J x 18	on	265/50 ZR 18
Weight:	Weight, unladen, to DIN standard	1355 kg (2988 lb)		
	Max permissible	1645 kg (3627 lb)		
Dimensions:	Length	4342 mm (170.9")		
	Width	1801 mm (70.9")		
	Height	1294 mm (50.9")		
	Wheelbase	2415 mm (95.1")		
	Track	front	1486 mm (58.5")	
		rear	1528 mm (60.2")	
	Luggage compartment capacity, overall, to VDA:	150 liters (5.25 cu ft) front, 130 liters (4.55 cu ft) rear		
	Fuel tank:	65 liters (17.2 imp gals)		
Performance*:	Top speed	274 (272) km/h (170/169 mph)		
	Acceleration in sec:			
	0 – 100 km/h	5.3 (5.2)		
	0 – 160 km/h	11.6 (11.4)		
	0 – 200 km/h	18.4 (18.2)		
	Standing-start km	24.3 (24.1)		

*Figures in brackets apply to cars with PDK transmission.

**Fuel Consumption*
to EU4/EU5**:**

Urban	14.1/14.4 (13.9/14.1) ltr/100 km
Extra-urban	7.0/7.2 (6.5/6.6) ltr/100 km
Combined	9.6/9.8 (9.2/9.4) ltr/100 km

CO₂ Emissions*:

230 (221) g/km

*Figures in brackets apply to cars with PDK transmission.

** The Porsche Boxster S is homologated to the EU5 standard. To provide a better comparison of fuel consumption with the former model and other cars still homologated to EU4, the EU4 consumption figures are also shown above. When homologating a car to EU5, the manufacturer must provide for a new fuel grade with a higher share of ethanol. Displacing the same volume, such fuel has a lower calorific value than the fuel required for homologation to EU4. Hence, fuel consumption under the EU5 standard is slightly higher than with EU4 on the same CO₂ emissions.