



## **Announcing the Boxster Spyder**

The Boxster Spyder is a study of sportscar essentials, with three main foci; 1) Intensive Driving Experience, 2) Intelligent Performance, and 3) First-class Design Quality. First, the Boxster Spyder promises an unequaled driving experience. Rather than having creature comforts such as air conditioning and radio as standard, the Spyder comes with a locking differential, a stiffer, 20mm lower chassis, and sport bucket seats. Second, the balance of slightly increased horsepower and reduced weight improves performance not only in acceleration, but also in cornering and braking. At the same time, lower weight should improve fuel economy. Third, the new design, from the minimalist two-piece manual top to the new rear decklid with fixed spoiler, tie the car to its Boxster roots but clearly differentiate it as a purist driving car.

## **Engine and Drivetrain**

The Boxster Spyder powerplant comes from the Cayman S, with 320hp and 273 lb-ft of torque, making the Boxster Spyder the most powerful Boxster ever. The standard transmission is a six-speed manual, while the PDK is optional. Finally, the mechanically locking rear differential is fitted as standard.

## **Exterior Styling**

The new design features are nothing short of stunning. At the front of the vehicle is an all new front fascia incorporating new LED positioning lights. The air intakes are finished in Titanium, and a larger black spoiler balances the aerodynamic package while reinforcing the Spyder's sporty intentions. From the side, you can see the new Boxster Spyder 19" wheel, equipped as standard, along with the Porsche logo, new side air intakes, and a new top design. From the rear, the most significant design feature is the twin convex curved decklid. Inspired by the Carrera GT, this aluminum decklid not only differentiates the car, but also improves aerodynamics and in-cabin wind management by reducing buffeting. The rear fascia is the same as that of the Boxster S, while the twin tailpipes are finished in black paint.

By far the most significant design change from the Boxster S, however, is the two-piece manual top. The entire top weighs approximately 13lbs, for a weight savings of 46lbs over the standard electric top. Since the Boxster Spyder was designed primarily for top-down motoring, drivers should expect some differences from the standard power top. First, maximum speed is limited to approximately 125mph with the top up. Second, while the top will keep occupants dry in the rain at speeds up to approximately 100, it is not suitable for automatic car washes. Finally, the top can be opened or closed by 1 person, but the process will take a few minutes.

## **Chassis**

The chassis of the Boxster Spyder is even more sport minded than that of the Boxster S. Most noticeably from outside the car the ride height has been lowered by 20mm, for an aggressive stance and a lower center of gravity. In addition, the springs and dampers are more stiff, and the anti roll bars are beefier. Finally, the alignment setup calls for more negative camber on the front and rear axles, and the tire pressure is specified slightly lower to increase grip and damping characteristics of the tires. Given that this chassis is singly focused on athletic driving, PASM is not offered.

## **Optional Equipment**

Given the single-minded focus of the vehicle, some standard creature comforts have been deleted. CDR 30 is offered as a no-cost option, as are cupholders and sport seats. Air conditioning is available as a regular I option. Other key options to consider when ordering your vehicles are Sport Chrono (639/640)—an absolute must for all PDK cars, Short Shift Kit (XCZ), Sport Exhaust (XLF), and finally, the Sport Steering Wheel with Paddle Shifters (840)—another absolute must for all PDK cars.

## **Pricing and Availability**

The Boxster Spyder will be available from February, 2010 with a base price of \$61,200.

Good Selling!

Tim Cupp  
Product Manager, Sportscars

## **Key Changes over 2010 Boxster S:**

### Engine

**320 hp** (up from 310)  
**273 lb-ft** (up from 266)

### Transmission

6 Speed Manual standard, PDK optional  
**Mechanically Locking Differential as standard**

### Chassis

**Lower, stiffer chassis**  
**Revised camber settings, front and rear**  
**19" lightweight wheels**  
**Wider front wheels with lower tire pressures at both axles**

### Exterior

**Revised front fascia, new front running lights**  
**New rear hood with aerodynamic convex curves**  
**New, fixed rear spoiler**  
**New two-piece manual top**  
**Porsche logo on side in contrast color**  
**Twin tailpipes painted black**

### Interior

**GT3RS inspired door panels with fabric pull and no storage pockets**  
**Sport bucket seats with Alcantara centers**  
**Boxster Spyder applique on trim strip (only w/o cupholders)**  
**Rear center console in exterior color**  
**Gauge faces in black**  
**Hood over gauges deleted (like RS 60 Spyder)**  
**Gear shift pattern in red (MT only)**  
**Windstop as standard**  
**Cupholders as no-cost option**

### Electronics/Convenience

**CDR 30 as a no-cost option**  
**Cupholders as a no-cost option**  
**Air conditioning as an I option**

### Exterior Colors

**Standard colors: Carrara White, Guards Red, Black**  
**Metallic colors: Arctic Silver Metallic, Aqua Blue Metallic, Basalt Black Metallic**  
**Special color: Cream White**  
**Manual Top in Black Only**

### Interior Colors

**Black as standard**  
**Full Leather: Black, Sand beige**  
**Natural Leather: Carrera Red**

### Pricing

**MSRP = \$61,200**

### Key Features to Highlight

**Technical/Mechanical:** More power, revised chassis, lower weight  
**Styling:** New manual top, new rear lid design, new front end design, new wheels  
**Electronics:** Full complement of options analogous to Boxster S, with the exception of Bose, which is not offered.

	2011 Boxster Spyder	2010 Boxster S
<b>Engine</b>		
Displacement	3.4l (3436cc)	3.4l (3436cc)
Horsepower	320 @ 7200	310 @ 6400
Torque	273 @ 4750	266 @ 4400-5500
Bore/Stroke	97.0 x 77.5 in	97.0 x 77.5 in
Compression Ratio	12.5:1	12.5:1
<b>Chassis</b>		
Front Suspension	Wheels individually suspended on wishbones with trailing links, tie rods and spring struts (McPherson type, Porsche optimized)	Wheels individually suspended on wishbones with trailing links, tie rods and spring struts (McPherson type, Porsche optimized)
Toe-in	+5	+5
Camber	-45	-10
Rear Suspension	Wheels individually suspended on wishbones with trailing links, tie rods and spring struts (McPherson type, Porsche optimised)	Wheels individually suspended on wishbones with trailing links, tie rods and spring struts (McPherson type, Porsche optimised)
Toe-in	+5	+5
Camber	-1 deg 55'	-1 deg 20'
Steering ratio	Variable 17.1:1 to 13.8:1	Variable 17.1:1 to 13.8:1
Steering (lock to lock)	2.62	2.62
Brakes	Aluminum monobloc calipers, ventilated cast iron rotors	
Disc Diameter	12.52"/11.77" (318mm/299mm)	12.52"/11.77" (318mm/299mm)
Wheels	F 8.5 x 19"/R10x19"	F 8.0 x 18"/R8x18"
Tires	235/35/19 F 265/35/19 R	235/35/18 F 265/35/18 R
<b>Weights and Weight Savings</b>		
	<b>MT/PDK</b>	<b>MT/PDK</b>
Curb Weight	2811/2866	2987/3042
Aluminum Doors	33 lbs	NA
Manual Top	46 lbs	NA
A/C Delete	35 lbs	NA
Sport Bucket Seats	26 lbs	NA
Fuel Tank Capacity	14.3 gal	17.7 gal.
<b>Performance</b>		
0-60 MPH	MT	4.9
	PDK	4.8
	Sport Plus	4.6
Top Track Speed (mph)	166 top open, 125 top closed	
		170

Front view



Rear view



Side top down



Side top up



Two piece manual top



Optional paddle shift steering wheel

