
2007 Porsche Boxster to receive more power

29 June 2006 | Classic Driver



Porsche have increased the power and torque of the Boxster and Boxster S models for deliveries from August 1, the new model year. In addition, the optional Tiptronic S transmission and the Sport Chrono Package have been given additional functions.

The 2.7 litre Boxster engine now develops an additional 5 bhp, bringing the total to 245 bhp (180 kW). Torque has increased to 273 Nm, available from 4,600 rpm. Average fuel consumption is 30.4mpg, an improvement of 1mpg. The Boxster accelerates from 0--62mph in 6.1 seconds and has a top speed of 160mph. With the optional six-speed gearbox, 161mph can be achieved. The Boxster S engine, which has been increased in size from 3.2 to 3.4 litres, develops 295 bhp (217 kW) at 6,250 rpm - 15 bhp more than its predecessor - and 340 Nm of torque. The Boxster S sprints from 0-62mph in just 5.4 seconds - a tenth of a second quicker than the previous model. The top speed of this model has risen by 2 mph to 169mph. Its average fuel consumption is 26.6mpg.



Both flat-six engines are now equipped with VarioCam Plus valve control, with variable valve timing (VarioCam) and changeover valve lift (Plus). Inlet camshaft timing is adjusted by a vane-type actuator with a range of 40 degrees. The valve lift changeover mechanism uses two-position bucket-type tappets on the inlet side, actuated by an electro-hydraulic valve. The bucket-type tappets consist of one tappet inside another; the two tappets can be locked together hydraulically by a pin. Thanks to this technical device, the Boxster and Boxster S engines have a characteristic that combines strong pulling power with high peak output and low fuel consumption.

The Boxster and Boxster S can be supplied with the revised Tiptronic S transmission, which has new hydraulics and electronics as well as variable shift programs. When combined with the Sport Chrono Package, the sporty characteristics of both these mid-engined roadsters can be experienced even more intensely: up- and downshifts are made only at engine speeds above 3000 rpm; downshifts for engine braking are subject to less delay and take place at higher engine speeds. In the manual-shift mode, up-shifts are not made automatically when the engine reaches its maximum rev limit.



On both Boxster models, access for servicing has been improved: the coolant and engine oil filler caps in the rear luggage area are now behind an easily accessible flap, so that better use can be made of the boot space. The Boxster and Boxster S will also be available with the 19-inch 'Turbo' forged alloy two-tone wheels that were developed exclusively for the new 911 Turbo. For Boxster models, they are offered as an option in sizes 8 J x 19 (front) and 9 ½ J x 19 (rear).

First deliveries of these revised Porsche Boxster and Boxster S models will begin in the UK in August and cost from £33,170 and £39,850 respectively.

Text: Classic Driver

Photos: Porsche

ClassicInside - The Classic Driver Newsletter

Free Subscription!

