

2000 Porsche Boxster

2dr Roadster . 6-cyl. 2687cc/217hp SFI DOHC

#1 Concours condition

\$31,000

0%

#2 Excellent condition

\$22,000

0%

#3 Good condition

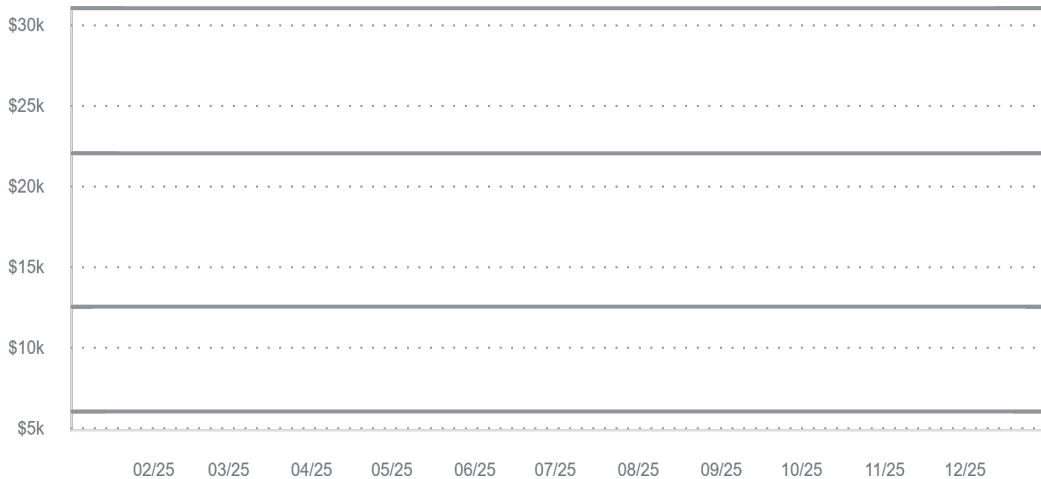
\$12,500*

0%

#4 Fair condition

\$6,000

0%



NOTE: The chart displays price changes for the last year.

Model description

For the 1996 model year, Porsche had only one model available and it was the 911 (993). The front-engined cars were all gone and Porsche was not exactly in sound financial shape in the early and mid-1990s, in part because of the expense of producing three distinct model ranges (911, 944 and 928) side by side. The company needed a lot to solve its financial woes, but two steps were more efficiency on the production lines and higher sales volume. The opinion held by executive Horst Marchart was that two different models could be designed using many of the same front-end components. This would save money because the A-pillar forward is where most of the development costs of an automobile are incurred.

The cheaper "entry-level" Porsche would be the Boxster (also known as the 986), and because it would have to be designed alongside the 911, it had to share quite a bit with the upcoming 996. Several engine designs were considered, including four cylinder units, but in the end a version of the "New Generation" flat-six was used for the Boxster. It was similar to the unit eventually released in the water-cooled 996 version of the 911, but displaced 2.5 liters instead of the 3.4 of the 996 and was placed immediately behind the driver instead of in the rear of the car as in the 911.

Inspiration for the Boxster came from past Porsche favorites like the 550 Spyder and even included a single central exhaust outlet like the 1950s racer. That said, the Boxster was far from a basic, bare bones sports car. The car needed to appeal to a wide audience, and that meant it had to have a certain degree of convenience and luxury. First, the top was power operated, and could fold away neatly under a cover in 12 seconds. A wind deflector between the roll bars reduced wind noise and there were numerous power features as well. An optional 55-pound hardtop was also available, as was an odd "roof-transport system" that was essentially an open hardtop frame with a rack for skis, a bicycle or even a surfboard.

Radiators to cool the M86 engine were located behind the front wheels, and condensers for the air conditioning were placed in front of each radiator. This left room in front for storage space, effectively giving the Boxster one trunk behind the engine compartment and another one in front of the driver.

*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)[®] on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

Initial demand for the Boxster was so strong that Porsche eventually reached a deal with the Valmet company in Finland, who had just finished a contract building cars for GM, to assemble more Boxsters. Most first generation Boxsters would then be built in Finland, and are distinguished by a "U" in the VIN, while cars assembled by Porsche in Zuffenhausen have an "S" in the VIN. Otherwise, there are no significant difference between Finnish-built or German-built Boxsters either in terms of build quality or desirability.

Special versions of the Porsche Boxster included a 2004 50th Anniversary version, and the most desirable color for the Boxster is Seal Grey. In 2000, the model was revised with a more powerful 2.7-liter engine and a new Boxster S with a 3.2-liter engine. In 2002, a glass rear window replaced the old plastic one and there was a new steering wheel as well as several exterior cosmetic tweaks.

Like the 996, the Boxster had a bit of a tarnished reputation thanks to the infamous IMS bearing issue. Bearings on the intermediate shaft that drives the camshafts indirectly off the crankshaft only failed in a very small percentage of cars, but failure of the bearing meant catastrophic engine failure (requiring a rebuild) and Porsche did not handle the issue well from a PR perspective. Since the preventive maintenance on the IMS bearing is a larger percentage of the value of the relatively cheap Boxster, fewer examples will have had the issue addressed, although a car with significant mileage will be unlikely to experience the problem by now.

When the Boxster was introduced, it competed directly with the heavier Mercedes-Benz SLK and BMW Z3 (which was built in South Carolina). Comparison tests from the big car magazines were inevitable and, while all three had their strengths and weaknesses, the Boxster came out on top from a driving standpoint. According to *Car and Driver*, "If there has been a contest going on among BMW, Mercedes-Benz and Porsche to see which German automaker could build the best-performing small roadster...Porsche should be passing out cigars right now."

Body styles

2dr Roadster

Engine types

6-cyl. 2687cc/217hp SFI DOHC

1997-2004 Porsche Boxster stats

Highest sale	Lowest sale	Most recent sale	Sales
\$121,000	\$3,339	\$11,456	1937

Equipment

Standard Equipment	Optional Equipment	Additional Info
5 Speed Manual	AM/FM CD	Drive Type: RWD
AM/FM CASS	Audible Alarm	Front Tire Size Code: 37
Air Conditioning	Audible Backup Assist	Front Tire Size: 16R205
All Wheel	Navigation System	Manufacturer Code: C168
Dual Air Bags Front and Sides/Active Belts	Rain Sensing Wipers	Manufacturer MSRP: 41430
Independent		Market Segmentation: Luxury Sport
Pass Key		Shipping Weight: 2755
Power Brakes		Vehicle Height: 50.8
Power Steering		Wheel Base Longest - Inches: 95.1
Power Windows		Wheel Base Shortest - Inches: 95.1
Tilt Steering Wheel		

Vehicle's condition classification

#1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

#3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

#2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

#4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.