

essex

“Race Parts For Your Car”

Radi-Cal™ Competition Brake System Installation Guide: Porsche 992 GT3



Warning: Essex Competition kits are for off-road use only. The components in these systems are not designed for use on public roads.

Disclaimer of Warranty

By purchasing this product and opening this box, purchaser expressly acknowledges, understands and agrees that they take, select and purchase this brake system, parts, and equipment from Essex Parts Services, Inc., its affiliates, suppliers, distributors, and agents (collectively, "Essex") "as is" and "with all faults." The entire risk as to the quality and performance of this brake system, parts, or equipment is with the purchaser. Should the goods prove defective following their purchase, the purchaser assumes the entire cost for all necessary servicing or repair or any resulting liability. Essex is not responsible for any damage, consequential or otherwise, for equipment failure or mal-performance after installation.

Essex makes no warranties whatsoever, expressed or implied, oral or written, to purchasers or any users of these products. Essex expressly disclaims any implied warranty of merchantability or warranty of fitness for a particular purpose, including fitness of these systems, parts or equipment for racing or road use. No warranty or representation is made to the product's ability to protect the user from injury or death. The user assumes all risk.

By purchasing this product and opening this box, purchaser expressly affirms that they are relying upon their own skill and judgment in selecting and purchasing these goods as suitable for purchasers' intended use. Purchaser understands and agrees that no officer, director, salesman, distributor, or agent of Essex has any authority to make any statement contrary to the terms of this disclaimer and agreement. On the contrary, Essex disavows any statement contrary to what is written above.

Installation

The brake system on any vehicle is a safety device. It is strongly recommended that any personnel performing brake-related replacement or maintenance operations should be competent and certified, using proper tools and equipment.

Brake to Wheel Clearance

This brake system is compact but the high offset design of some factory wheels prohibits their use without aftermarket wheel spacers and extended wheel studs/bolts. Some aftermarket wheels may fit over the brake kit without spacers but it is up to the consumer to verify that his or her wheels will work with the kit. Essex has wheel templates available for download at www.essexparts.com. ***The customer is solely responsible for verifying wheel fitment.***

Brake Noise, Vibration, and Harshness (NVH)

Brake noise can be caused by many factors. Following the bed-in procedures outlined in this manual will help reduce brake noise to the extent possible, but keep in mind that high performance brake pads do tend to make more noise than typical OEM pads. The customer is solely responsible for any NVH related problems with the brake system (squealing, scraping, vibration, judder, etc.).

Caliper, Bracket, and Hat Finish

The components of this system are anodized aluminum, and as such are subject to corrosion when introduced to corrosive agents such as brake fluid, road salt, wheel cleaners, certain soaps, etc. Use caution when cleaning and servicing the system components.

What's in the Boxes?

Your brake system is packaged in two separate boxes. With the exception of attachment hardware, driver (left) and passenger (right) components have been intentionally separated for ease of installation:

Box One (Left/Driver) :

(1) Caliper (Essex#;AP#) depending on kit:

13.05.20105; CP9661-3S4L Anodize

or

13.05.20107 ;CP9661-3S4LN ENP

or

13.05.20109; CP9669-3S7LN ENP

(1) 992 GT3 Disc assembly: 13.04.20112; CP4284-157GA disc with 13.03.01123 hat

(1) Caliper Bracket: 13.03.02052 with attached studs

Hardware:

(4) M12 small OD washers (#10.02.00009)

(4) M12 jet nuts (#10.02.00008)

(4) M12x40mm hex head bolts (10.02.00045)

(4) M12 flat washers (10 10156)

(1) Tube of Loctite 271 (red)

(1) Spiegler Stainless Steel Brake lines (#13.02.15900-CP9661 kits, 13.02.15800 - CP9669 kits)



Box Two (Right/Passenger):

(1) Caliper (Essex#;AP#) depending on kit:

13.05.20104; CP9661-2S4L Anodize

or

13.05.20106; CP9661-2S4LN ENP

or

13.05.20108; CP9669-2S7LN ENP

(1) 992 GT3 Disc assembly: 13.04.10112; CP4284-156GA disc with 13.03.01123 hat

(1) Caliper Bracket: 13.03.02052 with attached studs

NOTE: Essex provides pad tension kits as standard with this system and installed on the calipers. We do not recommend using the original pad retention blocks as supplied by AP Racing which will be found inside the caliper boxes included with the system. The pad tension kit properly locates the brake pads on the disc while the original blocks might allow the pads to overhang the outside edge of the disc.

Required tools

Torque wrenches capable of 150in/lbs to 444 lb.-ft.(for center-lock hubs)

Breaker bar- OEM caliper bolt

10mm wrench/socket - OE brake line bracket

T20 and T25 torx bits - disc retaining screws and air duct diverters

10mm Hex/Allen key socket - OE caliper bolts

11mm Flare/line wrench-brake line removal

19mm socket w/ratchet - bolt bracket to upright

6mm hex key wrench/socket- Caliper bridge bolt

14mm socket- Caliper stud nuts, banjo bolt

7/16"/11mm box end wrench- Caliper bleed screw

Rags- Brake fluid

Brake fluid cleaning solution

Small Funnel- Brake fluid

Eye protection

Gloves

2 or 3 500ml bottles of brake fluid- Essex recommends AP Racing R3 or R4 brake fluid

Pair of jack stands- If you can't figure this out, drop the other tools and walk away!

Note on brake ducts

Essex cannot verify fitment or compatibility of our system with third-party brake duct systems, so please fit and use them at your own risk. If you do plan to use brake ducts in conjunction with our system, please ***do not bolt anything between the caliper bracket and the upright***. The caliper bracket was precisely designed to bolt directly against the upright without any shims, spacers, etc. If you are bolting a brake duct to the upright, please make absolutely sure it does not alter the dimensional relationship between the caliper bracket and hub face.

Installation procedure

Step 1-Lift and secure vehicle, remove wheel(s)

- Apply the parking brake and chock the rear wheels.
- Put a shop towel under your driver windshield wiper. Don't remove it until the job is done and you've torqued your wheels properly.
- Put on your gloves and eye protection.
- Slightly loosen front wheel lug nut(s), but do not remove.
- Lift the front of the car on a flat, clean, and stable surface per manufacturer recommendations.
- Secure the vehicle on two jack stands, or one if you'd like to install one side at a time.

*****Never leave your vehicle supported with only a floor jack. ALWAYS USE JACK STANDS.*****

- Remove front wheel(s).

Step 2-Detach hard line brake connection

Warning- Brake fluid is corrosive, flammable, and will damage painted and anodized finishes. Clean up all spills immediately.

- Place a tray and/or rags below the brake hard line connection on inner fender well. Have the provided rubber caps/plugs handy to stop brake fluid.
- Using your 11mm line/flare wrench, disconnect factory soft brake line from hard line connection at the fender well and immediately cap the hard line tube with the provided black rubber caps inside line packaging to halt brake fluid loss.
- Plug the female end of the OE line with the other cap/plug.
- Quickly clean up and residual fluid from any painted surface
- Using a 10mm wrench/socket, loosen the bracket holding the grommet to the upright. It does not need to be completely removed, loosening it simply allows the grommet to be removed easier.

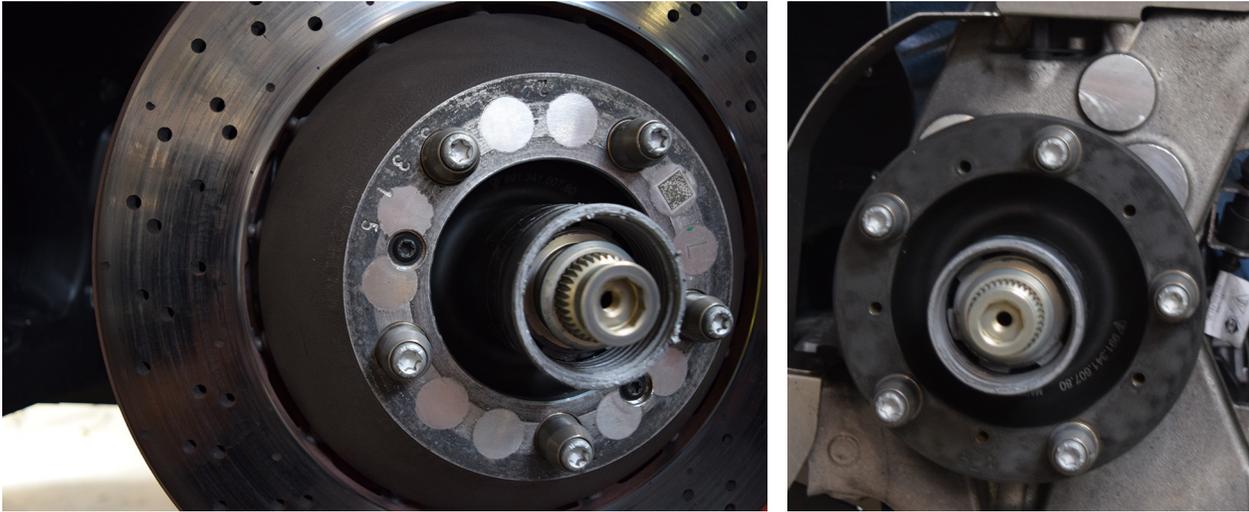
Step 3 - Remove OE caliper

- Locate the pad sensor connector on the upright and disconnect the OE pad sensor by pulling back on the small tab to release the clip and sliding the connector out of the bracket
- With a 10mm allen wrench/socket, remove the two bolts holding the caliper to the upright.
- Carefully lift the caliper off the OE disc making sure the pads do not fall out.
- Once out of the car, remove the pad wear sensors from the pads with a set of needle nose pliers. Set sensor aside for reinstallation later.



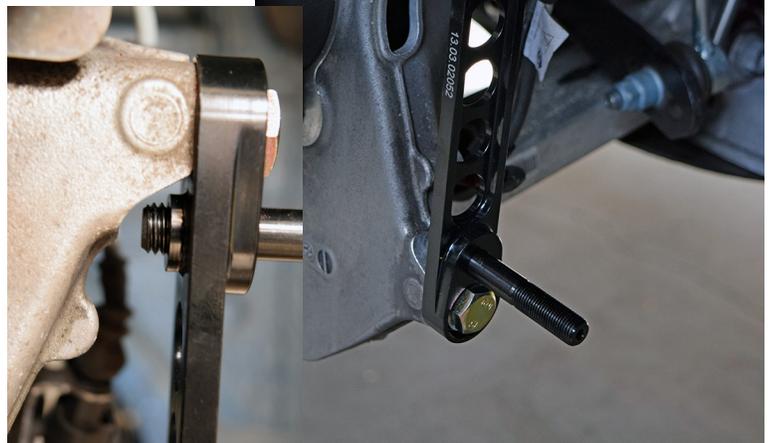
Step 4 - Remove OE brake disc

- Using a T30 torx bit, remove the disc retaining screws.
- Remove OEM disc from hub.
- Using a wire brush, cleaner (WD-40 works well) and rags, clean the hub face and flange to remove any rust and provide a nice clean and flat surface for your new discs to seat.



Step 5 - Install Essex caliper bracket

- Apply one small drop of threadlock to the threads of the bolts included with our system (#10.02.00045). Please be aware that excessive use of red threadlocker will make removal extremely difficult.
- Make sure that the bracket sits flat against the machined face of the spindle. The duct that sits under the OE caliper can be retained and sandwiched between the Essex bracket and upright. Slight trimming may be necessary.
- Using a 19mm socket and the supplied washers (#10 10156), attach the caliper bracket to upright. **Torque to 63lb.-ft.**
- Inspect the bracket and be certain its sitting flat against the upright and that the stud bosses protruding from the bottom of the bracket are not contacting the upright (see potential issues below). If so, use a file and remove material slowly until they clear.



Step 6 - Install AP Racing J Hook racing brake disc

- Install the AP Racing Heavy Duty J Hook 2-piece disc over the wheel studs. To ensure proper airflow and cooling, make sure the discs are on the proper side of the car per the pics below. The J Hook slot pattern and internal vane design can both be used as reference points.
- Use the OE disc retaining screws to hold the AP Racing disc on the hub.



Ex: Driver side/left hand brake disc:

Ex: Passenger side/right hand brake disc:

Driver Side Disc



Passenger Side Disc



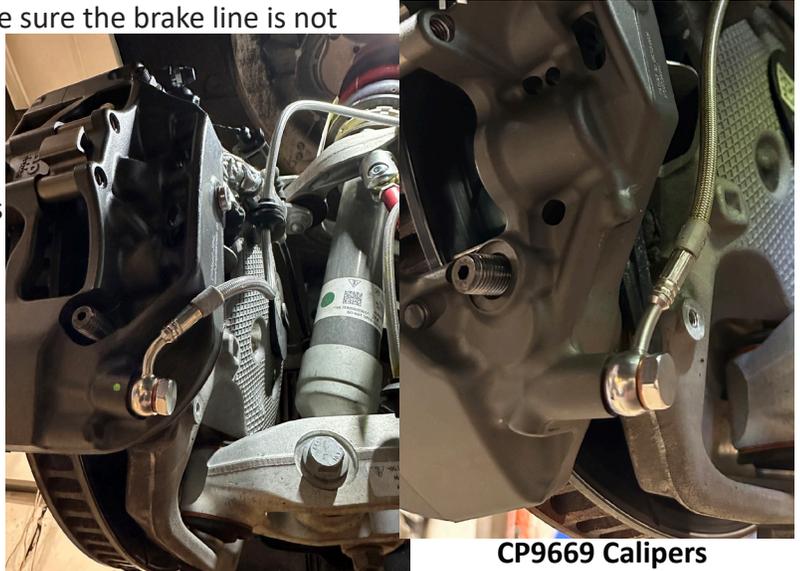
Step 7 - Install AP Racing CP9661 brake caliper

- Verify that you are putting the proper caliper on the correct side of the car. The smallest pistons should be on the leading edge of disc in normal forward rotation. There is also an arrow near the AP part number that indicates forward disc rotation
- Also note, these calipers have a clearance cut machined underneath to clear the heads of the bracket bolts.
- Slide caliper onto bracket studs making sure it seats flat onto bracket.
- Using a 14mm socket and the supplied washers (#10.02.00009), secure the caliper to the caliper bracket with the jet nuts (#10.02.00008). **Torque to 40 lb-ft.**
- Check to make sure the caliper is centered on the disc and does not contact anywhere.



Step 8 - Install Spiegler Stainless brake line

- Using an 11mm socket, remove the lower bleed screw.
- Grab the correct side line (LH shown in picture below) and install the banjo bolt on the end of the brake line with a copper crush washer on both sides of the banjo fitting. Hand-thread the bolt into the lower bleed port on the caliper. Using a 14mm wrench/socket tighten the banjo bolt to prevent fluid leaking (do not torque yet).
- Insert rubber gomet into the factory bracket.
- Slide the female end of the Spiegler line into the factory bracket at the inner fender. You may need to re-clock the line using the supplied blocks (see packaging for details).
- Remove the rubber cap from the hard line on the car, and insert the brake linetube nut into the male fitting using the factory tension clip. Hand-tighten the hard line fitting into the Spiegler line. Using a 11mm wrench, tighten the connection. Do not overtighten. Just make sure the connection is snug and leak free.
- Turn the steering wheel lock-to-lock, and make sure the brake line is not binding or rubbing on any moving components. Some adjustments to the line through the gomet might be required. If necessary, slightly loosen the banjo bolt at the caliper, and adjust the routing of the line until there is no interference.
- Once the line is routed correctly, torque the banjo bolt with a 14mm socket to **20lb-ft**.



CP9661 Calipers

CP9669 Calipers

Step 9 - Install brake pads (DO NOT SKIP THIS STEP)

- This system comes standard with our pad tension kits in order to reduce rattle and keep the pads as low on the disc as possible. We do not recommend using the standard pad retaining blocks (located in the caliper boxes) due to slight pad overhang on this application.
- Using a 6mm hex wrench, remove the two pad bolts securing the pad tension blocks/springs from the top of the caliper.
- Slide your new brake pads into the calipers. If you do not install your pads during this step, you will potentially have a big mess on your hands when you attempt to bleed your brakes!
- Using a 6mm hex wrench, reinstall the pad tension blocks removed in Step 8 above. **Torque to 11 ft/lbs (15Nm)**. Make sure the pads are sitting just slightly above the OD of the disc as pictured.
- Reinstall the OE brake pad wear sensor by plugging the connector back into the harness on the upright and securing the ends out of the way. If the sensors were tripped prior to removing the pads from the car (dash light on) you can either purchase a new sensor and install as stated, or you can snip the pad ends off the harness, strip away the sheathing and wire the two leads together.



Step 10 - Repeat steps 3 thru 10 on the other side of the vehicle

Step 11 - Bleed the brake system

For use with our system, Essex recommends AP Racing R3 brake fluid or AP Racing R4 brake fluid. We recommend purchasing three bottles (standard 500ml size) of your preferred fluid to complete the installation. DO NOT MIX Castrol SRF with any standard brake fluid. If you are running SRF in your car a complete fluid flush is necessary to prevent contamination.

The goal of bleeding the brakes is to remove all of the old fluid from the system, replacing it with fresh fluid. With a single brake fluid reservoir (which your car has), fluid in the front and the rear of the car will mix. You therefore need to bleed all four corners of the car. The caliper bleeding sequence is to start with the corner of the car furthest from the master cylinder (mc), and work your way closer to the mc: Generally Passenger rear, driver rear, passenger front, driver front, but a quick glance at the hard lines will tell you for certain. The proper bleeding sequence is the lower bleed screw, followed by the upper bleed screw. Use a 7/16"/11mm box end wrench on the caliper bleed screws, and an appropriate bleeder bottle (available through Essex). When loosening and tightening the bleed screws during this process, just snug them and do not over-tighten. The final torque value on your last tightening of the **bleed screw should be 150 lb-in.**

- Make sure brake pads are secured in all calipers.
- Open the top of your brake fluid reservoir, and make sure it is mostly full. At no point during the bleeding process should you allow the level of brake fluid to go below the minimum level marking.
- Have some rags and brake cleaner handy, and place a drip pan or cardboard below the caliper you are bleeding
- Position your box end wrench over the lower bleed screw on the furthest caliper away from the master cylinder), followed by the hose from your bleeder bottle.
- With a friend behind the wheel and working the brake pedal, loosen the bleed screw and have your friend pump the brakes to the floor 5 or 6 times to flow some of the old brake fluid out of the system
- You should see some air bubbles flowing through the bleeder hose. Have your friend hold the brake pedal to the floor, and snug the bleed screw back up.
- Check the fluid in your reservoir, and refill to the max line if necessary.
- Tell your friend, "pressure." S/he will pump the pedal a few times slowly and then hold pressure on the brake pedal. Loosen the bleed screw. The pedal will slowly drop to the floor as fluid flows out of the bleed screw. When the pedal hits the floor your friend holds it there, and tells you, "down." Tighten the bleed screw. Do not allow your friend to lift the pedal until the bleed screw is closed. Repeat this process a few times until no more air bubbles are flowing out of the caliper. On your friend's final press, close the bleed screw when his foot is half way to the floor.
- Check the fluid in your reservoir, and refill to the max line if necessary.
- Repeat this procedure on the upper bleed screw on the passenger rear.
- Repeat the above procedure in the prescribed caliper order, continually checking the fluid level in your reservoir. It will drain quickly, so keep a close eye on it.
- When you are done bleeding, wipe up any brake fluid on the calipers, lines, etc. with brake clean and rags. It will destroy the finish of any painted surface it touches.
- Fill your fluid reservoir to the max line and tighten the cap.
- Have your friend apply pressure to the brake pedal, while you examine the connections at all corners of the car for leaks.
- Due to the internal fluid passages in the Radi-CAL™ calipers, air can sometimes get trapped inside the caliper. We recommend doing a quick re-bleed of the calipers after the initial test drive to be sure all of the air is bled out.

Please note: After bleeding the system, there will remain a small amount of residual brake fluid inside the bleed screws and/or around the threads. As the calipers heat up, this fluid will force its way out and may look like the calipers are leaking. This is perfectly normal and will go away after a short time. If you experience a spongy pedal or continue to see fluid leaking after a day or so then re-torque the bleed screws to the proper 150 in/lbs.

Step 12 - Install wheels

- Check wheel clearance before tightening. At times adhesive wheel weights inside the wheel barrel could potentially come into contact with your calipers.
- Torque your wheels to manufacturer's recommendation.

Step 13 - Safety check

Drive the car at low speeds in a safe location to ensure proper functioning of the brakes.

Step 14 - Bedding and preparation

Our GT3 kits are provided with discs that arrive burnished and ready to go. However, properly preparing new brake pads before heavy use is still extremely important. Please visit www.essexparts.com/learning-center for detailed bedding information in both written and video format.

The goal of bedding-in your brake pads is to mate the surfaces together properly and prepare them for heavy use by solidifying the resins in the pads. The process is similar to bedding in your discs, but requires less cycles/heat. Please refer to manufacturers recommendations for any manufacturer/compound you choose.

Notes:

Thank you again for choosing Essex and AP Racing. If you need any assistance, please call customer support at 704-824-6030.

