



Adjustable Caster Arm with Anti-dive / Anti-Squat - Installation Instructions

Part #: 2180005 - 996, 986, 997, 987

Part #: 2180032 - 991, 981

Cars applicable:

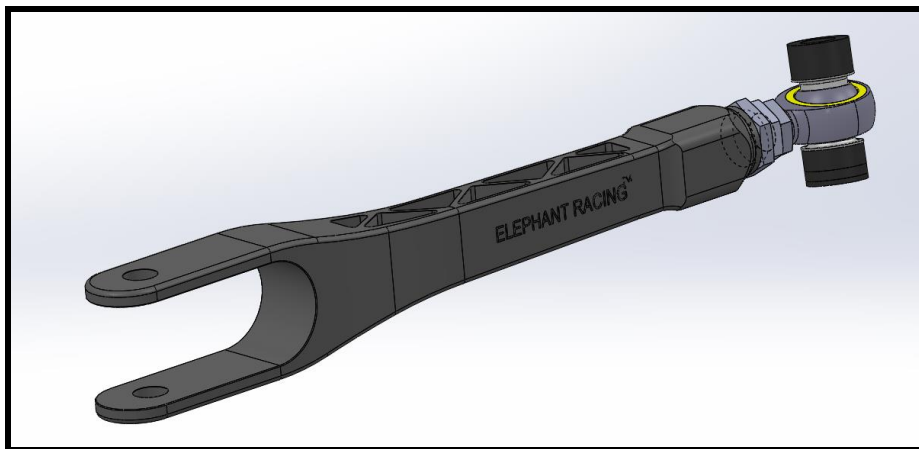
Front - 996 / 997 / 986 / 987 / 991 / 981 / GT3 - with factory or Elephant Racing GT3 control arms

Note: 997 / 987 / 991 / 981 using original front control arms must replace the central bushings with the 996 type Elephant Racing part 2290022 stock or 2290014 sport, or Elephant Racing Caster Adjuster solid bushing part 2180011

Rear - 996 / 997 / pre-991 GT3 - with factory or Elephant Racing GT3 control arms

Parts list:

Quantity	Description
2	Adjustable Castor Arm assembly
2	2 mm spacer
2	4 mm spacer
2	8.5 mm spacer
2	14 mm spacer



Adjustable Castor Arm

Tools Required:

- Basic Mechanic's Tool set

Introduction:

Congratulations on your purchase of the Elephant Racing adjustable castor arm! This adjustable arm will not only allow you greater castor range of adjustment, but will also allow for anti-dive tuning while retaining the factory brake ducting cover. On 996, 997, and 991 vehicles, this kit can also replace the rear castor arm to allow for anti-squat tuning.

This kit is a perfect addition to cars already equipped with Elephant Racing GT3 control arms, as well as for those with factory control arms who wish to gain additional castor or anti-dive/squat geometry.

Step-by-Step Instructions:

1 – Safely raise and secure the vehicle, then remove the front wheels.

2 – Remove the factory castor arm. Refer to an appropriate shop manual for more detailed instructions.

Inboard-Most Triangular Cutout

3 – Front Installation:

Position the Elephant Racing castor arm so that the most inboard triangular cutout is facing towards the front of the car. This will properly position the castor arm to accept the factory brake duct. Attach the forked end of the castor arm to the lower control arm. Torque to factory specifications.

To Front of Car

Rear Installation (996/997/991):

Attach the forked end of the castor arm to the lower control arm. Torque to factory specifications.

Front Installation

Even Washer stackup

Partial anti-dive / anti-squat position

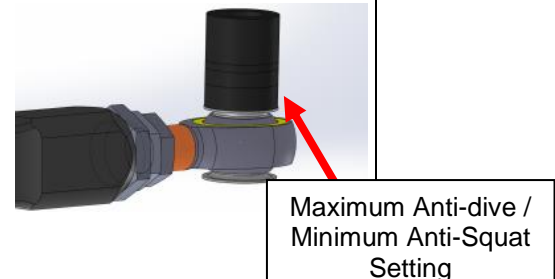
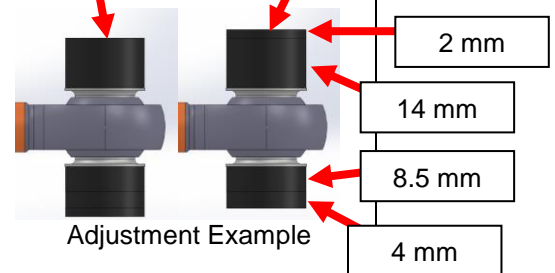
4 – The supplied washers can be arranged on the spherical bearing attachment point to achieve the desired level of dive or squat correction. The spacers provided are of varying thicknesses and allow for adjustments in roughly 2 mm increments.

Front Installation:

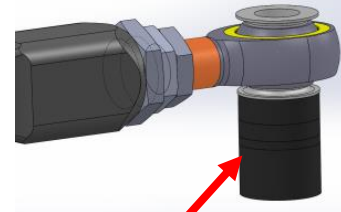
Spacing the attachment point LOWER will increase the anti-dive characteristics of the vehicle. Attach to the vehicle and torque to factory specifications.

Rear Installation (996/997/991):

Spacing the attachment point HIGHER will increase the anti-squat characteristics of the vehicle. Attach to the vehicle and torque to factory specifications.



Note: An even stackup on either side of the rod end corresponds to the factory position.

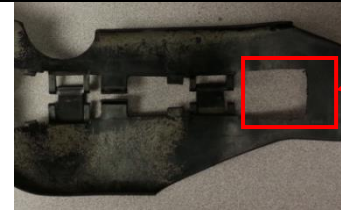


Minimum Anti-dive/
Maximum Anti-Squat
Setting

5 – Front Installation:

Before installing the factory brake duct, you must first trim away the plastic from the end until the first buckle clasp to allow for the Elephant Racing arm to pass through.

Note: This will remove the last two tabs on the end of the brake duct opening.



Final area
after
trimming

6 – Front Installation:

Install the brake ducting cover in the same manner as you would on the factory arm. the large center tab should align with the third large triangular recess from the forked end.

7 – Install the wheels and safely lower the car. Test drive the car to make sure everything is tight and behaving as intended. Elephant Racing advises that the car be aligned by a trained professional following the installation of this kit.



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