



Rear Boxster Brake Adapter Kit for Short Wheelbase 911/912 - Installation Instructions

2190014

Application -

Caliper Position	Elephant Part#	1965-1968	
		911	912
Rear SWB	2190014	X	X

Required But Not Included – Available separately from Elephant Racing

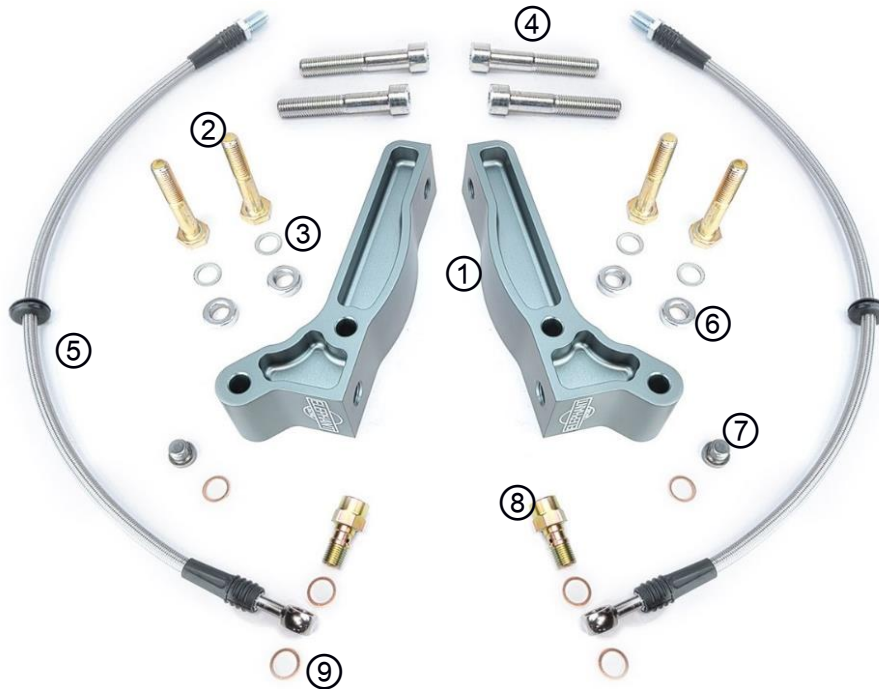
Calipers with hardware • Master Cylinder Kit • Rotors • Brake Pads • Brake Fluid • Parking Brake Shoes

Note:

Rear SWB kits use standard type '97-'04 996 rotors (996-352-401-05) and 911 brake shoes (911-352-097-10)
Rear SWB kits use '97-'04 986 Boxster calipers (non-S type) Left 986-352-423-01 / Right 986-352-424-01.
Rear SWB kits use 22.5mm Master Cylinder Kit (Elephant Racing 2190011).

Parts list:

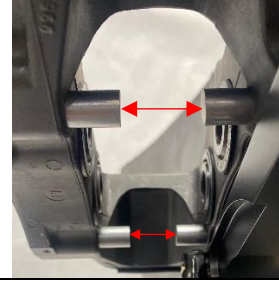
Ref #	Qty.	Description	Ref #	Qty.	Description
REAR SWB					
①	2	Rear SWB Adapter Bracket	②	4	Bracket Mounting Screw
③	4	Washer M10	④	4	Caliper Mounting Screw
⑤	2	Brake Hose Rear SWB – 25 in	⑥	4	SWB Caliper Spacer
⑦	2	M10 Plug	⑧	2	Banjo Bolt
⑨	2	Crush Washer			



Introduction - Congratulations on your purchase of the Elephant Racing Rear SWB Boxster Caliper Kit. This system is an upgrade over the stock braking system found on a 911/912 and allows the use of larger calipers and rotors. These 4 piston calipers use larger pads and thicker rotors, offering greater braking performance and increased thermal capacity over the original brakes.

Modifying the rear caliper pins to fit 24mm wide rotors -

1. When using 24mm wide rear 996 rotors, the pins that support the brake pads will need to be trimmed to allow the wider rotor to fit between them. Using a cutoff wheel or similar tool, shave approximately 2mm from the end of each pin.
2. It is sometime necessary to trim the pad thickness. Use a belt sander to shave a small amount from the pad face.



Modifying the rear caliper to accept banjo brake hose -

1. Before mounting the caliper on the car, disconnect the crossover line and add the banjo bolt (8), 2 crush washers (9), and the banjo end of the brake hose (5) to the inboard side of the caliper as shown.

Re-form the crossover line to meet the banjo bolt. Then remove the brake hose so that it can later be installed onto the trailing arm (see steps below).



2. Install the M10 plug (7) and crush washer (9) into the caliper to block off the unused inlet port as shown. Torque to **12Nm**

Plug port



Installing the Rear Calipers – 911 SWB

1. Remove old rear calipers, and rotors. Refer to shop manual.


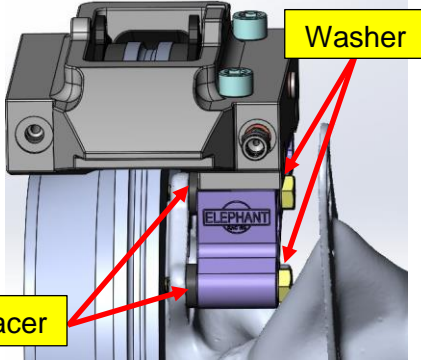


2. The backing plate must be trimmed to allow clearance for the calipers and rotor to fit, as well as clearance for the star wheel adjuster. Before trimming, remove the wide brake shoes and install the narrow brake shoes. Trimming can be done with the backing plate still mounted to the trailing arm.

Trim at areas marked in yellow.



3. With the narrow brake shoes installed, trim area around the star wheel adjuster to allow the wheel to rotate freely and to prevent the wheel from lifting the shoes away from the backing plate.



<p>4. After trimming, check clearance to rotor, caliper and star wheel adjuster. Paint to prevent rusting.</p>	
<p>5. Install the rotor onto the hub (omit caliper countersink screws).</p> <p>6. Install the caliper adapter bracket ①, and spacers ⑥ to the trailing arm using the bracket mount screws ② and washers ③ as shown.</p> <p>Tighten the bracket mounting screws ② to 46Nm</p> <p>Mount the caliper on the adapter bracket using the caliper screws ④</p> <p>Torque the caliper screws to 60Nm</p> <p>Note: Bleeders will be near the top when installed in the correct orientation.</p>	
<p>7. Route the brake hose ⑤ along the trailing arm. Secure the line with the grommet as it passes through the tab in the trailing arm.</p> <p>First connect the banjo end of the brake hose ⑤ through the banjo bolt ⑧ and 2 crush washers ⑨ to the caliper. Clock the banjo as shown so the hose routes over the spring plate on the trailing arm. Then connect the other end to the hardline where the trailing arm meets the chassis.</p> <p>Torque all fluid connections to spec: Brake hose to chassis hardline – 12Nm Banjo Union Bolt – 16Nm Crossover Lines – 12Nm Bleed Nipple – 10Nm</p> <p>Note: Check that throughout the full range of motion the brake hose does not make contact with the body as the suspension travels.</p>	
<p>8. Install pads and bleed system.</p> <p>Note: During bleeding the calipers need to be rotated so that the bleed screws are at the highest point on caliper. This will require the caliper bracket to be loosened and rotated.</p> <p>Note: Before installing wheels, check the clearance to the calipers. Wheel spacers may be needed for some wheel offsets and spoke geometry.</p>	



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