The Porsche 992 GT3 introduced some dramatic suspension changes vs. the 991 chassis, most notably moving from a McPherson Strut configuration to double wishbone at the front of the car. The resulting packaging and geometry changes create some potential brake clearance issues under certain driving conditions. With the brake lines attached to the standard front caliper inlet port contact may occur between the brake line banjo fitting and the front anti-roll bar (ARB) drop links or the ARB itself. The interference issue is more pronounced in our CP9669 Kits due to the extremely wide calipers but can also impact our CP9661 Kits to a lesser extent.

Porsche delivers these cars with the front and rear ARBs set to the middle position. Essex recently acquired a 992 GT3 test vehicle to check the clearance of our brake kits across all ARB settings with both the OEM anti-roll bar drop links and aftermarket units from Tarrett Engineering. We found very similar clearance with both types in all the bar’s adjustment settings. Potential interference between the brake line fitting and drop links becomes more likely to occur as:

* The anti-roll bar is adjusted towards the softest setting (the hole closest to the end of the bar)
* The steering wheel is turned towards full lock
* The suspension is under full droop (extended as far as possible)

To address this clearance issue, Essex has developed the following solution:

* Relocate the caliper hydraulic connection from its current position to the lower bleed screw. This requires a new Spiegler brake line of a different length with a new banjo bolt design (currently being manufactured by Spiegler, with an estimated completion date of early February 2024).
* The original inlet port in the center of the AP Racing caliper will be closed off with a plug.

**CP9661 Kit, part# 13.01.10141/13.01.10141-ENP**

On our CP9661 front caliper kits in the as-delivered configuration (brake line attached to the inlet port in the middle of the caliper), interference between the drop link and the brake line fitting may occur when the ARB is adjusted to the softest setting as you approach full steering lock and full suspension droop.

If you won’t be running the ARB in the softest setting with our CP9661 kit, you should not anticipate any issues, and you should not expect any interference when the ARB is set to the medium or stiff settings. If you do plan to run your front ARB in the softest setting, we suggest implementing our brake line relocation as described above, which will provide adequate clearance in all ARB settings.

**CP9669 Kit, part# 13.01.10142-ENP**

The wider calipers in our CP9669 kits extend further into the wheel well, which creates more potential clearance issues. With the brake line attached to the center inlet port and the ARB set in the soft or middle settings, there may be interference between the brake line banjo fitting or the caliper body with both the ARB drop links or the ARB itself.

With the brake line relocated to the lower bleed screw port, the CP9669 calipers have adequate clearance with the front anti-roll bar end links when they are set in the middle or stiffest positions. The caliper will *not* clear the front anti-roll bar adjusted to its softest setting, so the ARB cannot be run in that setting. Under full droop and full lock, the end of the anti-roll bar itself may make minor contact with the inlet port plug, but the likelihood of putting the components in those positions under normal driving conditions is very low.

Our recommendation for our CP9669 kit is as follows:

* Connect the brake line to the lower bleed screw port and plug the central brake line inlet port.
* Run the ARB in either middle or stiff settings
* Check for interference at full steering lock at your desired ARB setting. Removing a small amount of material from the end of the ARB itself (3-5mm) will help mitigate any clearance issues.

**Why didn’t we just move the brakes further outboard?**

To clear the ARB in the softest setting, we would need to push the caliper and disc out 10mm+ from their current orientation, essentially eliminating any possibility of finding wheels with enough spoke clearance to accommodate the calipers.

*Image below shows CP9669 caliper inlet port plugged, allowing for ARB clearance in the middle setting.*

