



essex
"Race Parts For Your Car"

Porsche Stud Kit Installation Procedure:

1. Safely lift the vehicle and remove wheels

2. Remove brake calipers, paying close attention to brake lines and brackets that may need to be loosened

3. Clean the bolt holes inside the upright thoroughly (use an M12x1.5mm thread chaser recommended)

4. Blow out any remaining factory thread locker debris using compressed air



**Short Coarse Thread
(M12x1.5mm)
Goes Into Upright
With Loctite**

**Long Fine Thread w/Hex
(M12x1.25mm)
For Caliper Nut
And Washer**



5. Clean and apply included Loctite to the M12x1.5mm threads on the Essex stud (short threaded portion at left in image above)

6. Thread the short end of the stud into the upright carefully by hand and tighten using a 5mm allen key on inset hex

7. Torque stud to 5 ft-lbs. (7 Nm), being careful not to overtighten

8. Repeat steps 3 through 7 for each stud being installed

9. Allow ample time for the Loctite to cure (wait 30 minutes)

10. (Optional) Due to variances between pad manufacturers, it might be beneficial to shim the caliper slightly so that the top of the friction material aligns with the outer edge of the disc. If desired, install the included 1.5mm shims (one per stud) between the upright and caliper. Visually verify pad material is sitting close to but not over the edge of the disc.



optional
1.5mm shim

11. Re-install calipers and all associated bracketry



Hardened M12 washer

12. Install supplied hardened washers onto the calipers over studs and then 12x1.25mm ARP caliper nuts. Note: washer goes in between caliper body and nut. Do not install washer under caliper.

13. Torque caliper nuts to 40 ft-lbs. (54 Nm) using a 12-point 14mm socket.

14. Re-install wheels and torque wheel lugs/nuts to OE specifications.