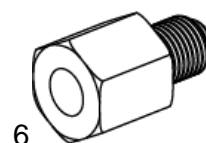
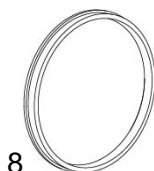
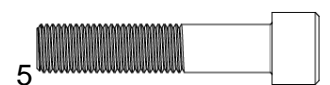
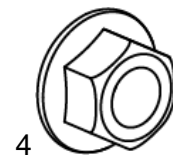
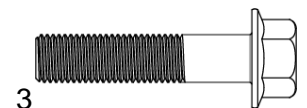
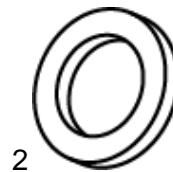
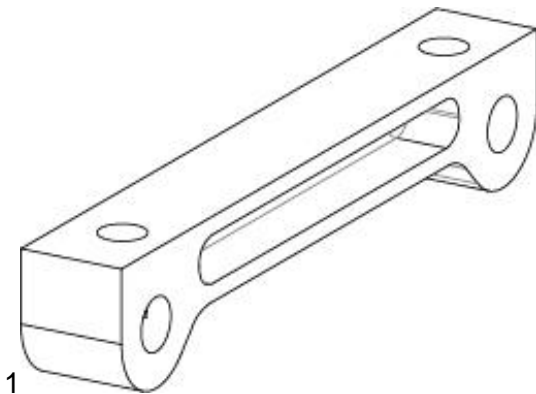


No.	Description	Quantity
1	Caliper adapter bracket	2
2	Special washer	4
3	M12 x 1.25 x 55mm flange bolt	4
4	M12 x 1.25 flange nut	4
5	M12 x 1.25 60mm socket head bolt	4
6	Brake hose adapter	2
7	Copper sealing washer	4
8	Disc centre ring	2



Parts that are required but not included in kit		
Calipers	Description	Part Number
Option 1	99-04 Porsche Boxster 986 "S" model front calipers (red)	996.351.422, 996.351.421
Option 2	97-04 Porsche 996 C2 or C4 front calipers (grey)	
Discs		
	Nissan Murano front discs, 320mm x 28mm	Z51 2011-2013
Pads		
	Factory Pad Part Number	996 352 949 02

1. Raise the vehicle, and support on jack stands. Remove wheels.
2. Remove the original front calipers by removing 2 x M12 bolts (17mm head), and M10 banjo bolt fitting on brake hose. Plug or clamp brake hose end to limit loss of brake fluid. Remove the brake discs, removing the retaining screws with an impact driver if necessary.
3. Remove the pad retaining pins and springs from the Porsche calipers and remove the pads if fitted. Push the caliper pistons back into the body of the calliper. Install the adapter fitting to the inlet on the back side of the caliper, torque to 10Nm (7lbft).
4. Ensure the inner surface of the caliper mount tabs on the knuckle are clean and free of rust or damage, use a wire wheel to remove any excessive rust if necessary as a clean flat surface is essential for the bracket to mate against.
5. Install the caliper adapter brackets to the knuckles by bolting with the provided M12 x 55mm flange bolts and locking nuts. The head of the bolt should be on the outboard side, and the nut on the inboard side.

For DC5/EP3 and FN2 applications the bracket mounts to the inboard face of the caliper mount tabs on the knuckle, **with the machined cut-out facing inboard, with the etched HONED logo on the outboard side**. Torque the bracket mounting fasteners to 108Nm (80 lb.ft) using an 18mm socket and 17mm spanner.

6. The caliper mounting tabs on the knuckle may require a small amount of material ground away from their tips to clear the caliper, an angle grinder with flap disc works well for this. First, check if needed visually checking if the knuckle protrudes past the flat caliper mounting face of the bracket. Approx 1.5mm thickness of material at most should need to be removed. Grind tips of mounting tabs as needed, and check that the caliper fits without interfering with the knuckle by installing the caliper, 60mm bolts with special washer, and tightening the bolts snug, then checking that caliper is sitting flat on adapter bracket and not contacting the knuckle.
7. Install the Murano brake discs on the hubs, with the **disc centre rings installed in the discs from the rear**. The centre ring may be a tap fit, requiring gentle tapping with a hammer and soft faced drift to install. The disc retaining screws are not used with the Murano discs, and they will be somewhat loose until the calliper and pads are in place and wheel fitted.
8. Install the Porsche calipers to the adapter brackets, using 2 x M12 x 60mm socket head bolts with the **special washers fitted beneath the head of the bolt**. Torque the caliper mounting bolts to 85Nm (63 lb.ft). Fit the banjo fitting of the brake hoses to the adapter fitting on the caliper, using 2 new copper sealing washers per side, torque to 30Nm (22 lb.ft) while holding the adapter fitting with a spanner to prevent excessive tightening of that fitting. **Important: The banjo bolts may need to be shortened slightly by grinding a small amount of material from the bolt end. The bolt should be between 20 and 22mm (13/16" – 7/8") in length to provide correct thread engagement in the adapter.** Test fit the bolts to ensure they are not bottoming in the adapter fitting before final tightening.
9. Install the brake pads, pad retaining spring, pin, and circlip which retains the pin. Bleed the brakes following the procedure in the workshop manual for your vehicle, the inner side of the caliper should be bled first in each case.

Check that there is no contact of the brake hose with any suspension part or wheel through the full range of steering lock. Push the brake pedal a handful of times to ensure pistons are extended to put pads in contact with discs before driving. Bed the brake pads per the manufacturer's recommendation.

Note: These components are intended for race use only, and will require regular inspection and maintenance. Honed will not be held responsible for any misuse of these components.

