

Replacing brake rotors on 987 Boxster S (likely the same for Boxster)

Replacing brake rotors on the 987 is really very easy as a DIY project. Only very minimal skill or experience is needed.

Tools required:

T-55 Torx socket (easy to buy online. I got a set ranging from T-20 – T-60 from Harbor Freight for about \$15. (½” drive)

The usual wheel removing tools – lugwrench, jack

#2 Philips-head screwdriver

Pad-spreader (the job is simplified if you can open the pads a bit)

Torque wrench

Parts required

Replacement rotors (personally I prefer slotted, not cross-drilled. The slotted last much longer for track use.) Front and rear are different sizes. Left and right are also different on the fronts! Pay attention to the Placement section below

Placement

Examine the rotors from the edge. You will notice that the rotors are not solid – they have vanes of metal and air passages between the rotor faces. These vanes may be curved or straight. If they are curved it is important that when mounted on the vehicle the vanes properly. Here is a link to a reference: http://www.zeckhausen.com/how_to_properly_install_rotors.htm.

Procedure

REMOVAL

Slightly loosen all the wheel lugs (most efficient to do this on all the wheels as Step 1)

Jack up one side of the car

Remove the wheel lugs on a wheel and remove the wheel

Remove the 2 caliper bolts using the T-55 Torx and a socket driver. (These are inside of the caliper pointing towards the door)

Spread the pads a little bit to ease caliper removal

Slide the caliper off the rotor. (Use a plastic mallet to help free it if needed.) When it is free do not let it dangle! Support it on a pail or hang it from a wire.

Remove the 2 small Phillips-head screws which hold the rotor in place.

Remove the rotor

INSTALLATION

Install a new rotor. Use appropriate front or rear! Align so that the holes in the rotor for the Phillips-head screws align with the backing.

Install the 2 Phillips-head screws. Do not over-tighten. They are only there to hold the rotor in place when the wheel is off. (Interestingly, one of my rotors was missing the screws entirely. They had been omitted at the factory.)

Slide the caliper back into place.

Insert the 2 caliper bolts and tighten to 65 ft-lbs (this is what I've been told) using the socket driver and T-55.

Replace the wheel.

Repeat entire process for each wheel. (I've found you should budget ½ hour per wheel. YMMV)

BED IN YOUR NEW ROTORS

To get the best longevity and performance from your new rotors you should bed them in properly.

<http://www.baer.com/tech-center/season-your-rotors> is a good reference paper.