

Central Wheel Lock: Additional Information When Driving On Race Circuits (73/10)

Vehicle Type: **911 Turbo (997)/911 Turbo S (997)**
911 GT3 (997)/911 GT3 RS (997)/911 GT2 RS (997)

Model Year: **As of 2010**

Equipment: Central lock (I-no. 422, 430)

Concerns: **Vehicles with central lock on wheels**

Information: **Additional information for the use of the central lock components when driving on race circuits**

Before a vehicle with central lock on wheels is driven on race circuits, the central wheel bolts must be greased as described below and tightened to a higher tightening torque. Please inform the customer of this information accordingly.

Parts Info: 000.043.020.00 ⇒ Assembly grease Optimoly TA 100g tube

Tools: Socket wrench 9796
 Assembly aid 9794 (for vehicles with PCCB – Porsche Ceramic Composite Brake)
 Torque wrench Nr.91 Pos.2 (300–800 Nm/222–592 ftlb.)

Work Procedure: 1 **Grease central wheel bolts in accordance with the following overview before driving the vehicle on race circuits.**

To do this, first remove and partly disassemble the central bolts. For details, see ⇒ *Workshop Manual '440519 Removing and installing wheel with central bolts'*.

Overview of central bolt surfaces to be greased

Surface	Designation	Grease with Optimoly TA Part No. 000.043.020.00
1	Circular area on central bolt ⇒ <i>Figure 1 -1-</i>	Apply a light coating of grease (approx. 0.2 – 0.5 mm thick).
2	Trapezoidal thread on central bolt ⇒ <i>Figure 1 -2-</i>	Apply a generous coating of grease (approx. 0.5 – 1.0 mm thick).
3	Washer ⇒ <i>Figure 1 -3-</i>	Do not grease the washer (applies to both sides)
4	Circular area of cone ring ⇒ <i>Figure 1 -4-</i>	Apply a light coating of grease (approx. 0.2 – 0.5 mm thick).

5	Reserve bores on cone ring ⇒ Figure 1 -5-	Fill bores with grease so that they are 1/3 to 2/3 filled with grease.
6	Inner circular area on cone ring ⇒ Figure 1 -6-	Apply a light coating of grease (approx. 0.2 – 0.5 mm thick).
7	Conical area on cone ring ⇒ Figure 1 -7-	Apply a light coating of grease (approx. 0.2 – 0.5 mm thick).

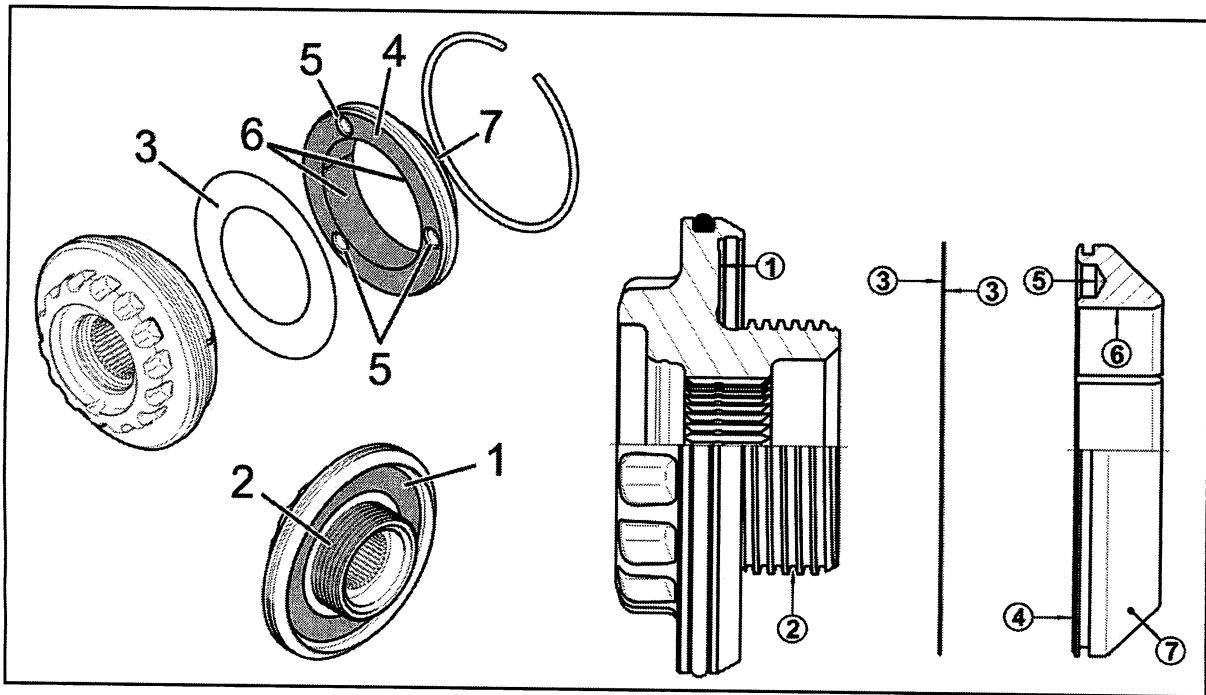


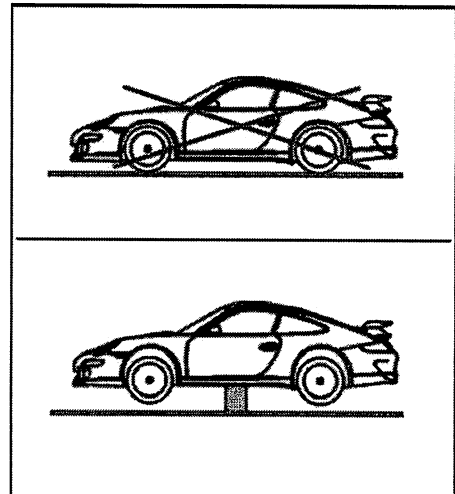
Figure 1

- 2 **Tighten central bolts to a higher tightening torque according to the following sequence before driving the vehicle on race circuits.**



Information

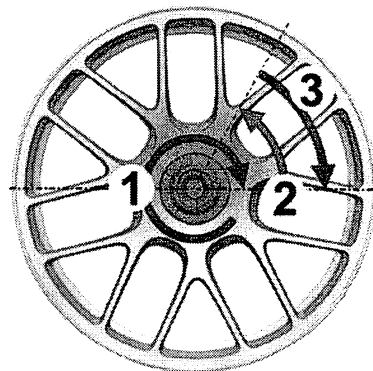
When mounting all wheels, the vehicle must never be supported by the wheel to be installed ⇒ *Lifting the vehicle.*



Lifting the vehicle

Use a suitable torque wrench to tighten the central bolt **using the three-step tightening procedure.**

- **Step 1:** Tighten central bolt to **Tightening torque 600 Nm (444 ftlb.)** - ⇒ *Tightening wheel -1-*
- **Step 2:** Loosen central bolt by **approx. 60°** (1/6 turn) ⇒ *Tightening wheel -2-*
- **Step 3:** Tighten central bolt to **Tightening torque 600 Nm (444 ftlb.) +/- 30 Nm (+/- 22 ftlb.)** - ⇒ *Tightening wheel -3-*



Tightening wheel



Unsecured central bolt

- Risk of damage to components
- Danger of accidents

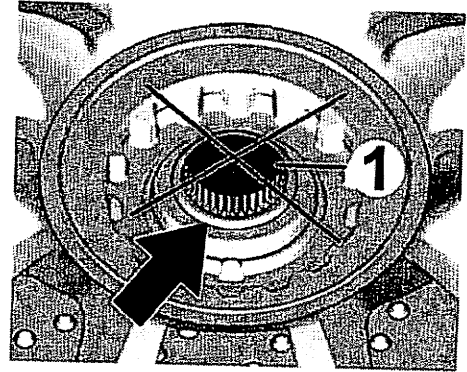
⇒ **After mounting the wheel, make sure that the locking pin is engaged correctly in the central bolt.**

If the locking pin ⇒ *Bolt not secured -1-* is still at the rear position and has not yet engaged in the inner toothing of the central bolt after mounting the wheel, the central bolt is still not secured ⇒ *Bolt not*

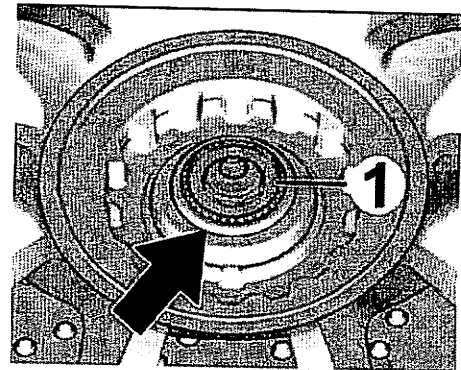
secured and must be secured **manually** to prevent it from becoming loose (applies to both road and race track use).

To do this, turn the locking pin to the left and right using a square extension until it engages in the central bolt.

When the central bolt is secured, the end of the locking pin
⇒ *Bolt secured - 1-will be flush* with the inner tothing of
the central bolt ⇒ *Bolt secured*



Bolt not secured



Bolt secured