

## Shaky Wheel

Posted by Salanis42 - 31 Dec 2010 14:17

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The left rear wheel on my 924S seems to be loose and shaky. Not an unbalanced wheel that vibrates when moving. I can physically move the wheel a couple degrees when it is off of the ground.

Trying to diagnose the most likely culprit. Here are a couple of my thoughts, and what I've done to diagnose them:

Wheel bearing: don't know. It's not making any noise, and it would have had to have given up pretty significantly pretty suddenly for that to be the culprit.

Hub/Axle bolt: Seems likely this could have slipped. But it kind of doesn't look that way. Plus, I can't break it free when hopping up and down on the end of a breaker bar. If it had slipped loose, seems like it would be ready to come loose even farther. To take this thing off, I think I'm going to need a pretty hefty impact wrench. Torque spec is ~320 ft\*lbs.

Something else?: Maybe there's something deeper in the hub assembly that needs to get tightened up. Feeling around the back of the hub with my fingers, I didn't notice anything. Most likely if there is, I'll need to get behind the hub, and I'm back to needing a mondo impact wrench again.

The control arm is solid. Also, the brake caliper assembly does not move with the rotor and hub.

Any thoughts or suggestions? Should I just bite the bullet and take it to a reputable shop to get it repaired?

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## Re: Shaky Wheel

Posted by rd7839 - 01 Jan 2011 13:57

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I have an impact gun and compressor I can loan but I'm working 7 days a week for awhile yet so we'd have to arrange a time we can meet in the evenings if you want to borrow it.

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## Re: Shaky Wheel

Posted by rd7839 - 01 Jan 2011 14:00

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if you don't have a place to work on the car, you can bring it over to my house and we can work in the garage after work. you can also leave it there a few days if necessary

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## Re: Shaky Wheel

Posted by JerryW - 01 Jan 2011 14:07

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If we need to setup a work weekend I'm up for it

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## Re: Shaky Wheel

Posted by Salanis42 - 01 Jan 2011 15:08

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Art runs AutoPoint, right? I'm leaning towards the saving aggravation and dropping it off for someone to do.

But a work weekend could be good too. I just need to get this taken care of before the racing school at the end of the month.

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## Re: Shaky Wheel

Posted by JerryW - 01 Jan 2011 15:35

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yup - Art IS Autopoint !

If I don't do my own work that is where I take it. Getting too old and feeble to be lying under my car in the driveway in the middle of winter

(And for you in climates where it snows/rains - yes I know I'm a wimp)

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## Re: Shaky Wheel

Posted by 944Racer72 - 01 Jan 2011 17:25

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The bearings can be a PITA because you have to remove the arms so that means brake lines, bleeding, alignment etc. It can be difficult to get the new bearings in square but I've found the dry ice helps a lot. If you don't know the history, it is probably best to replace them even if it is no fun.

It might be possible to come up with a trick rig to do the bearings with the arms on the car but I've never tried.

The nut size is M22 X 1.5.

If you go with the Disc Lock nuts, I have a socket for them that is deep enough to take in both sets of flats and the right size. I think it is 3/4" or 1" drive but I have the adapters etc also. I don't have a 400+ LBFT torque wrench so I use my 3/4" drive breaker bar and apply my weight at the proper distance from the center of the bar to apply the correct torque.

Using the stock nuts, I found that mine would come loose gradually during the course of the season on the left side. Since converting to the Disc-Lock nuts, they have stayed put.

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