

## Torquing Porsche Center-lock Wheels

A number of 911's (GTS, GT2, GT3) are fitted with a singular center-locking lug. Wheels come in loose quite frequently on upper level cars. Checking lug/bolt torque is required for safety.



porsche Center lock mechanism

There is a locking mechanism in the center of the hub that is spring loaded and goes in and out. The finger is on the locking mechanism. The caps need to be removed to see it. The lug is the size of an adult's palm, and requires a very specific tool and sequence to tighten it to spec.



This is the tool to tighten to Lug

The torque sequence goes something like this: use a **four-foot** lug wrench with a max torque spec of about 500 ft-lbs, and tighten the lug to 443 ft-lbs, back it off 60 degrees, return to 443 ft-lbs, back it off again, and back to 443.

You will need an assistant to step on the brakes to prevent the car from moving when you torque the lug.

Here's the required torque wrench



Porsches with Center-lock Wheels should get Tech Inspections at approved mechanic shops.