

Clicking At The Rear Wheels During Hard Corning Maneuvers

Vehicle Type: **918 Spyder**

Model Year: **2015**

Information: During hard cornering maneuvers, a rhythmic clicking noise may be emitted from the rear axle hubs. This noise is a non-hazardous, non-destructive characteristic of the vehicle. The root cause is the relative movement of the wheel and brake rotor against the 5 drive pins of wheel hub. This tiny amount of movement produces vibrations that are propagated through the rigid suspension joints and carbon fiber reinforced structure of the vehicle. Improper wheel nut tightening or trace amounts of lubricants, debris and corrosion between the hub, brake rotor and wheel all can facilitate this movement.

Procedure: If the clicking sound becomes unacceptable to the customer, repair actions may be attempted that may provide at least a temporary solution. These should be implemented in two successive scopes depending on severity and reoccurrence.

Inspection, Cleaning and Proper Wheel Installation

1. Remove the rear wheels, brake calipers and rotors.
2. Inspect and gently clean all four (4) mating surfaces as well as the entire wheel hub and nut with a green household Scotch-Brite pad followed by Toluene or Xylene on a clean cloth. Aerosol cleaners only spread lubricants. Toluene or Xylene may be purchase at your local building supply store (Examples: Lowes, Home Depot).

Note: Do not use any aggressive abrasives!

3. Re-installed brake rotors using new M6 screws. Torque: 8Nm
4. Re-installed brake calipers using new M10 nuts. Torque: 65Nm
5. Using a 8" machinist straightedge, verify that the mating surface of the wheels are tapered slightly (approximately 1mm) from the outside to the inside (see Figure 1). Report any issues to the Technical Hotline.

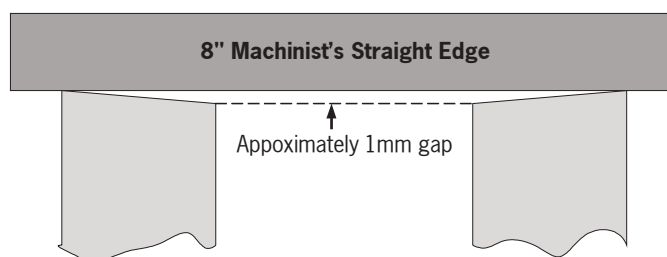


Figure 1

6. Re-install the wheels per workshop instructions or owner's manual. Torque: 650 Nm

Note: Apply the McLube Sailkote lubricant only sparingly to the actual mating surfaces of the wheel nut and wheel. This lubricant propagates to adjacent or connected surfaces if used too liberally.

Note: If the black anodized coating on the mating surfaces of either the wheel or nut is severely damaged or missing, proper wheel tightening is not possible. The affected wheel or nut must therefore be replaced.

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