

**Clicking at the Rear Wheels during Hard Cornering Maneuvers**

**Vehicles Affected**

Model	Model Year	Model Type	VIN Range	Vehicle Specific Equipment
918 Spyder	2015	918	All	n/a

**Revision History**

Revision	Release Date	Changes
0	November 14, 2018	Original document

**Condition** (Customer complaints/workshop findings)

During hard cornering maneuvers, a rhythmic clicking noise may be emitted from the rear axle hubs.

**Technical Background** (What is causing the issue?)

This noise is a non-hazardous, non-destructive. 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 a clicking sound that propagates through the rigid multi-ball suspension joints and rigid carbon structure of the vehicle. Improper wheel nut tightening or trace amounts of lubricants, debris and corrosion between the mating surfaces of the wheel hub, brake rotor and wheel all can facilitate this movement.

**Service Information** (Instructions to technician)

1. Remove the rear wheels, brake calipers and rotors.
2. Inspect and gently clean all four (4) mating surfaces of the wheel hub, brake rotor, wheel with a green household Scotch-Brite pad followed by solvent on clean cloth. Spraying the surfaces with aerosol brake cleaning solution only spreads any lubricants.  
**Note:** Do not use any aggressive abrasives or power tools!
3. Re-installed brake rotors using new microencapsulated M6 screws. Torque: 8 Nm
4. Re-installed brake calipers using new M10 nuts. Torque: 65 Nm
5. 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 easily propagates to adjacent or connected surfaces if used too liberally. Remove any excess lubricant with solvent and a clean cloth. Allow lubricant to dry completely before installing wheel nut.

**Note:** The final tightening torque of the center locking nut must be achieved while the torque wrench is in continuous, sweeping motion in order to achieve the appropriate clamping force. If this does not occur, loosen the nut at least 180 degrees and try again.

**Search Items** (Tags, keywords, etc that can be used to search for this document)

Clicking noise, rear axle, rear wheel, hard cornering, track use, hubs

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