

Center-Locking Wheel Nut Tightening

Vehicles Affected

Models	Model Year	Model Type	VIN Range	Vehicle-Specific Equipment
911	2004-on	918, 997, 991, 992	N/A	Center-locking wheels
GT4RS , Spyder RS	2022-on	982	N/A	Center-locking wheels
Panamera	2024-on	G3	N/A	Center-locking wheels

Revision History

Revision	Release Date	Changes
0	November 20, 2015	First Publication
1	November 6, 2018	Application as of 2004-on
2	April 23, 2026	Update to Vehicles Affected Update to Service Information

Service Information

The center-locking wheel design was originally developed for racetrack use. This allowed the wheels and tires to be quickly replaced during a race. Today however, the center-locking wheel and hub designs for street vehicles differs significantly from that of pure race cars. Therefore, the following guidelines and precautions must always be adhered to while removing or installing the wheels of a street vehicle with the center-locking design.

- The wheel must always be unladen or off the ground while the center locking nut is tightened. This allows the wheel to self-center properly on the hub.
- The parking brake must never be used to hold the rear wheels during tightening. The parking brake mechanism is not designed to withstand the high forces applied while the central wheel nut is being tightened and may be damaged. The damage may not be immediately apparent. This is especially true with the motor driven electronic parking brake actuators.
- Impact tools are never to be used to loosen, remove or tighten the center locking nut. The nut and hub may be damaged and the damage may not be immediately apparent.
- Only calibrated, high quality standard torque wrenches with sufficient capacity and leverage are to be used to tighten the center-locking nut. The use of torque multipliers is no longer sanctioned for use on any Porsche vehicle.

- The final specified torque must be achieved while the wrench is in smooth continuous motion; not while tugging and pulling.
- The appropriate lubricant must be applied as specified on the contact surfaces of the central nut and wheel.
- If the center locking nut, hub or wheel is new. The nut must be tightened to the final specified torque value, loosened and then tightened again three (3) times.
- The wheel and the brake rotor hub must be clean and free of all debris
- For Panameras MY24 and newer and 911s MY25 and newer, if all relevant parts are reused, the double tightening procedure described above is not required.

Search Items

Center-locking wheel, torque, tightening, wheel lock nuts, tires

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