

## 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 944Racer72 - 03 Jan 2011 00:56

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I agree it could be done that way but I've had one or two that were VERY tight going in even with a press keeping everything square. I also use the old bearing to finish off the new bearing installation like you said.

The dry ice will still help get the new bearing in even if you use Jim's method. For a couple of bucks at the local grocery store, it can save a ton of effort. Just throw them in a cooler with covered in dry ice for a couple of hours and you will be amazed how much easier it is.

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**Re: Shaky Wheel**

Posted by Salanis42 - 04 Jan 2011 11:52

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Okay, I'm going to take it to either Art or to Evil Genius (they don't specialize in Porsche, but they're good, and they're more local).

I'm presuming I don't want to flat tow it on the bad bearing (any more than I already have), and should probably borrow/rent a trailer or tow dolly. Unless I should just not worry, because the damage is already done.

Would putting the rear wheels on a tow dolly give me problems with non-locking steering hanging out behind?

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**Re: Shaky Wheel**

Posted by rd7839 - 04 Jan 2011 19:20

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If you need a trailer, mine's available if your can can pull it

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**Re: Shaky Wheel**

Posted by cbuzzetti - 04 Jan 2011 19:27

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I would like to pass on some info about this situation.

The car I currently own had a similar situation during the last owners stint.

We were at Las Vagas Motor Speedway and when he had the car up in the air he noticed that ther was some play in the ar wheel. He determined that the nut was tight and went out for his next session. The next turn after going around the banking the stub axle broke and the wheel left the car.

The only symptom he noticed was the small amount of play in the rear wheel.

This could have ended very poorly had this occurred on the banking.

The car is an 88 924s.

I would look for another complete rear control arm and replace.

I now check the play in all my wheels every time the car is in the air.

Your call but I know what I would do.

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