



## How to open the BMW GT2 V1 Wheel

1. Start by removing the 4 front bolts highlighted in orange.  
These use a 3.5mm hex key and they are M4 bolts. When removing these, take great care as it is easy to damage the bolt heads because Fanatec use quite soft metal and too much thread lock. Ensure the Hex key is as deeply inserted into the bolt as possible and very gently start to undo so that you feel the thread lock break.

HINT: If you manage to damage one of these bolts this will help. Obtain a Torx driver bit that is just bigger than the Hex bolt bit, so it does not quite fit. Gently hammer this into the bolt so it is secure. You should now be able to undo the bolt successfully.

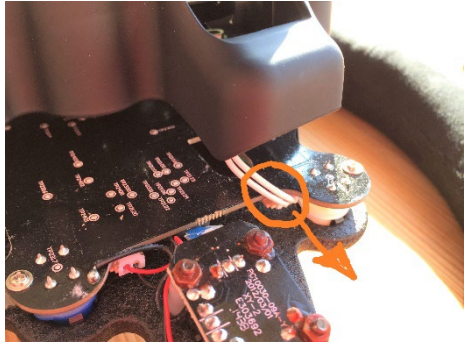


2. Next on the back of the wheel remove the 2 bolts shown.  
These are not there on the Porsche 918

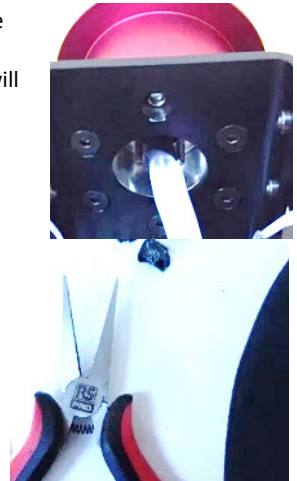
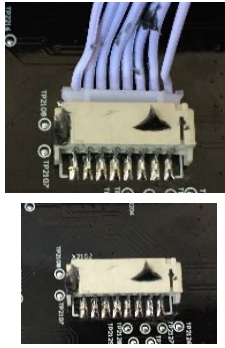
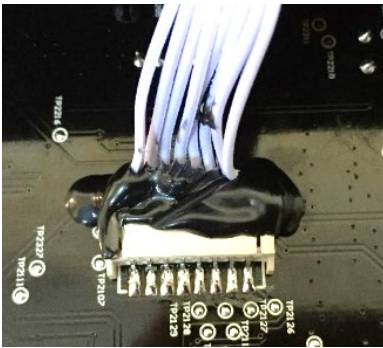
Now the back will lift from the front of the wheel. **Do this very carefully** because we must disconnect some wires before we can remove the front and back safely.



3. Disconnect the shifter cables on both sides.



4. Remove the bolt holding the QR onto the plate that has the black grounding wire attached.
5. Gently remove the black or clear glue holding the flat plug to the Fanatec PCB. The glue is quite brittle, so a pair of pliers works well. Ensure you do not pull up otherwise the plug and socket will come away from the PCB and may cause damage to the PCB.



Alternatively, you can warm the glue with a hair dryer, but this does tend to get messy.

6. Gently remove the final cable from the PCB... Again, do not pull up with the cable just ease it out.
7. You should now have the wheel in 2 parts. The next step is to remove the QR from the plate. Undo the 5 remaining bolts using a 3.5mm Hex key. The QR should then just come away from the plate and can be put aside. Retain the longest bolt to refit the grounding cable later. If you have problems removing these bolts use the Torx trick as shown in step 1.

