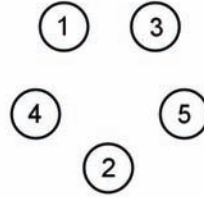


## WHEEL CHANGING

1. Read and observe the **WARNINGS** before changing a wheel, see **203, WHEEL CHANGING SAFETY**.
2. Before raising the vehicle, use the wheel nut brace to slacken the wheel nuts half a turn anticlockwise.
3. Position the jack under the relevant jacking point, under the chassis.
4. Turn the jack lever clockwise to raise the jack cradle until it engages with the jacking point. Ensure that the base of the jack is in full contact with the road surface.
5. Raise the vehicle using the jack with a slow steady operation. Avoid rapid, jerky actions as they may cause the vehicle/jack to become unstable.
6. Remove the wheel nuts and place them together where they cannot roll away.
7. Remove the wheel and place to one side. Do not lay the wheel on its face, as this may damage the finish.
8. Fit the spare wheel to the hub.
9. Re-fit the wheel nuts, and lightly tighten them. Ensure that the wheel is making contact with the hub evenly.
10. Ensure that the space under the vehicle is clear of obstructions, and lower the vehicle slowly and smoothly.
11. With all wheels on the ground and the jack removed, fully tighten the wheel nuts. The wheel nuts must be tightened in sequence (see illustration) to the correct torque of 133 Nm (98 lb.ft).



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**Note:** If it is not possible to torque the wheel nuts when a wheel is replaced, they should be set to the correct torque as soon as possible.

If an alloy spare wheel is to be fitted, using a suitable blunt tool, knock the centre cap out of the removed wheel. Using hand pressure only, press the centre cap into the newly fitted spare. Check and adjust the tyre pressure as soon as possible.

## IMPORTANT – USE OF SPARE TYRE



Adhere to the instructions on the temporary spare warning label, affixed to the wheel. This may cause vehicle instability and/or tyre failure.



Where fitted the temporary use spare wheel is **FOR TEMPORARY USE ONLY**. Drive with caution while the temporary spare wheel is fitted. Ensure that an original size wheel and tyre are fitted as soon as possible.



Do not fit more than one temporary spare wheel.



Do not exceed 80 km/h (50 mph) while the temporary spare wheel is fitted.



The tyre pressure in the temporary spare wheel should be 420 kPa (4.2 Bar/60 psi).



DSC must be switched on while the temporary spare wheel is in use.