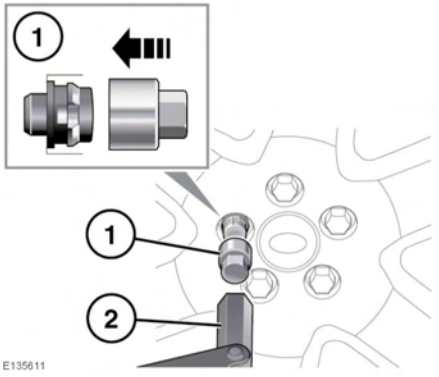
Note: *A code number is stamped onto the underside of the adaptor. Make sure the number is recorded in the Service Portfolio supplied with the literature pack. If a replacement adaptor is required, you will be asked to quote this number. The Service Portfolio must be kept safe, but should not be kept with the vehicle.*



To release:

1. Insert the wheel nut adaptor into the locking wheel nut, making sure that it is fully engaged.
2. Use the wheel brace to turn the wheel nut and adaptor.

Note: *After use, store the wheel nut adaptor correctly in the tool kit.*

WHEEL CHANGING

1. Read and observe the **WARNINGS** before changing a wheel, see **236, 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. For coil suspension vehicles, this is located on the lower suspension arm; for air suspension vehicles, this is under the chassis. See **239, JACKING POINTS AND JACK TYPE - AIR SUSPENSION** or **240, JACKING POINTS AND JACK TYPE - COIL SUSPENSION**.
4. Turn the jack lever clockwise to raise the jack cradle until it engages with the jacking point. Make sure 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. Make sure that the wheel is making contact with the hub evenly.
10. Make sure that the space under the vehicle is clear of obstructions, and lower the vehicle slowly and smoothly.