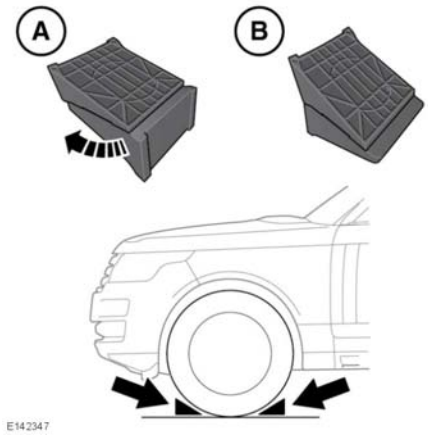
If jacking the vehicle on a slope is unavoidable, place the chocks on the downhill side of both wheels, on the axle not being raised.



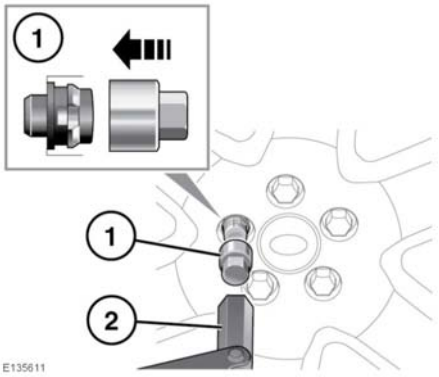
Wheel chocks are stowed in the tool kit.

1. Remove the chocks from the tool kit.
2. Pull the 2 halves slightly apart (**A**) and twist fully to increase the wedge profile (**B**).
3. Position the vehicle on level ground. Both chocks must be used. Position them on opposite sides of the wheel and push them tightly against the tyre.

LOCKING WHEEL NUTS

Locking wheel nuts can be removed and installed using only the special adaptor provided. See **275, TOOL KIT**.

Note: *A code number is stamped onto the underside of the adaptor. This number should be recorded in the Service Record & Warranty Benefits book supplied with the literature pack. If a replacement adaptor is required, you will be asked to quote this number.*



To release:

1. Insert the wheel nut adaptor into the locking wheel nut, making sure that it is fully engaged.
2. Locate the wheel brace over the adaptor and unscrew the wheel nut half a turn counter-clockwise.
3. After raising the vehicle on the jack, remove the locking wheel nut.

Note: *When the vehicle is first supplied, the wheel nut adaptor may be stored in the glovebox. If this is the case, the wheel nut adaptor must be moved to its correct storage position in the loadspace, as soon as possible. See* ***275, TOOL KIT****.*

WHEEL CHANGING

Before raising the vehicle or changing a wheel, make sure that you read and comply with the following warnings:

Make sure that the jack is on firm, level ground.

Do not jack the vehicle if it is over a metal grating or manhole cover.

Never place anything between the jack and the ground, or the jack and the vehicle.

Position the jack from the side of the vehicle, in line with the appropriate jacking point.

Do not attempt to raise the vehicle unless the jack head is fully engaged in the jacking point. Only jack the vehicle using the approved jacking points.

WARNING - THAT NO PERSON SHOULD PLACE ANY PORTION OF THEIR BODY UNDER A VEHICLE THAT IS SUPPORTED BY A JACK.

WARNING: The jack is designed for wheel changing only. Never work beneath the vehicle with the jack as the only means of support. Always use correctly rated vehicle support stands, before putting any part of your body beneath the vehicle.

Always use the complete jacking lever assembly throughout the tyre changing process, to minimise any chance of accidental injury.

Take care when loosening the wheel nuts. The wheel brace may slip off if not properly attached and the wheel nuts may give way suddenly. Either unexpected movement, may cause an injury.

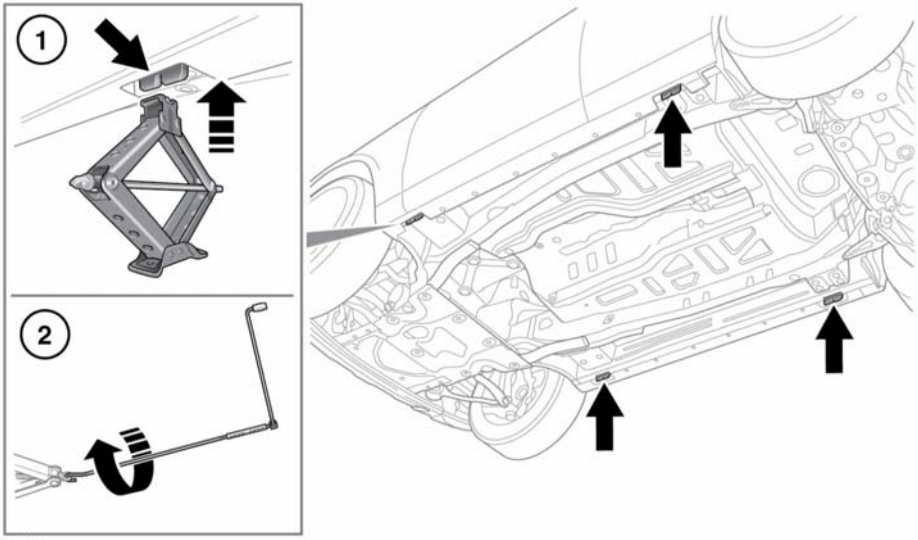
Do not start or run the engine while the vehicle is supported only by a jack.

Only jack the vehicle using the jacking points described, or damage to the vehicle could occur.

Note: *Your vehicle may be fitted with a tilt sensor, which activates the alarm if the vehicle is tilted in any direction after it has been locked. To lock the doors while changing the wheel, and avoid the alarm activating, the tilt sensor can be temporarily disabled. See* ***46, INSTRUMENT PANEL MENU****.*

Note: *If side steps or tubes are fitted, the jacking points are located on the underside of the side step or tube brackets.*

Note: *Before raising the vehicle, correctly position the wheel chocks. See* ***276, USING WHEEL CHOCKS****.*

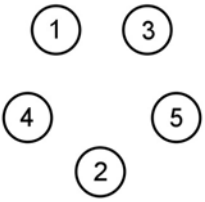


Before raising the vehicle, use the wheel nut brace to slacken the wheel nuts of the wheel to be replaced, by half a turn counter-clockwise.

1. Position the jack under the relevant jacking point of the vehicle.

   Note: *Do not allow the jack to contact the sill at any other point, as damage may result.*

2. Turn the jack lever clockwise to raise, until the jack locates into the jacking point. Make sure that the base of the jack is in full contact with the road surface.
3. Raise the vehicle with the jack, until the tyre being lifted just clears the ground. Operate the jack with a slow and steady motion. Avoid rapid, erratic actions as they may cause the vehicle/jack to become unstable.
4. Remove the wheel nuts and place them together where they cannot roll away.
5. Remove the wheel and place to one side. Do not lay the wheel on its face, as this may damage the finish.
6. Fit the spare wheel to the hub.
7. Re-fit the wheel nuts and lightly tighten them. Make sure that the wheel is making contact with the hub evenly.
8. Make sure that the space under the vehicle is clear of obstructions, then lower the vehicle slowly and smoothly.
9. With all of the 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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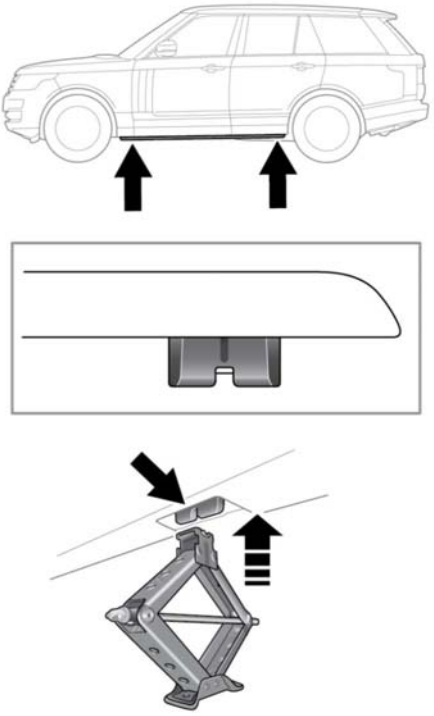
Note: *If it is not possible to torque the wheel nuts when a wheel is replaced, they should be set to the correct torque as soon as possible.*

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.

Vehicles with fixed side steps, deployable side steps, or side tubes

If your vehicle is fitted with deployable side steps, fixed side steps, or side tubes, the standard vehicle jacking points will be obscured.



E161699

To raise the vehicle, use the jacking points located on the front and rear of the side tubes, fixed side steps, or deployable side steps.

The deployable side steps must be in the stored position and the system switched off, when raising the vehicle. Do not raise the vehicle with the deployable side steps in the deployed position.