




Always remove the spare wheel before jacking the vehicle.

Note: Before removing the spare wheel, take note of its stowage position. The wheel to be changed must be correctly stowed and secured in its place.

USING WHEEL CHOCKS



-  Before raising the vehicle, the wheel diagonally opposite the one to be removed must be chocked.
-  Always chock the wheels using suitable wheel chocks. Chock the front of a front wheel, or the rear of a rear wheel.
-  If jacking the vehicle on a slope is unavoidable, place chocks on the downhill side of both wheels on the axle not being raised.

A wheel chock is stowed in the tool kit.

LOCKING WHEEL NUTS

Note: A code number is stamped on the side of the locking nut. Ensure the number is recorded in the Service Portfolio supplied with the literature pack. Quote this number if a replacement is required. Do not keep the Service Portfolio in the vehicle.

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.



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 at any one time.



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.



Traction devices such as snow chains cannot be used with a temporary spare wheel.