



After wheel changing, always secure the tools, chock, jack, and the replaced wheel in their correct stowage positions. Such objects, if not properly stowed, can become flying missiles in a crash or rollover, potentially causing injury or death.

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 the 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. Make sure the number is recorded in the Service book, which is supplied in the vehicle's literature pack. Quote this number if a replacement is required.

IMPORTANT – USE OF SPARE TYRE



Adhere to the instructions on the temporary-use spare warning label, affixed to the wheel. Failure to do so 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-use spare wheel is fitted.



Make sure that an original size wheel and tyre are fitted as soon as possible.



Do not fit more than one temporary-use spare wheel at any one time.



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



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



Dynamic stability control must be switched on while the temporary-use spare wheel is in use.



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