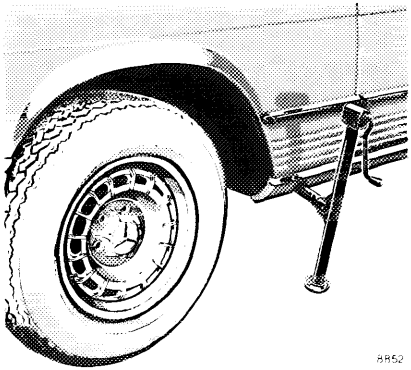

Changing Wheels

1. Depress parking brake pedal.
2. Move selector lever to position "P".
3. Safeguard vehicle against rolling off by using chocks or similar. Place chocks under both opposite wheels (on downhill side), on a level road on both sides of the opposite front wheel when changing a rear wheel.
4. Using the combination wrench, loosen but do not yet remove the wheel bolts.
5. Clean jack supporting tube, if necessary. (Jack tubes are behind the front wheel housings and in front of the rear wheel housing.)
6. Insert jack arm into the tube hole up to the stop. Position the jack so that it will always be vertical as seen from the side, even on inclines. Jack up the vehicle until the wheel is clear off the ground.
7. Then back out the wheel bolts. Protect bolt threads from dirt and sand. Remove the wheel.
8. Adjust the jack to allow the wheel to be slipped on without being lifted.
9. Slip on wheel and press against wheel mounting flange. Turn in wheel bolts.

10. Lower car and remove jack. Tighten the five bolts evenly by going around the wheel and tightening every other bolt until all the bolts are tight. Observe a tightening torque of 72 ft. lbs. (10 mkp).
11. Correct tire pressure.

Tire Inflation Pressure

A table (see fuel filler flap or last page) lists the tire inflation pressures specified for summer and winter tires as well as for the varying operating conditions.

Tire pressures listed for light loads are minimum values offering high driving comfort. Increased inflation pressures for heavy loads produce favorable handling characteristics with lighter loads and are perfectly permissible.

The ride of the vehicle, however, will become somewhat harder.

Tire temperature and pressure increase with the vehicle speed. Tire pressure should therefore only be corrected on cold tires. Correct tire pressure in hot tires only if pressure has dropped below the data listed in the table and the respective operating conditions are taken into consideration.