

Wheel-Change Checklist

with GEDORE

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TOOLS FOR LIFE



PREPARATIONS

- The vehicle is on level ground
- The parking brake is applied
- The wheels are secured with chocks



CORRECT TIMING

- Rule of thumb from October to Easter
- Temperature limit 7° C



TOOLS

- Jack
- Wheel spider
- Torque wrench
- Wire brush & tread depth gauge

- 1. PREPARATION**
Make sure that the parking brake / handbrake is applied and 1st gear is engaged or, in the case of vehicles with automatic transmission, the selector lever is set to "P". In addition, the vehicle should be secured with wheel chocks to prevent it from rolling away. The car should stand on a level and firm surface so that it cannot slip off the jack when jacked up later.
- 2. FIRST LOOSENING OF THE WHEEL BOLTS**
Before raising the car with the jack, loosen the wheel fastenings crosswise by a quarter turn. A rim spanner may be required (see owner's manual). Before lifting, position the jack at the correct jacking points. After carefully jacking up the vehicle, check the correct position of the jack again.
- 3. DISMANTLING THE WHEELS**
Raised to the correct height with the aid of the jack, you can unscrew the pre-released wheel fastenings and remove the wheel. When removing the wheels, make absolutely sure that the rims do not damage the brake discs and other components.
- 4. CLEANING AND MARKING**
Afterwards, remove dirt from the wheels and mark the mounting position (e.g. with chalk, stickers or valve flags) on the wheels to record the position of the wheel on the vehicle for the next change. The wheel hub should also be cleaned of rust or other foreign matter using a wire brush before fitting the new wheel. The threads of the wheel fasteners should be clean and free of rust.
- 5. CHECKING THE TREAD DEPTH**
Measure the tread depth of the removed tyres with a tread depth gauge. A minimum tread depth of 1.6 mm is required by law. Lower tread depth also reduces traction and the tyres lose road grip, which in turn increases the risk of slipping. Therefore, it is recommended to replace winter tyres at less than 4 mm and summer tyres at less than 3 mm. Also check the tread of the tyres for foreign objects such as nails or screws and other damage, if any.
- 6. MOUNTING THE NEW WHEELS**
The new wheel is now placed on the wheel hub. Be sure to observe the running direction indicated on the tyre, if this is specified! When fastening with wheel bolts, place the wheel on the stud bolts. Tighten the wheel studs/nuts by hand.
- 7. TIGHTENING THE WHEEL FASTENINGS**
Then the car is lowered again and the wheel bolts are tightened crosswise to the specified torque. The value specified for your vehicle (for passenger cars usually in the range of 120 N-m) can be found in your owner's manual.
- 8. CHECKING THE TYRE PRESSURE**
After changing the tyres, it is essential to check and correct the tyre pressure. The prescribed tyre pressure can be found in the owner's manual or on the sticker in the door frame/fuel filler flap. After a distance of approx. 50 kilometres, the wheel fasteners should be retightened with the torque spanner and to the prescribed torque, as you could possibly could still settle.



TYRE PRESSURE

Check your tyre pressure after changing your tyres. At low pressure, not only is the driving noise much louder, you also consume up to 3% more fuel.



CORRECT STORAGE

Store wheels horizontally stacked or hanging, protected from the weather and away from sunlight. When storing in a bag, the tyre should be completely dry, otherwise the rim may oxidise.

CALIBRATION THE RDKS SENSORS

Some vehicles have an active or passive tyre pressure monitoring system (TPMS). This must be calibrated/activated after the wheel mounting. Therefore, remember to connect the sensors to the car's on-board computer after changing the wheel. Refer to the vehicle manual to find out how this works.