

(gripping force) & not to a jammed up thread. Copper Slip is one of the best greases for this. Grease both the thread & the conical surface with a tiny dab.

Never have a load on the wheel when tightening, e.g. use a jack, as the loaded wheel may give the false impression it is tight.

Garages use air gun hammer spanners, they always seem to over tighten nuts, so if you ever want to undo an over-tightened nut, you had better grease them!

It is best to tighten wheel nuts in opposition, rather than just go around the wheel, this ensures the wheel centres properly. (From Greg VK2KGZ)

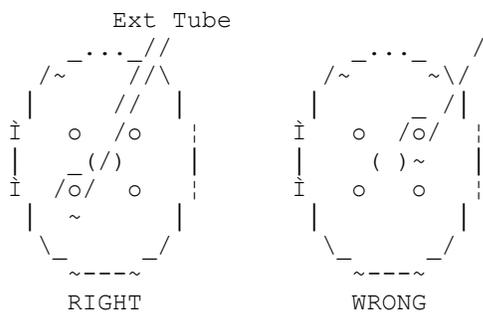
Typical tightening forces are 8-12 m-kg (60-90ft-lb).

JACKING POINTS

Re Garrage mechanics, I stopped one jacking up my van under the body sills, he was about to crush it with 1/3-1/2 ton of weight, He said it was the stongest part, so I showed him the reinforced jacking point attached to the heavy chassis sections designed for the job!

UNDOING NUTS

Make sure you know the thread & rotation direction, as some makes use LH & RH wheel nuts different on each side!



With the jack applied until only a small load is on the tire to stop rotation use a crank lever socket (supplied) with an extension tube over it & apply force crossing over the wheel centre.

This gives less rotation force to the wheel than apply it on an outer nut, making it safer on the jack etc. Applying a thump or soft hammer blow may help but spanner flying off can be dangerous! A wheel brace cross spider can give a much more controlled way of applying the force but they are large.

If the nut is well seized on, first try a penetrating oil (brake contamination!) then try heat, either boiling water or gas torch (Hot safety! Fire Safety!)

Once all the nuts are loose, jack up to more to fee the wheel & give alignment room when reseating the wheel.

Why don't U send an interesting bul?

73 De John, G8MNY @ GB7CIP
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