

Operating Manual (Dismounting) Zeta-Centerlock Wheelnut:

End Cover must be removed first. Suitable screwdrivers (2 pieces) are obligatory. (Illustration 1)



Illustration 1

The circlip must be removed with the included circlip-plier out of the circlip groove of the Zeta-Centerlock Wheelnut. (Illustration 2)

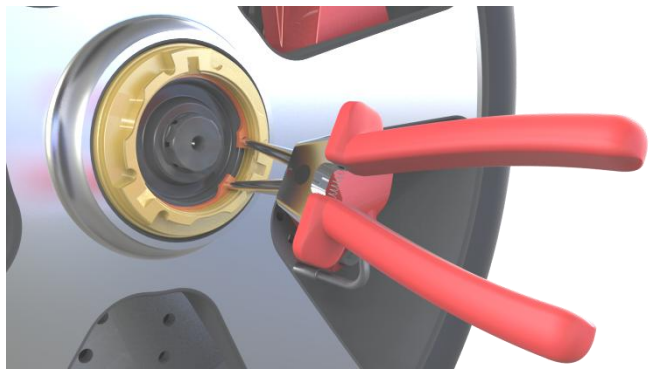


Illustration 2

Now, the included sledge hammer must be screwed into the M8 threadhole in combination with the enclosed, long M8 allen screw. The M8 allen screw must be screwed into the safety element until it hits the ground (Illustration 3). Now the sledge hammer must quickly reciprocated until the safety element jumps out of the wheelnut. This could be move with difficulty, because the safety element could be pressed strongly into the safety position. This effect depends on different travelling loads. Strike the sledge hammer continuously without hesitation, because at this point nothing can break!

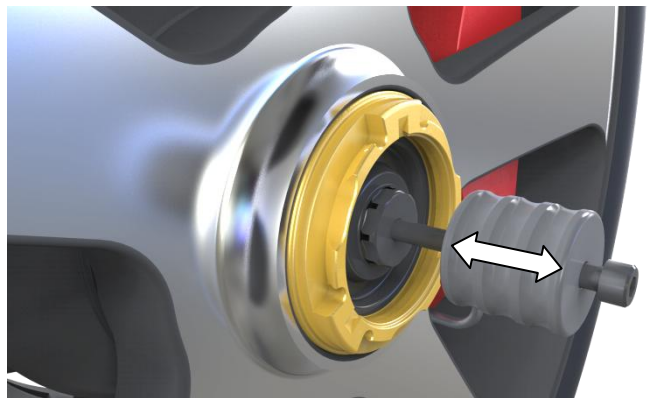


Illustration 3

If the safety element is removed, the Zeta-Socket must be put onto the Zeta-Centerlock Wheelnut.

First in straight direction (Illustration 4) then counterclockwise (Illustration 5) until socket is locked into the dovetail profile of the Zeta-Centerlock Wheelnut.

To unlock the Zeta-Centerlock Wheelnut, a torque wrench or torque multiplier must be put onto the $\frac{3}{4}$ " connection of the Zeta socket. Also the included wood stretcher must be positioned under the tire. A second person, who actuates the brake pedal is indispensable.

Now the Zeta-Centerlock Wheelnut must be removed counterclockwise from the hub (Illustration 6).

By moving the extended lever or torque wrench up and down, you can easily unscrew the Zeta-Centerlock Wheelnut.

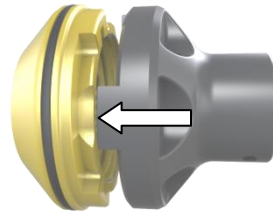


Illustration 4



Illustration 5

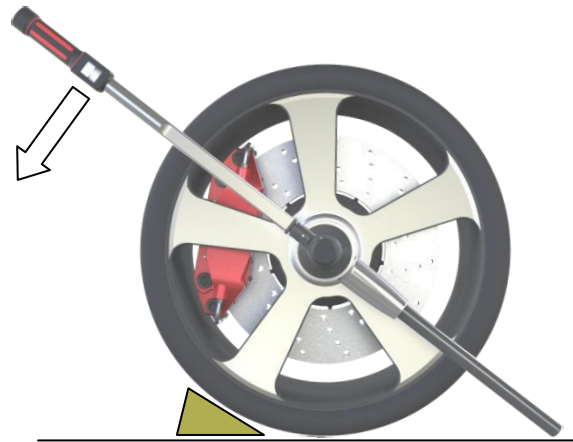


Illustration 6

Before removing the Zeta-Centerlock Wheelnut completely, the car must be lifted up.

At last, both centerlock wheelnut and centerlock wheel can be taken off.

That's it! Nothing else has to be done.



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