Part No. 8842

LASER®

Locking Wheel Nut Removal Kit

Instructions



UK REGISTERED DESIGN

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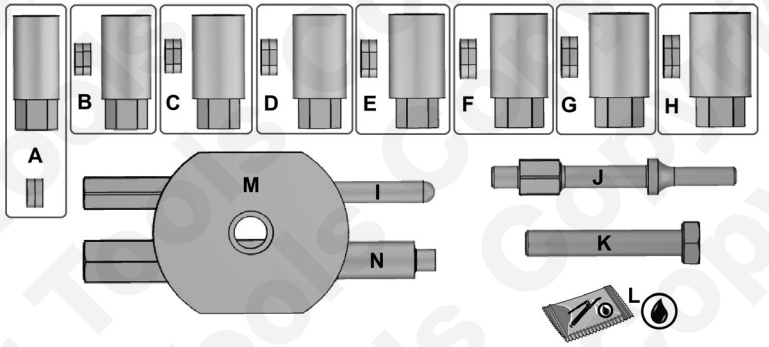
Introduction

8 internally threaded, tapered sockets supplied with wheel nut removal discs and a force screw for removing locking wheel nuts from the socket. Use where the original key is missing and/or the wheel nut is damaged. The additional disc inserts allow the locking wheel nut to be pushed out of the socket after removal from the wheel without causing further damage to the locking wheel nut or socket.

- 8 x conical dismantling sockets; length 60mm.
- Inner diameters: 18.5 - 15.6mm, 19.5 - 17.6mm, 20.4 - 18.5mm, 21.6 - 19.7mm, 22.5 - 20.6mm, 23.6 - 21.7mm, 24.5 - 22.6mm and 25.5 - 23.6mm + specially sized removal discs.
- Air hammer adaptor allows use of the Laser air hammer (Part No. 6031) if required. Driven using a power bar such as Laser Part No. 1343.
- Manual fitting tool & threaded force screw for removal.
- Sockets manufactured from chrome molybdenum.

Components

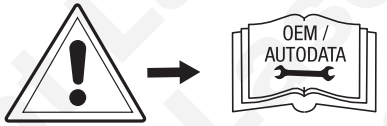


Ref.	Description
A to H	Tapered sockets with removal discs
I	Extraction punch (alternative to K)
J	Air hammer adaptor
K	Locking wheel nut extraction force screw (use with all sockets)
L	Grease for K
M	Hand shield (use with I & N)
N	Extraction socket fitting drift

For spare part numbers please see page 6.

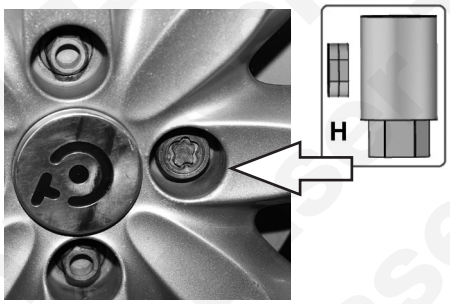
The following instructions are for guidance only. Please refer to OEM derived data such as the vehicles manufactures own data or Autodata for tightening torques etc.

The use of this locking wheel nut extraction kit is purely down to the user's discretion and The Tool Connection Ltd. cannot be held responsible for any damage caused whatsoever.



Instructions

1. Identify the appropriate sized socket (parts **A** to **H**) that best fits the locking wheel nut. In the example shown below **H** is the best fit. Ensure the nut only just fits in to the socket so the socket is not too loose. See figure 1.



2. Important – place one extraction disc in to the socket and then fit the socket over the locking wheel nut. Using either **J** (with an air hammer) or **N** with **M** and a copper mallet or club hammer drive the socket on to the locking wheel nut. It may take more than one attempt to drive the socket on tight enough. See figure 2.

Warning – socket must not bottom out or it may damage the wheel. If the socket bottoms out remove it using the force screw K and grease L then try the next size down.

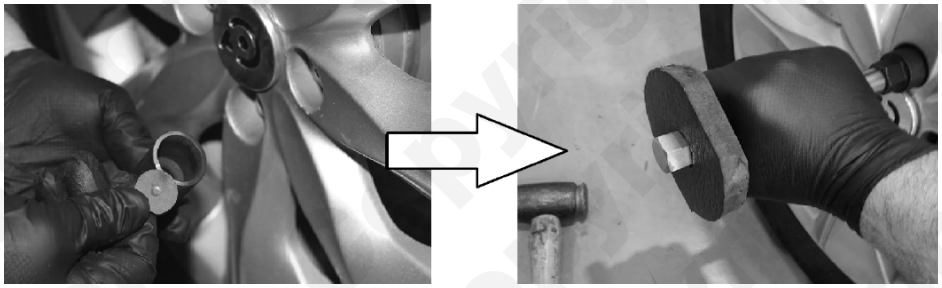


Fig.2

3. Loosen and remove the locking wheel nut with the appropriate socket and wheel brace combination as shown in figure 3.

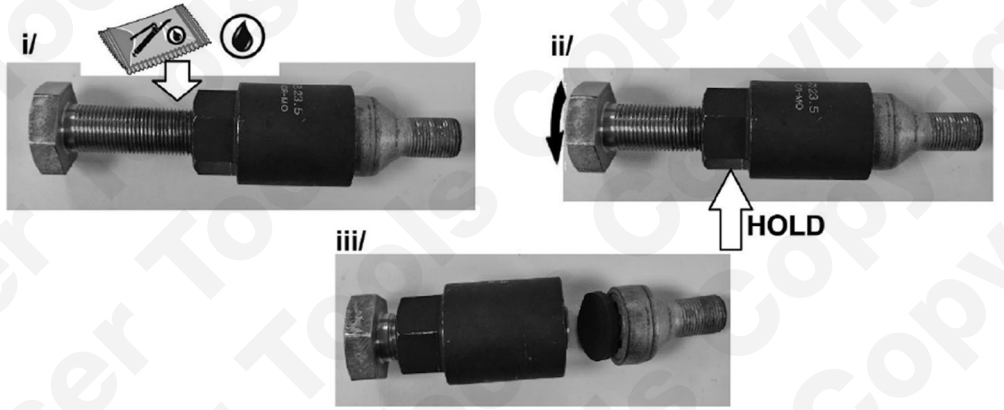


Fig.3

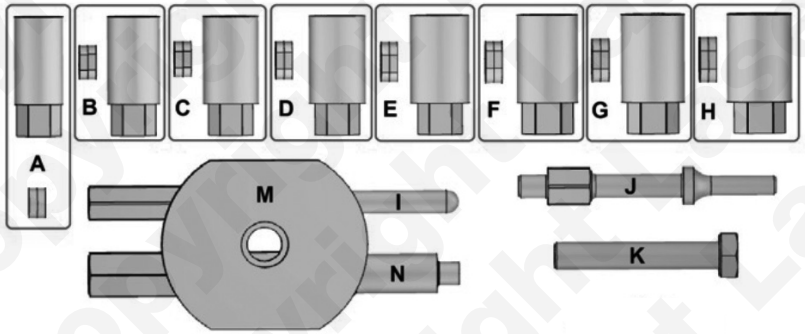
4. Using the force screw **K**, grease **L** and two spanners push the locking wheel nut out of the socket see figure 4. Always use molybdenum disulphide grease on the force screw thread to prevent thread failure. NB – Release agents (WD40) and copper grease are NOT suitable for the force screw.

Instructions

Fig.4



Spare Parts



Spare part numbers for socket and inserts:

Kit Part ID	Socket Size	Socket Spares Number	Disc Spares Number
A	18.5 - 15.6mm	8842-A	8842-P
B	19.5 - 17.6mm	8842-C	8842-B
C	20.4 - 18.5mm	8842-E	8842-D
D	21.6 - 19.7mm	8842-G	8842-F
E	22.5 - 20.6mm	8842-I	8842-H
F	23.6 - 21.7mm	8842-K	8842-J
G	24.5 - 22.6mm	8842-M	8842-L
H	25.5 - 23.6mm	8842-O	8842-N

Other spare parts:

Kit Part ID	Description	Spare Part Number
I	Extraction Punch	8842-Q
J	Air Hammer Adaptor	8842-S
K	Force Screw	8842-T
N	Socket Fitting Punch	8842-R

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If applicable, the applications database and any instructional information provided has been designed to offer general guidance for a particular tool's use and while all attention is given to the accuracy of the data no project should be attempted without referring first to the manufacturer's technical documentation (workshop or instruction manual) or the use of a recognised authority such as Autodata.

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