LASER®

Part No. 8109

Locking Wheel Nut Remover

Instructions



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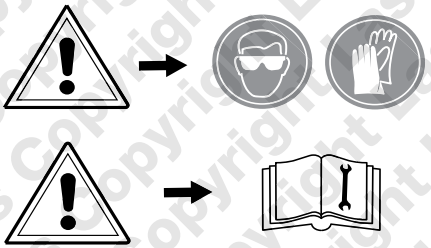
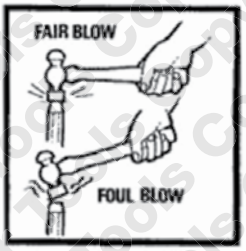
Safety Warnings - please read

- Eye & Hand Protection MUST be worn at all times, including protective workwear.
- Always use the Hand Protection Ring provided (on both Tool Body & Impact Driver).
- Ensure the vehicle is in a safe, stable environment before using the Locking Wheel Nut Remover Tool.
- Always ensure a full contact “fair blow” is made. The tool may become damaged if struck by a glancing / foul blow which may result in personal injury.
- Never use a tool which has a chipped, damaged or a mushroomed head caused by foul blows.
- Make sure the tool head and the hammer face are clean, e.g. free from oil, etc.





Introduction

An easy to use kit, allowing the removal of virtually any wheel nut that currently exists on the market without damaging the wheel thanks to a protective steel cap. To prevent tool and wheel damage, always read and follow the instructions.

- Removes locking wheel nuts, including on the newer Ford, Volvo, Hyundai & Kia models.
- Shroud provides protection to alloy wheels, helping to eliminate expensive damage.
- Used by leading national recovery services.
- Designed & manufactured in UK.

Components



Ref.	Description
A	Blade A
B	Blade B
C	Blade C*
D	Blade D
E	Mandrel A
F	Mandrel B
G	Spring
H	Spring Ring

Ref.	Description
I	Body
J	Centre Punch
K	O-Ring
L	Impact Driver
M	24mm Impact Socket
N	Hand Protection Ring
O	Outer Shroud
P	Inner Shroud

*Deformable

ALWAYS IDENTIFY THE TYPE OF LOCKING WHEEL NUT BEING WORKED ON BEFORE ATTEMPTING REMOVAL.

Blade A & Mandrel



TIP

Apply tape to Tool Outer Shroud

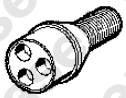


To keep the tool central, apply tape to the Outer Shroud to make the tool a good fit into the hole in the wheel. This is especially useful when using Blades A & B.

Inner Shroud Required



A1



A2



Note: Ordinary nut but with rounded corners

A3



A4



A5



Special Tip: Cut through lock with ordinary chisel inside the outer shroud before using a blade A

A6



No Inner Shroud Required



Preparation is key! Centralise the tool to ensure even force distribution (see page 11)

TIP

The inner spinning ring ‘crimps’ to the fixed centre (use impact driver only!)



Citroen / Peugeot



A7



Blade A is a “knock in” fit inside the steel band

A8

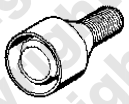


A9



Tip: Use centre punch in centre for mandrel

A10



Tip: Ensure tool on centre using c/punch and mandrel

Blade B & Mandrel





TIP

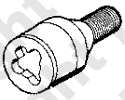
Centre punch the nut when no hole is present

Apply tape to Tool Outer Shroud

B1



B2



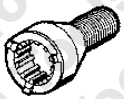
Note: Test hardness with centre punch

B3



Tip: Line blade tips with holes where possible

B4

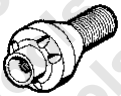


B5



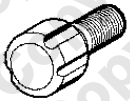
Tip: Ensure tool on centre using centre punch first then mandrel

B6



Tip: Line blade with holes

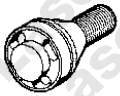
B7



B8



B9



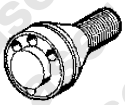
Tip: Line blade with holes

B10



Tip: Blade B fits tight over top of nut

B11

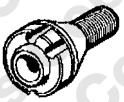


B12



Large 4 x 4 nut

B13



Disposable Blade C

Blade C is designed to remove two sizes of locknuts. Choose the end that best locates into the locknut pattern. One end of the blade is designed to remove all four locknuts on one vehicle.

1. Offer Blade C to the locknut. Feel the blade locate into the groove on the end face of the locknut. (Fig1)
2. Insert Blade C into the Tool Body with the correct end facing outwards. (Fig 2)
3. Offer the assembled tool to the locknut. (Fig 3)
4. Use a hammer to drive the tool into the locknut. The more you drive the tool into the locknut the better the grip. (Fig 4)
5. Use the Impact Driver / Breaker Bar to turn the locknut (Refer to Page 10).
6. Before the locknut is removed from the wheel, push up and down on the Tool Body to remove the locknut from the Blade.
7. To remove the next locknut, offer the tool to the locknut and twist until the tool locates into the locknut.
8. Repeat steps 4 and 5 to remove the remaining locknuts.



Fig: 1

The end that best locates in the centre piece of the locknut should be used.

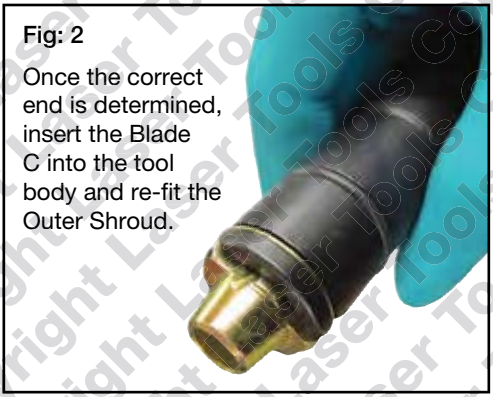


Fig: 2

Once the correct end is determined, insert the Blade C into the tool body and re-fit the Outer Shroud.



Fig: 3

Insert the assembled tool into the wheel recess and locate tool into locknut pattern.



Fig: 4

A typical example of a “moulded” Blade C. For best results, ensure Blade C is cut to a minimum depth of 3mm and where possible always use high torque Impact Driver.

Blade D



Blade D is designed to remove the locking wheel nuts pictured (below - Fig: 5). Its large internal diameter allows it to pass over the large obstruction whilst 'cutting' into the locknut to gain purchase. We recommend this attachment is used only with the Impact Driver supplied.



Retract the Outer Shroud back fully (exposing the open end jaw).



Fit the Blade D, ensuring it is fully secured into the spring ring.



Move the Outer Shroud towards the Blade D until it seats at the shoulder of the Blade.

Fig: 5



Large diameter fixed head. Typical on Ford.



Typical on Volvo.

Where possible, take care not to use excessive impact to avoid breaking the locknut's edge.

Assembly

1

Separate Outer Shroud from Tool Body



2

Select the correct Blade to suit locknut/stud - See pages 4 - 7

When using Blade A if the inner shroud will fit over Locknut place onto Blade as below – this will help keep tool on centre.



3

Ensure the Spring is inside the Tool Body – Clip Blade Assembly into Tool Body via the Spring Ring.



4

Refit the Outer Shroud over the Blade and onto the Tool Body (the Outer Shroud should protrude approximately 5mm ahead of the tips of the Blade in order to shield the locknut/stud and thereby reducing the risk of damage to the wheel itself i.e. the locknut/stud and Blade are all inside the protective Outer Shroud)

Fit the Hand Protection Ring over the end of the tool.



Now see instructions for use

Instructions For Use

WARNING Blades A, B or D must not be used on hardened nuts or studs. Using the centre punch provided test the locknut to be removed for hardness.

If the centre punch makes a pop mark without deforming, proceed as per instructions. But if the punch blunts - **DO NOT USE BLADES A OR B AS DAMAGE TO THE BLADES WILL RESULT.**

Make sure that the rest of the wheel nuts are all fitted and tightened.

Where possible test in centre of nut face.



HOLD THE TOOL FIRMLY ONTO THE LOCKNUT FACE, INLINE AND ON CENTRE.

Ensure blades are firmly in contact to prevent bounce against the nut face. Build-up the force of impacts gradually onto the tool with a 3lb club hammer until the teeth are embedded into the end face to allow a solid grip.

Technique is the answer not brute strength!

Trust the tool to do the job.



Keep contact between the blade and the locknut. The 24mm impact socket is now required.

Now use one of the following methods of removal: (see Page 10)

(A) Impact Driver (supplied).

(B) Breaker Bar.

Please see instructions for each method.



Instructions For Use (Continued)

USING AN IMPACT DRIVER

Using the Impact Driver in the approved manner, ensure the Blade is still located into the 'grooves' – apply inward and anticlockwise-rotation pressure to the Impact Driver before each strike with a 3lb club hammer.

Only use the one directional high torque impact driver supplied with the Locking Wheel Nut Remover Kit.



USING A BREAKER BAR

Breaker Bar - Push in and down. If the tool slips, recut and try again.

TIP - Support the tool with a small jack, get someone to push down on the bar, at the same time you hold-push the tool to the wheel.

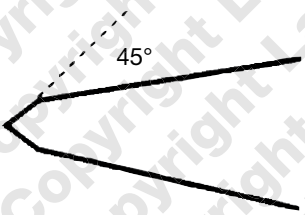
REMEMBER - It's easy if you are doing it right! Simply - DRIVE IN / TWIST OFF



Redressing Worn / Damaged Blades & Centre Punch

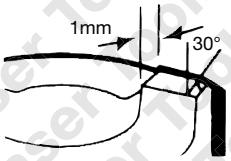
CENTRE PUNCH

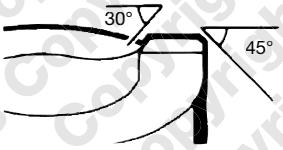
Grind as indicated, taking care not to overheat in process.



BLADES A, B & D

Use hand file only and maintain angles as indicated.







Hints & Tips



To keep the tool central, apply tape to the Outer Shroud to make the tool a good fit into the hole in the wheel. This is especially useful when using Blades A & B.

If all other attempts have been unsuccessful and the locknut is over-tight, support the tool with a jack and strike with a large hammer, ensuring the tool grips fully and breaks the seal between the locknut, the wheel and the threads. Then try the Impact Driver / Breaker Bar again.



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