



Swing Away Spare Wheel Carrier

Fitting Instructions (PM287)



Place the carrier in position with the bottom bracket straddling the rear cross member to body lug. Ensure that the top hinge bracket is level with the top of the body capping on the rear tub. (N.B If the wheel carrier is being fitted to a vehicle with a rectangular rear fog lamp, this may require rising slightly in order to provide clearance for the diagonal tube).

With the top tube of the wheel carrier level, mark off the two holes in the bottom hinge bracket and the right hand hole in the top hinge bracket using a scribe. Remove the wheel carrier and measure across 40mm to the left of the centre of the hole previously marked for the top hinge. This will give the position for the centre of the left-hand hole in the top hinge.

- Centre pop these 4 holes.
- Drill top holes to 7mm.
- Drill bottom holes straight through the cross member using a 1/8" drill bit, remove the rivets from either side of the holes for the top hinge.

Place the carrier in position. Fit the two M10 bolts through the bottom hinge and place the backing plate between the cross member and the nuts.

Open the wheel carrier to approx. 45 degrees and place the two M6 hexagonal head bolts through the holes in the top hinge. Fit the top backing plate over the bolts and tighten the nuts. Working from the outside, using the rivet holes as guides, drill through the backing plate. Fit the M6 posi-head bolts through these holes and tighten everything up.



Adjustment

When the wheel carrier is in the closed position, the rubber stop on the back of the wheel carrier should be compressed by 2-3mm. If necessary this can be adjusted by placing one or more of the brass shims provided between the bottom hinge and the cross member. Placing shims under the right hand side of the bottom hinge will compress the rubber bump stop and tighten the latching mechanism. Placing shims under the left-hand side of the bottom hinge will have the opposite effect. Keep spare shims for possible future use.

After bolting the spare wheel in place, it may be found that the resistance of the hinges may be insufficient. The resistance can be altered simply by tightening the nuts on the top and bottom hinges. The resistance should be sufficient to stop the wheel carrier from opening when parked on a road with a severe camber. However, over tightening will cause unnecessary wear.

Once the wheel is in place, the top hat locking pin should be put through the hole in the wheel that is aligned with the hole in the wheel carrier (from the front) and secured with a padlock at the back.