

SQUARE AND TUBULAR SWING AWAY SPARE WHEEL CARRIER FOR SOFT TOP OR PICK-UP ILLUSTRATED FITTING MANUAL



You will need:

- General workshop tools
- Cleaning sponge or cloth
- Drill



1. Place the wheel carrier in position with the bottom bracket on the rear cross member straddling the body lug.



2. Make sure the top bracket is level and over the reinforced joint between the body tub and the hardtop or canvas tilt. Note, if the vehicle is fitted with a rectangular rear fog light, this may need to be raised to provide clearance.



3. With the top tube level, mark the position of the two holes on the bottom bracket and the right hand bracket of the top bracket.



4. Remove the wheel carrier and measure the distance between centres of top bracket holes. It should be 40mm. Use this measurement to mark the position of the other hole in top bracket.



5. Remove any trim or wiring from behind these marked positions and then centre punch and drill through using a small drill bit.



6. Enlarge the top holes using a 7mm drill bit to accept the 6mm bolts and use a 10.5mm drill on the cross member to accept the 10mm bolts, making sure you drill through both sides of cross member.



7. Remove any burrs and touch up any bare metal with paint.



8. Place the wheel carrier in position and using the two M10 bolts, bolt the bottom bracket to the cross member using the backing plate between the cross member and the nuts.



9. Open the wheel carrier and place the two M6 bolts Hex bolts through the holes in the top bracket and fit the backing plate on the inside between the body and the nuts.



10. If required, two additional holes can be drilled through the backing plate using a 7mm drill and the bracket can be secured using the two M6 Posi-head bolts.



11. Tighten all bolts.



12. Reposition and affix rear fog light.

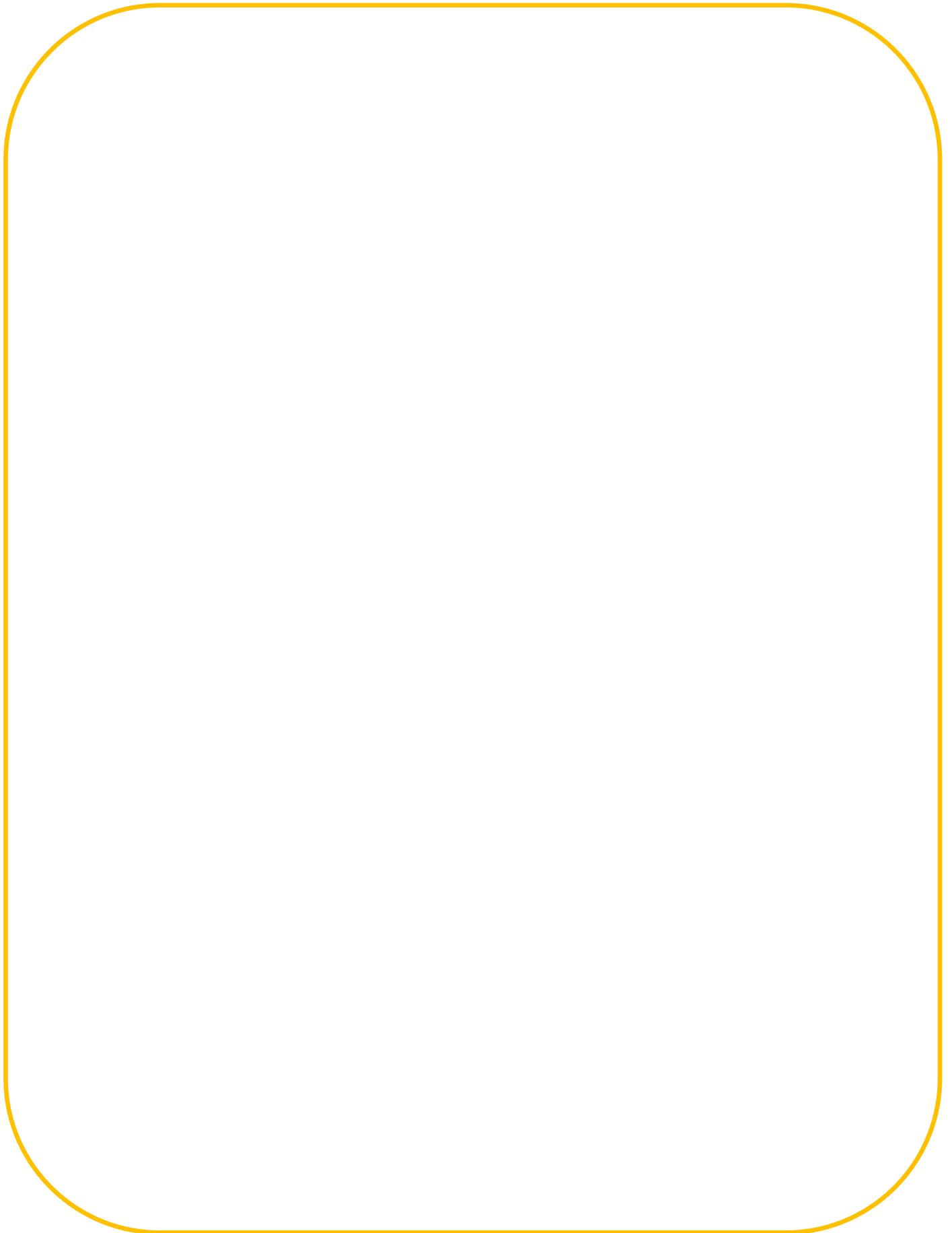
Adjustment

When the wheel carrier is in the closed position, the rubber stop at the back should be compressed by 2-3mm. It can be adjusted by placing the brass shims between the bottom bracket and the cross member. Placing shims under the right side of the bracket will compress the stop and tighten the locking device.

Placing under the left side will have the opposite effect. Spare shims can be retained for future use if required. Resistance on the hinge can be altered by tightening the nuts on the top and bottom hinges. Over tightening may cause unnecessary wear.

Once fitted, the spare wheel can be placed on it and can be secured by placing the top hat locking pin through a hole that is aligned with a hole in the wheel carrier from the front and secured by padlock at the back

PERSONAL NOTES



PERSONAL NOTES

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