

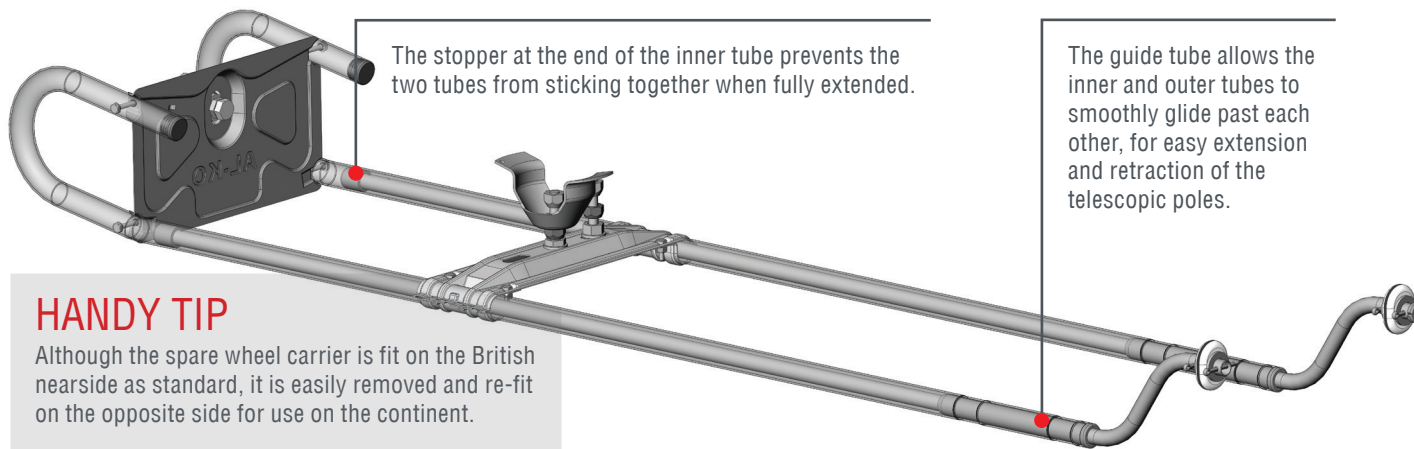
AL-KO SPARE WHEEL CARRIER

Improvements Explained



QUALITY FOR LIFE

The Concern	The Cause	The Solution
The carrier can be difficult to extend from under the caravan.	The inner and outer poles are probably locked together due to lack of maintenance. It is recommended that the telescopic poles on the original carrier are extended regularly for cleaning and greasing.	The carrier is now maintenance-free! Greasing is no longer required as the new design includes a guide tube between the inner and outer poles, sealing the interior surfaces against contamination and corrosion. The smooth, nylon 6 material used for the guide tube is self lubricating, with an ultra-smooth bearing surface reducing friction to ensure the carrier does not stick in operation.
Once extended, the carrier can be difficult to slide back under the caravan.	<p>The flared lip of the inner pole may be stuck against the crimped section of the outer pole. This crimped section is designed to prevent the two poles disconnecting, but in some circumstances the inner lip can become wedged against it, making it difficult to replace the carrier.</p> <p>When the carrier is extended, the weight of the wheel could cause the carrier to bow in the middle. This is caused by the inner pole flexing into the gap between the inner and outer poles, resulting in an angled joint between the poles. When attempting to push the carrier back under the caravan the inner pole can then press against the outer pole at the joint, preventing the carrier from sliding back under the caravan.</p>	<p>The new design has a plastic stopper at the end of the inner pole, so when the outer pole reaches its full extension, the stopper hits the edge of the guide tube, bringing the telescopic action to a stop. This stopper sits flush against the guide tube so when the carrier is pushed back under the caravan, there is nothing to catch between the two poles.</p> <p>The guide tube sits between the inner and outer poles and so minimises the gap between the two poles, reducing the ability of the inner pole to become angled against the outer pole. This allows the carrier to effectively resist the weight of the wheel, to prevent the poles from bowing at the joint.</p>
	<p>Surface spray and dirt can gather in the gap between the inner and outer poles, and contaminants can also cause the inside of the poles to corrode, exacerbating the issue.</p> <p>The original carrier requires regular greasing to enable the two poles to pass smoothly against each other. However, over time grease can attract debris, clogging the gap between the poles, causing them to stick.</p>	<p>The guide tube seals the joint between the two poles, so water and debris cannot penetrate. Keeping the interior of the poles clean and dry facilitates the telescopic action by preventing corrosion and any associated issues.</p> <p>The new design requires no maintenance, not even greasing. The guide tube between the two poles has a smooth bearing surface, and is made of a self lubricating nylon 6 material, eliminating the need for greasing. The guide tube also seals the joint between the two poles, so water, grit and debris cannot penetrate, which could otherwise impact the telescopic action.</p>



The stopper at the end of the inner tube prevents the two tubes from sticking together when fully extended.

The guide tube allows the inner and outer tubes to smoothly glide past each other, for easy extension and retraction of the telescopic poles.

HANDY TIP

Although the spare wheel carrier is fit on the British nearside as standard, it is easily removed and re-fit on the opposite side for use on the continent.

DIFFERENT LENGTHS

There are four different lengths of carrier available and if the optimum size is fit, the carrier should pull out sufficiently to remove the wheel. If in doubt, we would always recommend purchasing a longer length.

If the caravan bodywork still obstructs the removal of the wheel, we recommend either jacking up the caravan, or angling the carrier towards the back of the caravan when extended, where there should be more space for wheel removal. This is made possible due to the flexibility of the rubber grommet used to connect the carrier to the chassis.