

Ford Galaxy Seat Alhambra VW Sharan Spare Wheel Carrier Gear Repair Fix Kit Instructions Install Guide

by **x8rltd** on October 20, 2016

Intro: Ford Galaxy Seat Alhambra VW Sharan Spare Wheel Carrier Gear Repair Fix Kit Instructions Install Guide

The Problem

A plastic gear breaks within the spare wheel carrier mechanism causing malfunction of the mechanism.

These vehicles have the spare wheel stored under the rear of the vehicle. The wheel is retained by a cable which can be wound up and down by turning a bolt in the boot of the vehicle. During normal operation the bolt can be turned which lowers the wheel to the floor where it can then be detached from the mechanism. It is common for the wheel to be wound up too hard or fast, this is often caused by spinning the release bolt too quickly using a spider tool or a power tool, this leads to the cable kinking or jamming. As a result, a plastic gear within the mechanism splits or breaks a tooth / teeth. Even with careful use of the mechanism the gear can fail as it is a poor quality part. By nature this mechanism is rarely used and isn't serviceable therefore even first use of the mechanism can cause this plastic gear to break.

Symptoms of the fault

The below are common symptoms of failure:

The spare wheel only drops a limited distance when unwound.

The spare wheel cable has kinked and does not rewind.

When turning the lowering bolt a clicking noise can be heard from the mechanism and the cable with not lower / lift.

The spare wheel holder mechanism release is not functioning at all.

Vehicles affected and compatibility

Ford Galaxy 1995-2010

Seat Alhambra 1996-2010

VW Sharan 1996-2010

Associated part numbers:

7M3803660F/G, 7M3 803 660 F, 7M3 803 660 E, 7M3 803 660 B , 7M3 803 660 C, 1418290.

Our solution

Fit our CNC machined billet aluminium gear and restore full function to the spare wheel carrier mechanism.

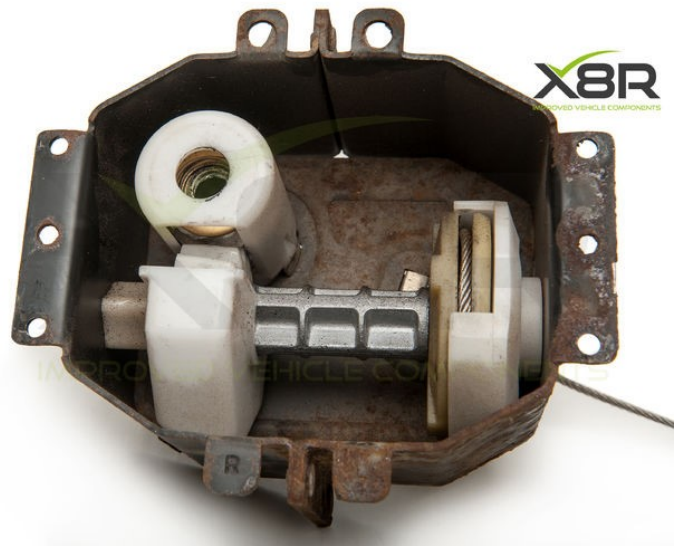
Replace the poor quality plastic gear with our CNC machined billet aluminium gear. This allows you to replace just the gear component that fails within the mechanism without having to buy a whole new mechanism at vast expense which would just fail again. Our part is machined to fine tolerances and is a direct replacement for the original and will not fail again. Our part can be fitted simply using our pictorial and video instructions and will resolve the faults noted above caused by the faulty plastic gear. Our kit comes complete with a high quality Cobalt drill bit for separating the panels of the mechanism and stainless steel fasteners for resealing the mechanism panels. Enabling you to lubricate the mechanism periodically to prevent any future failure.

You will receive

1X CNC machined aluminium gear

8X Stainless steel bolts, nuts and washers

1x Cobalt drill bit



Step 1: Remove the mechanism from the vehicle

Please check out our video for removal guidance.



Step 2: Separate the mechanism panels

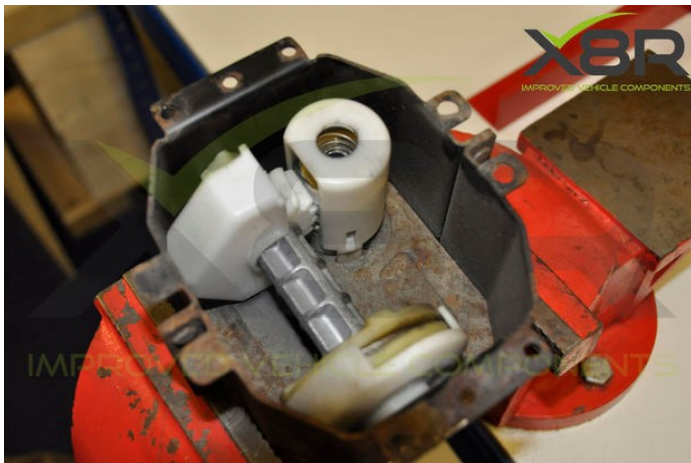
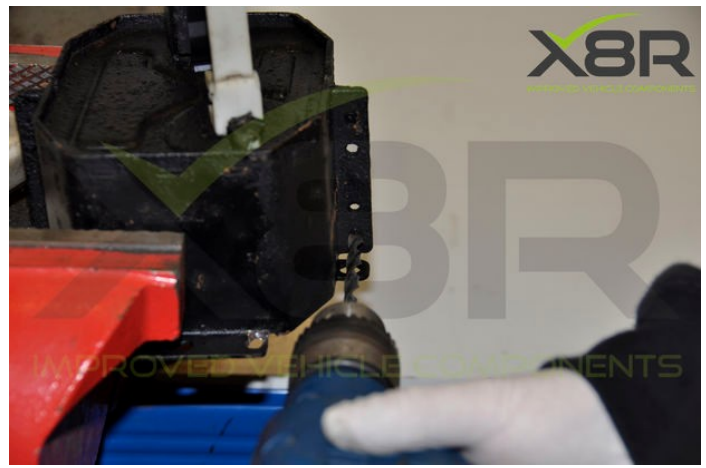
The mechanism consists of 4 panels. The top panel and 2 side panels need to be removed to carry out the repair. These are riveted in place and are normally very rusty due to the location on the vehicle.

The locations of the rivets on the panels are shown here.

Drill or grind out the heads of the rivets so that you can separate the panels.







Step 3: Remove all components

Lift off the lid of the mechanism and locate the white flat gear shown in the first image. This needs to be located in this position for reinstall.

Remove the side panel furthest from the cable reel.

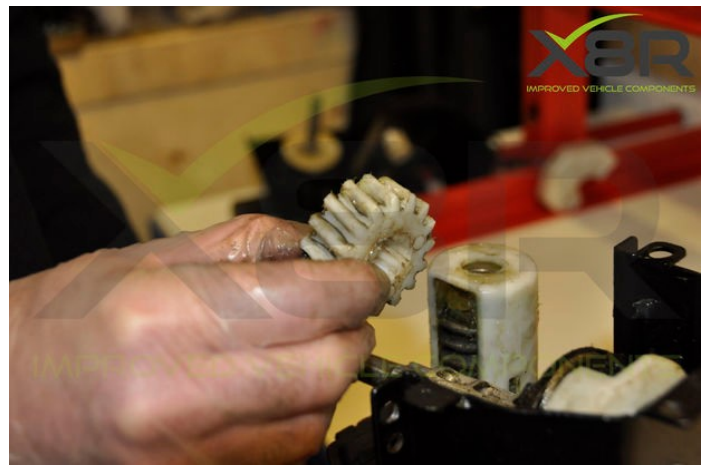
Lift off the gear cover and note the orientation for reinstall.

Pull off the white gear if still intact. If not collect up all pieces of the gear and clear any debris from the mechanism.

Remove the cast metal crank.

Remove the cable spool noting the face of the spool which points outward for reinstall.





Step 4: Grease and rebuild using metal gear

We recommend lubricating with grease all parts of the mechanism, the mechanism by nature is rarely used and sits in a vulnerable position under the vehicle.

Grease all parts of the cable spool and the entire length of the cable.

Refit the spool as shown with the face pointing outwards.

Grease the cast metal crank and push back in to the spool.

Grease the metal worm gear.

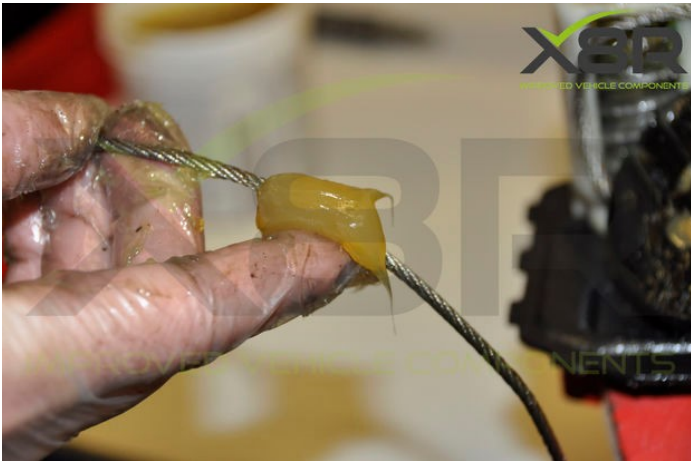
Grease the plastic coupler on the mechanism plate.

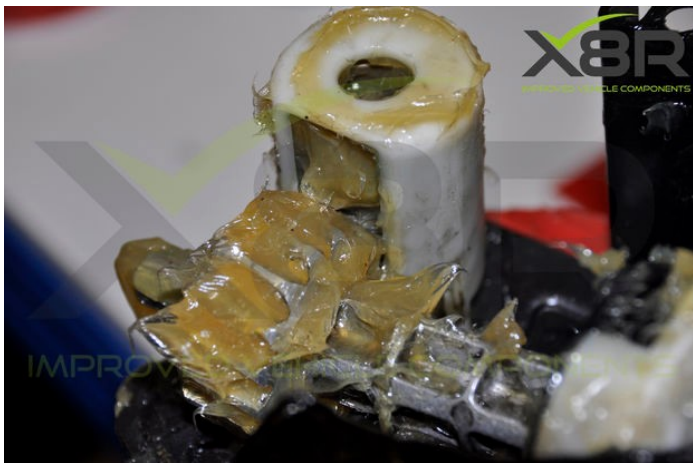
Grease our new aluminium gear and push on to the crank and align to the worm gear.

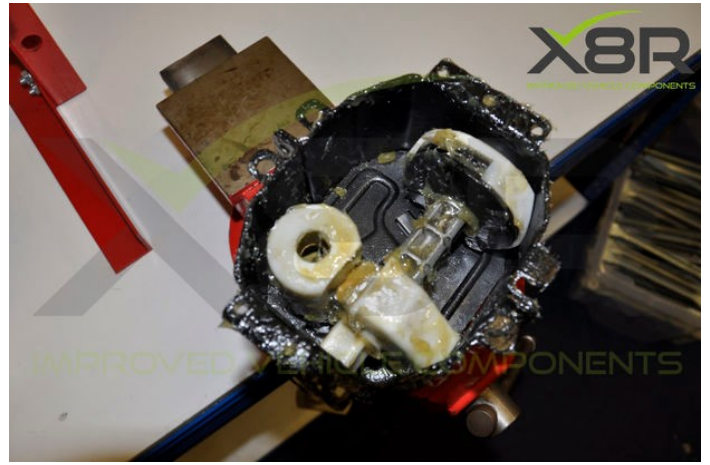
Refit the gear cover (check the orientation)

Refit the mechanism plate.









Step 5: Refit lid and test mechanism

Loosely refit the mechanism lid ensuring the flat gear is positioned as shown and is lubricated.

Push down on the lid to keep in position and using the vehicles wheel brace wind the bolt backwards and forwards to check that the mechanism is all working correctly and that the cable lifts up / down.





Step 6: Fasten mechanism panels together

Fasten the mechanisms panels back together using our stainless steel fasteners and test mechanism once more before proceeding to reinstall on the vehicle.

During future use of the mechanism it is essential that you keep tension on the cable while slowly raising or lowering the wheel and only use the vehicles standard wheel brace or a socket and ratchet. Power tools or fast winding will damage other parts of the mechanism.

We recommend removing and servicing this mechanism once annually to ensure all of mechanism is in good condition and well lubricated. It is good to determine this once a year on the bench rather than discover it is not in good order if you get a flat tyre.

This completes the repair. If you need any further guidance on this install or would like to purchase the parts shown please call us on +44 01843 446643 or email us at sales@x8r.co.uk . Please also check out our instruction guide on YouTube.

www.x8r.co.uk

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