

OPERATING INSTRUCTIONS FOR AL-KO AKS 1300 STABILISER

AL-KO
QUALITY FOR LIFE

INTRODUCTION

- 1 The AKS 1300 must be used in conjunction with 50 mm dia. towballs which conform to EC Directive 94/20 (DIN 74058 or local equivalent).
- 2 Suitable for attachment to drawbars or approved overrun braking equipment for single axle (and some tandem axle) caravan/trailers, with a minimum weight of 180 Kg and a maximum permissible weight of 1360 Kg.
- 3 EC design approval has been given to the AL-KO AKS 1300 coupling under permit No. e1 *94/20*0030*00.
- 4 This design approval has been recognised by all EC member states and must be implemented with effect from 01.12.95.

WARRANTY

- 1 Product warranty is given in accordance with S10, Clause 1-7 of the General Terms of Business and is usually 12 months from date of purchase.



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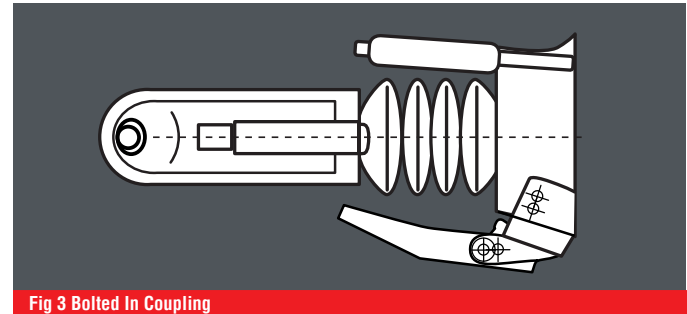
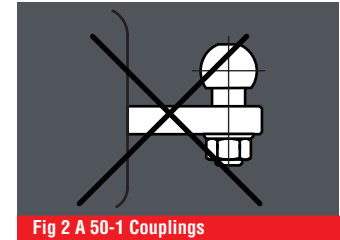
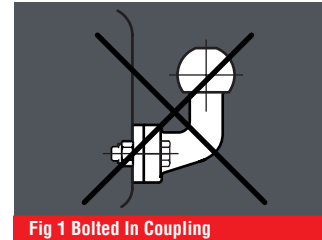
RESTRICTIONS OF USE

Spare wheels fitted to rear door of vehicle, or vehicle with platforms etc:

- 1 The AKS 1300 Stabiliser is based on the latest regulations. This means the new DIN 74070 (dimensions of couplings) are also adhered to.
- 2 The trailer coupling may only be connected to towing vehicles where the clearance for the stabiliser can be observed, in accordance with Directive 94/20 EC (DIN 74058). If these clearances are infringed by special attachments, then the use must be checked separately.
- 3 Not suitable for use with overrun devices which revolve above 25°.
- 4 For Swan Neck towbars (fixed or detachable), refer to clearances on page 4.
- 5 This product is not suitable for use where the overrun has a reverse lock fitted, on the side (Fig 3).
- 6 For GB use, please use the AL-KO extended neck towball.

WARNINGS

- 1 In accordance with EC Directive 94/20, couplings type A 50-1 cannot be used (see Fig 1).
- 2 A bolted-in type ball coupling (Fig 2) is only permissible if the thread is locked.



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REMOVAL OF EXISTING FIXING BOLTS

Before you start to remove the existing fixing bolts, please note that on most over-run assemblies, the shock absorber is secured by the fixing bolt (Fig 4/Item 2).

WARNING

The shock absorber (damper) extends independently. Enclosed with this box is a retaining pin (Fig 5) to aid assembly.

- a Remove gaiter
- b Loosen self-locking nut from hexagon cap bolt (Fig 4/1 Fig 4/2)
- c Push or knock out hex. cap bolt (Fig 4/Item 1)
- d Knock through retaining pin (Fig 5/2) with (Fig 5/1) & leave the pin in the shaft for centring the shock absorber (damper)
- e Any spacers originally fitted must be re-used

PLEASE CHECK THE CONDITIONS FOR ATTACHMENT BY FOLLOWING THE STEPS LISTED BELOW

TOWING VEHICLE WITH TOWBALL ATTACHMENT

The equipment may only be used for connecting to towballs to (DIN 74058 or local equivalent), where the clearance below the ball, measured from the centre of the coupling point, is at least 60 mm (Fig. 13). According to British Standards the prescribed rotation of $\pm 25^\circ$ will thus be achieved.

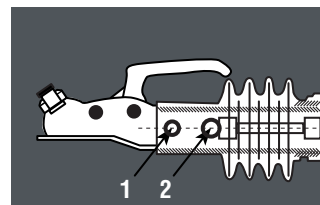


Fig 4

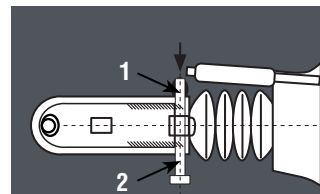


Fig 5

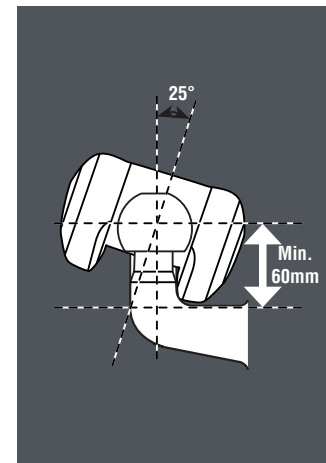


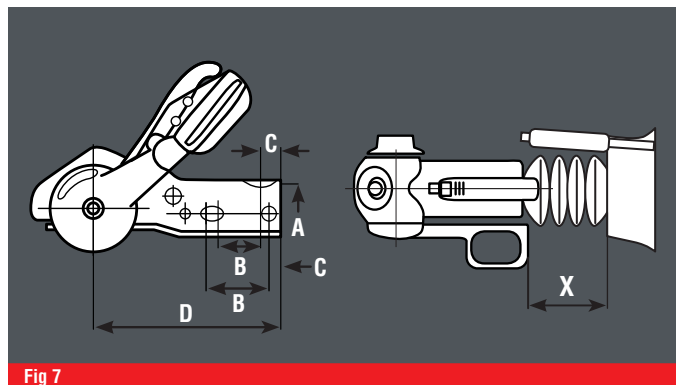
Fig 6

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STABILISER LEVER CLEARANCES (FIG 7)

No component parts are allowed in the space marked X. The measurement of X should correspond at least to the travel of the overrun equipment (as a rule 80 - 100 mm according to type). Measurement is taken with a fully extended drawbar. AL-KO overrun equipment fulfils this requirement.

Coupling to Trailer Measurements (attachment hole dimensions B horizontal or cross) Please check dimensions of your coupling (Fig 7) on your overrun equipment and also refer to table 1 for dimensional information.



ALL EC COUNTRIES

The installation is to be examined in conformity to the stipulations in Appendix 1, No.5.10, according to the demands of Appendix VII of Directive EC 94/20. These installation and operating instructions are to be included with the caravan/trailer papers.

D17kN	e1
S 150kg	A50-X
e1*94/20*1118*00	

GB - Installation only possible with special towball attached to towing vehicle. Towball type A50-X (included with this kit). See regulations and restrictions of use on page 2.

MIN MASS KG	TOTAL PERMISSIBLE WEIGHT KG	NOSEWEIGHT KG	WEIGHT KG	
180	1360	100	3.5	
HOLE TYPE	SHAFT DIA. (MM)	DISTANCE BETWEEN HOLES		LENGTH
		A	B	
HORIZ	35, 40, 50	50-54	12	168
CROSS	45 & 50	40	18	168

Fig 7

Fig 8

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AKS 1300 DELIVERY SPECIFICATIONS

Fig. 9/Item 1: Stabilising Lever

Fig. 10/Item 2: Handwheel

Fig. 11/Item 3: Coupling Handle

COUPLING/UNCOUPLING

When coupling or uncoupling, the stabiliser lever must be in the up position (open) and the handwheel (2) must be unwound until a slight resistance is felt (Fig 10).

WARNING

Do not turn the handwheel against the stop by force.

COUPLING UP

Open coupling handle - to do this, pull the coupling handle (Fig 11/1) in the direction of arrow. The coupling mechanism has an open position, i.e. as long as the AKS 1300 is not placed on the ball, the coupling handle will remain open. Place the open coupling onto the towball. The coupling handle should audibly click back into starting position.

SAFETY WARNING

If the stabiliser is correctly coupled to the towball, then the green edge of the safety indicator is visible. The coupling mechanism is correctly positioned when the hand lever can no longer be pressed down even by hand.

If the AKS 1300 is not correctly coupled to the towball, then the trailer/caravan can become disconnected from the towing vehicle.

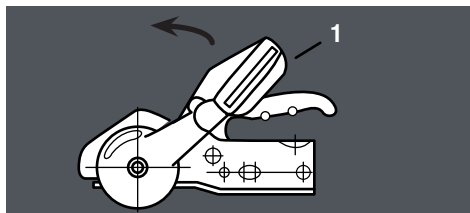


Fig 9

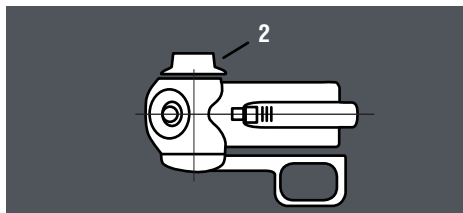


Fig 10

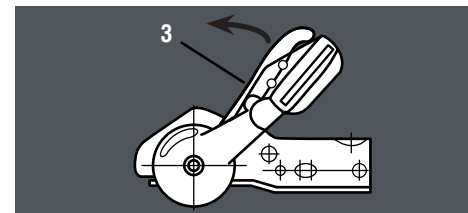


Fig 11

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STABILISER UNIT

Starting Position: The AKS 1300 is connected to the towball. Turn the handwheel to the right (clockwise) (Fig. 12/1), until the torque limit can be heard and felt to ratchet. Press the stabilising lever (Fig. 13/2) down. The AKS 1300 is now functional.

UNCOUPLING

Uncoupling of the trailer from the towing vehicle takes place in reverse order. Pull the stabiliser lever up, until the marking on the stabiliser lever (Fig. 13/Item 1) matches the marking on the stabiliser cover (top end position of the stabilising lever). Turn the hand wheel in an anti-clockwise direction (left) until a slight resistance is felt. Open coupling handle and lift AKS 1300 from the towball of the towing vehicle.

Coupling and uncoupling can be made easier by use of the jockey wheel.

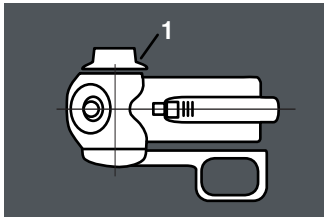


Fig 12

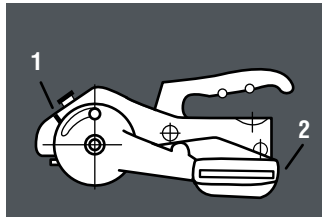


Fig 13

SAFETY TIPS

The AKS 1300 should only be operated by one person when coupling or uncoupling.

WARNING

Never operate with foot or extension bar! The components will be overloaded and damaged (Fig 14).

When opening or closing the stabilising lever, care should be taken not to trap fingers between the lever and the coupling handle (Fig 15). See grip areas (Fig 15). When applying the stabiliser lever some resistance should be experienced. Should this not be the case, then the handwheel may be jammed.

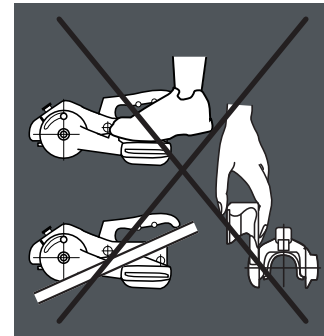


Fig 14

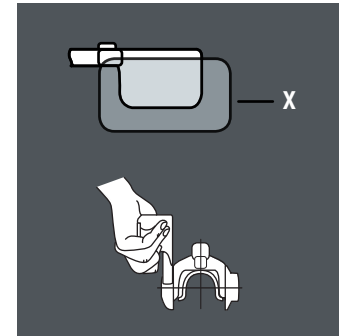


Fig 15

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IF NO STABILISING EFFECT IS FELT

The handwheel has been turned forcibly against the end top on opening. You should contact AL-KO on 01926 818 500.

IMPORTANT OPERATING FACTORS

The towball should be completely free of grease and other residue. Clean thoroughly with Thinners or Brake Cleaning fluid.

HINTS

The surface of the towball must be free of grooving, rust and scratch marks, Otherwise increased wear and tear will occur. If pads are contaminated by paint or if they are glazed, they can be cleaned with 100-200 grain sandpaper.

Painted towballs or similar coatings: In the event of the ball being coated, this must be thoroughly removed (with 100-200 grain sandpaper). Otherwise reduced stabilising effect, increased wear and damage to AKS 1300 components may occur.

During winter use, spray a tiny amount of de-icer onto the indicator button. Ensure that this fluid does not come into contact with the friction pads.

STABILISING UNIT

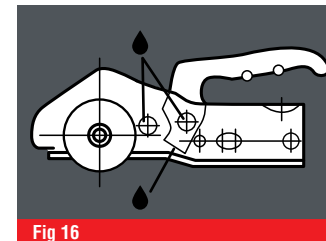
Should lubrication of the stabiliser unit parts become necessary then the following must be observed:

- 1 Clean all parts thoroughly.
- 2 Areas may only be covered with a thin film of grease (Fig 15 & 16). Remove both friction pads (Fig 17) and lubricate the post only. Lever arm joint should also be lubricated regularly.
- 3 Use multi-purpose grease to DIN 51825 KTA 3 K (or equivalent).

WARNING

When lubricating - no oil or grease should be allowed to come into contact with the friction pads or onto the ball holding area.

If friction pads are contaminated with grease, they should not be cleaned as this will have a reduced stabilising effect. Therefore friction pads should be replaced.



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REPLACING FRICTION PADS

Loosen retaining ring (Fig 17/Item 1) with pointed object. Push out friction pad (Fig 17/ Item 2) from outwards to inwards. Only replace one pad at a time. Fit new pad, replace ball race and secure with a new retaining ring. Proceed in the same way on the other side. Remember, if any washers come away with the pad, please replace on the new pad.

GENERAL INFORMATION

MANOEUVRING BY HAND

Stabilising lever may not be used as a manoeuvring handle. Please use the handles on your caravan or the AL-KO manoeuvring handle which can be purchased separately to attach to your jockey wheel.

Failure to comply results in danger of overloading component parts.

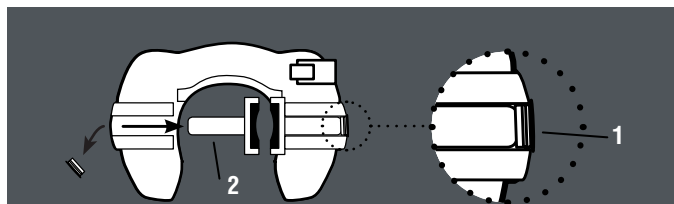


Fig 17

NOISES WHEN DRIVING

The friction linings should not make a noise when driving. Any clicking, creaking, or squeaking noise arising, could be due to:

- 1 Foreign bodies or dirt between the friction pad and towball.
Remedial action: Clean the towball and clean friction pads by lightly rubbing over the pad with sandpaper (100-200 grain).
- 2 Dry operation of the towball shaft in the sleeve of the overrun equipment.
Remedial action: Lubrication of the sleeves through the grease nipples (use multi-purpose grease DIN 51825 KTA 3K), additionally pull the gaiter off the overrun, towards the front and grease all of the exposed drive shaft.
- 3 The towball on the towing vehicle has too much play in the locking mechanism (if detachable).
Remedial action: Go to specialist workshop. Have the towball checked for damage. If necessary change towball or if permissible re-lubricate locking mechanism.

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Due to a policy of continuous improvement, AL-KO reserves the right to change technical specifications.
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