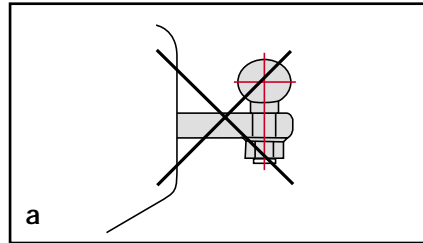
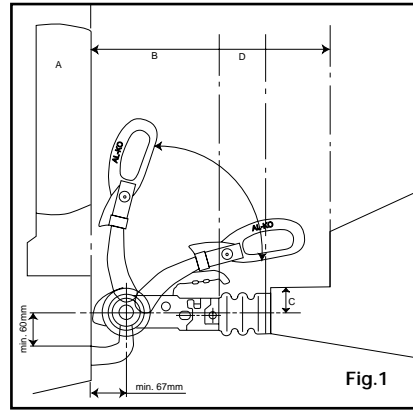
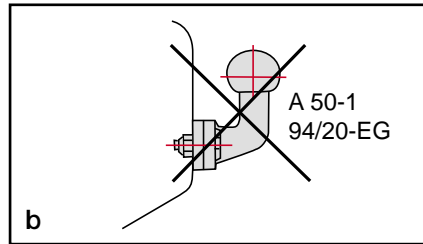


Specification and Technical Data

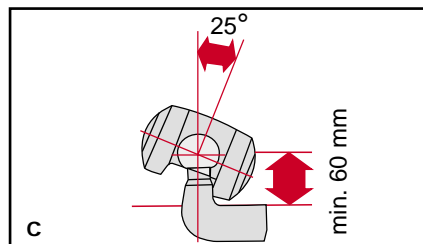
IMPORTANT INFORMATION



A 'bolt-in' type towball is only permissible if the ball is positively fixed (ie welded into position)



According to Directive EC 94/20 Coupling type A50-1 **CANNOT BE USED**. You must use an AL-KO towball A50-X which has an extended neck to allow correct operation.



Please observe correct clearances required to allow 25° rotation.



Fig.2

Kit Contents

- 1 UK version AKS 2004
- 1 fixing kit
- 1 set of spacers
- 1 torx tool (UK only)
- Handbook Pt 1385399
- 1 Extended neck towball kit EC 94/20 Approved type A50-X
- 1 Towball Cover

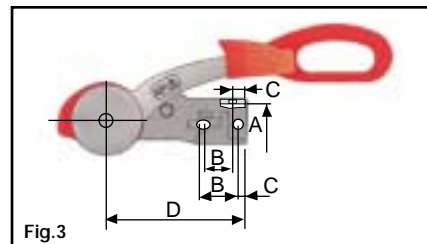


Fig.3

Clearances

Check the following to ensure correct operation of the stabiliser handle (See Figure 1).

The area above the towing ball (A) of the vehicle must be free from vehicle components or attachments (e.g. spare wheel, vehicle overhang, etc. - check with your vehicle manufacturer if in any doubt).

A minimum of 67mm is required from the centre of the tow ball to the nearest obstruction.

The clearance for the stabiliser handle must be at least 340mm (B) plus the stroke movement 85mm / 100mm (D), which equals a total of 440mm when used in conjunction with an AL-KO overrun assembly.

The maximum distance between the centre of the towball and top of the overrun assembly, or fairing if fitted, is 50mm (C) to ensure both coupling handle and stabiliser handle do not foul on operation. Maintain the same clearances for other manufacturers' overrun assemblies.

Overrun Assembly

One version of the AKS 2004 has been introduced to fit most overrun assemblies* up to 2000 kg (AL-KO and non AL-KO assemblies). For AL-KO overrun assemblies, the two fixing holes are on the side (horizontal). The forward fixing hole on the AKS 2004 is slotted to accommodate slight variations in distance between the two fixing holes, found on different types of overrun assemblies. The fixing holes for non AL-KO overrun assemblies can be distinguished by having the front fixing hole on the side and the rear fixing hole on the top of the overrun shaft.

* Not suitable for use with overrun devices which can revolve above 25°.

Application Information

AKS 2004 is to be used in conjunction with 50 mm diameter towballs according to Directive EC 94/20 (DIN 47058).

The AKS 2004 can be used on fixed or swan-neck towbars which comply to the above standard.

For bolt-on type towballs, AL-KO supply (as part of the kit), an extended neck, bolt-on towball which must be used to ensure correct operation. Failure to use this special towball will invalidate any warranty.

IMPORTANT NOTE

The AKS 2004 should only be used on a **CLEAN, DEGREASED TOWBALL**, otherwise contamination of the friction pads could occur and reduce the effectiveness of the stabiliser.

In line with our company policy of constant improvement, we reserve the right to change the specifications without notice.

Part No.	Weight Capacity		Max Nose Load Kg	Fixing Hole Configuration	Shaft dia, A mm Fig. 3	B mm Fig. 3	C mm Fig. 3	Length D mm Fig. 3	Wt Kg
	Min GWW Kg	Max GWW Kg							
1285763	200	2000	100	Crosswise** Horizontal*	45,50, 35,40,50	40 50 + 54	18 11	168	3.9

* for AL-KO overrun assemblies **for other overrun assemblies



Your partner for the future

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Vehicle Technology

AKS 2004 Stabiliser

Innovation not Imitation

- Improves towing stability & ensures perfect driving dynamics
- Provides excellent ride comfort & optimum road safety
- Easy to use - simple one-handed lever action
- Light and compact design (only 3.9 kg!)
- Simple to fit
- 4 special friction pads effectively suppress snaking & pitching
- Built for long life and resistance to corrosion
- Coupling mechanism & friction pad wear indicators
- Maximum Capacity 2000 kg
- Integrated brackets to allow fitment of AL-KO Safety Device



Special UK Version only
Look for the UK symbol
to ensure compatibility

Innovation not Imitation

AL-KO chassis technology for first class road safety & ride comfort

The New AKS 2004 effectively suppresses any snaking movements of the caravan/trailer by the use of four special friction pads which surround the towball. These pads are manufactured from a low-wear material which has excellent friction characteristics ensuring an optimum damping moment is created.

Your journey with the AKS 2004 will be smooth & relaxed as the car and caravan can be quickly stabilised in an emergency situation (ie sudden cross winds or overtaking HGVs).



NEW Left Friction Pad ①

NEW Right Friction Pad ②

NEW Rear Friction Pad ③

NEW Front Friction Pad ④

Wear Control ⑪

Left 1 & Right 2 Friction Pads

Visual Indicator ⑧

Washers ⑨

Integrated Soft Dock ⑩

Wear Indicator ⑦

Coupling mechanism & friction pads 3 & 4 (front & rear)

NEW Coupling Handle ⑥

NEW Integral brackets ⑤

For AL-KO Safety

Friction Pad Wear Control Left/Right



Friction Pads are in good order



Friction Pads are worn out & need replacing

Friction Pads Replacement



Unscrew the 2 screws which are under the soft dock by using the special torx tool (UK version only)

Remove screw from back plate

Remove friction pads

Operating Instructions

Coupling Instructions



Using the coupling handle, put the AKS on to the towball. Push the black handle down and check the green indicator button is showing.



Press the red stabilising lever down. The AKS is now ready for the road.

Safety Indicator



If the green indicator is visible then you know you have correctly coupled your AKS to your towing vehicle.

Wear Indicator for Coupling mechanism and front/rear friction pads



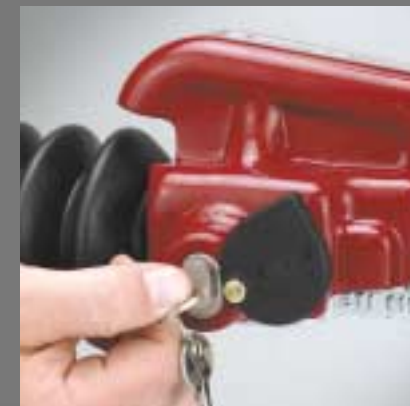
Wear of the coupling ball and mechanism can easily be monitored. If the green section is visible (when coupled to your towball) then the front/rear friction pads, coupling ball and mechanism are in order. If the red lower section obscures the green section then you need to check these parts immediately.

AKS 2004 Safety Anti-Theft Device (Available Separately)



Fitting

1. Stabiliser handle must be in the raised position.
2. Put AL-KO Safety onto the Stabiliser.
3. Insert key, press & turn lock cylinder to the right after a 'click', turn key to left. Remove key & swing dust cap over lock to protect against dirt.
4. Push stabilising handle down.



Removal

1. Insert key and turn right to open. Cylinder will come out.
2. Remove AL-KO Safety and store safely. Part No. 1285810



AL-KO Safety Ball (not included)

Can be inserted into Stabiliser, when used in conjunction with security device. Part No. 641255