

2. OPERATING INSTRUCTIONS:

IMPORTANT: With an AKS of more recent manufacture, the safety cover can be left on whilst towing.

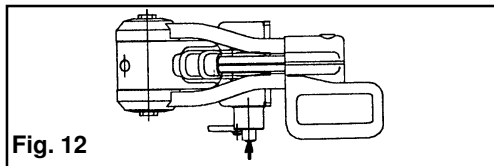
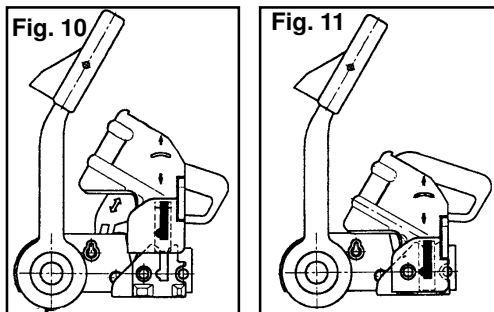
Differentiation: AKS manufactured up to 1992 can easily be identified as the stabilising levers are made of curved steel tube. NOTE: The safety cover CANNOT remain on whilst driving as the stabiliser handle cannot be closed.

AKS made after 1992, are identified by having ribbed cast aluminium handles and the safety cover can remain on whilst driving.

Insert left and right lugs of safety cover into cutaway portion of the attached locking plates (Fig.10).

Push safety cover firmly down until it can go no further (Fig. 11).

Hold safety cover in place, turn key to the right and press the lock cylinder in, until it clicks into place (Fig. 12). Turn the key to the left into the locked position. The strain bolt then moves out and locks.



Swing the dust cap over the lock cylinder to protect from dirt (Fig. 12).

Removing Safety Cover (reverse order to fitting cover):

Open dust cap.

Insert key and turn to the right, as far as it will go (about 60°). As a result the lock cylinder will slide up automatically. If necessary, press the safety cover forward and pull out the lock cylinder with the key (turned about 60°).

Remove safety cover and stow in vehicle or caravan. So that the dust cap is not damaged during transit, remove key (inserting lock) and swing dust cap over the lock cylinder.

Important Information:

Never attempt to fix or remove the safety cover with the aid of a hammer - this may result in damage to the cover.

3. MAINTENANCE

Clean strain bolt, locking bolts and the cutaway portion in the locking plates if they become dirty. A little grease may be applied but remove excess with a cloth so that only a thin film remains.

Operate the locking cylinder periodically, if the cover has not been used for a while. If the lock only operates with difficulty, spray the cylinder with WD 40 (or similar)



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ASSEMBLY AND OPERATING INSTRUCTIONS FOR AL-KO SAFETY DEVICE FOR AKS 2000/ 2500/2700



PLEASE ENSURE YOU READ THESE INSTRUCTIONS CAREFULLY, BEFORE COMMENCING TO OPERATE THIS PRODUCT.

GENERAL:

1) The AL-KO Safety (Hitch Lock) Anti-Theft Device is effective against the following unauthorized operations:

- Uncoupling from the towing vehicle
- Coupling onto another towing vehicle
- Theft of the Stabiliser from the trailer/caravan.

2) This product is not suitable for use where the overrun has a reverse lock fitted, on the side (Fig. 1).

3) AL-KO recommends the use of the AL-KO Safety Ball to complement the AL-KO Safety. The Safety ball is inserted into the coupling area of the Stabiliser, before the AL-KO Safety is locked into position (Fig. 2). This prevents your caravan from being coupled to any other tow hook or smaller towball and being towed away. The AL-KO Safety Ball is available from most Caravan Shops or if this Safety Device was purchased via AL-KO'S direct Mail Order Service*, the Safety Ball is provided with the kit.

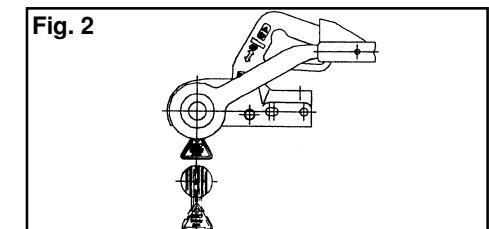
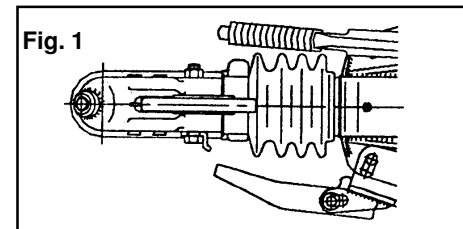
APPROVAL:

1) This product holds full TUV approval and is also Sold Secure Approved.

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.

* Please note - the Safety Ball is only included with kits purchased direct from AL-KO's main factory - if this item is purchased from a caravan dealer then the Safety Ball is an additional item.



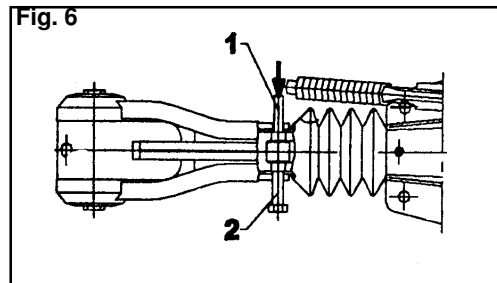
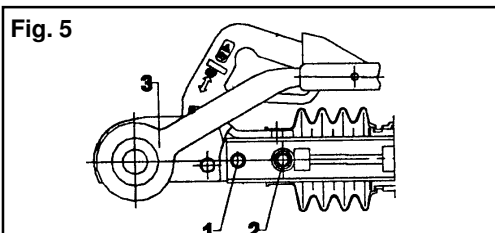
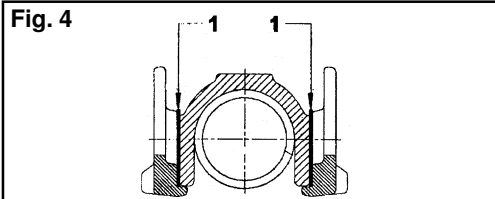
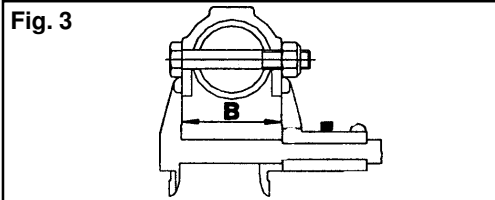
1. ASSEMBLY INSTRUCTIONS

To determine No. and position of compensating washers required, measure housing width B (between the two bolts) when attached and bolts are tightened (Fig. 3). Number and position of the washers (left/right seen in direction of travel) to be inserted when assembling the side locking plates.

Measurement B (mm)	No. Req. (Fig. 4/Item 1)	
	Left	Right
61, 61.5	2	2
62, 62.5	2	1
63, 63.5	1	1
64, 64.5	1	0
65, 65.5	0	0

Removal of existing fixing bolts:

Before you start to remove the existing fixing bolts, please note the following: On most overrun assemblies, the shock absorber is secured by the fixing bolt (Fig. 5/Item 2).



Warning:

The shock absorber (damper) extends independently. Enclosed with this box is a retaining pin (Fig. 6) to aid assembly.

- Remove gaiter
- Loosen self-locking nut from hexagon cap bolt (Figs. 5/6, Items 1/2)
- Push or knock out hex. cap bolt (Fig. 5/Item 1)
- Knock through retaining pin (Fig. 6/2) with (Fig. 6/Item 1) and leave the pin in the shaft for centring the shock absorber (damper).
- Any spacers originally fitted must be re-used.

Fitting of AL-KO Safety:

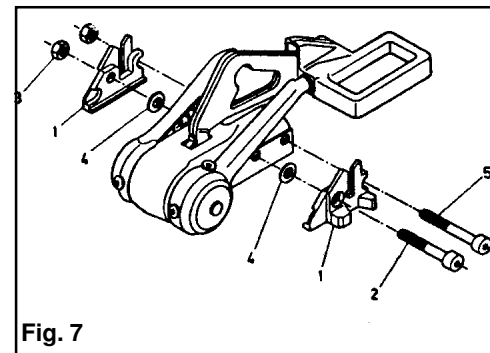
Horizontal Bolt Fitting: (for AL-KO Overruns)

Parts configuration as Fig. 7

Item

- Locking plates left/right
- Inner Hex. Bolt M12x90 10.9 DIN 912
- Self locking nut M12
- Washer
- Inner Hex. Bolt M12x80 10.9 DIN 912

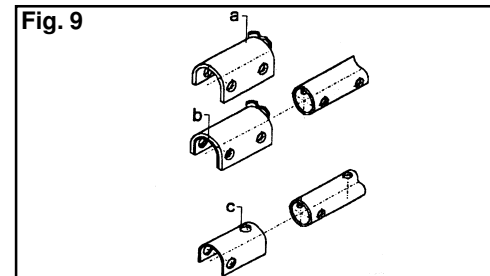
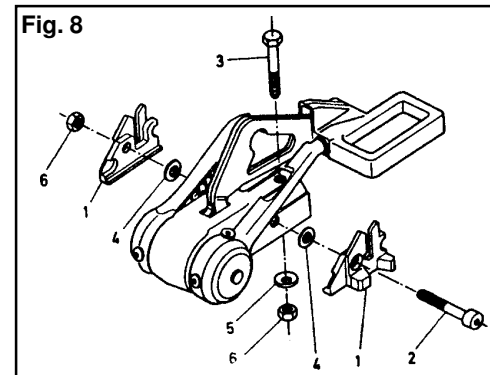
Cross-type Bolt Fitting: (for other overruns)



Parts configuration as Fig. 8

Item

- Locking plates left/right
- Inner Hex. Bolt M12x90 10.9 DIN 912
- Reuse M12x75/80 from original coupling
- Washer
- Section washer (not included in this kit) - please use original washer from coupling head you are removing
- Self locking nut M12



Procedure:

Push the gaiter and AKS onto the draw shaft, with spacers (Fig. 9) if necessary, so that the fixing holes line up. If present, position the spacer sleeve in the draw shaft.

Fit parts as shown on figs. 7 or 8. If a spacer sleeve is in the draw shaft, thread this on as well. Push retaining pin (Fig. 6/Item 1) through (with the bolt behind - horizontal or vertical). Shock absorber (damper), is threaded on.

For your own safety, please check:

To make sure the shock absorber (damper) is threaded on, push the draw shaft in and out. If you can feel resistance, then it is correctly positioned.

Always insert horizontal bolts from right hand side (when facing stabiliser), as this allows correct clearances.

Always insert vertical bolt from top to bottom and re-use original shim used on the overrun. (Fig. 8/Item 5 - not included).

The locking plates (Fig. 8/Item1) must be aligned vertically and parallel to each other, especially for AKS with the cross type bolt fitting.

For horizontal bolts, tighten with Allen Key (size 10), as the nuts are fixed and cannot be moved -Torque 100 Nm.

For vertical bolt: tighten bolt, torque to 100 Nm.

Secure gaiter with tie wrap.

Put safety cover on and lock. If the cover is difficult to put on or lock/unlock then you need to reposition the locking plates. Loosen bolts and the plates can now move laterally. Re-tighten bolts to correct torque and check if safety cover now fits.