

AL-KO GUIDE TO CHANGING A WHEEL

- This is intended as a general guide to changing a wheel
- Tools required: AL-KO Wheel chocks complete with carrier. AL-KO Wheel Spanner or combi-wheel brace. AL-KO side-lift jack (or scissor jack). AL-KO spare wheel carrier - 4 versions available to fit all AL-KO Chassis. AL-KO Torque Wrench. All these AL-KO tools and accessories are available directly from AL-KO via the on-line shop, www.al-ko.co.uk or by mail order 0800 0744334 or from your local caravan dealer or AL-KO Service Centre.



For safety when changing a wheel, ensure that the handbrake is fully applied. (At the roadside AL-KO recommends that the caravan remains coupled to the tow-



Lower the jockey wheel to the ground and clamp in position. This is to assist with weight distribution when the wheel is lifted.



Remove the AL-KO wheel chocks from their carrier fixed to the underside of the caravan floor, and chock the wheel on the opposite side of the one to be changed.



Using the AL-KO combi wheel brace, or AL-KO wheel spanner, slacken off (but DO NOT remove completely) the wheel bolts on the wheel to be changed.



Position the AL-KO side-lift jack into the jack brackets. Raise AL-KO side-lift jack sufficiently to allow the wheel to be removed, and the replacement wheel to be fitted.



Use the AL-KO corner steady brace to lower the corner steadies on the same side as the wheel to be changed. This is to assist stability of the raised caravan. DO NOT use the corner steadies to jack up the caravan. For additional safety we recommend the use of an axle stand, if available.



Using the AL-KO combi wheel brace or wheel spanner, remove the wheel bolts and the wheel to be changed.



Take out the security chain pin and unfasten the plastic nut of the AL-KO spare wheel carrier. Slide it out to its full extent and remove the replacement wheel. Slide the AL-KO spare wheel carrier back into position and refasten the black plastic nut and security chain pin.

NOTE: the wheel being replaced should not be put onto the spare wheel carrier where it can be forgotten and left in an unrepaired state.



Locate the spare 'steel' wheel onto the brake drum and fasten wheel bolts finger tight. Using a torque wrench, torque up the 'steel' wheel bolts to 88Nm or 65lbs/sqft in the correct sequence. i.e. North, South, East and West. Remove the axles stand (if used), raise the corner steadies, raise the jockey wheel and release the handbrake. (note: the above image shows an alloy wheel for reference purposes only).

IMPORTANT NOTE: The torque setting of the wheel bolts should be checked (in sequence) after 30 kilometres or 20 miles.

SPARE WHEEL CARRIER TIPS

- This is intended as a general guide to AL-KO Spare Wheel Carriers
- Part numbers: 209 550, 241 859, 1287180, 241 860,

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Vehicle Technology

The caravan needs to be jacked to the maximum lifting height.

NOTE: The side-lift jack has a maximum lifting height of 375mm and the scissor jack a maximum lifting height of 340mm.

Ensure that the spare wheel fixing plate is moved along the telescopic arms so that the spare wheel sits as close to the inside of the chassis as possible.



Undo the small nuts and slide the side bracket along.



Slide the bracket along and re-tighten the nuts.



This should be done without interfering with any pipe etc. that may be present on the underside of the vehicle.



- Providing the above two things are done, you should have ample clearance to remove the spare wheel.
- Customers should also ensure that the telescopic arms are kept well greased at all times to guarantee ease of operation.

Problem: Wheel does not clear chassis when withdrawn.

Ensure the correct wheel carrier is being used by referring to the Technical Data Sheet. If this is correct check the position of the wheel as above.

IMPORTANT NOTE: if it becomes necessary to completely remove the carrier from the chassis remember that the washers and split pins are on the inside of the chassis as well as the outside.