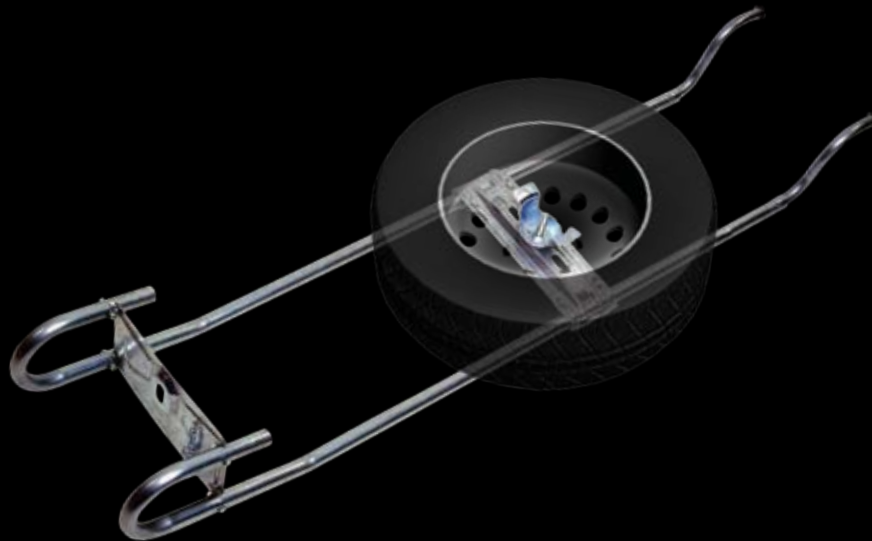


AL-KO



SPARE WHEEL CARRIER

CARE AND MAINTENANCE FOR
YOUR AL-KO SPARE WHEEL CARRIER

Diagrams

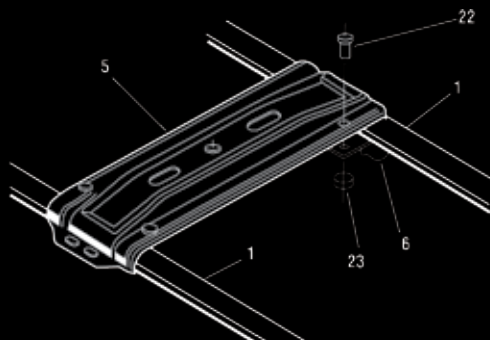


Fig. 1

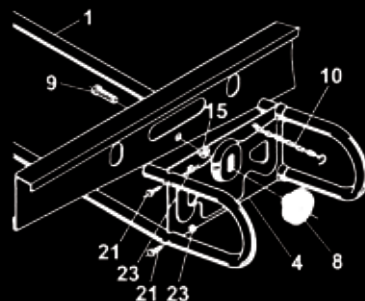


Fig. 2

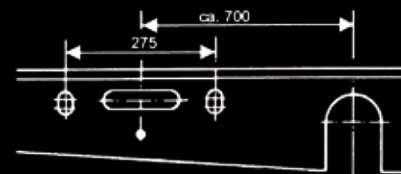


Fig. 5

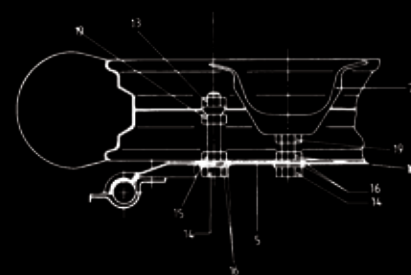


Fig. 6

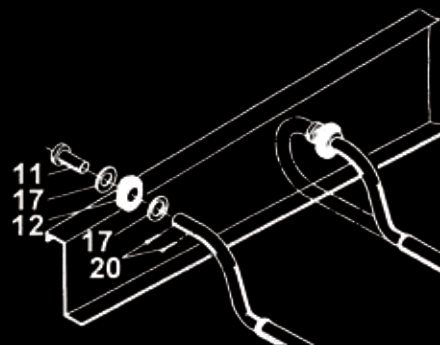


Fig. 3

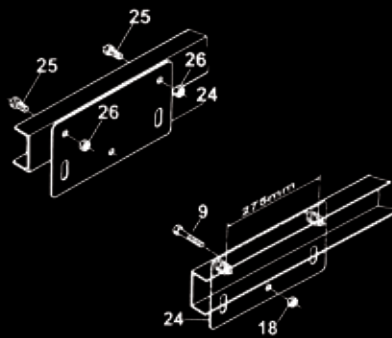
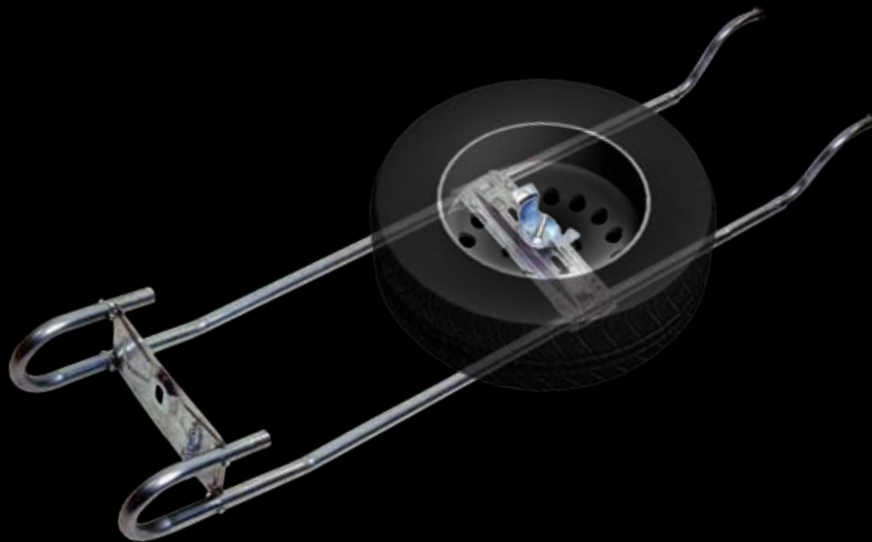


Fig. 4



Fig. 7

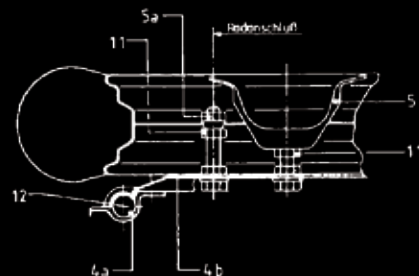
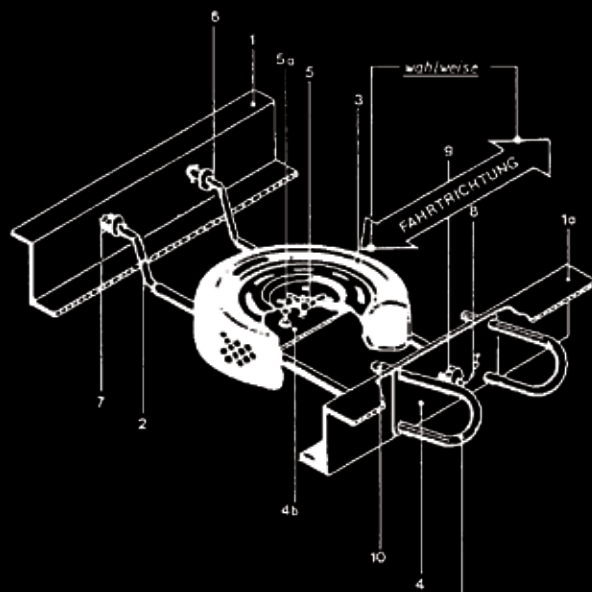


CONTENTS

DIAGRAMS	1	DUTCH	14
SPARE WHEEL CARRIER TYPE EH EXIT A-E	3	DANISH	16
INSTRUCTIONS	4	NORWEGIAN	18
ENGLISH	4	SWEDISH	20
GERMAN	6	FINNISH	22
FRENCH	8	COMPLEMENTARY PRODUCTS	24
ITALIAN	10		
SPANISH	12		

SPARE WHEEL CARRIER

TYPE EH EXIT A-E



Zeichn.	Titel	Benennung
2804.93	Bz.	Skizze EH
		TÜV
		Skizze Nr.
		2.09.528.10
ALKO		
Consulting Engineering GmbH		
D-56711 Kitzb.		

OPERATING INSTRUCTIONS FOR THE EH 359 007

CONTENTS

- Manufacturer's certificate
- Introduction
- Safety instructions
- Controls
- Maintenance and cleaning
- Spare parts
- Troubleshooting plan

INTRODUCTION

Dear Customer,

The instructions contained in this manual are there to help you install and operate the Spare Wheel Carrier easily. Please take time to read through all the instructions carefully before installing the carrier and comply with the technical information. It is advisable to keep the operating instructions with the other vehicle manuals supplied with the caravan

SAFETY INSTRUCTIONS

- Install the spare wheel carrier so that the spare wheel can be taken off from the pavement side of the road (nearside).
- After fitting, check that the carrier is securely fixed and working properly.
- Before setting off on a journey, ensure that the star handle is secured in place with the securing hook.
- Fitting the spare wheel carriers adds 6kg to the unladen weight of the caravan and by 7.8kg if the holding plates (pt no 294284) are fitted. Therefore the payload of the caravan will be affected by this weight addition.
- The operation of other equipment should not be impaired by the fitting of the spare wheel carrier.

ASSEMBLY

Assembly of the tubular carrier frame

The two telescopic tubes (fig. 1/1) are held in place by the connection bracket (fig. 1/5) and the end plate (fig. 2/4). Secure the connection bracket in place with 2 clamp brackets (fig. 1/6), 4 hexagon head screws M6x12 (fig. 1/22) and 4 hexagon nuts (fig. 1/23). The space from the end plate should be approx 400mm (pay attention to the size of the tyre).

Screw the end plate (fig. 2/4) to the telescopic tubes with hexagon head screws M6x30 (fig. 2/21) and 4 hexagon nuts (fig. 2/23). Insert the locking screw (fig. 2/9) from the inside out through the borehole (dia 13mm). Tighten it with the hexagon nuts (fig. 2/15). Insert the sliding part onto the frame following the assembly of the telescopic tubes. Screw on the star grip (fig. 2/8) and hang on the securing chain (fig. 2/10).

Assembly of the telescopic tubes to chassis members

Insert the rubber grommets (fig. 3/12) into the pre-punched holes on the left hand part of the chassis member. Thread a washer (21) (fig. 3/17) onto each telescopic tube and insert the tubes through the rubber grommets. Insert another washer (21) (fig. 3/17) and the lug type bushing onto the ends of the tubes. Secure the telescopic tubes on to the chassis by fixing them either side with 2 off 5x30 split pins (fig. 3/20).

Securing the Spare Wheel in place

A hexagon head screw M12 (fig. 6/14) is secured in place in the middle pre-punched hole on the connection bracket with two washers (fig. 6/16) and a hexagon nut (fig. 6/18). Depending on the diameter of the hole of the wheel, a hexagon head screw M12 (fig. 6/14) is secured in place in the elongated hole of the connection bracket with two washers (fig. 6/16) and a hexagon nut (fig. 6/18).

The space between the wheel rim and the connection bracket (fig. 6/5) is also set with a self-locking nut (fig. 8/19). The spare wheel is tightened once in the middle with the taper clamping sleeve (fig. 6/7) and on the hole circle with the tapered nut (fig. 6/13).

N.B. Only tighten the tapered clamp and the tapered nut to the point where the spare wheel sits securely on the spare wheel holder. Excessive tightening can lead to damage to the wheel (pressure points). The two self-locking nuts (fig. 6/19), which are set in accordance with the height of the wheel rim, serve as a limit stop for the taper clamping sleeve (fig. 6/7) and tapered nut (fig. 6/13).

Assembly of the add-on kit, part no. 294284

The space between the holding plates and the axle should be approx. 700 mm. Drill two holes (\varnothing 12.5 mm), 275 mm apart, in the two parts of the frame. The holes must be drilled in the middle of the stay (neutral zone). Secure the two holding plates (fig. 4/24) with two hexagon head screws M12x25 (fig. 4/25) and self locking hexagon nuts M12 (fig. 4/26). Insert the locking screw (fig. 4/9) from the inside out through the pre punched hole (\varnothing 13) in the right holding plate. Tighten the hexagon nuts M12 (fig. 4/18).

Important note:

If this is added with two additional holding plates, the owner of the vehicle must (re)submit the vehicle for an MOT inspection, submitting a certificate confirming that the vehicle meets regulations (in accordance with § 19 of the Motor Vehicle Safety Ordinance (StVZO).

MAINTENANCE

In order to ensure that the spare wheel holder is working properly, the telescopic tubes must be cleaned and greased when they are extended.

SPARE PARTS

Spare parts are safety parts. If parts other than original AL-KO spares are used, this will invalidate the warranty and product liability, i.e. we, as manufacturers, will no longer assume liability for any faults and consequences which occur. Do not underestimate the consequential damages which can occur in traffic, including injuries to people!

If repairs are required, we operate a Europe-wide network of AL-KO Service Centres. If you require a directory of service stations, this is available directly from us. N.B. Repairs and setting work may only be carried out by AL-KO Approved Service Centres. In order to clearly identify spare parts, Service Centres require the spare parts identification number (ETI). This is imprinted on the end plate. Consequently, have both codes to hand before calling us..

COMPLEMENTARY PRODUCTS

AL-KO SECURE

The AL-KO Secure Wheel Lock is the most secure anti-theft device available for any caravan with an AL-KO chassis with alloy wheels. The Sold Secure Diamond Standard wheel lock provides the highest level of protection to ensure that the caravan remains safe and secure on site, at home or in storage.

With over 33,000 security combinations, a 9 pin anti-pick radial lock mechanism and a registered key management system, AL-KO Secure is the most effective anti theft deterrent available for caravans.

Leading insurance companies offer significant discounts where AL-KO Secure is fitted and when combined with other AL-KO Security Devices even greater reductions can be achieved.



AL-KO AKS 3004

The AKS 3004 Stabiliser efficiently and effectively suppresses the initial signs of vehicle instability and snaking movements of the caravan or trailer.

Made from low-wear material, four specially engineered friction pads surround the towball and continue to ensure optimum friction damping.

Fitment of the AKS 3004 stabiliser significantly improves the smoothness of a journey and provides the driver with the confidence and control required to handle critical driving situations such as high cross winds and overtaking HGV's more effectively.



PREMIUM JOCKEY WHEEL

AL-KO Jockey Wheels are designed for stability, durability, ease of operation and long service life. They are available in a variety of models, with a range of innovative features to suit your personal caravanning needs.

The Premium Jockey Wheel (shown) is designed for use with motorised caravan movers and features extra wide, grooved rubber tyres, swing arm suspension and an integrated load indicator to gauge the nose weight of the caravan. This saves time and effort preparing for your journey.



AL-KO ATC

AL-KO Automatic Trailer Control is the award winning electronic braking system for caravans. ATC monitors and applies the caravan brakes should the vehicle experience unexpected instability due to high winds, overtaking HGV's or during evasive manoeuvres.

ATC can be retro-fitted to any caravan running on an AL-KO chassis and runs off either the 12 volt 7-pin supplementary socket or alternatively off 13-pin electrics.

The AL-KO ATC trailer control system provides the assurance to drivers that, even in the most difficult of driving scenarios, the stability of their caravan and car is monitored, providing an unparalleled level of safety during the journey.



CALL US NOW ON 01926 818500 EMAIL US MAIL@AL-KO.CO.UK OR VISIT WWW.AL-KO.CO.UK TO PLACE YOUR ORDER.



FOR THE FULL RANGE OF AL-KO ACCESSORIES, AND ADVICE ON HOW TO FIT AND USE THEM, VISIT WWW.AL-KO.CO.UK

WHEELS AND TYRES

JOCKEY WHEELS

Prop stands/Clamps and Fixing Kits Heavy duty, Standard and Special.

STABILISERS AND SECURITY DEVICES

SHOCK ABSORBERS

ATC ANTI SNAKE BRAKING SYSTEM,

COUPLING HEADS

Unbraked or Braked

OVERRUN DEVICES

Delta or Square

AL-KO BIKE RACK

SPARE WHEEL CARRIER

LIGHTING/ELECTRICAL EQUIPMENT

Reflectors, Lights and Fog Lamps

MUDGUARDS

Plastic or Galvanised Steel in different sizes, Single or Tandem

MUDFLAPS

Plastic Moulded Winches,

CABLES & STRAPS

Load Reverse Braked Winches, Compact Winches,

Unbraked Winches

JACKS

Side Lift and Scissor Jacks

WHEEL CHOCKS AND CARRIERS

Plastic or Galvanised Steel

CORNER STEADIES

Electric, Universal and Swivel Foot

Corner Steadies

CORNER STEADY COMFORT KIT

A-FRAME CHASSIS