

SERVICE INFORMATION

SUBJECT

AKS 1300 STABILISER POSSIBLE FAULT OCCURRING ON THE RATCHET HAND WHEEL DUE TO INCORRECT USAGE

Date of issue

23/01/97

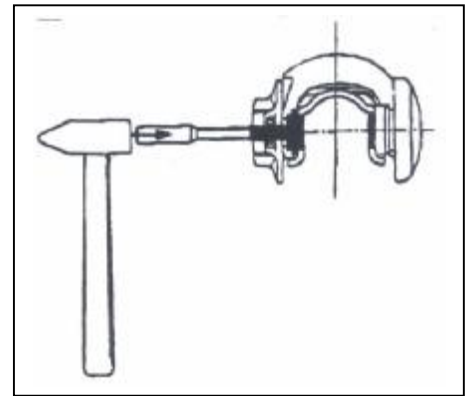
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A number of incidences have occurred where the Ratchet Hand Wheel has jammed in the fully open position. The result of this is that the Ratchet Hand Wheel 'locks-up', preventing the hand tightening followed by the ratchet sequence.

This effect can be caused by **over releasing the Ratchet Wheel**. This happens when the wheel is undone too far **causing the split ring to "bed into" the main housing preventing the Hand Wheel from operating**.

If this happens the situation can be relieved by placing the AKS 1300 on the vehicle or a loose towball, then tapping the metal housing section in the centre of the Hand Wheel but avoiding both the plastic Hand Wheel, (Item 6) and the end of the friction pad shaft, (Item 5) and split ring (Item 10).



The ideal 'tool' is a short section of tube or socket with a minimum internal diameter of 12 mm and a maximum external diameter of 18 mm.

If this does not rectify the problem long term, telephone AL-KO and request **REPLACEMENT RATCHET WHEEL**. This modified wheel has the centre spindle threaded only half way and allows the ratchet wheel to spin freely once released.

Following the above procedure, remove the split ring (Item 10) and undo the ratchet wheel (Item 6), completely. Discard. Fit the new ratchet wheel and a new split ring. **THESE ITEMS WILL BE SUPPLIED, UPON REQUEST; F.O.C. BY 1st CLASS POST.** The simple rectification can be carried out in less than 5 minutes. **DO NOT RETURN THE AKS 1300 TO AL-KO OR YOUR WHOLESALE.**

Lifting off the coupling head before correctly releasing the Hand Wheel can cause other damage. This occurs when the Hand Wheel is only partially undone. The head is then detached from the towball, normally by using the telescopic Jockey Wheel; causing the lip of the friction pad to come into contact with the towball compressing the friction pad with excessive force.

Contact

SERVICE / QUALITY

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