IMPORTANT NOTE

The AKS 3004 should only be used on a CLEAN, DEGREASED TOWBALL, otherwise contamination of the friction pads could occur and reduce the effectiveness of the stabiliser.

AKS 3004 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 4.2 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 3000 kg
- Integrated brackets to allow fitment of AL-KO Security Device

Your partner for the future

AL-KO Kober Limited, South Warwickshire Business Park, Kineton Road, Southam, Warwickshire, CV47 OAL
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Special UK Version only
Look for the UK symbol to ensure compatibility

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 60mm is required from the centre of the tow ball to the nearest obstruction.

The clearance for the stabiliser handle must be at least 360mm (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 3004 has been introduced to fit most overrun assemblies up to 3000 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 3004 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 top of the overrun shaft.

Not suitable for BPW overrun devices which can revolve above 25°.

A bolt-in type towball is only permissible if the ball is positively fixed (i.e. welded into position).

Part No. Weight Capacity Max GVW Max GVW Min Kg Kg Kg
1286785 200 3000 100

Crosswise**

Horizontal*

 Shaft dia, A mm Fig.3

45, 50, 35, 40, 50

B mm Fig. 3

40 50 x 54

C mm Fig. 3

18

Length D mm Fig. 3

168

Wt Kg

4.2

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

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

Application Information

AKS 3004 is to be used in conjunction with 50 mm diameter towballs according to Directive EC 94/20 (DIN 47058).

The AKS 3004 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 boxed 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.

You must use an AL-KO towball A50-X which has an extended neck to allow correct operation.

According to Directive EC 94/20 Coupling type A50-1 CANNOT BE USED. 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.

IMPORTANT NOTE

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Specification and Technical Data

IMPORTANT INFORMATION

Fig. 1

A

B

C

D

Fig. 2

A 50-1

A420-EG

Fig. 3

FREE

NEW
**Operating Instructions**

**Coupling Instructions**

- Using the coupling handle, put the AKS onto 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 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.

**Wear Control**

- Left 1 & Right 2 Friction Pads

**Friction Pad Replacement**

- Unscrew the 2 screws which are under the soft dock by using the special torx tool (UK boxed version only)
- Remove screw from back plate
- Remove friction pads and replace. For detailed instructions, please refer to AKS handbook

**AKS 3004 Security Device (Available Separately Pt No. 1285810)**

**Fitting**

1. Stabiliser handle must be in the raised position.
2. BUT AL-KO Security Device 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 Security Device and store safely.

**AL-KO Safety Ball**

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

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

The New AKS 3004 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 3004 will be smooth & relaxed as the car and caravan can be quickly stabilised in an emergency situation (ie sudden cross winds or overtaking HGVs).