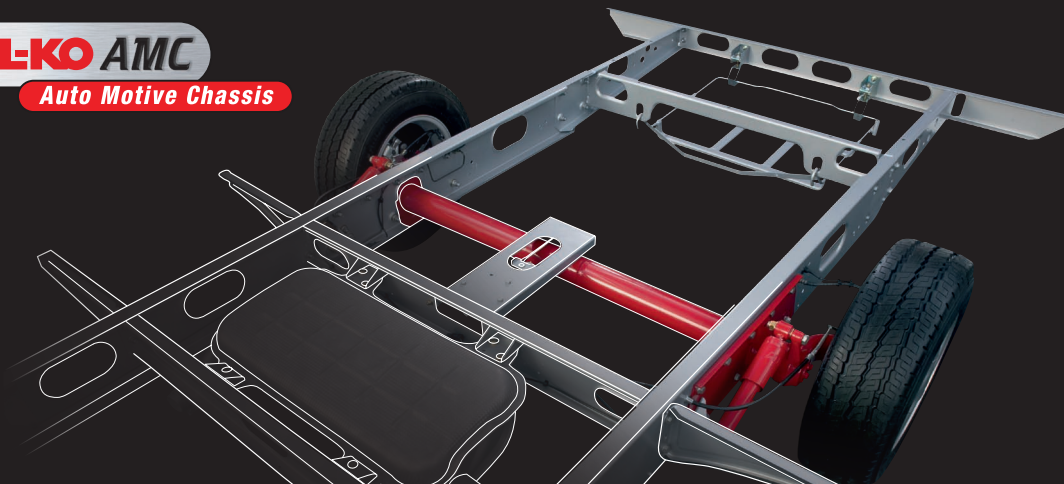




AMC CHASSIS

HANDBOOK FOR VEHICLES
ON THE AL-KO AMC CHASSIS



DEAR CUSTOMER,

YOUR VEHICLE IS FITTED WITH AN AMC-CHASSIS CONVERSION SUPPLIED AND FITTED BY AL-KO KOBER LIMITED. AS A RESULT THE BASE VEHICLE HAS UNDERGONE CERTAIN CHANGES.

The purpose of this manual is to familiarise you with your vehicle. Please read the instructions printed in it carefully, as proper, regular care and maintenance will ensure that your vehicle keeps its value - in many cases regular maintenance is also a prerequisite in respect of warranty claims.

May we wish you a safe journey - wherever you may travel.

AL-KO Kober Limited



WARRANTY CONDITIONS

The User Manual and the Maintenance Instructions supplied by the manufacturer of the base vehicle, continue to be applicable.

The conditions laid down by the base vehicle manufacturer are only met if the correct spares are used; the manufacturer's recommended spares are your guarantee that the necessary requirements are met.

Maintenance work that may be required on the AL-KO rear axle (see page 19 for more details): Lubrication must be carried out every 20,000 Km or once a year, whichever comes sooner.

Note: Country specific regulations must be taken into consideration.

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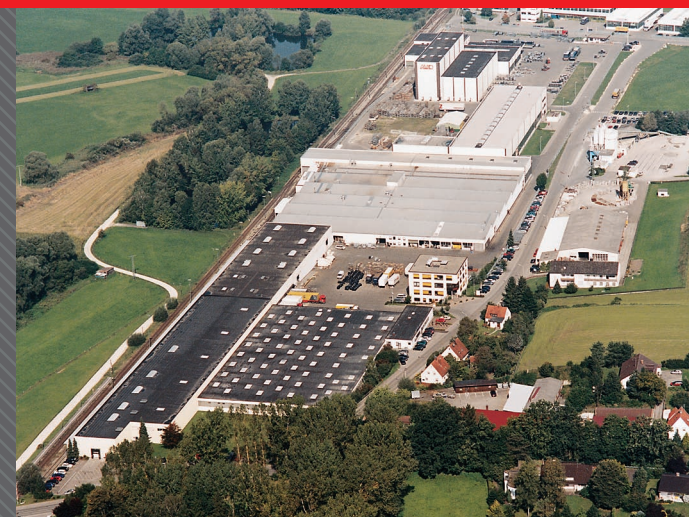


AL-KO

WORLDWIDE LEADERS IN CHASSIS TECHNOLOGY

Since 1979, AL-KO has been at the forefront of leisure and commercial vehicle chassis conversions. Over 140,000 approved conversions have been commissioned throughout our manufacturing facilities in England, Germany, France and Italy.

Our successes have now led us into global markets, where we can continue our passion for engineering excellence, innovative products of the highest quality and safety standards.



AL-KO AMC CHASSIS SERVICE SCHEDULE

KILOMETRES	DATE	SPECIALIST WORKSHOP	SIGNATURE

KILOMETRES	DATE	SPECIALIST WORKSHOP	SIGNATURE

INTRODUCTION: AL-KO AMC SINGLE AXLE CHASSIS

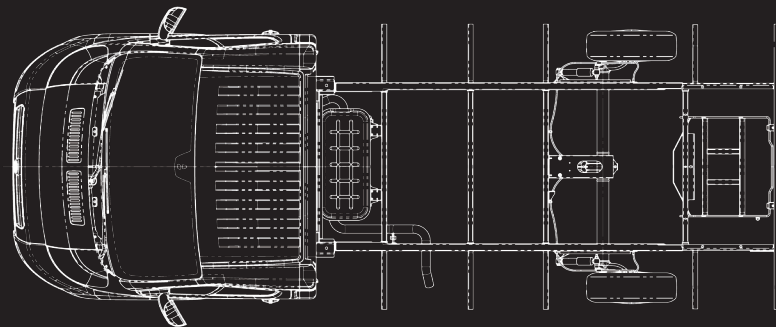
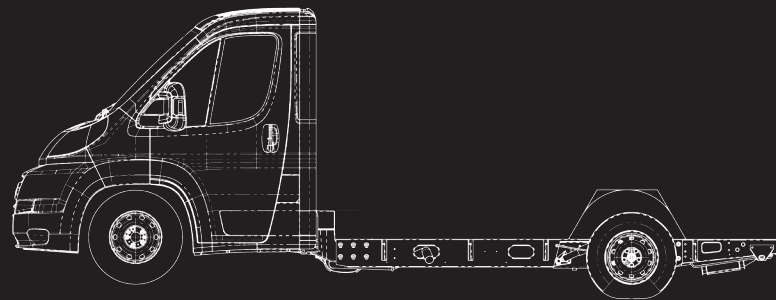
DESCRIPTION OF CONVERSION

The original rear frame has been replaced by a hot-dip galvanised AL-KO lightweight chassis.

This chassis is connected to the cab by means of a special bracket assembly.

The AL-KO AMC Chassis and AL-KO Axle with torsion bar suspension is fitted in place of the original equipment manufacturers chassis, axle and leaf spring suspension. The AL-KO Air Suspension axle* can be fitted as an optional extra and integrated into the chassis frame side member.

*Dependent on version: must be specified at time of order.



INTRODUCTION: AL-KO AMC TANDEM AXLE CHASSIS

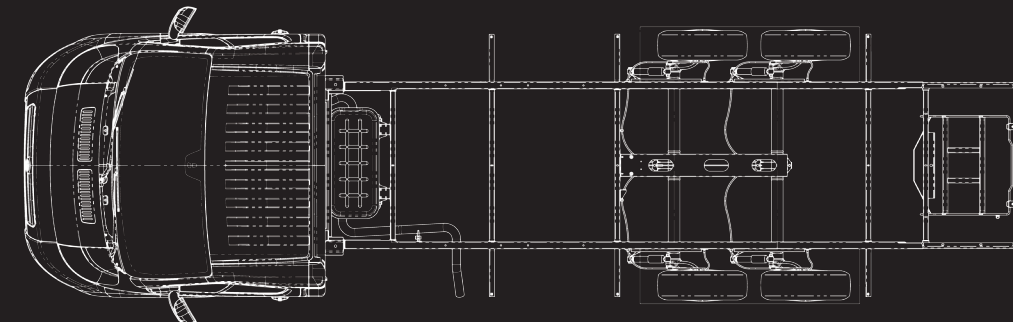
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The original rear frame has been replaced by a hot-dip galvanised AL-KO lightweight chassis.

This chassis is connected to the cab by means of a special bracket assembly.

The AL-KO AMC Chassis and AL-KO Axle with torsion bar suspension is fitted in place of the original equipment manufacturers chassis, axle and leaf spring suspension. The AL-KO Air Suspension axle* can be fitted as an optional extra and integrated into the chassis frame side member.

*Dependent on version: must be specified at time of order.



TOWING WITH A TRAILER

GENERAL NOTES

Vehicles with an AL-KO Chassis are approved for use with a trailer.

TECHNICAL REQUIREMENTS

If the vehicle has been factory fitted with a tow bar, then all technical and legal requirements for operation have been taken into consideration.

If retrofitting a tow bar, use only ones that have been approved by AL-KO and ensure it is fitted correctly.

When ordering a tow bar assembly, always indicate the vehicle type and the chassis number.

You should ensure that the maximum train weight as shown in the registration documents is not exceeded.

Towing a trailer also reduces the maximum gradient capacity of the vehicle.

Suitable rear view mirrors, in accordance with road traffic regulations are to be fitted.

DRIVING INFORMATION/TRAILER USE

To achieve optimum results when towing a trailer, please observe the following points:

- Refer to base vehicle handbook for towing limits.
- Do not tow with the vehicle empty and the trailer loaded. If this is unavoidable, please drive slowly to allow for the unfavourable weight distribution.
- Always locate heavy objects close to the axle and secure.
- Maximum speed limit is 60 mph.
- Ensure tyre pressure of vehicle is set at fully loaded setting.
- Use low gear when travelling downhill to avoid constant braking.



The electrical functions and the electrical circuit diagram will be found in the operating instructions supplied by the base vehicle manufacturer.

WHEEL AND TYRE INFORMATION

GENERAL NOTES

- **We recommend using camping tyres for all mobile homes.**
- Tyre pressures should always be checked with cold tyres. Do not forget to check the spare wheel!
- In order to make sure that tyres wear uniformly, we recommend rotation of the tyres between front and rear axle every 6,000 - 9,000 miles. Change tyres diagonally.
- On tandem axle conversions, tyre wear may increase slightly.
- Never travel with the vehicle overloaded - this can cause serious damage to the vehicle and to the wheels and tyres.

SUGGESTED TYRE PRESSURES (COLD) (BARS)

MODEL	BASIC VEHICLE	TYRES	TWIN AXLE		TRIPLE AXLE	
			Front	Rear	Front	Rear
AMC 35L	35 Light	215/70 R15C	4,1	4,5		
		225/70 R15C	4,1	4,5		
AMC 37L		215/70 R15CP	5,0	5,5		
AMC 35H	35 Heavy	215/75 R16C	4,5	5,0		
AMC 38H		225/75 R16C	4,5	5,0		
AMC 35HA	40 Heavy	225/75 R16CP	5,5	5,5		
AMC 40H						
AMC 42H						
AMC 45HT	40 Heavy	215/75 R16C			4,5	3,8
		225/75 R16C			4,5	3,8
AMC 50HT		225/75 R16CP			5,5	3,8

TYRE PRESSURE AND TREAD DEPTH INFORMATION

TYRE PRESSURE

The correct tyre pressure not only affects the life of the tyre, it also affects vehicle safety, as it changes the behaviour of the vehicle on the road.

The pressure of every tyre - including the spare - should be checked regularly, and especially before you undertake long journeys.

Incorrect tyre pressure causes irregular tyre wear. Please see illustration.

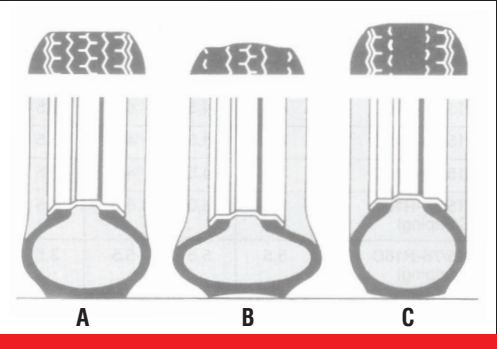
TREAD DEPTH

The tread depth should be at least 3mm, although legislation only specifies 1.6mm minimum tread. Signs of wear in the tread (see arrow on diagram) at 1.6mm depth, signal that the European-wide legal limit has been reached.

The lower the depth of tread, the greater the risk of skidding. For this reason we recommend that the tyre is replaced when the remaining tread has been reduced to 3mm.

SNOW CHAINS

Snow chains must only be fitted to the front tyres (drive wheels) according to individual country regulations. Please also follow the instructions for use provided with the base vehicle.



- A Correct tyre pressure: Uniform tread wear
- B Tyre pressure to low: Excess wear at the shoulder
- C Excessive tyre pressure: Increased wear at the centre of the tread



CHANGING THE WHEEL

GENERAL NOTES

Do not use the jack for loads that are greater than the load given on the jack rating plate.

Ensure the vehicle is on a level, firm surface.

CHANGING FRONT WHEELS

Select first or reverse gear (or P on automatic transmissions). Apply the handbrake and chock the remaining wheel.

CHANGING REAR WHEELS

Select First or Reverse gear (or P on automatic transmissions). Do not apply the handbrake but fit chocks under the remaining wheels.

Onboard tools and chocks are usually located underneath the driver's seat.



SPARE WHEEL LOCATION

The spare wheel is normally located at the rear under the vehicle floor. If the vehicle is fitted with a special body, you may find the spare wheel is installed in a special compartment. Please read base vehicle manufacturers handbook in respect of wheel removal.

SPARE WHEEL REMOVAL

Use a ratchet spanner and an extension to unscrew the bolts from the spare wheel carrier. Insert the wheel brace in the seat provided, disengage the wheel carrier and then lower the spare wheel to the floor.

Remove the spare wheel from the carrier.

Using the wheel brace makes it easier to disengage and re-engage the spare wheel carrier.



CHANGING THE WHEEL

1. Slacken wheel nuts by approximately one revolution.
2. Position the jack in the hole provided as shown on the adjacent images.
Vehicle Jacking Points:
Rear - the jacking points are located in the shock absorber mounts on the left and right, in front of the axle.
For tandem axle vehicles always place the jack on the shock absorber mounts, on the second axle.
3. Please note: If the jack is not positioned where indicated, then this may lead to vehicle damage!
4. If the ground is soft, position the jack on a solid support.
5. After changing the wheel: retighten the wheel nuts cross-wise.
Torque: 15 inch tyres = 160Nm
16 inch tyres = 180Nm
6. Insert the wheel which has been in the spare wheel carrier.
7. Engage the spare wheel carrier with the wheel brace.
8. Lock the spare wheel carrier using the two bolts provided.
9. Now stow the jack and the tool set back under the driver's seat.
10. Check the Tyre Pressures (see pages 11 & 12).



ATTENTION

The vehicle jack must only be used when changing the wheel. On no account should it be used for repair work under the vehicle.

Never jack-up the vehicle by the rear axle, front axle, oil sump or transmission.

When working on a loaded vehicle, use a suitable hydraulic lift platform or work in an inspection pit.

Always consider the centre of gravity of the vehicle.

Before driving onto platforms, check for low lying vehicle parts.

WORKSHOP JACK/VEHICLE LIFT

GENERAL NOTES

When a workshop jack is used, the vehicle must not be loaded and it must be lifted at the points provided on the vehicle sides which are illustrated on page 14.

To prevent damage, a suitable rubber interlayer should be used!

When working under the vehicle, the vehicle must be supported with suitable stands or placed on a vehicle lift.

TOWING INFORMATION

TOWING

The vehicle is provided with towing eyes at the front right below the bumper and at the rear left, at the longitudinal frame member (this rear towing eye is not standard on motor homes).

Only attach a tow rope or rigid towbar to these brackets.



Further towing information can be found in the operating instructions for the base vehicle.

AL-KO AMC SUSPENSION, STEERING AND BRAKING SYSTEMS

FRONT WHEEL SUSPENSION

Information on this section can be found in the Operating Instructions of the base vehicle manufacturers.

REAR WHEEL SUSPENSION

Independent suspension:

AL-KO trailing link torsion bar suspension axle with linear identification shock absorber.

Optional - fully automatic and electronically controlled air suspension (must be specified at time of vehicle build).

STEERING

Information on this section can be found in the Operating Instructions of the base vehicle manufacturers.

BRAKING SYSTEM

Hydraulic dual-circuit system:

Front: Disc brake.

Rear: Disc brake.

ABS only

Mechanical handbrake operational on rear wheels.

MODEL OVERVIEW - AL-KO AMC PEUGEOT/CITROEN/FIAT X250
(SINGLE/TANDEM AXLE)

MODEL	BASE VEHICLE	PERMISSIBLE WEIGHT (kg)	PERMISSABLE FRONT AXLE LOAD (kg)	PERMISSABLE REAR AXLE LOAD (kg)	PERMISSABLE TRAILER LOAD (kg)	MAX PERMISSIBLE GROSS TRAIN WEIGHT (kg)
AMC 33L	33 Light	3300	1750	1900	2000	5300
AMC 35LB	33 Light	3500	1750	1900	2000	5300
AMC 35LH	33 Light	3500	1750	2000	2000	5300
AMC 35L	35 Light	3500	1850	2000	2000	5500
AMC 37L	35 Light	3700	1850	2000	2000 ¹⁾	5500
AMC 35H	35 Heavy	3500	2100	2400	2000	5500
AMC 38H	35 Heavy	3850	2100	2400	2000 ¹⁾	5500
AMC 35HA	40 Heavy	3500	2100	2400	2000	5500
AMC 40H	40 Heavy	4000	2100	2400	2000 ¹⁾	5500
AMC 42H	40 Heavy	4250	2100	2400	2000 ¹⁾	5500
AMC 45HT	40 Heavy	4500	2100	1500/1500	1600 ¹⁾	6000
AMC 50HT	40 Heavy	5000	2100	1500/1500	1600 ¹⁾	6000

¹⁾ Observe permissible car and trailer weights

TURNING CIRCLE (BETWEEN PAVEMENTS)

SINGLE AXLE WHEELBASE (mm)	TURNING CIRCLE (m)	TANDEM AXLE WHEELBASE (mm)	TURNING CIRCLE (m)
3000	11.1	3450	14.1
3200	11.7	3600	14.6
3450	12.5	3800	15.2
3600	13.2	4000	15.8
3800	13.5	4200	16.4
4000	14.3	4400	17.0
4200	14.9	4700	17.6
4400	15.5		
4600	16.1		

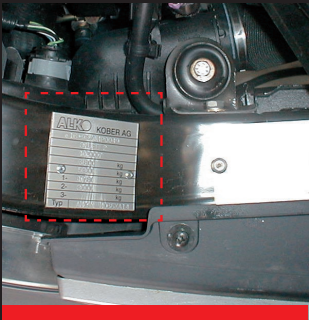
VEHICLE CHARACTERISTICS
AND MAINTENANCE

VEHICLE CHARACTERISTICS - NAMEPLATE

The vehicle is fitted with an AL-KO type plate, which is located on the front cross member in the engine compartment. This contains the following information:

- A EC type approval number for single or tandem axle vehicles
- B Stage 2
- C AMC sequential series number
- D Total permissible vehicle weight
- E Total permissible mass for the trailer
- F Permissible front axle loading
- G Permissible rear axle loading (Axle 1)
- H Permissible rear axle loading (Axle 2)
- J AMC type description

AL-KO	KOBER AG
	- A -
	- B -
	- C -
	- D - kg
	- E - kg
1 -	- F - kg
2 -	- G - kg
3 -	- H - kg
Typ	- J -



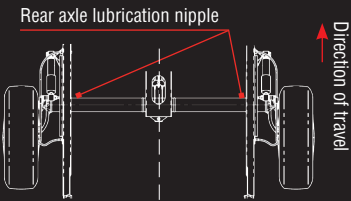
MAINTENANCE (see 'Warranty Conditions' - page 1)

The instructions and recommendations contained in the User Manual and the Maintenance Instructions are still applicable.

Additional maintenance work for the AL-KO rear axle assembly:
- Rear axle requires lubricating (re-greasing) every 20,000 Km, or once a year whichever comes sooner.

The grease nipples are situated on the axle tube (see diagram).
The following grease compound must be used for greasing the bearings on the axle: Co. CONDA - Cardex 3746 SP or a lubricating grease approved by AL-KO.

Note: The rear axle must be greased when the rear axle is not loaded. If the vehicle is fitted with AL-KO Air Suspension, Air Premium the axle is maintenance free.
Air suspension specific data is to be found in the Instructions of Use - AMC Air Suspension Handbook. Note: The permissible trailer load or permissible car and trailer weight can be taken from the vehicle logbook.



REPAIRS

Repairs to the AL-KO AMC-Chassis and the AL-KO Axle may only be carried out by specialist workshops.

ACCESSORIES

Because of the product liability obligations, attention is drawn to the fact that accessories which are not original AL-KO parts or which have not been approved by AL-KO must not be fitted to the AL-KO chassis.

AL-KO will not accept responsibility for damage caused by failure to observe these requirements (including consequential damage).

Please observe that all details contained in these Instructions of Use, use approximate values.

Alterations to the design, fittings and accessories are liable to change without prior notice.

No claims can be made arising from details, illustrations or accessories published in this operators manual.



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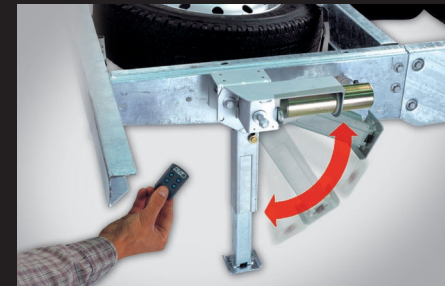
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- Anti-theft device as standard for carrier.
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- Integrated swivel mechanism for freeing.
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