

**Overrun Devices:**

In the importance of Safety, please familiarize yourself with the operation of this overrun device **BEFORE** using your caravan/trailer.

**Safety Precautions:**

When parking your tow vehicle and caravan/trailer on site, you must apply the caravan handbrake. If the unit is parked but disconnected from the tow vehicle, it is strongly recommended that each wheel is chocked using AL-KO or suitable wheel chocks.

If a 'detachable' type drawbar is fitted (as with catering trailers), the drawbar must not be removed from the trailer with the hand-brake applied.

**Caution:**

Please note when parking the caravan/trailer, the wheelbrake auto-reverse mechanism will allow the caravan/trailer to travel backwards for approximately 25 cm (please allow sufficient clearance when parking).

**Operation:**

AL-KO overrun devices are a mechanical type, using a hydraulic damper.

**Coupling Up:**

Manoeuvre towing vehicle or trailer to coupling point.

**Overrun devices fitted with 50 mm coupling head:**

Fully open coupling head handle and secure hitch onto the towball. See pages 87 (coupling up).

Thread the breakaway cable through the breakaway cable guide provided (Fig. 39) and connect to attachment point provided on towing bracket (Fig. 38). Please refer to 'Braked Trailers Use of Breakaway Cables' for further detail.

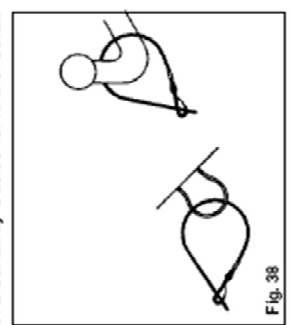


Fig. 38

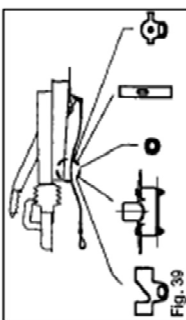


Fig. 39

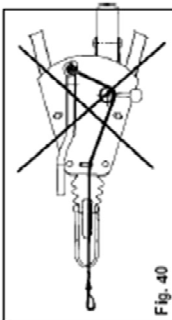


Fig. 40

**Caution:**

The breakaway cable operates the handbrake (emergency brake), in the event of the caravan/trailer becoming detached from the towing vehicle during towing. For this emergency brake to work correctly, it is absolutely essential that the following points are observed:

- 1) The breakaway cable **MUST** run through the breakaway cable guide.
- 2) The breakaway cable **MUST NOT** be wrapped around the jockey wheel, as this disables the emergency brake (Fig. 40).
- 3) The cable **MUST** run as straight as possible and not be restricted.

4) Ensure the cable is long enough to allow for cornering and will not become taut or snag during use, as this could result in the handbrake operating whilst towing.

Please refer to 'Braked Trailers Use of Breakaway Cables' information sheet, supplied with your caravan/trailer.

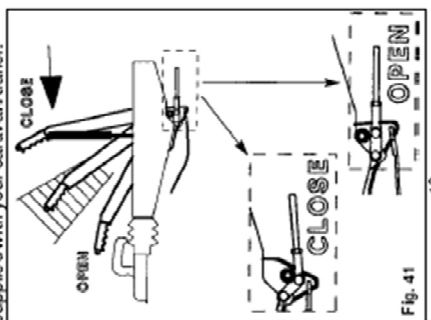


Fig. 41

**Overrun device fitted with Eye End:**  
Lock the eye end into the eye end jaw as assembly and see operating instructions for vehicles fitted with eye end jaw assembly.

**Overrun Device Fitted with 50 mm Coupling Head:**  
Connect trailer electric plug controlling lights and indicators etc. into towing vehicle socket.  
Wind the jockey wheel up fully and clamp securely in position, ensuring that it does not foul the brake rod or breakaway cable.  
Ensure handbrake is fully off by pushing it fully down (Figs. 41-45).  
Remove wheel chocks if fitted and stow safely.

**Caution:**  
Failure to comply with this could result in the brakes overheating.

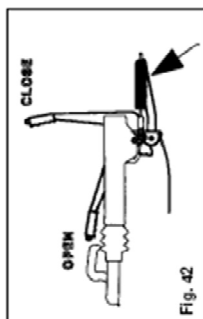


Fig. 42

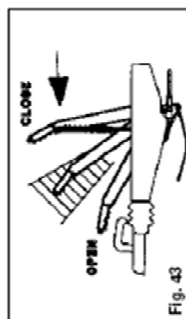


Fig. 43

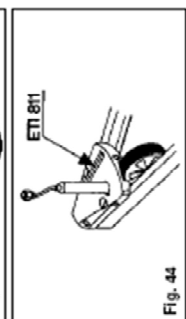


Fig. 44

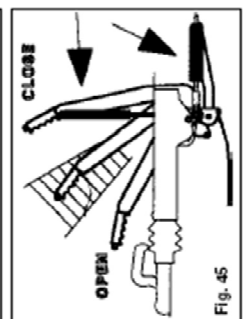


Fig. 45

Brake Linkages: It is recommended that all brake linkage threads are lightly greased for protection.

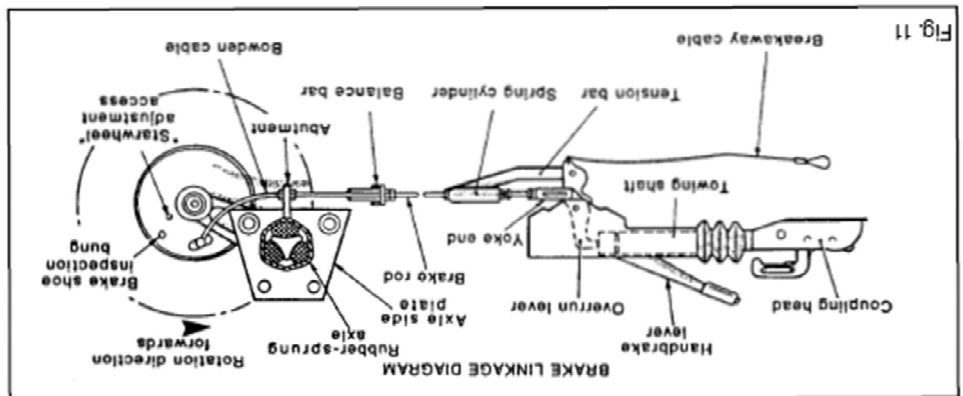
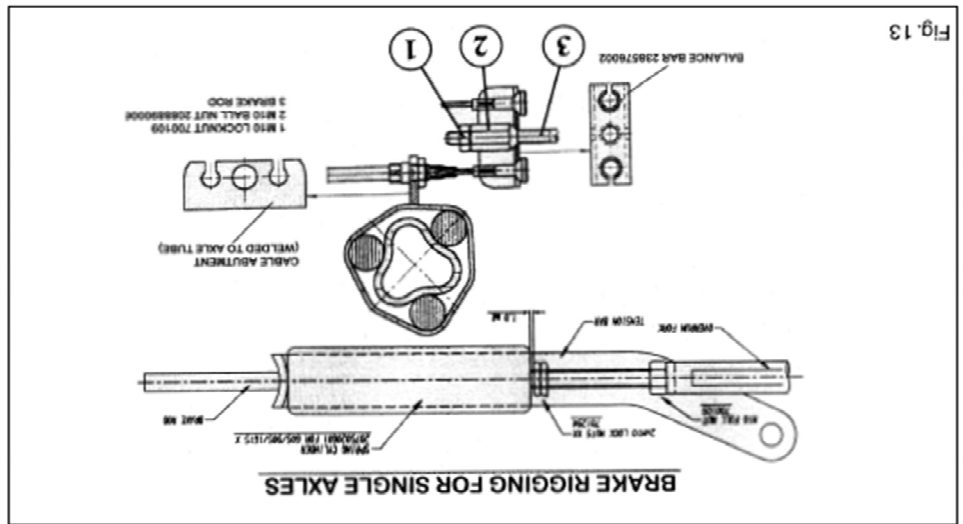


Fig. 11



Brake Rigging for Single Axles

Fig. 13

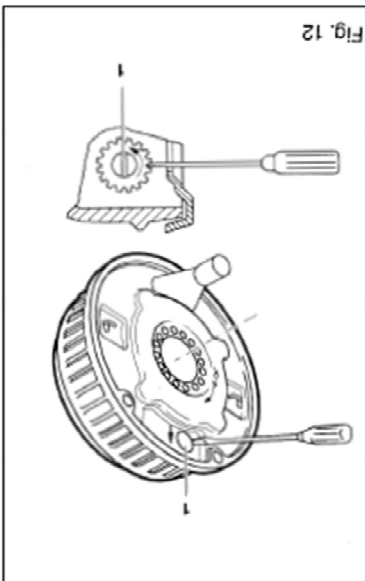


Fig. 12

## Coupling Heads/Combined Stabiliser Devices:

Your Caravan will be fitted with either a standard coupling head or a combined stabiliser/coupling unit. If your caravan is fitted with an AKS 1300 Stabiliser, please request Part No. 1385106 for full operating instructions. If fitted with AKS 2700, request Part No. 1385107.

### Safety Precautions:

Always ensure that the coupling head is properly connected to the tow vehicle's towball every time you couple up. If this procedure is not carried out correctly, the caravan/trailer may become detached from the towing vehicle!  
Maximum possible articulation of the coupling head must not exceed  $\pm 25^\circ$  vertically and  $\pm 20^\circ$  horizontally - see Fig 14.

If exceeded, components will be overloaded and the operation of the assembly adversely affected!

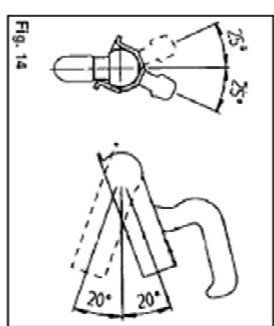


Fig. 14

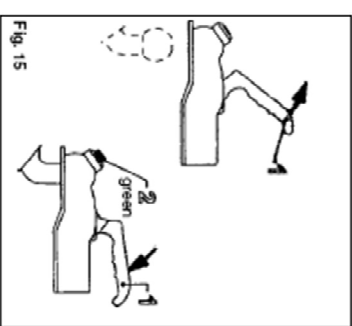


Fig. 15

**Operator:**  
For Coupling types AK160, AK300 & AK350.

**Coupling Up:**  
Open coupling handle. To do this pull the coupling handle up (Fig. 15) in the direction of the arrow.

The coupling mechanism has a fixed open position, i.e. as long as the coupling head is not placed on the ball the coupling will remain open.

Put the open coupling onto the towball. The coupling handle automatically and audibly clicks into position. In the interests of safety, press the handle down by hand (Fig. 15).

The coupling head is correctly connected when the green cylinder part of the safety indicator is visible (when viewed from the side - Fig. 15/Item 2).

The coupling mechanism is correctly engaged when the coupling handle can no longer be pressed down any further (by hand).

### Caution:

If the coupling head is not correctly hitched onto the towball, then the caravan/trailer can become disconnected from the towing vehicle.

### Uncoupling:

Open the coupling handle and lift the coupling head from the towball. When there are higher nose loads, coupling and uncoupling can be made easier by using the jockey wheel.

### Wear Indicator:

A wear indicator on the coupling head (Fig. 16) shows whether the wear limit of the towing vehicle's towball or the trailer coupling has been reached.

For this purpose, hitch up the trailer to the towball and drive the unit for approx. 500 m. This will set the coupling head adjustment. Following this, check the wear indicator as follows.

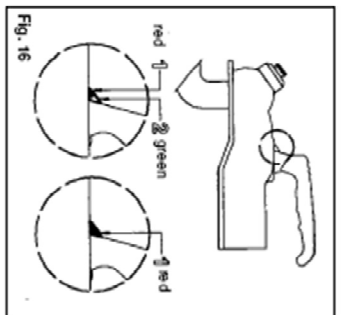


Fig. 16

If the green indicator is visible on the coupling (with the coupling engaged Fig. 16), the coupling head is in good condition or the wear on the towball is within permissible limits.

When the green indicator on the coupling handle is completely covered over and only the red portion is visible (Fig. 16), this could be caused by the following:

- The towball has reached the lowest wear limit of 49.61 mm dia.
- Both coupling head and towball are showing signs of wear.
- Towball is in good condition with 50 mm dia, but the coupling head is showing an excessive level of wear.

### Caution:

Under these circumstances, the coupling head can become detached from the towball and the caravan/trailer can breakaway from the tow vehicle. The coupling head and towball must therefore be checked IMMEDIATELY before future use. Any faulty parts must be changed IMMEDIATELY.

All maintenance work should be carried out by AL-KO Approved Workshops.



Fig. 32a

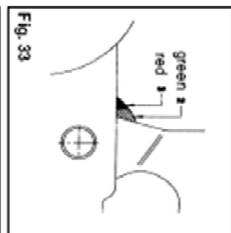


Fig. 33

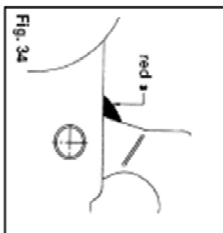


Fig. 34

### Friction Pad Replacement (Front/Rear only):

- 1) Uncouple the AKS 2004
- 2) Remove the rubber soft dock (pull up and off) Fig. 35/Item 1 & Fig 35a.
- 3) Press the safety indicator outwards and secure with SW14 hex spanner (not included), Fig. 35/Item 2.
- 4) Remove cheese-head screws (Fig. 35/Item 3 & Fig 35a), using special torx tool.
- 5) Press friction lining recess (Fig. 35/Item 4) inwards and pull down and out.
- 6) Open coupling handle (Fig. 35/Item 8).
- 7) Remove countersunk head cap screw using special torx tool (Fig. 35/Item 5 & Fig. 36).
- 8) Press friction pad inwards with a screwdriver and remove from ball cup.
- 9) Fitment of new linings takes place in reverse. Tighten screws 3 & 5 to 5 Nm.

10) Replace rubber soft dock, insert top section first then bottom.

### Important Maintenance and Cleaning Advice:

- 1) The towball should be cleaned regularly to remove grease or other residue, the use of Thinners, White Spirit or Brake Cleaner is recommended - otherwise the stabilising effect will be severely reduced.
- 2) If friction pads are contaminated, they should not be cleaned but replaced.
- 3) The surface of the towball must be free of grooves, rust or seizing marks.

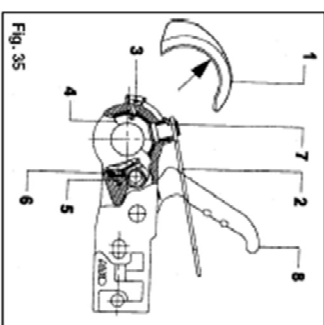


Fig. 35



Fig. 35a

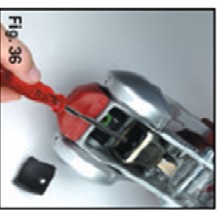


Fig. 36

- 4) Towballs coated (with paint or similar) must have this surface completely removed (use 100 or 120 grain emery paper). If this is not done, increased towball wear will occur and may cause damage to the AKS 2004 components.
- 5) In Winter, carefully spray only the visual indicator with de-icer.

### Lubrication:

Should lubrication of the stabiliser parts become necessary, then the following must be observed.

- a) Clean all parts thoroughly.
- b) Areas may only be covered with a thin film of grease (Fig. 37).
- c) Use multipurpose grease DIN 51825 KTA 3K.

**Warning:** When lubricating, ensure none gets into the friction pad or towballholding area.

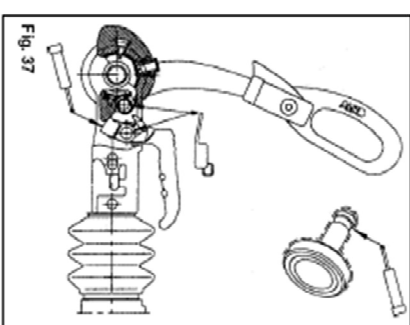


Fig. 37

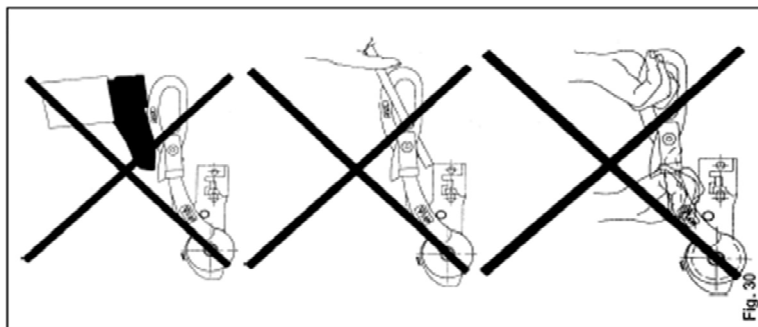


Fig. 30

**Noises whilst driving:**

As a rule, the friction pads of the AKS 2004 do not make a noise during driving. Any clicking, creaking or squeaking noises that do arise may be due to the following:

- a) Foreign bodies or dirt between the friction pad and tow ball.
- b) Dry operation of the drawshaft inside the overrun device.
- c) A detachable tow ball which has too much play in the locking mechanism.

**Remedial Action:**

- a) Clean the tow ball and friction pads by lightly rubbing the surface (100-120 grit emery paper).
- b) Lubricate the drawshaft sleeve via the grease nipples. In addition, push the gaiter forward and grease (DIN 51825 KTA 3K) the exposed part of the shaft (Fig. 31).
- c) Visit a specialist workshop to have the ball holding area checked for damage and the locking mechanism for function. If necessary, change the towball.

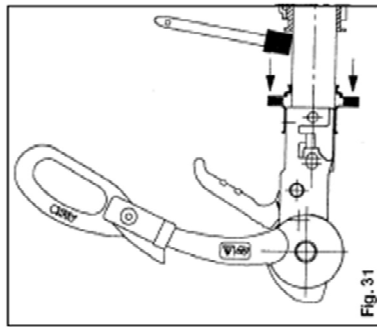


Fig. 31

**Servicing and Cleaning:**

**Friction Pad Replacement (please replace one at a time):**

- 1) Uncouple AKS 2004.
- 2) Remove protective caps (Fig. 32/Item 1) with the aid of a small screwdriver.
- 3) Press worn out pad inwards and remove (use punch and hammer) (Fig. 32/2).
- 4) Insert new friction pad from below (after first re-inserting shim washers if they were present) and press in as far as it will go (Fig. 32/Item 4 & Fig. 32a).

**Checking the efficiency of the front/rear friction pads:**

- 1) Couple the AKS 2004 to the towball but do not activate the stabiliser.
- 2) If a green indicator is visible (on the handle), then the AKS 2004 is in a new condition or the pads and towball are within the permissible limits (Fig. 33/Item 2).
- 3) If only a red indicator is visible (Fig. 34/Item 3), then this may have the following causes:

- a) AKS 2004 is okay but the towball has reached the lowest limit of 49.61 mm
- b) AKS 2004 shows signs of wear
- c) Towball is in a new condition (50 mm) but the front/rear friction pads show a high degree of wear.

Establish the diameter of the towball so that conclusions may be drawn as to the wear of the friction pads (ball diameter must not be less than 49.61 mm)

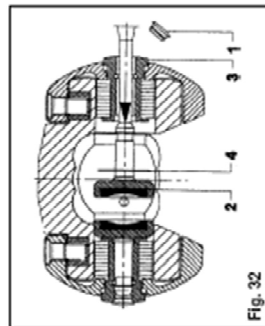


Fig. 32

**Operation:**

For coupling types AK7, AK 10/2 or AK252. (This type of coupling is normally fitted to trailers or older model caravans).

**Coupling Up:**

- 1) Push the safety lever (Fig. 17/Item 1) up with the index finger and lift the handle up and forwards. Put the opened coupling onto the towball with the handle pulled up and in addition press down by hand. The coupling will close by applying a light pressure. Press the handle down by hand until the catch snaps out (Fig. 17/Item 3).

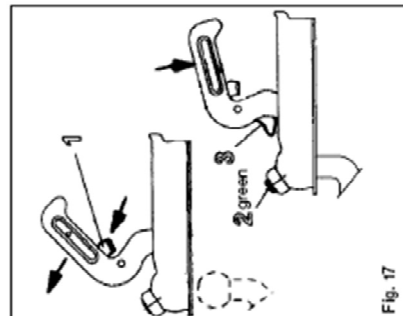


Fig. 17

The coupling head is correctly engaged when the green cylinder part of the safety indicator is visible (Fig. 17/Item 2).

**Caution:**

It is most important to check that the coupling head is properly engaged on the towball each time.

**Uncoupling:**

Lift coupling handle fully and remove the coupling head from the towball. Where there are higher nose loads, coupling and uncoupling can be made easier by using the jockey wheel.

**Wear Indicator:**

If the handle reaches the back of the cutaway portion of the housing, when the coupling head is engaged (Fig. 18) there will be play between the towball and coupling head. Automatic re-adjustment is no longer possible and the assembly will need inspecting.

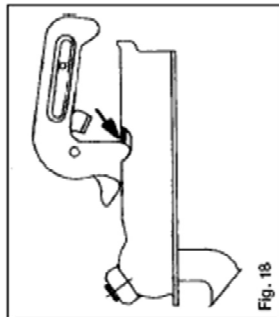


Fig. 18

**Caution:**

Under these circumstances, the coupling head can become detached from the towball and the caravan/trailer can break away from the tow vehicle. The coupling head and towball must therefore be checked IMMEDIATELY before future use. Any faulty parts must be changed IMMEDIATELY. All maintenance work should be carried out by AL-KO Approved Workshops.

**Servicing & Cleaning: Lubrication Points (Fig. 19)**

**Clean Towball.**

Lightly grease, or oil ball socket, joints and bearing points as appropriate. General purpose grease to DIN 6-51825 KTA 3K.

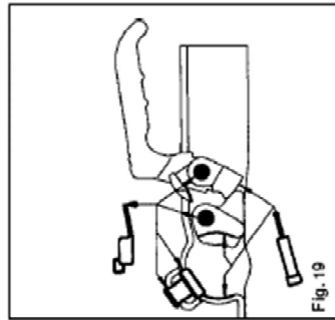


Fig. 19

For Troubleshooting and Fault Finding - please see Table 2 on Page 14.

**Operating Instructions for AKS 2004 (if applicable)**

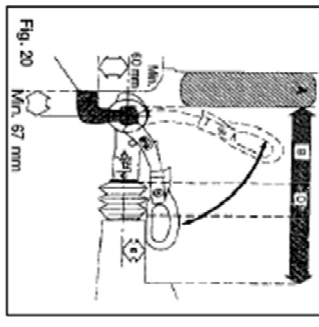
**REGULATIONS:**

- 1) The AKS 2004 must be used in conjunction with 50 mm dia. towballs which conform to EC Directive 94/20 (DIN 74058 or local equivalent).
- 2) Suitable for attachment to drawbars or approved overrun braking equipment for single (and tandem axle) caravans/trailers, with a minimum weight of 200 Kg and a maximum permissible weight of 2000 Kg.
- 3) EC design approval has been given to the AL-KO AKS 2004 coupling under permit No. e1 94/20\*0930\*00.

**RESTRICTIONS OF USE:**

- 1) The trailer coupling may only be connected to towing vehicles where the clearances for the stabiliser can be observed, in accordance with EC Directive 94/20 (DIN 74058). If these clearances are infringed by special attachments, then the use must be checked separately.

**Clearances for Stabiliser Handle (Fig. 20):**



The area above the towball of the vehicle must be free from vehicle components or attachments (A) (e.g. spare wheels, platforms etc.)

The clearance for the stabiliser handle must be at least 330 mm (B) + the stroke movement (D) (85mm-100mm), which equates to 440 mm when used in conjunction with an AL-KO overrun.

**SAFETY WARNINGS:**

- 1) In accordance with EC Directive 94/20, couplings of type A 50-1 cannot be used (see Fig. 22), your warranty will be invalid if this type of towball is used.
- 2) For UK use, please use the extended neck towball (type A50-X).
- 3) A bolted-in type ball coupling (Fig. 23) is only permissible if the thread is locked or welded.
- 4) The AKS 2004 cannot be used with a laterally attached reversing lever, on the left side, when facing direction of traffic.
- 5) The towball must be free from grease, paint and other residue, otherwise the stabilising effect will be greatly reduced.
- 6) If friction pads become contaminated with grease, they should be replaced.
- 7) The AKS 2004 should only be operated by one person, when opening or dosing the handle, to reduce injury risks.

Max. 50 mm (C) clearance between the centre of the towball and top of the overrun assembly or fairing, to ensure both coupling handle and stabiliser handle do not foul on operation.

- 2) Not suitable for use with overrun devices which can revolve above 25° (Fig. 21).
- 3) Swan Neck towbars (fixed or detachable) are suitable for use with the AKS 2004 providing they comply to EC Directive 94/20 and have the required minimum 60 mm clearance, measured from the centre of the towball (Fig. 21).

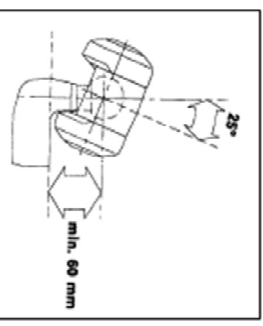


Fig. 21

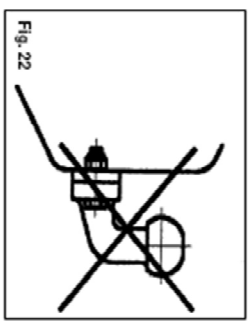


Fig. 22

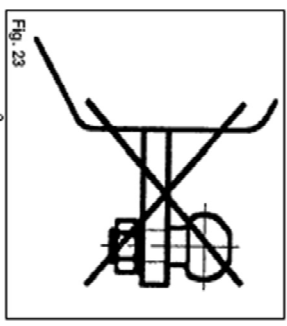


Fig. 23

**Stabiliser Unit:**

To operate the Stabiliser (once coupled to the towball), simply press the stabiliser lever down as far as it will go (Fig. 27/Item 2).

**Uncoupling:**

Pull the stabiliser lever handle up as far as it will go, open the coupling handle and lift the AKS 2004 from the towball. With larger nose loads, coupling and uncoupling can be made easier by using the jockey wheel to assist lifting.

**Checking the efficiency of the left/right friction pads:**

- 1) Couple up AKS 2004.
- 2) Open Stabiliser lever (Fig. 29/Item 1).
- 3) Close Stabiliser lever until resistance is felt (ie friction pads are in contact with the ball but not yet under pressure).
- 4) If the arrow on the arm (Fig. 29/Item 4) is before or on the marked area (Fig. 29/Item 2) the friction pads are still as new (See A).
- 5) The arrow on the arm should lie between the marked area on the soft dock (See B).
- 6) If the arrow on the plate reaches or passes the marked area on the soft dock, then the friction pads need replacing (See C).

**Preparation for coupling/uncoupling:**

The Stabiliser lever (Fig. 25/Item 2) must be in the uppermost position (open).

**Coupling:**

Pull the coupling handle (Fig. 26/Item 1) up in the direction of arrow. The coupling mechanism has an open position i.e. as long as the AKS 2004 is not placed on the ball, the handle will remain open. Put the opened coupling onto the clean towball. The handle must now make an audible click and return to the flat position.

**Warning:** The coupling is correctly engaged when the green edge of the safety indicator button is visible (Fig. 27/Item 3).

**Manoeuvring:**

For easier manoeuvring (on campsites etc.), pull the stabiliser lever to the 'up' position.

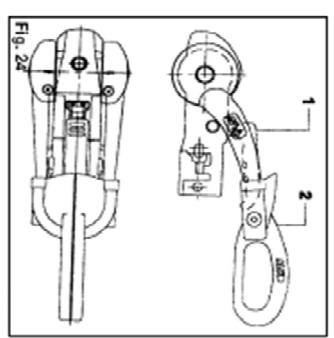


Fig. 24

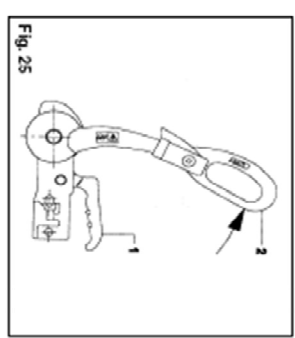


Fig. 25

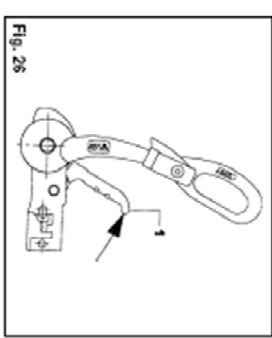


Fig. 26

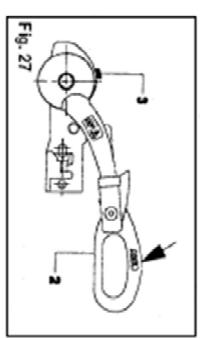


Fig. 27

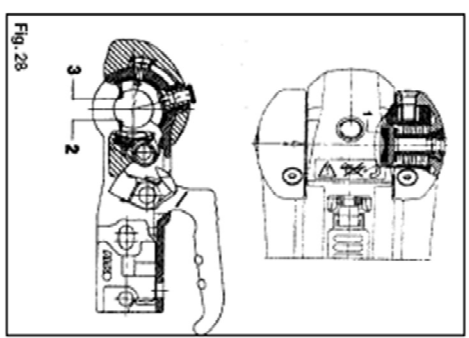


Fig. 28

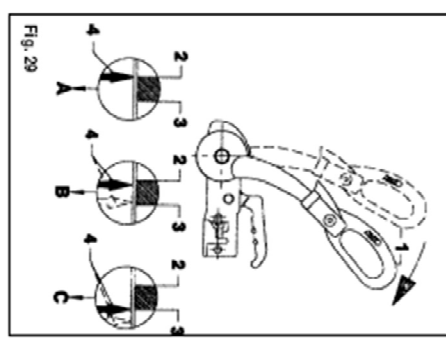
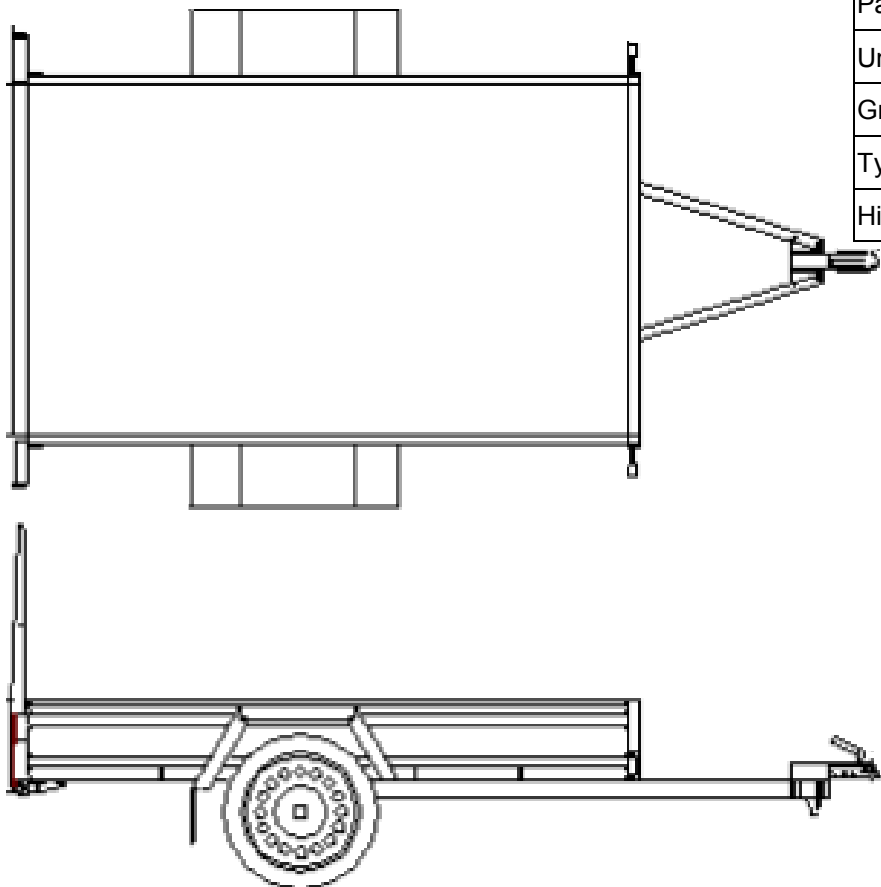


Fig. 29

Please do not use the stabiliser lever as an manoeuvring handle. Please use the handles on the Caravan or fit the AL-KO manoeuvring handle to your jockey wheel (available separately).

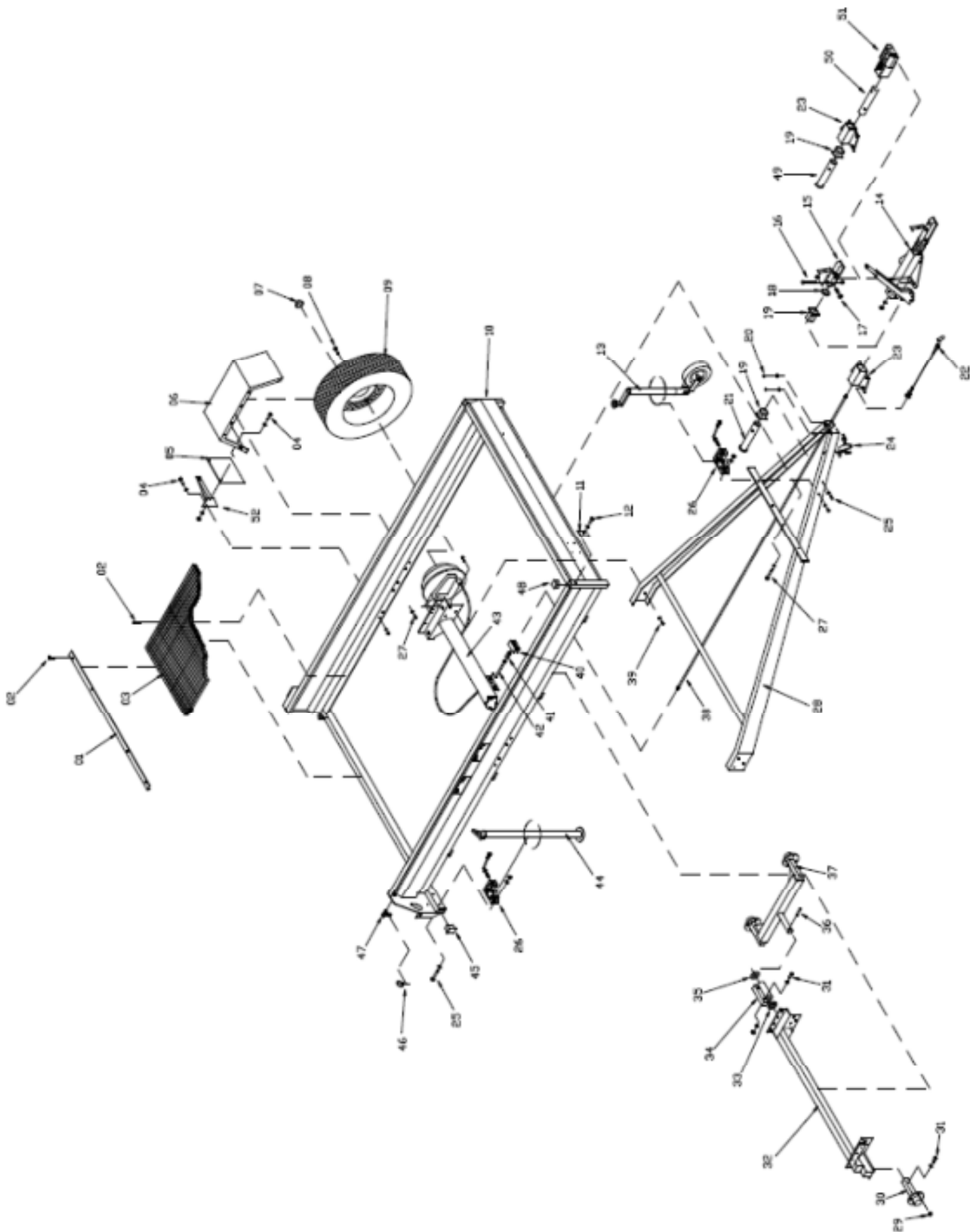
- 1) During opening or dosing, the AKS must only be operated by one person.
- 2) Press stabiliser lever down by hand force only. DO NOT use your foot or an extension bar, this will damage the components (Fig. 30).
- 3) When opening or closing the stabiliser lever, please ensure your hand does not touch the coupling handle - you may accidentally trap your fingers! (Fig. 30).

**Drawing of XRT740 with XT116 tailgate**



	XRT610/630/740-740B	OXR400/800/400TA
Max length	3290mm	3290mm
Max width	1925mm/1885mm/1885mm	1980mm/1980mm/2145mm
Bed length (inside)	2250mm	2250mm
Bed width (inside)	1310mm	1310mm
Side height from ground	675mm/710mm/710mm	660mm/700mm/780mm
Bed height form ground	390mm/425mm/425mm	375mm/415mm/495mm
Tailgate height from ground (closed)	1295mm/1330mm/1330mm	N/A
Hitch height (trailer level)	414mm/444mm/444mm	300mm/340mm/420mm
Axle ground clearance	268mm/300mm/300mm	260mm/300mm/300mm
Payload capacity	See VIN plate	See Weight plate
Unladen weight	See VIN plate	See Weight plate
Gross weight	750kg/750kg/750kg/1000kg	750kg
Tyre size	See parts list	See parts list
Hitch	50mm ball	50mm ball

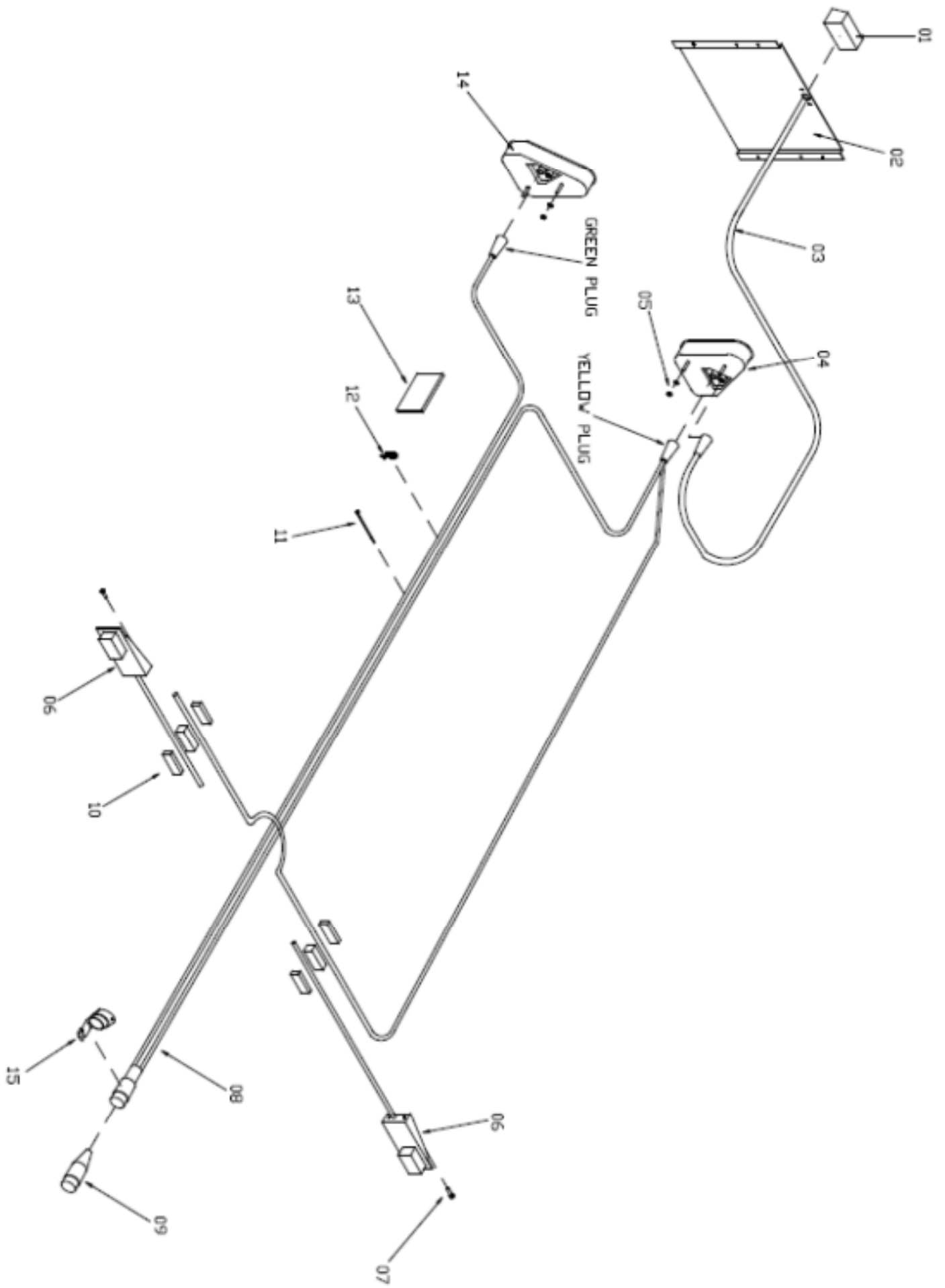
7 PARTS DIAGRAM AND PARTS LIST



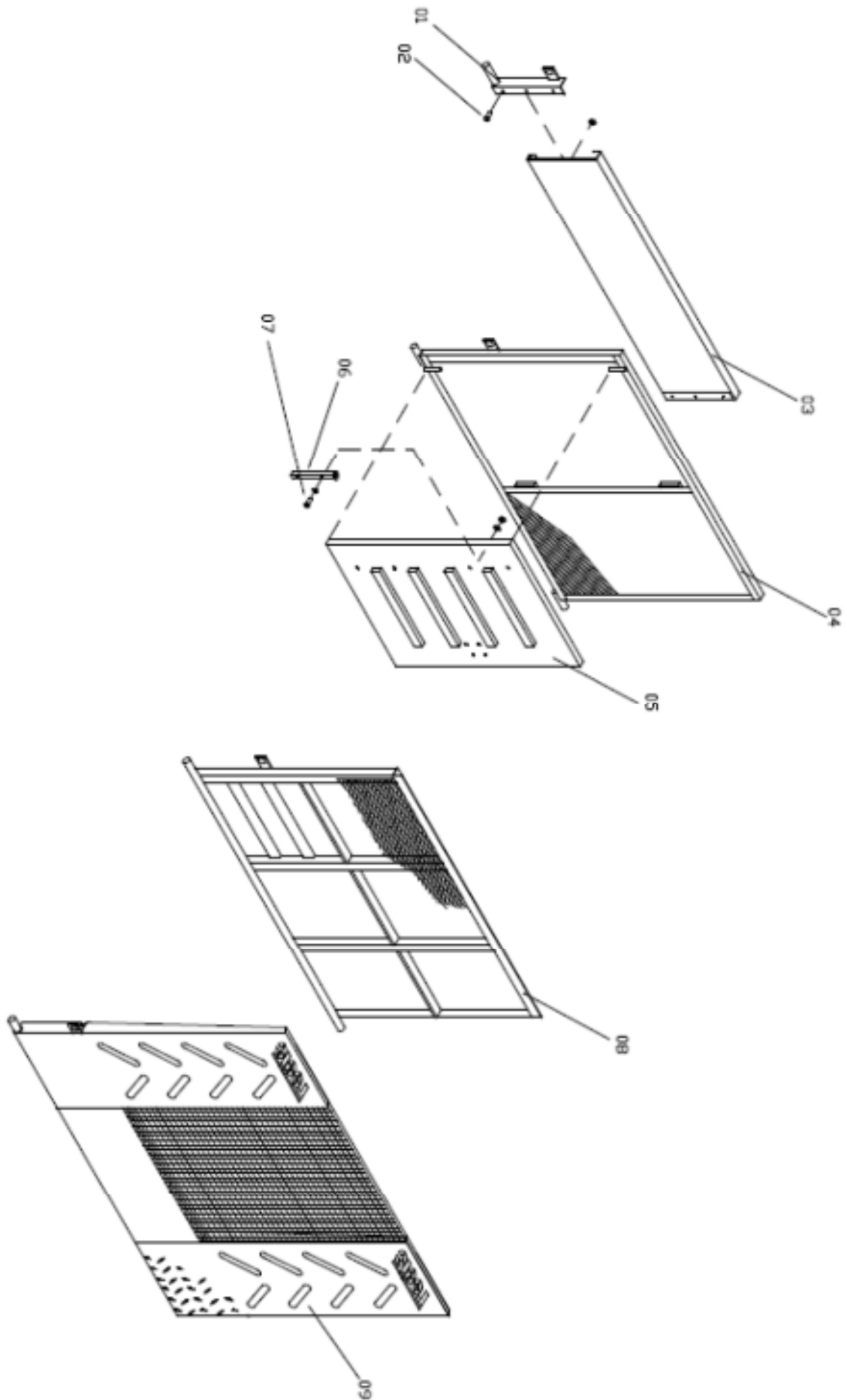
<b>Item</b>	<b>Part Number</b>	<b>Description</b>
01	XT100-03	Floor Cap Rear
02	FSC14125	Screw C/Sunk S/Tap 14G X 1 ¼ Type B
03	MW-BP182	Birch Plywood 18 MM 2250 X 1310
04	FSH08020, FWF08, FNN08	S/Screw M8 X 20, Flat Washer, Nyloc Nut
05	SF240-01	Spray Suppression Flap 3 MM (To Fit MG242)
	SF241-01	Spray Suppression Flap 3 MM (To Fit MGP251)
06	MG242LH	Mudguard L/H XRT/VT
	MG242RH	Mudguard R/H XRT/VT
	MGP251LH	Mudguard L/H Plastic
	MGP251RH	Mudguard R/H Plastic
07	SA135-1011	End Cap 47 MM (Off Road Stub Axle)
	SAX750-1001	End Cap Al-Ko Axle Unbraked
08	SAX754-1015	Wheel Bolt Conical M12 X 1.5
09	WT610	WL/TY 20.5 x 8.0 – 10 – W610
	WT630	WL/TY 165/80 R13 – W630
	WT740	WL/TY 195 x 60 R14 – W740
	WT500	WL/TY 22 x 1100-8 Carlisle – W500
	WT801	WL/TY 25 x 10-12 At 489 – W801
10	XRT100-01A	Trailer Basic 2250 X 1310 MM
11	XT101-04	Clamping Plate
12	FBH10060,FWF10,FNP10	Bolt M10 X 60, Flat Washer, Plain Nut
13	RT710-01	Jockey Wheel
14	C625	Coupling Alko 950kg - 1600kg (Braked)
15	C900	Coupling 50 MM H/D WINTERHOFF
16	FBH12065,FNN12	Bolt M12 X 65, Nyloc Nut
17	FBH12070,FNN12	Bolt M12 X 70, Nyloc Nut
18	CM100-01A	Thrust Washer
19	CM100-03A	Nylon Bush
20	FBH12090,FWF12,FNN12	Bolt M12 X 90,Flat Washers, Nyloc Nut
21	CM100-04	Drawtube
22	C903	Secondary Coupling Cable Hook Type
	C625-1019	Cable Breakaway
23	CM230-01A	XT Coupling Swivel Hitch Bolt On
24	C902	Secondary Coupling Skid
25	FBH10070,FWF10,FNN10	Bolt M10 X 70,Flat Washers, Nyloc Nut
26	RT710-1001	Jockey Wheel/Propstand Clamp 48 MM
27	FSH08025, FWF08, FNN08	S/Screw M8 X 25, Flat Washer, Nyloc Nut
28	XT100-20A	Drawbar Assembly XT
29	SA135-1012	Wheel Nut
30	SA135D	Stub Axle SA135D Drilled
31	FBH12060,FWF12,FNN12	Bolt M12 X 60,Flat Washers, Nyloc Nut
32	SAX401	Axle Assembly (Single)
	SAX400TA	OXT Axle Beam For T/A
33	TA101-07M	Spindle Washer
34	TA104	Mounting Assembly

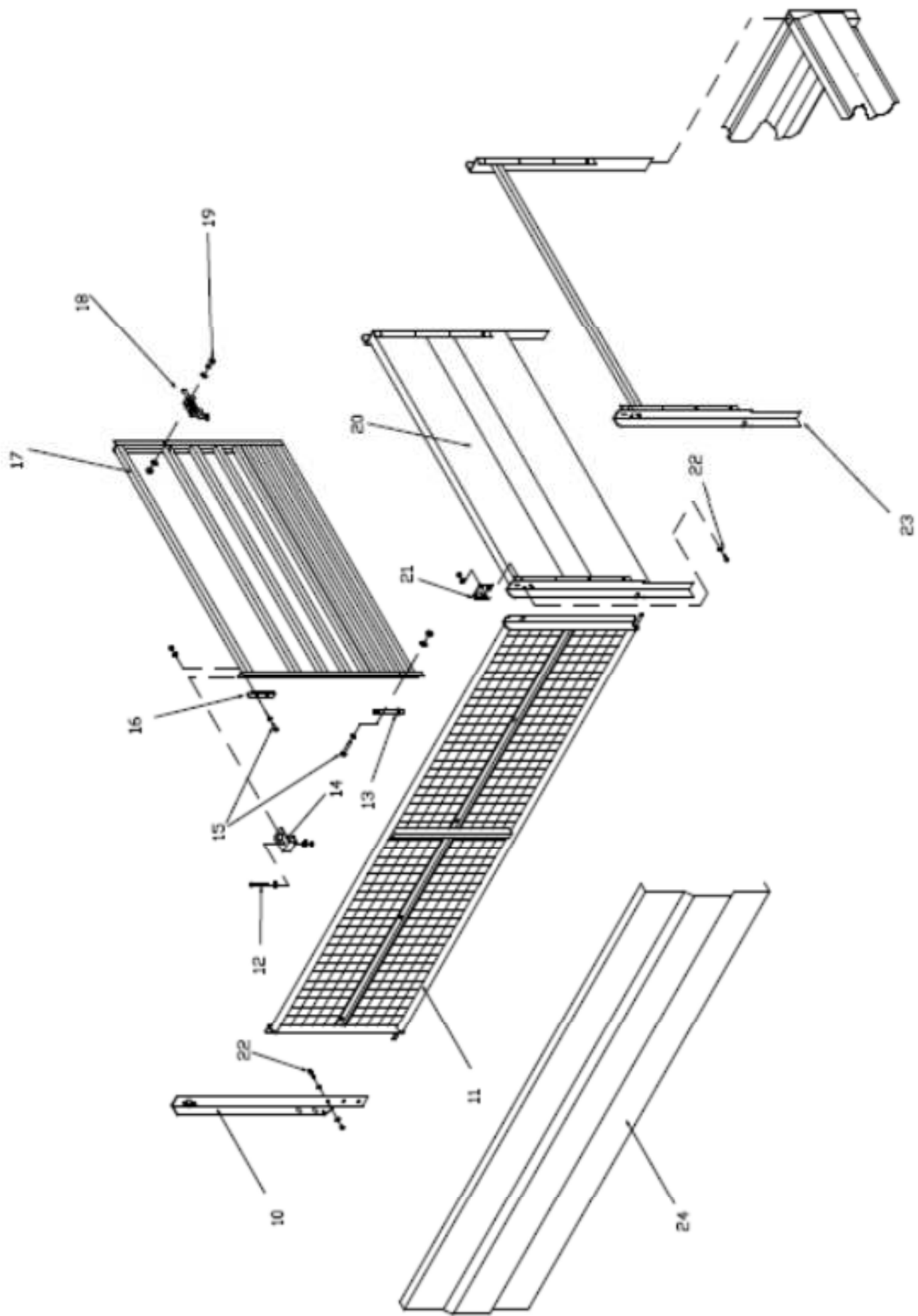
<b>Item</b>	<b>Part Number</b>	<b>Description</b>
35	TA101-06M	Thrust Washer
36	FPS10060	Pin Spiral M10 X 60 MM
37	TA101	Tandem Axle Assembly
38	SAX992B-1001	Brake Rod C/W Support Tube
39	FSH12030,FWF12,FNN12	S/Screw M12 X 30,Flat Washers, Nyloc Nut
40	SAX999B-1018	Brake Balance Bar
41	SAX999B-1019	M10 Ball Nut
42	SAX1301B-1002	Brake Rod Support Tube
43	S SAX754	Axle Alko Unbraked 750kg 1395 MM
	SAX993B	Axle Alko Braked 1000kg 1355MM
44	RT710-02	Propstand
45	FIP040040	Insert Plastic 40 X 40 X 26-4 MM
46	FPL06	Pin Lynch 6 MM
47	FPD35,FWF12,FNN12	Drop lock, Flat Washer, Nyloc Nut
48	FIP050050	Insert Plastic 50 X 50 X 32-5 MM
49	CM100-30	Swivel Hitch D/Tube Cast Lock
50	CMA614-01	Draw Bar Shim
51	C911	Coupling Double lock Plus 48mm Tube
52	XRT100-15RA	MG Support Bracket Assembly R/H





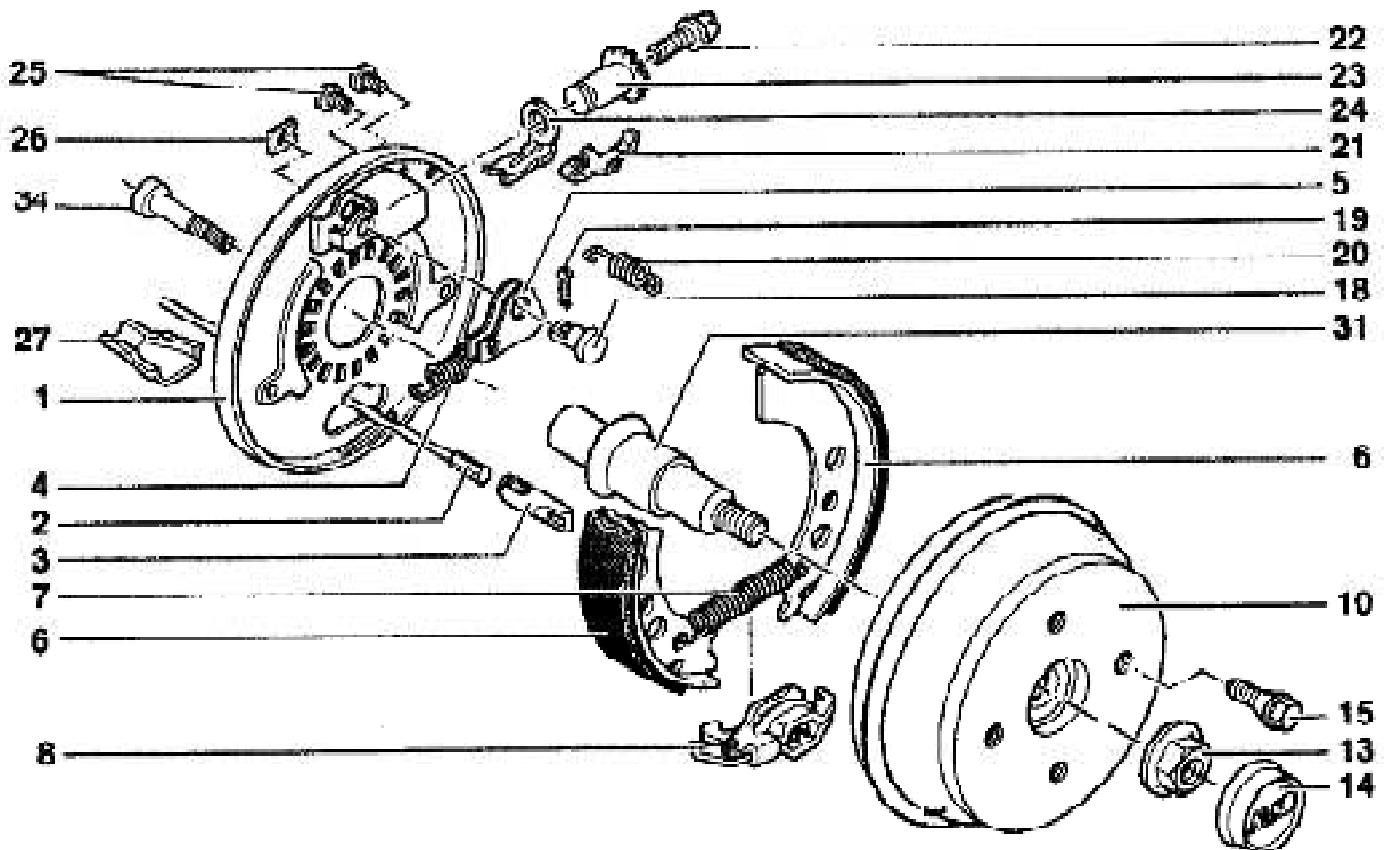
<b>Item</b>	<b>Part Number</b>	<b>Description</b>
01	ME-L010	Lamp Number Plate
02	MSU-A040	Number Plate Mounting Plate
03	ME-L203-01A	Number Plate Light Wire
04	ME-L200-1001	L/H Combination Lamp + Reverse
05	FWF06, FNN06	Flat Washer, Nyloc Nut
06	ME-L200-1003	Front Position Lamp C/W Connector
07	FST06016	S/Screw Taptite Hex M6 X 16
08	ME-L201-1001	Main Cable Harness Unbraked
	ME-L202-1001	Main Cable Harness Braked
09	ME-C057	Connector 7 Pin Male 13 Pin Female
10	ME-L200-1007	DC Connector +2 Covers
11	FCT100	Cable Tie 100 MM
12	FCC09	Clip Cable Round 8 MM
13	ME-L200-1008	Side Retro Reflector
14	ME-L200-1005	R/H Combination Lamp + Fog
15	ME-L200-1009	Plug Holder





<b>Item</b>	<b>Part Number</b>	<b>Description</b>
01	OXT103-02RA	Tailgate Bracket R/H
	OXT103-02LA	Tailgate Bracket L/H
02	FCB06010,FCB06	Collar Bolt ¼ X 3/8
03	XT103	Tailgate 300 MM (Steel)
04	XT108	Tailgate C/W Stock Door
05	OXT108-10A	Plywood Door 855 X 650 X 18 MM
06	OXT108-05A	Door Hinge Assembly
07	FBH06045,FWF06,FNN06	Bolt M6 X 45,Flat Washers, Nyloc Nut
08	XT106	Loading Ramp
09	XT116	Ramp Tailgate Panel Type
10	XT202-09RA	High Side Rear Corner Post R/H
	XT202-09LA	High Side Rear Corner Post L/H
11	XT202-1001	High Side Mesh Panel R/H
	XT202-1002	High Side Mesh Panel L/H
12	FBH08055,FWF08,FNN08	Bolt M8 X 55,Flat Washers, Nyloc Nut
13	OXT109-05A	Door Hinge Pin
14	OXT109-07A	Top Hinge Bracket
15	FSH06025,FWF06,FNN06	S/Screw M6 X 25,Flat, Washers, Nyloc Nut
16	OXT109-06A	Top Hinge Flat
17	OXT109-01A	Divider Gate Assembly
18	MSU-S008	Spring Bolt Assembly Complete
19	FSH06015,FWF06,FNN06	S/Screw M6 X 15,Flat, Washers, Nyloc Nut
20	XT105-01A	Extended Head Board
21	XT202-01A	Front Drop Lock Bracket
22	FSH08020,FWF08,FNN08	S/Screw M8 X 20,Flat Washers, Nyloc Nut
23	XT101	Ladder Rack
24	XT203-01A	Side Panel R/H
	XT203-01A	Side Panel L/H

<b>Item</b>	<b>Part Number</b>	<b>Description</b>
01	SAX1301B-1002	Back plate Welded L/H
	SAX1301B-1003	Back plate Welded R/H
02	SAX1301B-1004	Detachable Bowden Outer Cable: 1020 MM
03	SAX1301B-1005	Cable Eye
04	SAX1301B-1006	Reverse Lever Spring
05	SAX1301B-1007	Reverse Lever L/H
	SAX1301B-1008	Reverse Lever R/H
06	SAX1301B-1009	Brake Shoe
07	SAX1301B-1010	Pull-Off Spring
08	SAX1301B-1011	Expanding Clutch
10	SAX1301B-1012	Brake Drum Complete 100 x 4/M12 x 1.5
13	SAX1301B-1013	Flange Nut
14	SAX1301B-1014	Dust Cap
15	SAX1301B-1015	Wheel bolt Conical M12 X 1.5
18	SAX1301B-1016	Bearing Bolt
19	SAX1301B-1017	Split Pin 4 X 20 – DIN 94
20	SAX1301B-1018	Shoe Retaining Spring
22	SAX1301B-1019	Adjuster Assembly Complete
25	SAX1301B-1020	Plastic Plug
26	SAX1301B-1021	Cover Plate
27	SAX1301B-1022	Bowden Cable Shell
31	SAX1301B-1023	Stub Axle
34	SAX1301B-1024	Bolt (Single Use Only) M20 X 60 DIN



This Logic Manufacturing product is guaranteed against faulty workmanship and materials for a period of 6 months from the date of purchase.

On Engine-Powered equipment, the engine manufactures guarantee will apply, any claims being subject to their terms and conditions.

All claims must be made in writing within 28 days of the alleged failure.

All claims must be made through the dealer who originally supplied the machine.

Any defective parts must be kept for inspection and if requested, sent to the factory or dealer.

The customer must bring equipment for repair to the dealer.

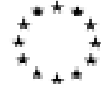
This guarantee becomes void if unauthorised modifications have been made, or if parts not manufactured, supplied or approved by Logic Manufacturing have been fitted to the machine.

We accept no liability for normal wear and tear, misuse or abuse, or where recommended maintenance has not been carried out.

All guarantee work must be authorised by Logic manufacturing prior to any work being done. Work carried out without our consent may not be reimbursed.



**DECLARATION OF CONFORMITY**  
**2006/42EC**



**LOGIC MANUFACTURING LTD**

Foundry Industrial Estate  
Bridge End  
HEXHAM  
Northumberland

Product Type: **XRT610/630/740/740B OXR400/800/400TA**

Covered By Technical File Number: **CE – XRT100**

Serial Number:

Standards and Regulations Used:

**Whole Vehicle Type approval. E11\*2007/46\*0859\*00 and E11\*2007/46\*0860\*00. Granted 20/12/12**

**BS EN ISO 2454-1:2009 Agricultural Machinery. Safety — General requirements.**

**BS5401:1990 Information, content and presentation of operator manuals provided for tractors and machinery for agriculture and horticulture.**

**The Supply of Machinery (Safety) Regulations 2008**

**HSE Guidelines on ATV Equipment (Agric Sheet No. 33)**

Place of Issue: **United Kingdom**

Name of Authorised Representative: **S A WEIR**

Position of Authorised Representative: **PRODUCT DEVELOPMENT MANAGER**

Declaration,

I declare that as the authorised representative, the above information in relation to the supply / manufacture of this product, is in conformity with the stated standards and other related documents following the provisions of 2006/42EC directive

Signature of Authorised Representative

Date: **21/01/2013**