

AL-KO Chassis Maintenance

By www.zappysblog.co.uk

AL-KO

Vehicle Technology

Maintenance

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 at the front or at the bottom of the axle tube (see illustration).

Any of the following grease compounds can be used for greasing the bearings on the axle:

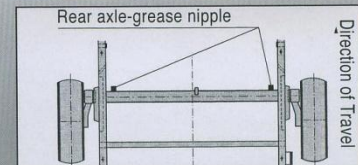
Co. Klüber: Grease GL 1501
Co. CONDA: Grease 3746 SP
or Shell: Retinax LX Grease

Note:

The rear axle must be greased when the rear axle is not loaded!

Note:

If the vehicle is fitted with AL-KO Air Suspension, the axle is maintenance free.



Air suspension specific data is to be found in the Instructions for Use - AMC Air Suspension Handbook. Art. Nr. 1560613

18

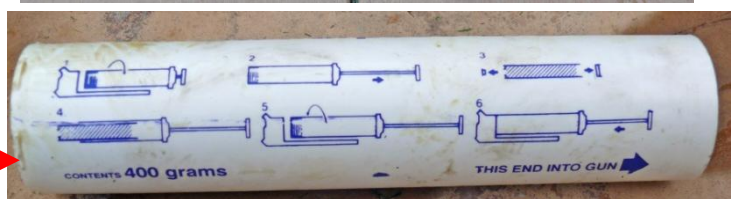
Page 18 of the Al-Ko Chassis manual states that the rear axle needs to be service with grease every 20000 Km

The greases that are suitable are listed here, but I had difficulty obtaining any of them so I emailed Al-Ko Service department and they confirmed that any LM2 titanium high temperature type grease was suitable. I used a 400mg cartridge of [Carlube LM2](#) priced at £3.99 from my local car spares shop. Note that the axle must not be loaded which means that the wheels must be off the floor by placing supports under the chassis member jacking points.

Here is the kit I used for the job: 2 axle stands (suitably rated for the weight) and a pump action cartridge grease gun. A motorhome will weigh between 3 and 4 tonnes and working underneath means that it must be supported; **never work underneath with just the vehicle or hydraulic jacks for support.**



The grease cartridge has instructions of the body for inserting into the gun.



Disclaimer: The author accepts no responsibility in any form for any damage, injury, loss or safety as a result of the interpretation of this document.

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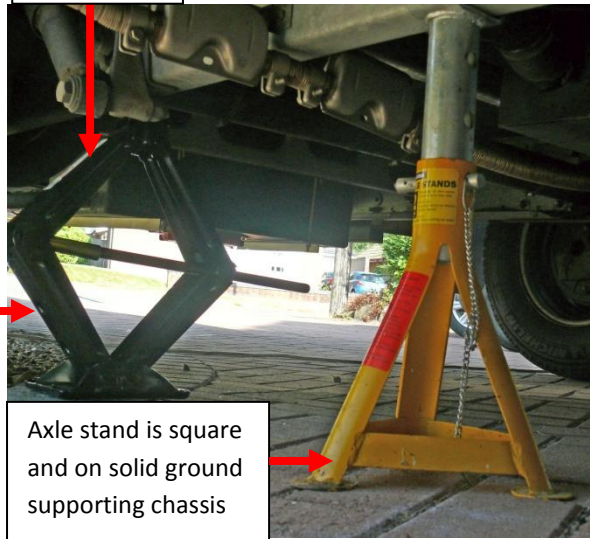
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First make sure you chock the front wheels and ensure the engine is in gear to stop any movement.



It is much easier if you have a hydraulic trolley jack but I used the scissor jack supplied with the vehicle. The vehicle is jacked at the chassis jacking point until the wheel is just clear of the ground and the axle stand placed under the longitudinal chassis member. The jack is gently lowered until the chassis rests on the axle stand. Make sure the surface is strong enough to support the axle stand and it is firmly square on level ground. Be aware that the vehicle can also move sideways as well as down if not supported properly!

Scissor jack



Axle stand is square and on solid ground supporting chassis

Remove the scissor jack and repeat the process the other side but leave the scissor jack in place for extra safety.

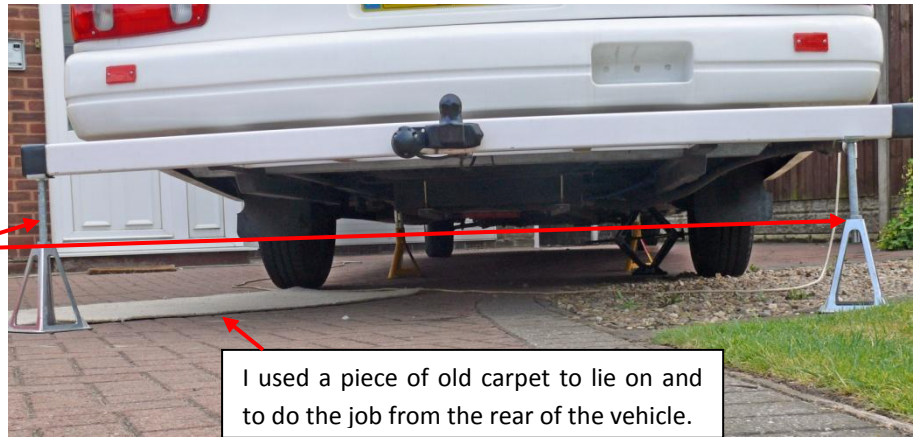


Axle stands are square, vertically aligned, all feet on the floor, on solid ground, and supporting chassis securely.

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It does no harm to put extra safety in place. Here I use two Fiamma Alu Jacks each rated at 1000Kg.

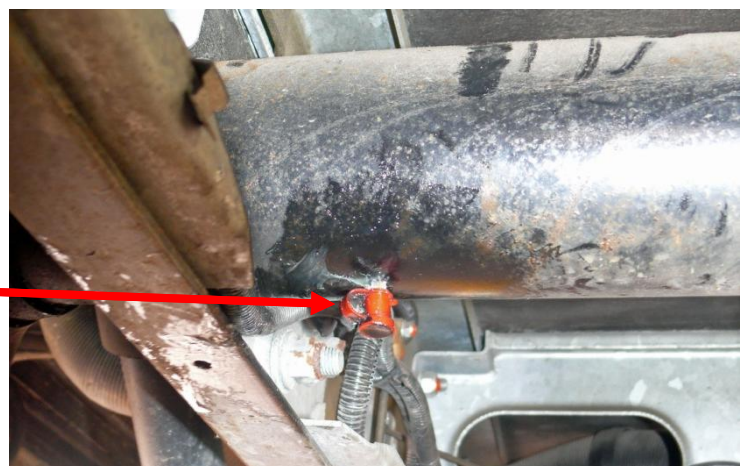


I used a piece of old carpet to lie on and to do the job from the rear of the vehicle.

Here you can see one of the nipples. With dust cap on and covered in grease they are not easy to see.



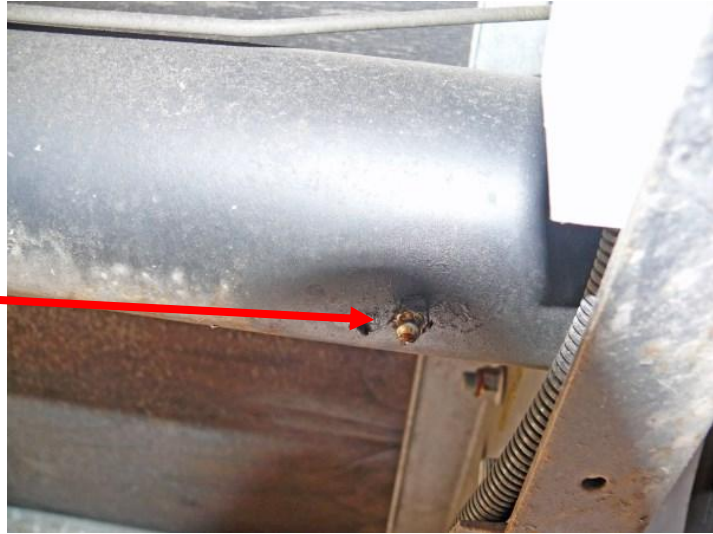
With the grease wiped clean they reveal red dust caps.



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With the dust caps removed ready for greasing. I checked with Al-Ko service department as to the amount of grease to be pumped in and they confirmed it was 6 or 7 strokes of the pump. It is possible to keep pumping as the axle is in a hollow tube and the grease will just unnecessarily fill up the tube.



With both nipples now greased I simply removed the supports in reverse order first the Fiamma Jacks, then with the scissor jack, raise the vehicle on the jacking points and remove the axle stands. Next maintenance due in 20,000Km (12000 miles) or 12 months whichever is the sooner, in my case the latter.