| GENI     | ERAL BULLETIN                             | <b>VBA-0</b>  | Bulletin number: <b>B2019-001-EN</b> |
|----------|---|---------------|--------------------------------------|
| То:      | VB-partners                               |               | Revision:                            |
| CC:      |   |               | V4.U                                 |
| _        |   | airsuspension | Date of issue:                       |
| From:    | VB-NL                                     |               | 18-05-2021                           |
| Subject: | Identifying the AL-KO Chassis.            |               | Written by:                          |
|          |   |               | JoPe                                 |
|          | Driving direction for all pictures below: |               |                                      |

The following document will help you to choose the right VB-FullAir kit and additional parts for your AL-KO chassis. You need to identify <u>the AL-KO chassis type</u>, the type of bearing, the track width and in some cases you need to measure the angle of the swing arm.

If you follow the steps carefully you will end up with a fitting VB kitnumber and the right additional parts. The VB-FullAir kitnumber for your AL-KO chassis will always consist out of 10 digits starting with 1051808 and followed by the additional 3 digits found in one of the coresponding tables in this document.

#### STEP 1 : AL-KO MOTORHOME CHASSIS (AMC) OR SUPER LIGHT CHASSIS (SLC)?



#### STEP 2: IS THE SWING ARM FITTED WITH PLAIN BEARING (PB) OR NEEDLE BEARING (NB)?.

Measure the axle diameter on the inside and on the outside of the chassis. Use the tables below to determine the bearing type.



### PLAIN BEARING

STEP 3: IS IT AN AL-KO HIGH FRAME CHASSIS (HOCHRAHMEN) OR AN AL-KO LOW FRAME CHASSIS (TIEFRAHMEN)?



\*Track width will increase with 30mm

#### STEP 4: IS IT A NORMAL TRACK REAR AXLE (NT) OR A WIDE TRACK REAR AXLE (WT)?



**CONTINUE TO STEP 5** 

#### STEP 5: IS IT AN AL-KO LEVEL CONTROLLER (ALC) OR AL-KO LOW FRAME CHASSIS?



\*Track width will increase with 30mm

#### STEP 6: MEASURE THE DISTANCE BETWEEN THE WHEEL CENTRE AND TOP OF THE CHASSIS.



Measure the value of b. Allow the wheel to hang freely (e.g. by using a jack underneath the axle), then take a measurement from the centre of the wheel to the top of the black chassis part. The wheel remains on the vehicle while measuring.

#### **OTHER** NORMAL TRACK (NT) WIDE TRACK (WT)

|      | 2C   | 4C   |        | 2C  | 4C  |  |  |
|------|------|------|--------|-----|-----|--|--|
| x2   | 200* | 401* | 4x2    | 210 | 411 |  |  |
| x2   | 220* | 421* | 6x2    | 230 | 431 |  |  |
| 2 EX | 700* |      | 4x2 EX | 714 |     |  |  |
| 2 EX | 724* |      | 6x2 EX | 734 |     |  |  |

NO FURTHER STEPS! YOUR KITNUMBER IS: 1051808\_ \_ \_(FOLLOWED BY ONE OF THE NUMBERS ABOVE)

## **NEEDLE BEARING**

#### STEP 7: IS IT AN AL-KO HIGH FRAME CHASSIS (HOCHRAHMEN) OR AN AL-KO LOW FRAME CHASSIS (TIEFRAHMEN)?



#### STEP 8: WIDE TRACK REAR AXLE (WT) OR NORMAL TRACK REAR AXLE (NT)?





**CONTINUE TO STEP 9** 

#### STEP 9: IS IT AN AL-KO LEVEL CONTROLLER (ALC) OR AL-KO LOW FRAME CHASSIS?



\*Track width will increase with 30mm

#### STEP 10: MEASURE THE DISTANCE BETWEEN THE WHEEL CENTRE AND TOP OF THE CHASSIS.

|                    |                                   |        |        |     | SWINGA | RM ANGLE                          |  |   |   |  |      |
|--------------------|-----------------------------------|--------|--------|-----|--------|-----------------------------------|--|---|---|--|------|
| b                  | • 0                               | jack s | tand - |     |        | M<br>fre<br>th<br>wi              | leasure the<br>eely (e.g. b<br>en take a n<br>heel to the<br>heel remair | value of b. <i>i</i><br>y using a jac<br>neasurement<br>top of the bl<br>ns on the ve | Allow the wh<br>ck underneat<br>t from the cer<br>lack chassis<br>hicle while m | eel to han(<br>h the axle)<br>htre of the<br>part. The<br>heasuring. | )    |
| b= 263 mm +/- 3 mm |                                   |        |        |     | OTHER  |                                   |  |   |   |  |      |
| NOR                | NORMAL TRACK (NT) WIDE TRACK (WT) |        |        |     | (WT)   | NORMAL TRACK (NT) WIDE TRACK (WT) |  |   |   |  | (WT) |
|                    | 2C                                | 40     |        | 2C  | 40     |                                   | 2C   | 4C  |   | 2C   | 4C   |
| 4x2                | 272*                              | 472*   | 4x2    | 282 | 482    | 4x2                               | 202*   | 402*  | 4x2   | 212  | 412  |
| 4x2 EX             | 772*                              |        | 4x2 EX | 782 |        | 6x2                               | 222*   | 422*  | 6x2   | 232  | 432  |
|                    |                                   |        |        |     |        | 4x2 EX                            | 702*   |   | 4x2 EX  | 712  |      |
|                    |                                   |        |        |     |        | 6x2 FX                            | 722*   |   | 6x2 EX  | 732  |      |