

## OPERATING & FITTING INSTRUCTIONS

### For Auto-Reverse Override Kit Knott KFG20, KFG27, KFG30 & KFG35 Couplings

#### PRECAUTIONS

The correct assembly and adjustment of all equipment is critical to the safe operation of the trailer. Therefore the procedures must only be carried out by competent persons. If you have any doubts about your ability to complete the procedure, we recommend this task is performed by your local service centre. You are advised to wear suitable protective equipment such as safety glasses, gloves and face mask.

It is recommended that the opportunity is taken to inspect associated items for wear or damage and replace if necessary, they can be obtained through your local stockist.

All procedures should be carried out with the trailer on level ground with either the parking brake applied or wheel chocks front and rear. In addition the drawbar should be supported with the trailer horizontal. Where required consult your trailer handbook for the recommended jacking points and positions for stands.

The components are used in a wide variety of trailers and reference to the trailer manufacturer's manual must always be made for procedures and data relevant to the particular unit.

The instructions relate to:

1. KFG35 coupling assembly – cast body.
2. KFG20, KFG27, KFG30, KFG35 cast body with auto-reverse override slot.

We have used "Plain English" descriptions throughout this text. If you are unsure of the meaning, if the procedure is unclear or you require any further information please use the following contact numbers;

Tel : +44 (0) 1283 531541  
Fax : +44 (0) 1283 534840  
Email : [technical@knottuk.com](mailto:technical@knottuk.com)

#### **If in doubt, ask.**

#### **Use only Knott-Avonride Ltd original replacement parts.**

The text includes guidance to assist in the safe execution of the procedures:

|                  |                              |
|------------------|------------------------------|
| <b>WARNING !</b> | Risk of Injury.              |
| <b>CAUTION !</b> | Risk of damage to equipment. |
| <b>NOTE</b>      | Safety requirement.          |

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## FITTING INSTRUCTIONS

### PRIOR TO CARRYING OUT THESE TASKS PLEASE REFER TO PRECAUTIONS

#### STEP 1

Identify the coupling type – KFG20, KFG27, KFG30, KFG35.

#### STEP 2

- a. For **KFG20, KFG27, KFG30** couplings it will be necessary to remove the grab handle completely (Fig. 1). The bolt with the grease nipple must be replaced in its original position using the thick washer provided (Fig. 2)

**NOTE:- It is essential to use the thick washer to avoid the bolt contacting the drawtube.**

- b. For **KFG35** remove the M12 x 25 bolt and washer closest to the slot. (Fig. 3)



Fig. 1



Fig. 2



Fig. 3

#### STEP 3

For all types locate the stop in the slot, line up the holes in the bracket and coupling and fit the M12 x 30 button head screw supplied. (Fig. 4)

**NOTE:-Tighten to a torque of 70 Nm ensuring that the assembly is in line with the slot.**



Fig. 4

Check for correct operation as follows:

With the trailer on level ground and connected to a towing vehicle, engage the manual reverse stop (Fig. 6), reverse the trailer and then draw forward.

The stop should disengage to the off position (Fig. 5)

**REPEAT THE TEST 3 TIMES**

## OPERATING INSTRUCTIONS

When engaged, the manual reverse stop disables the operation of the overrun braking system while the trailer is reversed. It disengages automatically when the trailer is drawn forward.

#### **WARNING !**

**DO NOT ATTEMPT TO MODIFY THE MECHANISM IN ORDER TO DISABLE THE SELF-CANCELLING FUNCTION.**

In all but the most extreme cases, provided that the braking system is correctly adjusted, the auto-reverse system will allow the trailer to be reversed. However, where the trailer has to be reversed uphill; particularly on loose, slippery or uneven surfaces, the trailer brakes may not release. The override stop will enable the trailer to be reversed.



Fig. 5 Manual Reverse Stop Disengaged



Fig. 6 Manual Reverse Stop Engaged

The manual reverse stop can only be engaged (Fig. 6) with the coupling drawtube extended. If the drawtube is compressed it will be necessary to draw the towing vehicle forward to extend the drawtube before the stop can be engaged.

To engage, push the stop down into the slot and slide forward as shown.

#### **WARNING !**

**IT IS STRONGLY RECOMMENDED THAT THE REVERSE STOP IS ONLY ENGAGED WITH THE TRAILER ON LEVEL GROUND.**

**IF IT IS ESSENTIAL TO ENGAGE THE MANUAL REVERSE STOP WHILST THE TRAILER IS FACING DOWNHILL IT IS IMPERATIVE THAT THE FOOT BRAKE AND HANDBRAKE OF THE TOW VEHICLE ARE APPLIED BY A SECOND PERSON.**

If the trailer is facing downhill it may not be possible to extend the drawtube unless the trailer handbrake is applied prior to drawing the towing vehicle forward. After engaging the manual reverse stop, the trailer brakes will not operate and there is a possibility that the towing vehicle handbrake will not be capable of holding. Therefore the vehicle brakes must be applied by a second person (with vehicle engine running).

Release the trailer handbrake and reverse the trailer.

The manual reverse stop will not disengage until the drawtube extends again. Always check that the stop has disengaged (Fig. 5) if you are setting off downhill immediately following an uphill reversing manoeuvre. If the stop is still engaged it may be necessary to apply the trailer handbrake and draw forward to allow the stop to disengage.