
G-CAR

Tune-Up Manual

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G-Car Tune-Up

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Cautions

Do not lubricate the tape or tape track with anything. Using WD-40 or equivalents will permanently damage the machine.

Do not remove the drive motor from the vertical tube. This manual details the proper method for removing and replacing the drive tape.

Do not use tape to hold the brake release button down for long periods of time. This will cause overheating and possible damage to the brake.

Use the proper screws as described in the instructions.

Install screws in all of the original factory locations.

Bill of Materials

00611021	G Car Tune-Up Instructions	1
00750011	G Car Manual	1
02908213	Screw-In Mic Windscreen	1
04071011	CC "O" Ring	2
04088051	G Car Liner Top & Bottom	2
04167012	WG Lubricant Warning Label	1
04191011	Blue / Green Grease	1
06820191	CC Tape Cut to Length	1
93152724	8-32 x 15/16 W/ Locking Patch	2
93202723	8-32 x 1-1/4 W/Locking Patch	2
95005071	1/4" E Clip	2

Scope of Work

For a standard tune-up, the following work needs to be done:

Inspect the machine.

Remove and replace the drive tape.

Clean and lube where needed

Inspection of the Captive Carrier TransTrax[®]

Inspect the machine for visible signs of damage.

Does the carrier travel in slow speed on the vertical, the turn sections, and the airlock?

Does the carrier travel in high speed in the horizontal section? If it does not, please see the service and installation manual for instructions on how to adjust the speed shift points.

Are the ceiling trims anchored to the ceiling?

Does the carrier stop properly on the inside, at car and truck on the outside?

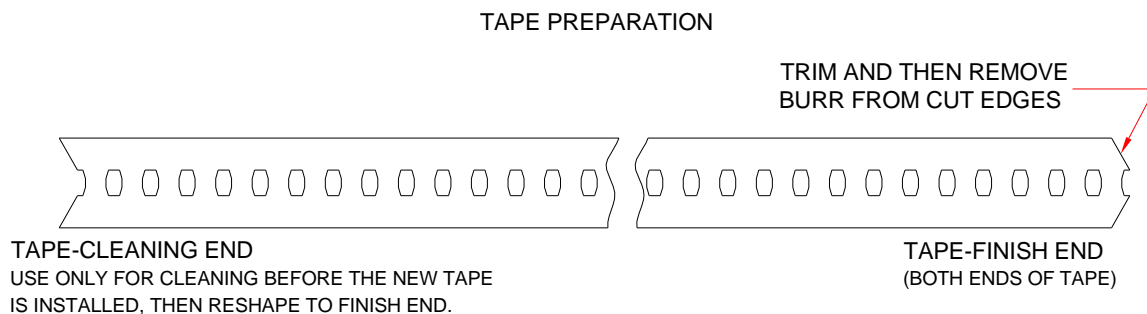
Any unusual noises?

If there is damage or problems please consult with the factory. The telephone number is (800) 937-3322

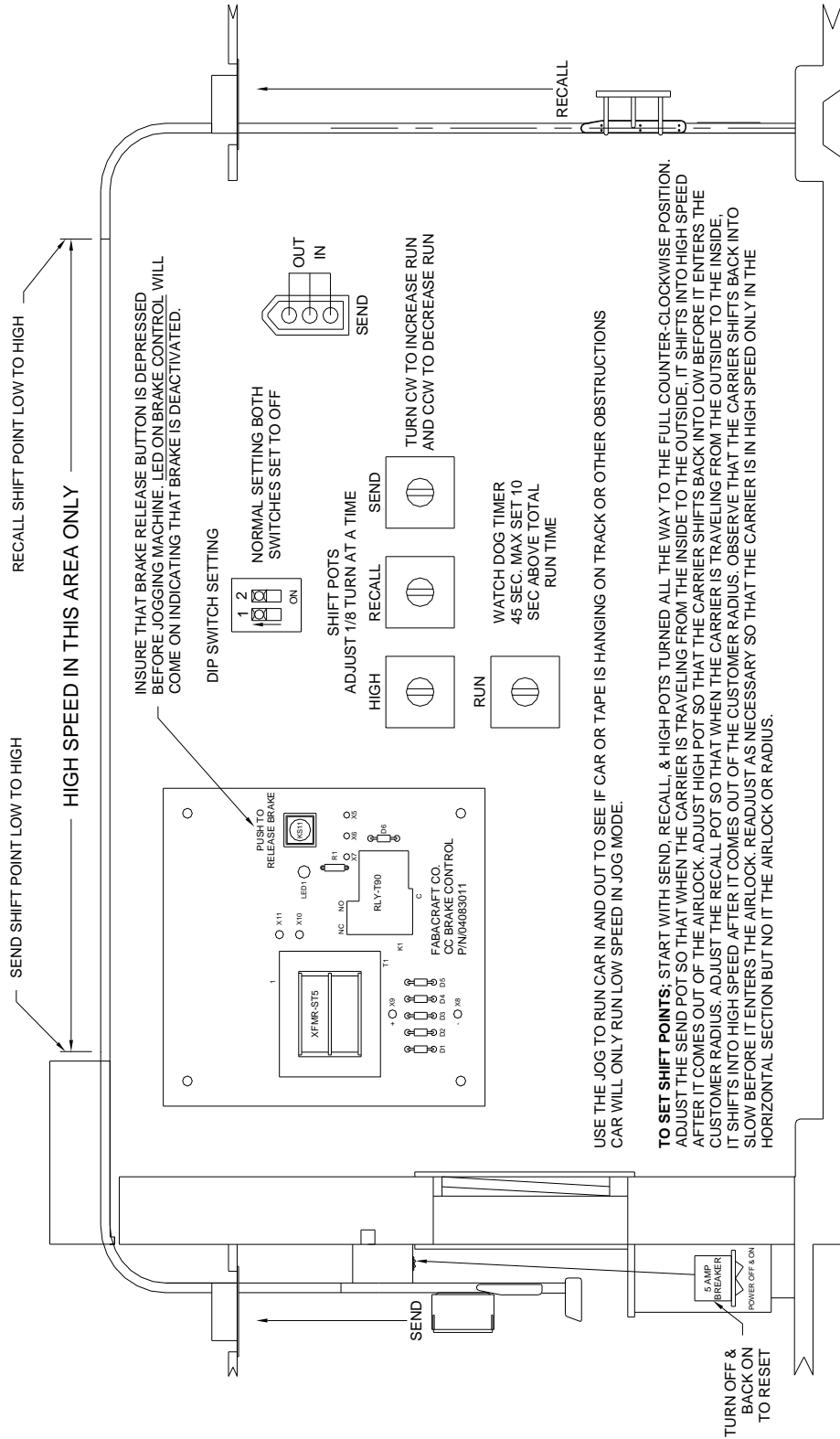
Instructions

1. Remove the flat head screw(s) that hold the speaker panel to the customer vertical tube. The speaker panel can hang by the speaker lead.
2. Go inside and send the carrier to the car position outside. Turn the power off on the inside control assembly.
3. Open the right door of the inside vertical standoff. The door is hinged; removing the two screws will allow the door to open.
4. On the front side of the tube, insert a screwdriver into a slot in the drive tape.
5. Press and hold the brake release button on the brake board located on the right door of the inside vertical standoff (see page 5).
6. Push up on the screwdriver pushing the tape up. Observe the carrier outside as it lowers. Do not let the carrier hit the island. Do this until the carrier disengages the drive sprocket.
7. Go outside and pull the drive tape completely out of the unit.
8. Remove the screws that attach the carrier to the drive tape
9. Check the stabilizer adjustment (see page 7).
10. Remove the “E” clips that hold the large tape block assembly in place. Remove the assembly by twisting it diagonally in the bracket and then gently bowing the end of the bracket away from the end of the axel until it is free.
11. Remove the brass wheels from the tape block assembly. The axles should be cleaned and lubed with the blue/green grease provided.
12. Replace the old “O” rings with the new ones provided. Put the brass wheels back on the tape block and make sure that the wheels spin freely.
13. Reassemble the tape block assembly to the car. Refer to the diagram on the bottom of the car so that the tape block assembly is in the right direction. Bow the end of the bracket and slide the tape block in diagonally until it snaps into place. Reinstall the “E” clips provided.
14. Inspect the carrier for worn or damaged parts. If the car doors need adjusting, please refer to the instructions on page 8. If the liners are damaged, replace them with the ones provided.
15. Use the old drive tape to measure and cut the new drive tape.

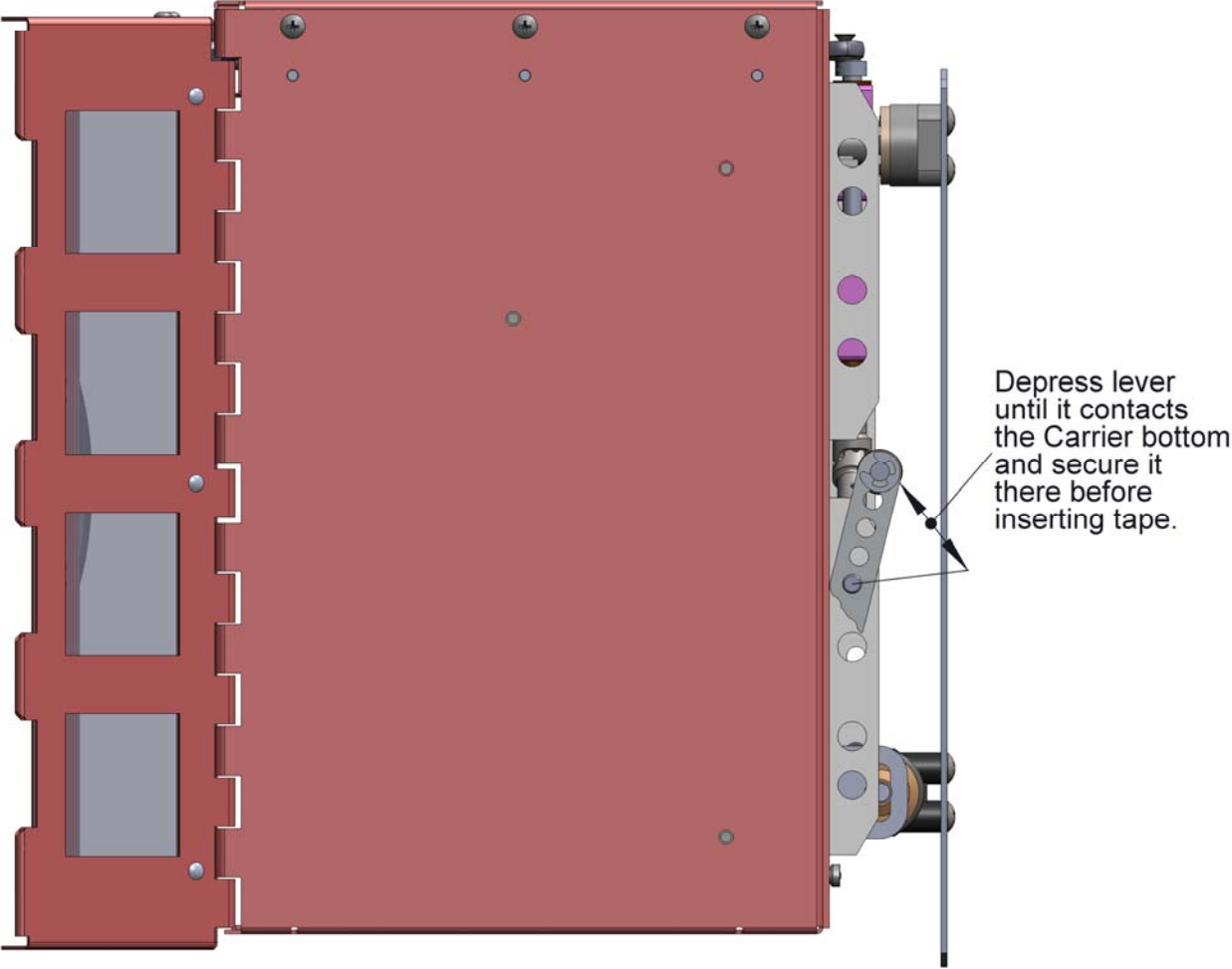
16. Bevel the ends of the new drive tape with a file (see the diagram on page 4).
17. Mount the carrier to the new drive tape. See page 9 on how to do this. Make sure that the tape block holes are not stripped out. If they are, consult the factory for new tape blocks.
18. Feed the new drive tape back into the unit until you feel the drive tape stop.
19. Go to the inside and press the power button of the inside control assembly on.
20. Insert a screwdriver into a slot in the new drive tape.
21. Press and hold the brake release button on the brake board.
22. Pull down on the screwdriver feeding the tape around the drive sprocket. Continue to do this until the carrier is resting on the stabilizers outside. Be careful that the carrier is not caught on the speaker lead. Also make sure that the carrier lever is pushed in to allow the carrier to be up the customer unit past the outside stabilizer (see the diagram on page 6).
23. Recall the carrier.
24. Run the machine and observe for proper operation. Note: If the carrier started out above the stop switches, it will not shift into high speed. Simply run the carrier again and it should change speed.
25. Check the shift point adjustment (see page 5).
26. Replace the customer speaker panel and close the right standoff door.
27. If the unit does not have a lubricant warning label on the inside vertical control, Install the one provided with the kit.



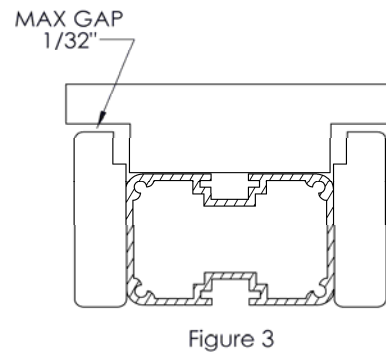
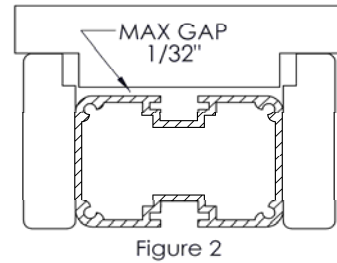
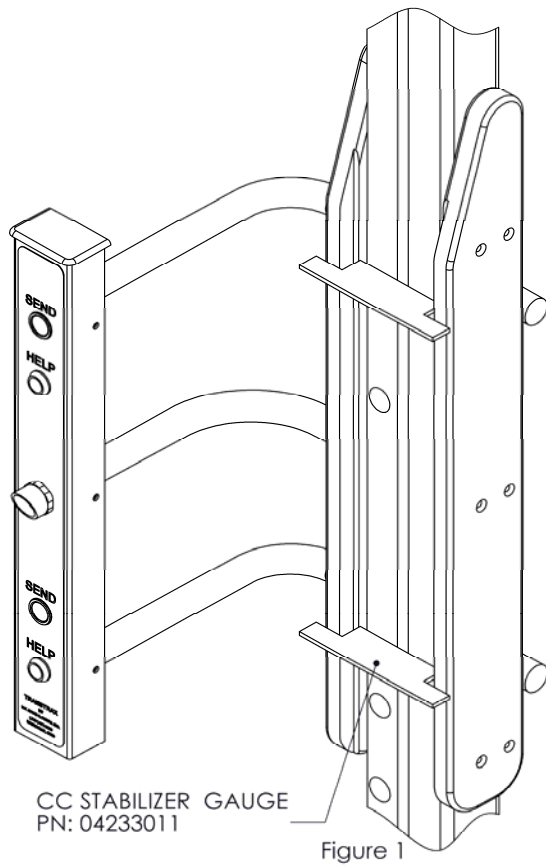
Shift Point Adjustment Procedure



Carrier Installation Diagram



Stabilizer Adjustment Procedure



! Stabilizer height must be checked and adjusted (if needed) on both ends of machine prior to installing car. The car **WILL NOT** function properly unless all **FOUR** stabilizers are set to proper height. !

1) Use stabilizer gauge as shown to verify height of stabilizers. Ensure the gap shown in Figure 2 and Figure 3 Does Not Exceed 1/32". Check the stabilizers in two locations as shown in Figure 1.

2) If stabilizers need adjustment please call us: 1-800-937-3322

PN: 00747011

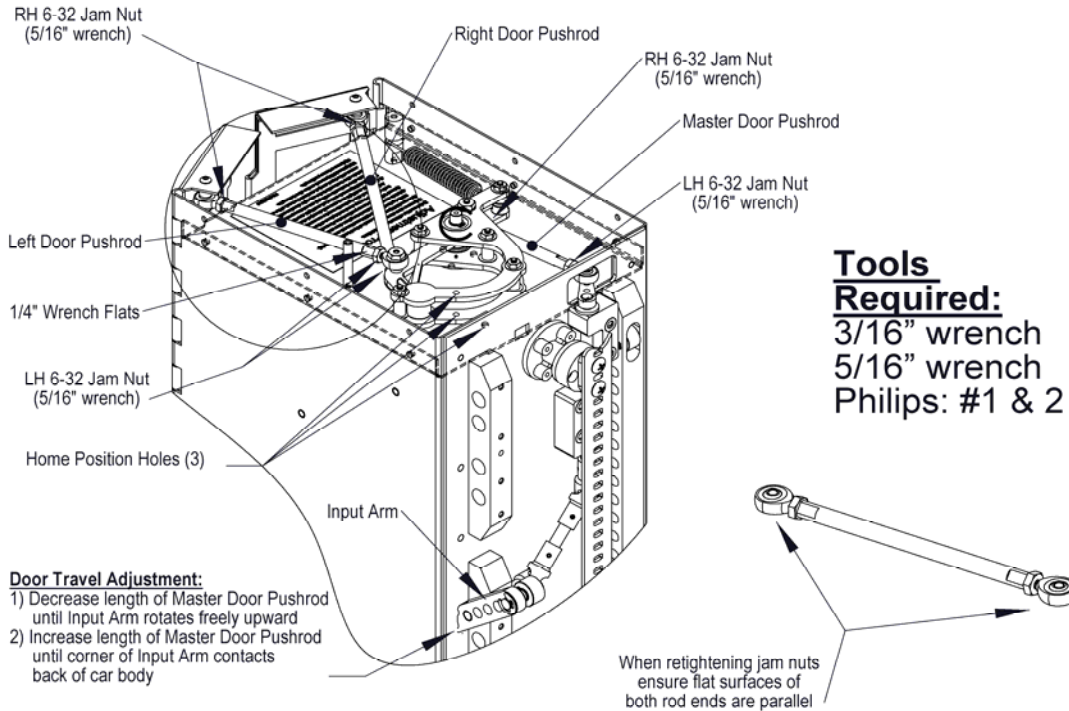
Door Adjustment Procedure

HOME POSITION - LEFT TO RIGHT DOOR ADJUSTMENT:

- 1) Car **MUST** be off stabilizers, either at the customer end or off the track entirely.
- 2) Remove Car Cover (6 screws on side, 3 screws on top).
- 3) Remove door close spring.
- 4) Loosen, and fully back off all 4 jam nuts on each door arm. Use a 5/16" wrench on the nuts and a 1/4" wrench on the pushrod wrench flats. **See diagram for Right hand and Left hand thread positions.**
- 5) Insert 1/8" pin into Home Position hole of the magnetic overrun assembly. Push pin thru both plastic arms.
- 6) Rotate the assembly until the pin drops into the 1/8" Home Position hole. **DO NOT FORCE** the mechanism or pin. If the pin does not find Home Position hole, the door arms may need to be lengthened.
- 7) With the pin thru all three Home Position holes, adjust the length of the door arms until both doors are fully closed.
- 8) Firmly tighten **BOTH** jam nuts on either end of **BOTH** door arms.
- 9) You are now ready to adjust the door travel.

HOME POSITION - DOOR TRAVEL ADJUSTMENT:

- 1) Install door close spring.
- 2) Loosen, and fully back off both jam nuts on the Master Door Pushrod. Use a 5/16" wrench on the nuts and a 1/4" wrench on the pushrod wrench flats. **See diagram for Right hand and Left hand thread positions.**
- 3) Turn the Master Door Pushrod in the appropriate direction to decrease its length until the Input Arm rotates freely upward.
- 4) Turn the Master Door Pushrod in the opposite direction to increase its length until the lower corner of the Input Arm contacts the back of the car body. (See diagram below)
- 5) Firmly tighten **BOTH** jam nuts on either end of the drive arm.
- 6) Remove Pin from Home Position holes.
- 7) Reinstall Car Cover.
- 8) Verify the doors open past 90 degrees and close fully when installed on the machine.



Tape Mounting Diagram

