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# **TransTRAX<sup>®</sup> and Captive Carrier Sprocket Replacement Manual**



# Sprocket Replacement

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# **CAUTION**

When working on the early version drive with spacers (see pages 7–10):

Do not over tighten the surround bolts when assembling the surround. Only lightly turn them about 1/8 turn to the right past when the heads of the four bolts touch the surround.

Over tightening the bolts will cause the surround to distort and the unit will run improperly.

If there are any questions please consult the factory at (800) 937-3322

Serial # \_\_\_\_\_

**TransTrax<sup>®</sup> and Captive Carrier**  
**Sprocket Replacement Manual Shipping Manifest**  
Part 00644011

<b><u>Qty.</u></b>	<b><u>Description</u></b>	<b><u>Part Number</u></b>
1	Sprocket Replacement Manual	00644011
1	Drive Tape Replacement Manual	00645011
1	Sprocket	04396011
1	1/8" Pin Punch	55555164
4	8-32 x 1/4" Button Head Screws	93062933
1	1/8" Spring Roll Pin	93109800
1	Tube of Anti-Seize	04403011
1	TT Metal Sprocket Label	04120021
1	CC Stabilizer Gauge	04233011

# TransTrax<sup>®</sup> and Captive Carrier Sprocket Replacement Manual

## Installation Tool List

3/32" Allen Wrench
3/16" Allen Wrench
5/16" Nut driver
1/8" Pin Punch (Provided)
Flat Head Screwdriver
Clean Cloth
1/8" Allen Wrench

## Installation Procedure

Refer to the diagram on pages 5 & 6.

1. Remove the drive tape (see the drive tape replacement manual).
2. Turn the power off on the breaker/disconnect on the bottom of the standoff.
3. Remove the (2) top and the (2) bottom button head screws that hold the inside control front to the inside control back with a 3/32" Allen Wrench and remove the inside control front. Unplug the switch harness from the inside panel switch assembly.
4. Loosen the (1) button head screw located on the bottom of the inside control back with a 3/32" Allen Wrench and remove the inside control back.
5. Unplug all of the wires going to the brake assembly (if applicable) and the drive assembly. Unplug the speaker and mic (if applicable).
6. Remove the (4) socket cap bolts that go through the black surround with a 3/16" Allen Wrench. If the Drive Assembly was built after 7/2005 use a 1/8" Allen Wrench. If you remove aluminum washers with the bolts, make sure that they are on the bolts when you reinstall them in step 19.

### **SKIP STEP 7 & 8 IF THIS IS NOT A CAPTIVE CARRIER UNIT**

7. Remove the brake assembly.
8. Punch out the 1/8" spring roll pin with the 1/8" roll pin punch provided and remove the hex nut from the drive shaft.
9. With a 5/16" nut driver or socket, remove the two (#12 x 3/4 slot inds) that mount the drive assembly to the vertical tube.
10. With a flat head screwdriver, pry apart the (2) black surround halves and remove the outside surround half. Be careful not to pinch any wires (see page 5 & 6).
11. Pull the sprocket and remove it from the drive shaft.
12. Clean the surround halves with a clean cloth.
13. Put a small amount of the anti-seize provided on the hex shaft where the sprocket slides on.
14. Push the new sprocket on the drive shaft. Center the sprocket on the drive shaft.

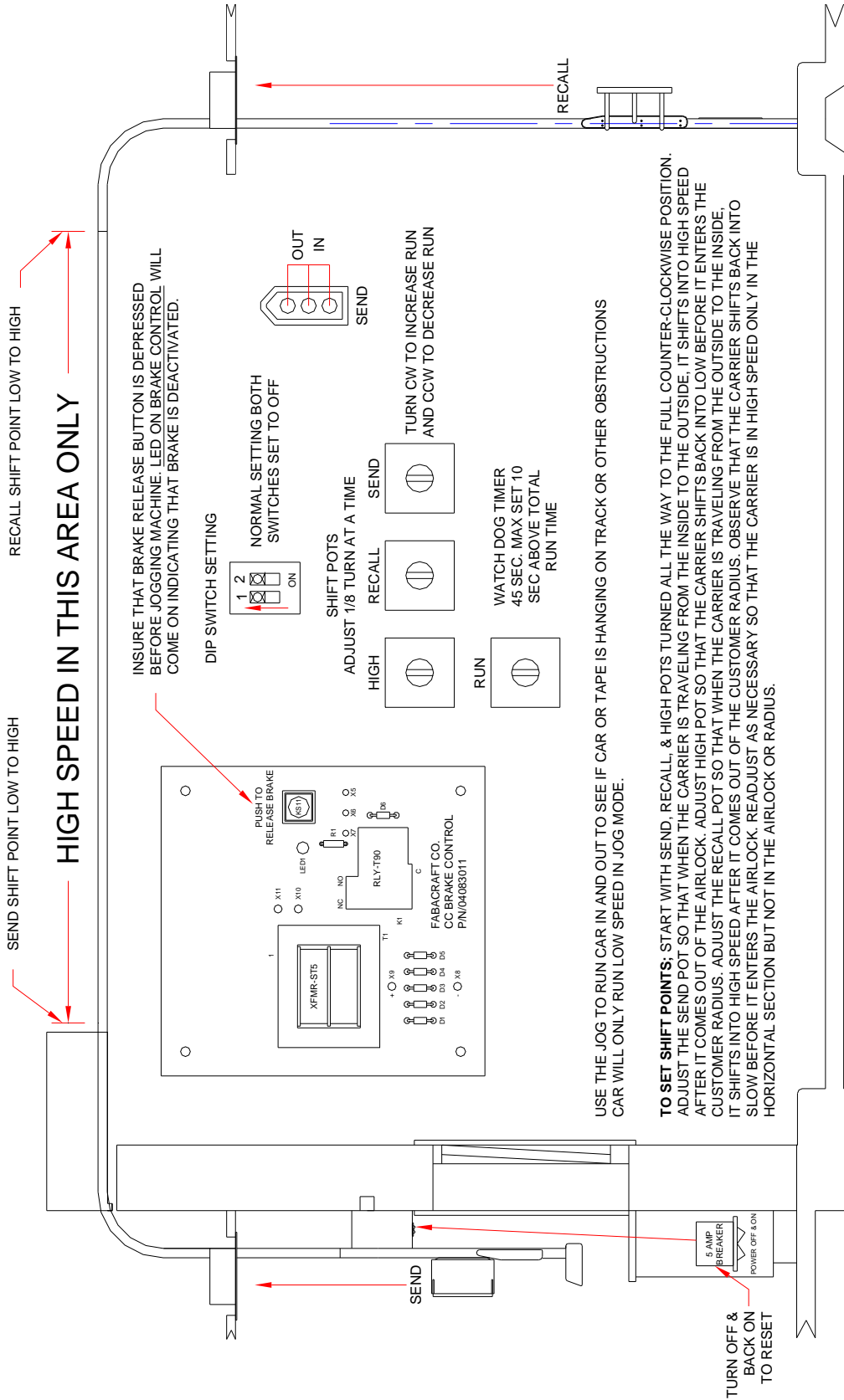
15. Press the outside surround half back into place until it is tightly against the right surround.
16. Put the (2) (#12 x 3/4 slot in ds) that mount the drive assembly to the vertical tube back in with a 5/16" nut driver or socket.
17. Put a drop of oil on the outside of the black surround where the drive shaft goes through. Do not use WD-40 (see page 5 & 6).

**SKIP STEPS 17, 18 & 22 IF THIS IS NOT A CAPTIVE CARRIER UNIT**

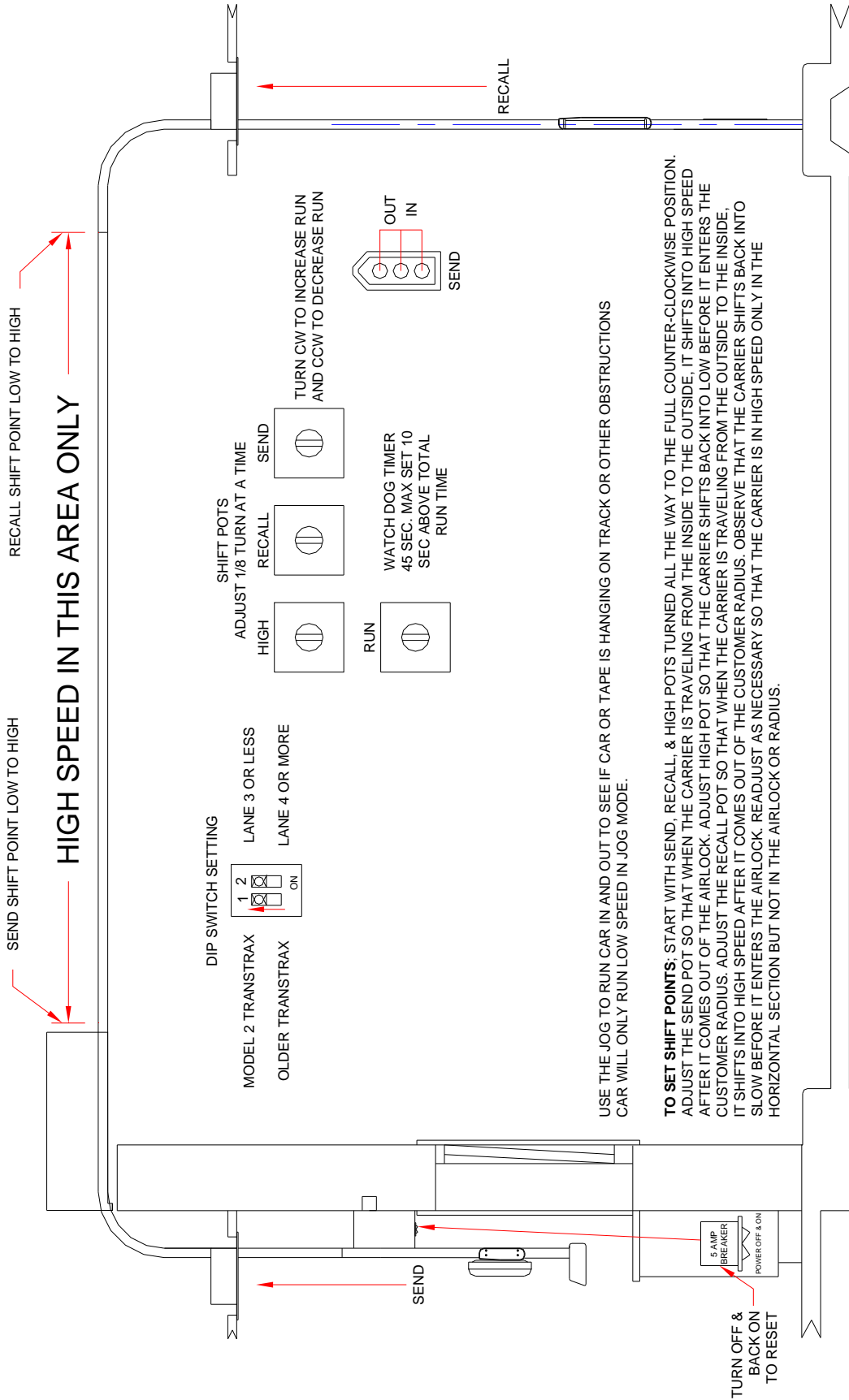
18. Slide the hex nut back onto the drive shaft and punch the new 1/8" spring roll pin through the nut and the drive shaft with the 1/8" pin punch provided. Make sure that the roll pin is punched in flush with the hex nut.
19. Slide the brake assembly back into place. You might have to turn the drive shaft to align the hex nut with the inside of the brake assembly. Be sure not to pinch any of the wires.
20. Screw the (4) socket cap bolts through the black surround with a 3/16" or 1/8" Allen wrench. If you have some blue Loctite, put a little on the end of the (4) bolts. If there were aluminum washers with the bolts when you removed them in step 6, make sure that one is on each of the surround bolts before you reinsert them into the black surround. If you have a torque wrench, tighten to 13 lbs, if you do not have a torque wrench, tighten the (4) bolts until they touch the surround and then turn 1/8 of a turn more.
21. Reconnect all the wires to the drive assembly and brake assembly (if applicable). Reconnect the speaker and mic (if applicable).
22. Turn the power on at the breaker/disconnect
23. Press the brake release button.
24. Make sure that the drive shaft spins freely, if it does not, loosen the (4) socket cap bolts slightly.
25. Remount the inside control back and tighten the (1) button head screw located on the bottom of the inside control back with a 3/32" Allen wrench.
26. Reconnect the switch harness to the inside panel switch assembly.
27. Remount the control front and tighten the (2) top and the (2) bottom button head screws that hold the inside control front to the inside control back with a 3/32" Allen wrench.
28. Reinstall the drive tape (see the drive tape replacement manual).
29. Check the unit for proper operation.
30. Check the speed shift points (see page 5).
31. Use the stabilizer gauge provided to check the stabilizers (see page 11).
32. Affix the tt metal sprocket label above the warning label on the drive assembly plate. This will save on checking for a damaged sprocket.



# CAPTIVE CARRIER SWITCH & SHIFT POINT SETTINGS



# TRANSTRAX SWITCH & SHIFT POINT SETTINGS



RECALL SHIFT POINT LOW TO HIGH

SEND SHIFT POINT LOW TO HIGH

**HIGH SPEED IN THIS AREA ONLY**

DIP SWITCH SETTING

MODEL 2 TRANSTRAX  
 OLDER TRANSTRAX

LANE 3 OR LESS  
 LANE 4 OR MORE

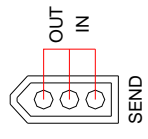
SHIFT POTS

ADJUST 1/8 TURN AT A TIME

HIGH  
 RECALL  
 SEND

TURN CW TO INCREASE RUN  
 AND CCW TO DECREASE RUN

WATCH DOG TIMER  
 45 SEC. MAX SET 10  
 SEC ABOVE TOTAL  
 RUN TIME

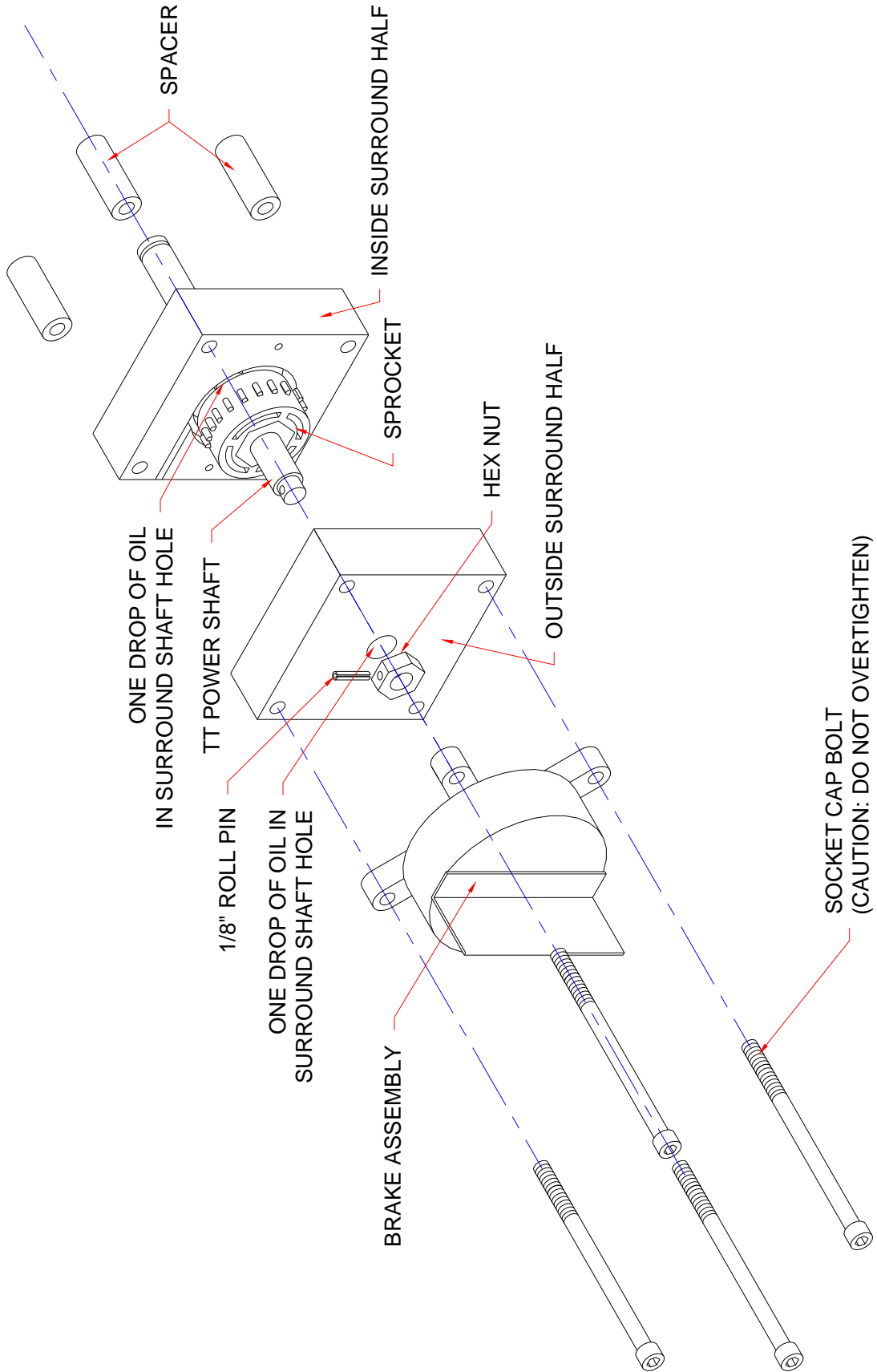


USE THE JOG TO RUN CAR IN AND OUT TO SEE IF CAR OR TAPE IS HANGING ON TRACK OR OTHER OBSTRUCTIONS  
 CAR WILL ONLY RUN LOW SPEED IN JOG MODE.

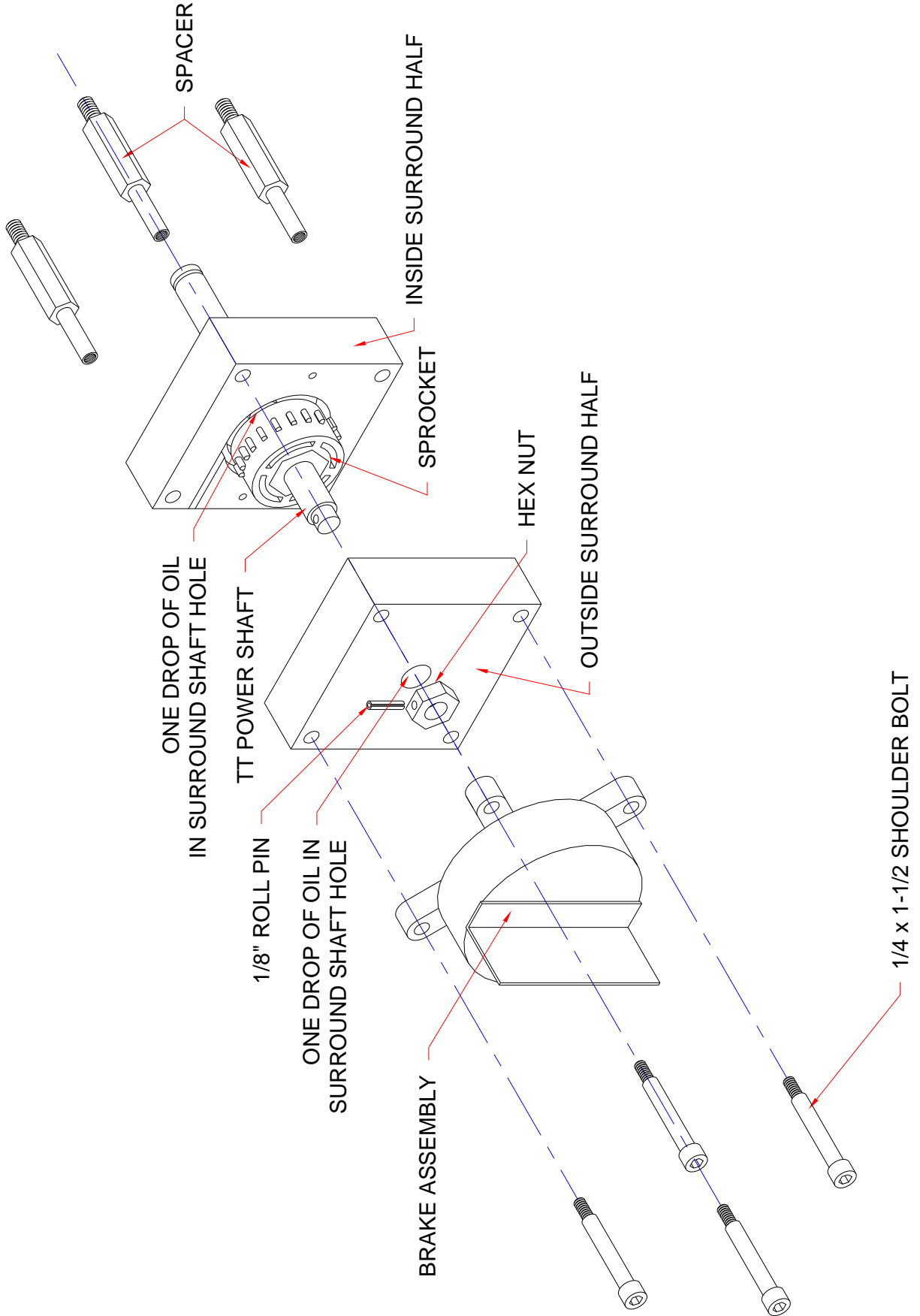
**TO SET SHIFT POINTS:** START WITH SEND, RECALL, & HIGH POTS TURNED ALL THE WAY TO THE FULL COUNTER-CLOCKWISE POSITION. ADJUST THE SEND POT SO THAT WHEN THE CARRIER IS TRAVELING FROM THE INSIDE TO THE OUTSIDE, IT SHIFTS INTO HIGH SPEED AFTER IT COMES OUT OF THE AIRLOCK. ADJUST HIGH POT SO THAT THE CARRIER SHIFTS BACK INTO LOW BEFORE IT ENTERS THE CUSTOMER RADIUS. ADJUST THE RECALL POT SO THAT WHEN THE CARRIER IS TRAVELING FROM THE OUTSIDE TO THE INSIDE, IT SHIFTS INTO HIGH SPEED AFTER IT COMES OUT OF THE CUSTOMER RADIUS. OBSERVE THAT THE CARRIER SHIFTS BACK INTO SLOW BEFORE IT ENTERS THE AIRLOCK. READJUST AS NECESSARY SO THAT THE CARRIER IS IN HIGH SPEED ONLY IN THE HORIZONTAL SECTION BUT NOT IN THE AIRLOCK OR RADIUS.

TURN OFF &  
 BACK ON  
 TO RESET

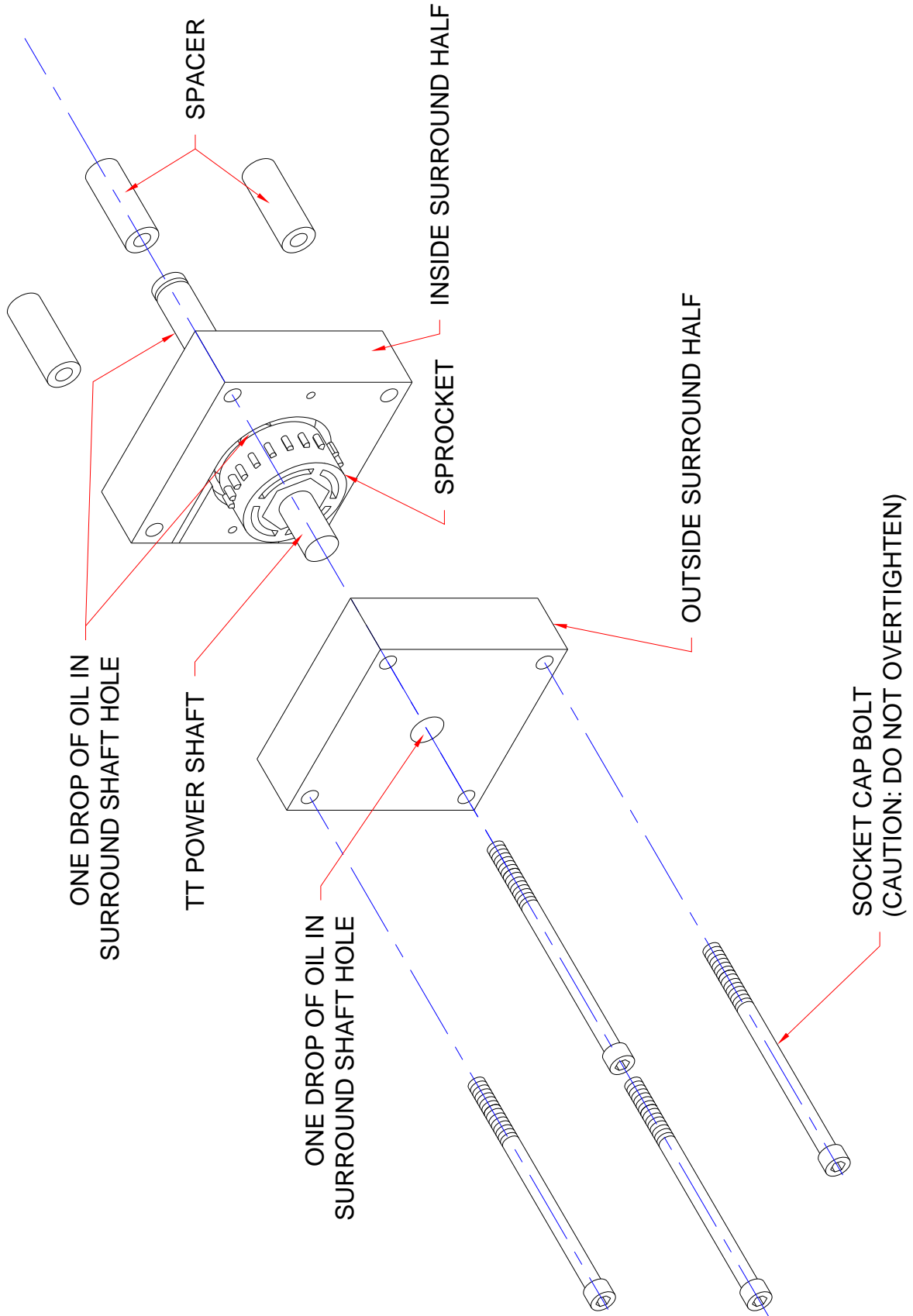
# CAPTIVE CARRIER DRIVE (EARLY VERSION)



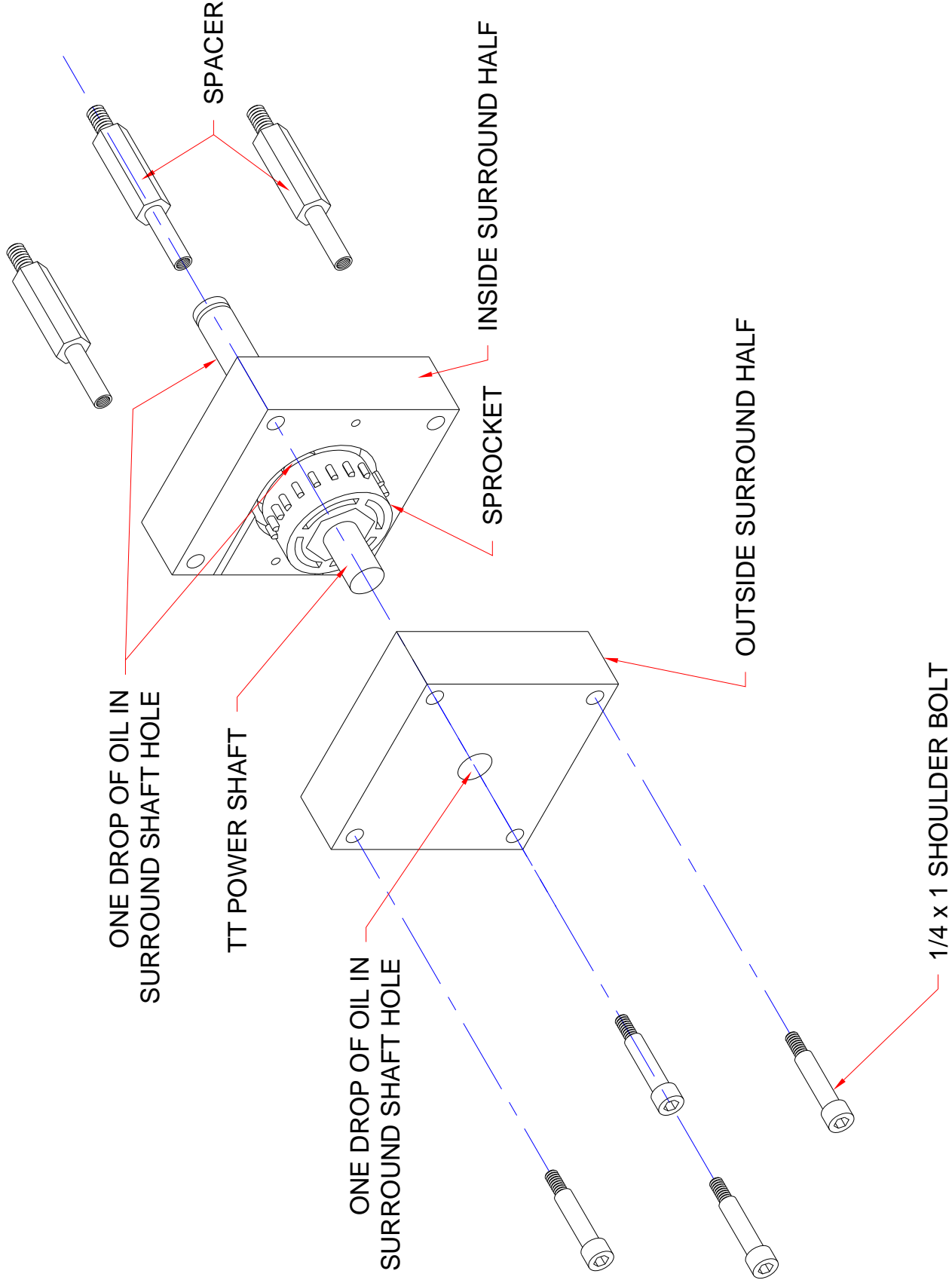
# CAPTIVE CARRIER DRIVE (CURRENT VERSION)



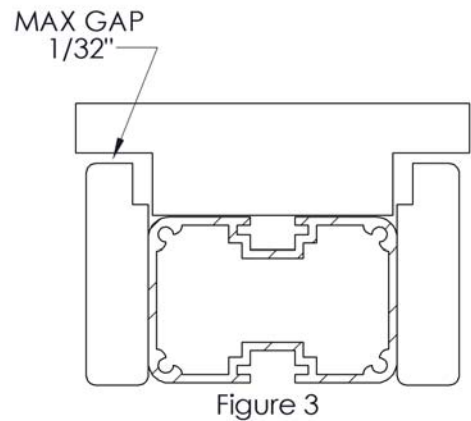
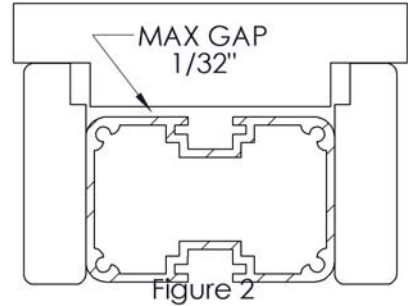
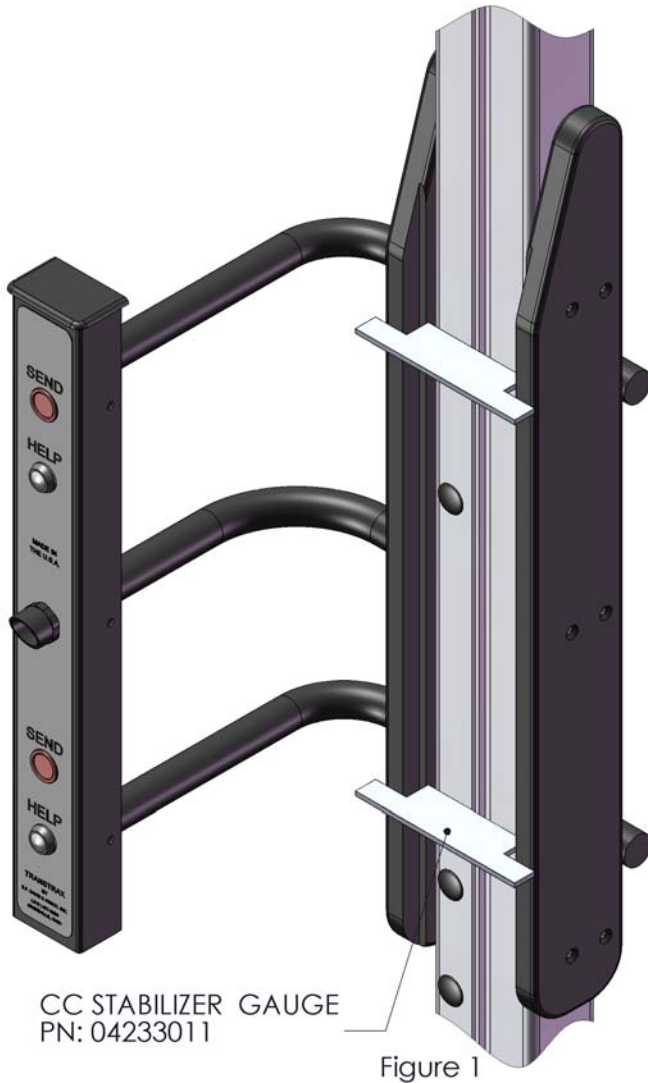
# TRANSTRAX DRIVE (EARLY VERSION)



**TRANSTRAX DRIVE**  
(CURRENT VERSION)



## Stabilizer Adjustment Diagram



! 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

