
CC Stabilizer Replacement Manual

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Bill of Materials

CC Inside Stabilizer Kit 04231011

Part Number	Description	Quantity
00701011	Stabilizer Manual	1
04151012	GC Left Inside Stabilizer	1
04151022	G Right Inside Stabilizer	1
04233011	CC Stabilizer Gauge	1
06972071	Butt splice Connectors	10
55555237	9/64 Drill Bit	1
93160123	#8 X 1 Phil. Flat SMS	8
94163121	10-32 x 1 Phil. Flat	10

CC Outside Stabilizer Kit 04230011

Part Number	Description	Quantity
00701011	Stabilizer Manual	1
00847021	Retrofit Customer Mount	1
04148012	GC Left Outside Stabilizer	1
04148022	GC Right Outside Stabilizer	1
04233011	CC Stabilizer Gauge	1
06972761	Butt splice Connectors	10
55555237	9/64 Drill Bit	1
93160123	#8 X 1 Phil. Flat Screw	12
93206122	#8 X 1 1/4 Philo. Pan SMS	4
94163121	10-32x1 Phil. Flat	12

CC Inside Stabilizer Replacement Procedure

(Please refer to the diagram on page 5)

1. Send the carrier to the car position outside.
2. Turn off the power to the unit using the fuse/disconnect located on the bottom of the inside standoff.
3. With a Phillips screwdriver, remove the four Phillips flat screws that hold the left stabilizer to the inside vertical tube. Repeat to remove the right inside stabilizer.
4. Install the new stabilizers the same way as you removed them in step 3. Use the stabilizer gauge provided to check for proper distance between the stabilizer and the vertical tube. Please see the diagram on page 6. If there is a gap between the stabilizer gauge and the vertical tube, move both stabilizers up ¼” and drill new holes with the 9/64” drill bit provided. If these holes do not use the 10-32 phil. flat, drill the top stabilizer hole with the 9/64” drill bit provided.
5. After the stabilizers are installed, turn the power back on.
6. Send the carrier in until it stops on the stabilizers. You should be able to rock the carrier to one side and the stabilizer gauge should fit in between the stabilizer and the carrier on the other side. Please refer to the diagram on page 6.
7. If the carrier is still too tight, check the carrier for damage such as the back of the carrier chassis being bent by the spherical block.
8. If you are still having problems, please consult the factory.

CC Outside Stabilizer Replacement Procedure

(Please refer to the diagram on page 5)

1. Send the carrier to the inside vertical.
2. Turn off the power to the unit using the fuse/disconnect located on the bottom of the inside standoff.

Without Extended Control

(If this has an extended control continue to step 12)

3. Remove the three 8-32 button socket cap screws on the customer control with a 3/32" Allen wrench.
4. Disconnect the customer control from the customer assembly.
5. Remove the six Phillip screws that hold the left stabilizer and control mount to the customer vertical.
6. Cut the aluminum control mount if needed where the harness comes through and remove. If you can remove the old mount without cutting it you can do so. Be sure that you do not damage the wires. Discard the old control mount if it is damaged and remove the left stabilizer.
7. Remove the six Phillips screws that hold the right stabilizer to the customer vertical. Remove the right stabilizer.
8. Lay the new retrofit control mount on the new left outside stabilizer and mark where the wires come through. Drill the hole in the stabilizer and customer tube $\frac{3}{4}$ ". Be sure to debur both holes in the stabilizer and the customer tube. Feed the wiring harness through the customer tube and the stabilizer.
9. Install the new stabilizers the same way as you removed them in steps 5-7. Use the stabilizer gauge provided to check for proper distance between the stabilizers and the vertical tube. Please see the diagram on page 6. If there is a gap between the stabilizer gauge and the vertical tube, move both stabilizers up $\frac{1}{4}$ " and drill new holes with a 9/64-drill bit.
10. Reconnect all of the wires by either plugging them back in or using the buttsplice connectors provided.
11. Remount the customer control the same way as you removed it in step 3.

(Continue to step 24)

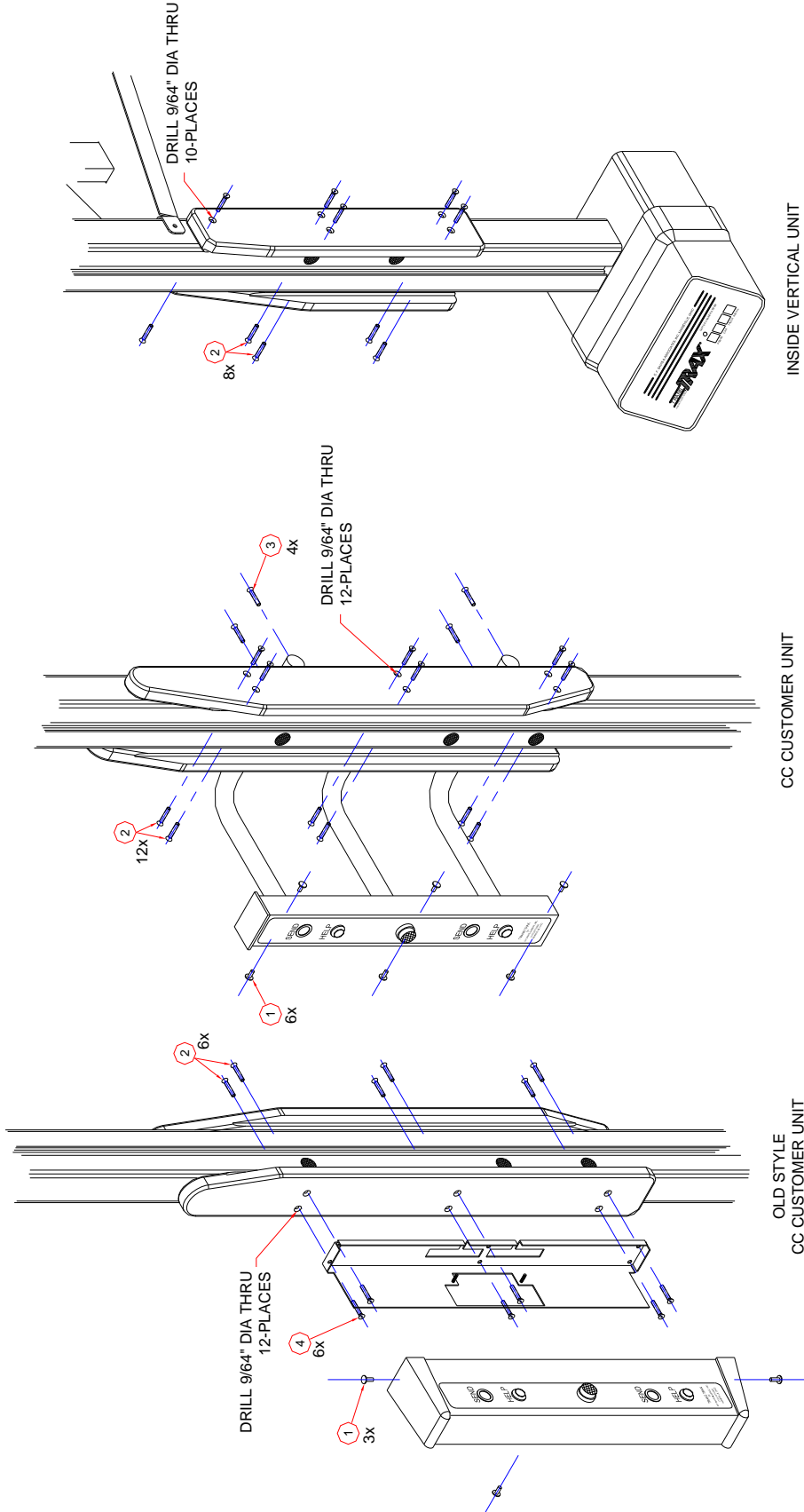
With Extended Control

12. Remove the six 8-32 button socket cap screws on the customer control with a 3/32" allen wrench.
13. Disconnect the customer control from the customer assembly. Remove the two start switch connectors from the control harness.
14. Remove the four Phillips pan screws on the back of the customer vertical that holds the extended control arm in place.
15. Remove the extended control arm making sure that the wires that come through the extended control is left hanging out of the tube.
16. Remove the six Phillip flat screws that hold the left stabilizer to the vertical tube. Remove the left stabilizer.
17. Remove the six Phillip flat screws that hold the right stabilizer to the vertical tube. Remove the right stabilizer.
18. Lay the left stabilizer that you removed on top of the new left stabilizer and mark the hole that the wires came through. Drill out this hole in the stabilizer to 7/8". Open the hole in the customer tube to 1". Be careful not to cut any of the wires. Debur both holes in the customer tube and stabilizer.
19. Mark the holes on the back of the new stabilizer where the extended control mounts to by matching the measurements on the stabilizers that you removed and drilling the four holes out with a 1/8" drill bit.
20. Install the new stabilizers the same way as you removed them in steps 16 & 17. Use the stabilizer gauge provided to check for the proper distance between the Stabilizers and the vertical tubes. Please see the diagram on page 6. If there is a gap between the stabilizers and the vertical tube, move both stabilizers up 1/4 inch and drill new holes with a 9/64-drill bit. You may have to slot the customer tube where the wiring harness comes through.
21. Mount the extended control arm the same way as you remove it in steps 14 & 15.
22. Reconnect the start switch connectors that you removed in step 14. Connect the extended control to the control harness.
23. Remount the extended control the same way as you removed it in step 14.

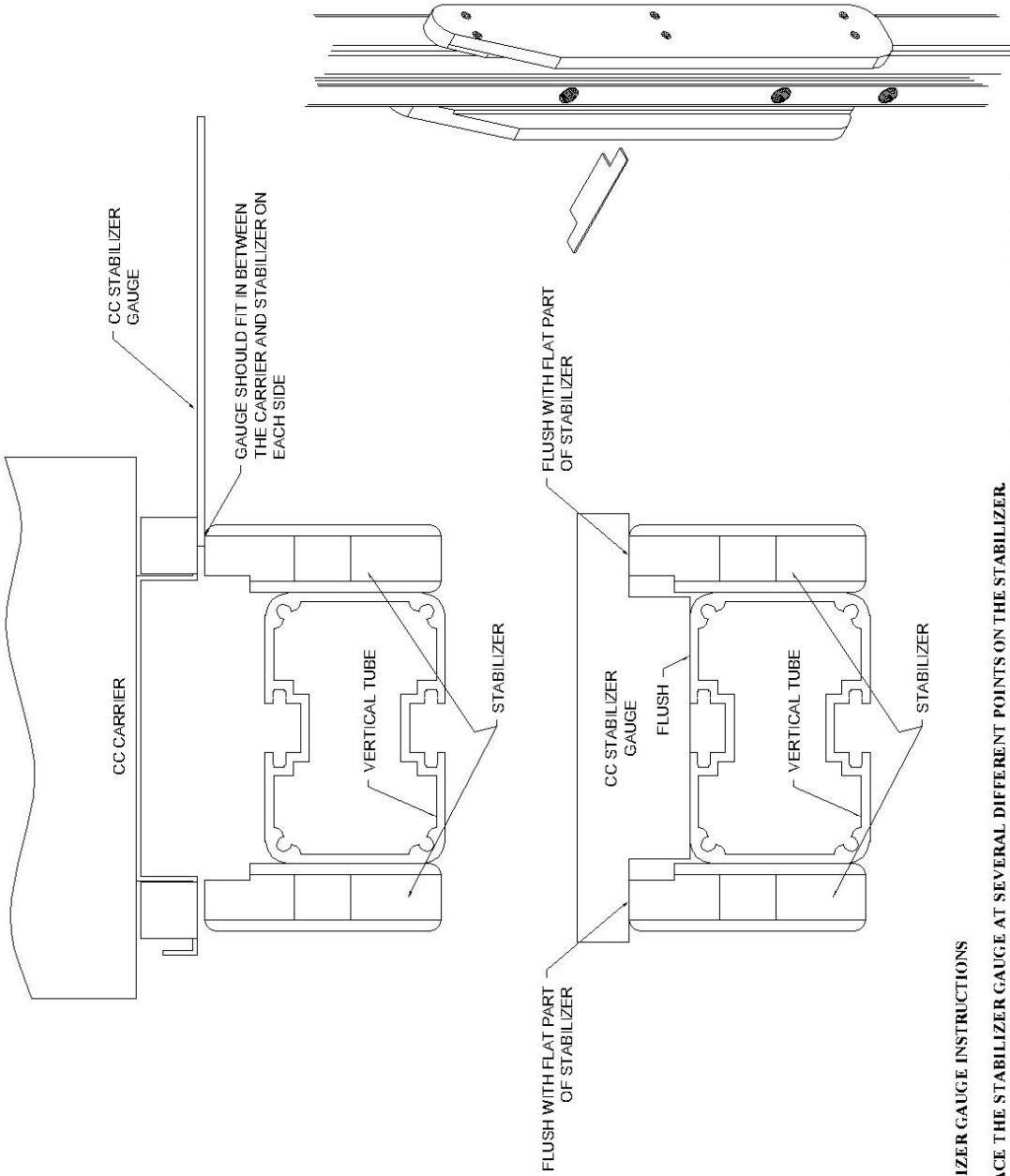
24. Send the carrier out to the car position. You should be able to rock the carrier to one side and the stabilizer gauge should fit in between the stabilizer and the carrier on the opposite side. Please refer to the drawing on page 6.
25. If the carrier is still too tight, check the carrier for damage such as the back of the carrier chassis being bent.
26. If you still are having problems, please consult the factory.

CC Stabilizer Installation Diagram

ITEM	DESCRIPTION
1	#8-32 BUTTON HEAD CAP SCREWS
2	#10-32 x 1 PHILIPS FLATHEAD
3	#8 x 1-1/2 PHILIPS PANHEAD
4	#10-32 x 1 PHILIPS PANHEAD



CC Stabilizer Gauge Diagram



STABILIZER GAUGE INSTRUCTIONS

1. PLACE THE STABILIZER GAUGE AT SEVERAL DIFFERENT POINTS ON THE STABILIZER.
2. MAKE SURE THAT THE GAUGE IS FLUSH ON THE LEFT AND RIGHT STABILIZERS AND THE VERTICAL TUBE AT THE SAME TIME.
3. IF THERE IS A GAP BETWEEN THE GAUGE AND THE VERTICAL TUBE, TRY LOOSENING THE STABILIZER MOUNTING SCREWS, TAPPING THE STABILIZERS BACK, AND RETIGHTENING THE MOUNTING SCREWS.
4. IF YOU STILL HAVE A GAP, REMOVE THE STABILIZERS AND MOVE THEM UP AND BACK JUST ENOUGH SO YOU WILL MISS THE EXISTING MOUNTING HOLES AND THE GAUGE IS FLUSH WITH THE VERTICAL TUBE AND STABILIZERS DRILL THE NEW MOUNTING HOLES WITH A 9/64 DRILL BIT AND REMOUNT THE STABILIZERS.
5. SLIDE THE GAUGE BETWEEN THE CARRIER AND THE STABILIZER ON EACH SIDE. IF YOU ARE UNABLE TO DO SO, PLEASE CONSULT WITH THE FACTORY.

NOTE: IF THIS UNIT HAS THE EXTENDED CONTROLS (THE START SWITCH AND CALL BUTTONS ARE ON AN ARM), PLEASE CONSULT THE FACTORY FOR FURTHER INFORMATION.

