
CC Upgrade Manual

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CC Unit Upgrade Bill of Materials

PART NUMBER	DESCRIPTION	QUANTITY
01061021	1/8 CONICAL BIT - DREMEL #125	1
04115011	CLEAR GREASE - 4CC TUBE	2
55555237	9/64 SCREW MACHINE BIT	2
04224011	BAG OF SPLICE PLATE SCREWS	1
04016113	TT TWIST RIGHT	2
04016222	TEFLON COATED RADIUS	2
04059882	REPLACEMENT CC CAR	1
04048112	SPLICE PLATE	16
06820191	CC TAPE CUT TO LENGTH	1
04154991	TT/CC SPROCKET KIT	1
04233011	STABILIZER GAUGE	1
99999999	TUBE SLOT CLEANING BRUSH	1
95201311	#12 X 1 1/4 SLOT IND HEX	4
02908213	SCREW IN MIC WINDSCREEN	2

Tools Needed

Level

20 ft. Ladder

Rags

Windex

Drill

Dremel Tool

Meter

Basic Tools Such As Screwdrivers, Nut drivers etc.

Special Instructions

1. Mark the tubes before you disassemble so you know how the tubes go back together.
2. Clean all of the tubes with Windex. Make sure that you clean all of the slots of the tube. Wrap a rag over the cleaning tool provided and run it through the tube slot. Then use the cleaning brush to clean the grooves in the slot. Then take the cleaning tool with a rag and clean the slot a second time.
3. Be careful that you do not get any of the cleaning fluids on the motor surround or the electronics. If you remove the drive assembly, make sure that you mark around the motor plate where the vertical tube attaches so you can line it back up again when you reattach it. Make sure that you do not pinch any of the wires during reassembly.
4. Make sure that you chamfer and file all of the tube joints (see page 7).
5. Make sure that there is at least one foot of straight tubing between the top of the twist and the ceiling trim on both verticals.
6. When you clean out the motor surround and replace the sprocket, make sure that when the brake is remounted with the hex nut on the drive shaft is fitting properly into the hex cutout of the brake pad. Also make sure that you do not over tighten the surround bolts. This will cause the unit not to run properly. The large pulley should spin free when the brake is released.
7. When you install the splice plates, be sure that you drill and screw through both the tube and the splice plate. Use four screws per plate. Two on each side of the splice. Check and make sure that all of the joint line up properly.
8. Check for clearance for the car to run in the canopy.
9. Check that the unit is level and plumb. Support the horizontal if necessary.

10. Check the ceiling trims and airlocks to see that they are working properly. There should be no obstructions for the flaps and the springs should be on the ceiling trims. Also make sure that the ceiling trims are attached to the vertical tubes.
11. Check the stabilizers with the gauge provided (see page 8).
12. Adjust the shift points (see page 6).
13. Put the unit in autocycle when all of the work is completed and check for proper operation (see below).
14. Test the audio and drawer for proper operation and consult the factory if any problem is found
15. Check and replace all windscreens if needed.

Autocycler

The Captive Carrier[®] is equipped with an autocycler that can be activated to run the carrier in and out. This is useful to check the unit for proper operation after installation or service.

The procedure for doing this is as follows:

1. Recall the car to the inside stop.
2. Turn the power off using the breaker located on the bottom of the black standoff.
3. Press and hold the car and truck buttons on the inside control panel while turning the breaker back on.
4. When the car starts moving, release the car and truck buttons

To turn off the autocycler, press the power button on the inside control panel and turn off the unit.

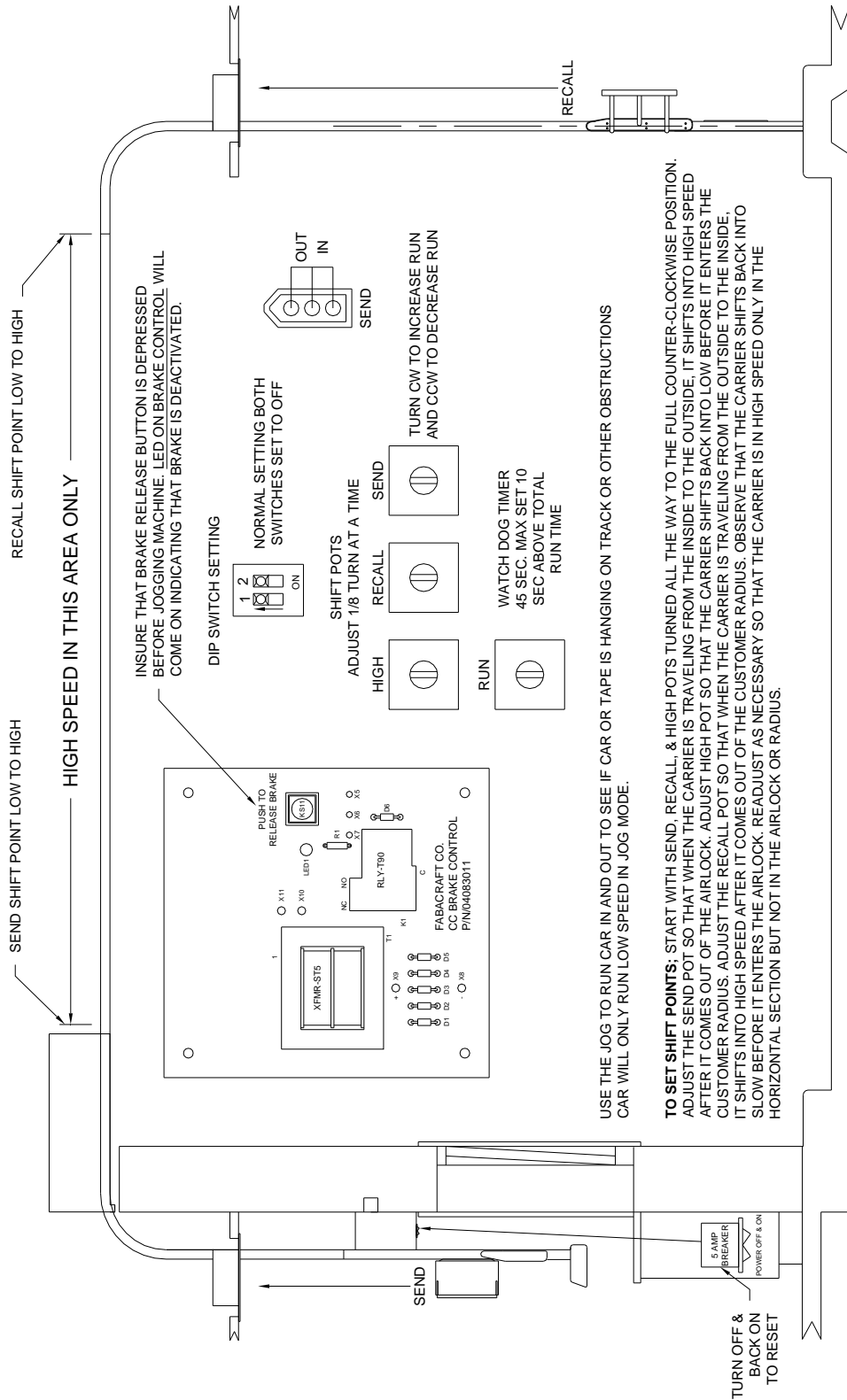
To resume normal operating procedure, press the power button and turn the unit on.

Drive Tape Replacement Procedure

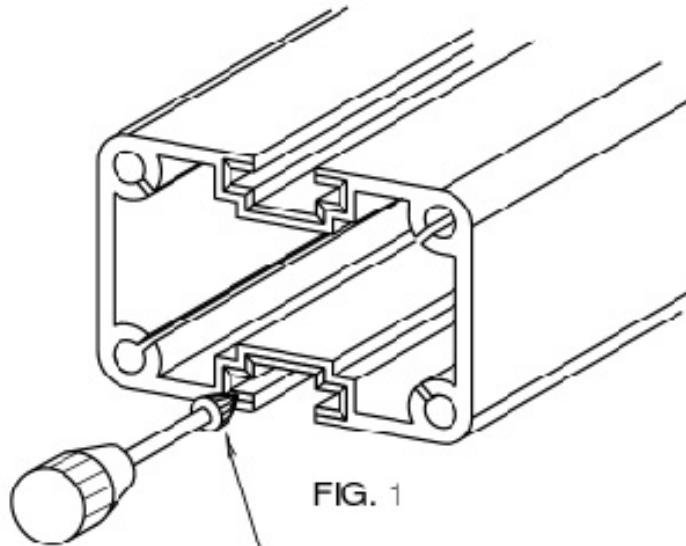
1. Remove the flat head screws that hold the speaker panel to the customer vertical tube. The speaker and panel can hang by the speaker lead.
2. Go inside and send the carrier to the car position outside. Turn the power off on the inside control assembly.
3. Open the right door of the inside vertical 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.
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. Use the old drive tape to measure and cut the new drive tape.
10. Bevel and round the ends of the new drive tape with a file.
11. Mount the carrier to the new drive tape. Make sure that the tape block holes are not stripped out. If they are, consult the factory for new tape blocks.
12. Feed the new drive tape back into the unit until you feel the drive tape stop.
13. Go to the inside and press the power button of the inside control assembly on.
14. 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.

15. Insert a screwdriver into a slot in the new drive tape.
16. Press and hold the brake release button on the control board.
17. Recall the carrier.
18. 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.
19. Check the shift point adjustment.
20. Replace the speaker panel on the customer vertical tube.

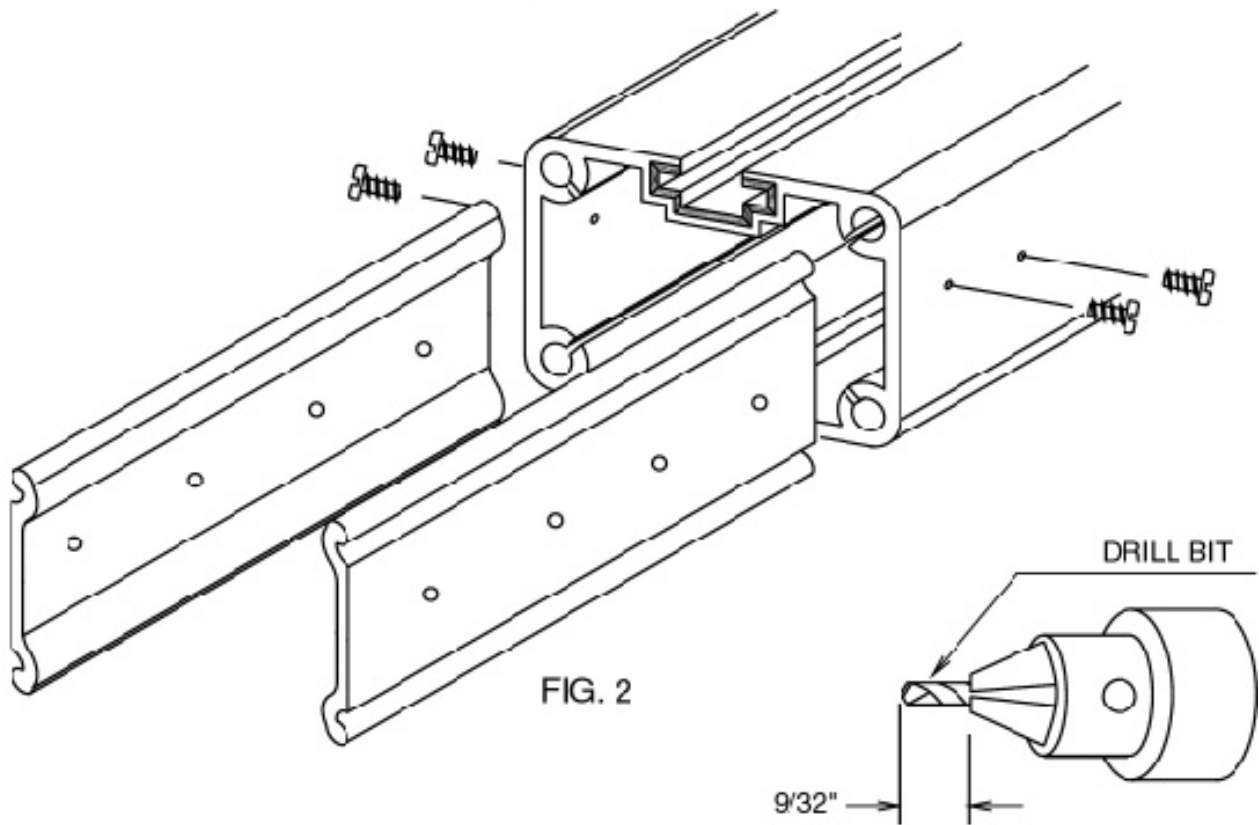
Captive Carrier Shift Points and Switch Settings

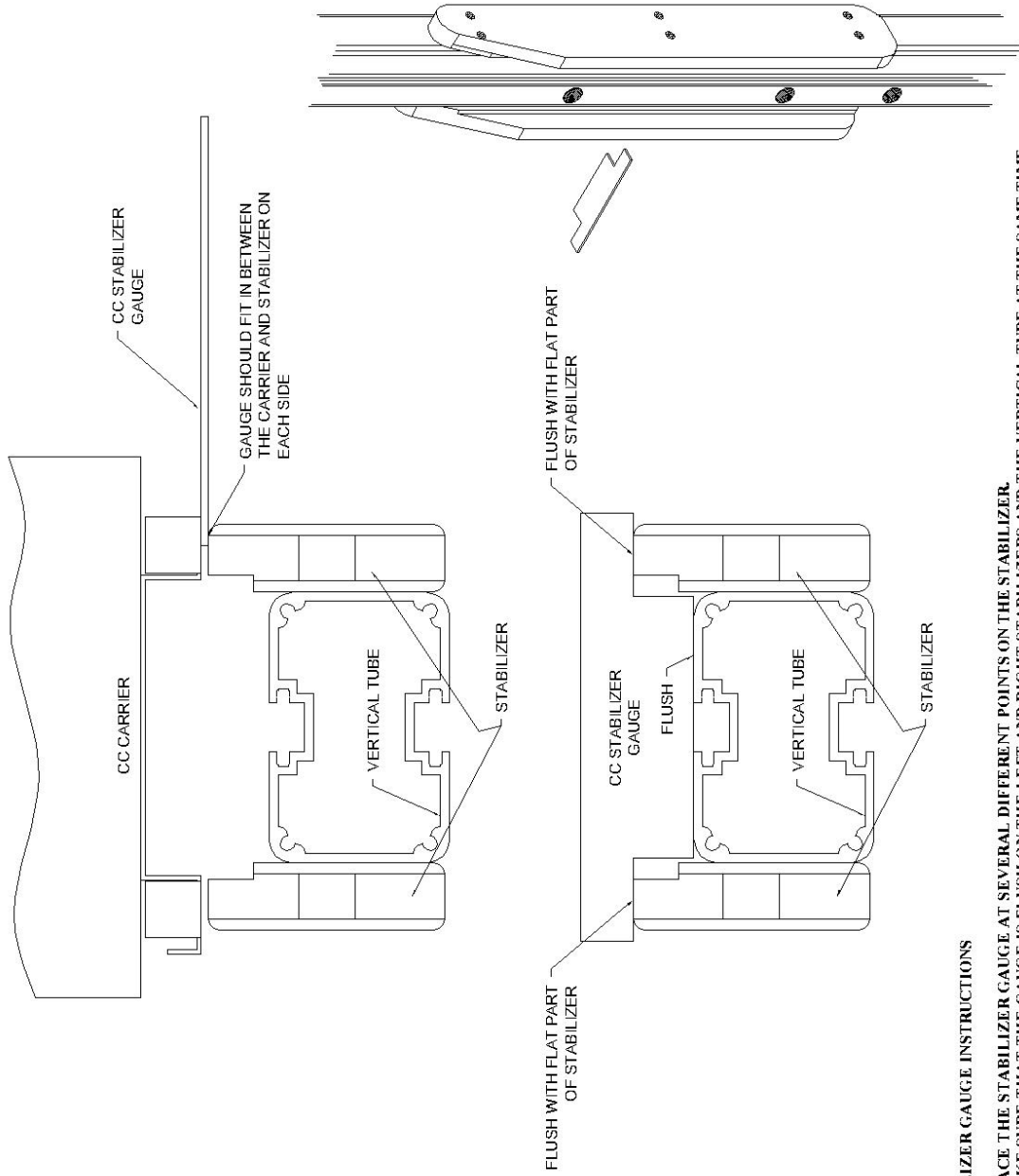


TRACK PREPARATION



USE 1/8" CONICAL BURR
125 DREMEL





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.

