

OPERATION AND MAINTENANCE MANUAL WITH PARTS LIST

Model:	TEE-BIRD SUPPLEMENT
Serial No.:	35708 & UP
Year:	1972 and UP
Model:	MG-370-05

- IMPORTANT -

READ AND FOLLOW INSTRUCTIONS GIVEN IN THE
SAFETY & OPERATIONS SECTIONS, AND THOSE
RELATED TO YOUR SERVICE AND REPAIR
RESPONSIBILITIES.

TAYLOR-DUNN®

Commercial and Industrial Vehicles Since 1949

2114 W. Ball Road, Anaheim, CA 92804 (714) 956-4040 FAX (714) 956-0504

Mailing Address: P.O. Box 4240, Anaheim, California 92803

- TEE-BIRD SUPPLEMENT -

TABLE OF CONTENTS

CONTENTS	SECTION	ILLUSTRATION
INSPECTION, SAFETY, INTRODUCTION	A	
OPERATING INSTRUCTIONS	B	
WARRANTY	C	
MAINTENANCE GUIDE CHECKLIST	D*	
LUBRICATION DIAGRAM	E	Figure 1
TROUBLE SHOOTING CHECKLIST	F*	
WIRING DIAGRAM	G	Figure 2
PARTS ORDERING PROCEDURE	H*	
RECOMMENDED SPARE PARTS LIST	I	

MAINTENANCE PROCEDURES, SERVICE AND ADJUSTMENTS, PARTS ILLUSTRATIONS AND LISTINGS

FRONT AXLE, STEERING, TIRES AND SUSPENSION	J1	Figure 4
REAR AXLE, MOTOR AND BRAKES	J2*	
MECHANICAL CONTROL LINKAGE	J4	Figure 7
SPEED CONTROL AND MAIN POWER SWITCHING	J6	
GENERAL ELECTRICAL SYSTEM	J7*	
BATTERIES AND CHARGER	J8*	
BODY AND TRIM PARTS	J9	
STEERING WORM ASS'Y DISASSEMBLE/ASSEMBLE	J1A	Figure 4A

*REFER TO BASIC MODEL R SECTION IN THIS MANUAL FOR MODELS 2362R & 2363R

INSPECTION, SAFETY AND INTRODUCTION
ARRIVAL INSPECTION CHECKLIST

Visual inspection should be made to determine that the truck has remained in good condition during transit. If any damage is found, the details should be noted on the delivery receipt immediately. After delivery the truck should be most carefully checked for HIDDEN DAMAGE. Any concealed damage not noted on the delivery receipt should be reported, in writing, to the delivering carrier within 48 hours.

The following checklist has been prepared to aid you during arrival and inspection of your vehicle.

- a. Open all packages and examine any accessories which may be shipped detached from vehicle.
- b. Examine wiring for visible evidence of damage, check all connections to insure that none have loosened during transit.
- c. Check all battery connections and electrolyte level in each cell.
- d. Inspect battery charger in accordance with manufacturers installation instructions.
- e. Check tires for damage and proper inflation. Check wheel lugs to insure their being tight.
- f. If vehicle is equipped with hydraulic brakes, check hydraulic lines for evidence of damage.
- g. Check brake fluid level in master cylinder.
- h. Examine entire vehicle for damage such as dents or cracks.
- i. Check operation of controls to see that they are working freely.

Upon completion of the visual inspection, an operational test should be made after reading the remainder of Section A and operating instructions contained in Section B.

INSPECTION, SAFETY, AND INTRODUCTION

SAFETY

The safe and satisfactory use of any vehicle is a responsibility shared by many persons. As the manufacturer, we feel that it is our responsibility to emphasize vehicle characteristics and make safety recommendations regarding those characteristics. That is the primary purpose of this portion of the manual.

Persons who operate this vehicle need to be aware of, and to observe, the safe driving rules established by local authorities, and need also to be aware of the vehicle operating characteristics and safety recommendations of the manufacturer, to assist them in exercising the judgment necessary to prevent injury to themselves or to others.

Persons who service and maintain the vehicle need to be aware of how their activities relate to safe vehicle operation, and of potential hazards involved in the service and maintenance processes, to assist them in applying sensible judgment to those processes.

STEERING This vehicle has a very small minimum turning radius and high ratio steering gear. These are essential for low effort steering at slow speeds.

These characteristics, so desirable at slow speeds, require that great care be exercised at high speeds to avoid turning so sharply that one or more wheels lose contact with the ground, or that the vehicle is caused to overturn. Be especially careful while traveling down-hill, and avoid traveling across the face of a hill unless there is a cart path. Avoid sharp turns, even at slow speeds, while on a hill.

SPEED This vehicle is designed to attain its maximum safe operating speed on level ground. That speed can easily be exceeded when traveling down-hill. If this is allowed to occur, vehicle stability and braking performance become unpredictable. Do not exceed, under any conditions, the maximum speed the vehicle can obtain on level ground.

CONTROLS Bring the vehicle to a complete standstill before operating the forward/reverse switch to change direction of travel. Operation of this control while the vehicle is in motion can result in complete loss of power and brakes. Do not use the accelerator to hold the vehicle at a standstill on an incline. This can cause complete power loss. Use only the brakes to hold the vehicle at rest while on a hill.

BRAKES The brake system relies on contact of rear tires with the ground for effectiveness. As tire to ground contact is reduced, braking effect is reduced. While driving, the operator must consider terrain, speed, and steering maneuvers to prevent tires from losing contact with the ground, with consequent reduction of braking action.

MAINTENANCE Many operating characteristics relate to maintenance in ways which are not readily obvious. Those characteristics most closely related to vehicle operating safety are indicated in Sections D and E.

Also to be considered is the safety of personnel who perform service and maintenance duties. Two characteristics need special emphasis.

1. This electric vehicle does not "idle" noisily, is never "out of gear", and is set into motion whenever the battery to motor circuit is closed, intentionally or otherwise. Whenever practical, disconnect one or both battery leads to avoid unintentional starting of the motor during servicing and maintenance.
2. Batteries emit gases which can be explosive, especially while they are being charged. Personnel who are involved with servicing vehicles, or maintaining vehicles, need to be made familiar with this hazard. A detailed explanation is contained on Pages 1 and 3 of Section J8.

INSPECTION, SAFETY, AND INTRODUCTION
INTRODUCTION

MODEL NUMBER

The following Model Numbers are covered by this manual supplement in combination with earlier manuals as indicated in Table of Contents and on cover.

Models GT-370 and GT-371 - Golf Car, Models 2372R, 2373R - Pickup Truck.

VEHICLE APPLICATION

The Model GT-370 or Model GT-371 is designed as a golf cart for carrying two people and two golf bags. It is designed to be driven in and around the golf course, both on grass and paved surfaces. It is not designed to travel in excess of 15 M.P.H. under any conditions. Speeds in excess of this can cause motor damage and unstable steering.

The Model R Pickup is designed to be driven on smooth surfaces in and around industrial plants, institutions, motels, mobile home parks and resorts. It is not designed to be driven on the public highways. It is not designed to go in excess of 14 M.P.H. on level surfaces or downhill. Speeds in excess of this may result in difficulty in steering. It is not designed to be towed in excess of 14 M.P.H..

SERIAL NUMBER

The Serial Number of your unit is stamped into the top of the left main frame tubing member, just below the deck board on the left side of the cart. The Model Number and Serial Number are on a nameplate riveted to the kick panel below the passenger seat. In ordering parts or referring to your unit, please use these numbers. Replacement parts can be purchased directly from your local authorized Taylor - Dunn dealer.

CAUTION:

Never replace a circuit fuse with one having a higher rating than the original equipment fuse. Fuses have been selected to provide full circuit protection for all operating conditions. A FUSE WILL ONLY BLOW DUE TO A SHORT-CIRCUIT. Therefore, always locate and correct the cause of short-circuit before replacing a blown fuse. Using a fuse of higher rating is an UNSAFE PRACTICE and could cause serious damage to equipment.

OPERATING INSTRUCTIONS

The controls on your Taylor-Dunn vehicle have been designed and located for convenience of operation and efficient performance. Before driving your vehicle for the first time, familiarize yourself with each of the controls. Read the following instructions and with power OFF, operate each control.

STEERING

The steering system is of the automotive type. Turn the steering wheel to the right (or clockwise) for a right turn and left (or counterclockwise) for a left turn.

PARKING BRAKE

The foot operated parking brake, on models so equipped, operates the same brake band as does the hand operated parking brake. To engage park brake, step firmly on park brake pedal. To release park brake pedal, pull brake pedal release knob and the park brake pedal will return to the full release or off position.

The seat operated park brake, on models so equipped, is designed to automatically apply the park brake anytime the operators seat is unoccupied. When the seat is depressed, the park brake is automatically released; provided the hand or foot operated park brake is released.

CAUTION:

Never leave the vehicle on a hill or incline without applying the foot or hand operated park brake since depressing the drivers seat will automatically release the park brake and could result in an accident.

SERVICE BRAKE

The brake pedal is designed and located for right foot operation. It is the pedal located to the left of the accelerator pedal. It functions the same as the brake pedal in your automobile. Depressing the pedal applies the braking action. The greater the effort applied to the pedal with your foot, the greater the braking action to your vehicle. Removing your foot from the pedal allows immediate release of the braking action.

FORWARD-REVERSE SWITCH

The forward-reverse switch is located to the right of, and below the drivers seat and can be operated only when the key is in the unlocked position. To place the handle in the FORWARD position, move it downward. To place the handle in the REVERSE position, move it upward.

CAUTION:

The forward-reverse switch serves the same purpose as the transmission in your automobile. Treat it with the same respect and care. DO NOT SHIFT from forward to reverse or vice-versa while the vehicle is in motion. Shifting while in motion, especially near top speed, causes great strain to your vehicle and will eventually cause severe damage.

ACCELERATOR PEDAL

The accelerator pedal is located to the right of the brake pedal. It is designed for right foot operation similar to your automobile. Depressing the pedal turns the power on to the motor. It also controls the amount of power delivered to the motor in 5 steps. When driving your vehicle you will be able to feel the 5 steps of power, with full power when accelerator is fully depressed and minimum power when only partially depressed. You will have the same control of power in both directions of travel. Your forward-reverse switch determines the direction of travel and your accelerator pedal controls the speed.

HORN BUTTON (Optional)

The horn button is located on the switch panel to the left of the steering column. Depressing the button sounds horn. Releasing button will immediately silence horn.

LIGHT SWITCH (Optional)

The switch for operating headlights and taillights is located on the switch panel to the left of the steering column. The On-Off positions are labeled.

BATTERY CHARGER

Refer to Section J8 for proper instructions to operate your battery charger.

SPECIAL ACCESSORIES

Refer to the appropriate section of this manual for separate operating instructions pertaining to any special feature or accessory your vehicle may have.

OPERATING YOUR VEHICLE

CAUTION: Before operating vehicle, apply service brake as necessary to preclude unexpected movement of vehicle.

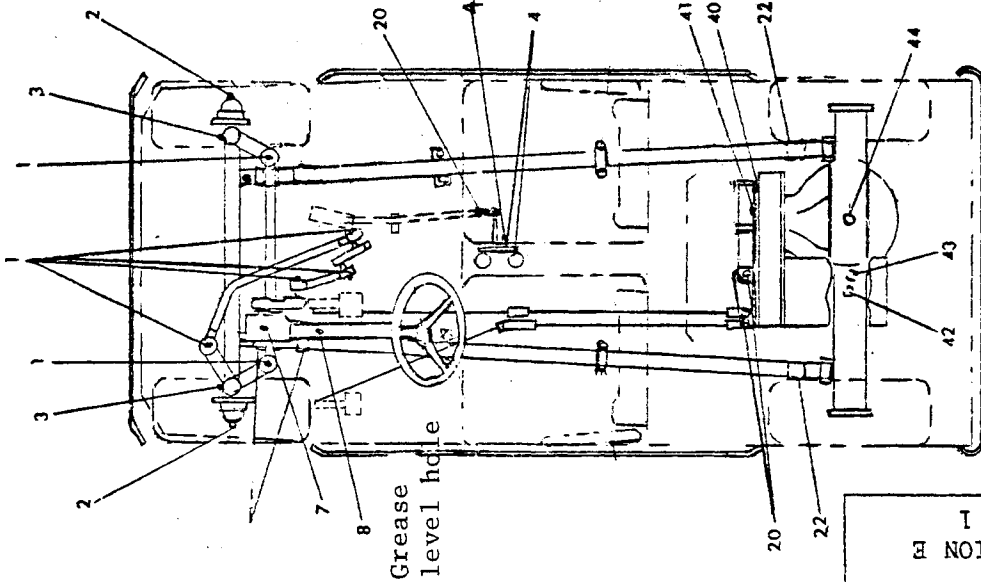
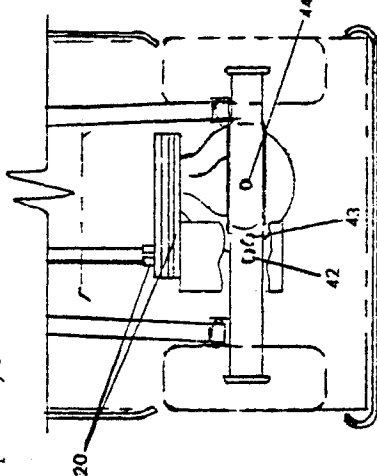
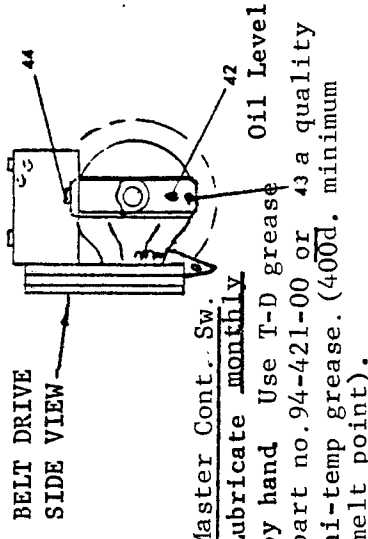
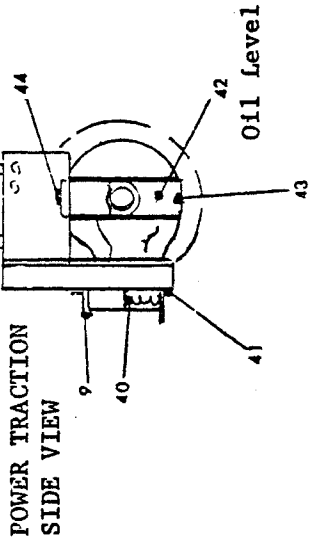
On vehicles equipped with foot operated park brake, pull park brake release knob and observe that the park brake pedal returns to the full release or off position.

To put your vehicle into operation, unlock forward-reverse switch by turning keyed lock counterclockwise. Select direction you wish to travel by moving the handle of forward-reverse switch into position. Slowly depress accelerator pedal until vehicle is moving at the desired speed. Steer vehicle as required utilizing the foot brake and accelerator to control your speed as desired. For greatest efficiency, it is recommended that you travel at the fastest speed that you can safely maintain. You will find that your vehicle will consume almost as much current at low speed as it does at higher speeds. Therefore, without taking any unnecessary risk traveling at the faster speed will deliver more miles per battery charge than continual use in the lower speed range.

CAUTION: Do not "hold" vehicle at a standstill on a hill or incline using your accelerator only. Continued "stalled" condition as described will damage motor and electrical controls. Use either your service brake or park brake to hold the vehicle on a hill safely.


When you leave your vehicle, it is best to always place forward-reverse switch in neutral position. Set park brake to prevent vehicle from rolling free, and lock and remove key.

Drive safely and enjoy your Taylor- Dunn vehicle.



SECTION E
PAGE 1

NO.	DESCRIPTION	LENGTH	QUAN.	REVISED DATE	REVISION
-----	-------------	--------	-------	--------------	----------

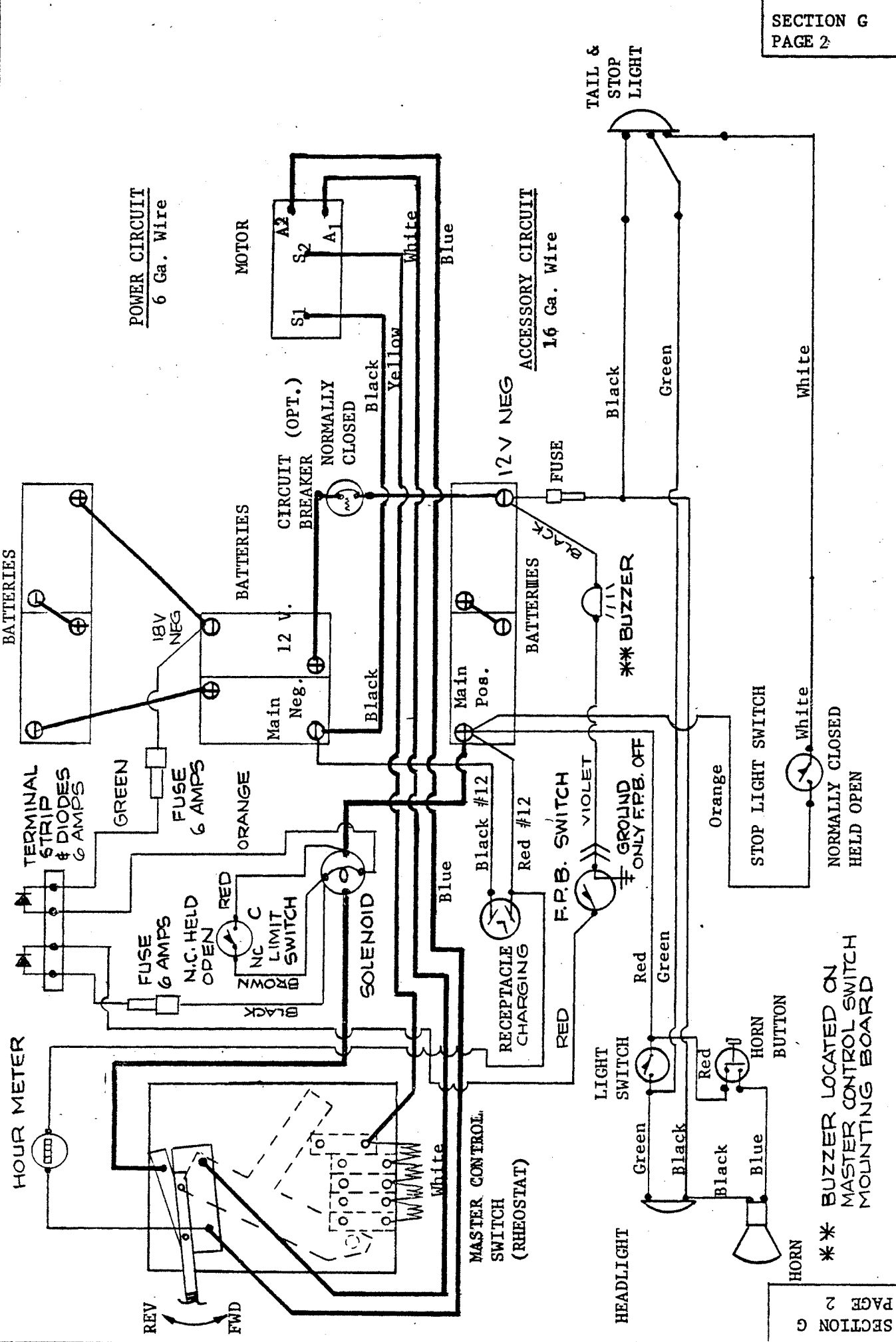
TOL. FRAC. ±	DEC. ±	1	E	FIGURE SECTION ·	LUBRICATION DIAGRAM MODEL TEE-BIRD		TAYLOR DUNN MFG. CO. 2114 West Ball Rd. Anaheim, Calif.
SCALE	NONE						
DRAWN BY	REA						
DATE	3-23-77						




TAYLOR DUNN MFG. CO.
2114 West Ball Rd.
Anaheim, Calif.

- A. PRESSURE GUN GREASE**
- | PLACES | NO. OF | FREQUENCY |
|---|--------|-------------|
| * 1. Ball Joints | 6 | 3 Month |
| * 2. Front Wheel Hub | 2 | 3 Months |
| * 3. Front Wheel Spindle | 2 | 3 Month |
| * 4. Master Control Switch (See Illustration) | | |
| 5. Brake Linkage | | Lifetime |
| 6. Accelerator Linkage | | Lubrication |
| 7. Steering Worm - Fill to | | |
| 8. Grease Level Hole | 1 | 1 Year |
- B. ALL PURPOSE ENGINE OIL**
- | | | |
|----------------------------|---|---------|
| * 20. Linkage Pivot Points | 6 | 1 Month |
|----------------------------|---|---------|
- C. POWDERED GRAPHITE**
- | | | |
|----------|---|--------|
| Key Lock | 1 | 1 Year |
|----------|---|--------|
- D. SAE 20 OIL-Axle & Differential**
- | | | |
|--------------------|---|-------------|
| ** 42. Level Check | 1 | (See Below) |
|--------------------|---|-------------|
- *** Change Oil - Power Traction 3 Year**
- Remove Drain Plugs 41 & 43, Level Plugs 40 and 42, Fill Plug 44.
 - Drain Oil, Replace 41 & 43.
 - Add Oil by 44 to level of 42
 - Add oil by 40 to $\frac{1}{2}$ " below 40
 - Replace 40, 42, 44
- *** Change Oil - Belt Drive 3 Year**
- Remove Drain Plug 43, Level Plug 42 and Fill Plug 44
 - Drain oil, replace 43
 - Add oil by 44 to level of 42
 - Replace 44
- ** Check level whenever oil leakage is evident.**
- *** Or after service work performed**
- * Items related to safety recommendations**

SECTION E
PAGE 1



NO.		DESCRIPTION	LENGTH	QUAN.	REVISED DATE	REVISION
TOL. FRAC. ±		DEC. ±	<div>FIGURE 2A SECTION G</div> <div>MASTER CONTROL SWITCH WITH SOLENOID & FOOT PARK BRAKE BUZZER</div> <div><div>TAYLOR DUNN MFG. CO. 2114 West Ball Rd. Anaheim, Calif.</div></div>			
SCALE						
DRAWN BY		C. G.				
DATE		5-4-78				

SUGGESTED SPARE PARTS LIST

The suggested spare parts list contained in the Model Tee Bird, 1972 & Up is valid for Models 370 GT and 371 GT, except as follows:

PARTS'NOT USED'IN GT-370 & GT-371, 2372R & 2373R

FIG. I.D. NO.	T-D PART NO.	DESCRIPTION
5A-138	85-233-00	Spring-Belt Drive Brake Return
7-9	96-772-00	Clevis Pin
9-All	All Parts	Sliding Bar Switch

PARTS'USED'IN GT-370 & GT-371, 2372R & 2373R, NOT LISTED IN SUGGESTED SPARE PARTS

LIST OF 1972 & UP SERVICE MANUAL, OR IN MANUAL FOR MODELS 2362R & 2363R.

FIG. I.D. NO.	T-D PART NO.	DESCRIPTION	1-20 CARTS SUGGESTED QUANTITY
7-5	85-233-00	Spring - Accelerator Return (2 Req.)	4
7-26	85-270-00	Spring - Brake Return	2
11-10	94-035-00	Plastic Cowl Trim - Black (Specify Length Desired)	1
4-221	86-003-00	Front Shock Absorber	2
4-229	98-753-00	Rubber Cushion, Frame to Spring	4
4-230	91-511-00	Score Card Holder, Black Plastic	2
7A-1	85-280-00	Spring, extension-seat brake lever ass'y.	1

MAINTENANCE, SERVICE, AND PARTS LIST
FRONT AXLE, STEERING, TIRES, AND SUSPENSION
REFER TO FIGURE NO. 4

MAINTENANCE PROCEDURES

Refer to Manual for Tee Bird, 1972 & Up or to Manual for Models 2362R & 2363R for notes on Maintenance of Axle, Steering and Suspension, and Tire Care.

The steering idler in the Models GT-370, GT-371, 2372R & 2373R rotates on self lubricating bearings mounted on a corrosion resistant shaft. No lubrication is necessary. Should the bearings become worn, they are easily replaced.

SERVICE AND ADJUSTMENT

Procedures shown in the Tee Bird, 1972 & Up Manual, or the Model 2362R & 2363R Manual apply also to the GT-370 and GT-371.

Procedures related to the servicing of those components of the GT-370, GT-371, 2372R and 2373R which are not contained in the earlier Manual are as follows:

Replacement of Steering Idler Bushings

1. Remove steering idler shaft lock nut.
2. Unscrew shaft from inner nut, and remove shaft bushings, washer, and inner nut.
3. Reassemble in reverse order, with the shaft head and lock nut on the outboard sides of the chassis members which retain the assembly, and with the washer between the inboard nut and the bushing.

PARTS LIST

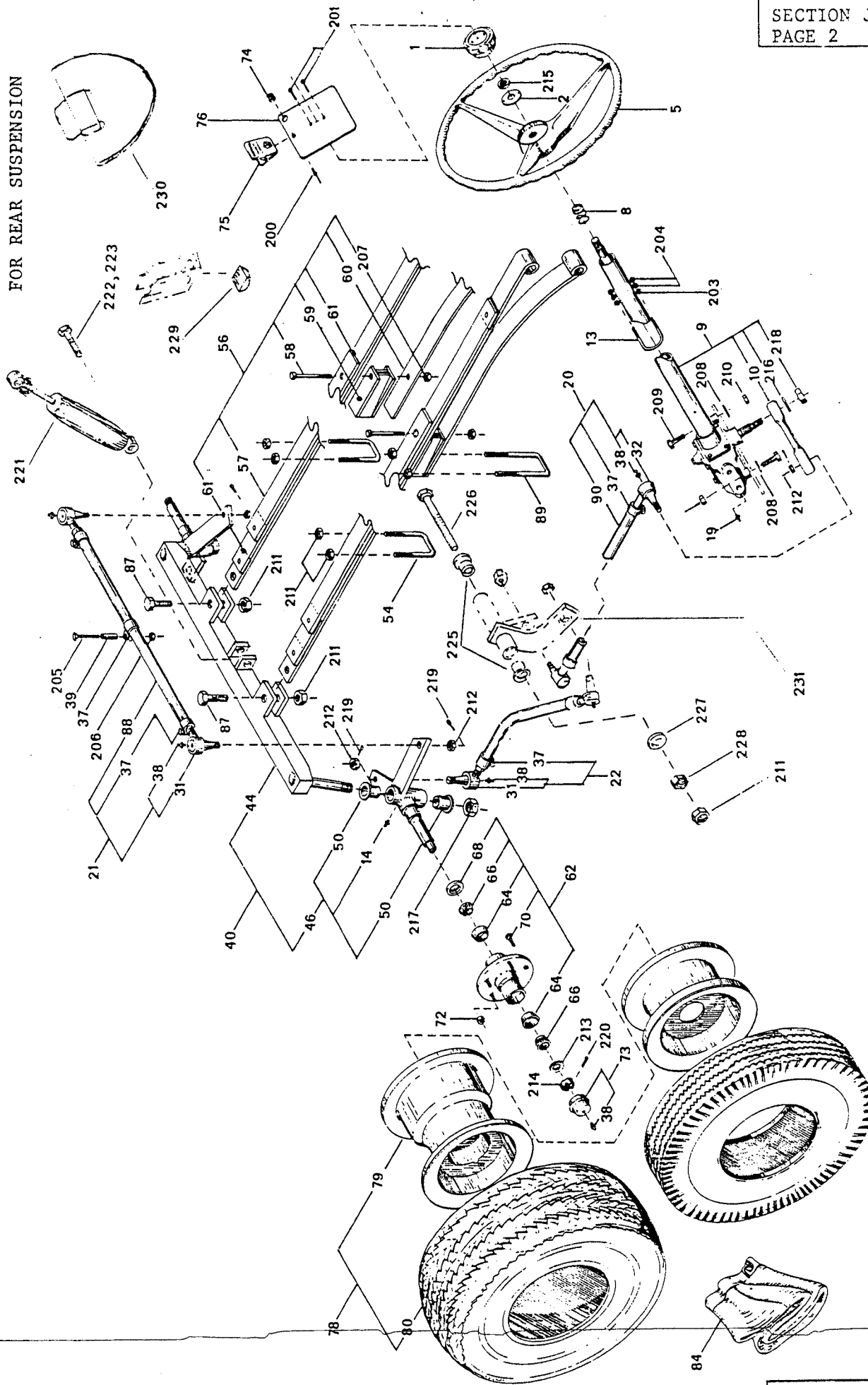
For Model GT-370/GT-371, refer to the following pages in this Section for all items except Drive Axle, Wheels and Tires. Those items are covered in the basic Manual for Model GT-360/GT-361.

For Model 2372R/2373R, refer to the following pages in this Section for all items except Drive Axle, Wheels and Tires. Those items are covered in the basic Manual for Model 2362R/2363R.

SEE SECTION J2

FOR REAR SUSPENSION

SECTION J1
PAGE 2



LENGTH QUAN. REVISED DATE REVISION

FRONT AXLE, TIRES, STEERING, AND SUSPENSION
MODELS GT-370 AND GT-371, 2372R AND 2373R

TAYLOR DUNN MFG. CO.
2114 Vth & Ball Rd.
Anaheim, Calif.

FIGURE 4
SECTION J1

NO.	DESCRIPTION
OL. FRAC.	DEC.
CALE NONE	
DRAWN BY R	

FIGURE NO. 4
FRONT AXLE, WHEELS, AND STEERING

FIG. I.D. NO.	T-D PART NO.	DESCRIPTION	QTY.
## 4-1	19-004-11	Cap - Score Card Spacer (not used with plastic score	1
4-2	91-506-00	Retaining Plate - Score Card Pad (card holder) (same as above)	1
4-5	19-003-10	Steering Wheel Delux - Spined Hub (black)	1
4-8			
4-9			
4-9	<u>NOTE:</u> REFER TO SECTION J1A FOR STEERING WORM ASSEMBLY INFORMATION		
4-9	AND PARTS LISTINGS		
4-9			
4-9			
4-9			
4-9			
4-9			
4-9			
4-9			
4-9			
4-9			
4-9			
4-9			1
4-10	18-107-00	Steering Lever	1
4-13	96-099-00	U-Bolt, 5/16 N.F. Thread	1
## 4-1	19-004-00	Cap, black with horn button hole	1
4-14	87-071-00	Grease Fitting - 3/16 Drive Type	2
4-19	87-073-00	Grease Fitting, 45°, 3/16 Drive	1
4-20	18-035-10	Steering Adjustment Sleeve Assembly, with Ball Joints and Clamps - 11" Sleeve	1
4-21	18-047-10	Steering Adjustment Sleeve Assembly with Ball Joints and Clamps - 18" Sleeve	1
4-22	18-029-11	Steering Adjustment Sleeve Assembly with Ball Joints and Clamps - 13" Bent Sleeve	1
4-31	86-501-98	Ball Joint - 1/2" - Left Hand Thread	3
4-32	86-501-99	Ball Joint - 1/2" - Right Hand Thread	3

FIG. I.D. NO.	T-D PART NO.	DESCRIPTION	
4-37	86-510-00	Ball Joint Clamp	7
4-38	87-074-00	Grease Fitting - $\frac{1}{4}$ -28 NF - Straight	8
4-39	16-801-00	Towing Spacer - $\frac{1}{2}$ x $1\frac{1}{2}$ Long	1
4-40	15-066-10	Front Axle Assy., Complete, with King Pins, Spindles, Hubs and Tie Rod	1
4-44	15-066-00	Front Axle with King Pins; Less Spindles, Hubs, and Tie Rod	1
4-46	14-157-98	Wheel Spindle Assy., Left Side	1
4-46	14-157-99	Wheel Spindle Assy., Right Side	1
4-50	32-200-00	Bushing - Bronze, Oil Impregnated, with Flange $7/8$ " I.D. x 1" O.D.	4
4-54	96-120-00	U'Bolt, $\frac{1}{2}$ N.C., $1-7/8$ I.D. x 2 In. Long	2
4-56	85-504-10	Leaf Spring Assy., $61-7/8$ Ctr. of Eye to Hole, with Torque Leaf and Spacer	2
4-58	96-098-00	Spring Center Bolt - $3/8$ N.F. x $3-3/4$	2
4-59	85-504-52	Spacer - Leaf Spring	2
4-61	85-504-54	Spring Tip Pad	6
4-62	12-124-00	Wheel Hub - $2-3/4$ " Long, Five $1/2$ " Studs on $4-1/2$ " Bolt Circle with Two 1" Bearing Races, One Bearing, One Oil Seal	2
4-64	80-103-00	Tapered Bearing Race for 1" Bearing	4
4-66	80-017-00	Tapered Roller Bearing - 1" I.D.	4
4-68	45-338-00	Oil Seal for 1" Bearing	2
4-70	96-329-00	Lug Bolt - $\frac{1}{2}$ " NF	10
4-72	97-236-00	Lug Nut - $\frac{1}{2}$ " NF	10
4-73	92-104-00	Dust Cap with Grease Fitting	2
4-74	98-603-00	Rubber Grommet	1
xx 4-75	91-504-00	Score Card Clip	1
xx 4-76	91-507-00	Score Card Pad	1
4-78	13-746-00	Tire and Demountable Wheel - 850 x 8, 4 Ply Terra Tire, Power Rib, Tubeless	2
4-79	12-020-00	Wheel, Demountable for 850 x 8 or 950 x 8 Tire	
4-80	10-093-00	Tire - 850 x 8, 4 Ply, Terra Power Rib, Tubeless	2

xx NOTE: These two(2) items are no longer available. Please substitute T-D Part #91-511-00, Black Plastic Score Card Holder, Steering Wheel (See Fig. I.D. 4-230)

GENERAL 91117

FIG. I.D. NO.	T-D PART NO.	DESCRIPTION	QTY.
4-84	11-041-00	Tube (Optional) for 850 x 8 or 950 x 8 Tire	2
4-87	96-316-00	Bolt, $\frac{1}{2}$ NC x 3, All Thread	2
4-88	18-047-00	Steering Adjustment Sleeve, 18" Long	1
4-89	96-118-00	U'Bolt - $\frac{1}{2}$ NC x 1-7/8 I.D. x 6 $\frac{1}{2}$ Long	2
4-90	18-035-00	Steering Adjustment Sleeve, 11" Long	1
4-200	88-737-08	Pop Rivet - 3/16 D x 5/8 Long	1
4-201	88-026-11	Screw, 8-32 x 1" Flat Head Slotted Machine	2
4-203	88-088-62	Lock Washer, 5/16	2
4-204	88-099-80	Hex Head Nut, 5/16 NF	4
4-205	88-080-18	Screw, 5/16 x 2-1/2 NC Hex Head Cap	1
4-206	88-089-81	Nut, 5/16 Hex Lock	1
4-207	88-119-80	Nut, 3/8 NF Hex Head	2
4-208	88-128-60	Washer, 7/16	3
4-209	88-130-14	Screw, 7/16 x 1-1/2 NF Hex Head Cap	2
4-210	88-139-81	Nut, 7/16 NF Hex Lock	2
4-211	88-149-81	Nut, $\frac{1}{2}$ NC Lock	10
4-212	88-159-85	Nut, $\frac{1}{2}$ - 20 NF Slotted Hex	6
4-213	88-228-60	Washer, 3/4	2
4-214	88-239-85	Nut, 3/4 NF Slotted Hex	2
4-215	88-259-82	Nut, 13/16 NF Hex Jam	1
4-216	88-268-62	Lock Washer, 7/8	1
4-217	88-279-81	Nut, 7/8 NF Lock	2
4-218	88-279-82	Nut, 7/8 NF Hex Head Jam	1
4-219	88-527-11	Cotter Pin, 1/8 x 1	6
4-220	88-527-14	Cotter Pin, 1/8 x 1-1/2	2
4-221	86-003-00	Shock Absorber with rubber cushion stop	1
4-222	88-120-17	7/16 N.C. x 2-1/4 Long Hex Head Cap Screw	1
4-223	88-129-81	7/16 Lock Nut	1
4-224	88-149-81	1/2 N.C. Lock Nut	1
4-225	32-215-00	Plastic Flanged Bearing	2
4-226	50-004-00	1/2 x 8 Stainless Steel Threaded Shaft	1
4-227	88-148-61	1/2 Inch SAE Washer	1
4-228	88-149-80	1/2 N.C. Hex Head Nut	1
4-229	98-753-00	Rubber Cushion, Frame to Spring	2
4-230	91-511-00	Black Plastic Score Card Holder, Steering Wheel	1
4-231	00-370-14	Idler Arm, Steering Wheel	1

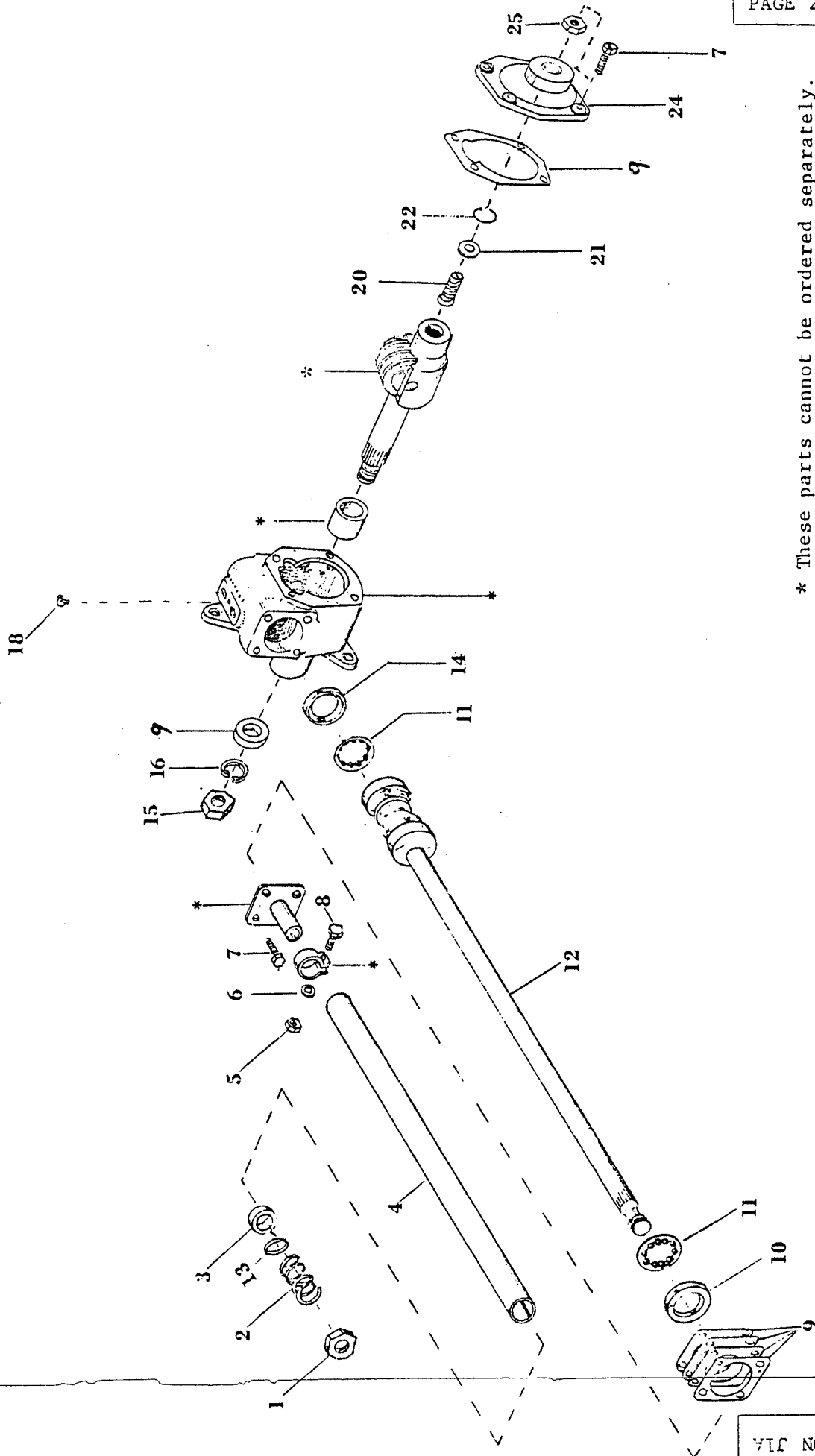
SERVICE AND ADJUSTMENT

REFER TO FIGURE 4A

STEERING WORM ASSEMBLY

DISASSEMBLE AND REASSEMBLE STEERING WORM

1. Remove 4 bolts from cover and slide steering arm shaft assembly and cover from housing.
2. Mark position of steering column jacket tube clamp for proper reassembly.
3. Loosen steering column jacket tube clamp, and slide jacket tube off of housing and steering column shaft.
4. Remove 4 bolts from housing worm bearing cap and remove steering column worm and shaft assembly.
5. Clean all parts and flush out housing with suitable degreasing solvent. Lightly oil all parts for reassembly.
NOTE: If installing new steering column shaft and worm assembly, worm bearings, or worm bearing cups, it will be necessary to check the worm bearing preload.
6. To check worm bearing preload, install the steering column worm and shaft assembly, bearings, bearing cups, bearing cap and original shims.
7. Tighten 4 bolts to 18-22 ft. lbs. torque.
8. Shaft and worm must not have any bearing looseness or "play" and should not rotate with less than 1-1/4" lbs. torque nor require more than 4 1/2" lbs. of torque.
9. Add or take away shims as needed to produce the desired bearing preload.
10. Inspect steering arm shaft seal and cover gasket. Replace if worn or damaged.
11. Install steering arm shaft and cover assembly. Tighten four cover bolts to 18 - 22 ft. lbs. torque. NOTE: With steering arm shaft positioned at the center of its travel, there must be no backlash with mating worm and roller. Total preload for assembled unit must be no less than 5-3/4" lbs. torque measured at steering worm shaft nor more than 11-1/4" lbs.
12. Adjust total preload to proper limits by loosening locknut on backlash adjusting screw located in cover and turning adjusting screw clockwise to increase preload and counterclockwise to decrease preload. Retighten lock nut securely.
13. Replace steering column jacket tube and clamp in original position.



* These parts cannot be ordered separately.
Order as part of the entire steering unit
assembly, part # 18-307-14

SECTION J1A
PAGE 2

NO.	DESCRIPTION	LENGTH	QUAN.	REVISED DATE	REVISION
-----	-------------	--------	-------	--------------	----------

TOL. FRAC. + DEC. +

SCALE NONE

DRAWN BY

FIGURE 4A
SECTION J1A

STEERING WORM ASSEMBLY



TAYLOR DINN MFG. CO.
2114 N. Ball Rd.

STEERING WORM ASSEMBLY

REFER TO FIGURE 4A

FIG. ID. NO.	T-D PART NO.	DESCRIPTION	QTY. REQ.
4A-0	18-307-14	Steering Gear - this part number no longer valid - see BUL-98-09-011	
4A-1	18-259-82	Nut, jam 13/16 hex head, NF	1
4A-2	85-122-00	Spring, compression 1-1/8 OD X 1	1
4A-3	18-307-54	Spacer, jacket bearing	1
4A-4	18-307-52	Jacket, steering column	1
4A-5	88-099-88	Nut, 5/16 NF	1
4A-6	88-088-62	Washer, lock	1
4A-7	88-080-09	5/16 X 3/4 NC hex hd cap screw	8
4A-8 (not available)		5/16 X 2 NF hex hd cap screw	1
4A-9	18-307-42	Gasket, Seal & Shim Kit for Steering Worm	1
4A-10	18-307-57	Worm adjustment bearing cup, inner (requires 18-307-42)	1
4A-11	18-307-53	Worm bearing assembly (requires 18-307-42)	2
4A-12	18-307-51	Steering column shaft & worm assembly (requires 18-307-42)	1
4A-13	18-307-55	Spacer, jacket bearing	1
4A-14	18-307056	Worm bearing cup, outer (requires 18-307-42)	1
4A-15	88-279-82	Nut, jam 7/8 NF hex	1
4A-16	88-268-62	Lockwasher, 7/8	1
4A-17	18-307-59	Seal, steering arm shaft	1
4A-18	87-073-00	Fitting, grease 45 degree, 3/16 drive	1
4A-20	18-307-64	Screw, adjusting	1
4A-21	18-307-65	Washer, thrust	1
4A-22	18-307-66	Snap ring	1
4A-24	18-307-67	Shaft cover	1
4A-25	88-159-82	Nut, jam 1/2" NF	1

SERVICE AND ADJUSTMENTS

REFER TO FIGURE 7

BRAKE SYSTEMS - MODELS GT-370/371 & 2372R/2373R

GENERAL

The mechanical brake assembly located on the differential pinion shaft will require a periodic inspection for lining wear and consequently periodic adjustment.

NOTE: Normal procedure for adjusting brakes for lining wear is to adjust the brake band by means of the brake band anchor bolt and NOT by adjusting brake cable length.

A few drops of oil on the clevis pin and pivot pins of the mechanical linkage is recommended on a monthly basis. Great care must be taken that no oil is allowed to contact the brake band or drum as it will seriously impair the braking ability. If the braking surfaces become oily or contaminated for any reason, it will be necessary to remove the brake band and clean all parts thoroughly. Refer to the appropriate section of this manual for the correct procedure to follow. If your vehicle is equipped with hydraulic brakes refer to Section J3 for their care and adjustment.

PROCEDURE FOR MINOR BRAKE ADJUSTMENT (due to lining wear)

ALL VEHICLES - Brake Lever Arm Position Inspection

With service brake and park brake fully released, observe position of brake lever arm connected to brake band.

- A. Power Traction Drive: The brake lever arm must be 1/4" to 3/8" from gear case.
- B. Belt Drive: The brake lever arm must be 1/4" to 3/8" from brake lever arm return stop bar.

If brake lever arm is NOT in the correct position, the cable or rods which connect the brake lever arm to the service brake foot pedal and the foot operated park brake pedal must be adjusted. This requires that a complete brake adjustment, as described in the following sub-section, "Complete Brake Adjustment - All Vehicles".

If brake lever arm IS in the correct position, it will not be necessary to adjust the cables or rods. The only adjustment necessary will be to the brake band, as follows:

- A. Service Brakes: Adjust brake band anchor bolt, tightening it until brake pressure adequate to stop the vehicle is achieved with foot pedal halfway to the floor. An additional centering adjustment is necessary. Loosen centering screw lock nuts, center band around drum. Bring band as close to drum as possible without causing brake drag. Lock centering screws. Note: If band is too far from drum, brakes will grab in the forward direction.

- B. PARK BRAKES:

Foot Operated - Check operation of Park Brake. If holding power is insufficient, refer to following sub-section, "Complete Brake Adjustment - All Vehicles".

PROCEDURE FOR COMPLETE BRAKE ADJUSTMENT - ALL VEHICLES

Units With Foot Operated Park Brake:

1. Cable Adjustment (Service Brake) - With service brake pedal and park brake pedal fully released, loosen lock nut on service brake cable clevis. Adjust cable length to position brake lever arm according to specifications described in preceding Section titled, "Minor Brake Adjustment for Normal Lining Wear." Tighten lock nut.
NOTE: Prior to performing cable adjustment, all other cables or rods attached to brake lever arm must be in a slack condition during this adjustment. It may be necessary to disconnect them to assure that the brake lever arm position described is governed by the service brake pedal cable adjustment.
2. Band Adjustment - Perform brake band adjustment as described in preceding sub-section titled "Service Brakes".
3. Calbe adjustment (Park Brake) - Park brake is always adjusted after the service brake as described in steps 1 and 2 above. With park brake pedal and service brake pedal fully released, loosen lock nut on park brake cable clevis. Adjust (shorten) cable length until brake lever arm starts to move away from gear case. At that point, stop and reverse adjustment (lengthen) two full turns. Tighten lock nut. Park brake cable is now adjusted and must have a slight bit of slack while the **service brake** cable is taut.

SEAT OPERATED PARK BRAKE (DEADMAN'S BRAKE)

GENERAL: The seat operated park brake is designed to automatically apply the park brake anytime the operators seat is unoccupied. Whenever the operators seat is depressed for any reason, the park brake is automatically released provided the foot operated park brake is released. The foot operated park brake should be applied anytime the vehicle is unoccupied to prevent unexpected vehicle movement

CAUTION: Never leave the vehicle on a hill or incline without applying the foot operated park brake since depressing the operators seat automatically releases the park brake and could result in an accident.

TOWING: To allow the vehicle to be towed, the system incorporates a manually operated (not automatic) lock-out device attached to the bottom of the operators seat. When engaged, the seat is locked in the fully depressed position which disables the seat operated park brake ONLY. This action in no way affects the operation of the foot operated park brake systems.

BRAKE ADJUSTMENT PROCEDURE: Follow the brake adjustment procedures as described in preceeding sub-sections as applies to your vehicle brake system configuration, i.e., foot park brake. Now proceed as follows;

1. Insure service brake pedal and foot brake is fully released.
2. Loosen lock nut on seat park brake cable clevis. Adjust (shorten) cable length until brake lever arm starts to move away from gear case. At that point, stop and reverse adjustment (lengthen) two full turns. Tighten lock nut. Seat park brake cable is now adjusted and must have a slight bit of slack while the service brake cable is taut. The other park brake cable will also be slightly slack.

MAINTENANCE, SERVICE AND PARTS LIST

MECHANICAL CONTROL LINKAGE

REFER TO FIGURE 7

GENERAL

The mechanical control linkage operates the various controls and mechanisms located throughout your vehicle.

The accelerator system consist of the operating pedal and shaft extension, connecting rods & adjusters, and return spring (s).

The foot park brake consist of the operating pedal, associated connecting cable cable and return spring (s).

The service brake system consists of the foot pedal and pivot shaft assembly, and a separate brake operating cable and return spring.

*** Seat Operated Park Brake (see below)

MAINTENANCE AND SERVICE

Both the accelerator and brake systems pivot on self lubricated bearings on corrosion resistant shafts. Should the bearings become worn, they are easily replaced.

For routine maintenance instructions, refer to Section D of the Manual for Tee Bird, 1972 and up, or to the Manual for Models 2362R and 2363R.

For lubrication instructions, refer to Section E of this manual.

For brake adjustment instructions on Model Tee Bird 1972 and up, refer to Section J2 of the basic manual and to the appropriate manual for 2362R and 2363R.

For brake adjustment instructions on model Tee Bird GT-370/371, and models 2372R and 2373R, refer to figure 7/7A and Sect. J2 of this Supplement.

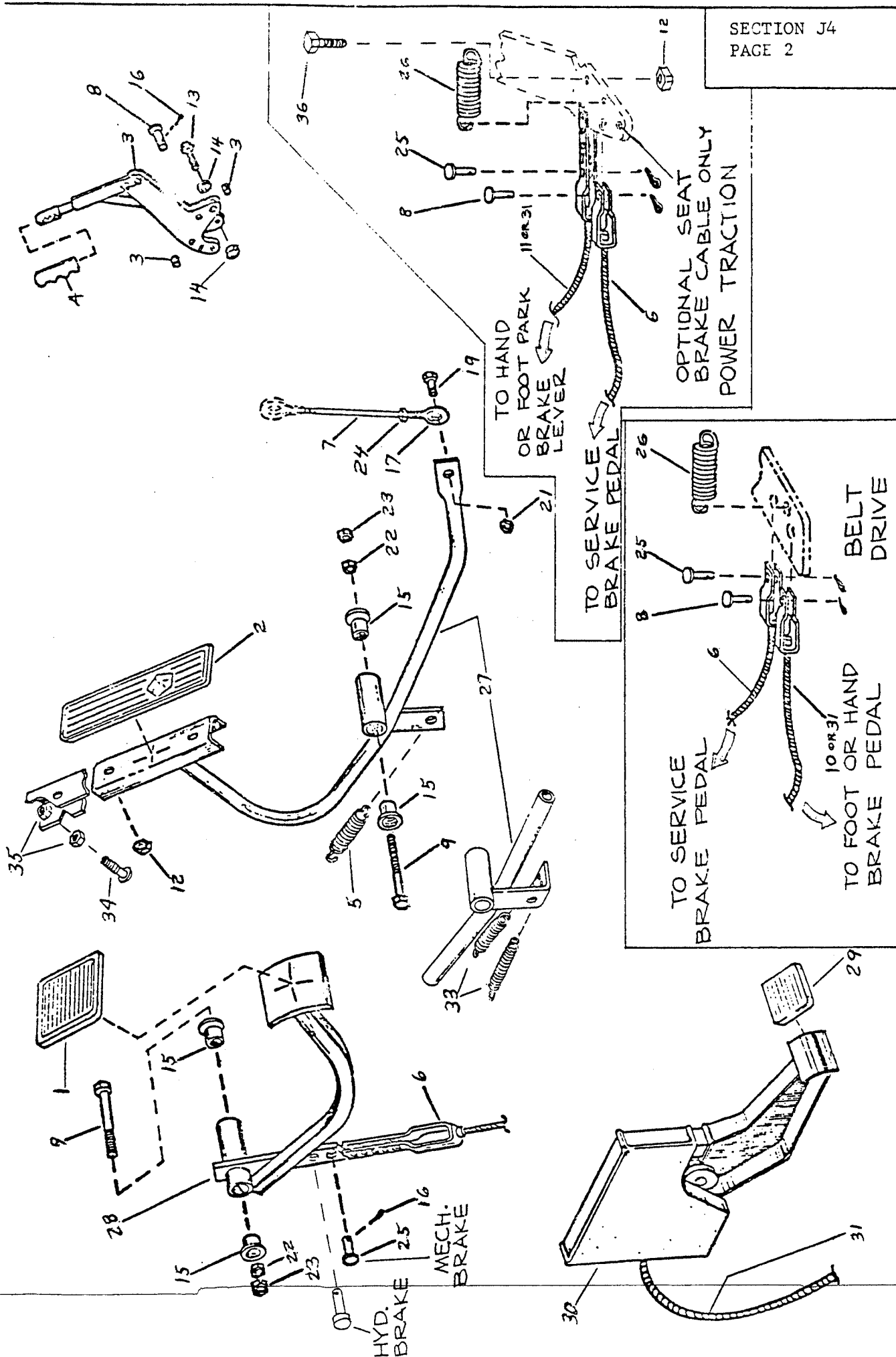
For accelerator asjustments, refer to Section J6 of the Supplement and Basic Manual.

For vehicles equipped with optional hydraulic brakes, refer to Section J3 of the Basic Manual.

PARTS

For an illustration and parts list of parts used in the GT-370/371 and 2372R/2373R, refer to the following pages in this section.

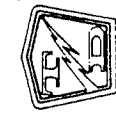
*** The automatic seat park brake system consist of the pivoted seat assembly, the operating cable or rods, the brake apply spring, adjustable tension device, and its connecting linkage.



NO. DESCRIPTION		LENGTH QUAN.		REVISED DATE		REVISION	
TOL. FRAC. ±	DEC. ±						
SCALE							
DRAWN BY	J.M.						
DATE	10-77						

FIGURE 7
SECTION J4

MECHANICAL CONTROL LINKAGE
MODELS GT370/GT371 & 2372R/2373R



TAYLOR DUNN MFG. CO.
2114 West Ball Rd.
Anaheim, Calif.

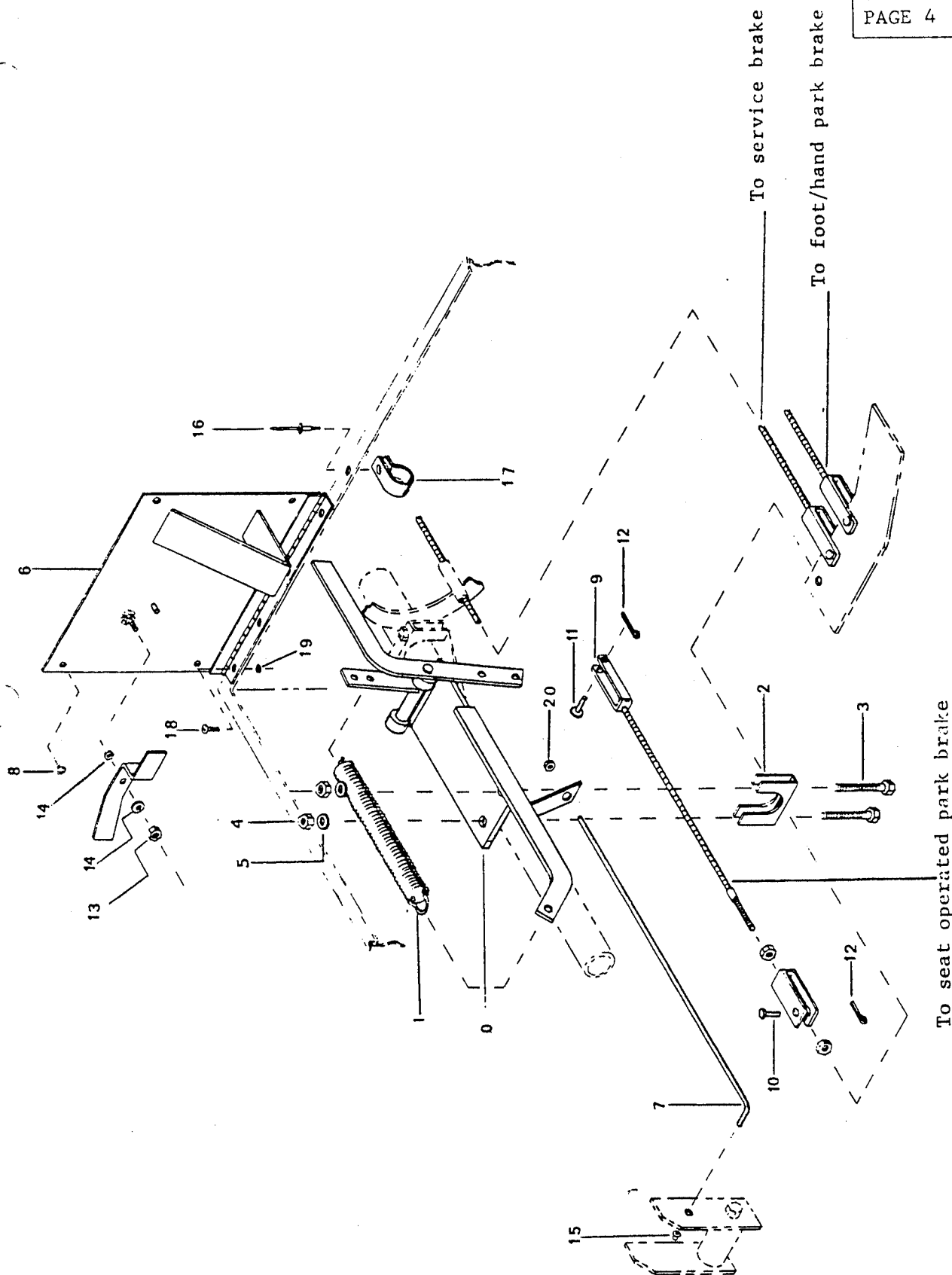
FIGURE NO. 7
MECHANICAL CONTROL LINKAGE

FIG. I.D. NO.	T-D PART NO.	DESCRIPTION	QUANTITY
7-1	98-200-00	Brake Pedal Pad	1
7-2	98-254-00	Accelerator Pad (Aluminum)	1
7-3	51-340-00	Hand Parking Brake Lever with Spacers (5/8 O.D. X 12/32 I.D. X 1/2 Long & 5/8 O.D. X 12/32 I.D. X 15/32 Long)	1
7-4	98-351-00	Hand Grip - 7/8 I.D. X 4-1/2 Long	1
7-5	85-250-00	Spring Extension, 1-1/16 O.D. X 3-7/8 Long (Accelerator Return)	1
7-6	96-823-00	Adjustable Cable Assembly - Service Brake	1
7-7	50-002-00	Rod, 1/4 - 28 X 5-1/8 Long	1
7-8	96-771-00	Clevis Pin, 3/8 X 3/4 Face to Hole	2
7-9	88-147-24	1/2 X 4 Stainless Steel Screw	2
7-11	96-822-00	Adjustable Cable Assembly - Hand Brake	1
7-12	88-069-87	1/4 N.C. Fastite Nut	2
7-13	88-100-14	3/8 X 1-1/2 N.C. Hex Head Cap Screw	2
7-14	88-109-81	3/8 N.C. Locknut	6
7-15	32-215-00	Plastic Flanged Bearing	4
7-16	88-517-09	3/32 X 3/4 Long, Cotter Pin	4
7-17	86-503-98	Rod End - 1/4 - 28 Left Hand Thread	1
7-18	88-108-60	3/8 Washer	1
7-19	88-060-13	1/4 X 1-1/4 Hex Head Cap Screw	1
7-20	88-068-62	1/4 Lock Washer	1
7-21	88-069-81	1/4 N.C. Lock Nut	1
7-22	88-149-80	1/2 N.C. Hex Head Nut	2
7-23	88-149-81	1/2 N.C. Lock Nut	2
7-24	97-211-00	1/4 - 28 N.F. Nut, Left Hand Thread	1
7-25	96-773-00	Clevis Pin, 5/16	2
7-26	85-270-00	Extension Spring 1-1/4 O.D. X 4-3/8	1
7-27	00-370-12	Accelerator Pedal with Extension Arm and Plastic Bearings. <u>NOTE</u> - Accelerator Pedal with (2) Return Springs Effective with Serial No. 41160 & Up.	1

MECHANICAL CONTROL LINKAGE (Con't.)

REFER TO FIGURE 7

FIG. I.D. NO.	T-D PART NO.	DESCRIPTION	QUANTITY
7-28	00-370-11	Service Brake Pedal w/ Plastic Bearings	1
7-29	98-201-00	Park Brake Pedal Pad	1
7-30	K7-117-00	Foot Park Brake Assembly <u>with</u> Cable Guide Tube, Unpainted. Used on <u>Earlier</u> Models Only	1
	51-342-00	Foot Park Brake Assembly <u>without</u> Cable Guide Assembly. Used on <u>Later</u> Models Only.	1
	85-201-00	Release Lever Spring Extension, 7/16 O.D. X 3/4	1
	85-012-00	Pall Spring Extension, 13/32 O.D. X 1-1/8	1
	85-402-00	Pedal Return Spring, 1/2 O.D. X 1-1/4	1
	98-755-00	Brake Pedal Bumper, 3/4" Square	1
	88-837-06	Screw, Metal # 14 X 1/2	1
	97-312-00	Speed Nut, Tinnerman	1
7-31	96-824-10	Foot Park Brake Actuating Cable, Pwr. Tract.	1
	96-824-11	Foot Park Brake Actuating Cable, Blt. Drve.	1
7-33	85-233-00	Spring Extension, Accelerator Return	2
7-34	88-082-13	Bolt, Carriage 5/16 X 1	1
7-35	88-089-80	Nut, Hex Head 5/16	2
7-36	88-060-09	1/4 X 3/4 Hex Head Cap Screw	1



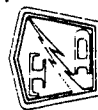
LENGTH QUAN. REVISED DATE REVISION

NO. DESCRIPTION
OL. FRAC. + DEC. +
CALE NONE
DRAWN BY J.M.
DATE 2-24-77

FIGURE 7A
SECTION J4

SEAT OPERATED PARKING BRAKE

MODEL NO. 370/CT 371



TAYLOR DUNN MFG. CO.
2114 West Ball Rd.
Anaheim, Calif.

SEAT OPERATED PARK BRAKE

REFER TO FIGURE 7A

FIG. ID. NO.	T-D PART NO.	DESCRIPTION	QUANTITY
7A-0	50-659-00	Seat brake lever assembly	1
7A-1	85-280-00	Spring, extension	1
7A-2	85-487-50	Bracket, spring mounting	1
7A-3	88-140-22	Screw, hex head cap 1/2 X 3-1/2 NC	2
7A-4	88-149-80	Nut, hex head 1/2 NC	2
7A-5	88-148-62	Washer, lock 1/2	2
7A-6	50-659-50	Plate, seat mounting	1
7A-7	50-225-50	Rod, wiring harness support	1
7A-8	88-837-11	Screw, phillips metal #14 X 1-1/4	6
7A-9	96-818-10	Cable assembly, adjustable	1
7A-10	96-771-00	Pin, clevis 3/8 X 3/4	1
7A-11	96-773-00	Pin, clevis 5/16 X 1	1
7A-12	88-517-11	Pin, cotter 3/32 X 1	2
7A-13	88-109-81	Nut, lock 3/8 NC	1
7A-14	88-108-60	Washer, 3/8	2
7A-15	88-577-90	Cap nut, 1/4 press-on	1
7A-16	88-737-08	Rivet, aluminum 3/16 X 5/8	1
7A-17	96-630-00	Clamp, rubber lined 5/8 ID	1
7A-18	88-060-09	Screw, hex head cap 1/4 X 3/4 NC	4
7A-19	88-069-87	Nut, fastite NC	4
7A-20	98-603-00	Grommet, rubber 3/8 ID	1
	90-158-99	Seat cushion, left side, seat operated park brake, (specify color)	1
	90-154-99	Seat cushion, individual, (specify color)	1
	91-403-10	Support, accessory tray with clip	1

MAINTENANCE, SERVICE AND PARTS

MASTER CONTROL SWITCH

GENERAL

The Master Control Switch is located below the seat, and is readily accessible when the seat is raised. The left side, operated by the hand lever which projects into the passenger compartment, controls direction of travel. The right side, operated by the accelerator pedal, controls the vehicle speed by regulating the voltage applied to the motor, using coils of nichrome resistance wire.

It is recommended that all terminal connections be checked and tightened at least once a month. If a terminal bolt or wire becomes loose, sufficient heat will be generated to cause permanent damage at the connection.

The nuts which secure the wire terminals to the contact buttons on the forward/reverse rotor must NOT be used to tighten the contact buttons to the rotor board. The contact buttons must be free to rotate in order to avoid wire breakage.

Lubrication and Maintenance

A coating of grease, T-D part no. 94-421-00 or equivalent (minimum 400d. melt pt.) must be maintained on all switch components where sliding contact occurs. Apply a heavy coating of grease to the 1st power bar area. The spaces between power bars should be cleaned approximately every 2 to 3 months using a piece of wood or plastic or by steam cleaning. See Sect. E for complete lube instructions.

For scheduling of routine maintenance, refer to Section D of the manual for Model Tee Bird, 1972 and Up, or to the manual for Models 2362R and 2363R.

MAINTENANCE

Adjustment of Speed Rotor Travel - EM Switch (Refer to Diagram B)

NOTE: Rotor travel adjustment is set at the factory and will require adjustment only if the vehicle is subjected to severe damage or if a new switch assembly is installed.

1. Adjust pedal stop bolt so that when the bolt head contacts the floor mat there is 1/4" clearance between the accelerator pedal extension and the rear of the floor panel. (See Diagram B)
2. Block accelerator pedal in full ON position with pedal stop bolt in contact with floor mat.
3. Adjust the "rod end" of the Adjustable Accelerator Link so that the lower contact button clears the 4th speed bar by 1/8". This will insure approximately 95% of the contact button is touching the high speed bar.

Adjustment of Speed Rotor Travel - EM Switch (Con't)

4. Remove blocking and operate accelerator pedal several times, using normal force. Re-check position of the lower contact button with pedal fully depressed. If it fails to clear the 4th speed bar by $\frac{1}{8}$ ", re-adjust the rod end position accordingly and re-check the clearance again after operating the pedal. Continue re-adjusting as necessary until the desired condition is obtained and remains constant. NOTE: The lower contact button should not travel beyond the 5th speed power bar.
5. With the pedal in neutral position, the lower contact button must clear the 1st speed bar by a minimum of $\frac{1}{8}$ " and rest on the neutral button. This condition should automatically occur when the high speed adjustment is properly set.

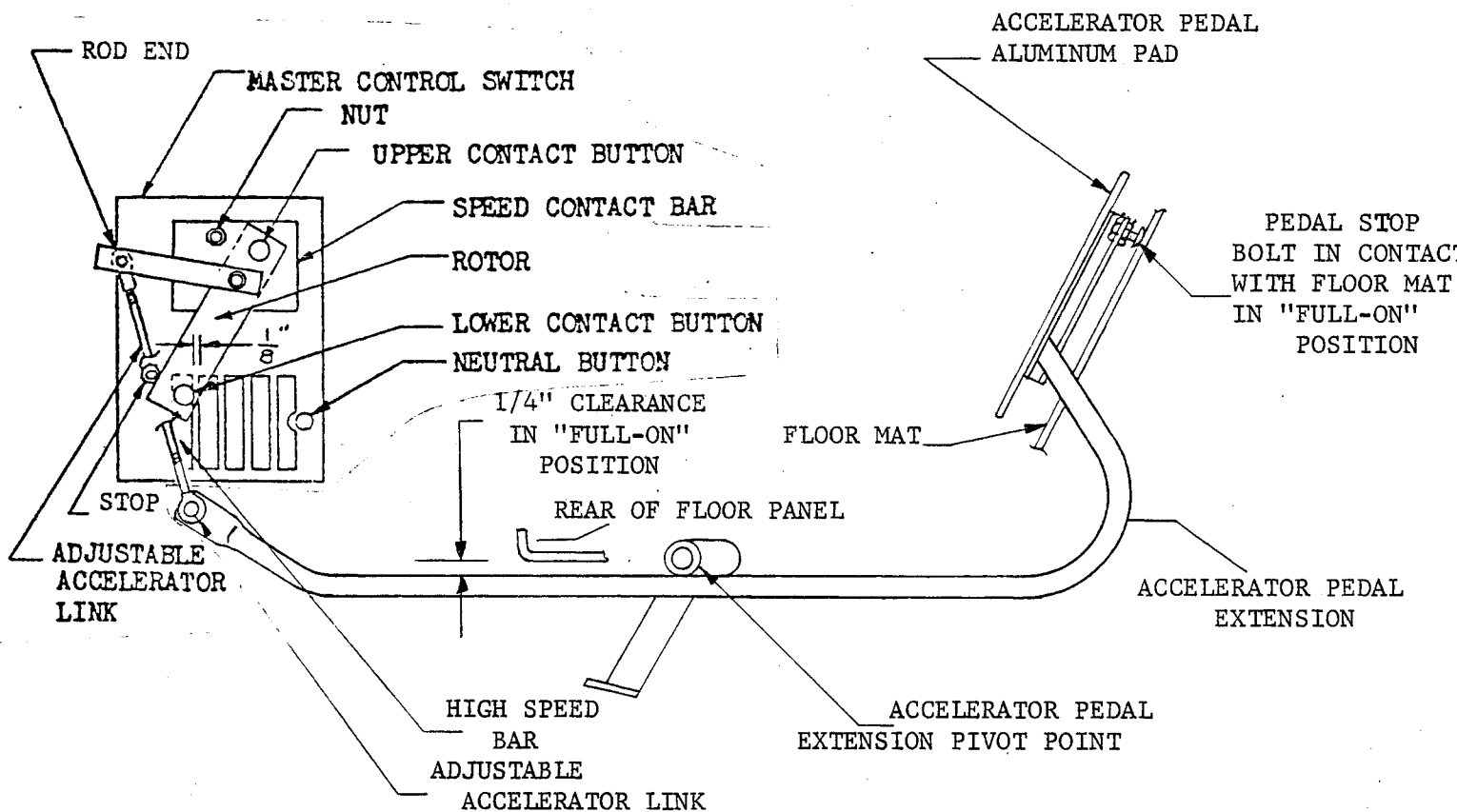
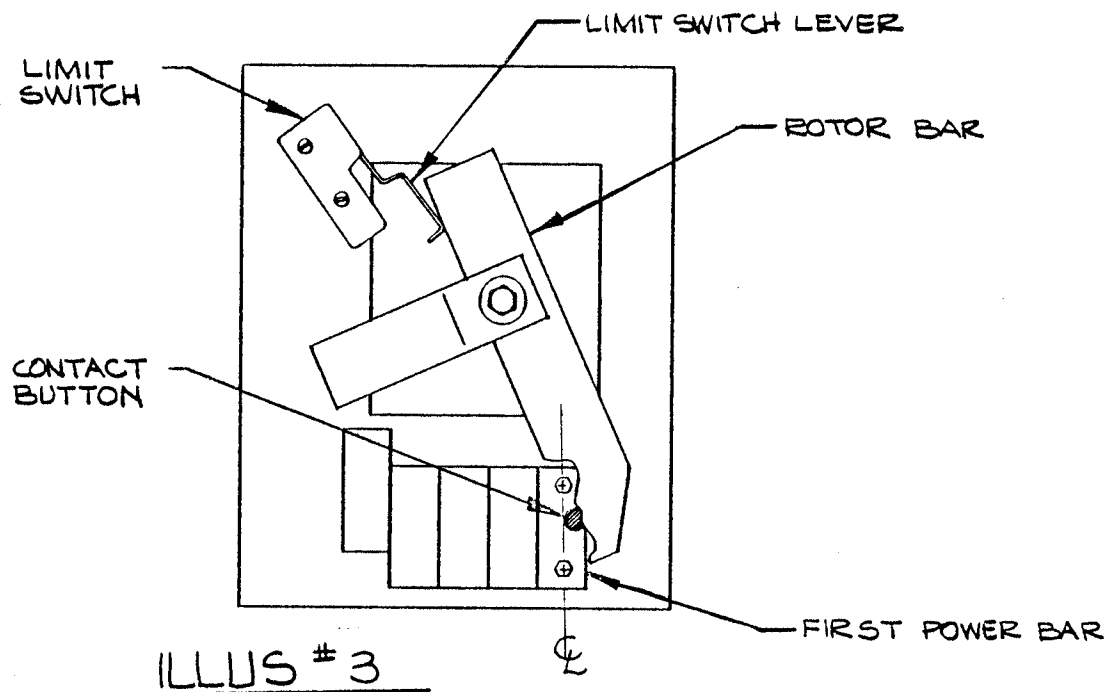


Diagram B - Rotor Travel Adjustment - EM Switch
(In Full-On Position)



ADJUSTMENT OF FOOT PARK BRAKE BUZZER UNIT SWITCH-SOLENOID EQUIPPED MASTER CONTROL SWITCH

1. Connect a voltage tester across solenoid coil terminals where the brown/black and orange wires are connected.
2. Depress accelerator to full on while noting that solenoid activates and tester registers voltage.

NOTE: For vehicles equipped with Limit Switch & Buzzer without solenoid : Adjust Limit Switch Arm so that switch activates as rotor makes contact with 1st power bar. A distinctive click is audible when switch activates.

3. Slowly allow accelerator to return toward off. If limit switch is properly adjusted solenoid will turn off and voltage will drop to zero as trailing edge of rotor button is exactly in line with the center of hex head cap screws (2) securing 1st power bar to mounting board.
4. If out of adjustment, bend limit switch lever toward rotor to make solenoid turn-on later and bend away from rotor arm to make solenoid turn-on earlier.
5. For final check of solenoid operation, slowly depress accelerator while noting that solenoid operates and voltage is present before rotor bar contact button touches 2nd power bar. Buzzer should sound only if parking brake is on and accelerator pedal is depressed.

NO.	DESCRIPTION
TOL. FRAC. ±	DEC. ±
SCALE	NONE
DRAWN BY	JM
DATE	5-2-78

FIGURE 9 B
SECTION J6

LENGTH	QUAN.	REVISED DATE	REVISION
MASTER CONTROL SWITCH-WITH SOLENOID AND FOOT PARK BRAKE BUZZER			

TAYLOR DUNN MFG. CO.
2114 West Ball Rd.
Anaheim, Calif.

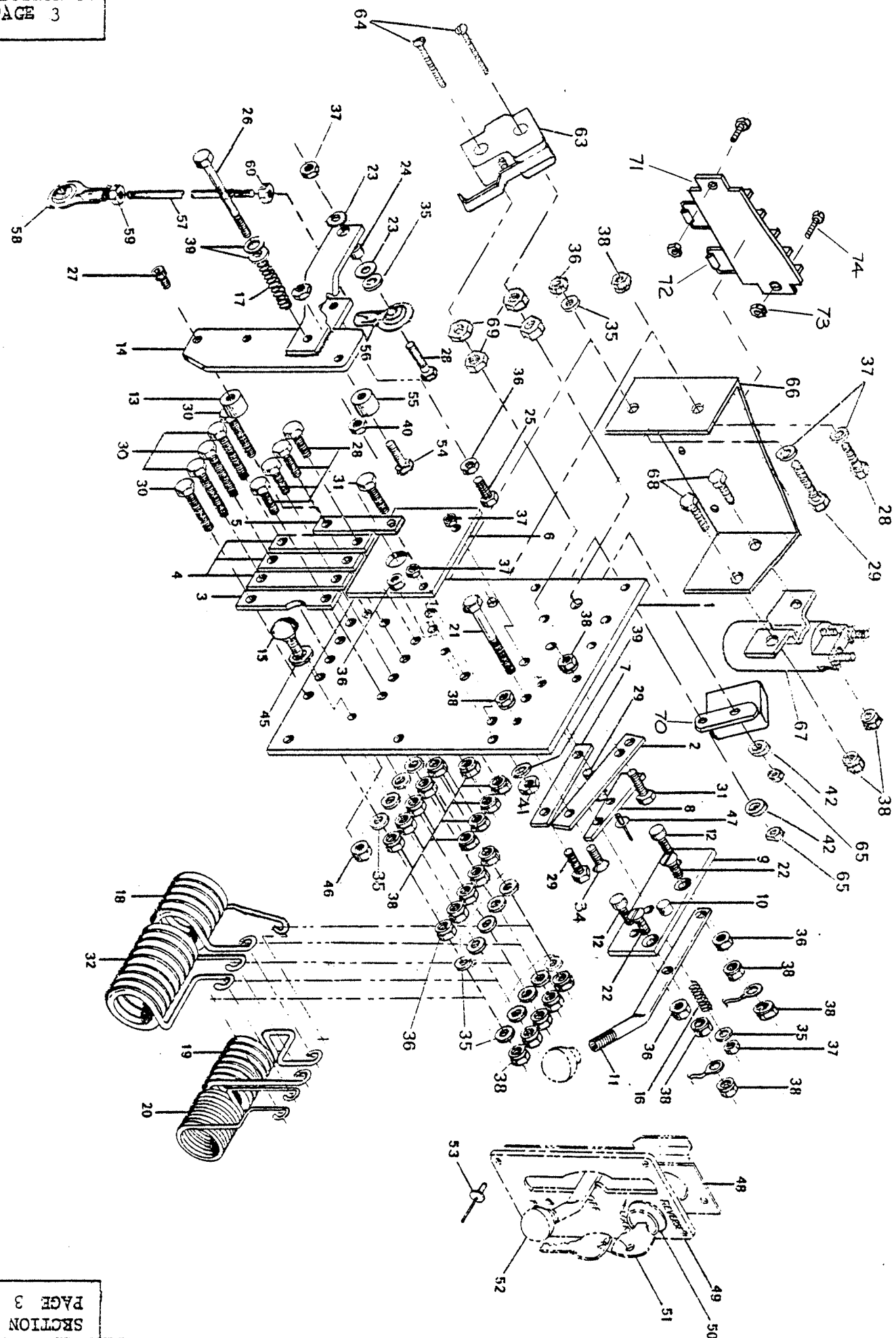


FIGURE 9 MASTER CONTROL SWITCH - WITH SOLENOID & BUZZER

FIG. I.D. NO.	T-D PART NO.	DESCRIPTION	QTY.
9-0	61-845-20	Master Control Switch with Solenoid	1
9-1	61-845-01	Mounting Board	1
9-2	61-831-10	Power Bar with Countersunk Hole	1
9-3	61-831-12	Power Bar with Notch	1
9-4	61-831-13	Power Bar	4
9-6	61-831-15	Speed Contact Bar	1
9-7	61-840-00	Forward/Reverse Power Bar	1
9-8	61-839-51	Neutral Board	1
9-9	61-846-50	Rotor Board	1
9-10	61-846-51	Stabilizer Button	1
9-11	61-841-00	Handle	1
9-12	71-030-58	Contact Button	2
9-13	71-849-50	Contact Button	1
9-14	61-849-00	Speed Switch	1
9-15	88-102-11	Neutral Button (3/8 X 1 Carriage Bolt)	1
9-16	85-034-00	Spring 7/16 X 2	1
9-17	85-060-00	Spring 5/8 X 2-1/2	1
9-18	78-212-63	Resistor Coil #5 Wire - 6 Turns	1
9-19	78-212-52	Resistor Coil #6 Wire - 9 Turns	1
9-20	78-212-51	Resistor Coil #9 Wire - 10 Turns	1
9-21	88-060-20	1/4 N.C. X 3 Hex Head Cap Screw	1
9-22	88-066-09	1/4 N.C. X 3/4 Flat Head Machine Screw	2
9-23	97-170-00	Washer, Insulated	2
9-24	32-212-50	Plastic Bushing, 1/4 I.D. X 1/4 Long	1
9-25	96-300-09	Bronze Bolt	1
9-26	88-081-22	5/16 N.C. X 3-1/2 Hex Head Cap Screw	1
9-27	88-047-06	10-32 X 1/2 Socket Head Cap Screw	1
9-28	88-060-11	1/4 N.C. X 1 Hex Head Cap Screw	8
9-29	88-060-13	1/4 N.C. X 1-1/4 Hex Head Cap Screw	4
9-30	88-067-20	1/4 N.C. X 3 Hex Head Tap Bolt	5
9-31	88-060-14	1/4 N.C. X 1-1/2 Hex Head Cap Screw	2
9-32	78-212-62	Resistor Coil #8 - 8 Turns	1

FIGURE 9 MASTER CONTROL SWITCH - WITH SOLENOID

FIG. I.D. NO.	T-D PART NO.	DESCRIPTION	QTY.
9-34	88-066-11	1/4 N.C. x 1 F.H. Machine Screw	1
9-35	88-068-61	1/4 S.A.E. Washer	1
9-36	88-069-80	1/4 N.C. Hex Nut	10
9-37	88-069-81	1/4 N.C. Hex Lock Nut	2
9-38	88-069-87	1/4 N.C. Fastite Nut	23
9-39	88-088-60	5/16 Flat Washer	3
9-40	88-089-91	5/16 N.C. Hex Head Jam Nut	1
9-41	88-089-81	5/16 Hex Lock Nut	2
9-42	88-048-61	#10 Washer, S.A.E.	2
9-45	97-173-00	Special Washer	1
9-46	88-109-87	3/8 N.C. Fastite Nut	1
9-47	88-737-11	Aluminum Rivet, 3/16 Dia. x 1" Long	1
9-48	97-314-101	Lock Plate & Lock Cylinder Ass'y.	1
9-49	94-307-00	Forward/Reverse Switch Plate	1
9-50	71-040-55	Lock Ass'y. with Two Keys	1
9-51	71-040-74	Key Only (Give lock no. or vehicle serial no.)	1
9-52	95-907-00	Plastic Knob	1
9-53	88-727-06	Aluminum Rivet 5/32 Dia. x 1/2 Long	1
9-54	96-302-01	Screw, Bronze 5/16 N.C. x 1 Hex head	1
9-55	61-849-51	Spacer, Rotor Contactor	1
9-56	86-503-99	Rod End, Spherical Bearing-Rt. Hand Thread	1
9-57	50-002-00	Rod, Accelerator Adjusting, 4 1/8 Long	1
9-58	86-503-98	Rod End, Spherical Bearing - Left Hand Thread	1
9-59	97-211-00	Nut, 1/4 N.F. Left Hand Thread	1
9-60	88-079-80	1/4-28 N.F. Hex Nut	1
9-61	88-068-62	1/4 Lock Washer	1
9-63	71-135-00	Microswitch	1
9-64	88-014-16	6-32 x 2 N.C. Round Head Screw	2
9-65	88-019-86	6-32 N.C. Hex Nut	2
9-66	72-555-00	Bracket - Solenoid Mount	1
9-67	72-501-00	Solenoid	1
9-68	88-060-09	1/4 x 3/4 N.C. Hex Head Cap Screw	2
9-69	88-089-80	5/16 Hex Nut	2
9-70	73-006-00	Buzzer	1
9-71	79-865-00	Terminal Strip	1
9-72	79-730-00	Diodes, 6 AMP	2
9-73	88-019-86	#6-32 NC Hex Lock Nut	2
9-74	88-014-08	#6-32 x 5/8 NC Hex Head Screw	2

MAINTENANCE AND PARTS LIST

BODY AND TRIM

Your vehicle has been finished with several coats of durable baked on enamel.

It will require the same care as you would give your automobile. The chrome trim is also resistant to corrosion and will require an occasional cleaning.

It is recommended that your vehicle be washed with a mild soap and warm water. For long life a good automotive type of wax will extend the life of the finish and maintain lasting beauty.

For identification of Body and Trim parts available for repair and replacement, refer to the Manual for Model Tee Bird, 1972 & Up, or to the Manual for Models 2362R and 2363R, with the following exceptions:

Side Bumpers and Bumper Spacers for Models GT-370, GT-371, 2372R, 2373R

91-920-10	Side Bumper, Left or Right - Zinc Plated
91-920-20	Side Bumper, Left or Right - Chrome Plated
16-207-00	Side Bumper, Front Spacer - 1/2 Inch Long
16-206-00	Side Bumper, Center Spacer - 1 Inch Long
16-205-00	Side Bumper, Rear Spacer - 7/8 Inch Long

Front and Rear Bumpers - GT-370 and GT-371

Front and Rear Bumpers and Spacers listed in the 1972 & Up Manual fit the GT-370 and GT-371. Zinc plated bumpers not listed in the 1972 & Up Manual are as follows:

91-920-51	Front Bumper - Zinc Plated
91-920-52	Rear Bumper - Cross Bag Type Body - Zinc Plated
91-921-52	Rear Center Bumper - Stand Up - Zinc Plated
91-921-53	Rear Left/Right Bumper- Stand Up- Zinc Plated

Front and Rear Bumpers - 2372R and 2373R

Front and Rear Bumpers and Spacers listed in the 2362R and 2363R Manual fit the 2372R and 2373R. Zinc plated bumpers not listed in the older Manual are as follows:

91-920-51	Front Bumper - Zinc Plated
91-920-52	Rear Bumper - Zinc Plated

Floor Mat - GT-370 and GT-371

98-017-50	Floor Mat, Rubber
-----------	-------------------

Plastic Cowl Trim

94-035-51	Black Plastic Trim - 78 Inches Long (Specify Length)
-----------	--

Arm Rests for GT-370 and GT-371

90-312-10	Arm Rest, Left Side, Black
90-313-10	Arm Rest, Right Side, Black

Seat Cushions for GT-370 and GT-371

Specify color when ordering.

- 90-139-99 Complete Car Set of Front Seat Cushions and Front Seat Back Rest Cushions
- 90-154-99 Seat Cushion Only for Front Seat - Left or Right
- 90-138-99 Back Rest Cushion Only for Front Seat - Left or Right
- 90-156-99 Seat Cushion for Rear Seat Option
- 90-157-99 Back Rest Cushion for Rear Seat Option

Front Seat Back Cushion Supports for GT-370 and GT-371

- 90-103-98 Back Rest Cushion Support, Adjustable, Driver Side
- 90-103-97 Back Rest Cushion Support, Non Adjustable, Passenger Side

Deck Boards, Bag Rack, Belts, and Deck Board Hardware for GT-370 and GT-371

Deck Boards, Bag Racks, Belts for Stand Up Rack and for three piece type Cradle Set, and attaching hardware for those items, as well as board clips and rubber bumpers for deck boards are listed in the 1972 & Up Manual. Replacement Parts for the two piece type Cradle Rack Set are as follows:

- 90-456-10 Complete Deck Board Assembly - Two Piece Type Cradle Rack
- 90-456-00 Deck Board Only - Two Piece Type Cradle Rack
- 91-521-00 Single Rack Only, Two Piece Type, Not Including Belts or Buckle
- 91-542-00 Belt with Tip and Eyelet
- 91-536-00 Buckle
- 96-602-00 Clamp for attachment of Buckle to Rack
- 88-067-13 Oval Head Screw for Attaching Rack to Board - 1/4 N.C.

Top Supports and Frames for GT-370 and GT-371

- 91-034-10 Front Top Support - Zinc Plated
- 91-034-20 Front Top Support - Chrome Plated
- 91-036-10 Rear Top Support - Zinc Plated
- 91-036-20 Rear Top Support - Chrome Plated
- 91-031-10 Tubular Top Frame - Zinc Plated
- 00-370-17 Rear Section Welded, Diamond Plate Standup Bag, Includes Kick Panel, Side Panels & Rear Panel, GT-370 Series, Unpainted
- 00-370-19 Rear Section Welded, Diamond Plate Cross Bag, Includes Kick Panel, Side Panels & Rear Panel, GT-370 Series, Unpainted
- 00-370-18 Rear Section Welded, Smooth Skin, Standup Bag, Includes Kick Panel, Side Panels & Rear Panel, GT-371 Series, Unpainted
- 00-370-20 Rear Section Welded, Smooth Skin, Cross Bag, Includes Kick Panel, Side Panels & Rear Panel, GT-371 Series, Unpainted

- TEE-BIRD SUPPLEMENT -

TABLE OF CONTENTS

CONTENTS	SECTION	ILLUSTRATION
INSPECTION, SAFETY, INTRODUCTION	A	
OPERATING INSTRUCTIONS	B	
WARRANTY	C	
MAINTENANCE GUIDE CHECKLIST	D*	
LUBRICATION DIAGRAM	E	Figure 1
TROUBLE SHOOTING CHECKLIST	F*	
WIRING DIAGRAM	G	Figure 2
PARTS ORDERING PROCEDURE	H*	
RECOMMENDED SPARE PARTS LIST	I	

MAINTENANCE PROCEDURES, SERVICE AND ADJUSTMENTS, PARTS ILLUSTRATIONS AND LISTINGS

FRONT AXLE, STEERING, TIRES AND SUSPENSION	J1	Figure 4
REAR AXLE, MOTOR AND BRAKES	J2*	
MECHANICAL CONTROL LINKAGE	J4	Figure 7
SPEED CONTROL AND MAIN POWER SWITCHING	J6	
GENERAL ELECTRICAL SYSTEM	J7*	
BATTERIES AND CHARGER	J8*	
BODY AND TRIM PARTS	J9	
STEERING WORM ASS'Y DISASSEMBLE/ASSEMBLE	J1A	Figure 4A

*REFER TO BASIC MODEL R SECTION IN THIS MANUAL FOR MODELS 2362R & 2363R

INSPECTION, SAFETY AND INTRODUCTION
ARRIVAL INSPECTION CHECKLIST

Visual inspection should be made to determine that the truck has remained in good condition during transit. If any damage is found, the details should be noted on the delivery receipt immediately. After delivery the truck should be most carefully checked for HIDDEN DAMAGE. Any concealed damage not noted on the delivery receipt should be reported, in writing, to the delivering carrier within 48 hours.

The following checklist has been prepared to aid you during arrival and inspection of your vehicle.

- a. Open all packages and examine any accessories which may be shipped detached from vehicle.
- b. Examine wiring for visible evidence of damage, check all connections to insure that none have loosened during transit.
- c. Check all battery connections and electrolyte level in each cell.
- d. Inspect battery charger in accordance with manufacturers installation instructions.
- e. Check tires for damage and proper inflation. Check wheel lugs to insure their being tight.
- f. If vehicle is equipped with hydraulic brakes, check hydraulic lines for evidence of damage.
- g. Check brake fluid level in master cylinder.
- h. Examine entire vehicle for damage such as dents or cracks.
- i. Check operation of controls to see that they are working freely.

Upon completion of the visual inspection, an operational test should be made after reading the remainder of Section A and operating instructions contained in Section B.

INSPECTION, SAFETY, AND INTRODUCTION

SAFETY

The safe and satisfactory use of any vehicle is a responsibility shared by many persons. As the manufacturer, we feel that it is our responsibility to emphasize vehicle characteristics and make safety recommendations regarding those characteristics. That is the primary purpose of this portion of the manual.

Persons who operate this vehicle need to be aware of, and to observe, the safe driving rules established by local authorities, and need also to be aware of the vehicle operating characteristics and safety recommendations of the manufacturer, to assist them in exercising the judgment necessary to prevent injury to themselves or to others.

Persons who service and maintain the vehicle need to be aware of how their activities relate to safe vehicle operation, and of potential hazards involved in the service and maintenance processes, to assist them in applying sensible judgment to those processes.

STEERING This vehicle has a very small minimum turning radius and high ratio steering gear. These are essential for low effort steering at slow speeds.

These characteristics, so desirable at slow speeds, require that great care be exercised at high speeds to avoid turning so sharply that one or more wheels lose contact with the ground, or that the vehicle is caused to overturn. Be especially careful while traveling down-hill, and avoid traveling across the face of a hill unless there is a cart path. Avoid sharp turns, even at slow speeds, while on a hill.

SPEED This vehicle is designed to attain its maximum safe operating speed on level ground. That speed can easily be exceeded when traveling down-hill. If this is allowed to occur, vehicle stability and braking performance become unpredictable. Do not exceed, under any conditions, the maximum speed the vehicle can obtain on level ground.

CONTROLS Bring the vehicle to a complete standstill before operating the forward/reverse switch to change direction of travel. Operation of this control while the vehicle is in motion can result in complete loss of power and brakes. Do not use the accelerator to hold the vehicle at a standstill on an incline. This can cause complete power loss. Use only the brakes to hold the vehicle at rest while on a hill.

BRAKES The brake system relies on contact of rear tires with the ground for effectiveness. As tire to ground contact is reduced, braking effect is reduced. While driving, the operator must consider terrain, speed, and steering maneuvers to prevent tires from losing contact with the ground, with consequent reduction of braking action.

MAINTENANCE Many operating characteristics relate to maintenance in ways which are not readily obvious. Those characteristics most closely related to vehicle operating safety are indicated in Sections D and E.

Also to be considered is the safety of personnel who perform service and maintenance duties. Two characteristics need special emphasis.

1. This electric vehicle does not "idle" noisily, is never "out of gear", and is set into motion whenever the battery to motor circuit is closed, intentionally or otherwise. Whenever practical, disconnect one or both battery leads to avoid unintentional starting of the motor during servicing and maintenance.

2. Batteries emit gases which can be explosive, especially while they are being charged. Personnel who are involved with servicing vehicles, or maintaining vehicles, need to be made familiar with this hazard. A detailed explanation is contained on Pages 1 and 3 of Section J8.

INSPECTION, SAFETY, AND INTRODUCTION
INTRODUCTION

MODEL NUMBER

The following Model Numbers are covered by this manual supplement in combination with earlier manuals as indicated in Table of Contents and on cover.

Models GT-370 and GT-371 - Golf Car, Models 2372R, 2373R - Pickup Truck.

VEHICLE APPLICATION

The Model GT-370 or Model GT-371 is designed as a golf cart for carrying two people and two golf bags. It is designed to be driven in and around the golf course, both on grass and paved surfaces. It is not designed to travel in excess of 15 M.P.H. under any conditions. Speeds in excess of this can cause motor damage and unstable steering.

The Model R Pickup is designed to be driven on smooth surfaces in and around industrial plants, institutions, motels, mobile home parks and resorts. It is not designed to be driven on the public highways. It is not designed to go in excess of 14 M.P.H. on level surfaces or downhill. Speeds in excess of this may result in difficulty in steering. It is not designed to be towed in excess of 14 M.P.H..

SERIAL NUMBER

The Serial Number of your unit is stamped into the top of the left main frame tubing member, just below the deck board on the left side of the cart. The Model Number and Serial Number are on a nameplate riveted to the kick panel below the passenger seat. In ordering parts or referring to your unit, please use these numbers. Replacement parts can be purchased directly from your local authorized Taylor - Dunn dealer.

CAUTION:

Never replace a circuit fuse with one having a higher rating than the original equipment fuse. Fuses have been selected to provide full circuit protection for all operating conditions. A FUSE WILL ONLY BLOW DUE TO A SHORT-CIRCUIT. Therefore, always locate and correct the cause of short-circuit before replacing a blown fuse. Using a fuse of higher rating is an UNSAFE PRACTICE and could cause serious damage to equipment.

OPERATING INSTRUCTIONS

The controls on your Taylor-Dunn vehicle have been designed and located for convenience of operation and efficient performance. Before driving your vehicle for the first time, familiarize yourself with each of the controls. Read the following instructions and with power OFF, operate each control.

STEERING

The steering system is of the automotive type. Turn the steering wheel to the right (or clockwise) for a right turn and left (or counterclockwise) for a left turn.

PARKING BRAKE

The foot operated parking brake, on models so equipped, operates the same brake band as does the hand operated parking brake. To engage park brake, step firmly on park brake pedal. To release park brake pedal, pull brake pedal release knob and the park brake pedal will return to the full release or off position.

The seat operated park brake, on models so equipped, is designed to automatically apply the park brake anytime the operators seat is unoccupied. When the seat is depressed, the park brake is automatically released; provided the hand or foot operated park brake is released.

CAUTION:

Never leave the vehicle on a hill or incline without applying the foot or hand operated park brake since depressing the drivers seat will automatically release the park brake and could result in an accident.

SERVICE BRAKE

The brake pedal is designed and located for right foot operation. It is the pedal located to the left of the accelerator pedal. It functions the same as the brake pedal in your automobile. Depressing the pedal applies the braking action. The greater the effort applied to the pedal with your foot, the greater the braking action to your vehicle. Removing your foot from the pedal allows immediate release of the braking action.

FORWARD-REVERSE SWITCH

The forward-reverse switch is located to the right of, and below the drivers seat and can be operated only when the key is in the unlocked position. To place the handle in the FORWARD position, move it downward. To place the handle in the REVERSE position, move it upward.

CAUTION:

The forward-reverse switch serves the same purpose as the transmission in your automobile. Treat it with the same respect and care. DO NOT SHIFT from forward to reverse or vice-versa while the vehicle is in motion. Shifting while in motion, especially near top speed, causes great strain to your vehicle and will eventually cause severe damage.

ACCELERATOR PEDAL

The accelerator pedal is located to the right of the brake pedal. It is designed for right foot operation similar to your automobile. Depressing the pedal turns the power on to the motor. It also controls the amount of power delivered to the motor in 5 steps. When driving your vehicle you will be able to feel the 5 steps of power, with full power when accelerator is fully depressed and minimum power when only partially depressed. You will have the same control of power in both directions of travel. Your forward-reverse switch determines the direction of travel and your accelerator pedal controls the speed.

HORN BUTTON (Optional)

The horn button is located on the switch panel to the left of the steering column. Depressing the button sounds horn. Releasing button will immediately silence horn.

LIGHT SWITCH (Optional)

The switch for operating headlights and taillights is located on the switch panel to the left of the steering column. The On-Off positions are labeled.

BATTERY CHARGER

Refer to Section J8 for proper instructions to operate your battery charger.

SPECIAL ACCESSORIES

Refer to the appropriate section of this manual for separate operating instructions pertaining to any special feature or accessory your vehicle may have.

OPERATING YOUR VEHICLE

CAUTION: Before operating vehicle, apply service brake as necessary to preclude unexpected movement of vehicle.

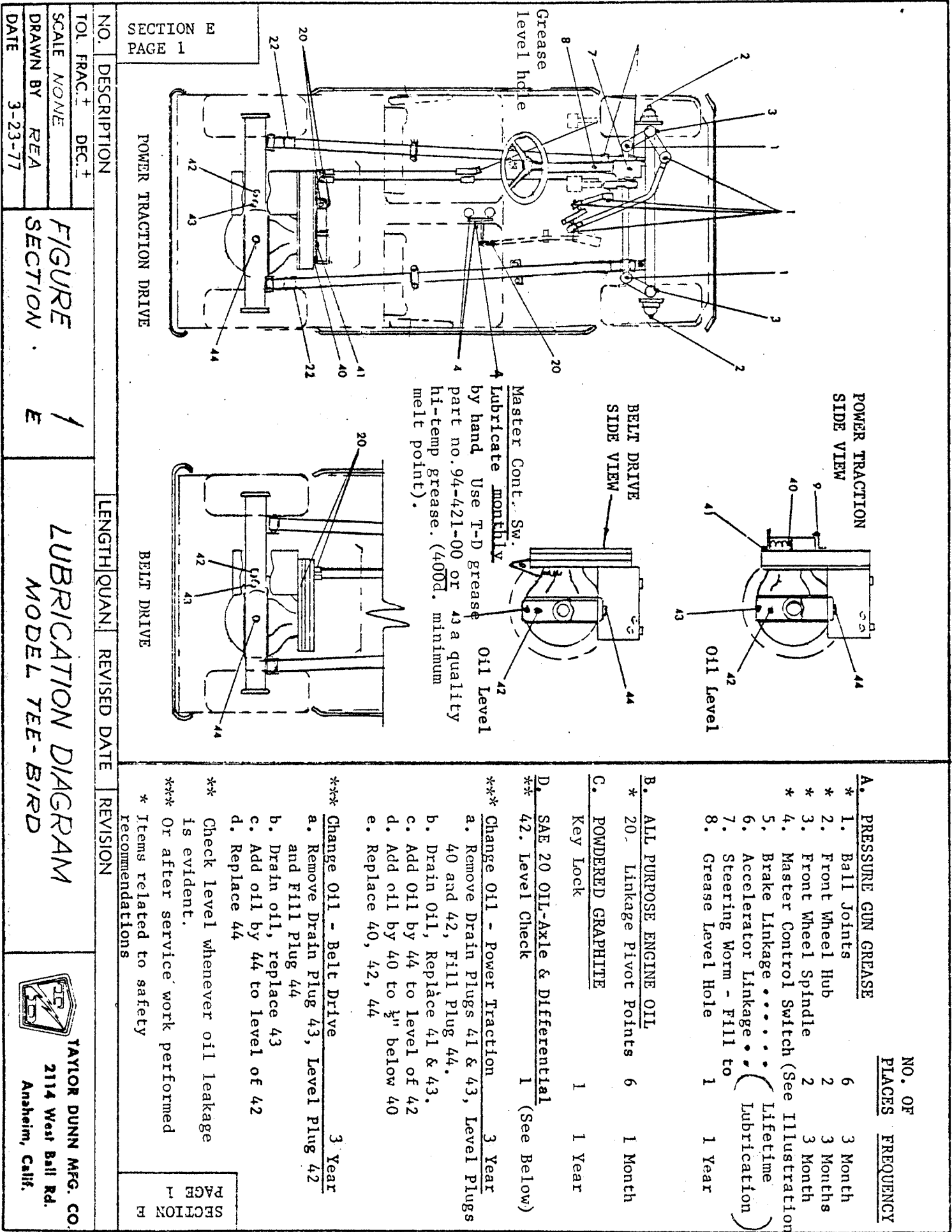
On vehicles equipped with foot operated park brake, pull park brake release knob and observe that the park brake pedal returns to the full release or off position.

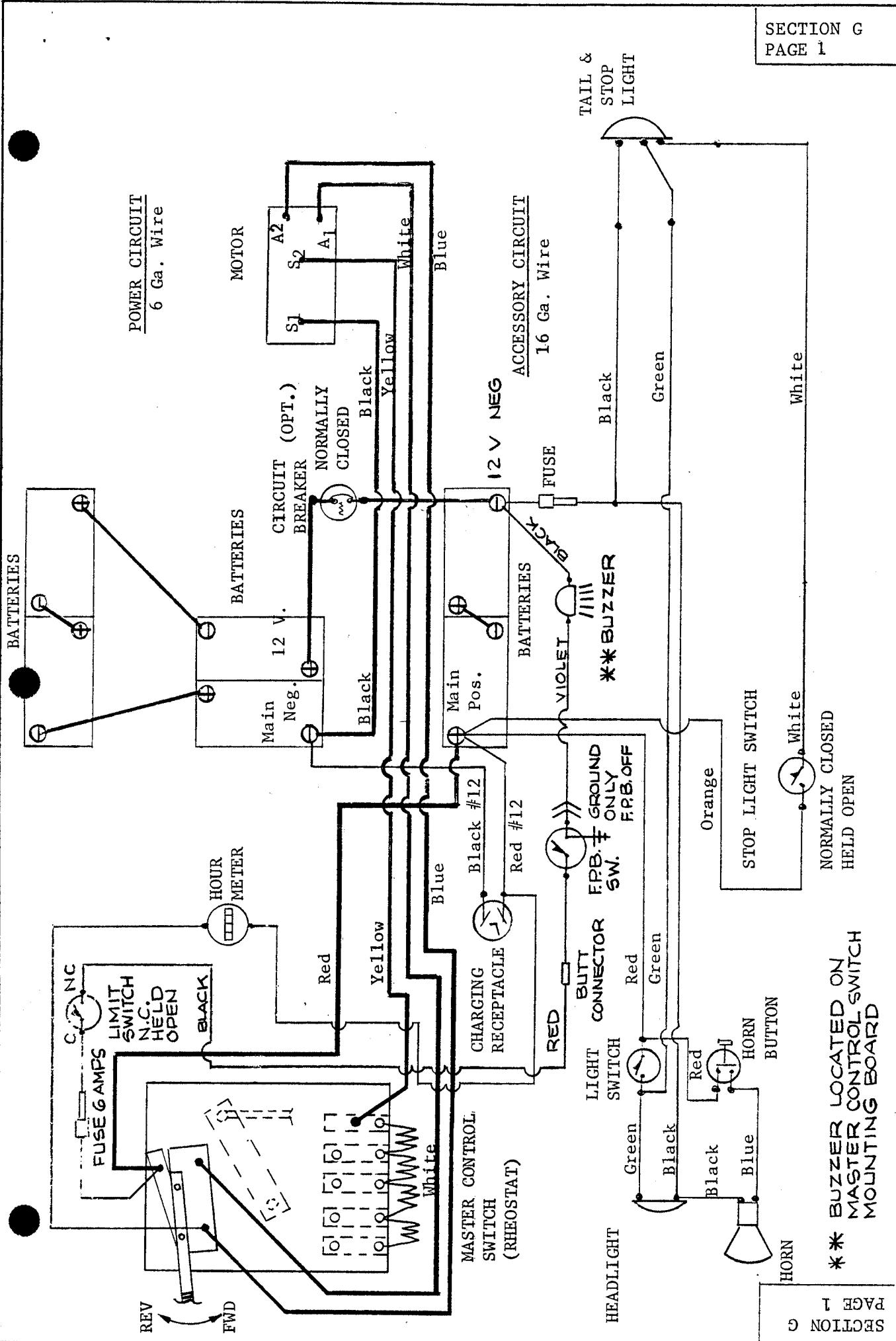
To put your vehicle into operation, unlock forward-reverse switch by turning keyed lock counterclockwise. Select direction you wish to travel by moving the handle of forward-reverse switch into position. Slowly depress accelerator pedal until vehicle is moving at the desired speed. Steer vehicle as required utilizing the foot brake and accelerator to control your speed as desired. For greatest efficiency, it is recommended that you travel at the fastest speed that you can safely maintain. You will find that your vehicle will consume almost as much current at low speed as it does at higher speeds. Therefore, without taking any unnecessary risk traveling at the faster speed will deliver more miles per battery charge than continual use in the lower speed range.

CAUTION: Do not "hold" vehicle at a standstill on a hill or incline using your accelerator only. Continued "stalled" condition as described will damage motor and electrical controls. Use either your service brake or park brake to hold the vehicle on a hill safely.

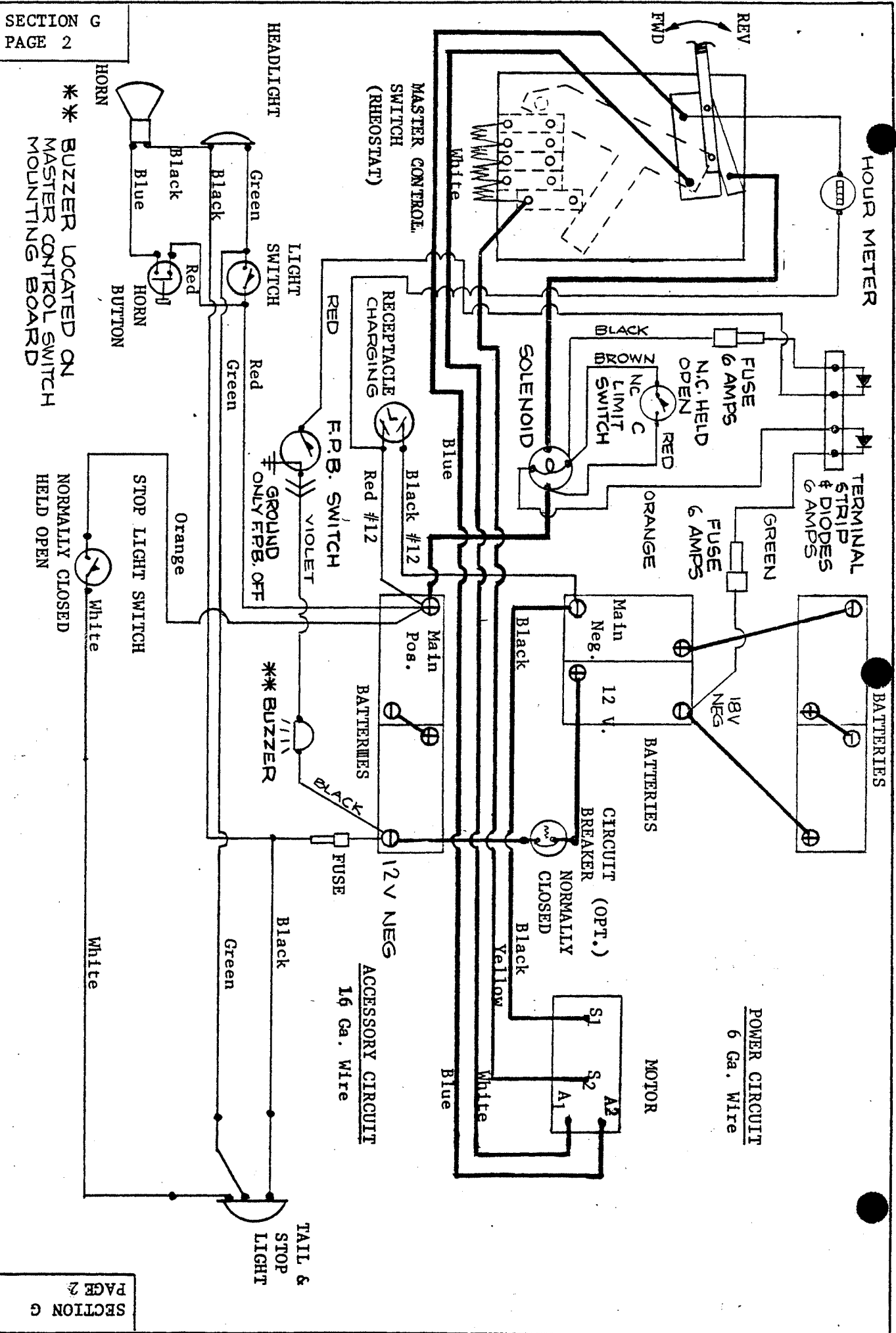
When you leave your vehicle, it is best to always place forward-reverse switch in neutral position. Set park brake to prevent vehicle from rolling free, and lock and remove key.

Drive safely and enjoy your Taylor- Dunn vehicle.





NO. DESCRIPTION		LENGTH	QUAN.	REVISED DATE	REVISION
TOL. FRAC. ± DEC. ±					
SCALE					
DRAWN BY "C G"					
DATE 5-5-78					
FIGURE 2 SECTION G					
MASTER CONTROL SWITCH WITH FOOT PARK BRAKE BUZZER					
TAYLOR DUNN MFG. CO. 2114 West Ball Rd. Anaheim, Calif.					



SECTION G
PAGE 2

NO.	DESCRIPTION	LENGTH	QUAN.	REVISED DATE	REVISION
-----	-------------	--------	-------	--------------	----------

TOL. FRAC. ±	DEC. ±	FIGURE 2A SECTION G	MASTER CONTROL SWITCH WITH SOLENOID & FOOT PARK BRAKE BUZZER	TAYLOR DUNN MFG. CO. 2114 West Ball Rd. Anaheim, Calif.
SCALE				
DRAWN BY	C.G.			
DATE	5-4-78			

** BUZZER LOCATED ON
MASTER CONTROL SWITCH
MOUNTING BOARD

NORMALLY CLOSED
HELD OPEN

SECTION G
PAGE 2

SUGGESTED SPARE PARTS LIST

The suggested spare parts list contained in the Model Tee Bird, 1972 & Up is valid for Models 370 GT and 371 GT, except as follows:

PARTS 'NOT USED' IN GT-370 & GT-371, 2372R & 2373R

FIG. I.D. NO.	T-D PART NO.	DESCRIPTION
5A-138	85-233-00	Spring-Belt Drive Brake Return
7-9	96-772-00	Clevis Pin
9-All	All Parts	Sliding Bar Switch

PARTS 'USED' IN GT-370 & GT-371, 2372R & 2373R, NOT LISTED IN SUGGESTED SPARE PARTS

LIST OF 1972 & UP SERVICE MANUAL, OR IN MANUAL FOR MODELS 2362R & 2363R.

FIG. I.D. NO.	T-D PART NO.	DESCRIPTION	1-20 CARTS SUGGESTED QUANTITY
7-5	85-233-00	Spring - Accelerator Return (2 Req.)	4
7-26	85-270-00	Spring - Brake Return	2
11-10	94-035-00	Plastic Cowl Trim - Black (Specify Length Desired)	1
4-221	86-003-00	Front Shock Absorber	2
4-229	98-753-00	Rubber Cushion, Frame to Spring	4
4-230	91-511-00	Score Card Holder, Black Plastic	2
7A-1	85-280-00	Spring, extension-seat brake lever ass'y.	1

MAINTENANCE, SERVICE, AND PARTS LIST
FRONT AXLE, STEERING, TIRES, AND SUSPENSION
REFER TO FIGURE NO. 4

MAINTENANCE PROCEDURES

Refer to Manual for Tee Bird, 1972 & Up or to Manual for Models 2362R & 2363R for notes on Maintenance of Axle, Steering and Suspension, and Tire Care.

The steering idler in the Models GT-370, GT-371, 2372R & 2373R rotates on self lubricating bearings mounted on a corrosion resistant shaft. No lubrication is necessary. Should the bearings become worn, they are easily replaced.

SERVICE AND ADJUSTMENT

Procedures shown in the Tee Bird, 1972 & Up Manual, or the Model 2362R & 2363R Manual apply also to the GT-370 and GT-371.

Procedures related to the servicing of those components of the GT-370, GT-371, 2372R and 2373R which are not contained in the earlier Manual are as follows:

Replacement of Steering Idler Bushings

1. Remove steering idler shaft lock nut.
2. Unscrew shaft from inner nut, and remove shaft bushings, washer, and inner nut.
3. Reassemble in reverse order, with the shaft head and lock nut on the out-board sides of the chassis members which retain the assembly, and with the washer between the inboard nut and the bushing.

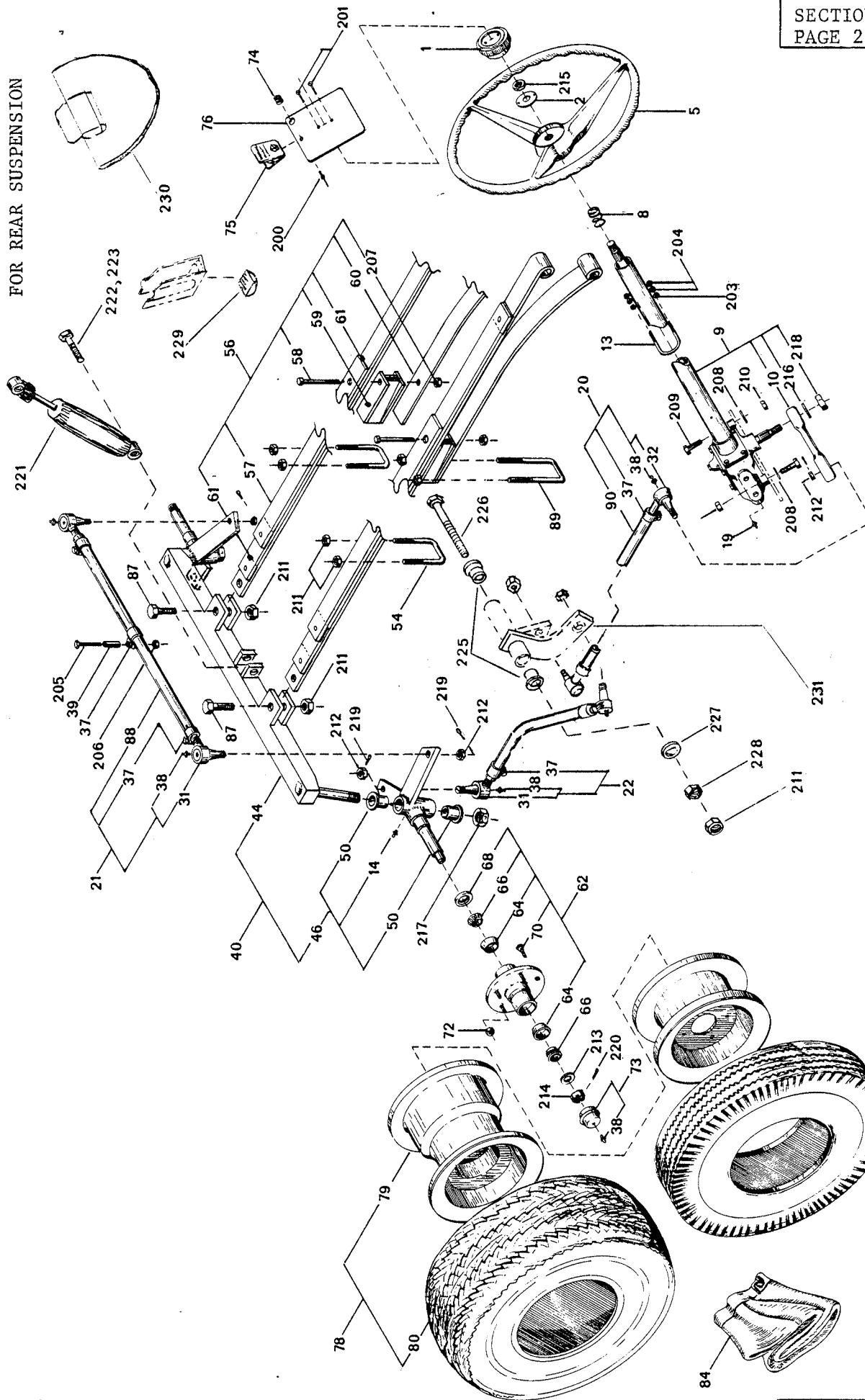
PARTS LIST

For Model GT-370/GT-371, refer to the following pages in this Section for all items except Drive Axle, Wheels and Tires. Those items are covered in the basic Manual for Model GT-360/GT-361.

For Model 2372R/2373R, refer to the following pages in this Section for all items except Drive Axle, Wheels and Tires. Those items are covered in the basic Manual for Model 2362R/2363R.

SEE SECTION 2

FOR REAR SUSPENSION

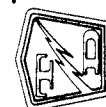


SECTION J1
PAGE 2

SECTION J1
PAGE 2

NO.		DESCRIPTION	LENGTH	QUAN.	REVISED DATE	REVISION
TOL. FRAC.		DEC. ±	<p>FRONT AXLE, TIRES, STEERING, AND SUSPENSION MODELS GT-370 AND GT-371, 2372R AND 2373R</p>			
SCALE		NONE				
DRAWN BY		REA				
DATE		6-23-77				

FIGURE 4
SECTION J1



TAYLOR DUNN MFG. CO.
2114 West Ball Rd.
Anaheim, Calif.

FIGURE NO. 4
FRONT AXLE, WHEELS, AND STEERING

FIG. I.D. NO.	T-D PART NO.	DESCRIPTION	QTY.
## 4-1	19-004-11	Cap - Score Card Spacer (not used with plastic score	1
4-2	91-506-00	Retaining Plate - Score Card Pad (card holder) (same as above)	1
4-5	19-003-10	Steering Wheel Delux - Splined Hub (black)	1
4-8			
4-9			
4-9	<u>NOTE:</u> REFER TO SECTION J1A FOR STEERING WORM ASSEMBLY INFORMATION		
4-9	AND PARTS LISTINGS		
4-9			
4-9			
4-9			
4-9			
4-9			
4-9			
4-9			
4-9			
4-9			
4-9			
4-9			
4-9			1
4-10	18-107-00	Steering Lever	1
4-13	96-099-00	U-Bolt, 5/16 N.F. Thread	1
## 4-1	19-004-00	Cap, black with horn button hole	1
4-14	87-071-00	Grease Fitting - 3/16 Drive Type	2
4-19	87-073-00	Grease Fitting, 45°, 3/16 Drive	1
4-20	18-035-10	Steering Adjustment Sleeve Assembly, with Ball Joints and Clamps - 11" Sleeve	1
4-21	18-047-10	Steering Adjustment Sleeve Assembly with Ball Joints and Clamps - 18" Sleeve	1
4-22	18-029-11	Steering Adjustment Sleeve Assembly with Ball Joints and Clamps - 13" Bent Sleeve	1
4-31	86-501-98	Ball Joint - 1/2" - Left Hand Thread	3
4-32	86-501-99	Ball Joint - 1/2" - Right Hand Thread	3

FIG. I.D. NO.	T-D PART NO.	DESCRIPTION	QTY.
4-37	86-510-00	Ball Joint Clamp	7
4-38	87-074-00	Grease Fitting - $\frac{1}{4}$ -28 NF - Straight	8
4-39	16-801-00	Towing Spacer - $\frac{1}{4}$ x $1\frac{1}{4}$ Long	1
4-40	15-066-10	Front Axle Assy., Complete, with King Pins, Spindles, Hubs and Tie Rod	1
4-44	15-066-00	Front Axle with King Pins; Less Spindles, Hubs, and Tie Rod	1
4-46	14-157-98	Wheel Spindle Assy., Left Side	1
4-46	14-157-99	Wheel Spindle Assy., Right Side	1
4-50	32-200-00	Bushing - Bronze, Oil Impregnated, with Flange $7/8$ " I.D. x 1" O.D.	4
4-54	96-120-00	U'Bolt, $\frac{1}{2}$ N.C., $1-7/8$ I.D. x 2 In. Long	2
4-56	85-504-10	Leaf Spring Assy., $61-7/8$ Ctr. of Eye to Hole, with Torque Leaf and Spacer	2
4-58	96-098-00	Spring Center Bolt - $3/8$ N.F. x $3-3/4$	2
4-59	85-504-52	Spacer - Leaf Spring	2
4-61	85-504-54	Spring Tip Pad	6
4-62	12-124-00	Wheel Hub - $2-3/4$ " Long, Five $1/2$ " Studs on $4-1/2$ " Bolt Circle with Two 1" Bearing Races, One Bearing, One Oil Seal	2
4-64	80-103-00	Tapered Bearing Race for 1" Bearing	4
4-66	80-017-00	Tapered Roller Bearing - 1" I.D.	4
4-68	45-338-00	Oil Seal for 1" Bearing	2
4-70	96-329-00	Lug Bolt - $\frac{1}{2}$ " NF	10
4-72	97-236-00	Lug Nut - $\frac{1}{2}$ " NF	10
4-73	92-104-00	Dust Cap with Grease Fitting	2
4-74	98-603-00	Rubber Grommet	1
xx 4-75	91-504-00	Score Card Clip	1
xx 4-76	91-507-00	Score Card Pad	1
4-78	13-746-00	Tire and Demountable Wheel - 850 x 8, 4 Ply Terra Tire, Power Rib, Tubeless	2
4-79	12-020-00	Wheel, Demountable for 850 x 8 or 950 x 8 Tire	2
4-80	10-093-00	Tire - 850 x 8, 4 Ply, Terra Power Rib, Tubeless	2

xx NOTE: These two(2) items are no longer available. Please substitute T-D Part #91-511-00, Black Plastic Score Card Holder, Steering Wheel (See Fig. I.D. 4-230)

GENERAL 91117

1

FIG. I.D. NO.	T-D PART NO.	DESCRIPTION	QTY.
4-84	11-041-00	Tube (Optional) for 850 x 8 or 950 x 8 Tire	2
4-87	96-316-00	Bolt, $\frac{1}{2}$ NC x 3, All Thread	2
4-88	18-047-00	Steering Adjustment Sleeve, 18" Long	1
4-89	96-118-00	U'Bolt - $\frac{1}{2}$ NC x 1-7/8 I.D. x 6 $\frac{1}{2}$ Long	2
4-90	18-035-00	Steering Adjustment Sleeve, 11" Long	1
4-200	88-737-08	Pop Rivet - 3/16 D x 5/8 Long	1
4-201	88-026-11	Screw, 8-32 x 1" Flat Head Slotted Machine	2
4-203	88-088-62	Lock Washer, 5/16	2
4-204	88-099-80	Hex Head Nut, 5/16 NF	4
4-205	88-080-18	Screw, 5/16 x 2-1/2 NC Hex Head Cap	1
4-206	88-089-81	Nut, 5/16 Hex Lock	1
4-207	88-119-80	Nut, 3/8 NF Hex Head	2
4-208	88-128-60	Washer, 7/16	3
4-209	88-130-14	Screw, 7/16 x 1-1/2 NF Hex Head Cap	2
4-210	88-139-81	Nut, 7/16 NF Hex Lock	2
4-211	88-149-81	Nut, $\frac{1}{2}$ NC Lock	10
4-212	88-159-85	Nut, $\frac{1}{2}$ - 20 NF Slotted Hex	6
4-213	88-228-60	Washer, 3/4	2
4-214	88-239-85	Nut, 3/4 NF Slotted Hex	2
4-215	88-259-82	Nut, 13/16 NF Hex Jam	1
4-216	88-268-62	Lock Washer, 7/8	1
4-217	88-279-81	Nut, 7/8 NF Lock	2
4-218	88-279-82	Nut, 7/8 NF Hex Head Jam	1
4-219	88-527-11	Cotter Pin, 1/8 x 1	6
4-220	88-527-14	Cotter Pin, 1/8 x 1-1/2	2
4-221	86-003-00	Shock Absorber with rubber cushion stop	1
4-222	88-120-17	7/16 N.C. x 2-1/4 Long Hex Head Cap Screw	1
4-223	88-129-81	7/16 Lock Nut	1
4-224	88-149-81	1/2 N.C. Lock Nut	1
4-225	32-215-00	Plastic Flanged Bearing	2
4-226	50-004-00	1/2 x 8 Stainless Steel Threaded Shaft	1
4-227	88-148-61	1/2 Inch SAE Washer	11
4-228	88-149-80	1/2 N.C. Hex Head Nut	1
4-229	98-753-00	Rubber Cushion, Frame to Spring	2
4-230	91-511-00	Black Plastic Score Card Holder, Steering Wheel	1
4-231	00-370-14	Idler Arm, Steering Wheel	1

SERVICE AND ADJUSTMENT

REFER TO FIGURE 4A

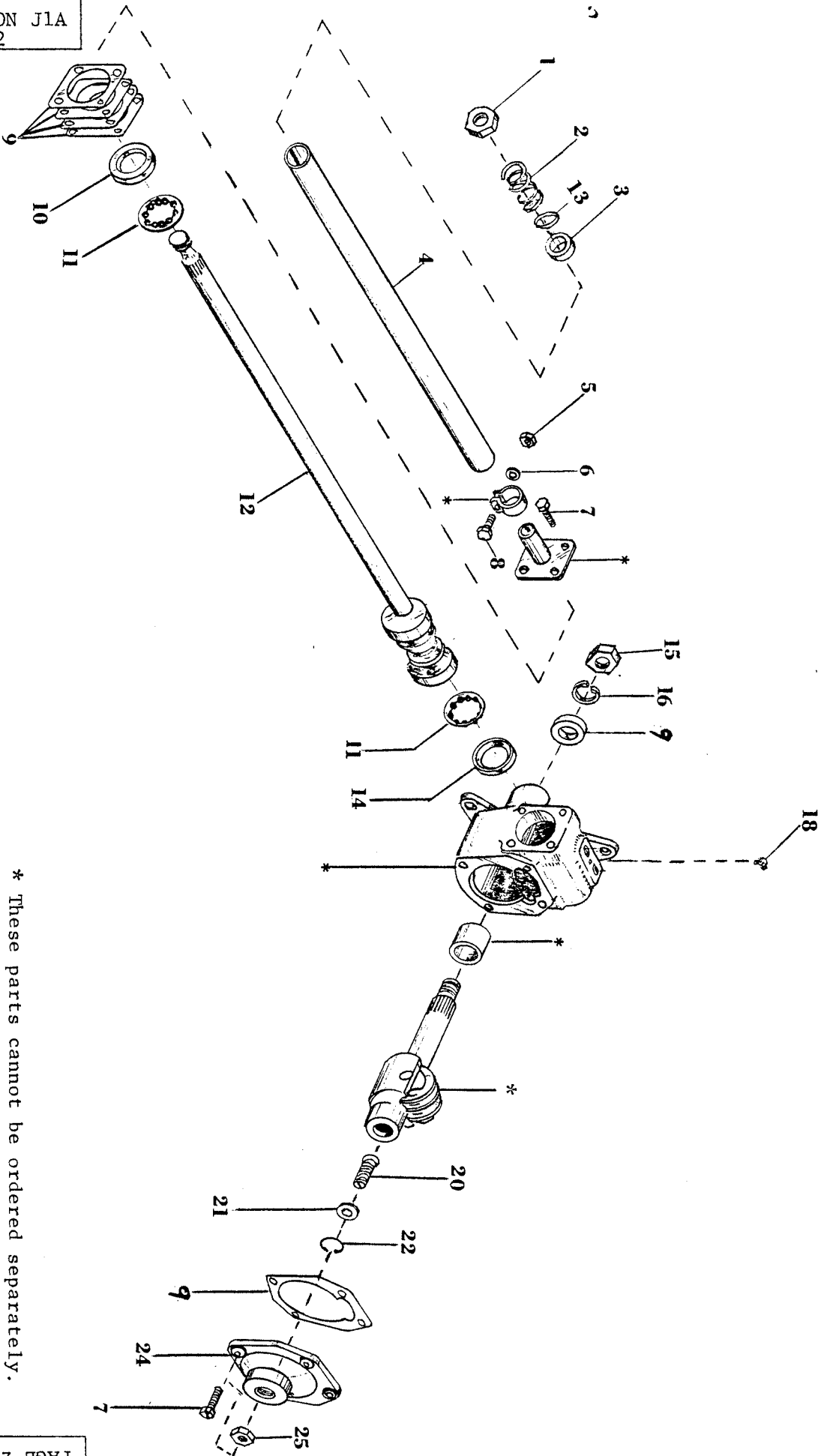
STEERING WORM ASSEMBLY

DISASSEMBLE AND REASSEMBLE STEERING WORM

1. Remove 4 bolts from cover and slide steering arm shaft assembly and cover from housing.
2. Mark position of steering column jacket tube clamp for proper reassembly.
3. Loosen steering column jacket tube clamp, and slide jacket tube off of housing and steering column shaft.
4. Remove 4 bolts from housing worm bearing cap and remove steering column worm and shaft assembly.
5. Clean all parts and flush out housing with suitable degreasing solvent. Lightly oil all parts for reassembly.
NOTE: If installing new steering column shaft and worm assembly, worm bearings, or worm bearing cups, it will be necessary to check the worm bearing preload.
6. To check worm bearing preload, install the steering column worm and shaft assembly, bearings, bearing cups, bearing cap and original shims.
7. Tighten 4 bolts to 18-22 ft. lbs. torque.
8. Shaft and worm must not have any bearing looseness or "play" and should not rotate with less than 1-1/4" lbs. torque nor require more than 4 1/2" lbs. of torque.
9. Add or take away shims as needed to produce the desired bearing preload.
10. Inspect steering arm shaft seal and cover gasket. Replace if worn or damaged.
11. Install steering arm shaft and cover assembly. Tighten four cover bolts to 18 - 22 ft. lbs. torque. NOTE: With steering arm shaft positioned at the center of its travel, there must be no backlash with mating worm and roller. Total preload for assembled unit must be no less than 5-3/4" lbs. torque measured at steering worm shaft nor more than 11-1/4" lbs.
12. Adjust total preload to proper limits by loosening locknut on backlash adjusting screw located in cover and turning adjusting screw clockwise to increase preload and counterclockwise to decrease preload. Retighten lock nut securely.
13. Replace steering column jacket tube and clamp in original position.

NO.	DESCRIPTION	LENGTH	QUAN.	REVISED DATE	REVISION
TOL. FRAC. \pm	DEC. \pm				
SCALE	NONE				
DRAWN BY					
DATE	2-4-77				
FIGURE 4A STEERING WORM ASSEMBLY SECTION J1A					
TAYLOR DUNN MFG. CO. 2114 West Ball Rd. Anaheim, Calif.					

* These parts cannot be ordered separately.
Order as part of the entire steering unit
assembly, part # 18-307-14



STEERING WORM ASSEMBLY

REFER TO FIGURE 4A

FIG. ID. NO.	T-D PART NO.	DESCRIPTION	QTY. REQ.
4A-0	18-307-14	Steering worm assembly complete	1
4A-1	18-259-82	Nut, jam 13/16 hex head, NF	1
4A-2	85-122-00	Spring, compression 1-1/8 OD X 1	1
4A-3	18-307-54	Spacer, jacket bearing	1
4A-4	18-307-52	Jacket, steering column	1
4A-5	88-099-88	Nut, 5/16 NF	1
4A-6	88-088-62	Washer, lock	1
4A-7	88-080-09	5/16 X 3/4 NC hex hd cap screw	8
4A-8 (not available)		5/16 X 2 NF hex hd cap screw	1
4A-9	18-307-42	Gasket, Seal & Shim Kit for Steering Worm	1
4A-10	18-307-57	Worm adjustment bearing cup, inner (requires 18-307-42)	1
4A-11	18-307-53	Worm bearing assembly (requires 18-307-42)	2
4A-12	18-307-51	Steering column shaft & worm assembly (requires 18-307-42)	1
4A-13	18-307-55	Spacer, jacket bearing	1
4A-14	18-307056	Worm bearing cup, outer (requires 18-307-42)	1
4A-15	88-279-82	Nut, jam 7/8 NF hex	1
4A-16	88-268-62	Lockwasher, 7/8	1
4A-17	18-307-59	Seal, steering arm shaft	1
4A-18	87-073-00	Fitting, grease 45 degree, 3/16 drive	1
4A-20	18-307-64	Screw, adjusting	1
4A-21	18-307-65	Washer, thrust	1
4A-22	18-307-66	Snap ring	1
4A-24	18-307-67	Shaft cover	1
4A-25	88-159-82	Nut, jam 1/2" NF	1

SERVICE AND ADJUSTMENTS

REFER TO FIGURE 7

BRAKE SYSTEMS - MODELS GT-370/371 & 2372R/2373R

GENERAL

The mechanical brake assembly located on the differential pinion shaft will require a periodic inspection for lining wear and consequently periodic adjustment.

NOTE: Normal procedure for adjusting brakes for lining wear is to adjust the brake band by means of the brake band anchor bolt and NOT by adjusting brake cable length.

A few drops of oil on the clevis pin and pivot pins of the mechanical linkage is recommended on a monthly basis. Great care must be taken that no oil is allowed to contact the brake band or drum as it will seriously impair the braking ability. If the braking surfaces become oily or contaminated for any reason, it will be necessary to remove the brake band and clean all parts thoroughly. Refer to the appropriate section of this manual for the correct procedure to follow. If your vehicle is equipped with hydraulic brakes refer to Section J3 for their care and adjustment.

PROCEDURE FOR MINOR BRAKE ADJUSTMENT (due to lining wear)

ALL VEHICLES - Brake Lever Arm Position Inspection

With service brake and park brake fully released, observe position of brake lever arm connected to brake band.

- A. Power Traction Drive: The brake lever arm must be 1/4" to 3/8" from gear case.
- B. Belt Drive: The brake lever arm must be 1/4" to 3/8" from brake lever arm return stop bar.

If brake lever arm is NOT in the correct position, the cable or rods which connect the brake lever arm to the service brake foot pedal and the foot operated park brake pedal must be adjusted. This requires that a complete brake adjustment, as described in the following sub-section, "Complete Brake Adjustment - All Vehicles".

If brake lever arm IS in the correct position, it will not be necessary to adjust the cables or rods. The only adjustment necessary will be to the brake band, as follows:

- A. Service Brakes: Adjust brake band anchor bolt, tightening it until brake pressure adequate to stop the vehicle is achieved with foot pedal halfway to the floor. An additional centering adjustment is necessary. Loosen centering screw lock nuts, center band around drum. Bring band as close to drum as possible without causing brake drag. Lock centering screws.
Note: If band is too far from drum, brakes will grab in the forward direction.

- B. PARK BRAKES:

Foot Operated - Check operation of Park Brake. If holding power is insufficient, refer to following sub-section, "Complete Brake Adjustment - All Vehicles".

PROCEDURE FOR COMPLETE BRAKE ADJUSTMENT - ALL VEHICLES

Units With Foot Operated Park Brake:

1. Cable Adjustment (Service Brake) - With service brake pedal and park brake pedal fully released, loosen lock nut on service brake cable clevis. Adjust cable length to position brake lever arm according to specifications described in preceding Section titled, "Minor Brake Adjustment for Normal Lining Wear." Tighten lock nut.
NOTE: Prior to performing cable adjustment, all other cables or rods attached to brake lever arm must be in a slack condition during this adjustment. It may be necessary to disconnect them to assure that the brake lever arm position described is governed by the service brake pedal cable adjustment.
2. Band Adjustment - Perform brake band adjustment as described in preceding sub-section titled "Service Brakes".
3. Calbe adjustment (Park Brake) - Park brake is always adjusted after the service brake as described in steps 1 and 2 above. With park brake pedal and service brake pedal fully released, loosen lock nut on park brake cable clevis. Adjust (shorten) cable length until brake lever arm starts to move away from gear case. At that point, stop and reverse adjustment (lengthen) two full turns. Tighten lock nut. Park brake cable is now adjusted and must have a slight bit of slack while the **service brake** cable is taut.

SEAT OPERATED PARK BRAKE (DEADMAN'S BRAKE)

GENERAL: The seat operated park brake is designed to automatically apply the park brake anytime the operators seat is unoccupied. Whenever the operators seat is depressed for any reason, the park brake is automatically released provided the foot operated park brake is released. The foot operated park brake should be applied anytime the vehicle is unoccupied to prevent unexpected vehicle movement

CAUTION: Never leave the vehicle on a hill or incline without applying the foot operated park brake since depressing the operators seat automatically releases the park brake and could result in an accident.

TOWING: To allow the vehicle to be towed, the system incorporates a manually operated (not automatic) lock-out device attached to the bottom of the operators seat. When engaged, the seat is locked in the fully depressed position which disables the seat operated park brake ONLY. This action in no way affects the operation of the foot operated park brake systems.

BRAKE ADJUSTMENT PROCEDURE: Follow the brake adjustment procedures as described in preceeding sub-sections as applies to your vehicle brake system configuration, i.e., foot park brake. Now proceed as follows;

1. Insure service brake pedal and foot brake is fully released.
2. Loosen lock nut on seat park brake cable clevis. Adjust (shorten) cable length until brake lever arm starts to move away from gear case. At that point, stop and reverse adjustment (lengthen) two full turns. Tighten lock nut. Seat park brake cable is now adjusted and must have a slight bit of slack while the service brake cable is taut. The other park brake cable will also be slightly slack.

MAINTENANCE, SERVICE AND PARTS LIST

MECHANICAL CONTROL LINKAGE

REFER TO FIGURE 7

GENERAL

The mechanical control linkage operates the various controls and mechanisms located throughout your vehicle.

The accelerator system consist of the operating pedal and shaft extension, connecting rods & adjusters, and return spring (s).

The foot park brake consist of the operating pedal, associated connecting cable cable and return spring (s).

The service brake system consists of the foot pedal and pivot shaft assembly, and a separate brake operating cable and return spring.

*** Seat Operated Park Brake (see below)

MAINTENANCE AND SERVICE

Both the accelerator and brake systems pivot on self lubricated bearings on corrosion resistant shafts. Should the bearings become worn, they are easily replaced.

For routine maintenance instructions, refer to Section D of the Manual for Tee Bird, 1972 and up, or to the Manual for Models 2362R and 2363R.

For lubrication instructions, refer to Section E of this manual.

For brake adjustment instructions on Model Tee Bird 1972 and up, refer to Section J2 of the basic manual and to the appropriate manual for 2362R and 2363R.

For brake adjustment instructions on model Tee Bird GT-370/371, and models 2372R and 2373R, refer to figure 7/7A and Sect. J2 of this Supplement.

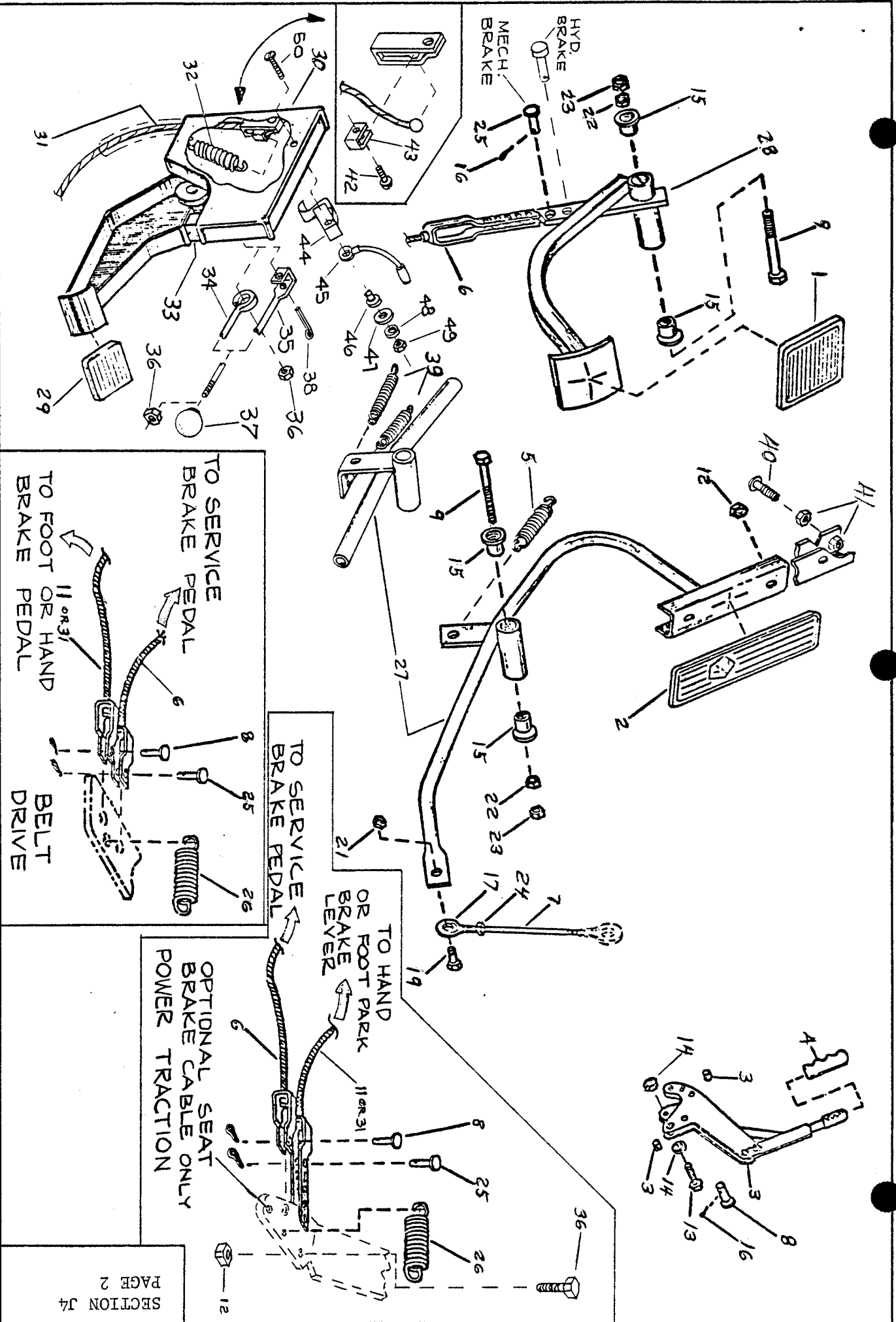
For accelerator asjustments, refer to Section J6 of the Supplement and Basic Manual.

For vehicles equipped with optional hydraulic brakes, refer to Section J3 of the Basic Manual.

PARTS

For an illustration and parts list of parts used in the GT-370/371 and 2372R/2373R, refer to the following pages in this section.

*** The automatic seat park brake system consist of the pivoted seat assembly, the operating cable or rods, the brake apply spring, adjustable tension device, and its connecting linkage.



NO.	DESCRIPTION	LENGTH	QUAN.	REVISED DATE	REVISION
TOL. FRAC. ±	DEC. ±				
SCALE					
DRAWN BY	J.M.				
DATE	5-15-74				

FIGURE 7
SECTION J4

MECHANICAL CONTROL LINKAGE
MODELS GT370/GT371 & 2372R/2373R

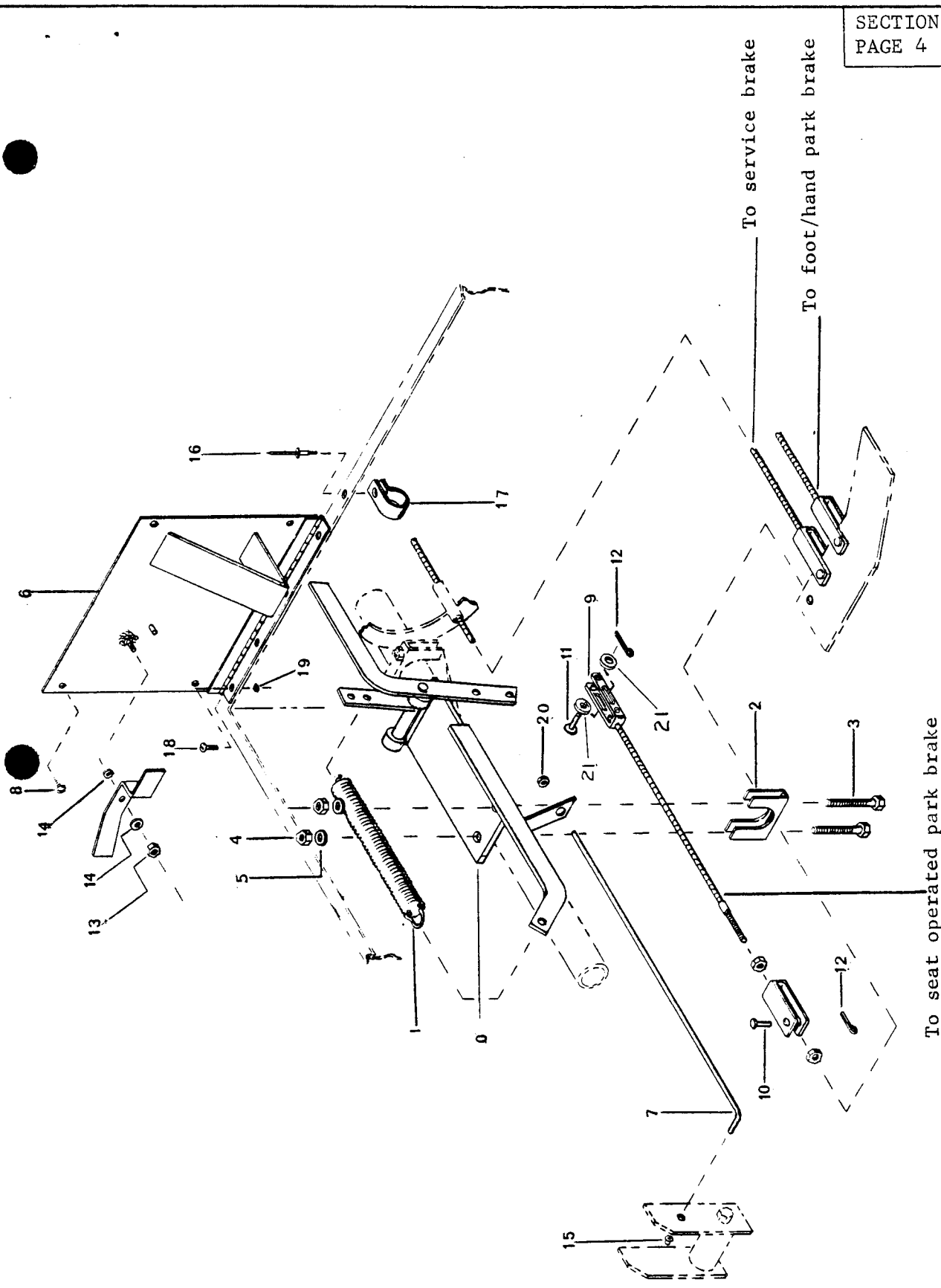
FIGURE NO. 7
MECHANICAL CONTROL LINKAGE

FIG. I.D. NO.	T-D PART NO.	DESCRIPTION	QUANTITY
7-1	98-200-00	Brake Pedal Pad	1
7-2	98-254-00	Accelerator Pad (Aluminum)	1
7-3	51-340-00	Hand Parking Brake Lever with Spacers (5/8 O.D. X 12/32 I.D. X 1/2 Long & 5/8 O.D. X 12/32 I.D. X 15/32 Long)	1
7-4	98-351-00	Hand Grip - 7/8 I.D. X 4-1/2 Long	1
7-5	85-250-00	Spring Extension, 1-1/16 O.D. X 3-7/8 Long (Accelerator Return)	1
7-6	96-823-00	Adjustable Cable Assembly - Service Brake	1
7-7	50-002-00	Rod, 1/4 - 28 X 5-1/8 Long	1
7-8	96-771-00	Clevis Pin, 3/8 X 3/4 Face to Hole	2
7-9	88-147-24	1/2 X 4 Stainless Steel Screw	2
7-11	96-822-00	Adjustable Cable Assembly - Hand Brake	1
7-12	88-069-87	1/4 N.C. Fastite Nut	2
7-13	88-100-14	3/8 X 1-1/2 N.C. Hex Head Cap Screw	2
7-14	88-109-81	3/8 N.C. Locknut	6
7-15	32-215-00	Plastic Flanged Bearing	4
7-16	88-517-09	3/32 X 3/4 Long, Cotter Pin	4
7-17	86-503-98	Rod End - 1/4 - 28 Left Hand Thread	1
7-18	88-108-60	3/8 Washer	1
7-19	88-060-13	1/4 X 1-1/4 Hex Head Cap Screw	1
7-20	88-068-62	1/4 Lock Washer	1
7-21	88-069-81	1/4 N.C. Lock Nut	1
7-22	88-149-80	1/2 N.C. Hex Head Nut	2
7-23	88-149-81	1/2 N.C. Lock Nut	2
7-24	97-211-00	1/4 - 28 N.F. Nut, Left Hand Thread	1
7-25	96-773-00	Clevis Pin, 5/16	2
7-26	85-270-00	Extension Spring 1-1/4 O.D. X 4-3/8	1
7-27	00-370-12	Accelerator Pedal with Extension Arm and Plastic Bearings. <u>NOTE</u> - Accelerator Pedal with (2) Return Springs Effective with Serial No. 41160 & Up.	1

MECHANICAL CONTROL LINKAGE (Con't.)
REFER TO FIG. 7

FIG. I.D.

NO.	T.D. PART NO.	DESCRIPTION	QTY.
7-28	00-370-11	Service Brake Pedal W/Plastic Bearings	1
7-29	98-201-00	Pad, Park Brake Pedal	1
7-30	51-342-11	Foot Park Brake Ass'y. <u>with Cable Guide Tube. Used on Earlier Models Only.</u>	1
7-30	51-342-00	Foot Park Brake Ass'y. without Cable Guide Tube. Use on <u>Later Models Only.</u>	1
7-30	51-342-10	Foot Park Brake Ass'y w/Switch	1
7-31	96-824-10	Foot Park Brake Actuating Cable, <u>Pwr. Traction</u>	1
7-31	96-824-11	Foot Park Brake Actuating Cable, <u>Blt. Drive</u>	1
7-32	85-402-00	Pedal Return Spring, 1/2 O.D. x 1 3/4	1
7-33	98-755-00	Bumper, Brake Pedal 3/4 Sq.	1
7-34	50-132-00	Rod, Foot Park Brake Release (use w/51-342-11)	1
7-35	50-131-00	Rod, Foot Park Brake Release (Use w/51-342-00)	1
7-36	88-069-80	1/4 Hex Hd. Nut	2
7-37	95-910-00	Knob, Black	1
7-38	88-527-06	Cotter Pin	1
7-39	85-233-00	Spring Extension, Accelerator Return	2
7-40	88-082-00	Bolt, Carriage 5/16 x 1	1
7-41	88-089-80	Nut, Hex Head 5/16	2
7-42	88-837-06	Screw, Metal #14 x 1/2	1
7-43	97-212-00	Speed Nut, Tinnerman	1
(Not Shown)	85-201-00	Release Lever Spring Extension 7/16 O.D. x 3/4	1
(Not Shown)	85-012-00	Pall Spring Compression, 13/32 O.D. x 1 1/8	1
7-44	71-136-00	Switch, Foot Park Brake	1
7-45	75-130-20	Wire Harness, Foot Park Brake (Single Wire)	1
7-46	32-212-10	Screw Insulator #6 x 1/4 Long	1
7-47	97-170-00	Insulated Washer 3/4 O.D.	1
7-48	88-048-61	#10 SAE Washer	1
7-49	88-019-86	#6-32 NC Hex Locknut	1
7-50	88-014-13	#6-32 x 1 1/4 NC Round HD Screw	1



TAYLOR DUNN MFG. CO.
2114 West Ball Rd.
Anaheim, Calif.



LENGTH | QUAN. | REVISED DATE | REVISION

SEAT OPERATED PARKING BRAKE

FIGURE 7A
SECTION J4

NO.	DESCRIPTION
TOL. FRAC. ±	DEC. ±
SCALE	NONE
DRAWN BY	J.M.
DATE	8-14-78

SEAT OPERATED PARK BRAKEREFER TO FIGURE 7A

FIG. ID. NO.	T-D PART NO.	DESCRIPTION	QUANTITY
7A-0	50-659-00	Seat brake lever assembly	1
7A-1	85-280-00	Spring, extension	1
7A-2	85-487-50	Bracket, spring mounting	1
7A-3	88-140-22	Screw, hex head cap 1/2 X 3-1/2 NC	2
7A-4	88-149-80	Nut, hex head 1/2 NC	2
7A-5	88-148-62	Washer, lock 1/2	2
7A-6	50-659-50	Plate, seat mounting	1
7A-7	50-225-50	Rod, wiring harness support	1
7A-8	88-837-11	Screw, phillips metal #14 X 1-1/4	6
7A-9	96-818-10	Cable assembly, adjustable	1
7A-10	96-771-00	Pin, clevis 3/8 X 3/4	1
7A-11	96-773-00	Pin, clevis 5/16 X 1	1
7A-12	88-517-11	Pin, cotter 3/32 X 1	2
7A-13	88-109-81	Nut, lock 3/8 NC	1
7A-14	88-108-60	Washer, 3/8	2
7A-15	88-577-90	Cap nut, 1/4 press-on	1
7A-16	88-737-08	Rivet, aluminum 3/16 X 5/8	1
7A-17	96-630-00	Clamp, rubber lined 5/8 ID	1
7A-18	88-060-09	Screw, hex head cap 1/4 X 3/4 NC	4
7A-19	88-069-87	Nut, fastite NC	4
7A-20	98-603-00	Grommet, rubber 3/8 ID	1
	90-158-99	Seat cushion, left side, seat operated park brake, (specify color)	1
	90-154-99	Seat cushion, individual, (specify color)	1
	91-403-10	Support, accessory tray with clip	1
7A-21	88-088-61	Washers 5/16	2

MAINTENANCE, SERVICE AND PARTS

MASTER CONTROL SWITCH

GENERAL

The Master Control Switch is located below the seat, and is readily accessible when the seat is raised. The left side, operated by the hand lever which projects into the passenger compartment, controls direction of travel. The right side, operated by the accelerator pedal, controls the vehicle speed by regulating the voltage applied to the motor, using coils of nichrome resistance wire.

It is recommended that all terminal connections be checked and tightened at least once a month. If a terminal bolt or wire becomes loose, sufficient heat will be generated to cause permanent damage at the connection.

The nuts which secure the wire terminals to the contact buttons on the forward/reverse rotor must NOT be used to tighten the contact buttons to the rotor board. The contact buttons must be free to rotate in order to avoid wire breakage.

Lubrication and Maintenance

A coating of grease, T-D part no. 94-421-00 or equivalent (minimum 400d. melt pt.) must be maintained on all switch components where sliding contact occurs. Apply a heavy coating of grease to the 1st power bar area. The spaces between power bars should be cleaned approximately every 2 to 3 months using a piece of wood or plastic or by steam cleaning. See Sect. E for complete lube instructions.

For scheduling of routine maintenance, refer to Section D of the manual for Model Tee Bird, 1972 and Up, or to the manual for Models 2362R and 2363R.

MAINTENANCE

Adjustment of Speed Rotor Travel - EM Switch (Refer to Diagram B)

NOTE: Rotor travel adjustment is set at the factory and will require adjustment only if the vehicle is subjected to severe damage or if a new switch assembly is installed.

1. Adjust pedal stop bolt so that when the bolt head contacts the floor mat there is 1/4" clearance between the accelerator pedal extension and the rear of the floor panel. (See Diagram B)
2. Block accelerator pedal in full ON position with pedal stop bolt in contact with floor mat.
3. Adjust the "rod end" of the Adjustable Accelerator Link so that the lower contact button clears the 4th speed bar by 1/8". This will insure approximately 95% of the contact button is touching the high speed bar.

Adjustment of Speed Rotor Travel - EM Switch (Con't)

4. Remove blocking and operate accelerator pedal several times, using normal force. Re-check position of the lower contact button with pedal fully depressed. If it fails to clear the 4th speed bar by $\frac{1}{8}$ ", re-adjust the rod end position accordingly and re-check the clearance again after operating the pedal. Continue re-adjusting as necessary until the desired condition is obtained and remains constant. NOTE: The lower contact button should not travel beyond the 5th speed power bar.
5. With the pedal in neutral position, the lower contact button must clear the 1st speed bar by a minimum of $\frac{1}{8}$ " and rest on the neutral button. This condition should automatically occur when the high speed adjustment is properly set.

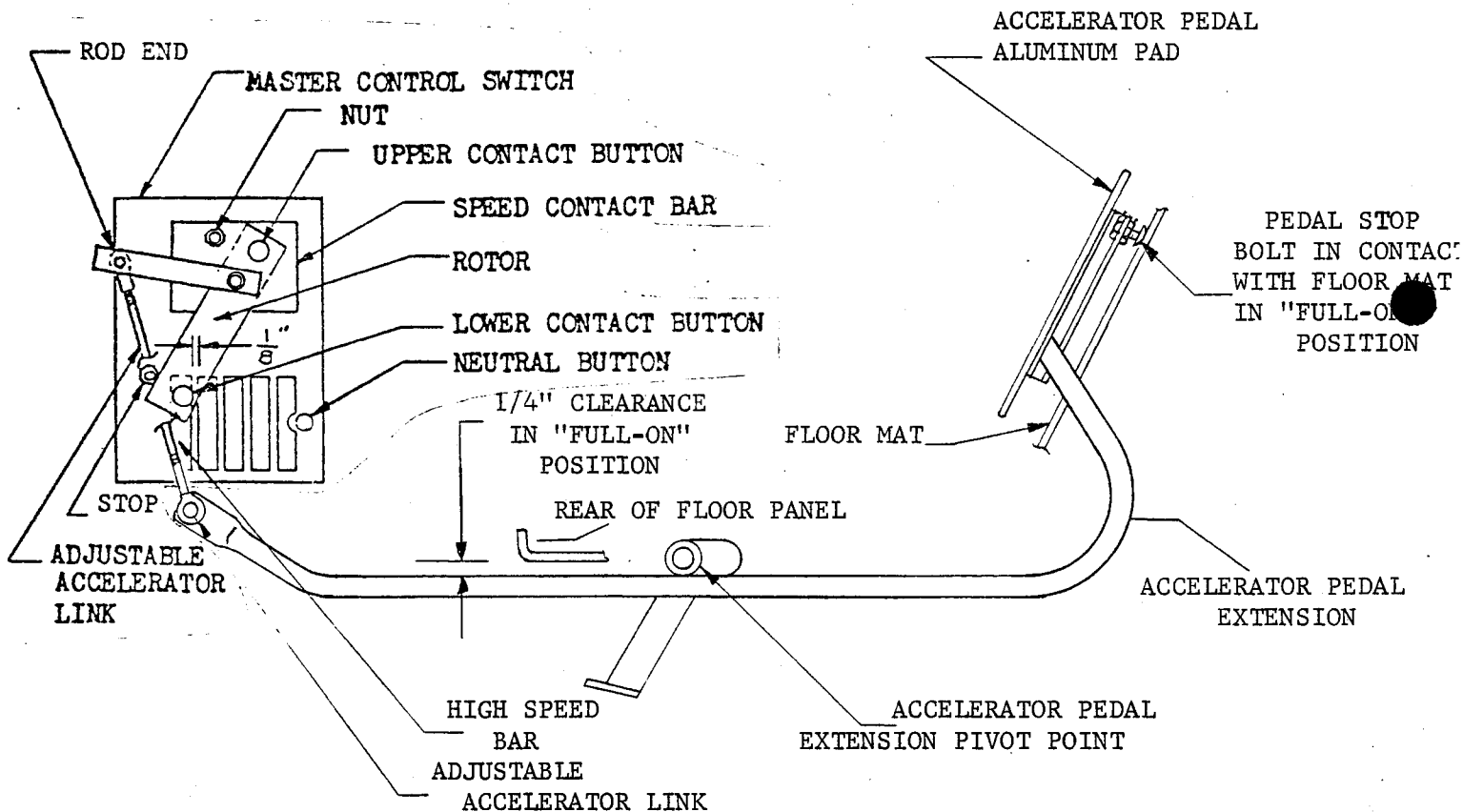
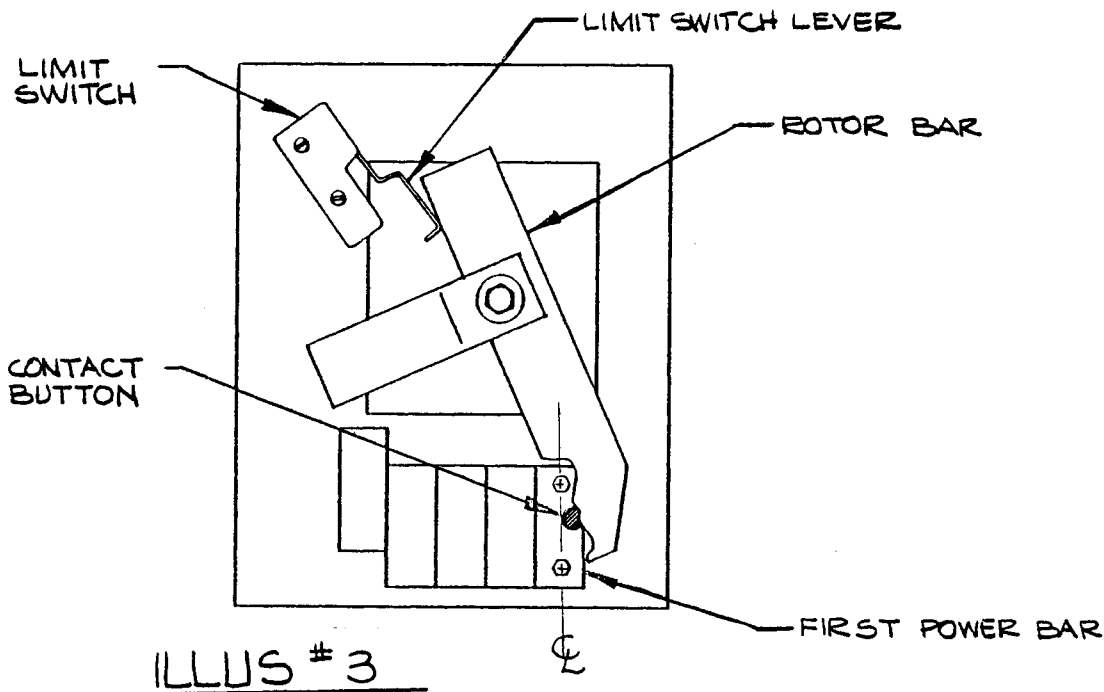


Diagram B - Rotor Travel Adjustment - EM Switch
(In Full-On Position)



ADJUSTMENT OF FOOT PARK BRAKE BUZZER UNIT SWITCH-SOLENOID EQUIPPED MASTER CONTROL SWITCH

1. Connect a voltage tester across solenoid coil terminals where the brown/black and orange wires are connected.
2. Depress accelerator to full on while noting that solenoid activates and tester registers voltage.

NOTE: For vehicles equipped with Limit Switch & Buzzer without solenoid : Adjust Limit Switch Arm so that switch activates as rotor makes contact with 1st power bar. A distinctive click is audible when switch activates.

3. Slowly allow accelerator to return toward off. If limit switch is properly adjusted solenoid will turn off and voltage will drop to zero as trailing edge of rotor button is exactly in line with the center of hex head cap screws (2) securing 1st power bar to mounting board.
4. If out of adjustment, bend limit switch lever toward rotor to make solenoid turn-on later and bend away from rotor arm to make solenoid turn-on earlier.
5. For final check of solenoid operation, slowly depress accelerator while noting that solenoid operates and voltage is present before rotor bar contact button touches 2nd power bar. Buzzer should sound only if parking brake is on and accelerator pedal is depressed.

NO. DESCRIPTION
TOL. FRAC. ± DEC. ±
SCALE NONE
DRAWN BY J M
DATE 5-2-78

FIGURE 9 B
SECTION J6

LENGTH QUAN. REVISED DATE REVISION
MASTER CONTROL SWITCH-WITH SOLENOID AND
FOOT PARK BRAKE BUZZER

TAYLOR DUNN MFG. CO.
2114 West Ball Rd.
Anaheim, Calif.

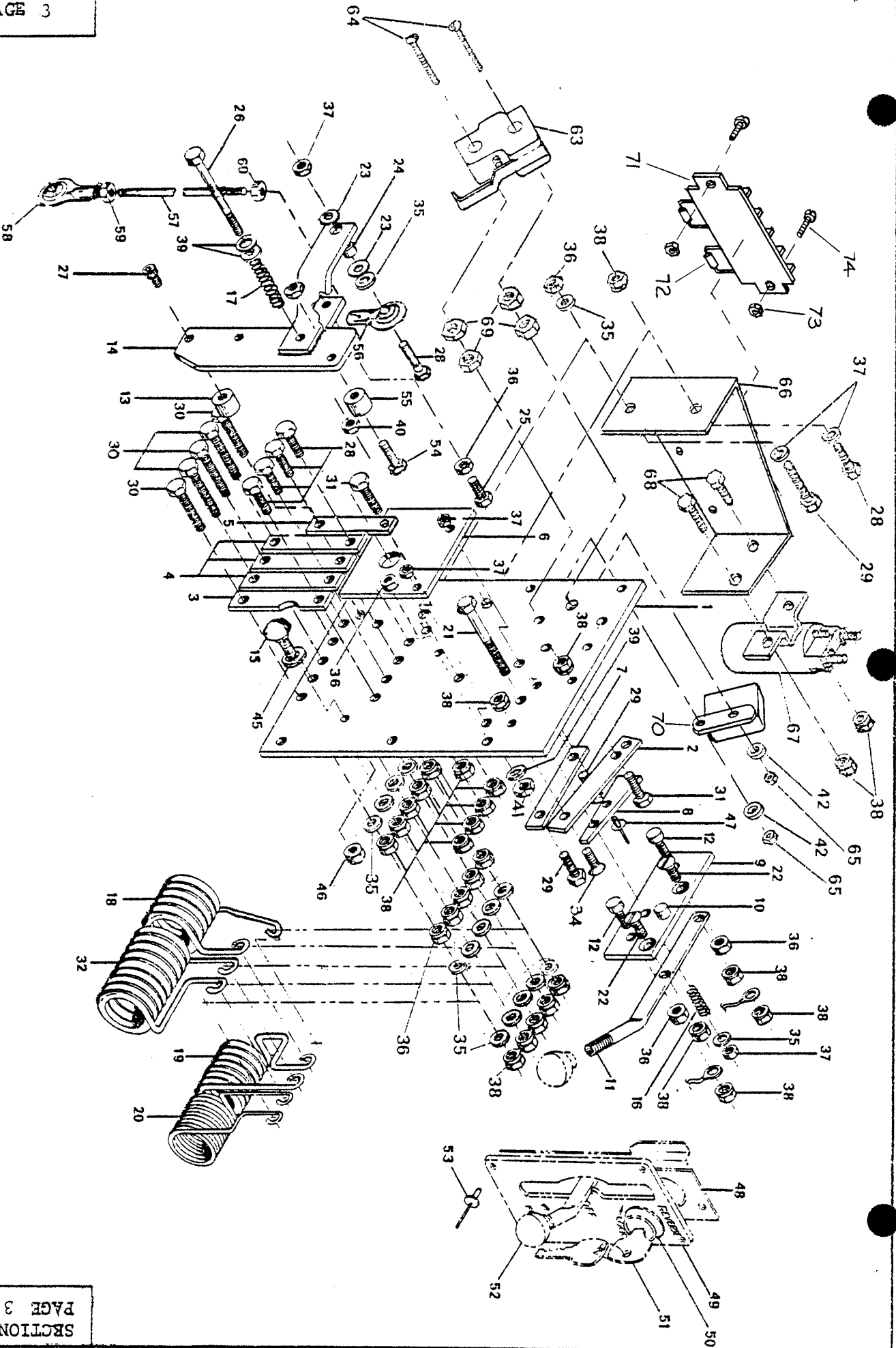


FIGURE 9 MASTER CONTROL SWITCH - WITH SOLENOID & BUZZER

FIG. I.D. NO.	T-D PART NO.	DESCRIPTION	QTY.
9-0	61-845-20	Master Control Switch with Solenoid	1
9-1	61-845-01	Mounting Board	1
9-2	61-831-10	Power Bar with Countersunk Hole	1
9-3	61-831-12	Power Bar with Notch	1
9-4	61-831-13	Power Bar	4
9-6	61-831-15	Speed Contact Bar	1
9-7	61-840-00	Forward/Reverse Power Bar	1
9-8	61-839-51	Neutral Board	1
9-9	61-846-50	Rotor Board	1
9-10	61-846-51	Stabilizer Button	1
9-11	61-841-00	Handle	1
9-12	71-030-58	Contact Button	2
9-13	71-849-50	Contact Button	1
9-14	61-849-00	Speed Switch	1
9-15	88-102-11	Neutral Button (3/8 X 1 Carriage Bolt)	1
9-16	85-034-00	Spring 7/16 X 2	1
9-17	85-060-00	Spring 5/8 X 2-1/2	1
9-18	78-212-63	Resistor Coil #5 Wire - 6 Turns	1
9-19	78-212-52	Resistor Coil #6 Wire - 9 Turns	1
9-20	78-212-51	Resistor Coil #9 Wire - 10 Turns	1
9-21	88-060-20	1/4 N.C. X 3 Hex Head Cap Screw	1
9-22	88-066-09	1/4 N.C. X 3/4 Flat Head Machine Screw	2
9-23	97-170-00	Washer, Insulated	2
9-24	32-212-50	Plastic Bushing, 1/4 I.D. X 1/4 Long	1
9-25	96-300-09	Bronze Bolt	1
9-26	88-081-22	5/16 N.C. X 3-1/2 Hex Head Cap Screw	1
9-27	88-047-06	10-32 X 1/2 Socket Head Cap Screw	1
9-28	88-060-11	1/4 N.C. X 1 Hex Head Cap Screw	8
9-29	88-060-13	1/4 N.C. X 1-1/4 Hex Head Cap Screw	4
9-30	88-067-20	1/4 N.C. X 3 Hex Head Tap Bolt	5
9-31	88-060-14	1/4 N.C. X 1-1/2 Hex Head Cap Screw	2
9-32	78-212-62	Resistor Coil #8 - 8 Turns	1

FIGURE 9 MASTER CONTROL SWITCH - WITH SOLENOID

FIG. I.D. NO.	T-D PART NO.	DESCRIPTION	QTY.
9-34	88-066-11	1/4 N.C. x 1 F.H. Machine Screw	1
9-35	88-068-61	1/4 S.A.E. Washer	1
9-36	88-069-80	1/4 N.C. Hex Nut	10
9-37	88-069-81	1/4 N.C. Hex Lock Nut	2
9-38	88-069-87	1/4 N.C. Fastite Nut	23
9-39	88-088-60	5/16 Flat Washer	3
9-40	88-089-91	5/16 N.C. Hex Head Jam Nut	1
9-41	88-089-81	5/16 Hex Lock Nut	2
9-42	88-048-61	#10 Washer, S.A.E.	2
9-45	97-173-00	Special Washer	1
9-46	88-109-87	3/8 N.C. Fastite Nut	1
9-47	88-737-11	Aluminum Rivet, 3/16 Dia. x 1" Long	1
9-48	97-314-101	Lock Plate & Lock Cylinder Ass'y.	1
9-49	94-307-00	Forward/Reverse Switch Plate	1
9-50	71-040-55	Lock Ass'y. with Two Keys	1
9-51	71-040-74	Key Only (Give lock no. or vehicle serial no.)	1
9-52	95-907-00	Plastic Knob	1
9-53	88-727-06	Aluminum Rivet 5/32 Dia. x 1/2 Long	1
9-54	96-302-01	Screw, Bronze 5/16 N.C. x 1 Hex head	1
9-55	61-849-51	Spacer, Rotor Contactor	1
9-56	86-503-99	Rod End, Spherical Bearing-Rt. Hand Thread	1
9-57	50-002-00	Rod, Accelerator Adjusting, 4 1/8 Long	1
9-58	86-503-98	Rod End, Spherical Bearing - Left Hand Thread	1
9-59	97-211-00	Nut, 1/4 N.F. Left Hand Thread	1
9-60	88-079-80	1/4-28 N.F. Hex Nut	1
9-61	88-068-62	1/4 Lock Washer	1
9-63	71-135-00	Microswitch	1
9-64	88-014-16	6-32 x 2 N.C. Round Head Screw	2
9-65	88-019-86	6-32 N.C. Hex Nut	2
9-66	72-555-00	Bracket - Solenoid Mount	1
9-67	72-501-00	Solenoid	1
9-68	88-060-09	1/4 x 3/4 N.C. Hex Head Cap Screw	2
9-69	88-089-80	5/16 Hex Nut	2
9-70	73-006-00	Buzzer	1
9-71	79-865-00	Terminal Strip	1
9-72	79-730-00	Diodes, 6 AMP	2
9-73	88-019-86	#6-32 NC Hex Lock Nut	2
9-74	88-014-08	#6-32 x 5/8 NC Hex Head Screw	2

MAINTENANCE AND PARTS LIST

BODY AND TRIM

Your vehicle has been finished with several coats of durable baked on enamel.

It will require the same care as you would give your automobile. The chrome trim is also resistant to corrosion and will require an occasional cleaning.

It is recommended that your vehicle be washed with a mild soap and warm water. For long life a good automotive type of wax will extend the life of the finish and maintain lasting beauty,

For identification of Body and Trim parts available for repair and replacement, refer to the Manual for Model Tee Bird, 1972 & Up, or to the Manual for Models 2362R and 2363R, with the following exceptions:

Side Bumpers and Bumper Spacers for Models GT-370, GT-371, 2372R, 2373R

91-920-10	Side Bumper, Left or Right - Zinc Plated
91-920-20	Side Bumper, Left or Right - Chrome Plated
16-207-00	Side Bumper, Front Spacer - 1/2 Inch Long
16-206-00	Side Bumper, Center Spacer - 1 Inch Long
16-205-00	Side Bumper, Rear Spacer - 7/8 Inch Long

Front and Rear Bumpers - GT-370 and GT-371

Front and Rear Bumpers and Spacers listed in the 1972 & Up Manual fit the GT-370 and GT-371. Zinc plated bumpers not listed in the 1972 & Up Manual are as follows:

91-920-51	Front Bumper - Zinc Plated
91-920-52	Rear Bumper - Cross Bag Type Body - Zinc Plated
91-921-52	Rear Center Bumper - Stand Up - Zinc Plated
91-921-53	Rear Left/Right Bumper- Stand Up- Zinc Plated

Front and Rear Bumpers - 2372R and 2373R

Front and Rear Bumpers and Spacers listed in the 2362R and 2363R Manual fit the 2372R and 2373R. Zinc plated bumpers not listed in the older Manual are as follows:

91-920-51	Front Bumper - Zinc Plated
91-920-52	Rear Bumper - Zinc Plated

Floor Mat - GT-370 and GT-371

98-017-50	Floor Mat, Rubber
-----------	-------------------

Plastic Cowl Trim

94-035-51	Black Plastic Trim - 78 Inches Long (Specify Length)
-----------	--

Arm Rests for GT-370 and GT-371

90-312-10	Arm Rest, Left Side, Black
90-313-10	Arm Rest, Right Side, Black

Seat Cushions for GT-370 and GT-371

Specify color when ordering.

- 90-139-99 Complete Car Set of Front Seat Cushions and Front Seat Back Rest Cushions
- 90-154-99 Seat Cushion Only for Front Seat - Left or Right
- 90-138-99 Back Rest Cushion Only for Front Seat - Left or Right
- 90-156-99 Seat Cushion for Rear Seat Option
- 90-157-99 Back Rest Cushion for Rear Seat Option

Front Seat Back Cushion Supports for GT-370 and GT-371

- 90-103-98 Back Rest Cushion Support, Adjustable, Driver Side
- 90-103-97 Back Rest Cushion Support, Non Adjustable, Passenger Side

Deck Boards, Bag Rack, Belts, and Deck Board Hardware for GT-370 and GT-371

Deck Boards, Bag Racks, Belts for Stand Up Rack and for three piece type Cradle Set, and attaching hardware for those items, as well as board clips and rubber bumpers for deck boards are listed in the 1972 & Up Manual. Replacement Parts for the two piece type Cradle Rack Set are as follows:

- 90-456-10 Complete Deck Board Assembly - Two Piece Type Cradle Rack
- 90-456-00 Deck Board Only - Two Piece Type Cradle Rack
- 91-521-00 Single Rack Only, Two Piece Type, Not Including Belts or Buckle
- 91-542-00 Belt with Tip and Eyelet
- 91-536-00 Buckle
- 96-602-00 Clamp for attachment of Buckle to Rack
- 88-067-13 Oval Head Screw for Attaching Rack to Board - 1/4 N.C.

Top Supports and Frames for GT-370 and GT-371

- 91-034-10 Front Top Support - Zinc Plated
- 91-034-20 Front Top Support - Chrome Plated
- 91-036-10 Rear Top Support - Zinc Plated
- 91-036-20 Rear Top Support - Chrome Plated
- 91-031-10 Tubular Top Frame - Zinc Plated
- 00-370-17 Rear Section Welded, Diamond Plate Standup Bag, Includes Kick Panel, Side Panels & Rear Panel, GT-370 Series, Unpainted
- 00-370-19 Rear Section Welded, Diamond Plate Cross Bag, Includes Kick Panel, Side Panels & Rear Panel, GT-370 Series, Unpainted
- 00-370-18 Rear Section Welded, Smooth Skin, Standup Bag, Includes Kick Panel, Side Panels & Rear Panel, GT-371 Series, Unpainted
- 00-370-20 Rear Section Welded, Smooth Skin, Cross Bag, Includes Kick Panel, Side Panels & Rear Panel, GT-371 Series, Unpainted

TEE-BIRD SUPPLEMENT

SERIAL NO. 35708 & UP

YEAR RANGE 1972 & UP

OPERATION AND MAINTENANCE MANUAL WITH PARTS LIST

MODEL :	TEE-BIRD SUPPLEMENT
SERIAL NO. :	35708 & UP
YEAR :	1972 & UP
MANUAL NO. :	MG-370-05

- IMPORTANT -

READ AND FOLLOW INSTRUCTIONS GIVEN
IN SAFETY & OPERATIONS AND THOSE
SECTIONS RELATED TO YOUR SERVICE
AND REPAIR RESPONSIBILITIES



TAYLOR-DUNN

Commercial and Industrial Vehicles Since 1949

2114 W. Ball Rd., Anaheim, CA 92804 (714)956-4040 Fax (714)956-0504
Mailing Address: P.O. Box 4240, Anaheim, California 92803

TABLE OF CONTENTS

CONTENTS	SECTION	ILLUSTRATION
INSPECTION, SAFETY, INTRODUCTION	A	
OPERATING INSTRUCTIONS	B	
WARRANTY	C	
MAINTENANCE GUIDE CHECKLIST	D *	
LUBRICATION DIAGRAM	E	Figure 1
TROUBLE SHOOTING CHECKLIST	F *	
WIRING DIAGRAM	G	Figure 2
PARTS ORDERING PROCEDURE	H *	
RECOMMENDED SPARE PARTS LIST	I	

MAINTENANCE PROCEDURES, SERVICE AND ADJUSTMENTS, PARTS ILLUSTRATIONS AND LISTINGS

FRONT AXLE, STEERING, TIRES AND SUSPENSION	J1	Figure 4
REAR AXLE, MOTOR AND BRAKES	J2 *	
MECHANICAL CONTROL LINKAGE	J4	Figure 7
SPEED CONTROL AND MAIN POWER SWITCHING	J6	
GENERAL ELECTRICAL SYSTEM	J7 *	
BATTERIES AND CHARGER	J8 *	
BODY AND TRIM PARTS	J9	
STEERING WORM ASS'Y DISSAMBLE/ASSEMBLE	J1A	FIGURE 4A

* REFER TO MAINTENANCE INSTRUCTIONS AND PARTS LIST MANUAL FOR TEE BIRD,
1972 & UP, SERIAL NO. 23000 & UP OR TO MANUAL FOR MODELS 2362R & 2363R,
SERIAL NO. 26001 & UP FOR SECTIONS MARKED *.

INSPECTION, SAFETY AND INTRODUCTION
ARRIVAL INSPECTION CHECKLIST

Visual inspection should be made to determine that the truck has remained in good condition during transit. If any damage is found, the details should be noted on the delivery receipt immediately. After delivery the truck should be most carefully checked for HIDDEN DAMAGE. Any concealed damage not noted on the delivery receipt should be reported, in writing, to the delivering carrier within 48 hours.

The following checklist has been prepared to aid you during arrival and inspection of your vehicle.

- A. Open all packages and examine any accessories which may be shipped detached from vehicle.
- B. Examine wiring for visible evidence of damage. Check all connections to insure that none have loosened during transit.
- C. Check all battery connections and electrolyte level in each cell.
- D. Inspect battery charger in accordance with manufacturers installation instructions.
- E. Check tires for damage and proper inflation. Check wheel lugs to insure their being tight.
- F. If vehicle is equipped with hydraulic brakes, check hydraulic lines for evidence of damage.
- G. Check brake fluid level in master cylinder.
- H. Examine entire vehicle for damage such as dents or cracks.
- I. Check operation of controls to see that they are working freely.

Upon completion of the Visual Inspection, an operational test should be made after reading the remainder of Section A and Operating Instructions contained in Section B.

INSPECTION, SAFETY, AND INTRODUCTION

SAFETY

The safe and satisfactory use of any vehicle is a responsibility shared by many persons. As the manufacturer, we feel that it is our responsibility to emphasize vehicle characteristics and make safety recommendations regarding those characteristics. That is the primary purpose of this portion of the manual.

Persons who operate this vehicle need to be aware of, and to observe, the safe driving rules established by local authorities, and need also to be aware of the vehicle operating characteristics and safety recommendations of the manufacturer, to assist them in exercising the judgment necessary to prevent injury to themselves or to others.

Persons who service and maintain the vehicle need to be aware of how their activities relate to safe vehicle operation, and of potential hazards involved in the service and maintenance processes, to assist them in applying sensible judgment to those processes.

STEERING This vehicle has a very small minimum turning radius and high ratio steering gear. These are essential for low effort steering at slow speeds.

These characteristics, so desirable at slow speeds, require that great care be exercised at high speeds to avoid turning so sharply that one or more wheels lose contact with the ground, or that the vehicle is caused to overturn. Be especially careful while traveling down-hill, and avoid traveling across the face of a hill unless there is a cart path. Avoid sharp turns, even at slow speeds, while on a hill.

SPEED This vehicle is designed to attain its maximum safe operating speed on level ground. That speed can easily be exceeded when traveling down-hill. If this is allowed to occur, vehicle stability and braking performance become unpredictable. Do not exceed, under any conditions, the maximum speed the vehicle can obtain on level ground.

CONTROLS Bring the vehicle to a complete standstill before operating the forward/reverse switch to change direction of travel. Operation of this control while the vehicle is in motion can result in complete loss of power and brakes. Do not use the accelerator to hold the vehicle at a standstill on an incline. This can cause complete power loss. Use only the brakes to hold the vehicle at rest while on a hill.

BRAKES The brake system relies on contact of rear tires with the ground for effectiveness. As tire to ground contact is reduced, braking effect is reduced. While driving, the operator must consider terrain, speed, and steering maneuvers to prevent tires from losing contact with the ground, with consequent reduction of braking action.

MAINTENANCE Many operating characteristics relate to maintenance in ways which are not readily obvious. Those characteristics most closely related to vehicle operating safety are indicated in Sections D and E.

Also to be considered is the safety of personnel who perform service and maintenance duties. Two characteristics need special emphasis.

1. This electric vehicle does not "idle" noisily, is never "out of gear", and is set into motion whenever the battery to motor circuit is closed, intentionally or otherwise. Whenever practical, disconnect one or both battery leads to avoid unintentional starting of the motor during servicing and maintenance.

2. Batteries emit gases which can be explosive, especially while they are being charged. Personnel who are involved with servicing vehicles, or maintaining vehicles, need to be made familiar with this hazard. A detailed explanation is contained on Pages 1 and 3 of Section J8.

INSPECTION, SAFETY, AND INTRODUCTION
INTRODUCTION

MODEL NUMBER

The following Model Numbers are covered by this manual supplement in combination with earlier manuals as indicated in Table of Contents and on cover.

Models GT-370 and GT-371 - Golf Car, Models 2372R, 2373R - Pickup Truck.

VEHICLE APPLICATION

The Model GT-370 or Model GT-371 is designed as a golf cart for carrying two people and two golf bags. It is designed to be driven in and around the golf course, both on grass and paved surfaces. It is not designed to travel in excess of 15 M.P.H. under any conditions. Speeds in excess of this can cause motor damage and unstable steering.

The Model R Pickup is designed to be driven on smooth surfaces in and around industrial plants, institutions, motels, mobile home parks and resorts. It is not designed to be driven on the public highways. It is not designed to go in excess of 14 M.P.H. on level surfaces or downhill. Speeds in excess of this may result in difficulty in steering. It is not designed to be towed in excess of 14 M.P.H..

SERIAL NUMBER

The Serial Number of your unit is stamped into the top of the left main frame tubing member, just below the deck board on the left side of the cart. The Model Number and Serial Number are on a nameplate riveted to the kick panel below the passenger seat. In ordering parts or referring to your unit, please use these numbers. Replacement parts can be purchased directly from your local authorized Taylor - Dunn dealer.

OPERATING INSTRUCTIONS

The controls on your Taylor-Dunn vehicle have been designed and located for convenience of operation and efficient performance. Before driving your vehicle for the first time, familiarize yourself with each of the controls. Read the following instructions and with power OFF, operate each control.

STEERING

The steering system is of the automotive type. Turn the steering wheel to the right (or clockwise) for a right turn and left (or counterclockwise) for a left turn.

KEY LOCK

Your vehicle is equipped with a keyed lock located on the corner of the forward/reverse switch. It is designed to lock the switch in the neutral position only. The key will remove from the lock in the locked position (neutral) only.

PARKING BRAKE

The hand operated parking brake, on models so equipped, is located near the center of the floor board. It is much easier to apply or release when the service brake foot pedal is depressed firmly. To engage parking brake, grasp handle and pull rearward as far as possible. To release, push handle all the way forward. Avoid putting the vehicle in motion while the parking brake is applied.

The foot operated parking brake, on models so equipped, operates the same brake band as does the hand operated parking brake. To engage park brake, step firmly on park brake pedal. To release park brake pedal, pull brake pedal release knob and the park brake pedal will return to the full release or off position.

The seat operated park brake, on models so equipped, is designed to automatically apply the park brake anytime the operators seat is unoccupied. When the seat is depressed, the park brake is automatically released; provided the hand or foot operated park brake is released.

CAUTION: Never leave the vehicle on a hill or incline without applying the foot or hand operated park brake since depressing the drivers seat will automatically release the park brake and could result in an accident.

SERVICE BRAKE

The brake pedal is designed and located for right foot operation. It is the pedal located to the left of the accelerator pedal. It functions the same as the brake pedal in your automobile. Depressing the pedal applies the braking action. The greater the effort applied to the pedal with your foot, the greater the braking action to your vehicle. Removing your foot from the pedal allows immediate release of the braking action.

FORWARD-REVERSE SWITCH

The forward-reverse switch is located to the right of, and below the drivers seat and can be operated only when the key is in the unlocked position. To place the handle in the FORWARD position, move it downward. To place the handle in the REVERSE position, move it upward.

CAUTION: The forward-reverse switch serves the same purpose as the transmission in your automobile. Treat it with the same respect and care. DO NOT SHIFT from forward to reverse or vice-versa while the vehicle is in motion. Shifting while in motion, especially near top speed, causes great strain to your entire vehicle and will eventually cause severe damage.

ACCELERATOR PEDAL

The accelerator pedal is located to the right of the brake pedal. It is designed for right foot operation similar to your automobile. Depressing the pedal turns the power on to the motor. It also controls the amount of power delivered to the motor in 5 steps. When driving your vehicle you will be able to feel the 5 steps of power, with full power when accelerator is fully depressed and minimum power when only partially depressed. You will have the same control of power in both directions of travel. Your forward-reverse switch determines the direction of travel and your accelerator pedal controls the speed.

HORN BUTTON (Optional)

The horn button is located on the switch panel to the left of the steering column. Depressing the button sounds horn. Releasing button will immediately silence horn.

LIGHT SWITCH (Optional)

The switch for operating headlights and taillights is located on the switch panel to the left of the steering column. The On-Off positions are labeled.

BATTERY CHARGER

Refer to Section J8 for proper instructions to operate your battery charger.

SPECIAL ACCESSORIES

Refer to the appropriate section of this manual for separate operating instructions pertaining to any special feature or accessory your vehicle may have.

OPERATING YOUR VEHICLE

CAUTION: Before operating vehicle, apply service brake as necessary to preclude unexpected movement of vehicle.

On vehicles equipped with foot operated park brake, pull park brake release knob and observe that the park brake pedal returns to the full release or off position.

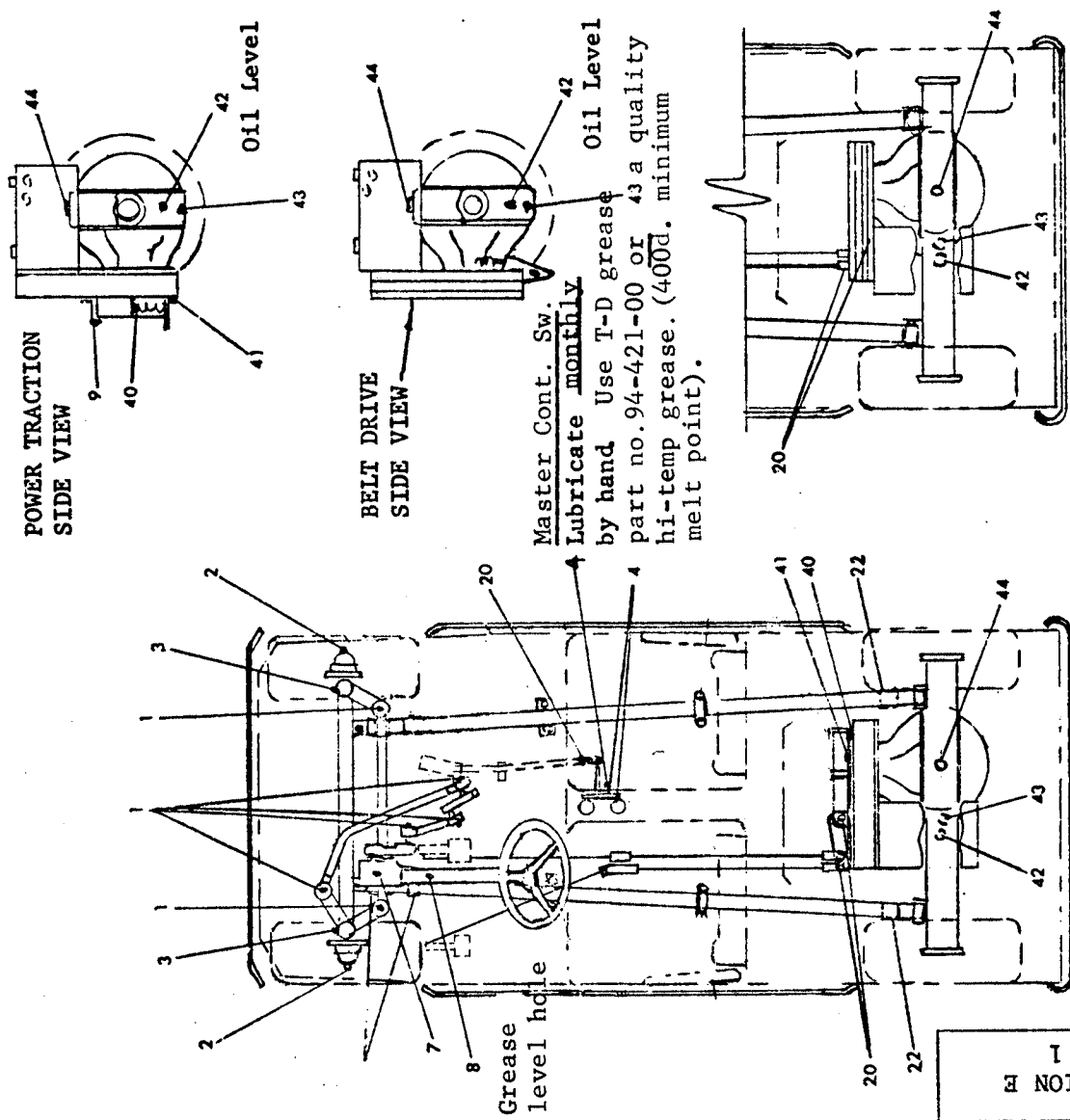
On vehicles equipped with the hand operated park brake, release park brake by pushing hand lever all the way forward.

To put your vehicle into operation, unlock forward-reverse switch by turning keyed lock counterclockwise. Select direction you wish to travel by moving the handle of forward-reverse switch into position. Slowly depress accelerator pedal until vehicle is moving at the desired speed. Steer vehicle as required utilizing the foot brake and accelerator to control your speed as desired. For greatest efficiency, it is recommended that you travel at the fastest speed that you can safely maintain. You will find that your vehicle will consume almost as much current at low speed as it does at higher speeds. Therefore, without taking any unnecessary risk traveling at the faster speed will deliver more miles per battery charge than continual use in the lower speed range.

CAUTION: Do not "hold" vehicle at a standstill on a hill or incline using your accelerator only. Continued "stalled" condition as described will damage motor and electrical controls. Use either your service brake or park brake to hold the vehicle on a hill safely.

When you leave your vehicle, it is best to always place forward-reverse switch in neutral position. Set park brake to prevent vehicle from rolling free, and lock and remove key.


Drive safely and enjoy your Taylor- Dunn vehicle.



SECTION E
PAGE 1

POWER TRACTION DRIVE

BELT DRIVE

NO.		DESCRIPTION		LENGTH	QUAN.	REVISED DATE	REVISION
TOL. FRAC. $\frac{+}{-}$ DEC. $\frac{+}{-}$							
SCALE		NONE					
DRAWN BY		REA					
DATE		3-23-77					
FIGURE 1		LUBRICATION DIAGRAM MODEL TEE-BIRD					
SECTION E							
				TAYLOR DUNN MFG. CO. 2114 West Ball Rd. Anaheim, Calif.			

- | | NO. OF PLACES | FREQUENCY |
|---|---------------|-------------|
| A. PRESSURE GUN GREASE | | |
| * 1. Ball Joints | 6 | 3 Month |
| * 2. Front Wheel Hub | 2 | 3 Months |
| * 3. Front Wheel Spindle | 2 | 3 Month |
| * 4. Master Control Switch (See Illustration) | | |
| 5. Brake Linkage | | Lifetime |
| 6. Accelerator Linkage | | Lubrication |
| 7. Steering Worm - Fill to | | |
| 8. Grease Level Hole | 1 | 1 Year |
| B. ALL PURPOSE ENGINE OIL | | |
| * 20. Linkage Pivot Points | 6 | 1 Month |
| C. POWDERED GRAPHITE | | |
| Key Lock | 1 | 1 Year |
| D. SAE 20 OIL-Axle & Differential | | |
| ** 42. Level Check | 1 | (See Below) |
| *** Change Oil - Power Traction 3 Year | | |
| a. Remove Drain Plugs 41 & 43, Level Plugs 40 and 42, Fill Plug 44. | | |
| b. Drain Oil, Replace 41 & 43. | | |
| c. Add Oil by 44 to level of 42 | | |
| d. Add oil by 40 to 1/2" below 40 | | |
| e. Replace 40, 42, 44 | | |
| *** Change Oil - Belt Drive 3 Year | | |
| a. Remove Drain Plug 43, Level Plug 42 and Fill Plug 44 | | |
| b. Drain oil, replace 43 | | |
| c. Add oil by 44 to level of 42 | | |
| d. Replace 44 | | |
| ** Check level whenever oil leakage is evident. | | |
| *** Or after service work performed | | |
| * Items related to safety recommendations | | |

SECTION E
PAGE 1

SUGGESTED SPARE PARTS LIST

The suggested spare parts list contained in the Model Tee Bird, 1972 & Up is valid for Models 370 GT and 371 GT, except as follows:

PARTS 'NOT USED' IN GT-370 & GT-371, 2372R & 2373R

FIG. I.D. NO.	T-D PART NO.	DESCRIPTION
5A-138	85-233-00	Spring-Belt Drive Brake Return
7-9	96-772-00	Clevis Pin
9-A11	All Parts	Sliding Bar Switch

PARTS 'USED' IN GT-370 & GT-371, 2372R & 2373R, NOT LISTED IN SUGGESTED SPARE PARTS

LIST OF 1972 & UP SERVICE MANUAL, OR IN MANUAL FOR MODELS 2362R & 2363R.

FIG. I.D. NO.	T-D PART NO.	DESCRIPTION	1-20 CARTS SUGGESTED QUANTITY
7-5	85-233-00	Spring - Accelerator Return (2 Req.)	4
7-26	85-270-00	Spring - Brake Return	2
11-10	94-035-00	Plastic Cowl Trim - Black (Specify Length Desired)	1
4-221	86-003-00	Front Shock Absorber	2
4-229	98-753-00	Rubber Cushion, Frame to Spring	4
4-230	91-511-00	Score Card Holder, Black Plastic	2
7A-1	85-280-00	Spring, extension-seat brake lever ass'y.	1

MAINTENANCE, SERVICE, AND PARTS LIST
FRONT AXLE, STEERING, TIRES, AND SUSPENSION
REFER TO FIGURE NO. 4

MAINTENANCE PROCEDURES

Refer to Manual for Tee Bird, 1972 & Up or to Manual for Models 2362R & 2363R for notes on Maintenance of Axle, Steering and Suspension, and Tire Care.

The steering idler in the Models GT-370, GT-371, 2372R & 2373R rotates on self lubricating bearings mounted on a corrosion resistant shaft. No lubrication is necessary. Should the bearings become worn, they are easily replaced.

SERVICE AND ADJUSTMENT

Procedures shown in the Tee Bird, 1972 & Up Manual, or the Model 2362R & 2363R Manual apply also to the GT-370 and GT-371.

Procedures related to the servicing of those components of the GT-370, GT-371, 2372R and 2373R which are not contained in the earlier Manual are as follows:

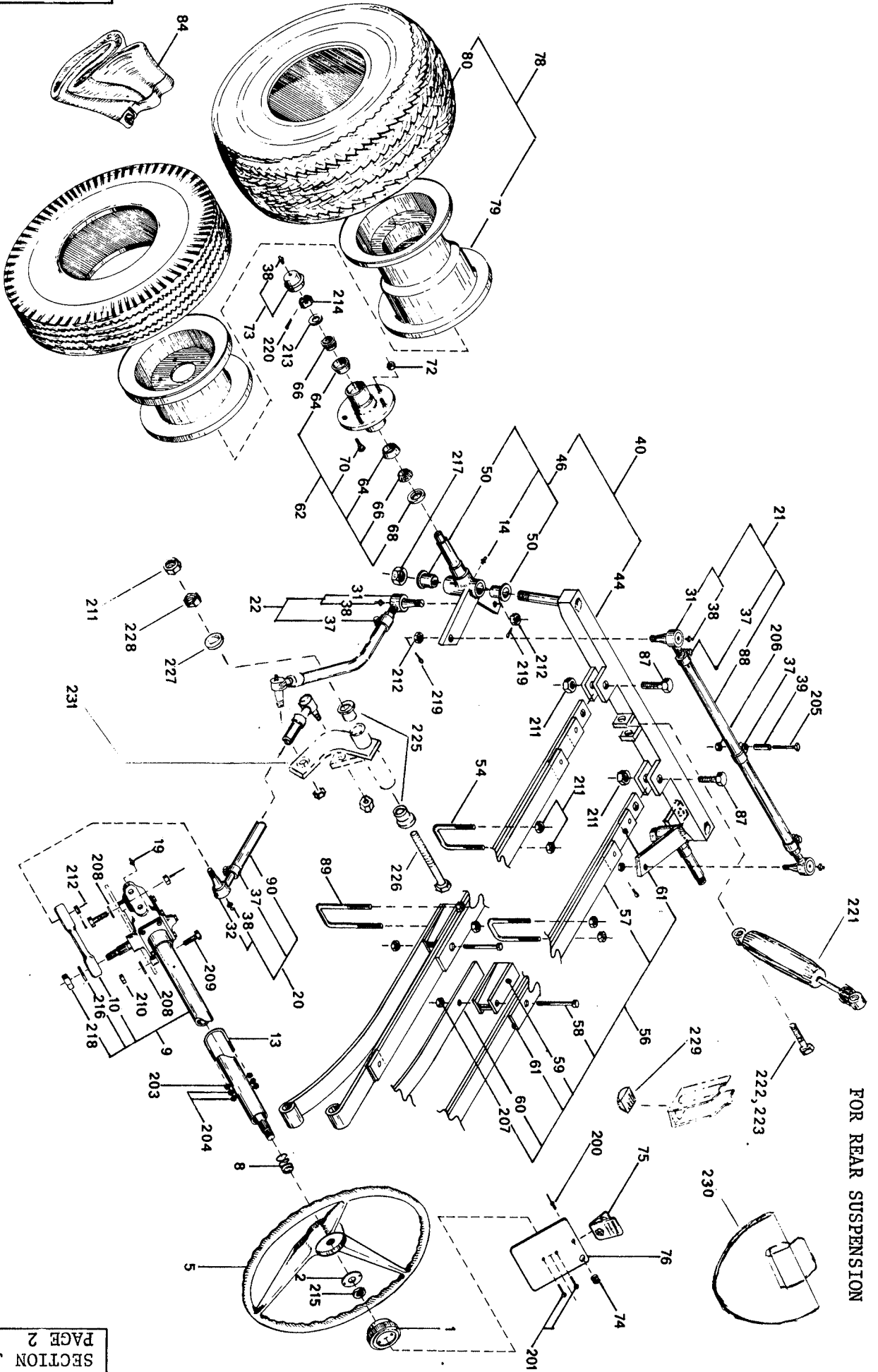
Replacement of Steering Idler Bushings

1. Remove steering idler shaft lock nut.
2. Unscrew shaft from inner nut, and remove shaft bushings, washer, and inner nut.
3. Reassemble in reverse order, with the shaft head and lock nut on the outboard sides of the chassis members which retain the assembly, and with the washer between the inboard nut and the bushing.

PARTS LIST

For Model GT-370/GT-371, refer to the following pages in this Section for all items except Drive Axle, Wheels and Tires. Those items are covered in the basic Manual for Model GT-360/GT-361.

For Model 2372R/2373R, refer to the following pages in this Section for all items except Drive Axle, Wheels and Tires. Those items are covered in the basic Manual for Model 2362R/2363R.



SEE SECTION J2
FOR REAR SUSPENSION

NO.	DESCRIPTION	LENGTH	QUAN.	REVISED DATE	REVISION
-----	-------------	--------	-------	--------------	----------

TOL. FRAC. ±	DEC. ±	FIGURE 4	FRONT AXLE, TIRES, STEERING, AND SUSPENSION
SCALE NONE		SECTION J1	MODELS GT-370 AND GT-371, 2372R AND 2373R
DRAWN BY REA			
DATE 6-23-77			

TAYLOR DUNN MFG. CO.
2114 West Ball Rd.
Anaheim, Calif.

FIGURE NO. 4
FRONT AXLE, WHEELS, AND STEERING

FIG. I.D. NO.	T-D PART NO.	DESCRIPTION	QTY.
## 4-1	19-004-11	Cap - Score Card Spacer (not used with plastic score	1
4-2	91-506-00	Retaining Plate - Score Card Pad (card holder) (same as above)	1
4-5	19-003-10	Steering Wheel Delux - Spined Hub (black)	1
4-8			
4-9			
4-9	<u>NOTE:</u> REFER TO SECTION J1A FOR STEERING WORM ASSEMBLY INFORMATION AND PARTS LISTINGS		
4-9			
4-9			
4-9			
4-9			
4-9			
4-9			
4-9			
4-9			
4-9			
4-9			
4-9			1
4-10	18-107-00	Steering Lever	1
4-13	96-099-00	U-Bolt, 5/16 N.F. Thread	1
## 4-1	19-004-00	Cap, black with horn button hole	1
4-14	87-071-00	Grease Fitting - 3/16 Drive Type	2
4-19	87-073-00	Grease Fitting, 45°, 3/16 Drive	1
4-20	18-035-10	Steering Adjustment Sleeve Assembly, with Ball Joints and Clamps - 11" Sleeve	1
4-21	18-047-10	Steering Adjustment Sleeve Assembly with Ball Joints and Clamps - 18" Sleeve	1
4-22	18-029-11	Steering Adjustment Sleeve Assembly with Ball Joints and Clamps - 13" Bent Sleeve	1
4-31	86-501-98	Ball Joint - 1/2" - Left Hand Thread	3
4-32	86-501-99	Ball Joint - 1/2" - Right Hand Thread	3

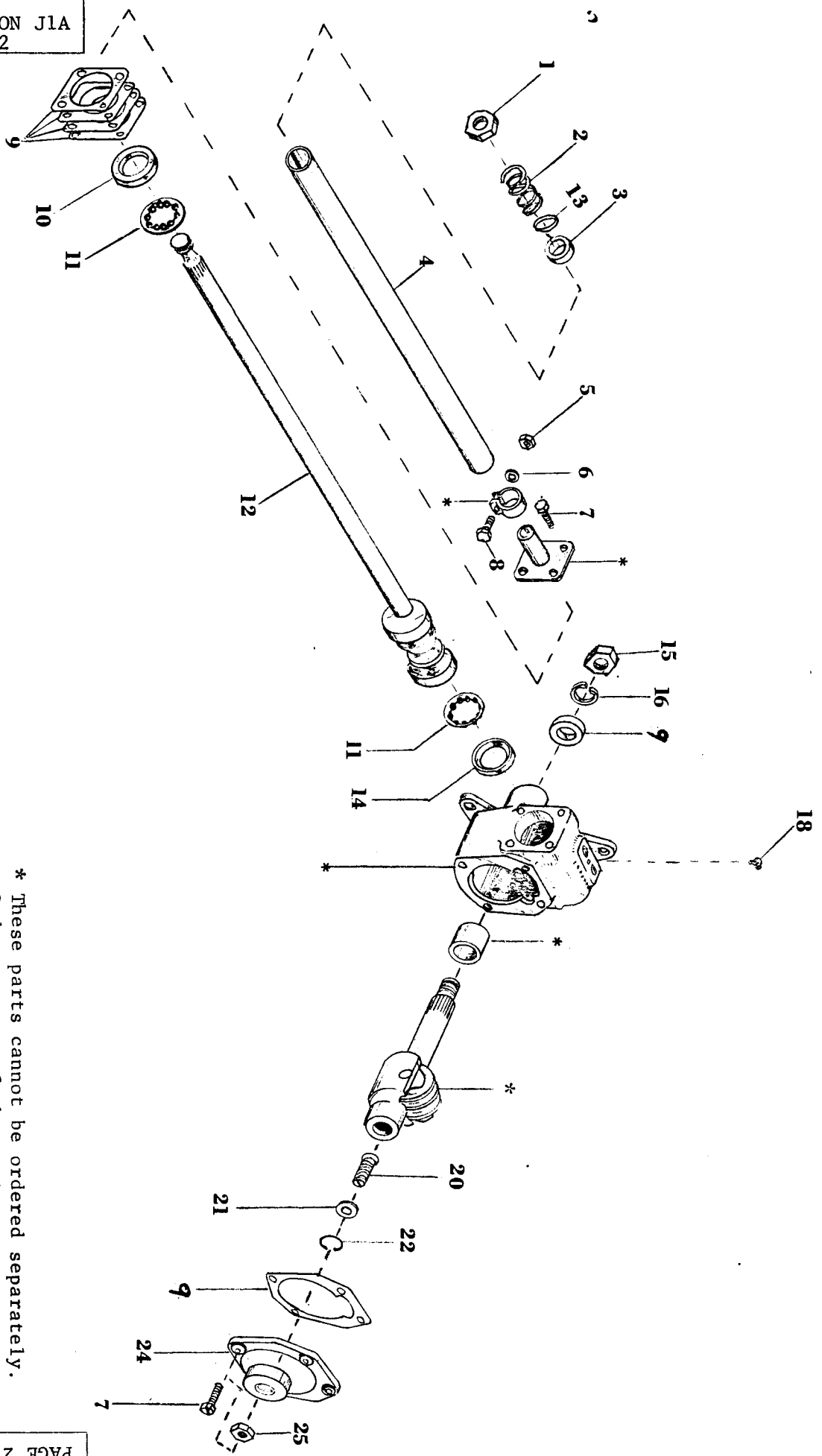
FIG. I.D. NO.	T-D PART NO.	DESCRIPTION	QTY.
4-37	86-510-00	Ball Joint Clamp	7
4-38	87-074-00	Grease Fitting - $\frac{1}{4}$ -28 NF - Straight	8
4-39	16-801-00	Towing Spacer - $\frac{1}{4}$ x $1\frac{1}{4}$ Long	1
4-40	15-066-10	Front Axle Assy., Complete, with King Pins, Spindles, Hubs and Tie Rod	1
4-44	15-066-00	Front Axle with King Pins; Less Spindles, Hubs, and Tie Rod	1
4-46	14-157-98	Wheel Spindle Assy., Left Side	1
4-46	14-157-99	Wheel Spindle Assy., Right Side	1
4-50	32-200-00	Bushing - Bronze, Oil Impregnated, with Flange $7/8$ " I.D. x 1" O.D.	4
4-54	96-120-00	U'Bolt, $\frac{1}{2}$ N.C., $1-7/8$ I.D. x 2 In. Long	2
4-56	85-504-10	Leaf Spring Assy., $61-7/8$ Ctr. of Eye to Hole, with Torque Leaf and Spacer	2
4-58	96-098-00	Spring Center Bolt - $3/8$ N.F. x $3-3/4$	2
4-59	85-504-52	Spacer - Leaf Spring	2
4-61	85-504-54	Spring Tip Pad	6
4-62	12-124-00	Wheel Hub - $2-3/4$ " Long, Five $1/2$ " Studs on $4-1/2$ " Bolt Circle with Two 1" Bearing Races, One Bearing, One Oil Seal	2
4-64	80-103-00	Tapered Bearing Race for 1" Bearing	4
4-66	80-017-00	Tapered Roller Bearing - 1" I.D.	4
4-68	45-338-00	Oil Seal for 1" Bearing	2
4-70	96-329-00	Lug Bolt - $\frac{1}{2}$ " NF	10
4-72	97-236-00	Lug Nut - $\frac{1}{2}$ " NF	10
4-73	92-104-00	Dust Cap with Grease Fitting	2
4-74	98-603-00	Rubber Grommet	1
xx 4-75	91-504-00	Score Card Clip	1
xx 4-76	91-507-00	Score Card Pad	1
4-78	13-746-00	Tire and Demountable Wheel - 850 x 8, 4 Ply Terra Tire, Power Rib, Tubeless	2
4-79	12-020-00	Wheel, Demountable for 850 x 8 or 950 x 8 Tire	2
4-80	10-093-00	Tire - 850 x 8, 4 Ply, Terra Power Rib, Tubeless	2
xx	NOTE:	These two(2) items are no longer available. Please substitute T-D Part #91-511-00, Black Plastic Score Card Holder, Steering Wheel (See Fig. I.D. 4-230)	1

FIG. I.D. NO.	T-D PART NO.	DESCRIPTION	QTY.
4-84	11-041-00	Tube (Optional) for 850 x 8 or 950 x 8 Tire	2
4-87	96-316-00	Bolt, $\frac{1}{2}$ NC x 3, All Thread	2
4-88	18-047-00	Steering Adjustment Sleeve, 18" Long	1
4-89	96-118-00	U'Bolt - $\frac{1}{2}$ NC x 1-7/8 I.D. x 6 $\frac{1}{2}$ Long	2
4-90	18-035-00	Steering Adjustment Sleeve, 11" Long	1
4-200	88-737-08	Pop Rivet - 3/16 D x 5/8 Long	1
4-201	88-026-11	Screw, 8-32 x 1" Flat Head Slotted Machine	2
4-203	88-088-62	Lock Washer, 5/16	2
4-204	88-099-80	Hex Head Nut, 5/16 NF	4
4-205	88-080-18	Screw, 5/16 x 2-1/2 NC Hex Head Cap	1
4-206	88-089-81	Nut, 5/16 Hex Lock	1
4-207	88-119-80	Nut, 3/8 NF Hex Head	2
4-208	88-128-60	Washer, 7/16	3
4-209	88-130-14	Screw, 7/16 x 1-1/2 NF Hex Head Cap	2
4-210	88-139-81	Nut, 7/16 NF Hex Lock	2
4-211	88-149-81	Nut, $\frac{1}{2}$ NC Lock	10
4-212	88-159-85	Nut, $\frac{1}{2}$ - 20 NF Slotted Hex	6
4-213	88-228-60	Washer, 3/4	2
4-214	88-239-85	Nut, 3/4 NF Slotted Hex	2
4-215	88-259-82	Nut, 13/16 NF Hex Jam	1
4-216	88-268-62	Lock Washer, 7/8	1
4-217	88-279-81	Nut, 7/8 NF Lock	2
4-218	88-279-82	Nut, 7/8 NF Hex Head Jam	1
4-219	88-527-11	Cotter Pin, 1/8 x 1	6
4-220	88-527-14	Cotter Pin, 1/8 x 1-1/2	2
4-221	86-003-00	Shock Absorber with rubber cushion stop	1
4-222	88-120-17	7/16 N.C. x 2-1/4 Long Hex Head Cap Screw	1
4-223	88-129-81	7/16 Lock Nut	1
4-224	88-149-81	1/2 N.C. Lock Nut	1
4-225	32-215-00	Plastic Flanged Bearing	2
4-226	50-004-00	1/2 x 8 Stainless Steel Threaded Shaft	1
4-227	88-148-61	1/2 Inch SAE Washer	1
4-228	88-149-80	1/2 N.C. Hex Head Nut	1
4-229	98-753-00	Rubber Cushion, Frame to Spring	2
4-230	91-511-00	Black Plastic Score Card Holder, Steering Wheel	1
4-231	00-370-14	Idler Arm, Steering Wheel	1

SERVICE AND ADJUSTMENT
REFER TO FIGURE 4A
STEERING WORM ASSEMBLY

DISASSEMBLE AND REASSEMBLE STEERING WORM

1. Remove 4 bolts from cover and slide steering arm shaft assembly and cover from housing.
2. Mark position of steering column jacket tube clamp for proper reassembly.
3. Loosen steering column jacket tube clamp, and slide jacket tube off of housing and steering column shaft.
4. Remove 4 bolts from housing worm bearing cap and remove steering column worm and shaft assembly.
5. Clean all parts and flush out housing with suitable degreasing solvent. Lightly oil all parts for reassembly.
NOTE: If installing new steering column shaft and worm assembly, worm bearings, or worm bearing cups, it will be necessary to check the worm bearing preload.
6. To check worm bearing preload, install the steering column worm and shaft assembly, bearings, bearing cups, bearing cap and original shims.
7. Tighten 4 bolts to 18-22 ft. lbs. torque.
8. Shaft and worm must not have any bearing looseness or "play" and should not rotate with less than 1-1/4" lbs. torque nor require more than 4 1/2" lbs. of torque.
9. Add or take away shims as needed to produce the desired bearing preload.
10. Inspect steering arm shaft seal and cover gasket. Replace if worn or damaged.
11. Install steering arm shaft and cover assembly. Tighten four cover bolts to 18 - 22 ft. lbs. torque. NOTE: With steering arm shaft positioned at the center of its travel, there must be no backlash with mating worm and roller. Total preload for assembled unit must be no less than 5-3/4" lbs. torque measured at steering worm shaft nor more than 11-1/4" lbs.
12. Adjust total preload to proper limits by loosening locknut on backlash adjusting screw located in cover and turning adjusting screw clockwise to increase preload and counterclockwise to decrease preload. Retighten lock nut securely.
13. Replace steering column jacket tube and clamp in original position.



* These parts cannot be ordered separately.
Order as part of the entire steering unit
assembly, part # 18-307-14

NO.	DESCRIPTION	LENGTH	QUAN.	REVISED DATE	REVISION
TOL. FRAC. +	DEC. +				
SCALE	NONE				
DRAWN BY					
DATE	2-4-77				

FIGURE 4A
SECTION J1A

STEERING WORM ASSEMBLY



TAYLOR DUNN MFG. CO.
2114 West Ball Rd.
Anaheim, Calif.

STEERING WORM ASSEMBLY

REFER TO FIGURE 4A

FIG. ID. NO.	T-D PART NO.	DESCRIPTION	QTY. REQ.
4A-0	18-307-14	Steering worm assembly complete	1
4A-1	18-259-82	Nut, jam 13/16 hex head, NF	1
4A-2	85-122-00	Spring, compression 1-1/8 OD X 1	1
4A-3	18-307-54	Spacer, jacket bearing	1
4A-4	18-307-52	Jacket, steering column	1
4A-5	88-099-88	Nut, 5/16 NF	1
4A-6	88-088-62	Washer, lock	1
4A-7	88-080-09	5/16 X 3/4 NC hex hd cap screw	8
4A-8 (not available)		5/16 X 2 NF hex hd cap screw	1
4A-9	18-307-42	Gasket, Seal & Shim Kit for Steering Worm	1
4A-10	18-307-57	Worm adjustment bearing cup, inner (requires 18-307-42)	1
4A-11	18-307-53	Worm bearing assembly (requires 18-307-42)	2
4A-12	18-307-51	Steering column shaft & worm assembly (requires 18-307-42)	1
4A-13	18-307-55	Spacer, jacket bearing	1
4A-14	18-307056	Worm bearing cup, outer (requires 18-307-42)	1
4A-15	88-279-82	Nut, jam 7/8 NF hex	1
4A-16	88-268-62	Lockwasher, 7/8	1
4A-17	18-307-59	Seal, steering arm shaft	1
4A-18	87-073-00	Fitting, grease 45 degree, 3/16 drive	1
4A-20	18-307-64	Screw, adjusting	1
4A-21	18-307-65	Washer, thrust	1
4A-22	18-307-66	Snap ring	1
4A-24	18-307-67	Shaft cover	1
4A-25	88-159-82	Nut, jam 1/2" NF	1

SERVICE AND ADJUSTMENTS

REFER TO FIGURE 7

BRAKE SYSTEMS - MODELS GT-370/371 & 2372R/2373R

GENERAL

The mechanical brake assembly located on the differential pinion shaft will require a periodic inspection for lining wear and consequently periodic adjustment.

NOTE: Normal procedure for adjusting brakes for lining wear is to adjust the brake band by means of the brake band anchor bolt and NOT by adjusting brake cable length.

A few drops of oil on the clevis pin and pivot pins of the mechanical linkage is recommended on a monthly basis. Great care must be taken that no oil is allowed to contact the brake band or drum as it will seriously impair the braking ability. If the braking surfaces become oily or contaminated for any reason, it will be necessary to remove the brake band and clean all parts thoroughly. Refer to the appropriate section of this manual for the correct procedure to follow. If your vehicle is equipped with hydraulic brakes refer to Section J3 for their care and adjustment.

PROCEDURE FOR MINOR BRAKE ADJUSTMENT (due to lining wear)

ALL VEHICLES - Brake Lever Arm Position Inspection

With service brake and park brake fully released, observe position of brake lever arm connected to brake band.

- A. Power Traction Drive: The brake lever arm must be 1/4" to 3/8" from gear case.
- B. Belt Drive: The brake lever arm must be 1/4" to 3/8" from brake lever arm return stop bar.

If brake lever arm is NOT in the correct position, the cable or rods which connect the brake lever arm to the service brake foot pedal and the foot operated park brake pedal or hand operated park brake lever, must be adjusted. This requires that a complete brake adjustment, as described in the following sub-section, "Complete Brake Adjustment - All Vehicles".

If brake lever arm IS in the correct position, it will not be necessary to adjust the cables or rods. The only adjustment necessary will be to the brake band, as follows:

- A. Service Brakes: Adjust brake band anchor bolt, tightening it until brake pressure adequate to stop the vehicle is achieved with foot pedal halfway to the floor. An additional centering adjustment is necessary. Loosen centering screw lock nuts, center band around drum. Bring band as close to drum as possible without causing brake drag. Lock centering screws.
Note: If band is too far from drum, brakes will grab in the forward direction.

- B. PARK BRAKES:

Foot Operated - Check operation of Park Brake. If holding power is insufficient, refer to following sub-section, "Complete Brake Adjustment - All Vehicles".

B. PARK BRAKES (Con't)

Hand Operated - Check operation of handbrake. If handbrake has insufficient holding power, or if excessive effort is required to operate the handbrake lever, refer to handbrake adjustment procedures described in the following section.

PROCEDURE FOR COMPLETE BRAKE ADJUSTMENT - ALL VEHICLES

A. Units With Foot Operated Park Brake:

1. Cable Adjustment (Service Brake) - With service brake pedal and park brake pedal fully released, loosen lock nut on service brake cable clevis. Adjust cable length to position brake lever arm according to specifications described in preceding Section titled, "Minor Brake Adjustment for Normal Lining Wear". Tighten lock nut.
NOTE: Prior to performing cable adjustment, all other cables or rods attached to brake lever arm must be in a slack condition during this adjustment. It may be necessary to disconnect them to assure that the brake lever arm position described is governed by the service brake pedal cable adjustment.
2. Band Adjustment- Perform brake band adjustment as described in preceding sub-section titled "Service Brakes".
3. Cable Adjustment (Park Brake) - Park brake is always adjusted after the service brake as described in steps 1 and 2 above. With park brake pedal and service brake pedal fully released, loosen lock nut on park brake cable clevis. Adjust (shorten) cable length until brake lever arm starts to move away from gear case. At that point, stop and reverse adjustment (lengthen) two full turns. Tighten lock nut. Park brake cable is now adjusted and must have a slight bit of slack while the service brake cable is taut.

B. Units With Hand Operated Park Brake:

1. Cable Adjustment (Service Brake) - Adjustment procedure is the same as described in preceding sub-section titled "Cable adjustment (Service Brake)".
2. Band Adjustment - Adjustment procedure is the same as described in preceding sub-section titled "Band Adjustment".
3. Cable Adjustment (Park Brake) - Park brake is always adjusted after the service brake as in steps 1 and 2 above. With service brake pedal and park brake pedal fully released, loosen lock nut on park brake cable clevis. Adjust cable length (shorten) until brake lever starts to move away from gear case. At that point, stop and reverse adjustment (lengthen) two (2) full turns only. Tighten lock nut. Park cable is now adjusted and must have just a slight bit of slack while the service brake cable will be taut.

B. Units with Hand Operated Park Brakes: (Con't)

4. Knob Adjustment (Park Brake) - After all cable and band adjustments have been performed, operate park brake lever. If excess effort is required to operate lever, turn adjustment knob which is located at top of park brake lever counterwise. If lever operates too easily and insufficient holding power is the result, turn knob clockwise.

SEAT OPERATED PARK BRAKE (DEADMAN'S BRAKE)

GENERAL: The seat operated park brake is designed to automatically apply the park brake anytime the operators seat is unoccupied. Whenever the operators seat is depressed for any reason, the park brake is automatically released provided the hand or foot operated park brake is released. The foot or hand operated park brake should be applied anytime the vehicle is unoccupied to prevent unexpected vehicle movement.

CAUTION: Never leave the vehicle on a hill or incline without applying the foot or hand operated park brake since depressing the operators seat automatically releases the park brake and could result in an accident.

TOWING: To allow the vehicle to be towed, the system incorporates a manually operated (not automatic) lock-out device attached to the bottom of the operators seat. When engaged, the seat is locked in the fully depressed position which disables the seat operated park brake ONLY. This action in no way affects the operation of the foot or hand operated park brake systems.

BRAKE ADJUSTMENT PROCEDURE: Follow the brake adjustment procedures as described in preceeding sub-sections as applies to your vehicle brake system configuration, i.e., hand or foot park brake. Now proceed as follows:

1. Insure service brake pedal and foot or hand park brake is fully released.
2. Loosen lock nut on seat park brake cable clevis. Adjust (shorten) cable length until brake lever arm starts to move away from gear case. At that point, stop and reverse adjustment (lengthen) two full turns. Tighten lock nut. Seat park brake cable is now adjusted and must have a slight bit of slack while the service brake cable is taut. The other park brake cable will also be slightly slack.

MAINTENANCE, SERVICE AND PARTS LIST

MECHANICAL CONTROL LINKAGE

REFER TO FIGURE 7

GENERAL

The mechanical control linkage operates the various controls and mechanisms located throughout your vehicle.

The accelerator system consist of the operating pedal and shaft extension, connecting rods & adjusters, and return spring (s).

The foot park brake consist of the operating pedal, associated connecting cable cable and return spring (s).

The hand park brake system consist of the hand lever and adjuster mechanism, and the mechanical brake operating cable.

The service brake system consists of the foot pedal and pivot shaft assembly, and a separate brake operating cable and return spring.

*** Seat Operated Park Brake (see below)

MAINTENANCE AND SERVICE

Both the accelerator and brake systems pivot on self lubricated bearings on corrosion resistant shafts. Should the bearings become worn, they are easily replaced.

For routine maintenance instructions, refer to Section D of the Manual for Tee Bird, 1972 and up, or to the Manual for Models 2362R and 2363R.

For lubrication instructions, refer to Section E of this manual.

For brake adjustment instructions on Model Tee Bird 1972 and up, refer to Section J2 of the basic manual and to the appropriate manual for 2362R and 2363R.

For brake adjustment instructions on model Tee Bird GT-370/371, and models 2372R and 2373R, refer to figure 7/7A and Sect. J2 of this Supplement.

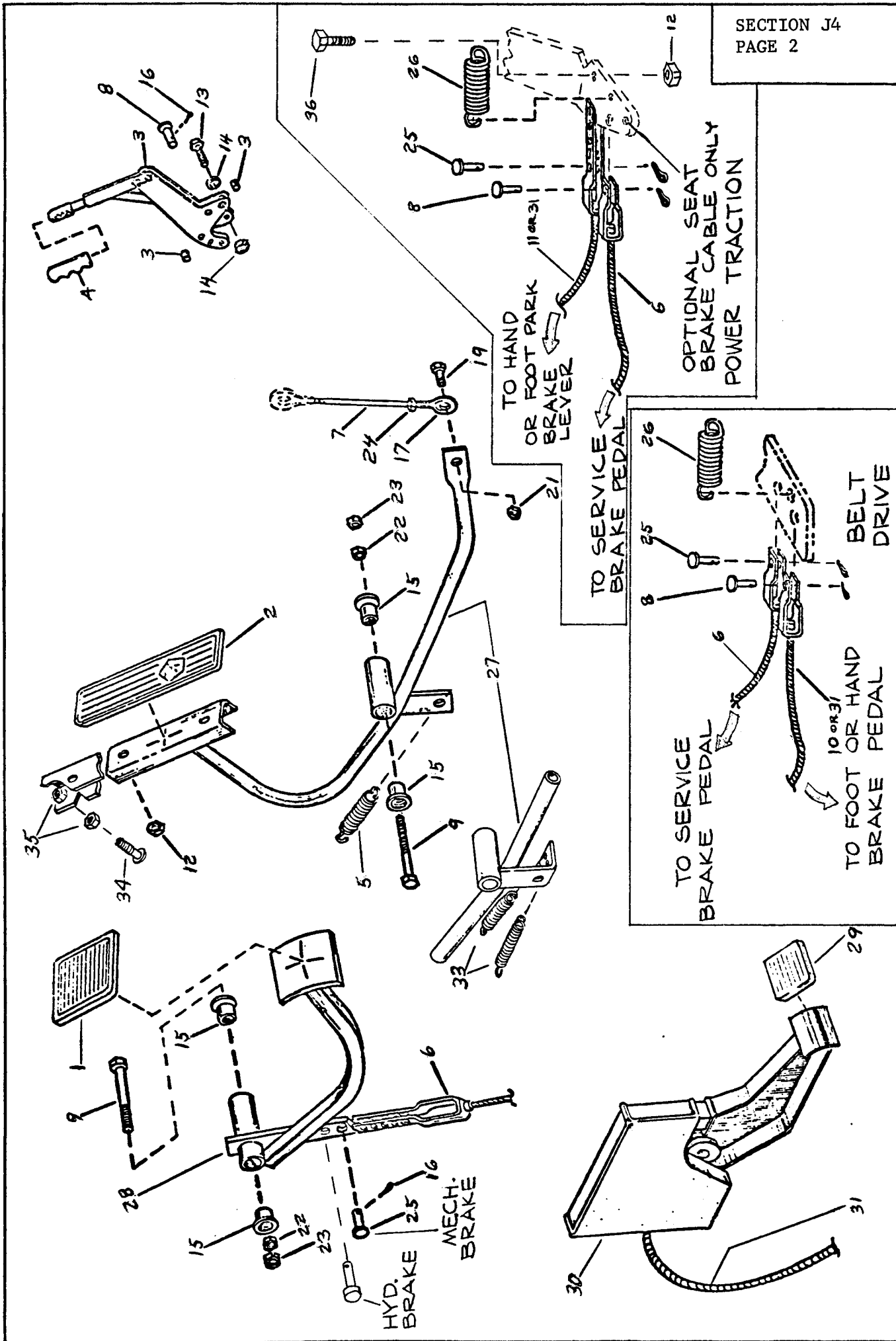
For accelerator asjustments, refer to Section J6 of the Supplement and Basic Manual.

For vehicles equipped with optional hydraulic brakes, refer to Section J3 of the Basic Manual.

PARTS

For an illustration and parts list of parts used in the GT-370/371 and 2372R/2373R, refer to the following pages in this section of the Supplement.

*** The automatic seat park brake system consist of the pivoted seat assembly, the operating cable or rods, the brake apply spring, adjustable tension device, and its connecting linkage.



SECTION J4
PAGE 2

NO. DESCRIPTION
TOL. FRAC. ± DEC. ±
SCALE
DRAWN BY J.M.
DATE 9-30-77

LENGTH QUAN. REVISED DATE REVISION

FIGURE 7
SECTION J4

MECHANICAL CONTROL LINKAGE
MODELS GT370/GT371 & 2372R/2373R



TAYLOR DUNN MFG. CO.
2114 West Ball Rd.
Anaheim, Calif.

FIGURE NO. 7
MECHANICAL CONTROL LINKAGE

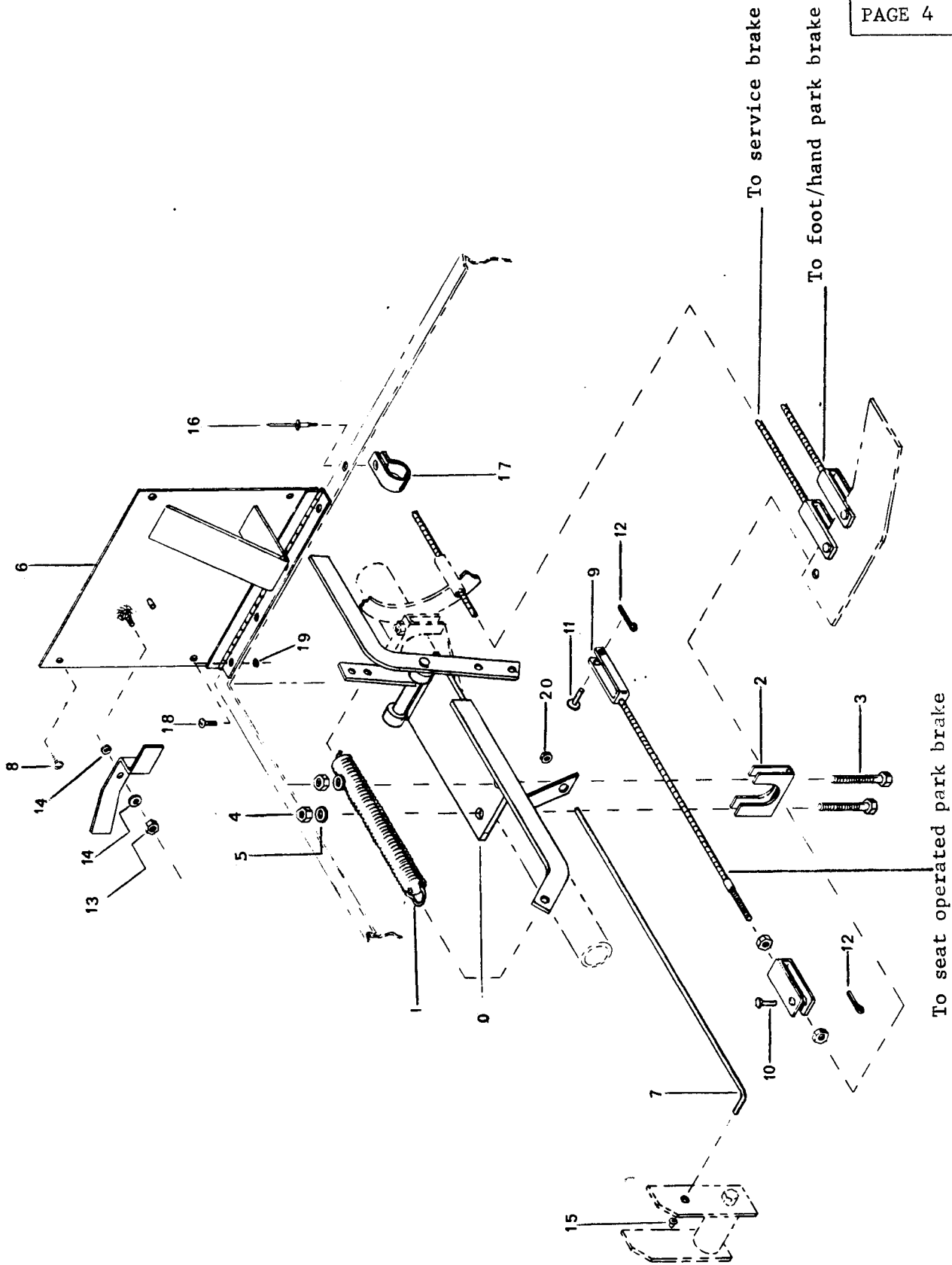
FIG. I.D. NO.	T-D PART NO.	DESCRIPTION	QUANTITY
7-1	98-200-00	Brake Pedal Pad	1
7-2	98-254-00	Accelerator Pad (Aluminum)	1
7-3	51-340-00	Hand Parking Brake Lever with Spacers (5/8 O.D. X 12/32 I.D. X 1/2 Long & 5/8 O.D. X 12/32 I.D. X 15/32 Long)	1
7-4	98-351-00	Hand Grip - 7/8 I.D. X 4-1/2 Long	1
7-5	85-250-00	Spring Extension, 1-1/16 O.D. X 3-7/8 Long (Accelerator Return)	1
7-6	96-823-00	Adjustable Cable Assembly - Service Brake	1
7-7	50-002-00	Rod, 1/4 - 28 X 5-1/8 Long	1
7-8	96-771-00	Clevis Pin, 3/8 X 3/4 Face to Hole	2
7-9	88-147-24	1/2 X 4 Stainless Steel Screw	2
7-11	96-822-00	Adjustable Cable Assembly - Hand Brake	1
7-12	88-069-87	1/4 N.C. Fastite Nut	2
7-13	88-100-14	3/8 X 1-1/2 N.C. Hex Head Cap Screw	2
7-14	88-109-81	3/8 N.C. Locknut	6
7-15	32-215-00	Plastic Flanged Bearing	4
7-16	88-517-09	3/32 X 3/4 Long, Cotter Pin	4
7-17	86-503-98	Rod End - 1/4 - 28 Left Hand Thread	1
7-18	88-108-60	3/8 Washer	1
7-19	88-060-13	1/4 X 1-1/4 Hex Head Cap Screw	1
7-20	88-068-62	1/4 Lock Washer	1
7-21	88-069-81	1/4 N.C. Lock Nut	1
7-22	88-149-80	1/2 N.C. Hex Head Nut	2
7-23	88-149-81	1/2 N.C. Lock Nut	2
7-24	97-211-00	1/4 - 28 N.F. Nut, Left Hand Thread	1
7-25	96-773-00	Clevis Pin, 5/16	2
7-26	85-270-00	Extension Spring 1-1/4 O.D. X 4-3/8	1
7-27	00-370-12	Accelerator Pedal with Extension Arm and Plastic Bearings. <u>NOTE</u> - Accelerator Pedal with (2) Return Springs Effective with Serial No. 41160 & Up.	1


GENERAL 61117

MECHANICAL CONTROL LINKAGE (Con't.)

REFER TO FIGURE 7

FIG. I.D. NO.	T-D PART NO.	DESCRIPTION	QUANTITY
7-28	00-370-11	Service Brake Pedal w/ Plastic Bearings	1
7-29	98-201-00	Park Brake Pedal Pad	1
7-30	K7-117-00	Foot Park Brake Assembly <u>with</u> Cable Guide Tube, Unpainted. Used on <u>Earlier</u> Models Only	1
	51-342-00	Foot Park Brake Assembly <u>without</u> Cable Guide Assembly. Used on <u>Later</u> Models Only.	1
	85-201-00	Release Lever Spring Extension, 7/16 O.D. X 3/4	1
	85-012-00	Pall Spring Extension, 13/32 O.D. X 1-1/8	1
	85-402-00	Pedal Return Spring, 1/2 O.D. X 1-1/4	1
	98-755-00	Brake Pedal Bumper, 3/4" Square	1
	88-837-06	Screw, Metal # 14 X 1/2	1
	97-312-00	Speed Nut, Tinnerman	1
7-31	96-824-10	Foot Park Brake Actuating Cable, Pwr. Tract.	1
	96-824-11	Foot Park Brake Actuating Cable, Blt. Drve.	1
7-33	85-233-00	Spring Extension, Accelerator Return	2
7-34	88-082-13	Bolt, Carriage 5/16 X 1	1
7-35	88-089-80	Nut, Hex Head 5/16	2
7-36	88-060-09	1/4 X 3/4 Hex Head Cap Screw	1



NO.		DESCRIPTION		LENGTH	QUAN.	REVISED DATE	REVISION
TOL. FRAC.		+	-	FIGURE 7A SECTION J4		SEAT OPERATED PARKING BRAKE	
SCALE		NONE					
DRAWN BY		J.M.					
DATE		2-24-77					
				<div><div>TAYLOR DUNN MFG. CO. 2114 West Ball Rd. Anaheim, Calif.</div></div>			

SEAT OPERATED PARK BRAKE

REFER TO FIGURE 7A

FIG. ID. NO.	T-D PART NO.	DESCRIPTION	QUANTITY
7A-0	50-659-00	Seat brake lever assembly	1
7A-1	85-280-00	Spring, extension	1
7A-2	85-487-50	Bracket, spring mounting	1
7A-3	88-140-22	Screw, hex head cap 1/2 X 3-1/2 NC	2
7A-4	88-149-80	Nut, hex head 1/2 NC	2
7A-5	88-148-62	Washer, lock 1/2	2
7A-6	50-659-50	Plate, seat mounting	1
7A-7	50-225-50	Rod, wiring harness support	1
7A-8	88-837-11	Screw, phillips metal #14 X 1-1/4	6
7A-9	96-818-10	Cable assembly, adjustable	1
7A-10	96-771-00	Pin, clevis 3/8 X 3/4	1
7A-11	96-773-00	Pin, clevis 5/16 X 1	1
7A-12	88-517-11	Pin, cotter 3/32 X 1	2
7A-13	88-109-81	Nut, lock 3/8 NC	1
7A-14	88-108-60	Washer, 3/8	2
7A-15	88-577-90	Cap nut, 1/4 press-on	1
7A-16	88-737-08	Rivet, aluminum 3/16 X 5/8	1
7A-17	96-630-00	Clamp, rubber lined 5/8 ID	1
7A-18	88-060-09	Screw, hex head cap 1/4 X 3/4 NC	4
7A-19	88-069-87	Nut, fastite NC	4
7A-20	98-603-00	Grommet, rubber 3/8 ID	1
	90-158-99	Seat cushion, left side, seat operated park brake, (specify color)	1
	90-154-99	Seat cushion, individual, (specify color)	1
	91-403-10	Support, accessory tray with clip	1

MAINTENANCE, SERVICE AND PARTS

MASTER CONTROL SWITCH

GENERAL

The Master Control Switch is located below the seat, and is readily accessible when the seat is raised. The left side, operated by the hand lever which projects into the passenger compartment, controls direction of travel. The right side, operated by the accelerator pedal, controls the vehicle speed by regulating the voltage applied to the motor, using coils of nichrome resistance wire.

It is recommended that all terminal connections be checked and tightened at least once a month. If a terminal bolt or wire becomes loose, sufficient heat will be generated to cause permanent damage at the connection.

The nuts which secure the wire terminals to the contact buttons on the forward/reverse rotor must NOT be used to tighten the contact buttons to the rotor board. The contact buttons must be free to rotate in order to avoid wire breakage.

Lubrication and Maintenance

A coating of grease, T-D part no. 94-421-00 or equivalent (minimum 400d. melt pt.) must be maintained on all switch components where sliding contact occurs. Apply a heavy coating of grease to the 1st power bar area. The spaces between power bars should be cleaned approximately every 2 to 3 months using a piece of wood or plastic or by steam cleaning. See Sect. E for complete lube instructions.

For scheduling of routine maintenance, refer to Section D of the manual for Model Tee Bird, 1972 and Up, or to the manual for Models 2362R and 2363R.

MAINTENANCE

Adjustment of Speed Rotor Travel - EM Switch (Refer to Diagram B)

NOTE: Rotor travel adjustment is set at the factory and will require adjustment only if the vehicle is subjected to severe damage or if a new switch assembly is installed.

1. Adjust pedal stop bolt so that when the bolt head contacts the floor mat there is 1/4" clearance between the accelerator pedal extension and the rear of the floor panel. (See Diagram B)
2. Block accelerator pedal in full ON position with pedal stop bolt in contact with floor mat.
3. Adjust the "rod end" of the Adjustable Accelerator Link so that the lower contact button clears the 4th speed bar by 1/8". This will insure approximately 95% of the contact button is touching the high speed bar.

Adjustment of Speed Rotor Travel - EM Switch (Con't)

4. Remove blocking and operate accelerator pedal several times, using normal force. Re-check position of the lower contact button with pedal fully depressed. If it fails to clear the 4th speed bar by $\frac{1}{8}$ ", re-adjust the rod end position accordingly and re-check the clearance again after operating the pedal. Continue re-adjusting as necessary until the desired condition is obtained and remains constant. NOTE: The lower contact button should not travel beyond the 5th speed power bar.
5. With the pedal in neutral position, the lower contact button must clear the 1st speed bar by a minimum of $\frac{1}{8}$ " and rest on the neutral button. This condition should automatically occur when the high speed adjustment is properly set.

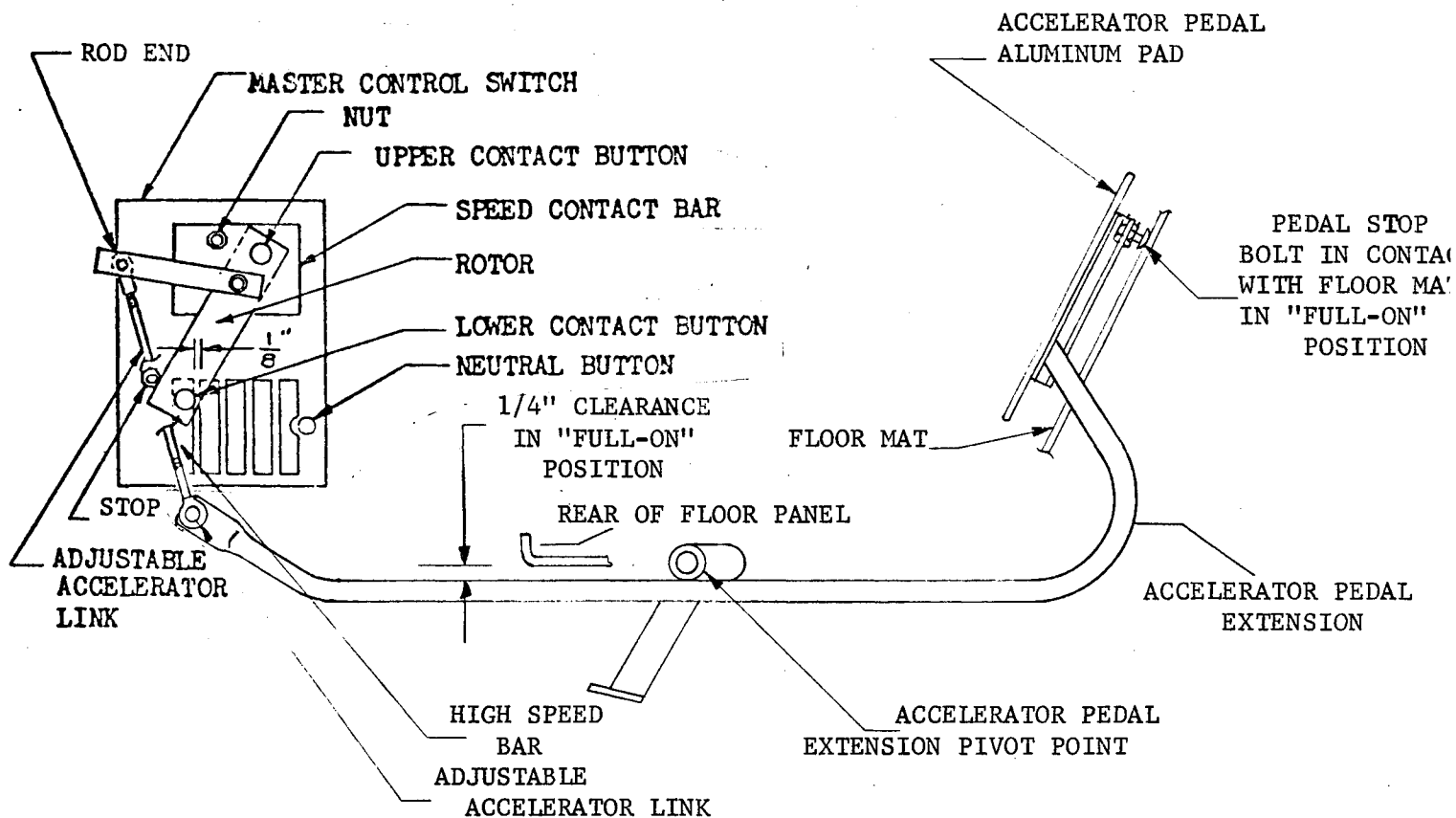


Diagram B - Rotor Travel Adjustment - EM Switch
(In Full-On Position)

MAINTENANCE AND PARTS LIST

BODY AND TRIM

Your vehicle has been finished with several coats of durable baked on enamel.

It will require the same care as you would give your automobile. The chrome trim is also resistant to corrosion and will require an occasional cleaning.

It is recommended that your vehicle be washed with a mild soap and warm water. For long life a good automotive type of wax will extend the life of the finish and maintain lasting beauty,

For identification of Body and Trim parts available for repair and replacement, refer to the Manual for Model Tee Bird, 1972 & Up, or to the Manual for Models 2362R and 2363R, with the following exceptions:

Side Bumpers and Bumper Spacers for Models GT-370, GT-371, 2372R, 2373R

91-920-10	Side Bumper, Left or Right - Zinc Plated
91-920-20	Side Bumper, Left or Right - Chrome Plated
16-207-00	Side Bumper, Front Spacer - 1/2 Inch Long
16-206-00	Side Bumper, Center Spacer - 1 Inch Long
16-205-00	Side Bumper, Rear Spacer - 7/8 Inch Long

Front and Rear Bumpers - GT-370 and GT-371

Front and Rear Bumpers and Spacers listed in the 1972 & Up Manual fit the GT-370 and GT-371. Zinc plated bumpers not listed in the 1972 & Up Manual are as follows:

91-920-51	Front Bumper - Zinc Plated
91-920-52	Rear Bumper - Cross Bag Type Body - Zinc Plated
91-921-52	Rear Center Bumper - Stand Up - Zinc Plated
91-921-53	Rear Left/Right Bumper- Stand Up- Zinc Plated

Front and Rear Bumpers - 2372R and 2373R

Front and Rear Bumpers and Spacers listed in the 2362R and 2363R Manual fit the 2372R and 2373R. Zinc plated bumpers not listed in the older Manual are as follows:

91-920-51	Front Bumper - Zinc Plated
91-920-52	Rear Bumper - Zinc Plated

Floor Mat - GT-370 and GT-371

98-017-50	Floor Mat, Rubber
-----------	-------------------

Plastic Cowl Trim

94-035-51	Black Plastic Trim - 78 Inches Long (Specify Length)
-----------	--

Arm Rests for GT-370 and GT-371

90-312-10	Arm Rest, Left Side, Black
90-313-10	Arm Rest, Right Side, Black

Seat Cushions for GT-370 and GT-371

Specify color when ordering.

- 90-139-99 Complete Car Set of Front Seat Cushions and Front Seat Back Rest Cushions
- 90-154-99 Seat Cushion Only for Front Seat - Left or Right
- 90-138-99 Back Rest Cushion Only for Front Seat - Left or Right
- 90-156-99 Seat Cushion for Rear Seat Option
- 90-157-99 Back Rest Cushion for Rear Seat Option

Front Seat Back Cushion Supports for GT-370 and GT-371

- 90-103-98 Back Rest Cushion Support, Adjustable, Driver Side
- 90-103-97 Back Rest Cushion Support, Non Adjustable, Passenger Side

Deck Boards, Bag Rack, Belts, and Deck Board Hardware for GT-370 and GT-371

Deck Boards, Bag Racks, Belts for Stand Up Rack and for three piece type Cradle Set, and attaching hardware for those items, as well as board clips and rubber bumpers for deck boards are listed in the 1972 & Up Manual. Replacement Parts for the two piece type Cradle Rack Set are as follows:

- 90-456-10 Complete Deck Board Assembly - Two Piece Type Cradle Rack
- 90-456-00 Deck Board Only - Two Piece Type Cradle Rack
- 91-521-00 Single Rack Only, Two Piece Type, Not Including Belts or Buckle
- 91-542-00 Belt with Tip and Eyelet
- 91-536-00 Buckle
- 96-602-00 Clamp for attachment of Buckle to Rack
- 88-067-13 Oval Head Screw for Attaching Rack to Board - 1/4 N.C.

Top Supports and Frames for GT-370 and GT-371

- 91-034-10 Front Top Support - Zinc Plated
- 91-034-20 Front Top Support - Chrome Plated
- 91-036-10 Rear Top Support - Zinc Plated
- 91-036-20 Rear Top Support - Chrome Plated
- 91-031-10 Tubular Top Frame - Zinc Plated
- 00-370-17 Rear Section Welded, Diamond Plate Standup Bag, Includes Kick Panel, Side Panels & Rear Panel, GT-370 Series, Unpainted
- 00-370-19 Rear Section Welded, Diamond Plate Cross Bag, Includes Kick Panel, Side Panels & Rear Panel, GT-370 Series, Unpainted
- 00-370-18 Rear Section Welded, Smooth Skin, Standup Bag, Includes Kick Panel, Side Panels & Rear Panel, GT-371 Series, Unpainted
- 00-370-20 Rear Section Welded, Smooth Skin, Cross Bag, Includes Kick Panel, Side Panels & Rear Panel, GT-371 Series, Unpainted

MAINTENANCE INSTRUCTIONS AND PARTS LIST

MANUAL SUPPLEMENT

FOR MODELS TEE-BIRD GT-370 & GT-371
MODELS 2372R & 2373R - Serial No. 35708 Up

Use with manual for TEE-BIRD 1972 Up or with
manual for Models 2362R & 2363R Up

TAYLOR-DUNN MANUFACTURING CO.

2114 West Ball Road

Anaheim, California 92804

Phone Area 714-535-6021