



A Textron Company

RXV ELECTRIC SERVICE & REPAIR



611103

ISSUED JANUARY 2009

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SAFETY

For any questions on material contained in this manual, contact an authorized representative for clarification.

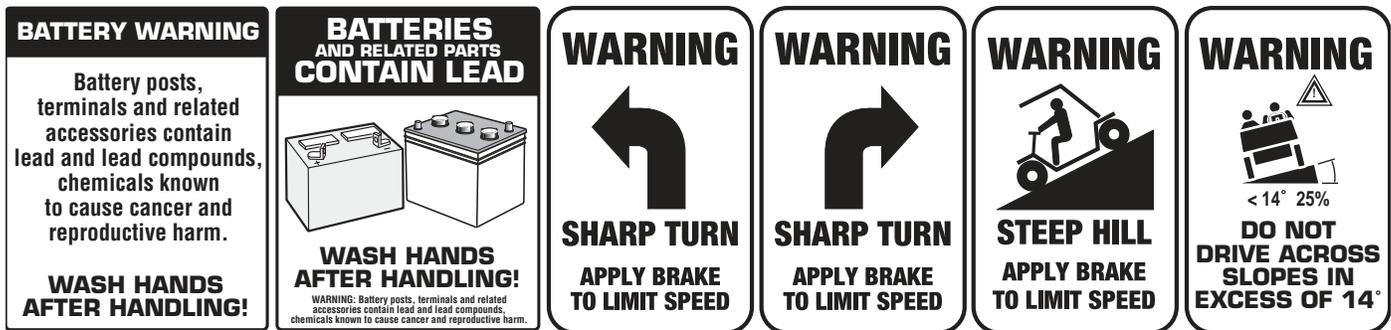
Read and understand all labels located on the vehicle. Always replace any damaged or missing labels.

On steep hills it is possible for vehicles to coast at greater than normal speeds encountered on a flat surface. To prevent loss of vehicle control and possible serious injury, speeds should be limited to no more than the maximum speed on level ground. See GENERAL SPECIFICATIONS. Limit speed by applying the service brake.

Catastrophic damage to the drivetrain components due to excessive speed may result from driving the vehicle above specified speed. Damage caused by excessive speed may cause a loss of vehicle control, is costly, is considered abuse and will not be covered under warranty.

Use extra caution when towing the vehicle(s). Do not tow a single vehicle at speeds in excess of 12 mph (19 kph). Do not tow more than three vehicles at a time. Do not exceed 5 mph (8 kph) while towing multiple vehicles. Towing the vehicle at above the recommended speed may result in personal injury and/or damage to the vehicle and other property. Vehicles equipped with the AC Drive motor must be towed with the Run-Tow switch, located under the passenger seat, in the 'Tow' position.

If the vehicle is to be used in a commercial environment, signs similar to the ones illustrated should be used to warn of situations that could result in an unsafe condition



Observe these **NOTICES, CAUTIONS and WARNINGS**; be aware that servicing a vehicle requires mechanical skill and a regard for conditions that could be hazardous. Improper service or repair may damage the vehicle or render it unsafe.

NOTICES, CAUTIONS AND WARNINGS

NOTICE

Address practices not related to personal injury.



CAUTION

Indicates a hazardous situation which, if not avoided, could result in minor or moderate injury.



WARNING

Indicates a hazardous situation which, if not avoided, could result in death or serious injury.



DANGER

Indicates a hazardous situation which, if not avoided, will result in death or serious injury.



WARNING

Battery posts, terminals and related accessories contain lead and lead compounds. Wash hands after handling.

(NOTES, CAUTIONS AND WARNINGS CONTINUED ON INSIDE OF BACK COVER)

SERVICE AND REPAIR MANUAL

ELECTRIC POWERED GOLF CARS & PERSONAL VEHICLES

RXV FLEET GOLF CAR RXV FREEDOM GOLF CAR RXV SHUTTLE 2+2

STARTING MID-MODEL YEAR 2009

(MANUFACTURED BEGINNING FEBRUARY 23, 2009)

E-Z-GO Division of TEXTRON Inc. reserves the right to make design changes without obligation to make these changes on units previously sold and the information contained in this manual is subject to change without notice.

E-Z-GO Division of TEXTRON Inc. is not liable for errors in this manual or for incidental or consequential damages that result from the use of the material in this manual.

TO CONTACT US

NORTH AMERICA:

TECHNICAL ASSISTANCE & WARRANTY PHONE: 1-800-774-3946, FAX: 1-800-448-8124

SERVICE PARTS PHONE: 1-888-GET-EZGO (1-888-438-3946), FAX: 1-800-752-6175

INTERNATIONAL:

SALES PHONE: 001-706-798-4311, FAX: 001-706-771-4609

E-Z-GO DIVISION OF TEXTRON INC., 1451 MARVIN GRIFFIN ROAD, AUGUSTA, GEORGIA USA 30906-3852

GENERAL INFORMATION

This vehicle has been designed and manufactured in the United States of America (USA) as a 'World Vehicle'. The Standards and Specifications listed in the following text originate in the USA unless otherwise indicated.

The use of non Original Equipment Manufacturer (OEM) approved parts may void the warranty.

Overfilling batteries may void the warranty.

BATTERY PROLONGED STORAGE

All batteries will self discharge over time. The rate of self discharge varies depending on the ambient temperature and the age and condition of the batteries.

A fully charged battery will not freeze in winter temperatures unless the temperature falls below -75° F (-60° C).

For winter storage, the batteries must be clean, fully charged and disconnected from any source of electrical drain. The battery charger and the controller are both sources of electrical drain. Unplug the battery charger DC plug from the vehicle receptacle.

On PDS vehicles, disconnect the controller from the battery set by selecting the 'TOW/ MAINTENANCE' position on the RUN-TOW/MAINTENANCE SWITCH located under the passenger seat.

As with all electric vehicles, the batteries must be checked and recharged as required or at a minimum of 30 day intervals.

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SAFETY INFORMATION

Read all of manual to become thoroughly familiar with this vehicle. Pay particular attention to all Notices, Cautions and Warnings

This manual has been designed to assist the owner-operator in maintaining the vehicle in accordance with procedures developed by the manufacturer. Adherence to these procedures and troubleshooting tips will ensure the best possible service from the product. To reduce the chance of personal injury and/or property damage, the following instructions must be carefully observed:

GENERAL

Many vehicles are used for a variety of tasks beyond the original intended use of the vehicle; therefore it is impossible to anticipate and warn against every possible combination of circumstances that may occur. No warnings can take the place of good common sense and prudent driving practices.

Good common sense and prudent driving practices do more to prevent accidents and injury than all of the warnings and instructions combined. The manufacturer strongly suggests that the owner-operator read this entire manual paying particular attention to the CAUTIONS and WARNINGS contained therein. It is further recommended that employees and other operators be encouraged to do the same.

If you have any questions, contact your closest representative or write to the address on the back cover of this publication, Attention: Customer Care Department.

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E-Z-GO Division of Textron is not liable for errors in this manual or for incidental or consequential damages that result from the use of the material in this manual.

This vehicle conforms to the current applicable standard for safety and performance requirements.

These vehicles are designed and manufactured for off-road use. They do not conform to Federal Motor Vehicle Safety Standards and are not equipped for operation on public streets. Some communities may permit these vehicles to be operated on their streets on a limited basis and in accordance with local ordinances.

With electric powered vehicles, be sure that all electrical accessories are grounded directly to the battery (-) post. **Never use the chassis or body as a ground connection.**

Refer to GENERAL SPECIFICATIONS for vehicle seating capacity.

Never modify the vehicle in any way that will alter the weight distribution of the vehicle, decrease its stability or increase the speed beyond the factory specification. Such modifications can cause serious personal injury or death. Modifications that increase the speed and/or weight of the vehicle will extend the stopping distance and may reduce the stability of the vehicle. Do not make any such modifications or changes. The manufacturer prohibits and disclaims responsibility for any such modifications or any other alteration which would adversely affect the safety of the vehicle.

Vehicles that are capable of higher speeds must limit their speed to no more than the speed of other vehicles when used in a golf course environment. Additionally, speed should be further moderated by the environmental conditions, terrain and common sense.

GENERAL OPERATION

Always use the vehicle in a responsible manner and maintain the vehicle in safe operating condition.

Always read and observe all warnings and operation instruction labels affixed to the vehicle.

Always follow all safety rules established in the area where the vehicle is being operated.

SAFETY INFORMATION

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

Always reduce speed to compensate for poor terrain or conditions.

Always apply service brake to control speed on steep grades.

Always maintain adequate distance between vehicles.

Always reduce speed in wet areas.

Always use extreme caution when approaching sharp or blind turns.

Always use extreme caution when driving over loose terrain.

Always use extreme caution in areas where pedestrians are present.

MAINTENANCE

Always maintain your vehicle in accordance with the manufacturer's periodic service schedule.

Always ensure that mechanics performing repairs are trained and qualified to do so.

Always follow the manufacturer's directions if you do any maintenance on your vehicle. Be sure to disable the vehicle before performing any maintenance. Disabling includes removing the key from the key switch and removal of a battery wire.

Always insulate any tools used within the battery area in order to prevent sparks or battery explosion caused by shorting the battery terminals or associated wiring. Remove the batteries or cover exposed terminals with an insulating material.

Always check the polarity of each battery terminal and be sure to rewire the batteries correctly.

Always use specified replacement parts. Never use replacement parts of lesser quality.

Always use recommended tools.

Always determine that tools and procedures not specifically recommended by the manufacturer will not compromise the safety of personnel nor jeopardize the safe operation of the vehicle.

Always support the vehicle using wheel chocks and safety stands. Never get under a vehicle that is supported by a jack. Lift the vehicle in accordance with the manufacturer's instructions.

Never attempt to maintain a vehicle in an area where exposed flame is present or persons are smoking.

Always be aware that a vehicle that is not performing as designed is a potential hazard and must not be operated.

The manufacturer cannot anticipate all situations, therefore people attempting to maintain or repair the vehicle must have the skill and experience to recognize and protect themselves from potential situations that could result in severe personal injury or death and damage to the vehicle. Use extreme caution and, if unsure as to the potential for injury, refer the repair or maintenance to a qualified mechanic.

Always test drive the vehicle after any repairs or maintenance. All tests must be conducted in a safe area that is free of both vehicular and pedestrian traffic.

Always replace damaged or missing warning, caution or information labels.

Always keep complete records of the maintenance history of the vehicle.

SAFETY INFORMATION

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

VENTILATION

Hydrogen gas is generated in the charging cycle of batteries and is explosive in concentrations as low as 4%. Because hydrogen gas is lighter than air, it will collect in the ceiling of buildings necessitating proper ventilation. Five air exchanges per hour is considered the minimum requirement.

Never charge a vehicle in an area that is subject to flame or spark. Pay particular attention to natural gas or propane gas water heaters and furnaces.

Always use a dedicated circuit for each battery charger. Do not permit other appliances to be plugged into the receptacle when the charger is in operation.

Chargers must be installed and operated in accordance with charger manufacturers recommendations or applicable electrical code (whichever is more restrictive).

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GENERAL INFORMATION & ROUTINE MAINTENANCE

Read all of this manual to become thoroughly familiar with this vehicle. Pay particular attention to all Notices, Cautions and Warnings.

Thank you for purchasing this vehicle. This repair manual contains information that will assist you in repairing and maintaining this vehicle. Some illustrations may show items that are optional for your vehicle. This guide covers the operation of several vehicles, therefore, some illustrations may not represent your vehicle. Physical differences in controls will be illustrated.

This vehicle has been designed and manufactured as a 'World Vehicle'. Some countries have individual requirements to comply with their specifications; therefore, some sections may not apply in your country.

Most of the service procedures in this guide can be accomplished using common automotive hand tools. Contact your service representative on servicing the vehicle in accordance with the Periodic Service Schedule.

Service Parts Manuals as well as Repair and Service Manuals are available from a local Distributor, an authorized Branch or the Service Parts Department. When ordering parts or requesting information for your vehicle, provide the vehicle model, serial number and manufacture date code.

SERIAL NUMBER LOCATION

Three serial number and manufacture date code labels are on the vehicle. One is placed on the steering column (Ref. Fig. 1), the second is located on the frame member under the front splash shield on the driver side (Ref. Fig. 2) and the third is located on the passenger side frame rail at the rear of the vehicle (Ref. Fig. 3).

In order to obtain correct components for the vehicle, the manufacture date code, serial number and vehicle model must be provided when ordering service parts.

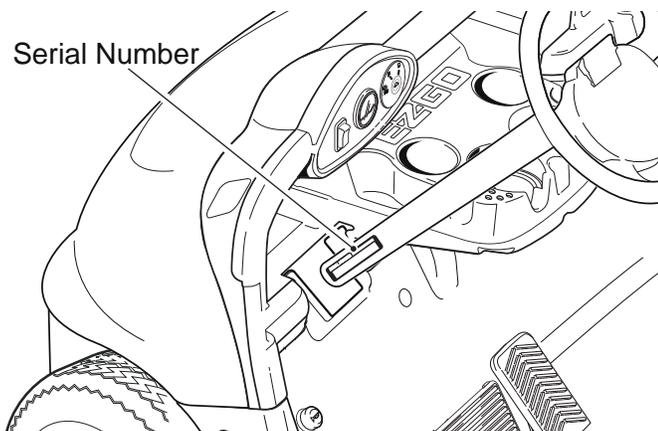


Fig. 1 Serial Number Location on Steering Column

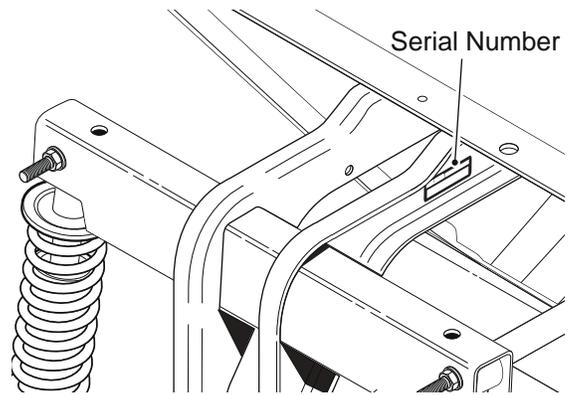


Fig. 2 Serial Number on Front Frame

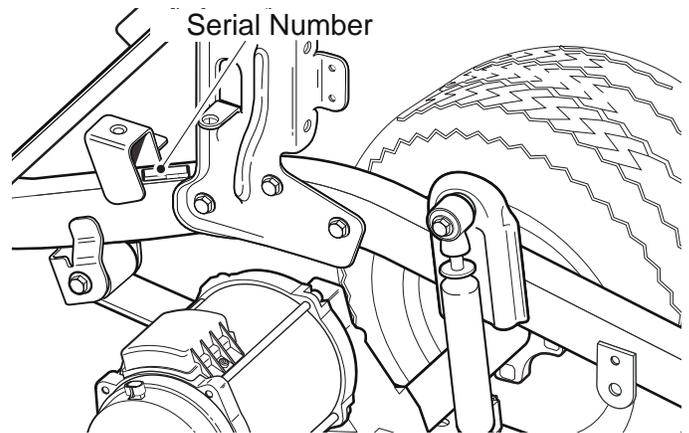


Fig. 3 Serial Number on Rear Frame

Before a new vehicle is put into operation, the items shown in the **INITIAL SERVICE CHART** must be performed (Ref. Fig. 4).

| ITEM | SERVICE OPERATION |
|------------------|---|
| Batteries | Charge batteries |
| Seats | Remove protective plastic covering |
| Brakes | Check operation |
| | Establish acceptable stopping distance |
| Tires | Check air pressure (see SPECIFICATIONS) |
| Portable Charger | Remove from vehicle and properly mount |

Fig. 4 Initial Service Chart

The vehicle batteries must be fully charged before initial use.

GENERAL INFORMATION & ROUTINE MAINTENANCE

Read all of this manual to become thoroughly familiar with this vehicle. Pay particular attention to all Notices, Cautions and Warnings.

TOWING

WARNING

To reduce the possibility of severe injury or death:

Use extra caution when towing a vehicle.

DO NOT ride on the vehicle being towed.

DO NOT attempt to tow the vehicle with ropes, chains or any device other than a factory approved tow bar.

DO NOT tow the vehicle on highways.

DO NOT tow a single vehicle at speeds in excess of 12 mph (19 kph).

DO NOT tow more than three vehicles at a time.

DO NOT exceed 5 mph (8 kph) while towing multiple vehicles.

DO NOT use the tow bar system on slopes more than 10% grade.

CAUTION

Place key switch in 'N' and the Run/Tow switch in the 'TOW' position prior to towing the vehicle to prevent damage to the electric motor and controller.

Do not tow a single vehicle at speeds in excess of 12 mph (19 kph). Do not tow more than three vehicles at a time. Do not exceed 5 mph (8 kph) while towing multiple vehicles. The maximum slope that the tow bar system can be used is 10% grade. Towing the vehicle above the recommended speed may result in severe injury and/or damage to the vehicle and other property.

Tow bars are not intended for road use.

NOTICE

If a vehicle is towed in excess of 15 mph the motor brake will engage and slow the vehicle down.

This vehicle is equipped with a 'Run/Tow' switch located underneath the seat on the passenger side. The 'TOW' position, with the key switch in the 'N' position, allows the vehicle to roll freely without activating the warning beeper and eliminating potential damage to controller or motor. Check to see that vehicles to be towed are switched to the 'TOW' position and the key is turned to the neutral ('N') position.

Never use ropes or chains to tow vehicle(s). Tow bars are available from the E-Z-GO Service Parts Department.

Tow bars are not intended for highway use. Before towing, place the direction selector in neutral (N) and make sure that the 'Run/Tow' switch in 'TOW'. Do not ride on a vehicle being towed. Tow bars are designed to tow only one vehicle at a maximum speed of 12 mph (19 kph) and up to three vehicles at a maximum speed of 5 mph (8 kph). Return the Run/Tow switch to the 'RUN/STORAGE' position and make sure the key is turned to 'OFF' and removed after towing the vehicle.

NOTICE

The RUN/TOW switch should always be returned to the 'RUN/STORAGE' or  (on CE vehicles) position after towing the vehicle. If the switch is left in the 'TOW' or  (on CE vehicles) position for an extended period of time it will drain the batteries.

The run/tow switch (8) is located under the seat on the passenger side of the vehicle (Ref. Fig. 5).

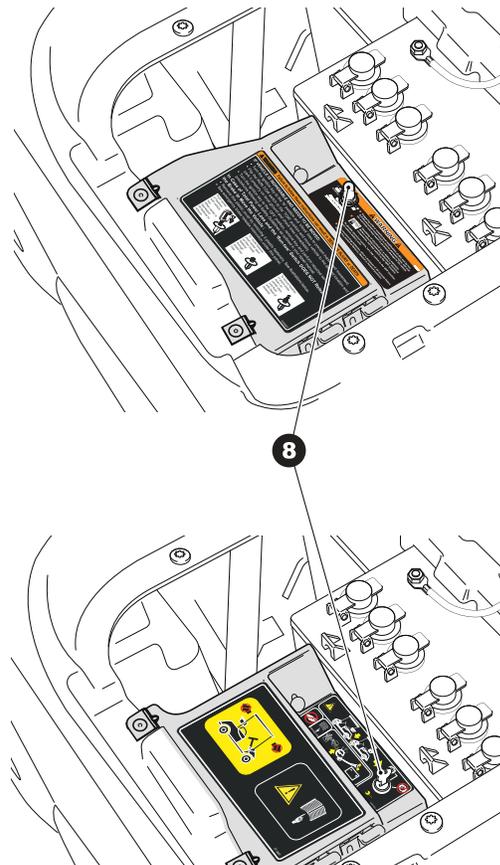


Fig. 5 Run/Tow Switch

GENERAL INFORMATION & ROUTINE MAINTENANCE

Read all of this manual to become thoroughly familiar with this vehicle. Pay particular attention to all Notices, Cautions and Warnings.

With the switch in the 'TOW' or  (on CE vehicles) position and the key in 'N'.

- the electronic parking brake is deactivated, which allows the vehicle to be towed or roll freely, except in the event of a controller failure
- the service brake is still active
- the reverse warning beeper is deactivated

With the switch in 'RUN/STORAGE' or  (on CE vehicles) position:

- the electronic parking brake is deactivated and the reverse warning beeper features are activated

PARKING BRAKE

This vehicle is equipped with an automatic parking brake; when the vehicle is stopped the parking brake is automatically set. The parking brake is released when the key switch/direction selector is in forward ('F') or reverse ('R') and the accelerator is depressed. The parking brake is also released when the run/tow switch is placed in the 'TOW' or  (on CE vehicles) position with the key switch turned to neutral ('N').

In the event that the vehicle will not move in forward or reverse, the parking brake can be released using the instructions located on the controller splash shield beneath the seat on the passenger side of the vehicle. To move the vehicle, turn the key switch to 'N', flip the RUN-TOW switch to the 'TOW' position and move the vehicle to a safe location on level ground and chock the tires, turn the key to 'OFF' and return the Run/Tow switch 'RUN/STORAGE' position.

In case of total power loss and the RUN-TOW does not release the parking brake the instructions below the controller splash shield must be used. Chock the tires to prevent the vehicle moving when the brake is released.

To access the instructions remove three re-usable plastic rivets securing the controller splash shield to the body and the controller. To remove the re-usable rivets, press the center of the rivet with the vehicle key, when the center pin snaps into place the rivet can be removed, repeat the process for each remaining rivet. Turn the splash shield over to reveal the instructions for releasing the parking brake.

To reinstall the controller splash shield, position the splash shield by aligning the



mounting holes with the holes in the body, push the center pin of each rivet upward so that the top of the pin is above the rivet head.

Place a rivet in each mounting hole of the controller splash shield and push down on the center pin until the top of the pin is flush with the rivet head.



SERVICING THE VEHICLE

WARNING

To prevent severe injury or death resulting from improper servicing techniques, observe the following WARNINGS:

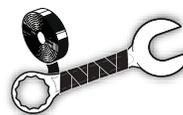
DO NOT attempt any type of servicing operations before reading and understanding all notes, cautions and warnings in this manual.

ANY servicing requiring adjustments to the powertrain while the motor is running must be made with both rear wheels raised.



Wear eye protection when working on the vehicle. Use extra care when working around batteries, or using solvents or compressed air.

To reduce the possibility of causing an electrical arc, which could result in a battery explosion, turn off all electrical loads from the battery before removing battery wires.



Wrap wrenches with vinyl tape to reduce the possibility of a dropped wrench 'shorting out' a battery, which could result in an explosion.

ROUTINE MAINTENANCE

This vehicle will give years of satisfactory service providing it receives regular maintenance. Refer to the Periodic Service Schedule for service intervals.

GENERAL INFORMATION & ROUTINE MAINTENANCE

Read all of this manual to become thoroughly familiar with this vehicle. Pay particular attention to all Notices, Cautions and Warnings.

REAR AXLE

The only maintenance required for the first five years or 1000 hours of operation is to check the Torque to Rotate (TTR) and the periodic inspection of the lubricant level. Unless leakage is evident, the lubricant need only be replaced after five years.

TIRES

The condition of the tires should be inspected daily, inflation pressures should be checked at least once a week when the tires are cool. All dust caps for the valves need to be reinstalled after checking the tire pressure. For additional information, refer to the section on TIRES AND WHEELS.

VEHICLE CLEANING AND CARE

WARNING

To reduce the possibility of severe injury or vehicle damage, read and understand all instructions supplied by the manufacturer of the pressure washer.

CAUTION

When pressure washing the exterior of the vehicle, do not use pressure in excess of 700 psi. To reduce the possibility of cosmetic damage, do not use any abrasive or reactive solvents to clean plastic parts.

It is important that proper techniques and cleaning materials be used. Using excessive water pressure may cause severe injury to the operator or bystander, damage to the seals, plastics, seat material, body finish or electrical system. Do not use pressure in excess of 700 psi to wash the exterior of the vehicle.

Clean the windshield with lots of water, a mild soap and a clean cloth.

Normal cleaning of vinyl seats and plastic or rubber trim requires the use of a mild soap solution applied with a sponge or soft brush and wiped with a damp cloth.

Removal of oil, tar, asphalt, shoe polish, etc., requires the use of a commercially available vinyl/rubber cleaner.

The painted surfaces of the vehicle provide attractive appearance and durable protection. Frequent washing with lukewarm or cold water and mild detergent is required to preserve the painted surfaces.

Occasional cleaning and waxing with non-abrasive products designed for 'clear coat' automotive finishes will enhance the appearance and durability of the painted surfaces.

Corrosive materials used as fertilizers or for dust control can collect on the underbody of the vehicle. These materials will cause corrosion of underbody parts unless flushed occasionally with plain water. Thoroughly clean any areas where mud or other debris can collect. Sediment packed in closed areas should be loosened to ease its removal, taking care not to chip or otherwise damage paint.

SUN TOP AND WINDSHIELD

WARNING

The sun top does not provide protection from roll-over or falling objects.

The windshield does not provide protection from tree limbs or flying objects.

The sun top and windshield provide some protection from the elements; however, they will not keep the operator and passenger dry in a downpour. This vehicle is not equipped with seat belts and the sun top has not been designed to provide roll-over protection. In addition, the sun top does not protect against falling objects nor does the windshield protect against flying objects and tree limbs. Keep arms and legs inside of the vehicle while it is moving.

HAULING

WARNING

To reduce the possibility of severe injury or death while transporting the vehicle:

Secure the vehicle and contents.

Never ride on the vehicle being transported.

Always remove the windshield before transporting.

Maximum speed with sun top installed is 50 mph (80 kph).

If the vehicle is to be transported at highway speeds, the sun top must be removed and the seat bottom secured.

GENERAL INFORMATION & ROUTINE MAINTENANCE

Read all of this manual to become thoroughly familiar with this vehicle. Pay particular attention to all Notices, Cautions and Warnings.

When transporting vehicle below highway speeds, check for tightness of hardware and cracks in sun top at mounting points. Always remove windshield when transporting. Always check that the vehicle and contents are adequately secured before transporting. The rated capacity of the trailer or truck must exceed the weight of the vehicle (see GENERAL SPECIFICATIONS for vehicle weight) and load plus 1000 lbs. (454 kg). Secure the vehicle using ratchet tie downs.

fied by 6 marks on the head. Metric hardware is marked on the head with 8.8 or 10.9. Unmarked hardware is Grade 2.

CAPACITIES AND REPLACEMENT PARTS

HARDWARE

Periodically, the vehicle should be inspected for loose fasteners. Fasteners should be tightened in accordance with the Torque Specifications table (Ref. Fig. 8).

Use care when tightening fasteners and refer to the Technician's Repair and Service Manual for specific torque values.

Generally, three classes of standard hardware and two classes of metric hardware are used in the vehicle. Grade 5 hardware can be identified by the three marks on the hexagonal head and grade 8 hardware is identi-

| FLUID | QUANTITY |
|--------------------------------|-----------------|
| Rear Axle Lubricant Mobile 424 | 25 oz. (739 ml) |

Fig. 6 Capacities

| ITEM | PART NUMBER |
|------------------|-------------------------------|
| Fuse | ATC 10A (E-Z-GO P/N 35212G07) |
| Headlight Bulb | 894 (E-Z-GO P/N 74004G01) |
| Turn Signal Bulb | 912-NA (E-Z-GO P/N 74005G01) |
| Tail Light Bulb | 2057 (E-Z-GO P/N 604311) |

Fig. 7 Replacement Part

| ALL TORQUE FIGURES ARE IN FT. LBS. (Nm) | | | | | | | | | | |
|---|----------|------------|------------|------------|-------------|--------------|--------------|--------------|--------------|--------------|
| Unless otherwise noted in text, tighten all hardware in accordance with this chart. | | | | | | | | | | |
| This chart specifies 'lubricated' torque figures. Fasteners that are plated or lubricated when installed are considered 'wet' and require approximately 80% of the torque required for 'dry' fasteners. | | | | | | | | | | |
| BOLT SIZE | 1/4" | 5/16" | 3/8" | 7/16" | 1/2" | 9/16" | 5/8" | 3/4" | 7/8" | 1" |
| Grade 2  | 4 (5) | 8 (11) | 15 (20) | 24 (33) | 35 (47) | 55 (75) | 75 (102) | 130 (176) | 125 (169) | 190 (258) |
| Grade 5  | 6 (8) | 13 (18) | 23 (31) | 35 (47) | 55 (75) | 80 (108) | 110 (149) | 200 (271) | 320 (434) | 480 (651) |
| Grade 8  | 6 (8) | 18 (24) | 35 (47) | 55 (75) | 80 (108) | 110 (149) | 170 (230) | 280 (380) | 460 (624) | 680 (922) |
| BOLT SIZE | M4 | M5 | M6 | M8 | M10 | M12 | M14 | | | |
| Class 5.8 (Grade 2)  | 1 (2) | 2 (3) | 4 (6) | 10 (14) | 20 (27) | 35 (47) | 55 (76.4) | | | |
| Class 8.8 (Grade 5)  | 2 (3) | 4 (6) | 7 (10) | 18 (24) | 35 (47) | 61 (83) | 97 (131) | | | |
| Class 10.9 (Grade 8)  | 3 (4) | 6 (8) | 10 (14) | 25 (34) | 49 (66) | 86 (117) | 136 (184) | | | |

Fig. 8 Torque Specifications and Bolt Grades

GENERAL INFORMATION & ROUTINE MAINTENANCE

Read all of this manual to become thoroughly familiar with this vehicle. Pay particular attention to all Notices, Cautions and Warnings.

PERIODIC SERVICE SCHEDULE

✓ - CHECK C&A - CHECK & ADJUST CL - CLEAN R - REPLACE

| REMARKS | before each use DAILY | 20 rnds/20 hrs 100 miles/160 kms MONTHLY | 60 rnds/60 hrs 300 miles/500 kms QUARTERLY | 125 rnds/125 hrs 600miles/1000 kms SEMI-ANNUAL | 250 rnds/250 hrs 1200miles/2000 kms ANNUAL | 5 YEARS | PAGE |
|--|--------------------------|--|--|--|--|-----------------------|------|
| Tires - pressure, condition of tires & rims | ✓ | ✓ | ✓ | ✓ | ✓ | | 9 |
| Hardware - loose or missing | ✓ | ✓ | ✓ | ✓ | ✓ | | |
| Reverse Warning Indicator | ✓ | ✓ | ✓ | ✓ | ✓ | | |
| Overall Vehicle Condition | ✓ | ✓ | ✓ | ✓ | ✓ | | |
| Batteries - state of charge, condition, loose terminals, corrosion, hold down & hardware | ✓ | CL | CL | CL | CL | | 17 |
| Batteries* - check electrolyte level, fill if required | | C&A | C&A | C&A | C&A | | 18 |
| Brakes - smooth operation of pedal, stopping distance | ✓ | ✓ | ✓ | ✓ | ✓ | | |
| Brakes - aggressive stop test, does brake hold on a hill | | ✓ | ✓ | ✓ | ✓ | | |
| Accelerator - smooth operation | ✓ | ✓ | ✓ | ✓ | ✓ | | |
| Wiring - loose connections, broken or missing insulation | | ✓ | ✓ | ✓ | ✓ | | |
| Charger Receptacle - clean connections | | CL | CL | CL | CL | | |
| Steering Assembly - excessive play, loose or missing hardware | | ✓ | ✓ | ✓ | ✓ | | |
| Tie Rods - excessive play, bent rods, loose or missing hardware | | ✓ | ✓ | ✓ | ✓ | | |
| Rear Axle - oil leakage, noise, loose or missing hardware | | ✓ | ✓ | ✓ | ✓ | | 14 |
| Rear Axle - drain & replace fluid | | | | | | R | 14 |
| Front Suspension - strut oil leakage, excessive play in hubs or kingpins, worn bushings, loose or missing hardware | | ✓ | ✓ | ✓ | ✓ | | |
| Front Wheel Alignment - unusual tire wear | | | C&A | C&A | C&A | | |
| Rear Suspension - shock oil leakage, worn bushings, loose or missing hardware | | | ✓ | ✓ | ✓ | | |
| Motor Coupling - Add Anti - Sieze compound (Apporx 1 tablespoon) | | | | | | 20,000 AMP- Hrs | |

Fig. 9 Periodic Service Schedule

*Use only distilled or purified water that is free of contaminants to fill batteries.

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Read all of Section A and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

NOTICES, CAUTIONS, WARNINGS AND DANGERS

Throughout this manual, the following **NOTICES, CAUTIONS, WARNINGS and DANGERS** are used. For the protection of all personnel and the vehicle, be aware of and observe the following:

NOTICE

Address practices not related to personal injury.

CAUTION

Indicates a hazardous situation which, if not avoided, could result in minor or moderate injury.

WARNING

Indicates a hazardous situation which, if not avoided, could result in death or serious injury

DANGER

Indicates a hazardous situation which, if not avoided, will result in death or serious injury.

IMPORTANT SAFETY WARNING

In any product, components will eventually fail to perform properly as the result of normal use, age, wear or abuse. It is virtually impossible to anticipate all possible component failures or the manner in which each component may fail.

Be aware that a vehicle requiring repair indicates that the vehicle is no longer functioning as designed and therefore should be considered potentially hazardous. Use extreme care when working on any vehicle. When diagnosing, removing or replacing any components that are not operating correctly, take the time to consider the safety ramifications if the component should move unexpectedly.

Some components are heavy, spring loaded, highly corrosive, explosive or may produce high amperage or reach high temperatures. Gasoline, carbon monoxide, battery acid and hydrogen gas could result in serious bodily injury to the technician/mechanic and bystanders if not treated with utmost caution. Be careful not to place hands, face, feet or body in a location that could expose them to injury should an unforeseen situation occur.

Always use the appropriate tools listed in the tool list and wear approved safety equipment.

MODIFICATIONS TO VEHICLE

Do not modify the vehicle in any manner that will change the weight distribution of the vehicle.

WARNING

Changes to the weight distribution or the center of gravity may make the vehicle unstable or prone to roll over which could result in injury or death to the operator or passenger(s).

GENERAL MAINTENANCE

When any maintenance procedure or inspection is performed, it is important that care be exercised to insure the safety of the technician/mechanic or bystanders and to prevent damage to the vehicle.

Always read and understand the **entire** relevant manual section (chapter) before attempting any inspection or service.

BEFORE SERVICING THE VEHICLE

Before attempting to inspect or service a vehicle, be sure to read and understand the following warnings:

WARNING

To prevent personal injury or death, observe the following:

Before working on the vehicle, remove all jewelry (rings, watch, necklaces, etc.).

Be sure that no loose clothing or hair can become caught in the moving parts of the powertrain.

Use care not to contact hot objects.

Before attempting to operate or adjust the powertrain, the rear of the vehicle must be raised and supported on jack stands.

Wear OSHA approved clothing and eye protection when working on anything that could expose the body or eyes to potential injury. In particular, use care when working with or around batteries, compressed air or solvents.

SAFETY

Read all of Section A and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

Always turn the key switch to 'OFF' and remove the key before disconnecting a live circuit.

When connecting battery cables, pay particular attention to the polarity of the battery terminals. Never confuse the positive and negative cables.

If repairs are to be made that will require welding or cutting, the batteries must be removed.

acid solution which can cause severe burns to the skin and eyes. Treat all electrolyte spills to the body and eyes with extended flushing with clear water. Contact a physician immediately.



Always wear a safety shield or approved safety goggles when adding water or charging batteries.

Any electrolyte spills should be neutralized with a solution of 1/4 cup (60 ml) sodium bicarbonate (baking soda) dissolved in 1 1/2 gallons (6 liters) of water and flushed with water.

Overfilling batteries may result in electrolyte being expelled from the battery during the charge cycle. Expelled electrolyte may cause damage to the vehicle and storage facility.



Wrap wrenches with vinyl tape to prevent the possibility of a dropped wrench 'shorting out' a battery, which could result in an explosion and severe personal injury or death.

Aerosol containers of battery terminal protectant must be used with extreme care. Insulate metal container to prevent can from contacting battery terminals which could result in an explosion.

Additional Warnings

Before working on the electrical system, be sure to read and understand the following warnings that pertain to the electrical system repair or maintenance.

WARNING

To prevent explosion that could result in severe personal injury or death, keep all smoking materials, open flame or sparks away from gasoline and batteries.

Hydrogen gas is generated in the charging cycle of batteries and is explosive in concentrations as low as 4%. Because hydrogen gas is lighter than air, it will collect in the ceiling of buildings necessitating proper ventilation. Five air exchanges per hour is considered the minimum requirement.

Be sure that the key switch is off and all electrical accessories are turned off before starting work on vehicle.

The batteries should always be removed before any servicing or repairs that will generate sparks.

Never disconnect a circuit under load at a battery terminal.

SAFETY FIRST



BEND KNEES
WHEN
LIFTING

Batteries are heavy. Use proper lifting techniques when moving them. Always lift the battery with a commercially available battery lifting device. Use care not

to tip batteries excessively when removing or installing them; spilled electrolyte can cause burns and damage.

The electrolyte in a storage battery is an

CAUTION

ALL accessories that do NOT use the accessory wiring harness MUST be connected to draw from the entire 48 Volt battery pack. A DC to DC converter is required for accessories that require voltage other than 48 volts to operate properly.

Read all of Section A and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

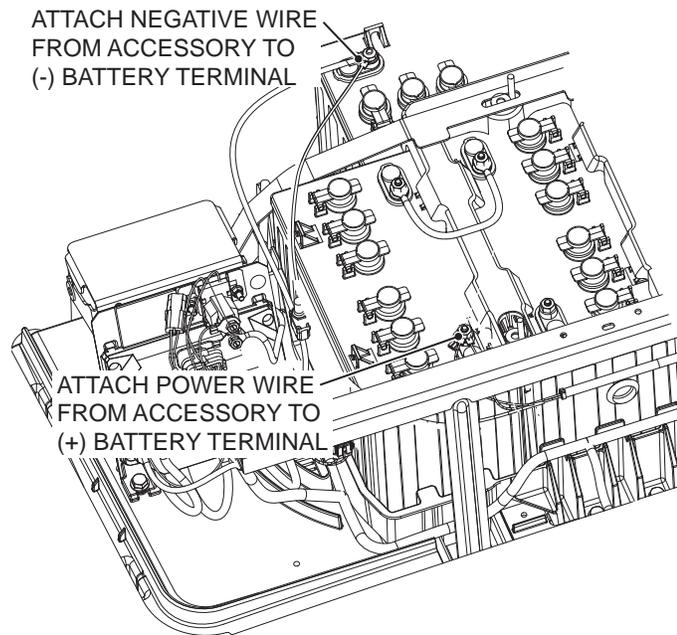


Fig. 1 Attach Accessory Wires to Battery Pack

Accessories connected to this vehicle that do not use the accessory harness must be connected across the entire 48 volt battery pack. This can be done by connecting to the two battery terminals shown in Figure 1. This can be done by connecting to the two battery terminals shown in the illustration. (Ref. Fig. 1) If the accessory requires voltage other than 48 volts a DC to DC converter must be used to change the voltage to the amount required by the accessory. A DC to DC converter is available through E-Z-GO Service Parts.

The Operational Performance Guarantee of 2 rounds per day shall be void if non-factory accessories that use more than 1 Amp/Hour of energy per round are installed on the vehicle.

SAFETY

Read all of Section A and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

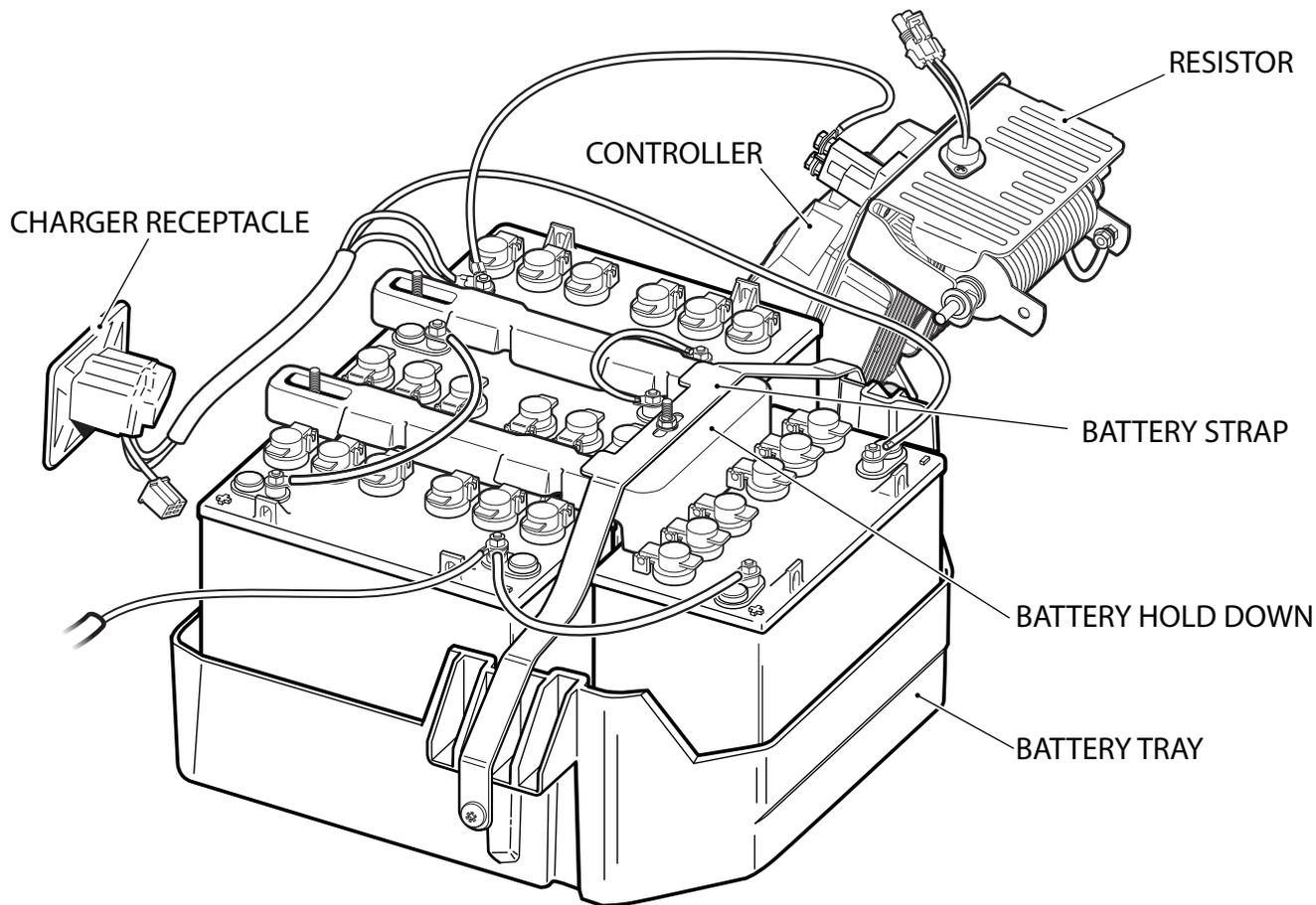


Fig. 2 Batteries, Charger Receptacle & Controller

BATTERY REMOVAL & INSTALLATION

Tool List

| | Qty. |
|-------------------------------|------|
| Insulated Wrench, 9/16" | 1 |
| Socket, 1/2" Deep-well | 1 |
| Socket, 9/16" | 1 |
| Torx Bit, 50 IP | 1 |
| Ratchet | 1 |
| Battery Carrier Strap | 2 |
| Torque Wrench, in. lbs. | 1 |
| Portable Lifting Device | 1 |



WARNING

When lifting a battery always use all 4 lifting lugs provided. Do not attempt to lift a battery with only one strap, this may break lifting lugs and result in personal injury or damage to the battery.

NOTICE

The following text, there are references to removing/installing bolts, etc. Additional hardware (nuts, washers, etc.) that is removed must always be installed in its original position unless otherwise specified. Non-specified torques are as shown in the table contained in Section 'A'.

1. Turn vehicle key to the off position and remove the key.

Read all of Section A and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

2. Using an insulated wrench, disconnect the main negative (-) battery cable, BL-.
3. Using an insulated wrench, disconnect the main positive (+) battery cable, BL+.
4. Using an insulated wrench, disconnect and remove all other wires connected to the batteries.
5. Remove the two pan head Torx screws, (one on each side) from the battery strap.
6. Remove the battery hold down and the battery strap by loosening all three hex nuts until they are at the end of the J-bolt and unhooking the J-bolts from the battery tray. When removing the J-bolts from between the batteries it may help to tilt the battery to the outside of the car to release the pressure on the J-bolt.
7. Remove the batteries using commercially available battery carrier straps (2 per battery) and a portable lifting device. Remove the three front batteries (1, 2, & 3) one at a time; then using the carrier straps tilt the last battery (4) to the front of the vehicle just enough to clear the rear body and lift up and out of the vehicle.

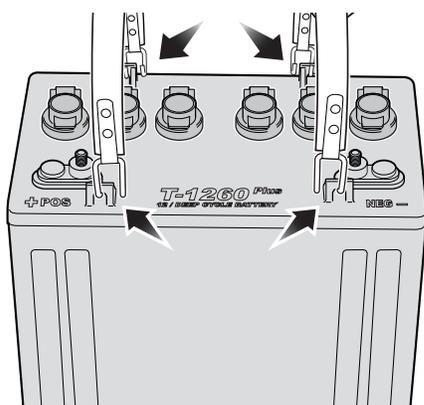


Fig. 3 Battery Removal

8. Check the area surrounding the battery tray for corrosion. If any corrosion is found, it should be immediately removed with a putty knife and a wire brush (for metal surfaces) or a plastic bristle brush (for plastic surfaces). The area should be washed with a solution of baking soda and water and dried thoroughly. All metal surfaces that have been cleaned must be primed and painted with a corrosion resistant paint.
9. Replace the batteries, starting with the battery located at the back of the battery tray (4), making sure that it is positioned as shown

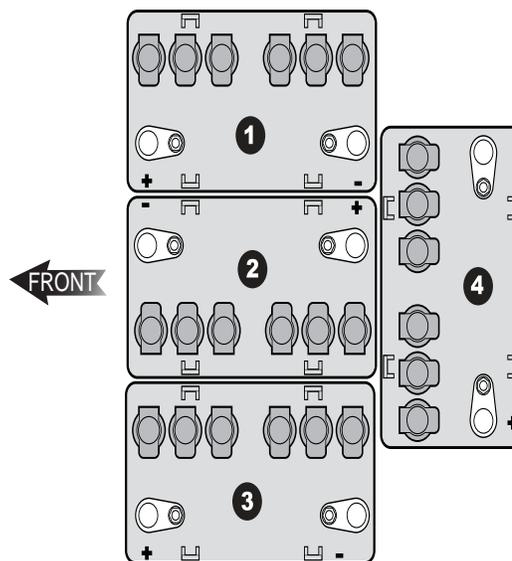


Fig. 4 Battery Placement & Orientation

10. With the J-bolts in the battery hold down and held in place by the hex nuts on the end of the threaded portion; carefully position the battery hold down and battery strap, guiding the J-bolts between the batteries (it may be necessary to tip the batteries slightly) and into the slots in the battery tray. Tighten the hex nuts on the J-bolts making sure that the J-bolts are securely hooked in the battery tray. Tighten the J-bolt hex nuts to 62 - 80 in. lbs. (7 - 9 Nm) torque.
11. Install the two pan head Torx screws through the ends of the battery strap into the holes on the vehicle frame and tighten them to 80 - 97 in. lbs. (9 - 11 Nm) torque.
12. Inspect all wires and terminals and clean any corrosion from the battery terminals or wire terminals with a solution of baking soda and water, use a wire brush to completely remove corrosion if required.
13. Carefully replace the wires on the battery terminals as shown. Make sure to reconnect the main negative (-) battery cable, BL-, from the controller last.

SAFETY

Read all of Section A and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

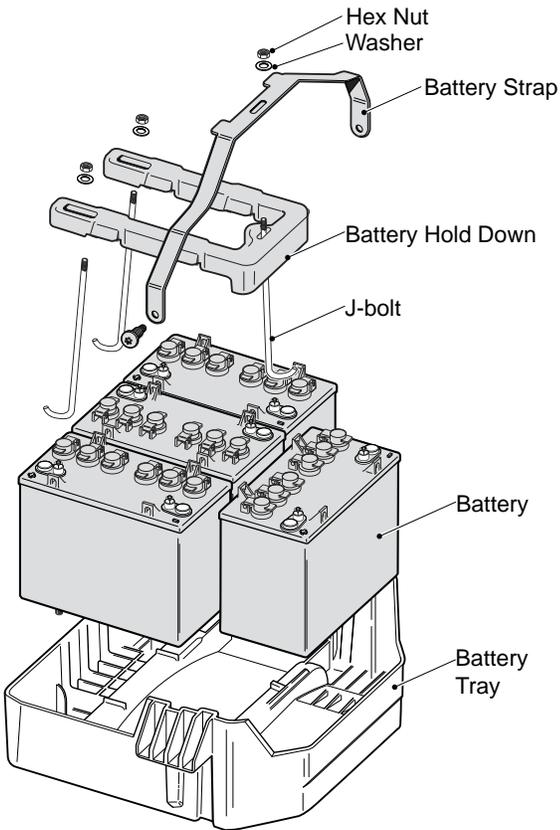


Fig. 5 Battery Hold Down

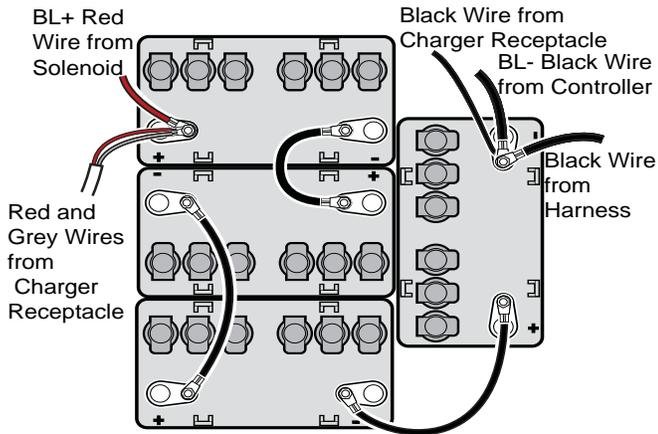


Fig. 6 Battery Connections

14. Tighten all battery terminal hardware to 98 - 105 in. lbs. (11 - 12 Nm) torque.
15. Protect the battery terminals and battery cable ends with a commercially available protective coating.

LIFTING THE VEHICLE

| Tool List | Qty. |
|-------------------|------|
| Floor Jack | 1 |
| Jack Stands | 4 |
| Wheel Chocks..... | 4 |

Some servicing operations may require the front, rear or the entire vehicle to be raised.

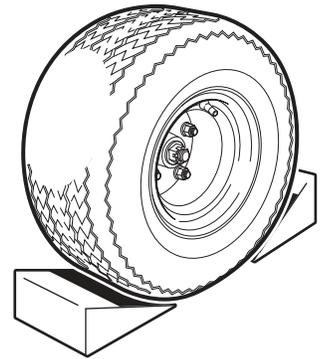
! WARNING

To prevent possible injury or death resulting from a vehicle falling from a jack, be sure the vehicle is on a firm and level surface. Never get under a vehicle while it is supported by a jack. Use jack stands and test the stability of the vehicle on the stands. Always place wheel chocks in front and behind the wheels not being raised. Use extreme care since the vehicle is extremely unstable during the lifting process.

! CAUTION

When lifting the vehicle, position jack stands only in the areas indicated.

To raise the entire vehicle, install the wheel chocks in front and behind each front wheel. Center the jack under the bagwell, place a piece of wood, approximately 2" x 4" x 12", between the jack and the underside of the bagwell, raise the vehicle and position the jack stands under the frame where the leaf spring mounting bracket is welded to the frame.



Lower the jack and test the stability of the vehicle on the two jack stands.

Place the jack under the center front of the car just behind the bumper. Raise the vehicle and position the jack stands under the frame where the instrument panel support is attached to the frame as shown.

Lower the jack and test the stability of the vehicle on all four jack stands.

Read all of Section A and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

To raise only the front or rear of the vehicle, place the wheel chocks in front and behind the rear wheels. The jack may be left under the center front of the frame while the front end of the vehicle is on the jack stands.

Lower the vehicle by reversing the lifting sequence.

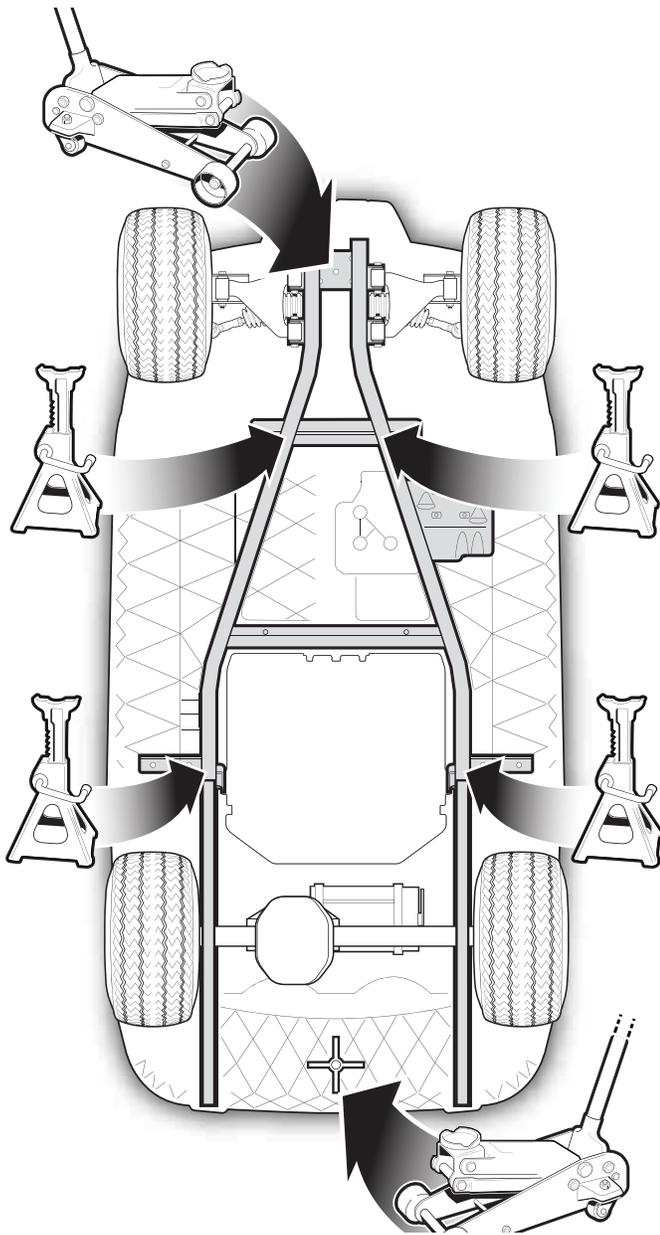


Fig. 7 Lifting Points

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Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

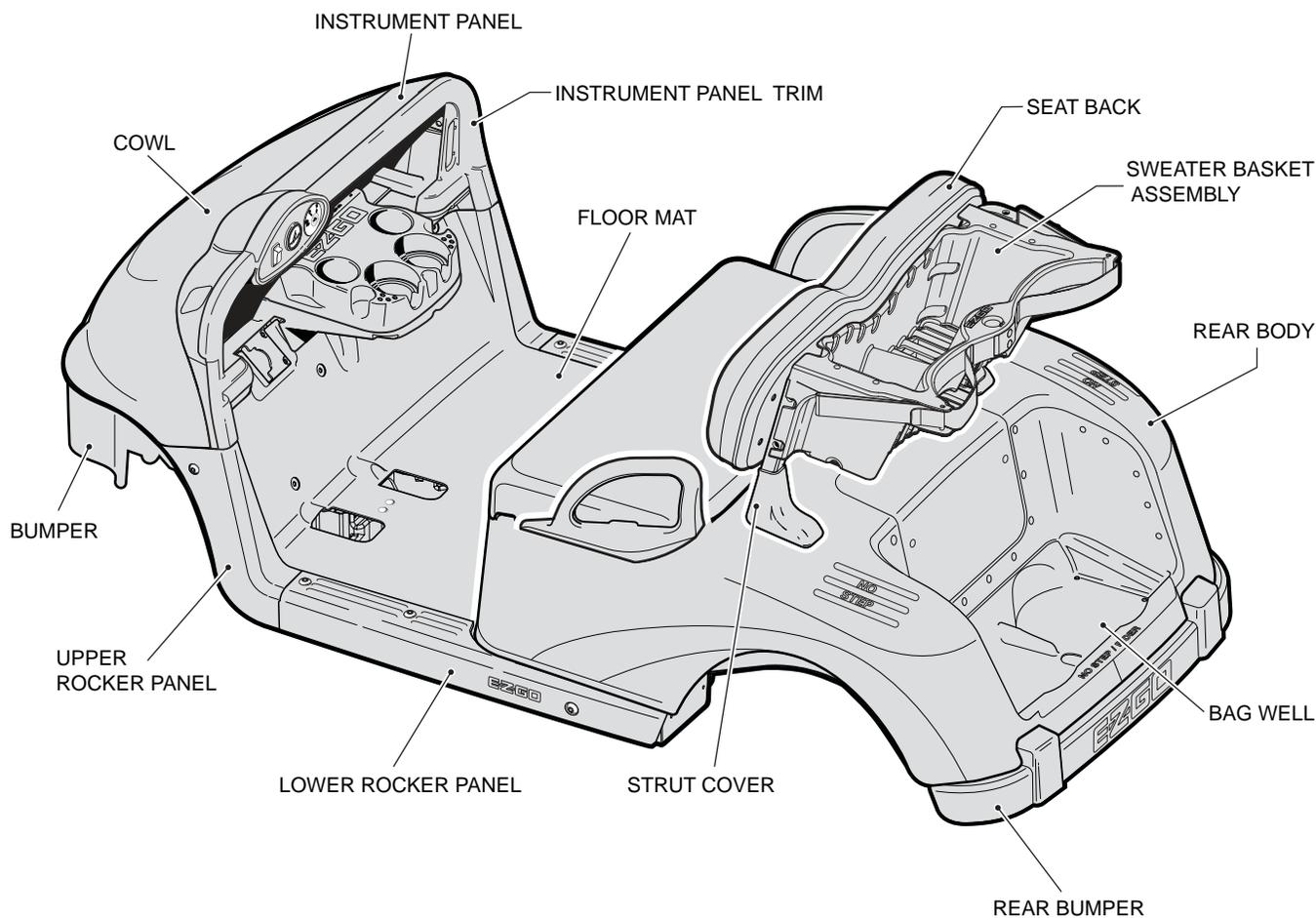


Fig. 1 Body

GENERAL

NOTICE

Vehicle accessories, such as the sun top and windshield, need to be removed before removing many body components.

In the following text, there are references to removing and installing bolts and other fasteners. Additional hardware (nuts, washers, etc.) that are removed must always be installed in their original positions unless otherwise specified. Non-specified torques are shown in the table in Section A.

WARNING

To prevent possible injury or death from battery explosion, batteries should always be removed before any servicing that could generate sparks or repairs that require welding or cutting.

In general, body component replacement can be accomplished with a minimum of specialized tools. Most body components are held in place with conventional removable hardware: nuts, bolts and screws. Nylon or plastic ratchet type fasteners, commonly called christmas tree rivets; are used to secure items such as the floor mat to the floorboard.

The recommended method for removing christmas tree rivets is to slide a notched pry bar under the head of the rivet and press downward on the bar to pull the rivet from the hole.

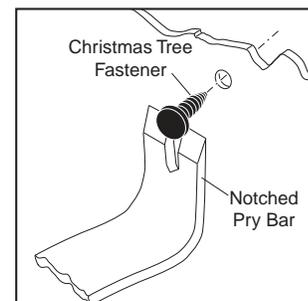


Fig. 2 Christmas Tree Rivet Removal

BODY

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

BODY COMPONENT REPLACE- MENT

The body components can be replaced by removing the securing hardware, replacing the component and installing hardware in the same orientation as it was removed.

Front Bumper and Cowl Support (Ref. Fig. 3)

| Tool List | Qty. |
|-------------------|------|
| Socket, 15mm..... | 1 |
| Ratchet..... | 1 |

1. Remove two hex nuts (11) securing the top of the bumper to the front strut mounting bolts.
2. Pull top of bumper (12) forward and off of the bolts then lift upward to clear the frame channel between the front struts and pull the lower edge of the bumper down and away from the vehicle.
3. Remove the washers (13).

Reassemble in reverse order. Replace any worn or damaged hardware as required. It is recommended that all locking nuts be replaced after 5 removals.

| ITEM | TORQUE SPECIFICATION |
|------|----------------------------|
| 11 | 27 - 44 in. lbs (3 - 5 Nm) |

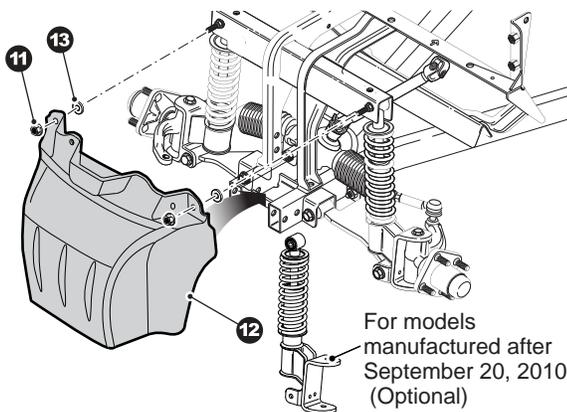


Fig. 3 Front Bumper and Cowl Support

Rocker Panels (Ref. Fig. 4)

| Tool List | Qty. |
|-----------------------------|------|
| Torx bit, T-45IP..... | 1 |
| Ratchet..... | 1 |
| Torque Wrench, in. lbs..... | 1 |

1. Remove the lower rocker panel (1) by removing three torx screws (3).
2. Remove the upper rocker panel (2) by removing the two remaining torx screw (3).

Removal is the same for both sides of the vehicle.

Reassemble in reverse order. Replace any worn or damaged hardware as required. It is recommended that all locking nuts be replaced after 5 removals.

| ITEM | TORQUE SPECIFICATION |
|------|----------------------------|
| 3 | 27 - 44 in. lbs (3 - 5 Nm) |

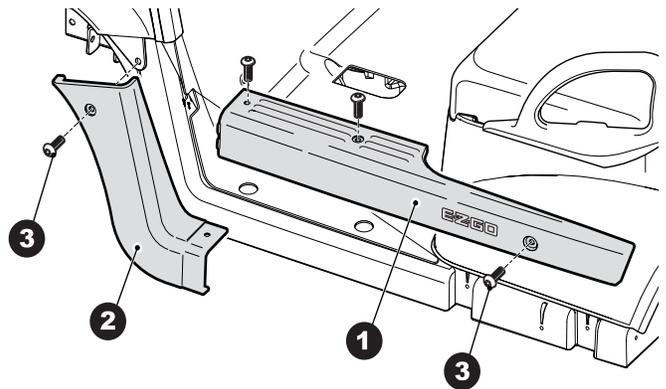


Fig. 4 Rocker Panel Removal

Floor Mat (Ref. Fig. 5) (Ref. Fig. 6)

| Tool List | Qty. |
|----------------------|------|
| Notched Pry Bar..... | 1 |

The upper and lower rocker panels must be removed before removing the floor mat.

1. Remove six christmas tree rivets (5) securing the floor mat to the floorboard (4). (Ref. Fig. 5).
2. Pull edge of floor mat from under edge of instrument panel and lift over accelerator and brake pedals.

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

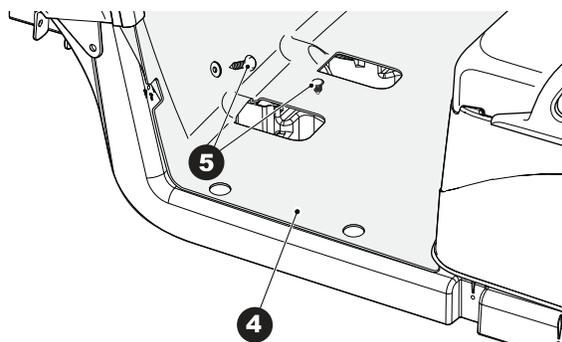


Fig. 5 Floor Mat Fastener Removal

Installation of the floor mat will require new christmas tree rivets — **install the shorter christmas tree rivets in the upper corners of floor mat** (Ref. Fig. 6).

Reassemble in reverse order. Replace any worn or damaged hardware as required.

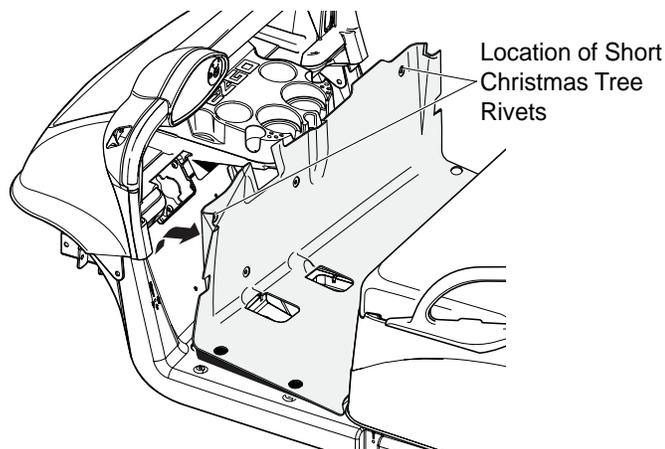


Fig. 6 Floor Mat

Cowl and Instrument Panel (Ref. Fig. 7) (Ref. Fig. 8)

| Tool List | Qty. |
|-------------------------------|------|
| Torx bit, T-45 | 1 |
| Torx bit, T-30 | 1 |
| Torx bit, T-27IP | 1 |
| Torx bit, T-50IP | 1 |
| Insulated Wrench, 9/16" | 1 |
| Ratchet | 1 |
| Torque Wrench, in. lbs..... | 1 |
| Torque Wrench, ft. lbs | 1 |
| Long Needle Nose Pliers | 1 |

WARNING

Using an insulated wrench, disconnect the battery cable at the negative (-), BL-, battery terminal.

If the vehicle is equipped with a sun top and windshield; remove these items before proceeding. Instructions for removal of the sun top and windshield are located in the Weather Protection section of this manual. Remove the upper and lower rocker panels and the floor mat as described in the previous sections.

1. Remove four torx screws (11) securing the trim panel (12) to the instrument panel (13) and cowl (14).
2. Locate the tab in the fender well area, under the cowl. The tab extends from the instrument panel through a slot in the cowl, squeeze the legs of the tab together and push to the back of the vehicle while pulling forward on the cowl. Repeat for the other side — **at this point the cowl is completely loose** — remove the cowl.
3. Loosen the trim panel (12) by pulling it away from the instrument panel along the upper edge then grip the ball holder with both hands and pull away from the instrument panel (13); move to the other side of the vehicle and grip the ball holder on that side with both hands and pull it away from the instrument panel (13).
4. Disconnect wires to the instruments located in the trim panel then remove the trim panel.

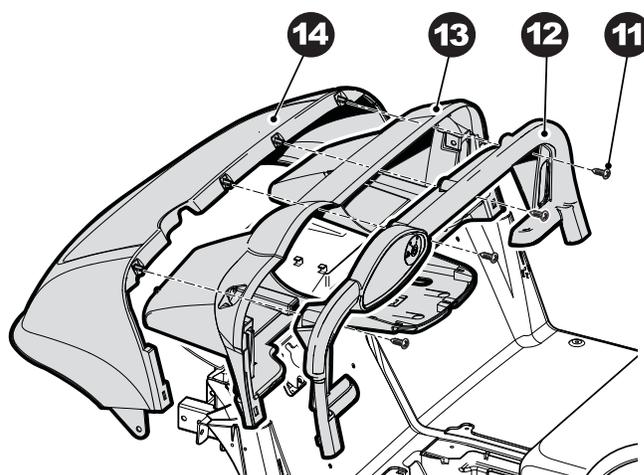


Fig. 7 Cowl and Instrument Panel Trim

BODY

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

- Remove three self threading nuts (20) securing the cup holder assembly (15) to the instrument panel. Remove the cup holder and disconnect the turn signal flasher unit and the brake switch relay if the vehicle is equipped with turn signals and brake lights.

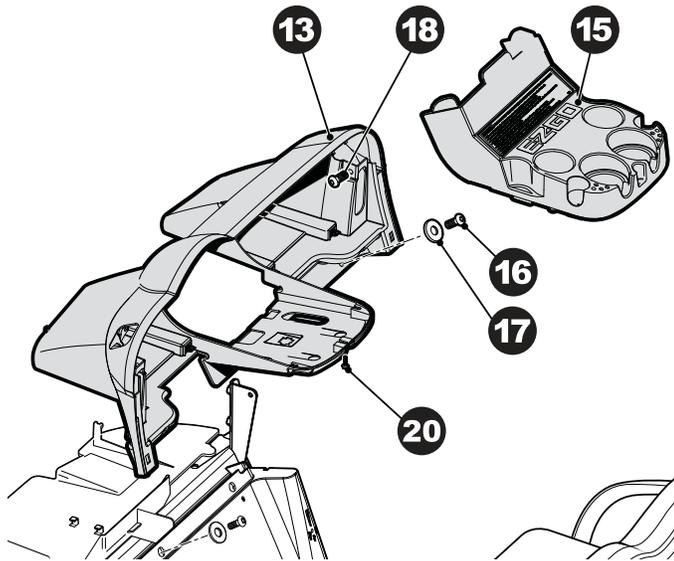


Fig. 8 Instrument Panel and Cup Holder

- Remove four torx screws (16) and flat washers (17) securing the instrument panel along its lower edge and the two torx screws (18) located near the top of the instrument panel; one on each side. The instrument panel can now be removed.

WARNING

To prevent the possibility of injury or death the correct safety label must be on the instrument panel cup holder at all times.

Reassemble in reverse order. Replace any worn or damaged hardware as required.

| ITEM | TORQUE SPECIFICATION |
|------|-------------------------------|
| 11 | 27 - 44 in. lbs. (3 - 5 Nm) |
| 16 | 20 - 25 ft. lbs. (28 - 34 Nm) |
| 18 | 13 - 16 ft. lbs. (18 - 22 Nm) |

Front Splash Guard (Ref. Fig. 9)

Tool List

Qty.

Notched Pry Bar 1

Remove upper and lower rocker panels, cowl, instrument panel trim and instrument panel.

- Remove two christmas tree rivets (22) securing front splash guard (21) to vehicle. (Ref. Fig. 2)

Reassemble in reverse order. Replace any worn or damaged hardware as required.

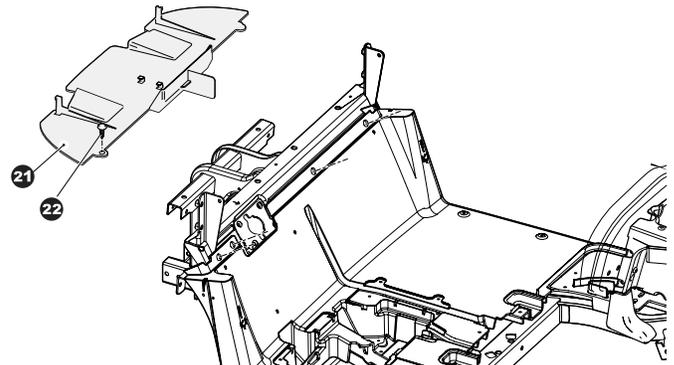


Fig. 9 Front Splash Guard

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

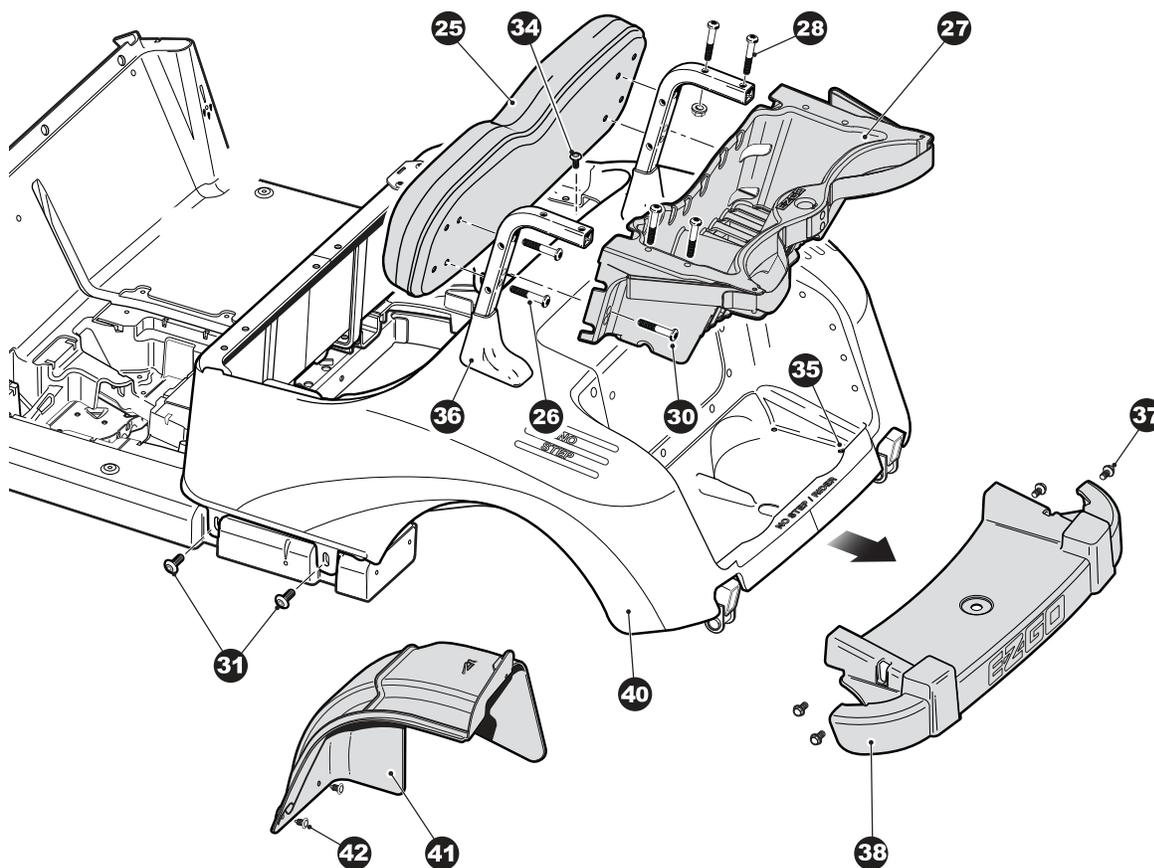


Fig. 10 Golf Car Rear Body, Sweater Basket, Rear Bumper & Fender Liner

Sweater Basket (Ref. Fig. 10)

| Tool List | Qty. |
|-------------------------------|------|
| Torx Bit, T-47IP | 1 |
| Socket, 15 mm Deep-well | 1 |
| Ratchet | 2 |
| Ratchet Extension, 6" | 1 |
| Torque Wrench, ft. lbs. | 1 |

1. Remove four torx screws (28) and flanged nuts (29) on the top edge of the sweater basket assembly (27).
2. Remove two torx screws (30) securing the back of the sweater basket to the seat back supports.
3. Slide the sweater basket assembly (27) off the seat back supports.

Installation of the sweater basket is in reverse order of its removal. Replace any worn or damaged hardware with new as required. It is recommended that all locking nuts be replaced after 5 removals.

| ITEM | TORQUE SPECIFICATION |
|------|-------------------------------|
| 29 | 4 - 6 ft. lbs. (6 - 8 Nm) |
| 30 | 13 - 16 ft. lbs. (18 - 22 Nm) |

Seat Back Assembly

| Tool List | Qty. |
|------------------------|------|
| Torx Bit, T-45IP | 1 |

1. Remove four torx screws (26) that secure the seat back assembly (25) to the support struts.

Installation of the seat back assembly is in reverse order of its removal. Replace any worn or damaged hardware with new as required. It is recommended that all locking nuts be replaced after 5 removals.

BODY

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

| ITEM | TORQUE SPECIFICATION |
|------|-------------------------------|
| 26 | 13 - 16 ft. lbs. (18 - 22 Nm) |

Fender Liner (Ref. Fig. 2) (Ref. Fig. 10)

| Tool List | Qty. |
|-----------------------|------|
| Notched Pry Bar | 1 |

NOTE — The fender liner can be removed without removing the rear body of the vehicle.

1. Remove four christmas tree rivets (42) that secure the liner (41) to the frame of the vehicle. Two christmas tree rivets are located on the lower front edge of the fender liner, the two remaining are located along the inside surface above the wheel.

Installation is in the reverse order of removal. Replace any worn or damaged hardware with new as required.

Rear Body (Ref. Fig. 10)

| Tool List | Qty. |
|------------------------------|------|
| Torx Bit, T-45IP | 1 |
| Torx Bit, T-47IP | 1 |
| Torx Bit, T-50 | 1 |
| Ratchet | 1 |
| Insulated Wrench 9/16" | 1 |
| Torque Wrench | 1 |

Remove the lower and upper rocker panels and the sweater basket. Fold the back edge of the floormat towards the front of the vehicle. If the vehicle is equipped as a 2 + 2 with a rear facing seat or with a sun top and windshield, these must also be removed.

1. Raise and remove the seat bottom assembly from the vehicle. Remove four torx screws (26) securing the seat back (25) to the seat back supports.
2. Using an insulated wrench, disconnect the battery cable at the negative (-), BL-, battery terminal.
3. Remove the two Torx head screws that secure the controller splash shield to the body on the passenger side of the vehicle.
4. Remove the two strut covers (36) by sliding the covers up and off of the struts.
5. Disconnect the wires from the charging receptacle to the battery and unplug the wire to the main wiring harness. If vehicle is equipped with an on board battery charger skip this step.

6. Remove two torx screws (33) securing each hinge plate (32) along the front edge of the rear body then remove both hinge plates.
7. Remove two inner torx screws (34) from the back edge of seat opening in the rear body.
8. Remove four torx screws (31) from the lower edge of the rear body, two on the driver side and two on the passenger side.
9. Remove two torx screws (35) from the bagwell floor.

It is recommended that the removal of the rear body is done using two people, one on each side of the vehicle.

10. Lift the rear body, pivot the seat opening upward and towards the back of the vehicle to clear the seat back supports.

Reassemble in reverse order of removal. Replace any worn or damaged hardware with new as required. It is recommended that all locking nuts be replaced after 5 removals.

| ITEM | TORQUE SPECIFICATION |
|----------------|-------------------------------|
| 26, 30, 33, 34 | 13 - 16 ft. lbs. (18 - 22 Nm) |
| 31 | 26 - 44 in. lbs. (3 - 5 Nm) |
| 35 | 6 - 9 ft. lbs. (8 - 12 Nm) |
| 37 | 10 - 13 ft. lbs. (14 - 17 Nm) |

Rear Bumper (Ref. Fig. 10)

| Tool List | Qty. |
|------------------------------|------|
| Ratchet | 1 |
| Ratchet Extension, 9" | 1 |
| Universal Joint | 1 |
| Socket, 15mm | 1 |
| Torx Bit, T-47IP | 1 |
| Torque Wrench, ft. lbs. | 1 |

NOTE — The rear bumper can be removed without removing the rear body of the vehicle.

1. Remove two torx head screws (item 35) from the bag well floor. If the rear body has been removed from the vehicle go to step 2.
2. Remove four hex head bolts (37) securing the bumper to the vehicle frame.
3. Pull the rear bumper backwards off the frame; lifting the rear edge of the body may make removal easier.

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

Installation is in the reverse order of removal.
Replace any worn or damaged hardware with new as required.

| ITEM | TORQUE SPECIFICATION |
|------|-------------------------------|
| 35 | 6 - 9 ft. lbs. (8 - 12 Nm) |
| 37 | 10 - 13 ft. lbs. (14 - 17 Nm) |

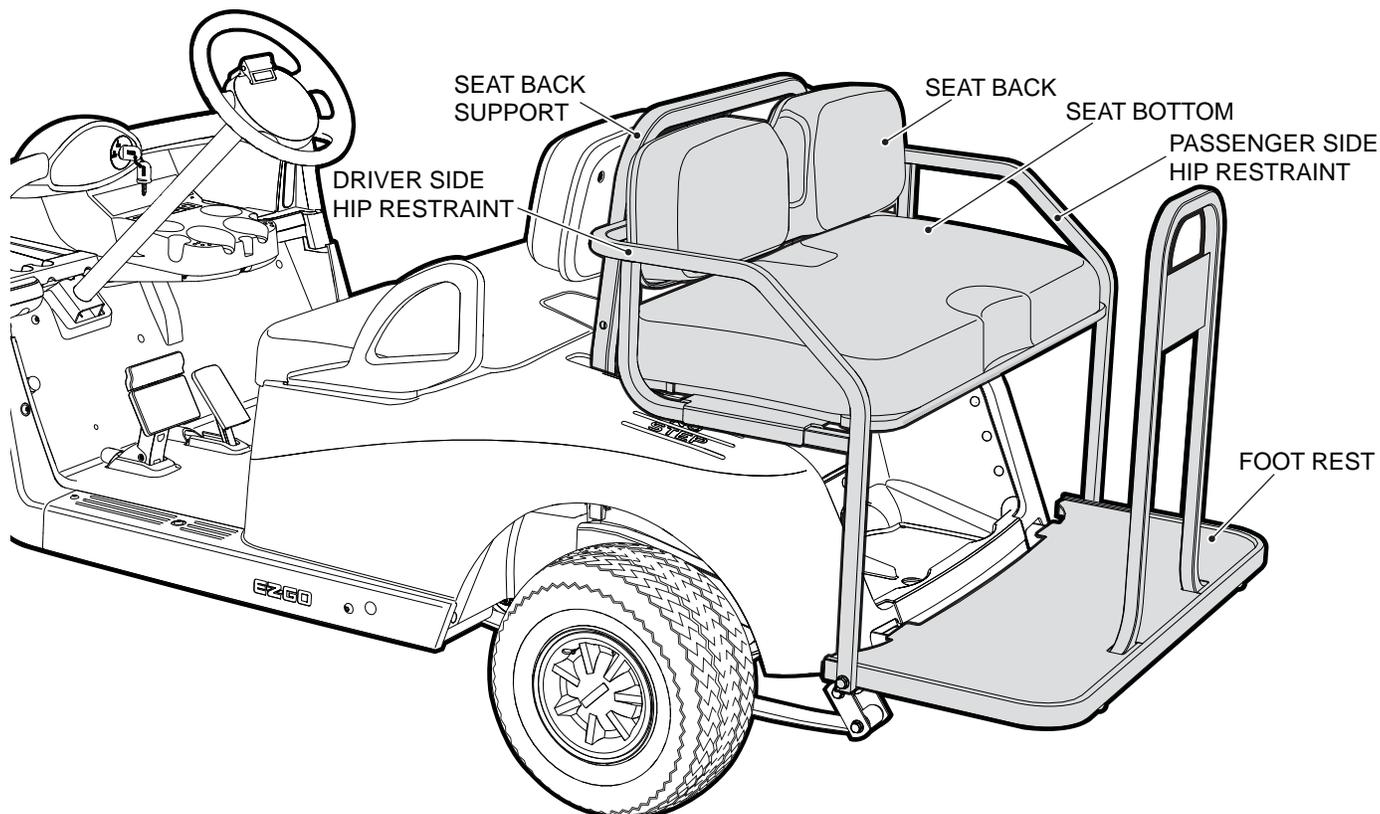


Fig. 11 2 + 2 Rear Facing Seat & Foot Rest

2 + 2 Rear Facing Seat & Foot Rest

| Tool List | Qty. |
|------------------------------|------|
| Torx Bit, T-45 IP..... | 1 |
| Socket, 15 mm | 1 |
| Ratchet..... | 1 |
| Torque Wrench, ft. lbs. | 1 |
| Wrench, 15 mm | 1 |

1. Remove four hex head bolts (10) that secure the seat bottom to the hip restraints.
2. Lift the seat bottom (11) up and remove it from the vehicle.

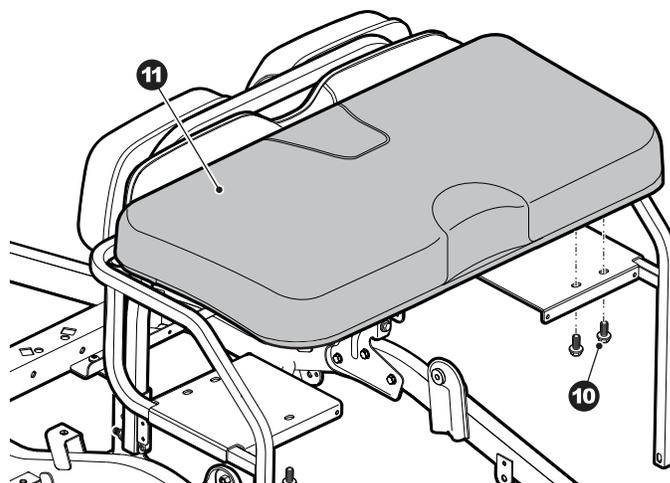


Fig. 12 Rear Facing Seat Bottom

BODY

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

- Loosen the torx head bolts (23) and nuts (22) (Ref. Fig. 15) that secure the seat back mounting brackets and hip restraint to the seat back support (14).
- Slide the seat back assembly (15) with the brackets attached towards the back of the vehicle and remove it from the vehicle.
- To separate the seat back assembly (15) from the mounting brackets (17) remove the four torx head screws (16), two from each bracket.

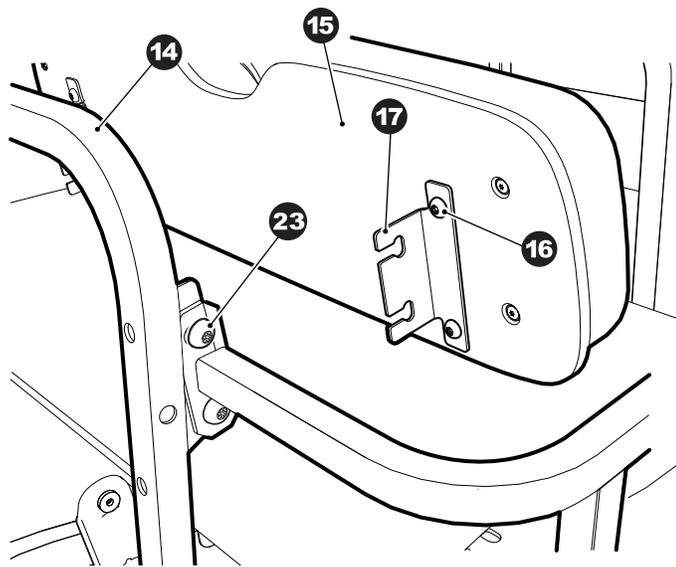


Fig. 13 Rear Facing Seat Back

- Remove the hex head bolt (20) and nut (21) from the lower leg of the driver side hip restraint.

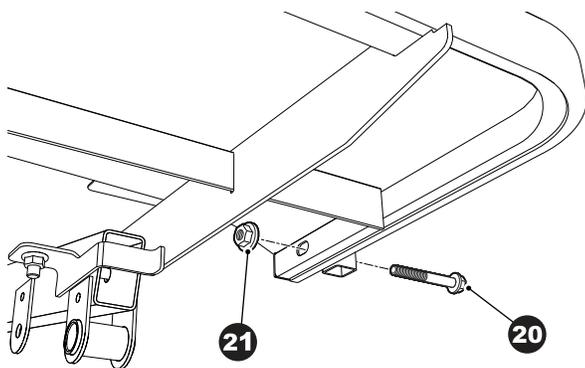


Fig. 14 Rear Facing Seat Hip Restraint

- Remove the hex nuts (22) from the torx head bolts (23) that secure the driver side hip restraint to the seat back support.
- Hold or support the hip restraint before removing the torx head bolts (23), once these bolts are removed the hip restraint is free from the vehicle.

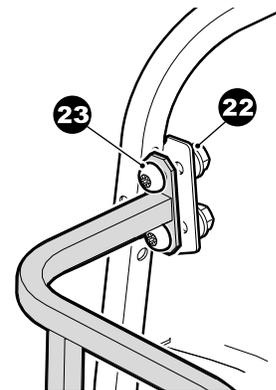


Fig. 15 Upper Hip Restraint Bolts

- Repeat steps 6 - 8 for the removal of the passenger side hip restraint.
- Remove four torx head bolts (25) that secure the front seat back to the seat back support bracket.

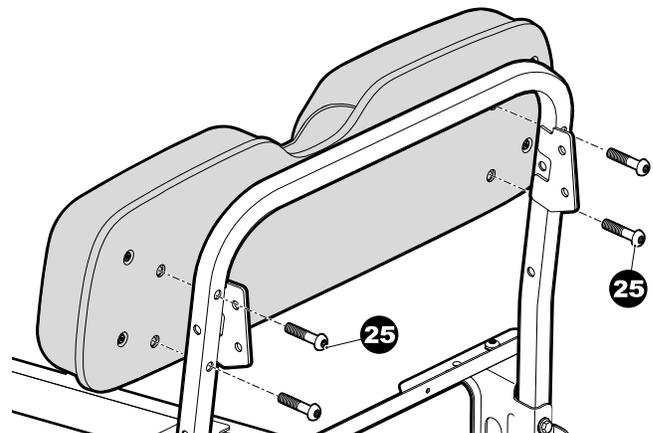


Fig. 16 Front Seat Back

- Remove two torx head bolts (28) from the bagwell floor.

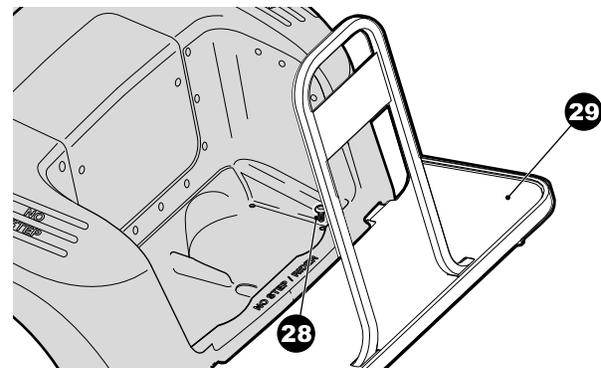


Fig. 17 Rear Facing Seat Foot Rest

- Loosen four hex head bolts (30). Support the rear foot rest (29) before removing the two bolts closest to the

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

rear of the vehicle completely. Once the bolts are removed the foot rest assembly (29) may be removed from the vehicle by sliding it backwards and off of the two remaining bolts.

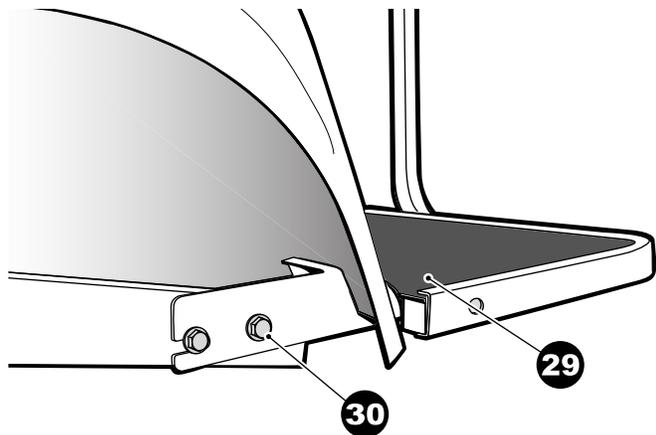


Fig. 18 Foot Rest Removal

- Remove four hex head bolts (31) and nuts (32) that secure the seat back support (33) to the frame, slide the seat back support up until it clears the rear body.

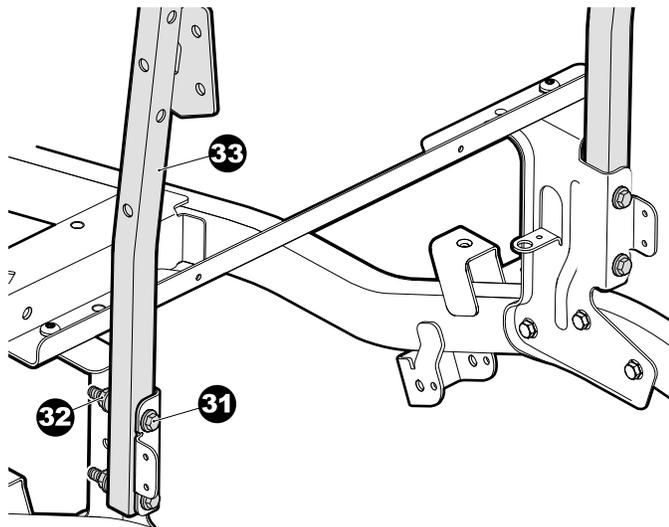


Fig. 19 Seat Back Support

Installation is in the reverse order of removal. Replace any worn or damaged hardware with new as required.

| ITEM | TORQUE SPECIFICATION |
|--------|-------------------------------|
| 28 | 8 - 9 ft. lbs. (10 - 12 Nm) |
| 10 | 16 - 20 ft. lbs (19 - 24 Nm) |
| 16, 25 | 15 - 19 ft. lbs (18 - 22 Nm) |
| 22, 30 | 32 - 36 ft. lbs. (38 - 43 Nm) |

BODY

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

Floorboard

| Tool List | Qty. |
|------------------------------|------|
| Torx Bit, T-50 | 1 |
| Ratchet | 1 |
| Insulated Wrench 9/16" | 1 |
| Torque Wrench, ft. lbs..... | 1 |

Before the floorboard can be removed the lower and upper rocker panels, the floor mat, the pedal cover, accelerator and brake pedal assemblies, the instrument panel with trim, the seat back, sweater basket and rear body must be removed. If the vehicle is equipped with a sun top and windshield or a 2 + 2 rear facing seat, these must also be removed.

1. Remove the two Torx screws (44) securing the front seat support frame (45) to the floorboard (48).
2. Remove two Torx socket head cap screws (46) and washers (47) that secure the floorboard (48) to the vehicle frame

Installation is in the reverse order of removal.
Replace any worn or damaged hardware with new as required.

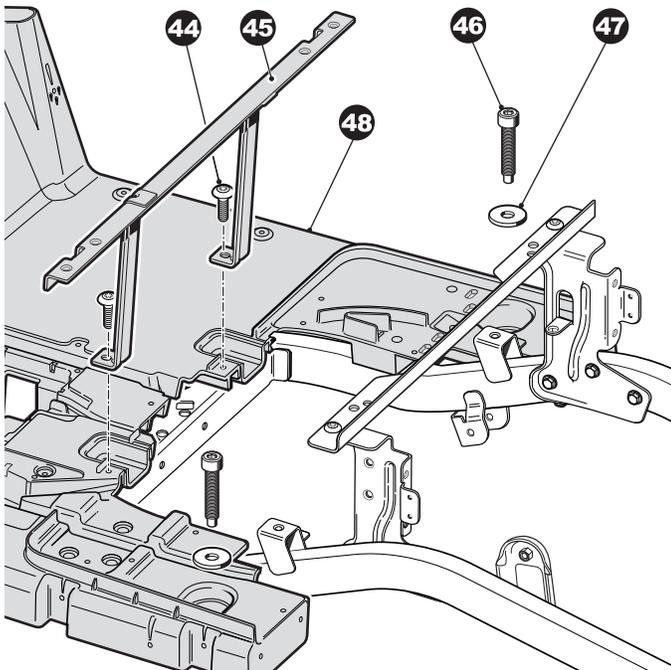


Fig. 20 Front Seat Support and Floorboard

| ITEM | TORQUE SPECIFICATION |
|--------|-------------------------------|
| 44, 46 | 13 - 16 ft. lbs. (18 - 22 Nm) |

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

BODY CARE MAINTENANCE

Cleaning

Tools & Supplies List

Soft Clean Cotton Cloth
Mild soap

The body panels are painted and have a clear coat finish applied.

For a 'light' cleaning, spray the vehicle with a light mist of water and wipe clean with a soft cotton cloth. To clean a vehicle that has mud, dust or dirt on the body panels:

1. Wet the body with a low pressure hose to rinse off any loose dust and dirt.
2. Wash the vehicle with a solution of mild soap and water using a soft cotton cloth. **Do not use abrasive cleaners or solvents.**
3. Apply clear coat safe automotive car wax to revive lost luster as needed. *Test the wax on an inconspicuous area before applying to the entire vehicle.* Buff the wax by hand. **Do not use a power buffer to remove wax from the body panels.**

PAINTING

Follow the paint manufacturer's recommendations for specific painting procedures.

WARNING

All painting must be done in an area with adequate ventilation to safely disperse the harmful vapors.

Wear eye protection and a respirator, follow the manufacturer's instructions to protect the area from overspray and airborne mist.

CAUTION

Provide protection from overspray for the vehicle and the surrounding area.

Light Scratches

Tools & Supplies List

| | Qty. |
|--|-------|
| Spray Bottle of Water | 1 |
| Variable Speed Rotary Buffer | 1 |
| 3-M 39001 Medium Cut Rubbing Compound..... | 1 qt. |
| 3-M 39003 Finishing Material | 1 qt. |

| | |
|--|-------|
| 3-M 39009 Polishing Pad Glaze (for dark colors) ... | 1 qt. |
| 3-M 05995 Polishing Pad Glaze (for light colors) ... | 1 qt. |
| Coarse Cut Foam Compound Pad for Buffer..... | 1 |
| Fine Cut Polish Pad for Buffer | 1 |
| Sandpaper, 1200 Grit wet or dry | 1 |
| Sandpaper, 1500 Grit wet or dry | 1 |
| Wet Sanding Block | 1 |
| Soft Clean Cotton Cloths | |

1. Clean the area to be repaired with clean, clear water.
2. Using 1200 grit sandpaper, water sand the entire area of the scratch in a circular motion, spraying with water as needed, until the original scratch is no longer visible.
3. Wipe the area dry and visually inspect to be sure that the original scratch has completely disappeared.
4. Using 1500 grit sandpaper, wet sand the area until all of the marks left by the 1200 grit sandpaper are gone, pay close attention to the edges of the sanded area.
5. Using the buffer with the 3-M 39001 compound on the foam pad, turn the buffer on at slow speed. Use a criss-crossed pattern to remove the sanding scratches left by the 1500 grit sandpaper. Use only enough compound to remove the scratches. Spray the area with water to keep the surface cool.
6. Using the buffer with the 3-M 39003 or 3-M 05995 Polishing glaze (depending upon the color of the vehicle body) on the foam pad, turn the buffer on at slow speed. Use a criss-crossed pattern to remove the swirls from the previous stage. Use only enough compound to remove the swirls. Spray the area with water to keep the surface cool. .
7. Wipe with a **clean, soft** cloth to remove any compound from the surrounding area. Any dirt on the cloth may mar the surface.

Minor Scratches

Tools & Supplies List

| | Qty. |
|--|-------|
| Bottle of Touch-up Paint..... | 1 |
| Bottle of Alcohol..... | 1 |
| Spray Bottle of Water | 1 |
| Variable Speed Rotary Buffer | 1 |
| 3-M 39001 Medium Cut Rubbing Compound | 1 qt. |
| 3-M 39003 Finishing Material | 1 qt. |
| 3-M 39009 Polishing Pad Glaze (for dark colors) ... | 1 qt. |
| 3-M 05995 Polishing Pad Glaze (for light colors) ... | 1 qt. |
| Coarse Cut Foam Compound Pad for Buffer..... | 1 |
| Fine Cut Polish Pad for Buffer | 1 |
| Sandpaper, 1200 Grit wet or dry | 1 |

BODY

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

| | |
|--------------------------------------|---|
| Sandpaper, 1500 Grit wet or dry..... | 1 |
| Wet Sanding Block | 1 |
| Soft Clean Cotton Cloths | |

To repair minor scratches to the body:

1. Thoroughly clean the surface to be repaired with alcohol and dry.
2. Touch up damaged area with sequential coats (two coats minimum recommended, allowing 30 - 45 minutes between coats, increasing to 45 - 60 minutes in higher humidity) using brush on touch-up paint, until the coating layer is visible and slightly above the surface of the part.
3. Use 1200 grit "wet" sand paper to blend touch up area level with the rest of the part being repaired. Use a polishing compound to renew gloss and to further blend and transition newly painted surface.
4. Clean with alcohol and dry.
5. (Optional but recommended) Follow this process with clear coat to renew and protect depth of finish.
6. Wax or polish with Carnauba base product, available at any automotive parts distributor.

Larger Scratches

Tools & Supplies List

Qty.

| | |
|--|-------|
| Spray Can of Touch-up Paint..... | 1 |
| Bottle of Alcohol..... | 1 |
| Spray Bottle of Water..... | 1 |
| Variable Speed Rotary Buffer | 1 |
| 3-M 39001 Medium Cut Rubbing Compound | 1 qt. |
| 3-M 39003 Finishing Material | 1 qt. |
| 3-M 39009 Polishing Pad Glaze (for dark colors) ... | 1 qt. |
| 3-M 05995 Polishing Pad Glaze (for light colors) ... | 1 qt. |
| Coarse Cut Foam Compound Pad for Buffer | 1 |
| Fine Cut Polish Pad for Buffer | 1 |
| Sandpaper, 1200 Grit wet or dry..... | 1 |
| Sandpaper, 1500 Grit wet or dry..... | 1 |
| Wet Sanding Block | 1 |
| Soft Clean Cotton Cloths | |

Masking Tape

For larger scratches to the body:

1. Thoroughly clean the surface to be repaired with alcohol and dry.
2. Mask the area to be painted (common masking tape is adequate) prior to repair and use aerosol type touch-up paint.
3. Apply spray touch up paint in light, even, overlapping strokes. Multiple coats may be applied to provide adequate coverage and finish. Always remember to shake

the can for a minimum of one minute to mix the paint and achieve the best color match.

4. After painting, allow to dry overnight. Smooth the mask lines using 1200 grit "wet" sand paper to blend touch up area level with the rest of the part being repaired. Use a polishing compound to renew gloss and to further blend and transition newly painted surface.
5. Clean with alcohol and dry.
6. (Optional but recommended) Follow this process with clear coat to renew and protect depth of finish.
7. Wax or polish with Carnauba base product, available at any automotive parts distributor.

Complete Panel Repair

In situations where large panels or areas must be painted, touch up paint is not recommended. In such cases professional painting or panel replacement is called for. The manufacturer suggests body panel replacement be considered as a cost effective alternative to painting. If the decision to repaint is taken, the task can be accomplished by any paint and body shop with experience in painting 'TPO' panels. TPO is a common material in modern automobile bodies and all body shops should be familiar with the materials and processes required.

The finish will include an application of a primer coat, a base color coat and a clear coat. The manufacturer does not supply these materials due to the variety of paint manufacturers and the preferences of the individual painter.

Most paint manufacturers can perform a computer paint match to assure accurate color matching.

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Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

WHEEL AND TIRE SERVICE

| Tools List | Qty. |
|------------------------------|------|
| Lug Wrench, 3/4" | 1 |
| Impact Wrench | 1 |
| Impact Socket, 3/4" | 1 |
| Torque Wrench, Ft. Lbs. | 1 |

WARNING

To prevent injury caused by a broken socket, use only sockets designed for impact wrench use. Never use a conventional socket.

Tire condition should be inspected per the Periodic Service Schedule. Inflation pressures should be checked when the tires are cool. When removing wheels with an impact wrench, use only impact sockets. Regular sockets are not designed for impact pressures exerted by power tools.

WARNING

A tire explosion can cause severe injury or death. Never exceed inflation pressure rating on tire sidewall.

To prevent tire explosion, pressurize tire with small amount of air applied intermittently to seat beads. Never exceed the tire manufacturer's recommendation when seating a bead. Protect face and eyes from escaping air when removing valve core.

Use caution when inflating tires. Due to the low volume of these small tires, over inflation can occur in a matter of seconds. Over inflating could cause the tire to separate from the wheel or cause the tire to explode, either of which could cause personal injury.

Use caution when inflating tires. Due to the low volume of these small tires, over inflation can occur in a matter of seconds. Over inflation could cause the tire to separate from the rim or cause the tire to explode, either of which could cause personal injury.

Tire inflation should be determined by the condition the terrain. See **GENERAL SPECIFICATIONS** section for recommended tire inflation pressure. For outdoor applications with major use on grassy areas, the following should be considered. On hard turf, it is desirable to have a slightly higher inflation pressure. On very soft turf, a lower pressure prevents tires from cutting into the

turf. For vehicles being used on paved or hard surfaces, tire inflation pressure should be in the higher allowable range, but under no condition should inflation pressure be higher than recommended on tire sidewall. **All four tires** should have the same pressure for optimum handling characteristics. Be careful not to overinflate. Due to the low volume of these small tires, overinflation can occur in a matter of seconds. Be sure to install the valve dust cap (item 2) after checking or inflating to 18 - 22 psi.

Tire Repair

The vehicle is fitted with low pressure tubeless tires mounted on one piece rims.

Generally, the most cost effective way to repair a flat tire resulting from a puncture in the tread portion of the tire is to use a commercial tire plug.

NOTICE

Tire plug tools and plugs are available at most automotive parts outlets and have the advantage of not requiring the tire be removed from the wheel.

If the tire is flat, remove the wheel and inflate the tire to the maximum recommended pressure for the tire. Immerse the tire in water to locate the leak and mark with chalk. Insert tire plug in accordance with manufacturer's specifications.

If the tire is to be removed or mounted, the tire changing machine manufacturer's recommendations must be followed in order to minimize possibility of personal injury.

WARNING



To prevent injury, be sure mounting/demounting machine is anchored to floor. Wear OSHA approved safety equipment when mounting/demounting tires.

Follow all instructions and safety warnings provided by the mounting/demounting machine manufacturer.

WHEELS AND TIRES

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

Wheel Installation

CAUTION

Do not tighten lug nuts to more than 85 ft. lbs. (115 Nm) torque.

NOTICE

It is important to follow the 'cross sequence' pattern when installing lug nuts. This will assure even seating of the wheel against the hub.

With the valve stem to the outside, mount the wheel onto the hub. Install lug nuts (1) finger tight; make sure that

the tapered end is against the wheel rim; and tighten in a 'cross sequence' pattern; then, tighten lug nuts to specified torque in 20 ft. lbs. (30 Nm) increments following the same 'cross sequence' pattern.

| ITEM NO | TORQUE SPECIFICATION |
|---------|-------------------------------|
| 1 | 50 - 85 ft. lbs (70 - 115 Nm) |

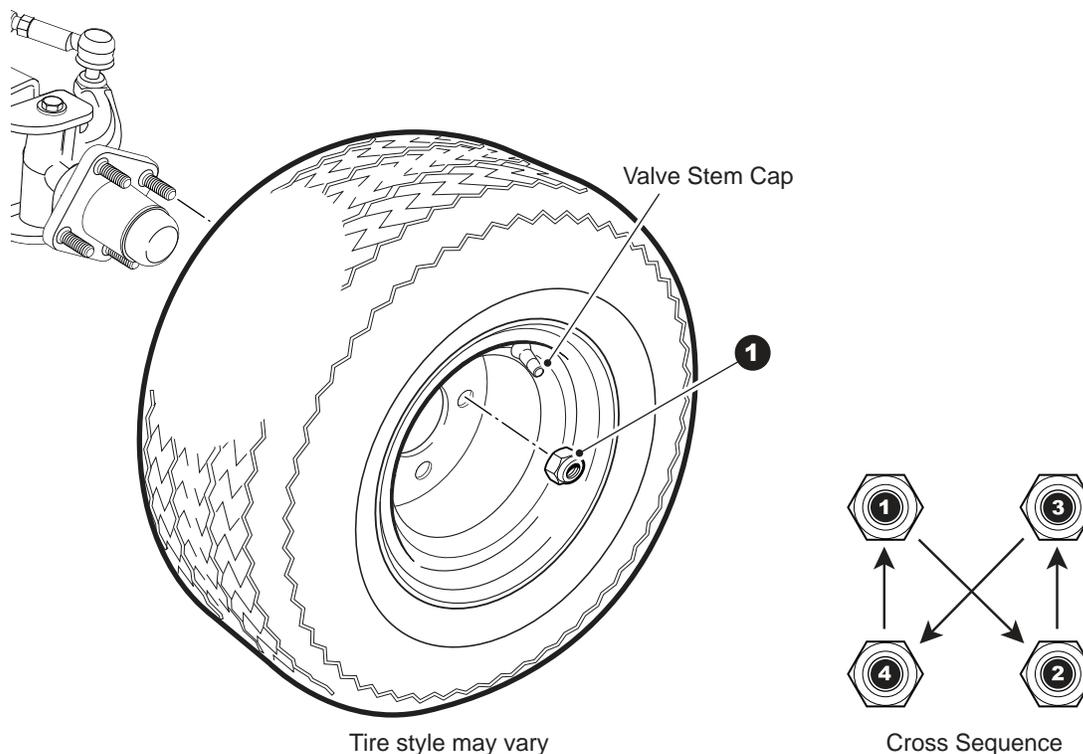


Fig. 1 Tire Mounting & Cross Sequence for Tightening

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ELECTRONIC SPEED CONTROL (AC MOTOR)

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notes, Cautions and Warnings.

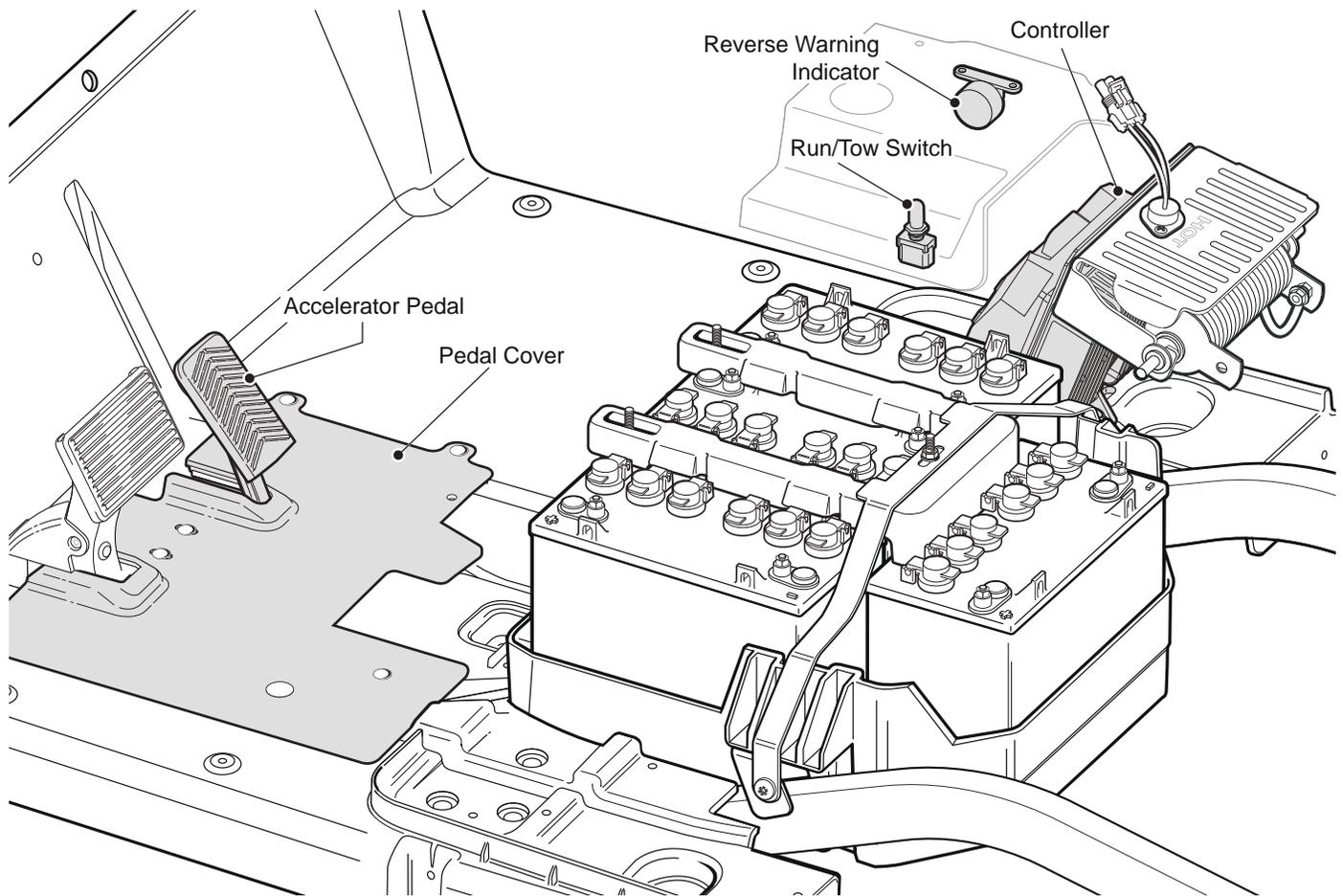


Fig. 1 Electronic Speed Control

GENERAL

NOTICE

In the following text, there are references to removing and installing bolts and other fasteners. Additional hardware (nuts, washers, etc.) that are removed must always be installed in their original positions unless otherwise specified. Non-specified torques are shown in the table in Section A.

WARNING

To prevent possible injury or death from battery explosion, batteries should always be removed before any servicing that could generate sparks or repairs that require welding or cutting.

The recommended method for removing christmas tree rivets is to slide a notched pry bar under the head of the rivet and press downward on the bar to pull the rivet from the hole.

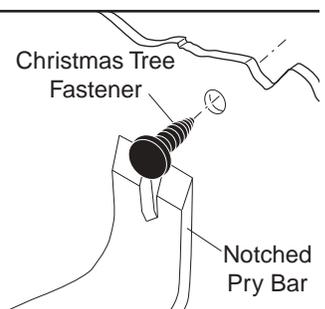


Fig. 2 Christmas Tree Rivet Removal

The Electronic Speed Control System consists of two separate units, the accelerator pedal assembly and the controller.

ELECTRONIC SPEED CONTROL (AC MOTOR)

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notes, Cautions and Warnings.

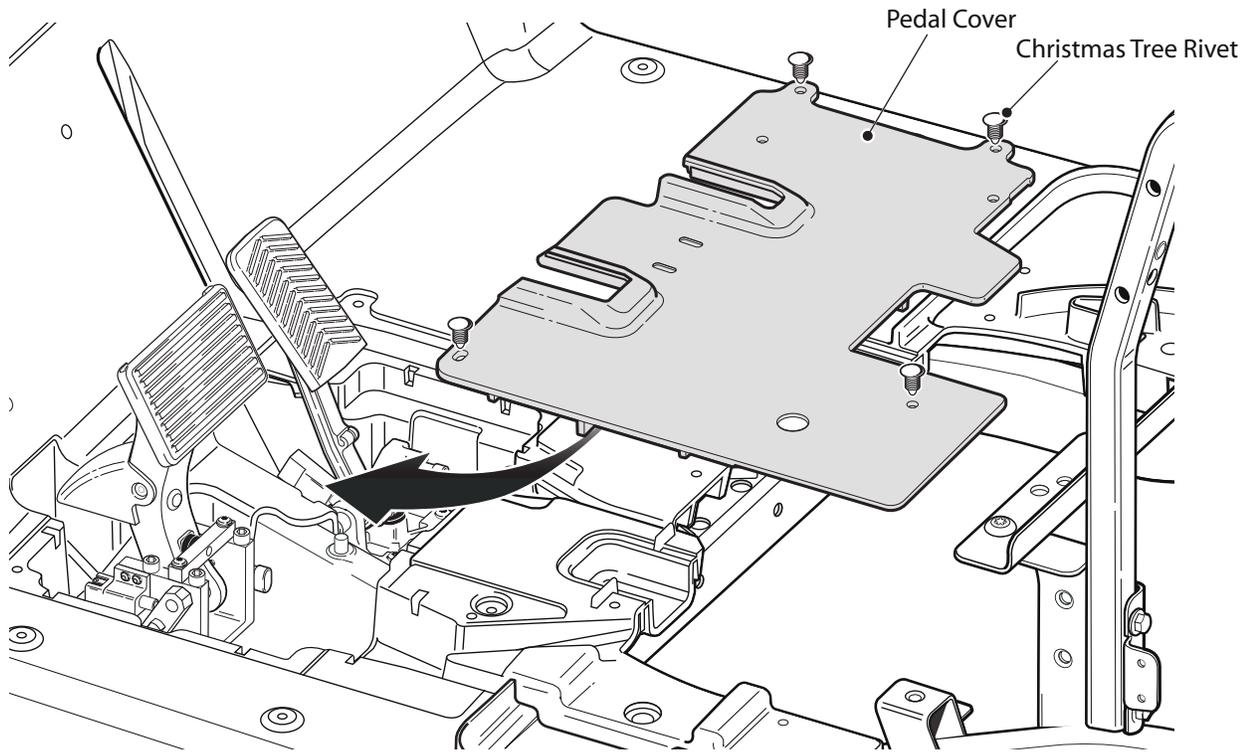


Fig. 3 Pedal Cover

Accelerator Pedal Assembly

Tool List

| | Qty. |
|-------------------------------|------|
| Ratchet | 1 |
| Torx Bit, T-20 | 1 |
| Torx Bit, T-30 | 1 |
| Torque Wrench, in. lbs. | 1 |
| Notched Pry Bar | 1 |
| Insulated Wrench, 9/16" | 1 |
| Loctite® 242 | A/R |

⚠ WARNING

Using an insulated wrench, disconnect the battery cable at the negative (-), BL-, battery terminal.

The accelerator pedal assembly is a modular unit, the only serviceable items contained in the assembly are the pedal pad, the rotary position sensor and the throttle enable switch. The complete pedal assembly may be replaced as a unit.

To access the pedal assembly, remove the upper rocker panels, the lower rocker panels and the floormat (refer to page C2 for removal of rocker panels and floormat).

1. Remove four christmas tree rivets securing pedal cover to floorboard.

2. Remove pedal cover.
3. Remove three torx screws (2) securing accelerator pedal assembly (1) to the floorboard. (Ref Fig. 4)
4. Disconnect the wires from the rotary position sensor (5) and the throttle enable switch (12).
5. Remove the two Torx screws (4) from the rotary position sensor (5) and remove sensor.
6. Remove the two Torx screws (8) from the throttle enable switch (7) and remove the switch.

Installation

7. Align the slot in the rotary position sensor (5) to the pivot shaft and rotate into position oriented as shown, secure with two Torx screws (4). Use Loctite® 242; according to product instructions; on the two Torx screws.
8. Position the throttle enable switch (7) oriented as shown, secure in place with two Torx screws (6). Use Loctite 242; according to product instructions; on the two Torx screws. Reconnect electrical harness to rotary position sensor (5) and to the throttle enable switch connector (7).
9. Place pedal assembly in position on the floorboard and secure with three Torx screws (2).

ELECTRONIC SPEED CONTROL (AC MOTOR)

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notes, Cautions and Warnings.

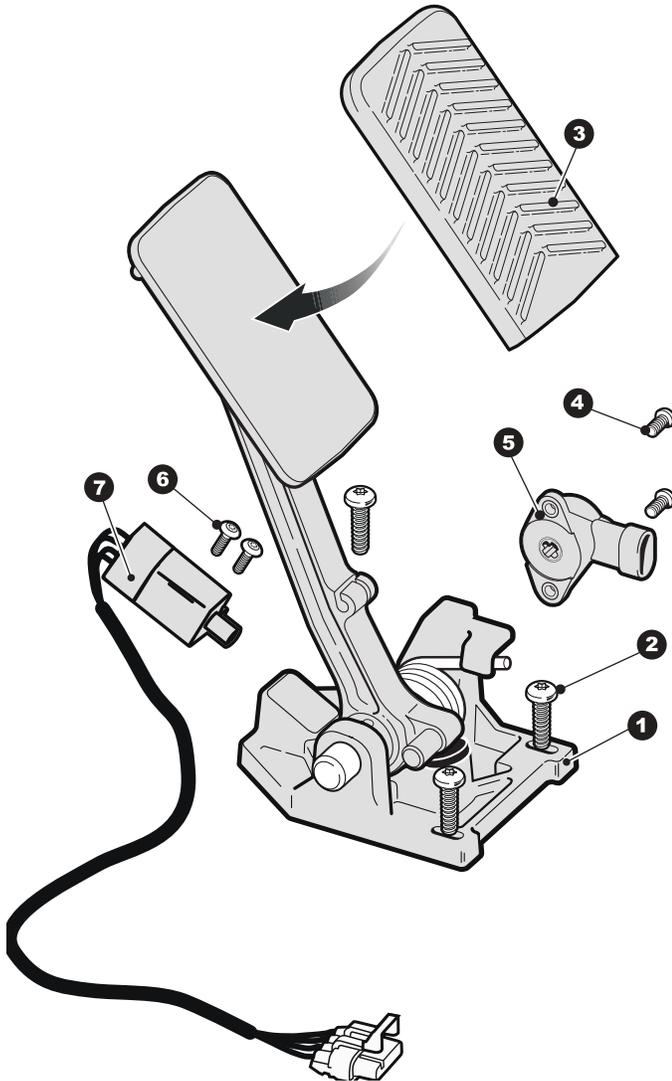


Fig. 4 Accelerator Pedal

10. Install the pedal cover, using new christmas tree rivets, replace the floormat and rocker panels.

Replace any worn or damaged hardware with new as required.

| ITEM | TORQUE SPECIFICATION |
|------|-------------------------------|
| 4, 6 | 12- 15 in. lbs (1.3 - 1.7 Nm) |
| 2 | 18 - 26 in. lbs (2 - 3 Nm) |

Solenoid Replacement

| | |
|-----------------------------------|---|
| Notched Pry Bar | 1 |
| Ratchet | 1 |
| Torque Wrench, in. lbs. | 1 |
| Torx Bit, T-45 IP | 1 |
| Wire Cutters | 1 |
| Wire Stripper | 1 |
| Wire Terminal Crimping Tool | 1 |
| 1/2" Insulated Wrench | 1 |
| Slim Wrench, 10 mm | 1 |
| 15 mm open end Wrench | 1 |
| 15 mm socket | 1 |

WARNING

Using an insulated wrench, disconnect the battery cable at the negative (-), BL-, battery terminal.

The Solenoid is located on the passenger side of the vehicle under the seat and the Controller Splash Shield. Early production vehicles had the solenoid hard wired into the main electric harness; vehicles that have had the solenoid replaced or were manufactured more recently will have a solenoid that is completely separate from the main electric harness. Check the vehicle to determine which solenoid is present and then follow the correct set of instructions for removal and replacement.

1. Disconnect the battery cable at the negative (-), BL-, battery terminal using an insulated wrench.
2. Remove the controller splash shield; some vehicles will have two torx head screws and one christmas tree rivet, the remaining vehicles will have three christmas tree rivets securing the splash shield in place. After removing the fasteners place the splash shield off to the side out of the way.

Hard Wired Solenoid Removal

1. Disconnect the red wire from the upper terminal on the solenoid to the positive (+), BL+, battery terminal and the yellow wire to the main wiring harness by removing the upper hex nut (5).
2. Disconnect the red wire from the lower terminal on the solenoid to B+ on the controller by removing the lower hex nut (6).
3. Remove two hex head nuts (7) securing the solenoid to the controller heat sink.
4. Cut the two wires from the solenoid to the wire harness and strip approximately 1/2" (13 mm) of insulation from the ends of the wires from the harness.
5. Insert the stripped wires from the harness into ends of

ELECTRONIC SPEED CONTROL (AC MOTOR)

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notes, Cautions and Warnings.

the ring terminals and crimp both ends.

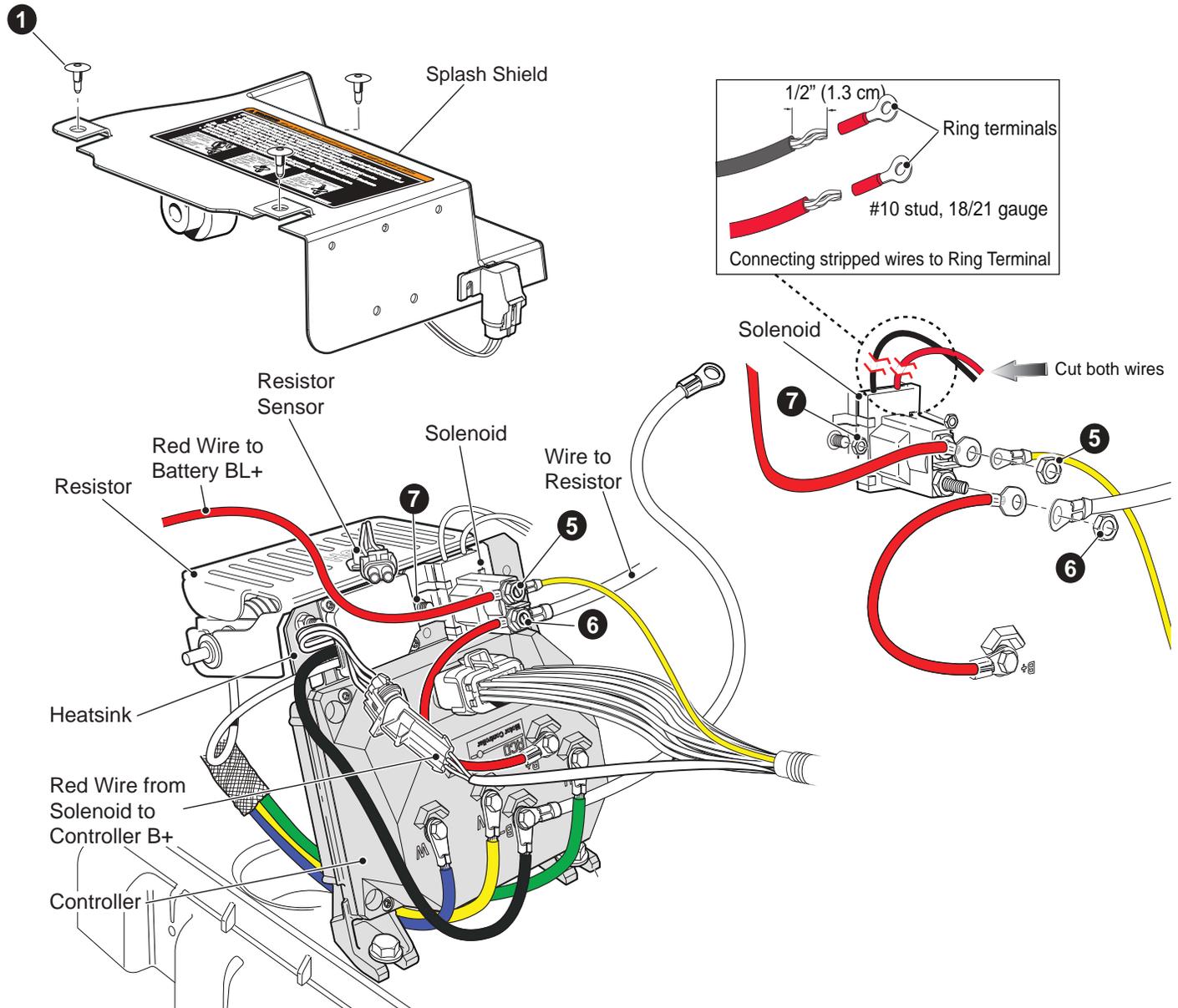


Fig. 5 Old Style Rectangular Solenoid

Round Solenoid Removal

1. Disconnect the red wire (13) from the front terminal on the solenoid to the positive (+), BL+, battery terminal and the yellow wire (14) to the main wiring harness by removing the front hex nut (6).
2. Disconnect the red wire (11) from the back terminal on the solenoid (4) to B+ on the controller and and white wire (12) from resistor by removing the back hex nut (5).
3. Disconnect the red wire (9) and black wire (8) from

the terminals by removing smaller hex nuts (15).

4. Remove two hex head nuts (10) securing the solenoid (4) to the controller heat sink.

Solenoid Installation

1. Secure the solenoid (4) to the controller heat sink with the two hex head nuts (10).
2. Reconnect the red wire (9) and black wire (8) from harness to solenoid (4) as shown and secure in place with two smaller hex nuts (15).
3. Reconnect the red wire (11) from the controller B+ to

ELECTRONIC SPEED CONTROL (AC MOTOR)

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notes, Cautions and Warnings.

the back terminal of the solenoid (4) and the white wire (12) to the resistor, secure in place using a hex nut (5). Be sure to place larger terminal wires first on studs with smaller wires on last.

4. Connect the red wire (13) from the positive (+), BL+, battery terminal and the yellow wire (14) from the wiring harness to the front terminal of the solenoid (4), secure in place with a hex nut (6). Be sure to place larger terminal wires first on studs with smaller wires on last.

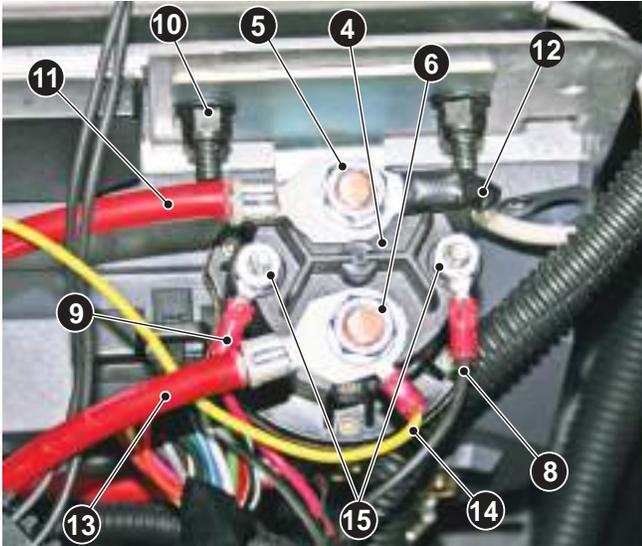


Fig. 6 Round Solenoid

5. Reinstall the electronic controller shield as before.
6. Reinstall three Christmas tree rivets (1) to secure the shield to the body and the controller.
7. Connect the negative (-) cable to the battery.

Replace worn or damaged hardware as required.

| ITEM | TORQUE SPECIFICATION |
|------|-------------------------------|
| 5, 6 | 26 - 36 in. lbs (3 - 4 Nm) |
| 10 | 44 - 62 in. lbs (5 - 7 Nm) |
| 15 | 7 - 13 in. lbs (.75 - 1.5 Nm) |

Controller

| Tool List | Qty. |
|------------------------|------|
| Ratchet..... | 1 |
| Extension, 3"..... | 1 |
| Extension, 9"..... | 1 |
| Socket, 15 mm..... | 1 |
| Socket, 10 mm..... | 1 |
| Torx Bit, T-27 IP..... | 1 |
| Torx Bit, T-45 IP..... | 1 |

| | |
|------------------------------|---|
| Wrench, 10 mm..... | 1 |
| Wrench, 15 mm..... | 1 |
| Notched Pry Bar..... | 1 |
| Insulated Wrench, 9/16"..... | 1 |
| Pin Punch..... | 1 |
| Torque Wrench, in. lbs..... | 1 |
| Torque Wrench, ft. lbs..... | 1 |

WARNING

Using an insulated wrench, disconnect the battery cable at the negative (-), BL-, battery terminal.

Drain the stored energy from the controller. Make sure that the Run/Tow switch is in the Run position, turn the key to reverse and allow the reverse warning indicator to run down.

The controller is a solid state unit activated by a solenoid. The solenoid is hard wired to the electrical harness and mounted to the controller heat sink. The controller is located under the seat on the passenger side of the vehicle. To access the controller, raise and remove the seat bottom.

1. Disconnect the battery cable at the negative (-), BL-, battery terminal using an insulated wrench.
2. Drain the stored energy from the controller. Place the Run/Tow switch in the Run position, turn the key switch to reverse, wait for the reverse warning indicator to become silent, turn the key switch to the off position and remove the key from the switch.
3. Remove three Christmas tree rivets (4) securing the controller splash shield to the rear body and to the controller heat sink; position splash shield off to one side to allow access to the controller.

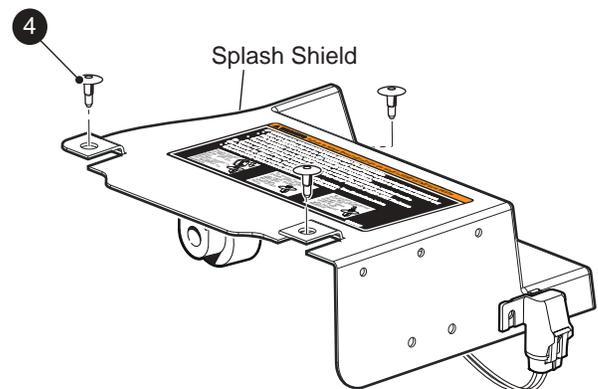


Fig. 7 Controller Splash Shield Cover

4. Disconnect the Red positive (+) battery cable from the front terminal of the solenoid.

ELECTRONIC SPEED CONTROL (AC MOTOR)

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notes, Cautions and Warnings.

5. Disconnect the Red wire from the controller B+ terminal to the back terminal of the solenoid.
6. Remove two hex head nuts (7) securing the solenoid to the controller heat sink, place the solenoid off to one side out of the way. **The original solenoid is hard wired into the electrical harness.**
7. Disconnect the 2 pin connector (14) from the wire harness.
8. Disconnect the 3 pin connector (12) from the resistor control (13) connector.
9. Disconnect the 23 pin connector (9) from controller by lifting up on the locking tab and pulling the connector housing away from the controller.
10. Disconnect the three wires (8) from the electric motor to terminals U, V and W by removing the three controller terminal screws (11).
11. Disconnect the negative (-) battery wire (3) from the B-terminal by removing the terminal screw (11).
12. Remove the front two hex head bolts (10) securing the controller assembly to the floorboard and loosen the rear hex head bolt (10). Slide the controller towards the front of the car and lift it out.

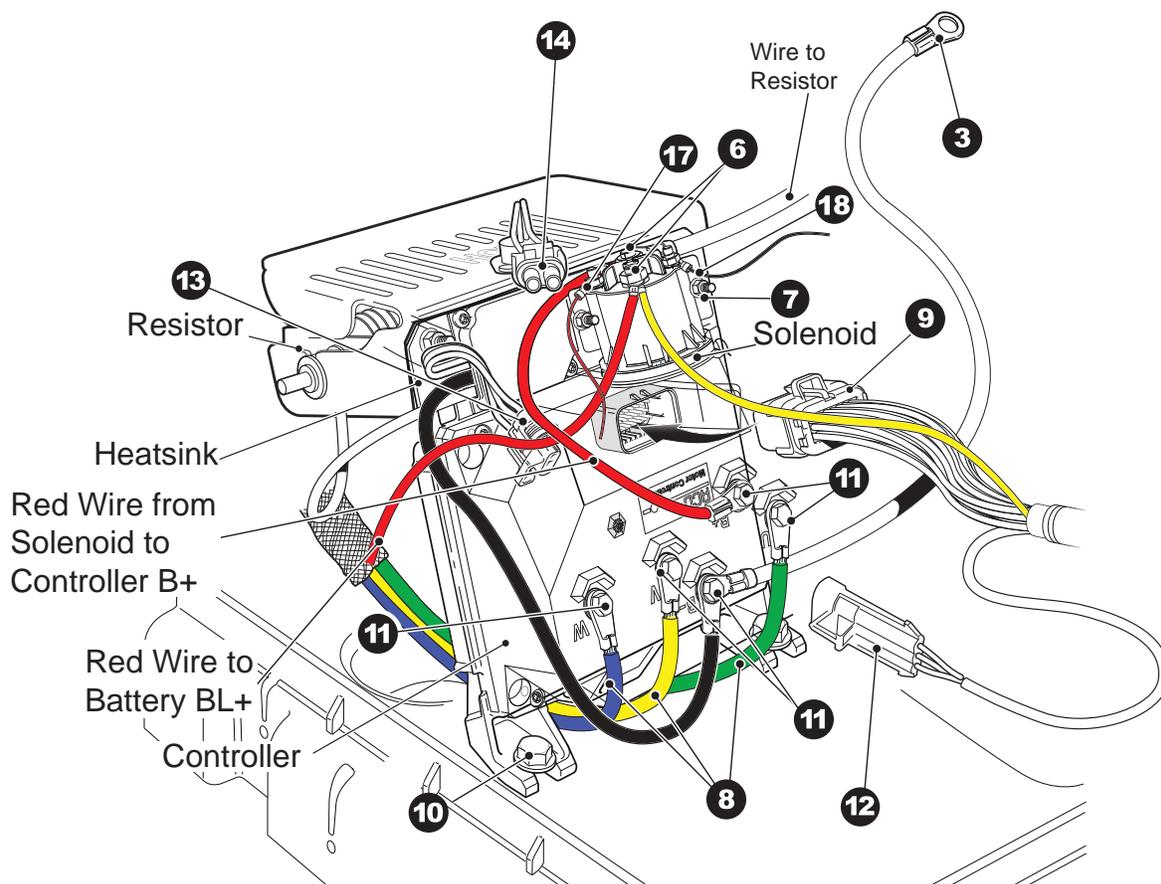


Fig. 8 Solenoid Connections

Installation

13. To install the controller, position it on the floorboard; make sure that all wires are not pinched or under the controller feet; and slide it to the back aligning the slot under the head of the hex head bolt (10). Install the two hex head bolts (10) in the holes at the front of the controller base. Torque all three hex head bolts as specified in the torque table.
14. Connect the three wires from the electric motor. Blue to the W terminal, Yellow to the V terminal and Green to the U terminal. Install the terminal screws finger tight, then torque as specified. **Do not over tighten the terminal screws (11).**
15. Connect the black wire (3) from the B- terminal to the negative (-), BL-, battery terminal. **Do not over tighten the terminal screw (11).**
16. Install the solenoid on the controller heat sink using two hex head nuts (7). Reconnect the Red positive (+) battery cable to the front terminal of the solenoid.

ELECTRONIC SPEED CONTROL (AC MOTOR)

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notes, Cautions and Warnings.

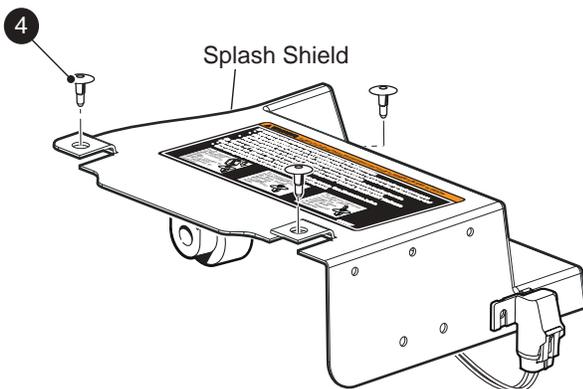
Make sure that the red wire (17) and black wire (18) from the wire harness to the solenoid are located as shown.

17. Install the Red wire to the B+ terminal of the controller. **(Do not over tighten the terminal screw (11)).**
18. Plug the 23 pin connector (9); with the locking tab located on top; from the wire harness into the socket on the controller, push in firmly and make sure that the locking tab is latched.
19. Check all wires to be sure they are connected to the proper terminal.
20. Position the Splash Shield under the edge of the seat opening, install the three christmas tree rivets (4).
21. Reconnect wires to the battery pack. **Replace any worn or damaged hardware as required.**

| ITEM | TORQUE SPECIFICATION |
|------|------------------------------|
| 7 | 44 - 62 in. lbs (5 - 7 Nm) |
| 10 | 13 - 15 ft. lbs (18 - 20 Nm) |
| 11 | 53 - 71 in. lbs (6 - 8Nm) |

For New Controller Post production 23rd Jan 2012

1. Disconnect the battery cable at the negative (-), BL-, battery terminal using an insulated wrench.
2. Drain the stored energy from the controller. Place the Run/Tow switch in the Run position, turn the key switch to reverse, wait for the reverse warning indicator to become silent, turn the key switch to the off position and remove the key from the switch.
3. Remove three christmas tree rivets (4) securing the controller splash shield to the rear body and to the controller heat sink; position splash shield off to one side to allow access to the controller.



4. Disconnect the Red positive (+) battery cable from the

front terminal of the solenoid.

5. Disconnect the Bus bar from the controller B+ terminal to the back terminal of the solenoid.
6. Remove two hex head nuts (7) securing the solenoid to the controller heat sink, place the solenoid off to one side out of the way. **The original solenoid is hard wired into the electrical harness.**
7. Disconnect the 2 pin connector (14) from the wire harness.
8. Disconnect the 35 pin connector (9) from controller and pull the connector housing away from the controller
9. Disconnect the three wires (8) from the electric motor to terminals U, V and W by removing the three controller terminal screws (11).
10. Disconnect the negative (-) battery wire (3) from the B-terminal by removing the terminal screw (11).
11. Remove two button head torx bolts (10) that secure the controller assembly to floorboard. Lift the controller and take it out.

ELECTRONIC SPEED CONTROL (AC MOTOR)

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notes, Cautions and Warnings.

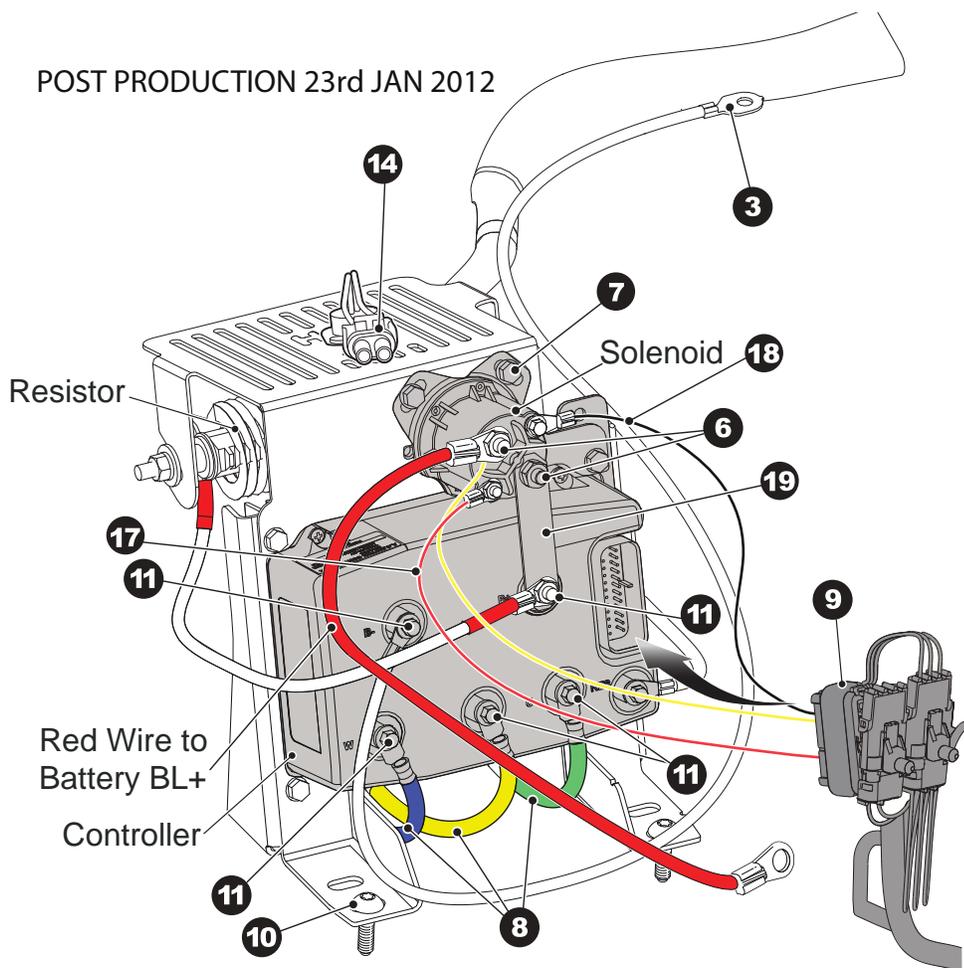


Fig. 9 New Controller and Solenoid

Installation

12. To install the controller, position it on the floorboard; making sure that all wires are not pinched or under the controller feet; align the forward slot in each foot with the existing holes in the floorboard. Install two button head torx bolts (10) through the slots into the floorboard to secure the controller. Tighten the button head torx bolts to the specified torque values.
13. Connect the three wires from the electric motor. Blue to the W terminal, Yellow to the V terminal and Green to the U terminal. Install the terminal screws finger tight, then torque as specified. **Do not over tighten the terminal screws (11).**
14. Connect the black wire (3) from the B- terminal to the negative (-), BL-, battery terminal. **Do not over tighten the terminal screw (11).**
15. Install the solenoid on the controller heat sink using

two hex head bolts (7). Reconnect the Red positive (+) battery cable to the front terminal of the solenoid. Make sure that the red wire (17) and black wire (18) from the wire harness to the solenoid are located as shown.

16. Install the Bus bar(19) to the B+ terminal of the controller to the terminal of solenoid as shown. **(Do not over tighten the terminal screw (11)).**
17. Plug the 35 pin connector (9); with the locking tab located on top; from the wire harness into the socket on the controller, push in firmly and make sure that the locking tab is latched.
18. Connect the 2 pin connector (14) from the wire harness.
19. Check all wires to be sure they are connected to the proper terminal.

ELECTRONIC SPEED CONTROL (AC MOTOR)

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notes, Cautions and Warnings.

20. Position the Splash Shield under the edge of the seat opening, install the three christmas tree rivets (4).
21. Reconnect wires to the battery pack. **Replace any worn or damaged hardware as required.**

| ITEM | TORQUE SPECIFICATION |
|------|----------------------------|
| 6 | 17 - 35 in. lbs (2 - 4 Nm) |
| 7 | 44 - 62 in. lbs (5 - 7 Nm) |
| 10 | 53 - 71 in. lbs (6 - 8 Nm) |
| 11 | 79 - 97 in. lbs (9 - 11Nm) |

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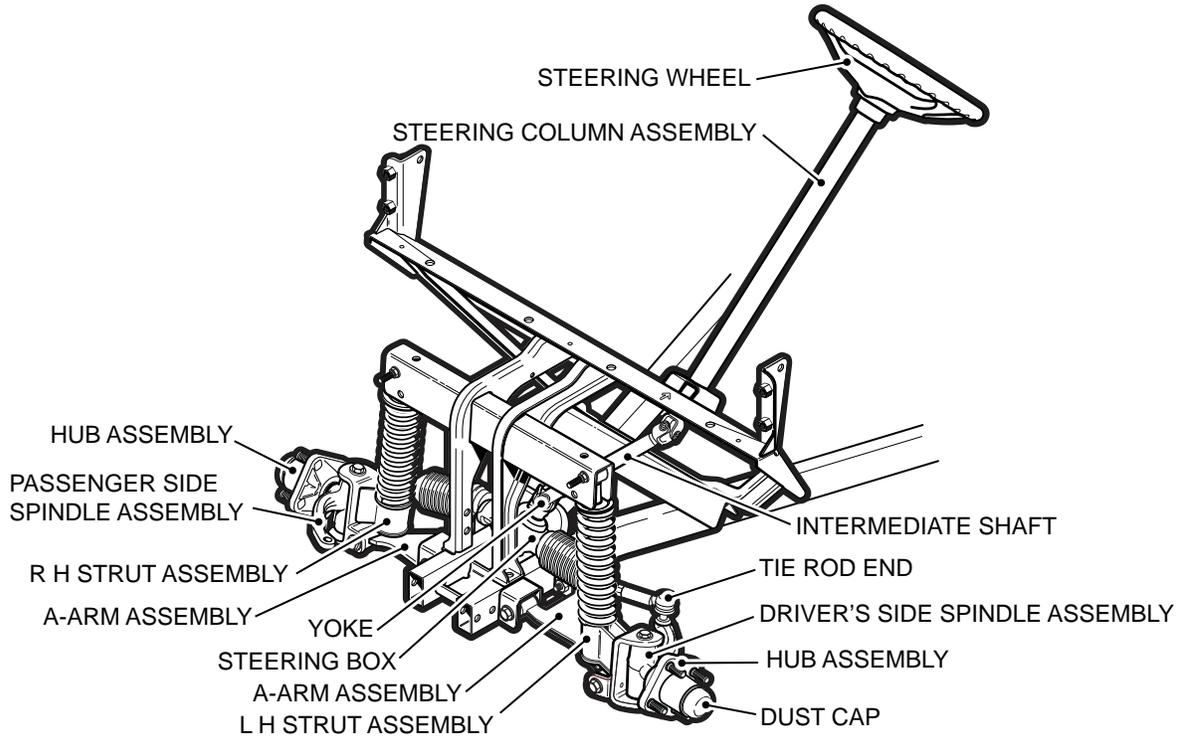
LIST OF ILLUSTRATIONS

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FRONT SUSPENSION AND STEERING

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

Models manufactured before September 20, 2010



Models manufactured after September 20, 2010 (Optional)

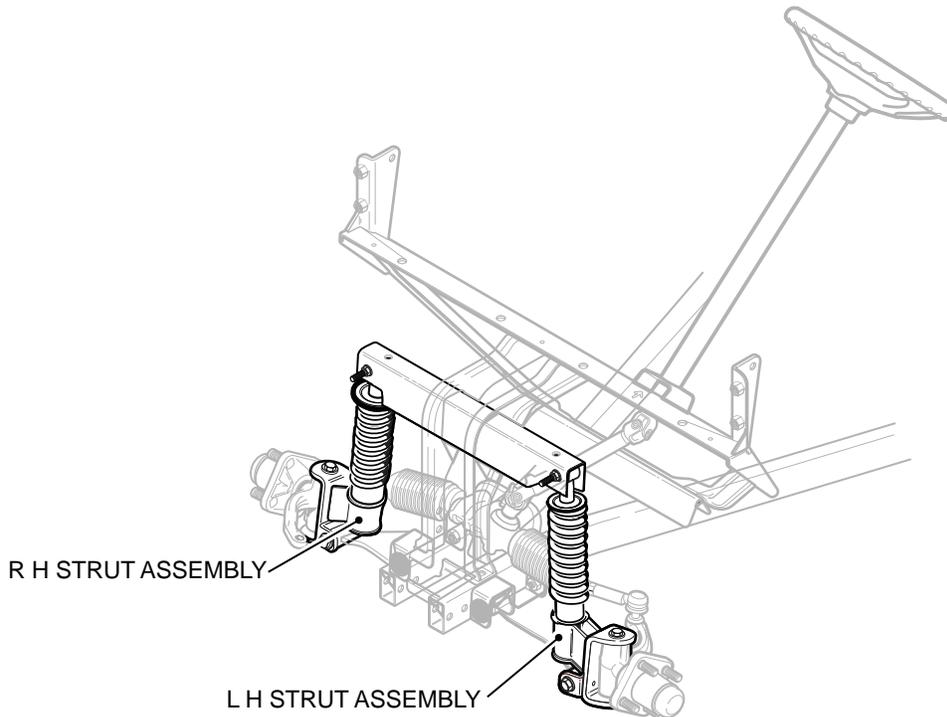


Fig. 1 Front Suspension and Steering

FRONT SUSPENSION AND STEERING

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

NOTICE

In the following text, there are references to removing and installing bolts and other fasteners. Additional hardware (nuts, washers, etc.) that are removed must always be installed in their original positions unless otherwise specified. Non-specified torques are shown in the table in Section A.

WARNING

To prevent possible injury or death, follow the lifting procedure in Section B of this manual. Place wheel chocks in front and behind the rear wheels. Check the stability of the vehicle on the jack stands before starting any repair procedure. NEVER work on a vehicle that is supported by a jack alone.

MAINTENANCE

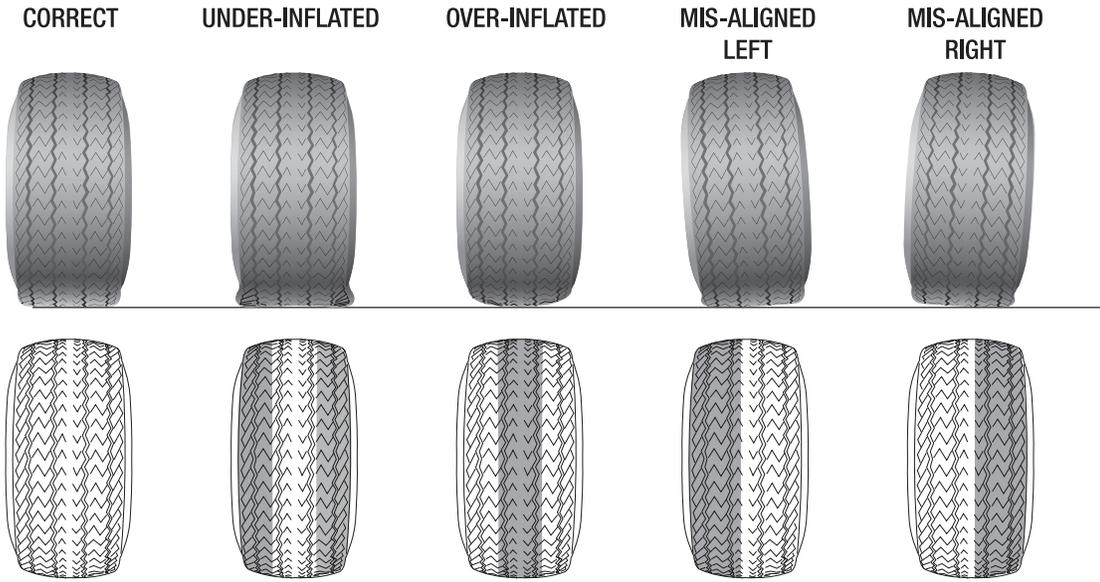
Routine maintenance of the front suspension and steering consists of:

- Periodic inspections for loose, worn or damaged components
- Alignment checks

Routine examination of the tires will provide an indication if an alignment is required.

Tire Wear Diagnosis

It is important to evaluate wear patterns on tires, in order to diagnose common suspension and tire problems. A tire that is correctly inflated and aligned will show even wear over the entire tread area. A tire that is run under inflated will show wear on the outer edges of the tread. Over inflation will result in wear occurring at the center of the tread. Wear on either side of a correctly inflated tire indicates a tire that is out of alignment. The toe-in may be correct, but if the toe-in has not been set with the wheels in line with the body of the vehicle it will result in scuffing of the tire tread.



INDICATES AREAS OF EXCESSIVE TIRE WEAR

NOTES: ILLUSTRATIONS ARE DISTORTED FOR CLARITY. DUE TO LOW WEIGHT OF VEHICLE & LOW INFLATION PRESSURES, TIRE SHAPE WILL BE LESS PRONOUNCED.

Fig. 2 Tire Wear

Wheel Alignment (Ref Fig. 3) (Ref Fig. 4)

Tool List

| | Qty. |
|---------------------------|------|
| Tape Measure..... | 1 |
| Paint Marker, White | 1 |

| | |
|------------------------------|---|
| Wrench, 12 mm Open-End | 1 |
| Wrench, 17 mm..... | 1 |
| Crowfoot Wrench, 12 mm | 1 |
| Torque Wrench, ft. lbs..... | 1 |
| Socket, 18 mm | 1 |

FRONT SUSPENSION AND STEERING

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

- Ratchet..... 1
1. Lift the front of the vehicle and support on jack stands as instructed in the SAFETY section.
 2. Rotate each wheel and scribe a paint line around the circumference of the tire at the center of the tread pattern.
 3. Lower vehicle with the tires in the straight ahead position.
 4. Roll vehicle forward approximately five feet in order to allow the tires to take their normal running position

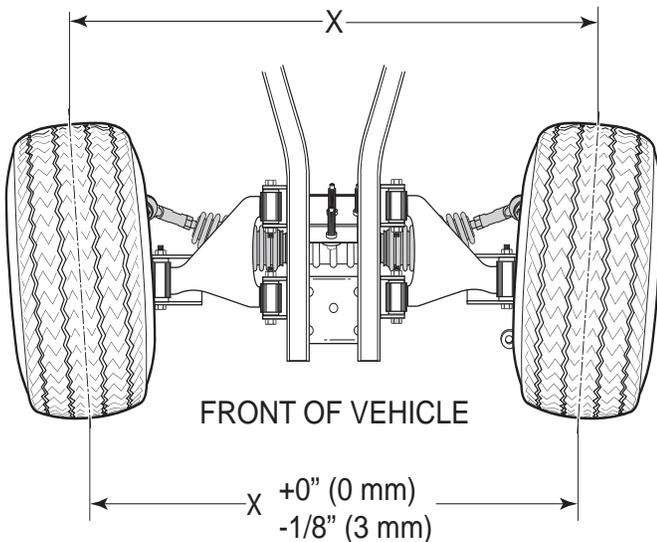


Fig. 3 Wheel Alignment

5. Measure the distance between the paint lines at both the front and rear of the tires. The measurement taken at the front of the tires should be 0" - 1/8" (0 - 3 mm) less than the rear measurement
6. To adjust the wheel alignment, loosen the tie rod jam nut (1) and turn the tie rods and equal number of turns until the correct alignment is achieved. **Failure to turn both tie rods the same number of turns will result in poor turning radius.**
7. Tighten the tie rod jam nuts (1) and torque as specified.

| ITEM | TORQUE SPECIFICATION |
|------|------------------------------|
| 1 | 37 - 44 ft. lbs (50 - 60 Nm) |

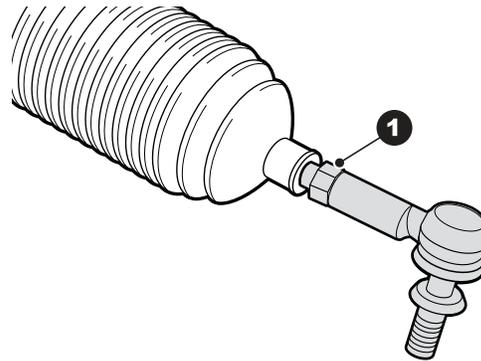


Fig. 4 Tie Rod Jam Nut

Hub Assembly (Ref Fig. 5)

| Tool List | Qty. |
|-----------------------------|------|
| Socket, 24 mm..... | 1 |
| Ratchet | 1 |
| Torque Wrench, ft. lbs..... | 1 |
| Flat Blade Screwdriver..... | 1 |
| Ball Peen Hammer..... | 1 |

Remove the front wheel(s) as described in the Wheels and Tires section of this manual.

1. Remove the dust cap (1) by tapping around the cap flange using a flat blade screwdriver and a ball peen hammer.
2. Remove the lock nut (2). **Note: it is recommended that locking nuts be replaced after a maximum of 5 removals.**
3. Remove hub (3) by sliding it off of the spindle.
4. Clean spindle (4) thoroughly with solvent and inspect spindle threads; if threads are damaged replace the spindle.

Reassemble parts in the reverse order, replace worn or damaged hardware as required. It is recommended that locking nuts be replaced after a maximum of 5 removals

| ITEM | TORQUE SPECIFICATION |
|------|--------------------------------|
| 2 | 90 - 96 ft. lbs (123 - 131 Nm) |

Spindle Assembly (Ref Fig. 5)

| Tool List | Qty. |
|------------------------------|------|
| Wrench, 16 mm | 1 |
| Socket, 16 mm..... | 1 |
| Socket, 18 mm Deep-well..... | 1 |

FRONT SUSPENSION AND STEERING

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

- Ratchet 1
- Torque Wrench, ft. lbs..... 1
- Ball Joint Separator 1
- Ball Peen Hammer 1

Remove the front wheel(s) as described in the Wheels and Tires section of this manual.

1. Remove the hub assembly as described in the previous section.
2. Loosen the nut securing the tie rod end to the spindle arm until it is flush with the end of the tie rod end.
3. Using a ball joint separator as a lever, apply pressure to the ball joint and tap the spindle arm sharply with the hammer to release the tie rod end from the spindle arm.
4. Remove the nut and the tie rod end from the spindle arm.
5. Remove hex nut (9) and hex head bolt (8), remove the spindle assembly (4 & 5).

Reassemble in reverse order, replace worn or damaged hardware as required. It is recommended that all locking nuts be replaced after a maximum of 5 removals

Check hex head bolt (8) before tightening, the head of the bolt will show the grade or class (8.8 or 10.9), be sure to tighten to the proper torque for the bolt grade or class. For grade and class markings see Fig. 7 on page A-4 of this manual.

- to the ball joint and tap the spindle arm sharply with the hammer to release the tie rod end from the spindle arm.
- 3. Remove the nut and the tie rod end from the spindle arm.
- 4. Remove hex nut (9) and hex head bolt (8); the spindle and hub assemblies (1 - 7) can then be removed as a single unit.
- 5. Remove the hex head bolt (11) securing lower end of strut to A-arm (13).
- 6. Remove the hex nut (20) and the hex head bolt (19) securing the top of the strut to the frame.

Reassemble parts in reverse order, replace worn or damaged hardware as required.

| ITEM | TORQUE SPECIFICATION |
|------|------------------------------|
| 20 | 20 - 25 ft. lbs (27 - 34 Nm) |

| ITEM | TORQUE SPECIFICATION |
|----------------|-------------------------------|
| 8 (class 8.8) | 52 - 58 ft. lbs (70 - 78 Nm) |
| 8 (class 10.9) | 71 - 79 ft. lbs (96 - 107 Nm) |

Struts (Ref Fig. 5)

| Tool List | Qty. |
|-----------------------------|------|
| Wrench, 15mm | 1 |
| Socket, 15mm Deep-Well..... | 1 |
| Ratchet | 1 |
| Torque Wrench, ft. lbs..... | 1 |

Remove the front bumper as shown in the Body section of this manual. Remove the front wheel(s) as described in the Wheels and Tires section of this manual.

1. Loosen the nut securing the tie rod end to the spindle arm until it is flush with the end of the tie rod end.
2. Using a ball joint separator as a lever, apply pressure

FRONT SUSPENSION AND STEERING

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

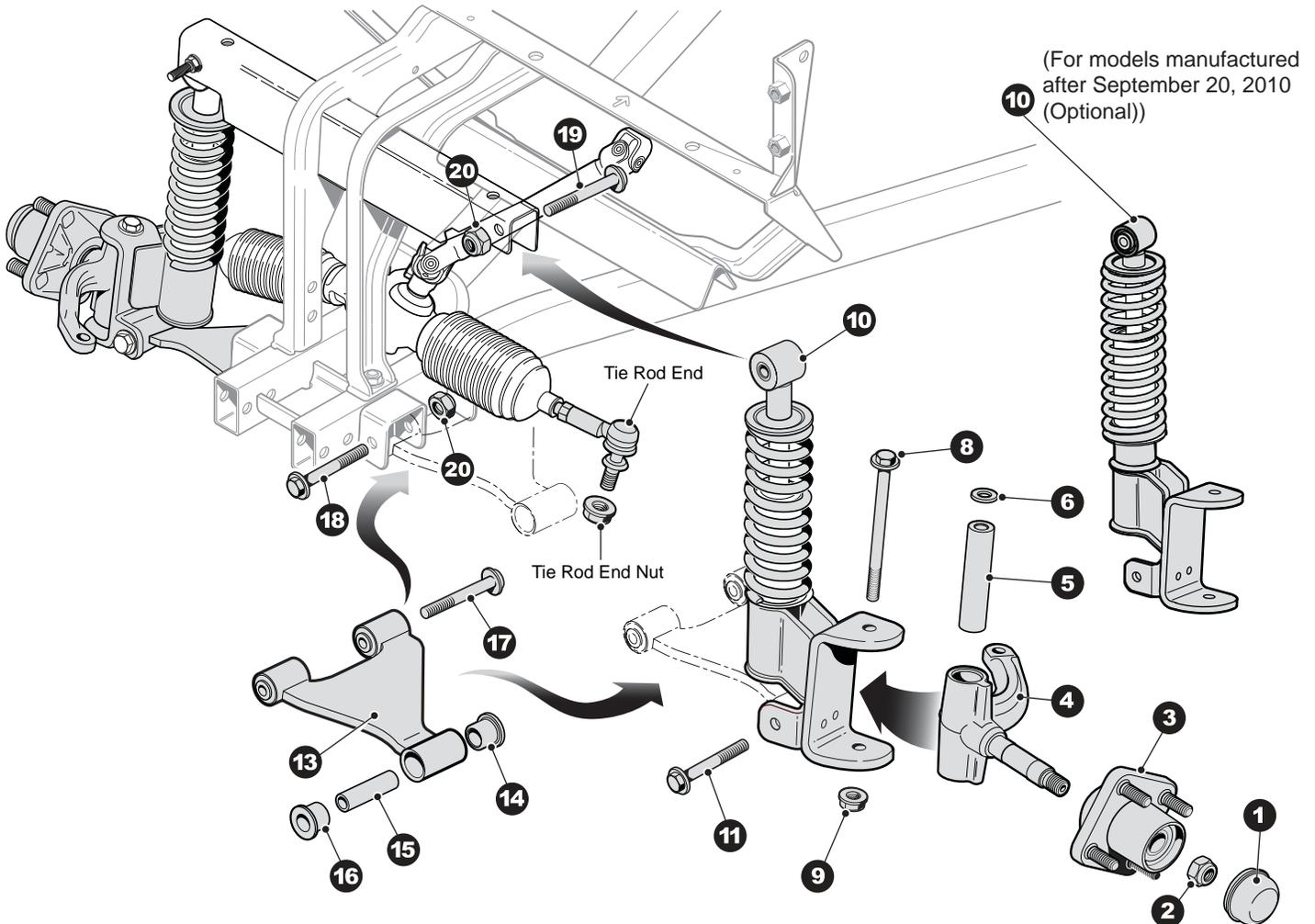


Fig. 5 Hub, Spindle, Strut and A-Arm Assemblies

A-Arm Assembly (Ref Fig. 5)

| Tool List | Qty. |
|------------------------------|------|
| Wrench, 15mm | 1 |
| Socket, 15mm | 1 |
| Ratchet | 1 |
| Torque Wrench, ft. lbs. | 1 |

Remove the front bumper as shown in the Body section of this manual. Remove the front wheel(s) as described in the Wheels and Tires section of this manual.

1. Remove the hex head bolt (11) securing the a-arm (13) to the strut.

2. Remove bushings (14 & 16) from a-arm, being careful to retain sleeve (15).
3. Inspect the sleeve (15) for wear or pitting; replace if sleeve (15) shows signs of wear or pitting.
4. Remove two hex head bolts (17 & 18) securing the a-arm to the frame brackets.

Reassemble in reverse order, replace worn or damaged hardware as required.

Note: When reinstalling the urethane bushings (14 & 16) coat the contact surfaces with a commercially available anti-seize compound; making sure that none gets on the bolt or nut threads.

FRONT SUSPENSION AND STEERING

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

| ITEM | TORQUE SPECIFICATION |
|------------|------------------------------|
| 11, 17, 18 | 20 - 25 ft. lbs (27 - 34 Nm) |
| 19 | 20 - 25 ft. lbs (34 - 41 Nm) |

Clipboard and Steering Wheel (Ref Fig. 6) (Ref Fig. 7) (Ref Fig. 8)

| Tool List | Qty. |
|---------------------------|------|
| Socket, 24 mm..... | 1 |
| Ratchet..... | 1 |
| Torque Wrench..... | 1 |
| Plastic Faced Hammer..... | 1 |
| Ball Peen Hammer..... | 1 |

NOTICE

To maintain correct orientation when replacing steering wheel, first turn wheels straight ahead.

CAUTION

To prevent damage to the clipboard perform the following removal procedure. **Do not use a screwdriver to push or pry the retaining tabs.**

1. Pull straight up on the lower edge of the clipboard to release the two retaining tabs.
2. Using thumb for leverage as shown, reach from underneath the steering wheel with fingertips to first pull down, and then push up to release the two top clipboard retaining tabs

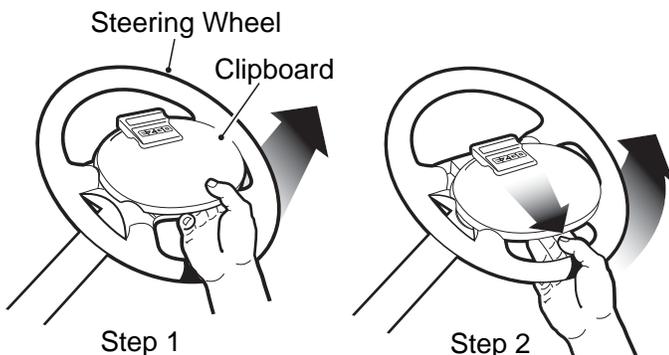


Fig. 6 Clipboard Removal

3. Loosen the steering wheel retaining nut two or three turns. **Do not remove nut at this time.**
4. Apply upward pressure to the steering wheel by plac-

ing a plastic faced hammer against the steering wheel retaining nut. Strike the plastic faced hammer sharply with a ball peen hammer. **Do not strike the steering wheel retaining nut or the end of the steering shaft directly with the ball peen hammer.**

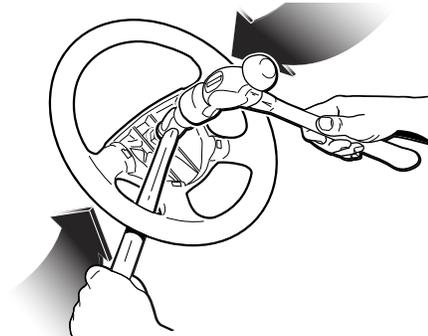


Fig. 7 Loosen Steering Wheel

5. When steering wheel is loosened, remove steering wheel retaining nut (1) and steering wheel (3).

Installation

6. Coat steering shaft splines lightly with a commercially available anti-seize compound.
7. Make sure that wheels are positioned straight ahead.
8. Align the steering wheel (3) on the steering shaft and push into place.

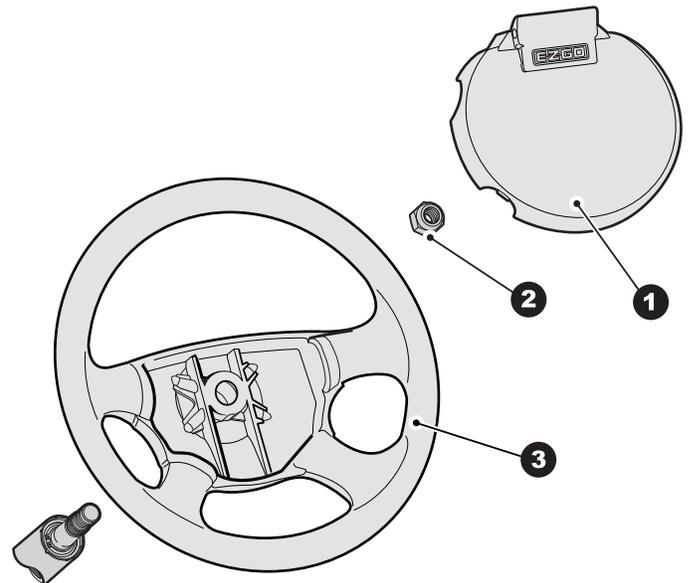


Fig. 8 Steering Wheel

9. Install steering wheel retaining nut (2).
10. Inspect the four retaining tabs on the clipboard (1) for white stress lines. If stress lines are present, replace

FRONT SUSPENSION AND STEERING

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

clipboard with a new one.

- Carefully press the top two tabs into the matching slots in the steering wheel, then press the bottom two tabs into the matching slots in the steering wheel

| ITEM | TORQUE SPECIFICATION |
|------|------------------------------|
| 2 | 15 - 20 ft. lbs (20 - 27 Nm) |

Steering Column Assembly & Yoke (Ref Fig. 9) (Ref Fig. 10) (Ref Fig. 11)

| Tool List | Qty. |
|------------------------------|------|
| Wrench, 17 mm | 1 |
| Ratchet | 1 |
| Hex Bit, 8 mm | 1 |
| Torx Bit, T-45 IP | 1 |
| Torque Wrench, ft. lbs. | 1 |

Remove the front bumper as shown in the Body section of this manual. Remove the front wheel(s) as described in the Wheels and Tires section of this manual.

- Disconnect wiring for turn signals if vehicle is so equipped, as described in the Electrical Wiring section of this manual.
- Remove the lower cross bolt (8) from the yoke.

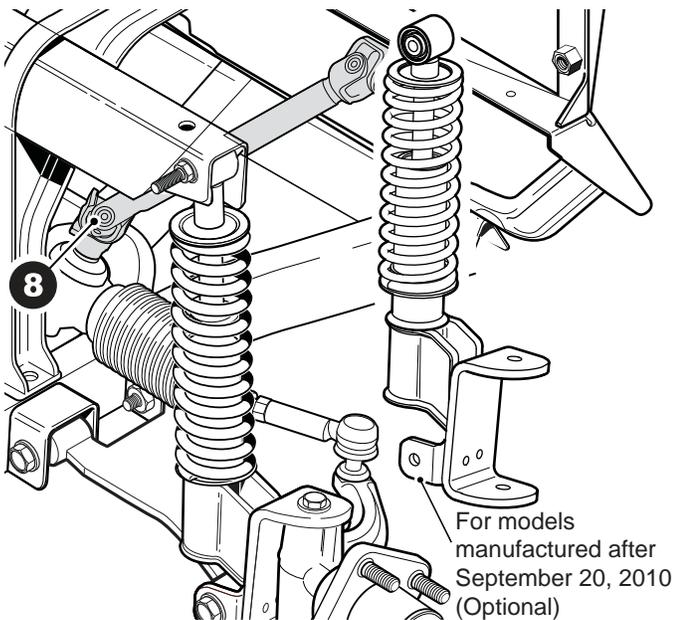


Fig. 9 Lower Cross Bolt

- Remove four torx head screws (9) securing steering column assembly to vehicle frame.

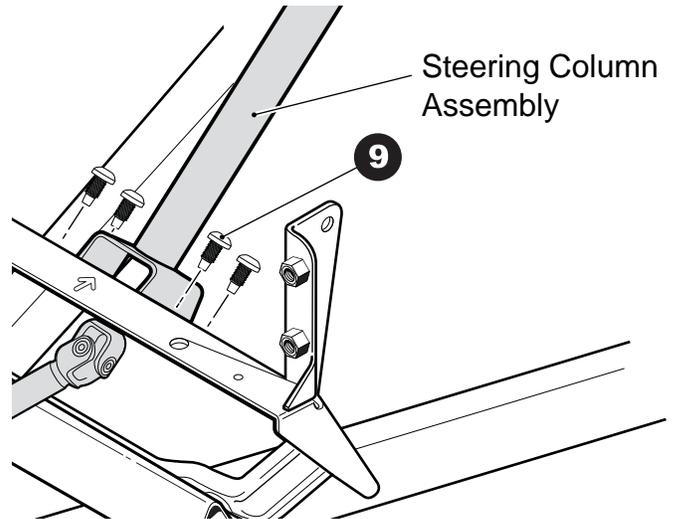


Fig. 10 Steering Column Assembly Screws

- Loosen the upper cross bolt (10) on the yoke and slide the yoke upward on the intermediate shaft to disengage from the steering box pinion.
- Turn the steering column assembly CCW about 10° to disengage the locking tabs and lift steering column with intermediate shaft and yoke out of vehicle, making note of the location of the notch in the steering column mounting bracket (up or down).
- To separate the yoke from the intermediate shaft remove the upper cross bolt (10) and nut (11) then pull the yoke off of the intermediate shaft splines.

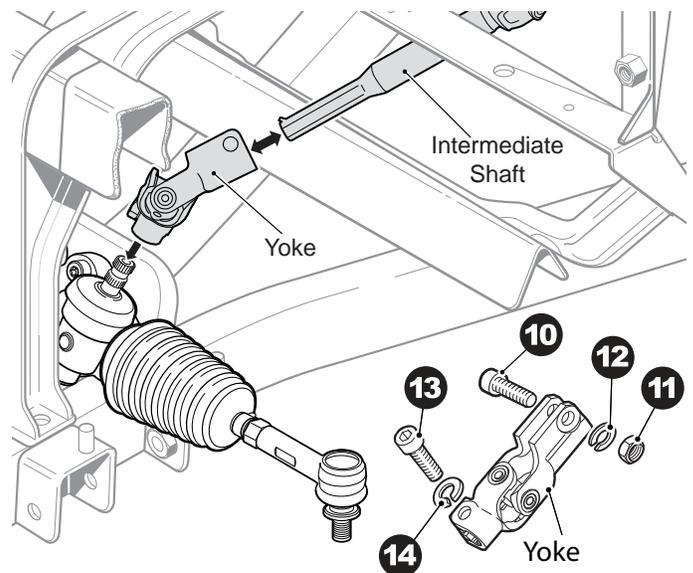


Fig. 11 Upper Cross Bolt

- Apply a commercially available anti seize compound to the splines of the intermediate shaft and install the

FRONT SUSPENSION AND STEERING

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

- yoke onto the shaft. Do not tighten the upper cross bolt and nut.
8. To install the steering column assembly align the locking tabs on the mounting bracket with the slots in the frame and turn the assembly CW about 10° to align the mounting holes. Make sure that the notch on the steering column assembly mounting bracket is in the same orientation as it was upon removal (up or down).
 9. Install the four Torx screws (9) finger tight and then tighten to the proper torque.
 10. Apply a commercially available anti-seize compound to the splines of the steering box pinion before installing the yoke. Do not install the lower cross bolt (8) at this time.
 11. To align the steering wheel with the front wheels use the following procedure:
 - a) Install the front wheels if they have been removed.
 - b) Remove the jack stands and lower the vehicle to the ground.
 - c) Push vehicle backward about 5 feet and then forward about 5 feet.
 - d) If the steering wheel is not oriented properly remove the yoke from the steering box pinion and turn the steering wheel to the correct orientation.
 - e) Install the yoke on the spline of the steering box pinion.
 6. Install the lower cross bolt (13) through the un-threaded portion of the yoke, making sure that the lock washer (14) is in place, into the threaded side.
 7. Tighten the upper cross bolt (10) and nut (11), making sure that the lock washer (12) is in place, then tighten the lower cross bolt (13) to the proper torque.

| ITEM | TORQUE SPECIFICATION |
|--------|------------------------------|
| 9 | 20 - 25 ft. lbs (27 - 34 Nm) |
| 11, 13 | 22 - 27 ft. lbs (30 - 36 Nm) |

Rod End / Ball Joint

| Tool List | Qty. |
|-----------------------------|------|
| Socket, 16 mm..... | 1 |
| Ratchet..... | 1 |
| Torque Wrench, ft. lbs..... | 1 |
| Ball Joint Separator..... | 1 |
| Ball Peen Hammer..... | 1 |

Inspect rod end or ball joint by grasping the end and checking for vertical motion. If the rod moves up or down this is an indication that the ball joint is worn and requires replacement.

Raise and support the vehicle as described in the Safety section of this manual. Remove the front wheels as described in the Wheels and Tires section of this manual

1. Loosen the nut securing the tie rod end to the spindle arm.
2. Using a ball joint separator as a lever, apply pressure to the ball joint and tap the spindle arm sharply with the ball peen hammer to release tie rod from spindle arm.
3. Remove the nut and remove the tie rod end from the spindle arm.
4. Measure the length of the threaded part of the rod end to the jam nut or count the number of turns that it takes to remove the rod end.
5. Install the new rod end the same number of turns that were counted when removing the old rod end or to the same measured length of the threaded part of the rod end to the jam nut.
6. Install the rod end into the spindle.
7. Tighten the jam nut against the rod end.
8. Replace the other rod end if necessary.
9. Check the wheel alignment and correct if necessary. The procedure for alignment is detailed at the beginning of this section.

Steering Box *(Ref Fig. 12)*

| Tool List | Qty. |
|-----------------------------|------|
| Torx Bit, T-45 IP | 1 |
| Ratchet | 1 |
| Torque Wrench, ft. lbs..... | 1 |
| Ball Joint Separator..... | 1 |
| Ball Peen Hammer..... | 1 |

Raise and support the vehicle as described in the Safety section of this manual. Remove the front wheels as described in the Wheels and Tires section of this manual

1. Loosen the nut securing the tie rod end to the spindle arm.
2. Using a ball joint separator as a lever, apply pressure to the ball joint and tap the spindle arm sharply with the ball peen hammer to release tie rod from spindle arm.
3. Remove the nut and remove the tie rod end from the

FRONT SUSPENSION AND STEERING

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

spindle arm.

- Repeat steps 3 through 5 for the remaining tie rod end.
- Remove the lower cross bolt securing the yoke to the steering box pinion.
- Loosen the upper cross bolt securing the yoke to the intermediate shaft.
- Remove the yoke from the steering box pinion by sliding it up the intermediate shaft.
- Remove three torx head screws (15) securing the

steering box (16) to the vehicle frame.

- Remove steering box from the driver's side of the vehicle.

Reassemble in reverse order, replace worn or damaged hardware as required.

| ITEM NO | TORQUE SPECIFICATION |
|---------|------------------------------|
| 15 | 20 - 25 ft. lbs (27 - 34 Nm) |

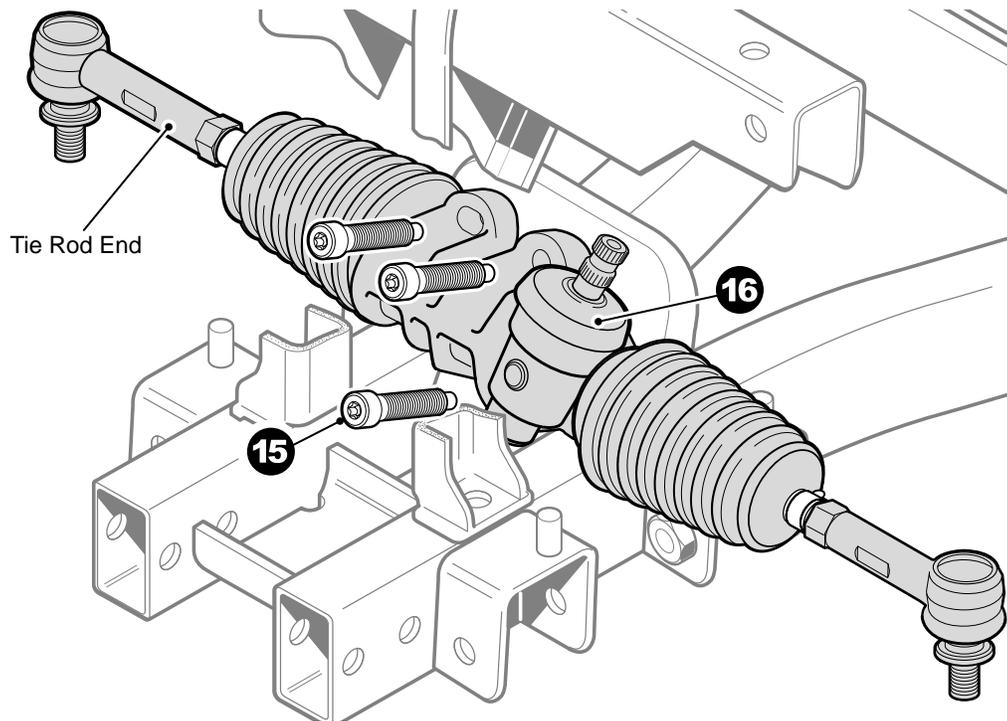


Fig. 12 Steering Box

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Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

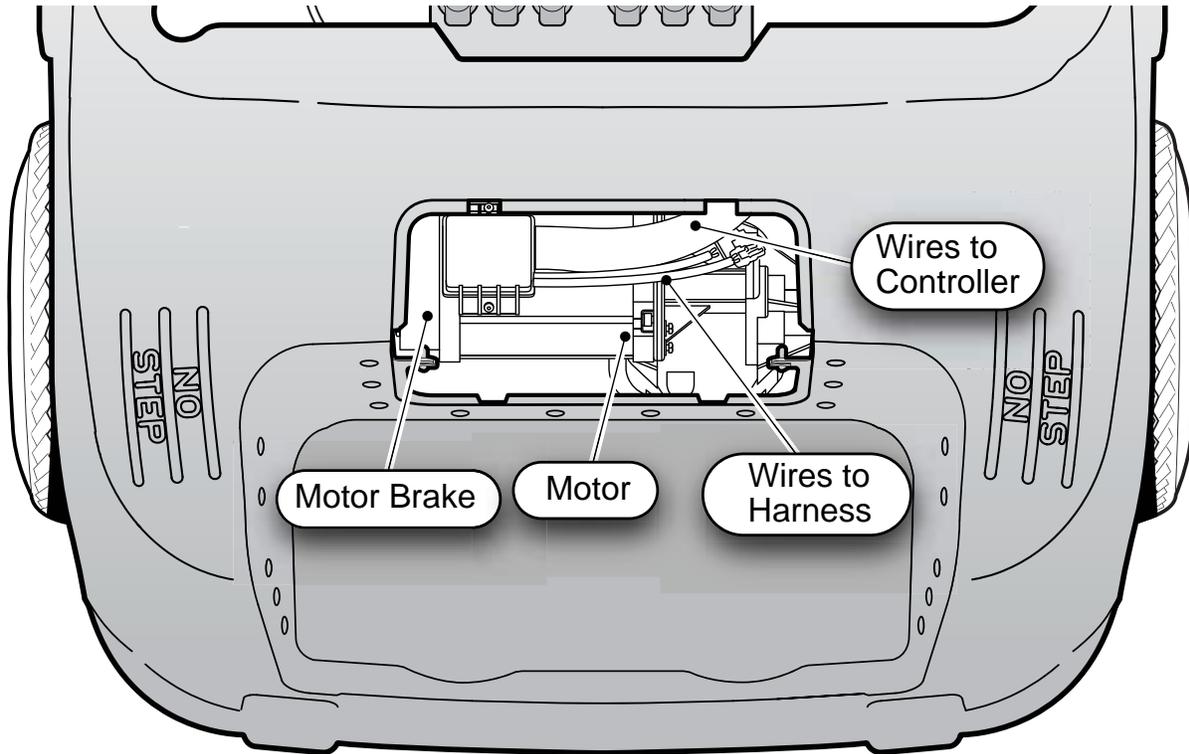


Fig. 1 Motor

GENERAL

The only serviceable items for the electric motor is the entire Motor Brake.

Motor

WARNING

Disconnect the negative (BL-) battery cable with an insulated wrench before attempting to disconnect wires from the motor (see safety procedures in SAFETY section of this manual).

| Tool List | Qty. |
|-------------------------------|------|
| Ratchet | 1 |
| Extension, 3" | 1 |
| Socket, 10 mm | 1 |
| Insulated Wrench, 9/16" | 1 |
| Torx Bit, T-27 | 1 |
| Wheel Chocks | 4 |
| Anti Sieze Compound..... | 1 |
| Air Blower | 1 |

1. Chock the rear wheels of the vehicle.

2. Raise and remove seat bottom.
3. With an insulated wrench, disconnect the negative (-) battery, BL-, cable from the battery.
4. Drain the stored energy from the controller. Place the Run/Tow switch in the Run/Storage position, turn the key switch to reverse, wait for the reverse warning indicator to become silent turn the key switch to the off position and remove the key from the switch.
5. Remove the two Torx head screws and the rear access cover from the bagwell area.
6. Remove three plastic rivets securing the controller splash shield; two on the passenger side of the body at the seat opening and one from the controller.
7. Disconnect motor wires from controller terminals, U, V and W, refer to the Speed Control section of this manual for torque complete information on these connections.
8. Disconnect the main harness connector (31) from the motor brake and main harness connector (32) from the motor temperature sensor as shown below.
9. Two different electric motors have been used on the vehicle, the harness connections depend on which motor is installed on the vehicle. The early motor has

MOTOR & MOTOR BRAKE

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

two sets of bundled wires routed from under the housing on the motor near the electric brake, the more recent motor has only one set of wires routed from under the housing. If the vehicle has the early motor proceed to step 10, if the vehicle has the more recent motor proceed to step 11.

10. OLD MOTOR: Disconnect the main harness connector (33) from the motor sensor as shown.

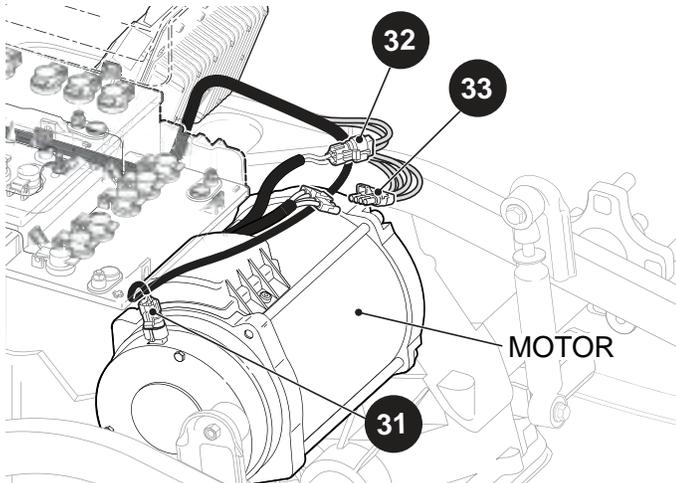


Fig. 2 Motor Connections (Early Vehicles)

11. NEW MOTOR: Disconnect one end of the adaptor from the motor sensor harness, disconnect the other end of the adaptor harness from the harness connector as shown in detail.

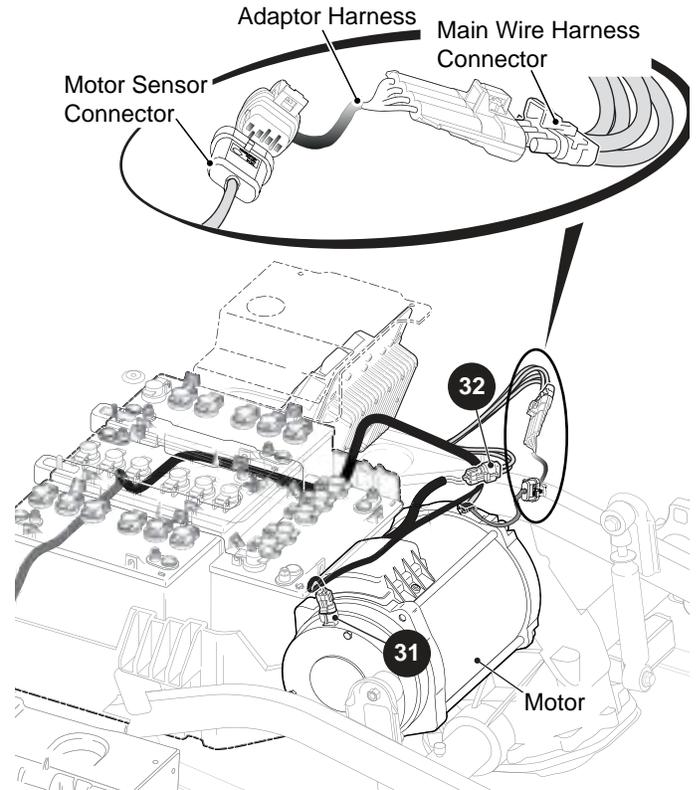


Fig. 3 Motor Connections (Later Vehicles)

12. Pull the motor wires out through the bagwell.
13. Remove the six hex head bolts (2) and split lock washers (3) securing the motor (1) to the axle and carefully slide the motor straight out from the axle splines.
Note: a drive belt or woven strap may be used as a sling to help support the motor during removal.

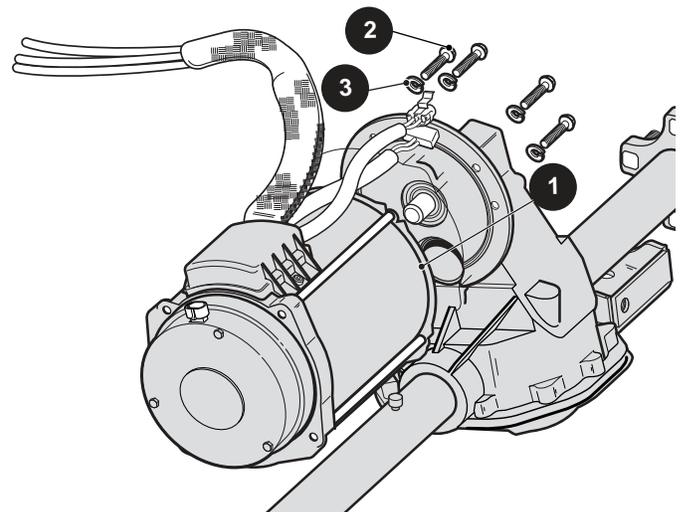


Fig. 4 Motor

MOTOR & MOTOR BRAKE

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.



Fig. 5 Air Blast Cleaning

14. Using air blower, blow compressed air and clean the motor coupler as shown in Fig 5. And use a scribe to scrap of any rust deposits.

Note: The motor must be examined every 20,000 AMP-Hrs

15. Apply Anti-seize Compound inside the coupler (approx. 1 tablespoon) towards the bottom. Coat all of the splines. The recommended anti-seize is Loctite Silver grade or equivalent.
16. Before installing the motor on the axle apply lubricant (80% molybdenum disulfide paste) to the input shaft spline. **The approved lubricants are: Dow Corning 77, Molykote (r) M-77 paste or Tribology TAS 100 EP**
17. Carefully align the motor spline with the input shaft, orient the motor with the wires near the top and install the six hex head bolts (2) and split lock washers (3) finger tight. Tighten the hex head bolts (2) in a cross pattern to the specified torque.

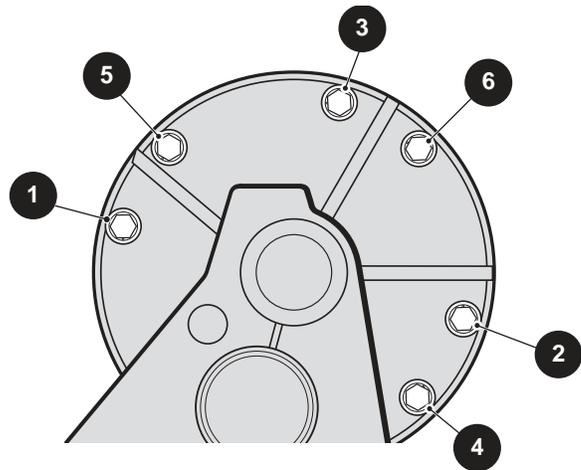


Fig. 6 Motor Bolt Tightening Sequence

18. Connect the wires from the main harness to the motor brake (31), the motor sensor (33) and the motor temperature sensor (32).
19. Connect the wires from the motor to the controller; the green wire to terminal U, the yellow wire to terminal V and the blue wire to terminal W. Install the terminal screws (27) finger tight, then torque as specified. **Do not over tighten the terminal screws (27).**

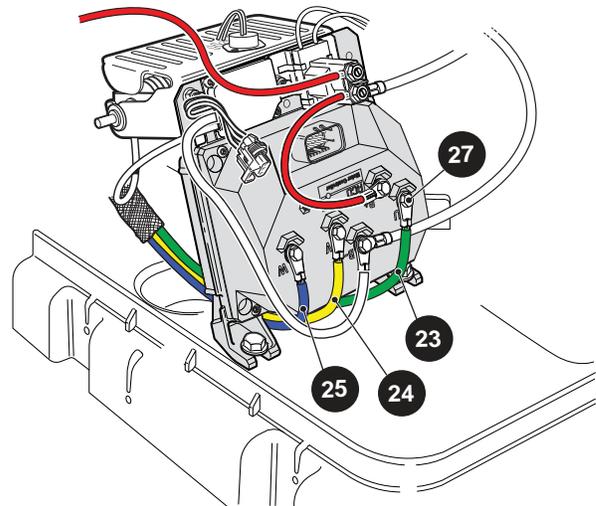


Fig. 7 Motor to Controller Connections

20. Connect the negative (-) battery cable, BL-, to the battery pack.

| ITEM | TORQUE SPECIFICATION |
|------|----------------------------|
| 2 | 53 - 79 in. lbs (6 - 9 Nm) |
| 27 | 53 - 71 in. lbs (6 - 8Nm) |

MOTOR & MOTOR BRAKE

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

Motor Brake

The motor brake may be removed with the motor still in the vehicle or the motor and motor brake can be removed from the vehicle as a unit. If the motor and motor brake are to be removed as a unit see the previous section for instructions on the motor removal and installation.

The only service items for the motor brake is the entire motor brake assembly.

WARNING

Disconnect the negative (BL-) battery cable with an insulated wrench before attempting to disconnect wires from the motor (see safety procedures in SAFETY section of this manual).

| Tool List | Qty. |
|-------------------------------|------|
| Ratchet | 1 |
| Socket, 10 mm..... | 1 |
| Torx Bit, T-27 | 1 |
| Insulated Wrench, 9/16" | 1 |
| Wheel Chocks | 4 |

REMOVAL

1. Chock the rear wheels of the vehicle.
2. Raise and remove seat bottom.
3. Using an insulated wrench, disconnect the negative (-) battery, BL-, cable from the battery.
4. Drain the stored energy from the controller. Place the Run/Tow switch in the Run/Storage position, turn the key switch to reverse, wait for the reverse warning indicator to become silent turn the key switch to the off position and remove the key from the switch.
5. Remove the two Torx head screws and the rear access cover from the bagwell area.
6. Disconnect wire harness from motor brake.
7. Remove three hex head bolts (32) and lock washers (33) from the motor brake assembly (31).

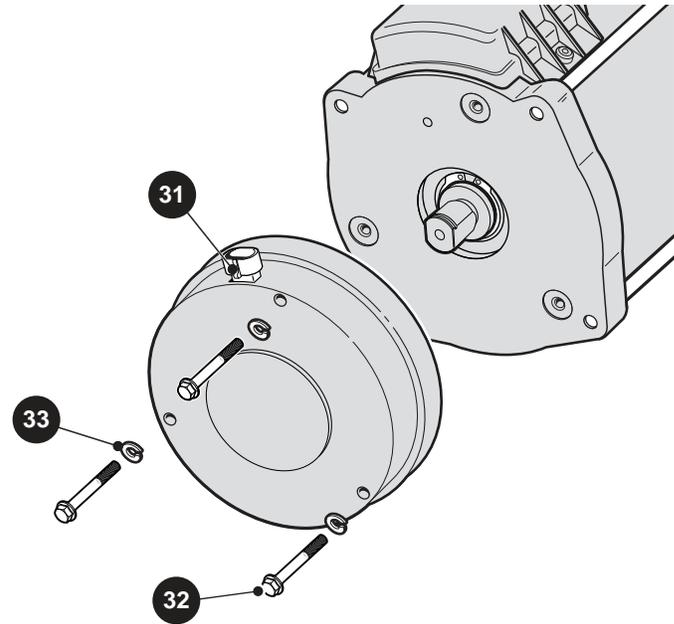


Fig. 8 Motor Brake

CAUTION

DO NOT drop the brake assembly. Dropping or hitting the brake assembly will damage it.

INSTALLATION

1. Position the brake with the connector at the top as shown above and install the three hex head bolts (32) loosely.
2. Connect the wire harness to the motor brake and move the Run/Tow switch to the 'TOW' position. This will provide power to the brake to align the disc material.
3. Tighten the three hex head bolts evenly to the specified torque.
4. Move the Run/Tow switch to the 'RUN/STORAGE' position.

Replace worn or damaged hardware as required.

| ITEM | TORQUE SPECIFICATION |
|------|----------------------------|
| 32 | 53 - 71 in. lbs (6 - 8 Nm) |

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

Bearing Encoder

Motor brake and Motor need to be removed from the axle shaft before removing the encoder (For the removal of Motor brake and Motor, refer the previous sections for instructions).

WARNING

Disconnect the negative (BL-) battery cable with an insulated wrench before attempting to disconnect wires from the motor (see safety procedures in SAFETY section of this manual).

| TOOL LIST | QTY |
|---------------------------------|-----|
| Ratchet | 1 |
| Wheel Chocks | 4 |
| Socket, 9/16" | 1 |
| Phillips Screw Driver | 1 |
| Phillips Screw Driver Bit | 1 |
| Torque Wrench, in. lbs..... | 1 |

REMOVAL

1. Chock the rear wheels of the vehicle.
2. Raise and remove seat bottom.
3. Using an insulated wrench, disconnect the negative (-) battery, BL-, cable from the battery.
4. Drain the stored energy from the controller. Place the Run/Tow switch in the Run/Storage position, turn the key switch to reverse, wait for the reverse warning indicator to become silent turn the key switch to the off position and remove the key from the switch.
5. Remove the two Torx head screws and the rear access cover from the bagwell area.
6. Remove the motor brake and motor from the axle shaft (See previous section instructions for the removal).

CAUTION

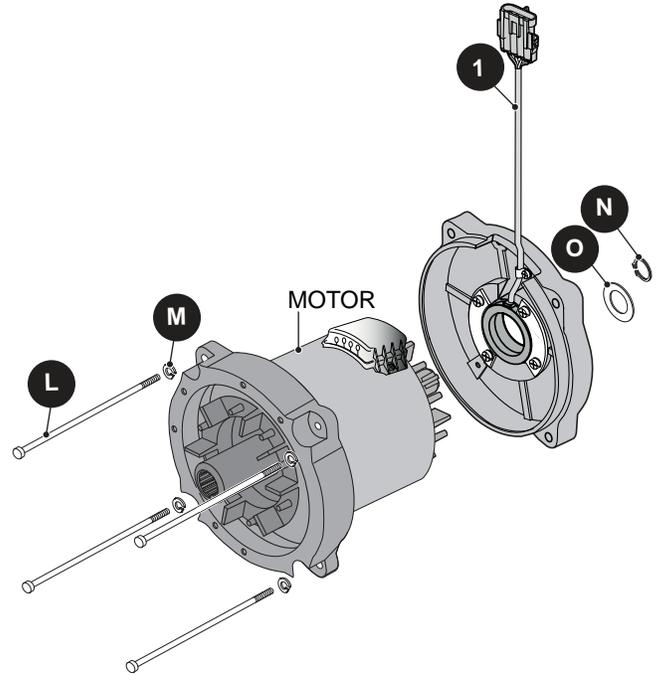
Snap rings must be removed and installed with care to prevent damage of the bearings, seals and bearing bores.

Discharge static electricity before removing the encoder from the anti-static bag.

7. Remove the snap ring (N) and wave washer (O) that secures the motor shaft to the motor end cap.
8. Tap on the motor shaft with a rubber mallet to dis-

gage the shaft from the encoder bearing.

9. Remove four long hex head bolts (L) and washers (M) from the motor, retain the bolts and washers for use in reassembling the motor as shown.



10. Tap the corners or ears of the end cap to disengage the end cap flange from the motor housing.
11. Remove four phillips head screws (7) and washers (5) that secure the encoder bearing retaining plates (6).
12. Remove the phillips head screw (4) and wire clip (2) from the inside of the end cap.
13. Using a mallet or hammer, tap the encoder bearing (1) from the outside of the end cap to remove it from the bore. Be careful to avoid damage to the bearing bore in the end cap.

INSTALLATION

1. Position the encoder bearing (1) with the wires aligned with the recess in the inside of the end cap.
2. Seat the encoder bearing into the end cap bore by tapping around the outer edge of the bearing. Avoid tapping on the encoder, make sure to tap only on the rim of the bearing, use a brass drift or rod if necessary.
3. Secure the encoder bearing with the retainer plates (6), screws (7), washers(5).
4. Fix the clip (2) to the bearing cable and secure the clip to the motor end plate with the screw (4), washer (3) (removed in step 12 under Removal section) as

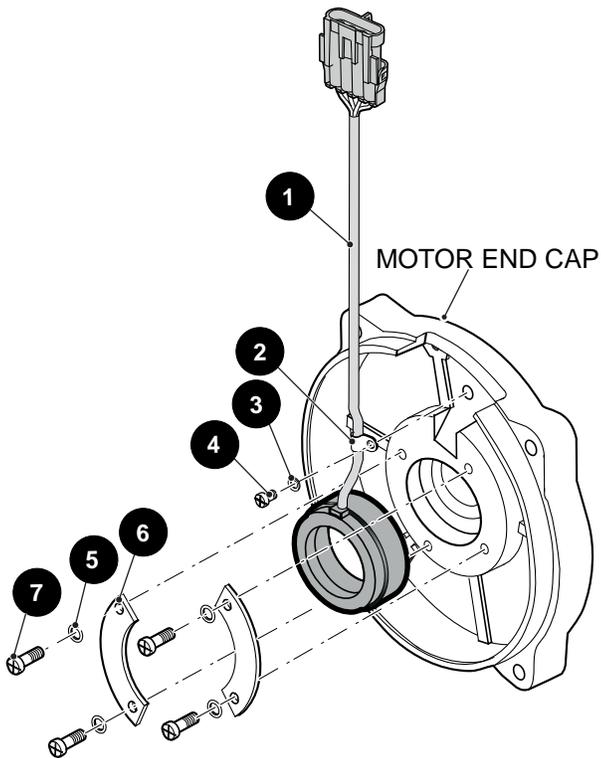
MOTOR & MOTOR BRAKE

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

shown below.

5. Tighten all the hardware to the specified torque value.
6. Re-install motor end cap back to the stator and secure with the bolts (L) and washers (M) (removed in step 9 under removal section), tighten to specified torque value.

| ITEM | TORQUE SPECIFICATION |
|------|--------------------------------|
| 4, 7 | 18 - 22 in. lbs (2 - 2.5 Nm) |
| L | 160 - 177 in. lbs (18 - 20 Nm) |



Replace worn or damaged hardware as required.

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Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

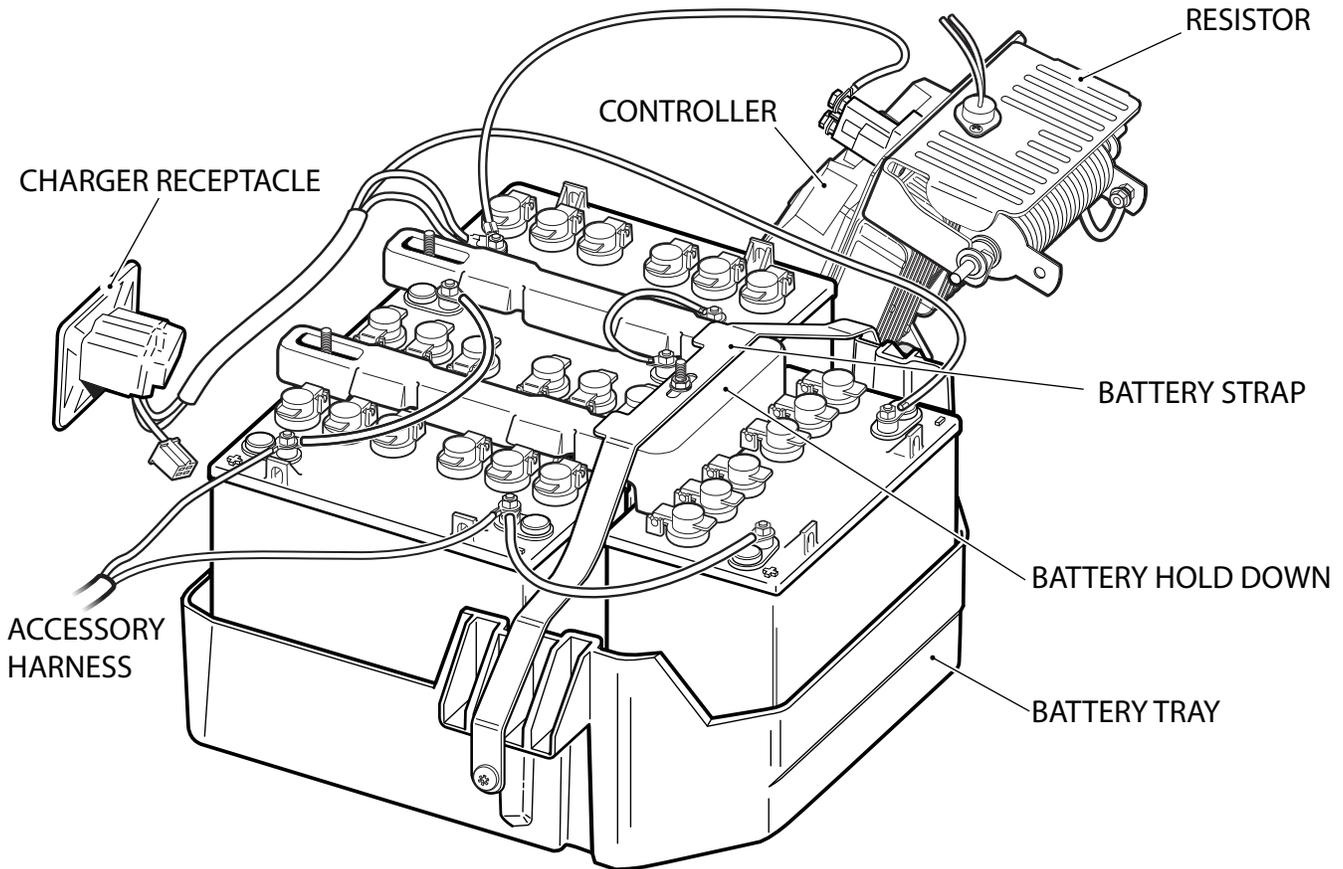


Fig. 1 Batteries and Charging Receptacle

SAFETY

NOTICE

Always observe the following warnings when working on or near batteries:

WARNING

To prevent battery explosion that could result in severe personal injury or death, keep all smoking materials, open flames or sparks away from the batteries.

Hydrogen gas is formed when charging batteries. Do not charge batteries without adequate ventilation. A 4% concentration of hydrogen gas is explosive.

Be sure that the key switch is off and all electrical accessories are turned off before

starting work on the vehicle.

Never disconnect a circuit under load at a battery terminal.

SAFETY FIRST



Batteries are heavy. Use proper lifting techniques when moving them. Always lift the battery with a commercially available lifting device. Use care not to tip batteries

when removing or installing them; spilled electrolyte can cause burns and damage.

The electrolyte in a storage battery is an acid solution which can cause severe burns to the skin and eyes. Treat all electrolyte spills to the body and eyes with extended flushing with clear water. Contact a physician immediately.

BATTERIES & CHARGING

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.



Always wear a safety shield or approved safety goggles when adding water or charging batteries.

Any electrolyte spills should be neutralized with a solution of 1/4 cup (60 ml) sodium bicarbonate (baking soda) dissolved in 1 1/2 gallons (6 liters) of water and flushed with water.

Overfilling batteries may result in electrolyte being spilled from the battery during the charge cycle. Expelled electrolyte may cause damage to the vehicle and storage facility.

Aerosol containers of battery terminal protectant must be used with extreme care. Insulate metal container to prevent can from contacting battery terminals which could result in an explosion.



Wrap wrenches with vinyl tape to prevent the possibility of a dropped wrench from 'shorting out' a battery, which could result in an

explosion and severe personal injury or death.

BATTERY

A battery is defined as two dissimilar metals immersed in an acid solution. If the acid is absent or if the metals are not dissimilar, a battery has not been created. The batteries most commonly used in these vehicles are lead acid.

A battery does not store electricity, but is able to produce electricity as the result of a chemical reaction which releases stored chemical energy in the form of electrical energy. The chemical reaction takes place faster in warm conditions and slower in cold conditions. Temperature is important when conducting tests on a battery and test results must be corrected to compensate for temperature differences.

As a battery ages, it still performs adequately except that its **capacity** is diminished. Capacity describes the time that a battery can continue to provide its design amperes from a full charge.

A battery has a maximum life, therefore good maintenance is designed to maximize the **available** life and reduce the factors that can reduce the life of the battery.

BATTERY MAINTENANCE

Tool List

| | Qty. |
|---|------|
| Insulated Wrench, 9/16" | 1 |
| Battery Carrier | 2 |
| Hydrometer | 1 |
| Battery Maintenance Kit P/N 25587-G01 | 1 |
| Socket, 9/16" | 1 |
| Torque Wrench, in.lbs | 1 |

At Each Charging Cycle

Before charging the batteries, inspect the plug of the battery charger and vehicle receptacle housing for dirt or debris.

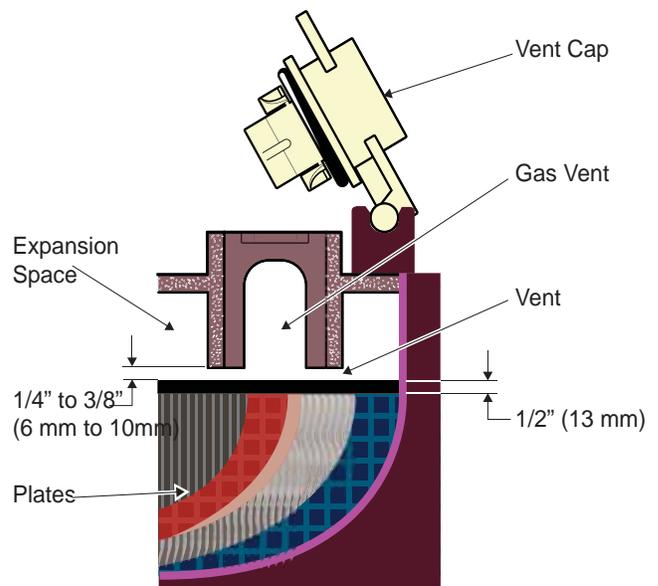
Charge the batteries after each days use.

Monthly

- Inspect all wiring for fraying, loose terminations, corrosion or deterioration of insulation.
- Check that the electrolyte level is correct and add suitable water as required.
- Clean the batteries and wire terminations.
- Coat battery terminals with commercially available protectant.

Electrolyte Level and Water

The correct level of the electrolyte is 1/2" (13 mm) above the plates in each cell.



Electrolyte level should be at least 1/2" (13mm) above the plates and 1/4" to 3/8" (6 to 10 mm) below vent

Fig. 2 Correct Electrolyte Level

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

This level will leave approximately 1/4" - 3/8" (6 - 10 mm) of space between the electrolyte and the vent tube. The electrolyte level is important since any portion of the plates exposed to air will be ruined beyond repair. Of equal importance is too much water which will result in electrolyte being forced out of the battery due to gassing and the decrease in volume of the electrolyte that results from the charging cycle.

⚠ CAUTION

Do not overfill batteries. The charging cycle will expel electrolyte and result in component damage

A battery being charged will 'gas' with the majority of the gassing taking place at the end of the charging cycle. This gas is hydrogen which is lighter than air. Water and sulfuric acid droplets will be carried out of the battery vents by the hydrogen gas, however, this loss is minimal. If the battery electrolyte level is too high, the electrolyte will block the vent tube and the gas will force it out of the vent tube and battery cap. The water will evaporate but the sulfuric acid will remain where it can damage vehicle components and the storage facility floor. Sulfuric acid loss will weaken the concentration of acid within the electrolyte and reduce the life of the battery.

Over the life of the battery, a considerable amount of water is consumed. It is important that the water used be pure and free of contaminants that could reduce the life of the battery by reducing the chemical reaction. The water must be distilled or purified by an efficient filtration system. Water that is not distilled should be analyzed and if required, filtration installed to permit the water to meet the requirements of the water purity table.

| Impurity | Parts Per Million |
|----------------------------------|-------------------|
| Color | Clear |
| Suspended | Trace |
| Total Solids | 100 |
| Calcium & Magnesium Oxides | 40 |
| Iron | 5 |
| Ammonia | 8 |
| Organic & Volatile Matter | 50 |
| Nitrites | 5 |
| Nitrates | 10 |
| Chloride | 5 |

Fig. 3 Water Purity Table

Even if the water is colorless, odorless, tasteless and fit for drinking, the water should be analyzed to see that it does not exceed the impurity levels specified in the table.

Automatic watering devices such as the one included in the Battery Maintenance Kit (P/N 25587-G01) can be used with an approved water source. These watering devices are fast and accurate to use and maintain the correct electrolyte level within the battery cells.

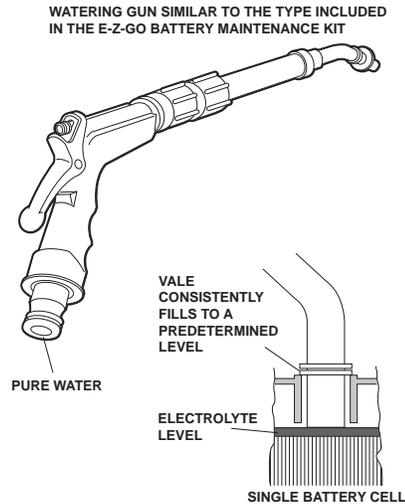


Fig. 4 Automatic Watering Gun

NOTICE

The watering device should only be used if the electrolyte level is less than 1/2" (13 mm) above top of plates.

Cleaning Batteries

When cleaning the outside of the batteries and terminals, do not use a water hose without first spraying with a solution of baking soda (sodium bicarbonate) and water to neutralize any acid deposits. Use of a water hose without first neutralizing any acid, will move the acid from the top of the batteries to another area of the vehicle or storage facility where it will attack the metal structure or the concrete/asphalt floor. After hosing down the batteries, a residue will be left on the batteries which is conductive and will contribute to the discharge of the batteries.

⚠ CAUTION

To prevent battery damage, be sure that all battery caps are tightly installed.

The correct cleaning technique is to spray the top and sides of the batteries with a solution of baking soda and water. This solution is best applied with a garden type sprayer equipped with a non metallic spray wand. The solution should consist of 1/4 cup (60 ml) of baking soda mixed with 1 1/2 gallons (6 liters) of clear water. In addi-

BATTERIES & CHARGING

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

tion to the batteries special attention should be paid to metallic components adjacent to the batteries which should also be sprayed with the baking soda solution.

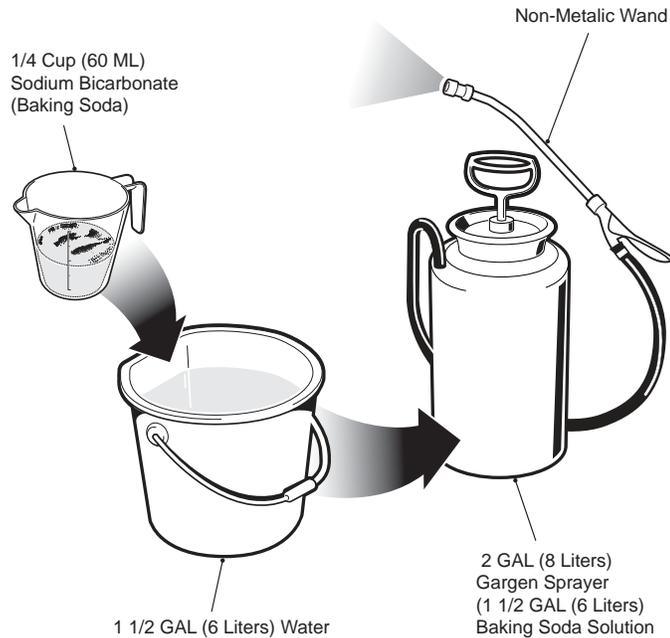


Fig. 5 Preparing Acid Neutralizing Solution

Allow the solution to sit for at least three minutes; use a soft bristle brush or cloth to wipe the tops of the batteries in order to remove any residue that could cause the self discharge of the battery. Rinse the entire area with low pressure clear water. All of the items required for complete battery cleaning and watering are contained in the Battery Maintenance Kit (P/N 25587-G01).

Cleaning should take place once a month or more often under extreme conditions. After batteries are clean and dry the terminals should be coated with a commercially available protectant.

BATTERY REMOVAL & INSTALLATION

| Tool List | Qty. |
|-------------------------------|------|
| Insulated Wrench, 9/16" | 1 |
| Socket, 1/2" Deep-Well..... | 1 |
| Socket, 9/16" | 1 |
| Torx Bit, 50 IP | 1 |
| Ratchet | 1 |
| Battery Carrier Strap..... | 2 |
| Torque Wrench, in. lbs..... | 1 |

! WARNING

When lifting a battery always use all 4 lifting

lugs provided. Do not attempt to lift a battery with only one strap, this may break lifting lugs and result in personal injury or damage to the battery.

NOTICE

The following text, there are references to removing/installing bolts, etc. Additional hardware (nuts, washers, etc.) that is removed must always be installed in its original position unless otherwise specified. Non-specified torques are as shown in the table contained in Section 'A'.

1. Turn vehicle key to the off position and remove the key.
2. Using an insulated wrench, disconnect the main negative (-), BL-, battery cable.
3. Using an insulated wrench, disconnect the main positive (+), BL+, battery cable.
4. Using an insulated wrench, disconnect and remove all other wires connected to the batteries.
5. Remove the two pan head Torx screws (one each side) securing the battery strap.
6. Remove the battery hold down by loosening all three hex nuts until they are at the end of the J-bolt and unhooking the J-bolts from the battery tray. When removing the J-bolts from between the batteries it may help to tilt the battery to the outside of the car to release the pressure on the J-bolt.
7. Remove the batteries using commercially available battery carrier straps (2 per battery). Remove the three front batteries (1, 2, & 3) one at a time; then using the carrier straps tilt the last battery (4) to the front of the vehicle just enough to clear the rear body and lift up and out of the vehicle.

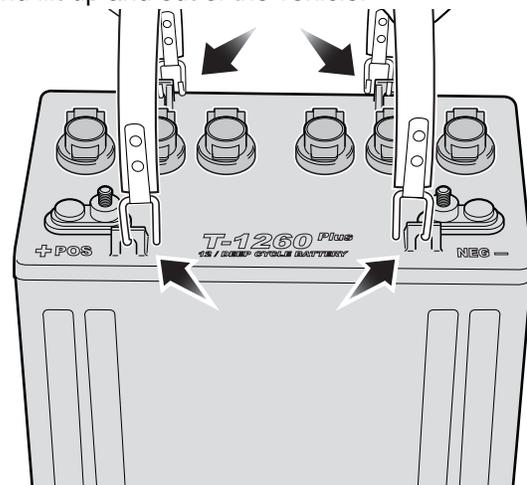


Fig. 6 Battery Removal

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

8. Check the area surrounding the battery tray for corrosion. If any corrosion is found, it should be immediately removed with a putty knife and a wire brush (for metal surfaces) or a plastic bristle brush (for plastic surfaces). The area should be washed with a solution of baking soda and water and dried thoroughly. All metal surfaces that have been cleaned must be primed and painted with a corrosion resistant paint.
9. Replace the batteries, starting with the battery located at the back of the battery tray (4), making sure that it is positioned as shown.

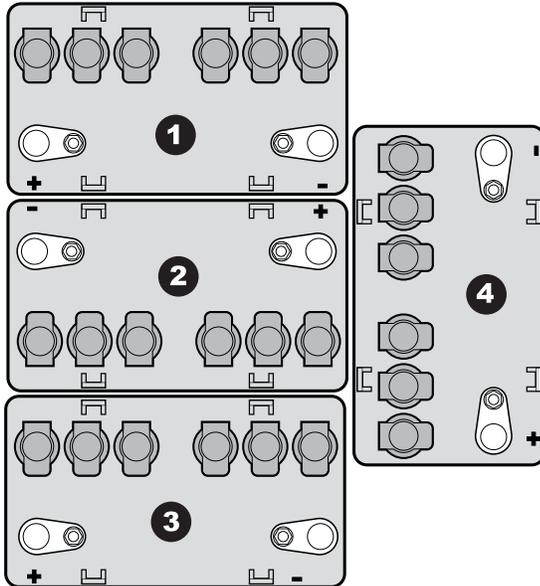


Fig. 7 Battery Placement & Orientation

10. With the J-bolts in the battery hold down and held in place by the hex nuts on the end of the threaded portion; carefully position the battery hold down and the battery strap, guiding the J-bolts between the batteries (it may be necessary to tip the batteries slightly) and into the slots in the battery tray. Tighten the hex nuts on the J-bolts making sure that the J-bolts are securely hooked in the battery tray. Tighten the J-bolt hex nuts to 62 - 80 in. lbs. (7 - 9 Nm) torque.
11. Install the two pan head Torx screws through the ends of the battery strap into the holes on the vehicle frame and tighten them to 80 - 97 in. lbs. (9 - 11 Nm) torque.

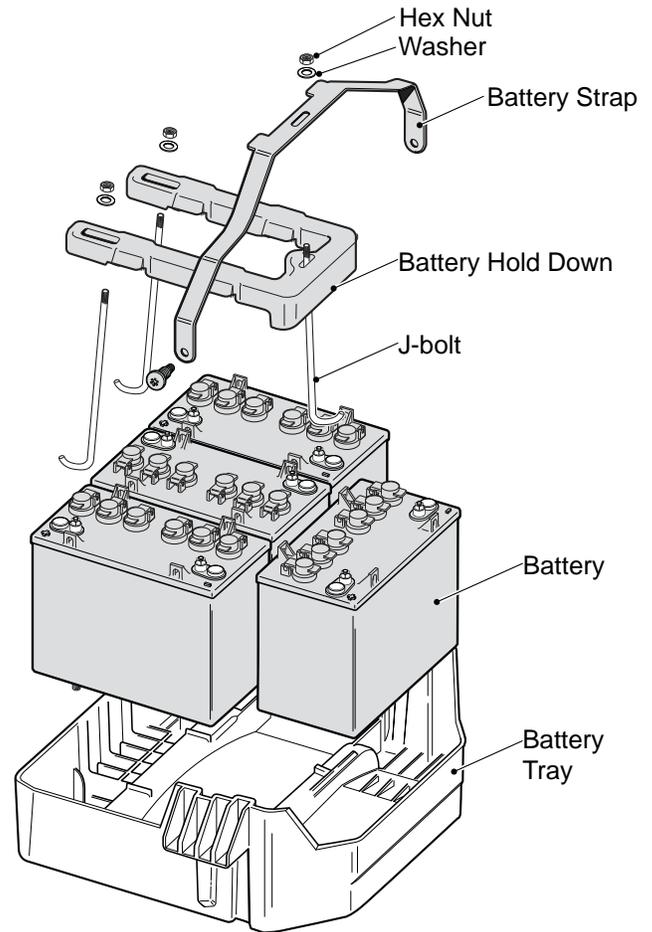


Fig. 8 Battery Components

12. Inspect all wires and terminals and clean any corrosion from the battery terminals or wire terminals with a solution of baking soda and water, use a wire brush to completely remove corrosion if required.
13. Carefully replace the wires on the battery terminals as shown. Make sure to reconnect the main negative (-) battery cable, BL-, from the controller last.
14. Tighten all battery terminal hardware to 98 - 105 in. lbs. (11 - 12 Nm) torque.
15. Protect the battery terminals and battery cable terminals with a commercially available protective coating.

BATTERIES & CHARGING

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

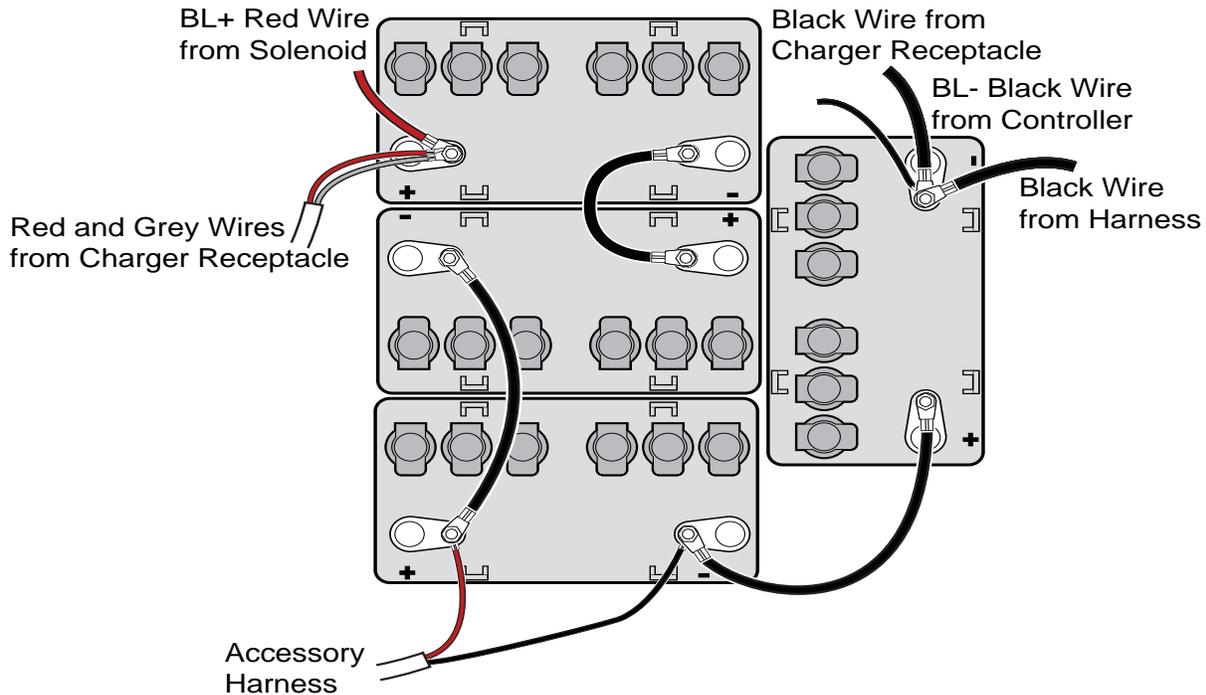


Fig. 9 Battery Connections

⚠ WARNING

To prevent battery explosion that could result in severe personal injury or death, extreme care must be used with aerosol containers of battery terminal protectant. Insulate the metal container to prevent the metal can from contacting battery terminals which could result in an explosion.

PROLONGED STORAGE

During periods of storage, the batteries will need attention to keep them maintained and prevent discharge.

In high temperatures the chemical reaction is faster, while low temperatures cause the chemical reaction to slow down. A vehicle that is stored at 90° F (32° C) will lose .002 of specific gravity each day. If a fully charged battery has a specific gravity of 1.275, and the battery is allowed to sit unused, it will become partially discharged. When it reaches 1.240, which it will do in less than twenty days, it should be recharged. If a battery is left in a discharged state, sulfating takes place on and within the plates. This condition is not reversible and will cause permanent damage to the battery. In order to prevent damage, the battery should be recharged. A hydrometer

can be used to determine the specific gravity and therefore the state of charge of a battery.

In winter conditions, the battery must be fully charged to prevent the possibility of freezing. A fully charged battery will not freeze in temperatures above -75° F (-60° C). Although the chemical reaction is slowed in cold temperatures, the battery must be stored fully charged, and disconnected from any circuit that could discharge the battery. For portable chargers, disconnect the charging plug from the vehicle receptacle. For on-board chargers, disconnect the charging harness from the batteries. The batteries must be cleaned and all deposits neutralized and removed from the battery case to prevent self discharge. The batteries should be tested or recharged at thirty day minimum intervals.

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

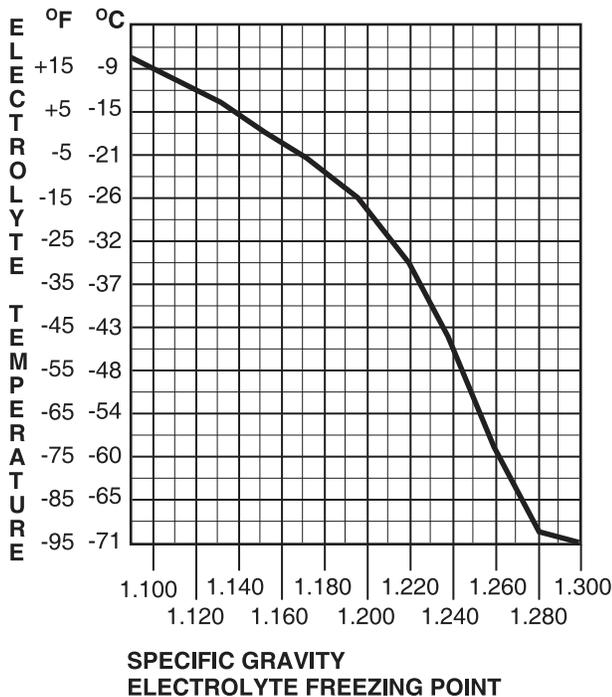


Fig. 10 Freezing Point of Electrolyte

BATTERY CHARGING

The battery charger is designed to fully charge the battery set. If the batteries are severely deep cycled, some automatic battery chargers contain an electronic module that may not activate and the battery charger will not function. Automatic chargers will determine the correct duration of charge to the battery set and will shut off when the battery set is fully charged. Always refer to the instructions of the specific charger used.

Before charging, the following should be observed:

CAUTION

Do not overfill batteries. The charging cycle will expel electrolyte and result in component damage.

- The electrolyte level in all cells must be at the recommended level and cover the plates.
- The charging must take place in an area that is well ventilated and capable of removing the hydrogen gas that is generated by the charging process. A **minimum** of five air exchanges per hour is recommended.
- The charging connector components are in good condition and free from dirt or debris.
- The charger connector is fully inserted into the vehicle receptacle.

- The charger connector/cord set is protected from damage and is located in an area to prevent injury that may result from personnel running over or tripping over the cord set.
- The charger is automatically turned off during the connect/disconnect cycle and therefore no electrical arc is generated at the DC plug/receptacle contacts.

NOTICE

In some portable chargers, there will be a rattle present in the body of the charger DC plug. This rattle is caused by an internal magnet contained within the charger plug. The magnet is part of the interlock system that prevents the vehicle from being driven when the charger plug is inserted in the vehicle charging receptacle.

TROUBLESHOOTING

In general, troubleshooting will be done for two distinct reasons. First, a battery that performs poorly and is outside of the manufacturer's specification should be identified in order to replace it under the terms of the manufacturer's warranty. Different manufacturers have different requirements. Consult the battery manufacturer or the manufacturer's representative for specific requirements.

The second reason is to determine why a particular vehicle does not perform adequately. Performance problems may result in a vehicle that runs slowly or in a vehicle that is unable to operate for the time required.

A new battery must **mature** before it will develop its maximum capacity. Maturing may take up to 100 charge/discharge cycles. After the maturing phase, the older a battery gets, the lower the capacity. The only way to determine the capacity of a battery is to perform a load test using a discharge machine following manufacturer's recommendations.

A cost effective way to identify a poorly performing battery is to use a hydrometer to identify a battery in a set with a lower than normal specific gravity. Once the particular cell or cells that are the problem are identified, the suspect battery can be removed and replaced. At this point there is nothing that can be done to salvage the battery; however, the individual battery should be replaced with a good battery of the same brand, type and approximate age.

Hydrometer

A hydrometer is used to test the state of charge of a battery cell. This is performed by measuring the density of the electrolyte, which is accomplished by measuring the

BATTERIES & CHARGING

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

specific gravity of the electrolyte. The greater the concentration of sulfuric acid, the more dense the electrolyte becomes. The higher the density, the higher the state of charge.

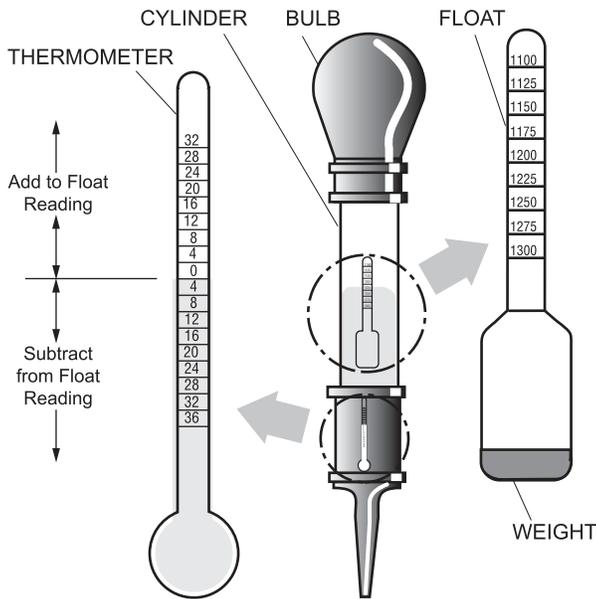


Fig. 11 Hydrometer

⚠ WARNING

To prevent battery explosion that could result in severe personal injury or death, never insert a metal thermometer into a battery. Use a hydrometer with a built in thermometer that is designed for testing batteries.

Specific gravity is the measurement of a liquid that is compared to a baseline. The baseline is water which is assigned a base number of 1.000. The concentration of sulfuric acid to water in a new golf car battery is 1.280 which means that the electrolyte weighs 1.280 times the weight of the same volume of water. A fully charged battery will test at 1.275 - 1.280 while a discharged battery will read in the 1.140 range.

NOTICE

Do not perform a hydrometer test on a battery that has just been watered. The battery must go through at least one charge and discharge cycle in order to permit the water to adequately mix with the electrolyte.

The temperature of the **electrolyte** is important since the hydrometer reading must be corrected to 80° F (27°

C). High quality hydrometers are equipped with an internal thermometer that will measure the temperature of the electrolyte and will include a conversion scale to correct the float reading. It is important to recognize that the electrolyte temperature is significantly different from the ambient temperature if the vehicle has been operated.

Using A Hydrometer

1. Draw electrolyte into the hydrometer several times to permit the thermometer to adjust to the electrolyte temperature and note the reading. Examine the color of the electrolyte. A brown or gray coloration indicates a problem with the battery and is a sign that the battery is nearing the end of its life.
2. Draw the minimum quantity of electrolyte into the hydrometer to permit the float to float freely without contacting the top or bottom of the cylinder.
3. Hold the hydrometer in a vertical position at eye level and note the reading where the electrolyte meets the scale on the float.
4. Add or subtract four points (.004) to the reading for every 10° F (6° C) the electrolyte temperature is above or below 80° F (27° C). Adjust the reading to conform with the electrolyte temperature, e.g., if the reading indicates a specific gravity of 1.250 and the electrolyte temperature is 90° F (32° C), **add** four points (.004) to the 1.250 which gives a corrected reading of 1.254. Similarly if the temperature was 70° F (21° C), **subtract** four points (.004) from the 1.250 to give a corrected reading of 1.246.
5. Test each cell and note the readings (corrected to 80° F or 27° C). A variation of fifty points between any two cell readings (example 1.250 - 1.200) indicates a problem with the low reading cell(s).

As a battery ages the specific gravity of the electrolyte will decrease at full charge. This is not a reason to replace the battery providing all cells are within fifty points of each other.

Since the hydrometer test is in response to a vehicle exhibiting a performance problem, the vehicle should be recharged and the test repeated. If the results indicate a weak cell, the battery or batteries should be removed and replaced with a good battery of the same brand, type and approximate age.

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

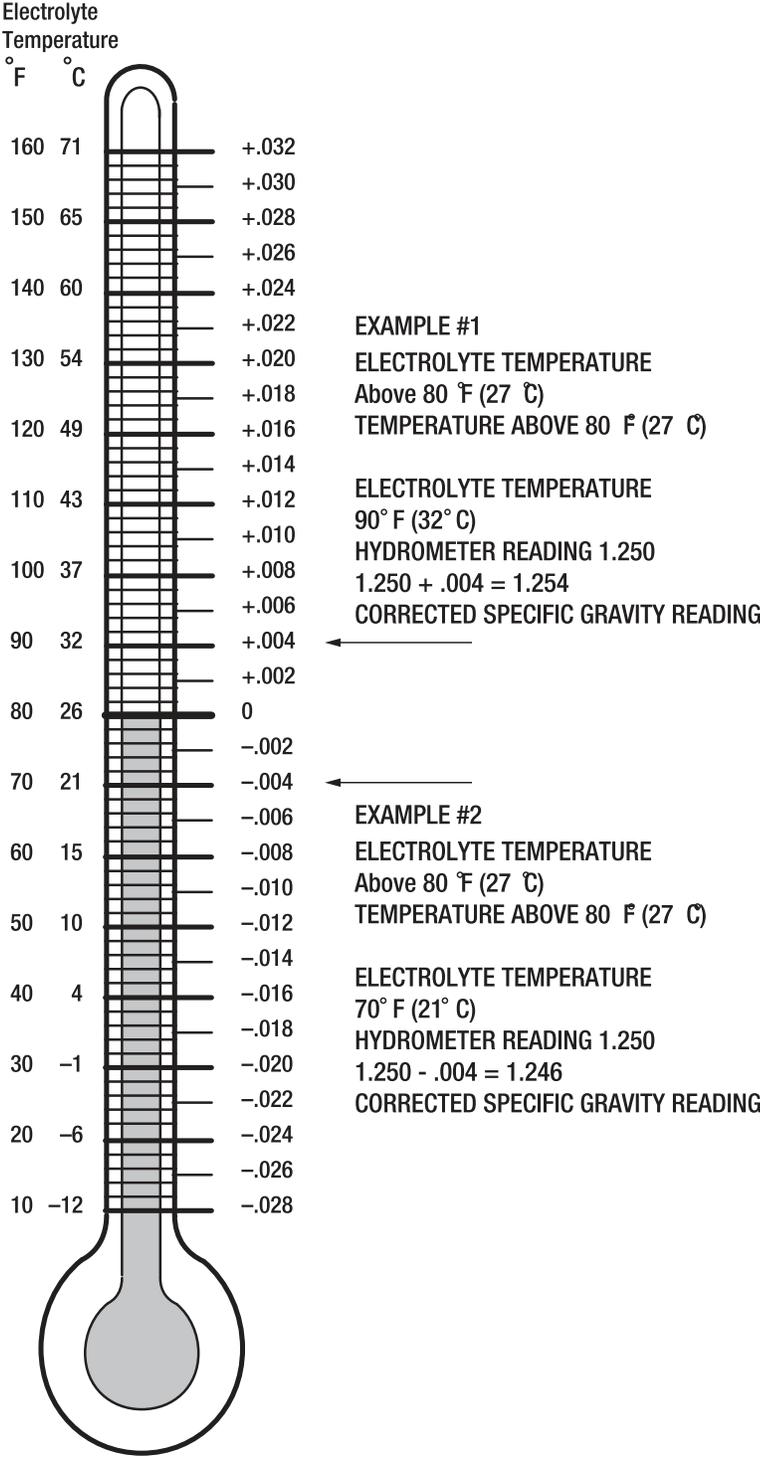


Fig. 12 Hydrometer Temperature Correction

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Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

CHARGER DESCRIPTION

The Powerwise QE 48V charger is automatic and is designed specifically for charging electric vehicle batteries.

When the charger is plugged into a vehicle's charger receptacle it will automatically turn on and the charger's LED will start flashing GREEN to indicate the battery is charging.

When the LED is GREEN continuously the batteries are fully charged.

PORTABLE CHARGER INSTALLATION

WARNING

Use charger only on 48 volt battery systems. Other usage may cause personal injury and damage. Lead acid batteries may generate explosive hydrogen gas during normal operation. Keep sparks, flames, and smoking materials away from batteries. Provide adequate ventilation during charging. Never charge a frozen battery. Study all battery manufacturers' specific precautions such as recommended rates of charge and removing or not removing cell caps while charging.

DANGER

Risk of electric shock. Connect charger power cord to an outlet that has been properly installed and grounded in accordance with all local codes and ordinances. A grounded outlet is required to reduce risk of electric shock – do not use ground adapters or modify plug. Do not touch uninsulated portion of output connector or uninsulated battery terminal. Disconnect the DC supply before making or breaking the connections to the battery while charging. Do not open or disassemble charger. Do not operate charger if the AC supply

cord is damaged or if the charger has received a sharp blow, been dropped, or otherwise damaged in any way – refer all repair work to qualified personnel. Not for use by children.

Portable chargers are shipped with the vehicle. Prior to vehicle or charger operation, chargers **must** be removed and mounted on a platform or wall above the ground to permit maximum air flow around and underneath the charger. For optimum performance and shortest charge times, place the charger in an area with adequate ventilation. The charger should also be placed in an area that will be relatively free of dirt, mud, or dust since accumulations within the fins of the charger will reduce their heat-dissipating qualities. Optimal cooling also occurs when the charger is placed on a horizontal surface with the fins vertical. More airflow from below the charger will help cool the fins, so placement above open areas or areas with cut-outs for airflow is desirable. If the charger is operated in an outdoor location, rain and sun protection must be provided. As the charger may get hot during operation, the charger must be placed such that risk of contact by people is reduced. Wall mount or shelf mount using #10-M5 screws. The charger's status display must be visible to the user.

Provide Protection From Elements



Keep cooling fins clean and free of dirt and debris

 NEMA 15 - 5R Grounded AC Receptacle
110 - 120 VAC. Dedicated 15 AMP Circuit

Locations outside the US and Canada: Reference appropriate local electrical code and charger manufacturer recommendations for AC power requirements

Fig. 1 Charger Installation

The charger may remain plugged into the AC outlet. To charge the vehicle refer to the instruction labels on the charger. Insert the polarized DC plug completely into the vehicle receptacle. The charger will automatically start a few seconds after the plug is in place. The charger will automatically stop when the batteries are fully charged and the DC plug can be removed to permit use of the vehicle.

BATTERY CHARGER

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

NOTICE

Looping the DC cord through the steering wheel when charging serves as a good reminder to store the cord out of the way when finished with charging. The DC plug can be damaged by driving over or catching the cord on the vehicle when driving away.

WARNING

An ungrounded electrical device may become a physical hazard that could result in an electrical shock or electrocution.

UNDERSTANDING THE CHARGER

When the charger is plugged into the vehicle's charger receptacle, the charger will automatically turn on and the charger's LED will start flashing GREEN to indicate the batteries are charging.

Once a minimum battery voltage of 2 volts per cell (Vpc) is reached, the charger's output current will change from a full current charge to the trickle rated charging current. The length of charge time will vary by how depleted the batteries are, the input AC voltage, and/or charger ambient temperatures. The charger's LED will give a SHORT flash if the charge is less than 80% and a LONG flash if the charge is greater than 80%. If the charger's LED is a steady GREEN the batteries are fully charged and the charger may be unplugged, although not necessary. The charger may be left plugged in for long periods of time to maintain the batteries charge level.

If a fault occurred anytime during the charging, the charger's LED will quickly flash RED. The specific fault is indicated by the number of RED flashes that occur, there will be a pause and then the flashes will repeat again. There are several possible conditions that will generate errors. Some errors will require human intervention to first resolve the problem and then reset the charger by unplugging the DC cord from the vehicle.

If the AC voltage is interrupted and restored, the charger will turn back on automatically.

LED DISPLAY INFORMATION

LED Operation Codes:

SHORT GREEN FLASH = less than 80% charged

LONG GREEN FLASH = more than 80% charged

SOLID GREEN = 100% charged

RED FLASH = fault code

LED Fault Code:

RED FLASH: Light turns on briefly, but does not flash after that - check for valid AC voltage.

ONE RED FLASH: One flash, a pause and then again one flash and a pause - Charge Enable Fault: poor contact in the DC connector or dirty contacts or Battery Temperature Fault: battery temperature is greater than 122° F (50° C) or less than 14° F (-10° C).

TWO RED FLASHES: Two flashes, a pause and then again two flashes and a pause - Battery Voltage Fault: Battery pack is less than 36.0 Volts or more than 67.2 Volts. Battery pack is too discharged or over charged for the charger to work.

THREE RED FLASHES: Three flashes, a pause and then again three flashes and a pause - Battery Charge Time-out: Charge time exceeded. This may indicate a problem with the battery pack or that the charger output current was severely reduced due to high ambient temperatures.

FOUR RED FLASHES: Four flashes, a pause and then again four flashes and a pause - Battery Fault: Charge time exceeded. This indicates a problem with the battery pack voltage not reaching the required nominal level within the maximum time allowed.

SIX RED FLASHES: Six flashes, a pause and then again six flashes and a pause - Charger Fault: An internal fault has been detected. If this fault is displayed again after unplugging the charger's DC power cord and plugging it back in, the charger must be taken to a qualified service center.

MAINTENANCE INSTRUCTIONS

1. For flooded lead-acid batteries, regularly check the water levels of each battery cell after charging and add distilled water as required to the level specified by the battery manufacturer. Follow the safety instructions recommended by the battery manufacturer.
2. Make sure the charger connections to the battery terminals are tight and clean. Check for any deformations or cracks in the plastic parts. Check the charger harness for chaffing and rubbing. Inspect all wiring for fraying, loose terminals, chaffing, corrosion or deterioration of the insulation.
3. Keep the cooling fins free of dirt and debris, do not expose the charger to oil, dirt, mud or to direct heavy water spray when cleaning equipment.
4. Inspect the plug of the battery charger and the vehicle receptacle housing for dirt or debris. Clean the DC connector monthly or more often if needed.

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Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

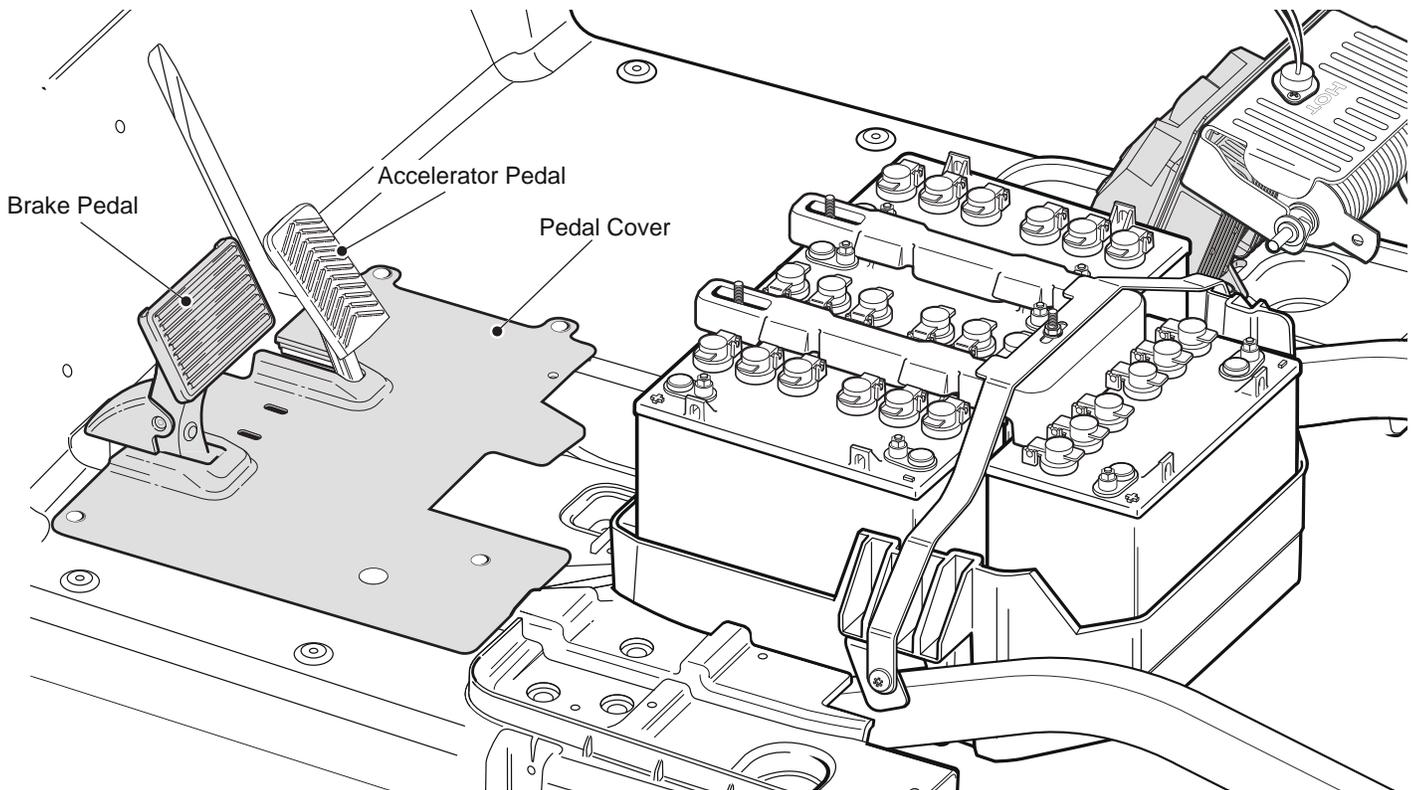


Fig. 1 Brake Pedal

GENERAL

For information on the Motor Brake see the Motor section of this manual, Section G.

NOTICE

In the following text, there are references to removing and installing bolts and other fasteners. Additional hardware (nuts, washers, etc.) that are removed must always be installed in their original positions unless otherwise specified. Non-specified torques are shown in the table in Section A.

WARNING

To prevent possible injury or death from battery explosion, batteries should always be removed before any servicing that could generate sparks or repairs that require welding or cutting.

The recommended method for removing christmas tree rivets is to slide a notched pry bar under the head of the rivet and press downward on the bar to pull the rivet from the hole.

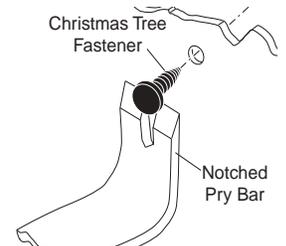


Fig. 2 Christmas Tree Rivet Removal

The brake pedal assembly is a modular unit that contains the brake pedal, a rotary position sensor and a brake switch. The only serviceable items in addition to the entire brake pedal assembly are the pedal pad, the rotary position sensor and the brake switch connector.

Brake Pedal Assembly

| Tool List | Qty. |
|-------------------------------|------|
| Ratchet | 1 |
| Torx Bit, T-20..... | 1 |
| Hex Bit 6 mm | 1 |
| Notched Pry Bar | 1 |
| Insulated Wrench, 9/16"..... | 1 |
| Flat Blade Screw Driver | 1 |
| Loctite® 242 | A/R |

BRAKES

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

⚠ WARNING

Using an insulated wrench, disconnect the battery cable at the negative (-), BL-, battery terminal.

To access the pedal assembly, remove the upper rocker panels, the lower rocker panels and the floor mat (refer to page C2 for removal of rocker panels and floor mat).

1. Remove four christmas tree rivets (20) securing pedal cover (21) to floorboard.
2. Remove pedal cover (21).

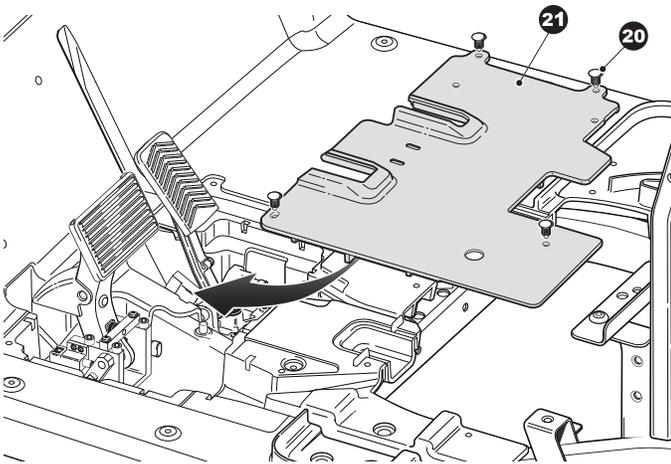


Fig. 3 Pedal Cover

3. Mark the position of the retaining nut (12) on the threaded portion of the pedal return spring rod.
4. Loosen the retaining nut (12) to release the spring tension.
5. Disconnect the brake pedal return spring (2) by removing the E-ring (3) and the clevis pin (1).
6. Remove four socket head hex screws (6) securing the brake pedal assembly to the floorboard. (Ref Fig. 5)
7. Disconnect the wires from the rotary position sensor (8) and the brake enable switch (9).
8. Remove the two Torx screws (6) from the rotary position sensor (7) and remove sensor.
9. Remove the two Socket head cap screws (11) from the throttle enable switch (10) and remove the switch.
10. Align the slot in the rotary position sensor (8) to the pivot shaft and rotate into position oriented as shown, secure with two Torx screws (9). Use Loctite® 242, according to product instructions, with the two Torx screws (8).

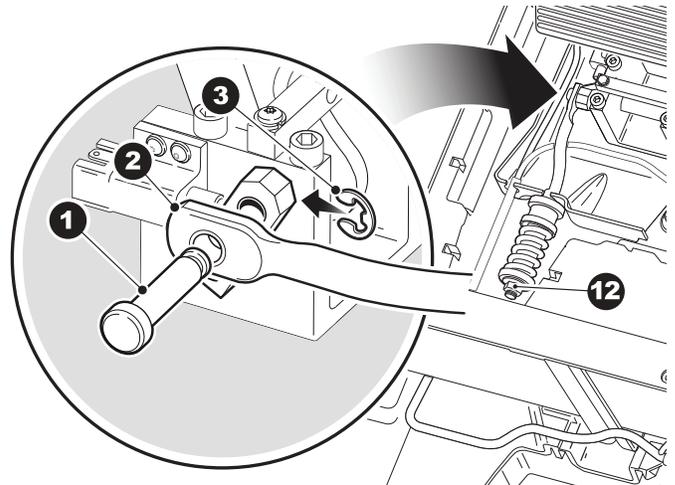


Fig. 4 Brake Pedal Return Spring

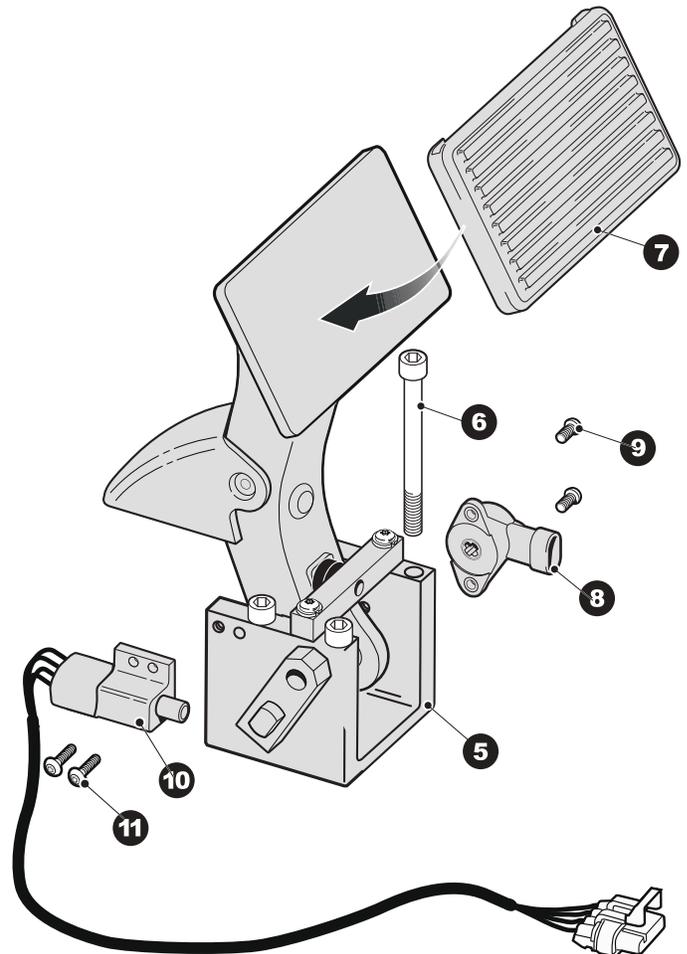


Fig. 5 Brake Pedal

11. Position the brake switch (10) oriented as shown, secure in place with two Socket head cap screws (11). Use Loctite 242, according to product instructions, with the two Socket head cap screws (11).

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

12. Reconnect electrical harness to rotary position sensor (8) and to the brake switch (10).
13. Place pedal assembly (5) in position on the floorboard and secure with four socket head hex screws (6).
14. Install the clevis pin (1) through the brake pedal return spring arm (2) and secure with the E-clip (3).
15. Tighten the return spring retaining nut (12) to the position marked.
16. Install the pedal cover (21), using new christmas tree rivets (20), replace the floormat and rocker panels.

Replace any worn or damaged hardware with new as required.

| ITEM | TORQUE SPECIFICATION |
|-------|--------------------------------|
| 9, 11 | 12 - 15 in. lbs (1.3 - 1.7 Nm) |
| 6 | 354 - 425 in. lbs (40 - 48 Nm) |

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ELECTRICAL COMPONENTS & WIRING

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ELECTRICAL COMPONENTS & WIRING

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

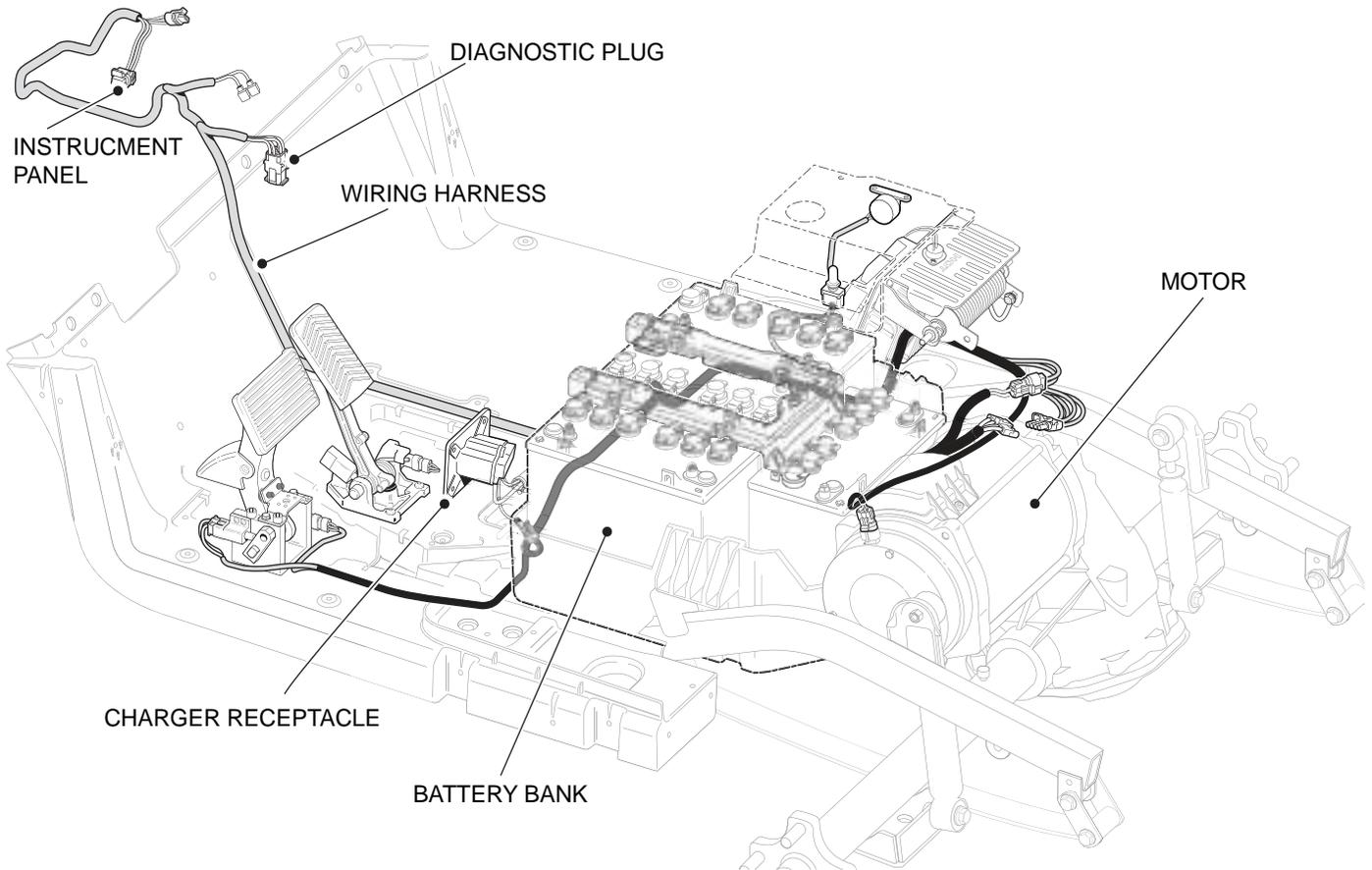


Fig. 1 Main Electrical Harness

MAIN WIRING HARNESS

The Main Electrical Harness for the vehicle is routed under the floor mat, recessed into the floorboard, the forward section runs under the instrument panel into clips on the front splash shield, the rear section runs under the rear body and in front of the batteries. The harness has the Run/Tow switch, the Reverse Warning Indicator and on early harness the solenoid hard wired into the main harness. Replacing the Main Wiring Harness.

| Tool List..... | Qty. |
|-------------------------------|------|
| Notched Pry Bar | 1 |
| Torx Bit 27 IP | 1 |
| Insulated Wrench, 9/16" | 1 |

WARNING

Using an insulated wrench, disconnect the battery cable at the negative (-), BL-, battery terminal.

To access the main wiring harness for replacement it is necessary to remove the upper and lower rocker panels, the floor mat, the pedal cover, the front cowl, the top portion of the cup holder and the seat bottom. See the Body Section in this manual for instructions on removal and replacement of these items.

1. Disconnect the main wiring harness from the battery pack using an insulated wrench.
2. Drain the stored energy from the controller. Place the Run/Tow switch in the 'Run/Storage' position, turn the key switch to reverse, wait for the reverse warning indicator to become silent then turn the key switch to the off position and remove it from the switch.
3. Locate the tab under the cowl that extends from the instrument panel through a slot in the cowl, squeeze the legs of the tab together and push to the back of the vehicle while pulling forward on the cowl. Repeat for the other side — **at this point the cowl is completely loose** — remove the cowl.
4. Loosen the trim panel (12) by pulling it away from the

ELECTRICAL COMPONENTS & WIRING

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

instrument panel along the upper edge then grip the ball holder with both hands and pull away from the instrument panel (13); move to the other side of the vehicle and grip the ball holder on that side with both hands and pull it away from the instrument panel (13).

5. Disconnect wires to the instruments located in the trim panel then remove the trim panel.

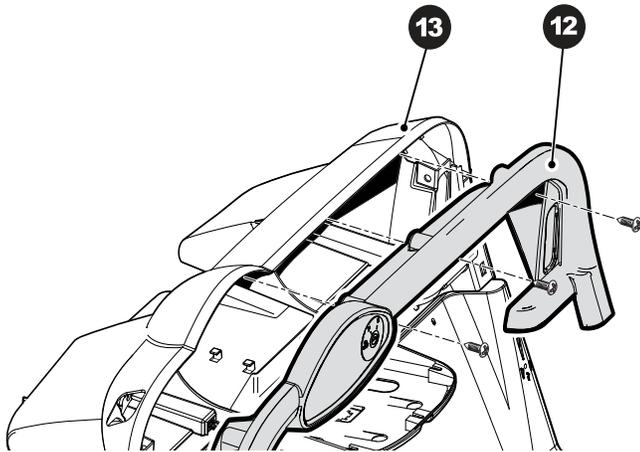


Fig. 2 Instrument Panel & Trim

6. Remove the wiring harness from the front splash shield retaining clips.
7. If vehicle is equipped with brake lights, disconnect the two wires to the brake light relay located on the front splash shield tab extending into the cup holder.
8. Remove the Diagnostic Plug from the bottom of the cup holder.
9. Disconnect the plug to the throttle enable switch.
10. Disconnect the plug from the rotary position sensor.
11. Disconnect the plug from the brake enable switch.
12. Disconnect the wires from the rotary position sensor.
13. Remove the two Torx head screws that secure the front edge of the rear body and seat support frame to the floorboard.
14. Remove the two Torx head screws along back edge of the seat opening that secure the rear body to the seat support.
15. Remove the four Torx head screws; two on each side that secure the lower edge of the rear body to the floorboard.
16. Remove the two Torx head screws from the bagwell that secure the rear body to the rear bumper.
17. Remove three plastic rivets securing the controller splash shield; two on the rear body and one from con-

troller heat sink, raise splash shield and move it out of the way.

18. Raise the front edge of the rear body several inches and support it with a block or piece of 2" x 4" wood. This will allow the harness to be passed between the rear body and the floorboard.
19. Unplug the large 23 (35 for new controller) pin connector (3) from the controller by lifting up on the locking tab and pulling the connector housing away from the controller.
20. Disconnect the plug for the resistor, remove two screws that secure the sensor on top of the resistor.

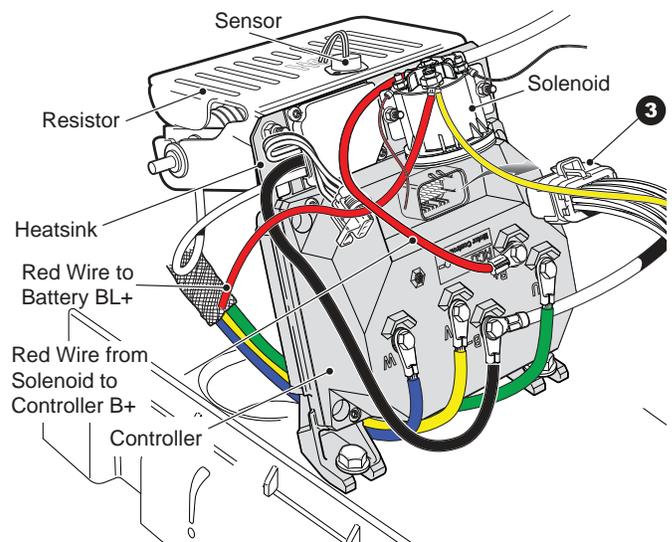


Fig. 3 Controller

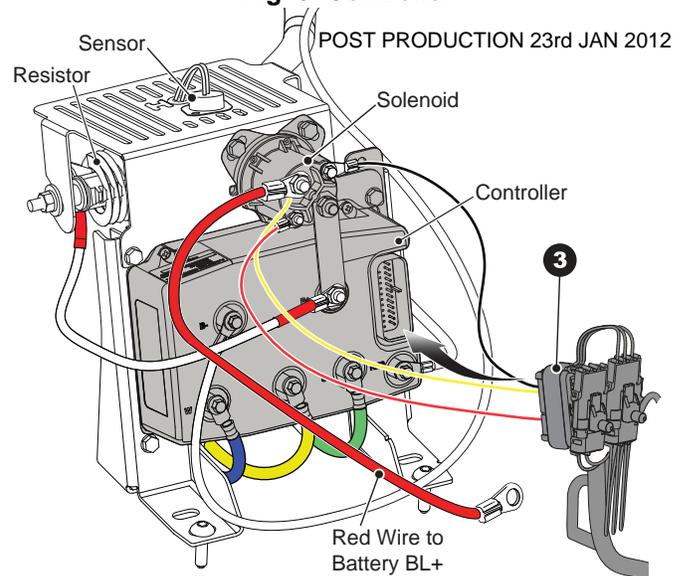


Fig. 4 New Controller

ELECTRICAL COMPONENTS & WIRING

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

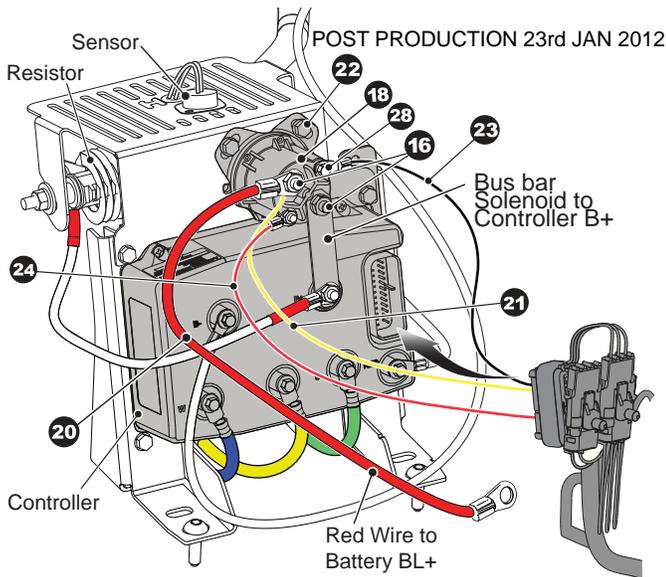


Fig. 9 New Solenoid Connections

26. Two different main wire harness have been used on this vehicle. Determine which main wire harness is installed on the vehicle. On early vehicles the motor sensor connected directly to the main wire harness connector, later vehicles have the main wire harness with adaptor harness to connect to motor sensor harness. Old main wire harness proceed to step 27, new main wire harness proceed to step 28.

27. OLD WIRE HARNESS: Disconnect all the main harness connectors from the motor brake (31), motor temperature sensor (32) and motor sensor (33) as shown below.

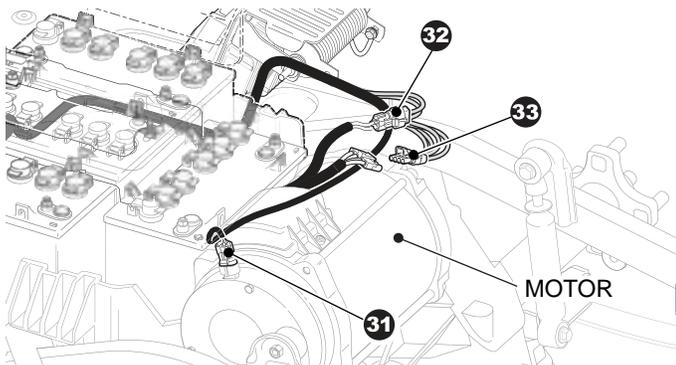


Fig. 10 Motor Connections (Early Vehicles)

28. NEW WIRE HARNESS: Disconnect the connectors of motor brake (31), the temperature sensor (32) from the main harness connectors. Two different electric motors have been used on the vehicle, the harness connections depend on which motor is installed on the vehicle. The early motor has two sets of bundled wires

routed from under the housing on the motor near the electric brake, the more recent motor has only one set of wires routed from under the housing. If the vehicle has the early motor proceed to step a, if the vehicle has the more recent motor proceed to step b.

a) OLD STYLE MOTOR: Disconnect male connector end of the adaptor harness from the female connector of the motor sensor harness, unplug the other end of the adaptor harness connector from the connector of the main harness as shown in detail below.

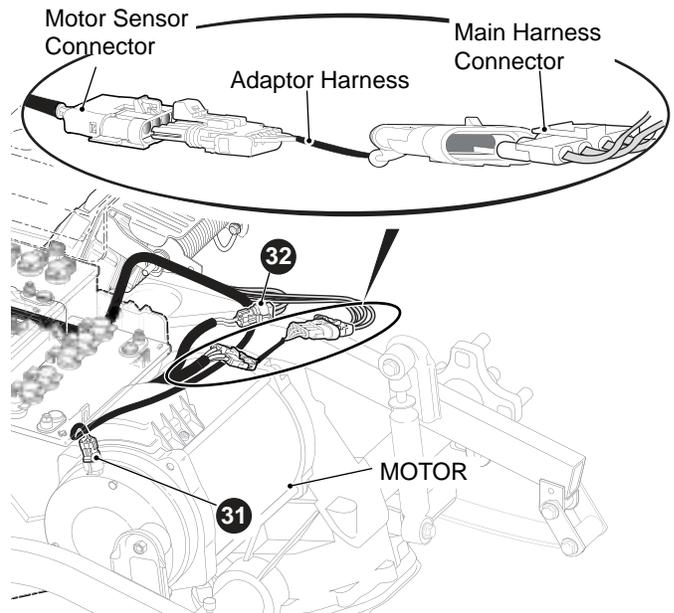


Fig. 11 Old Style Motor Connections (later Vehicles)

b) NEW STYLE MOTOR: Disconnect one end of the adaptor harness from the motor sensor harness, disconnect the other end of the adaptor harness

ELECTRICAL COMPONENTS & WIRING

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

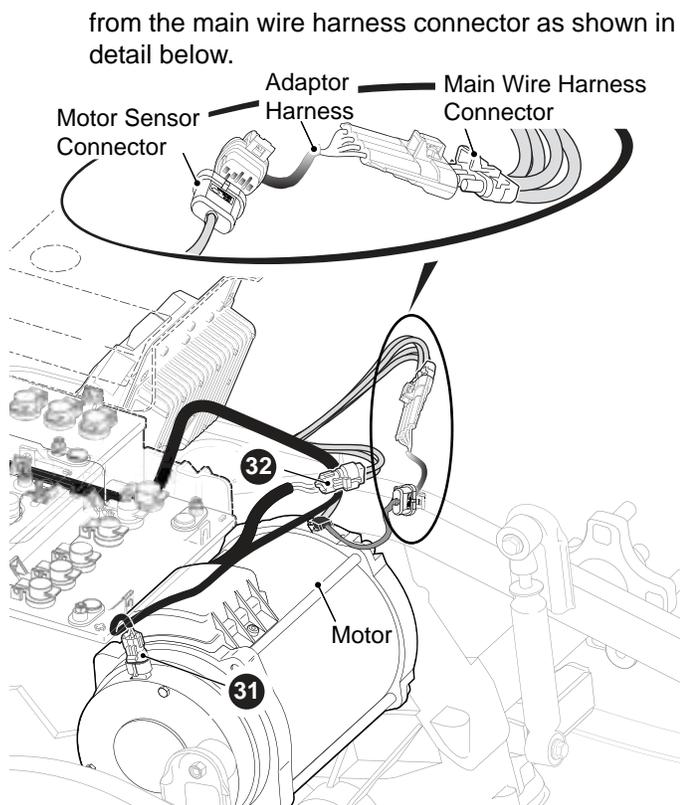


Fig. 12 New Style Motor Connections (later Vehicles)

29. Remove main wiring harness from the vehicle.

30. Install new main wiring harness making sure that it follows the proper path.

- a) Starting in the middle of the vehicle, route the forward section of the harness under the rear body in the floorboard channels (1, 2 & 3).
- b) Route the connections for the brake and accelerator pedals, making sure that the harness lays in the recessed floorboard channels.

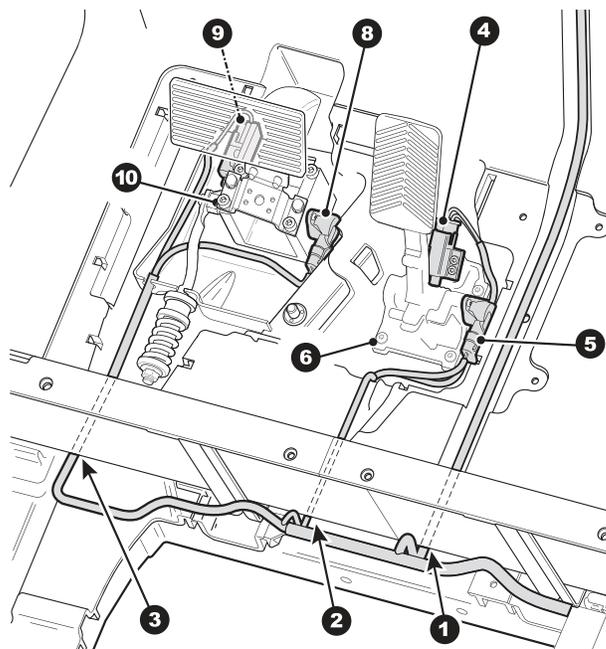


Fig. 13 Harness Routing & Pedal Connections

- c) Connect the wires to the accelerator rotary position sensor (5) and the throttle enable switch connector (4).
- d) Place pedal assembly in position on the floorboard and secure with three Torx screws (6).
- e) Connect the wires to the brake pedal rotary position sensor (8) and the brake enable switch connector (9).
- f) Place pedal assembly in position on the floorboard and secure with four socket head hex screws (10).
- g) Route the remaining wires in the floorboard channel that runs up under the instrument panel.
- h) Feed the connectors for the key switch, the optional fuel gauge/state of charge meter and the diagnostic plug through the opening in the cup holder base (12). Place the diagnostic plug (13) into the cup holder base and route the connectors for the key switch (14) and the fuel gauge/state of charge meter over the front splash shield.

ELECTRICAL COMPONENTS & WIRING

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

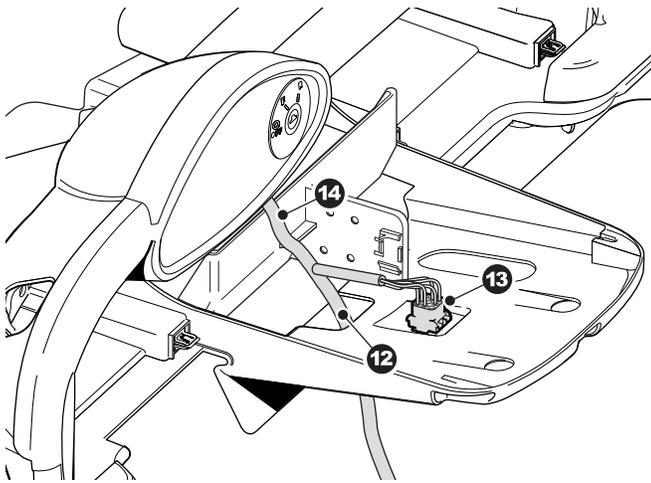


Fig. 14 Cup Holder

- i) Route the wires (14) for the key switch and the optional fuel gauge/state of charge meter through the guide (15) on the front splash shield and the connectors for the key switch and the optional fuel gauge/state of charge meter through the opening (16) in the back of the instrument panel.

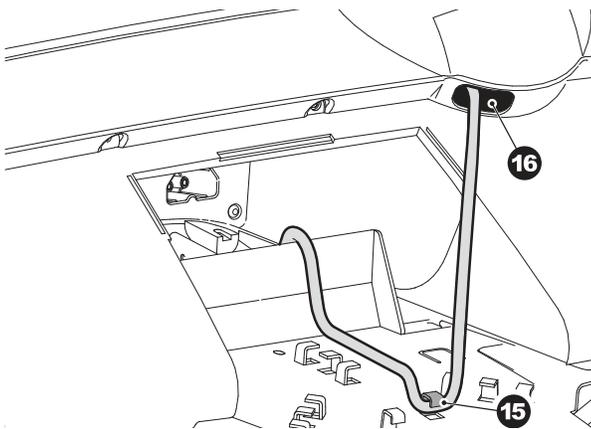


Fig. 15 Front Splash Shield

- j) Connect the wire harness to the key switch.
- k) Route the two rear sections of the harness between the rear body and the battery pack making sure that the longer wires (21) are routed to the passenger side.
- l) Plug the connector (20) for the charger receptacle into the connector on the main wiring harness.

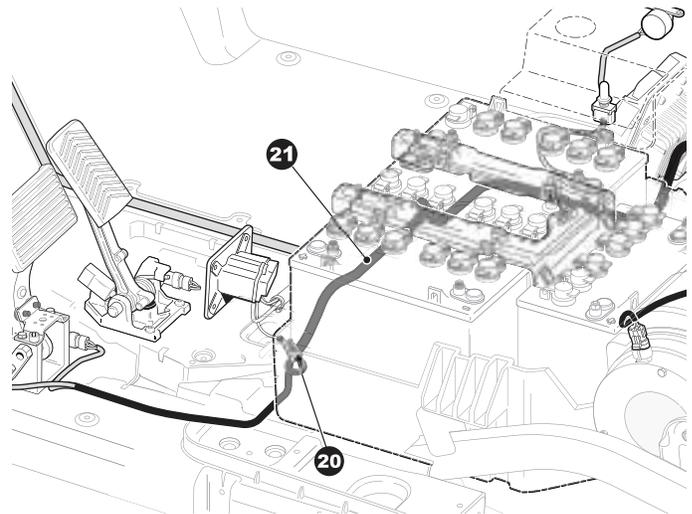


Fig. 16 Charger Receptacle.

- m) A new solenoid will ONLY be installed if the old one was connected directly to the wire harness (hard wired). Install solenoid (18) on the controller heat sink using two nuts (22).
- n) Reconnect the black wire (23) and red wire (24) to the solenoid (18) as shown and secure in place with small hex nuts (28).
- o) Connect the Red wire from the controller B+ and the white wire (17) from the resistor to the back terminal of the solenoid (18) and secure in place using a hex nut (16). Be sure to place larger terminal wires first on studs and smaller wires on last. **(Do not over tighten the terminal screw (25)).**
- p) Connect the Red wire (20) from the positive (+), BL+, battery terminal and the yellow wire (21) from the wiring harness to the front terminal on the solenoid, secure in place with hex nut (16) as shown. Be sure to place larger terminal wires first on studs and smaller wires on last. **Do not over tighten the nut.**

ELECTRICAL COMPONENTS & WIRING

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

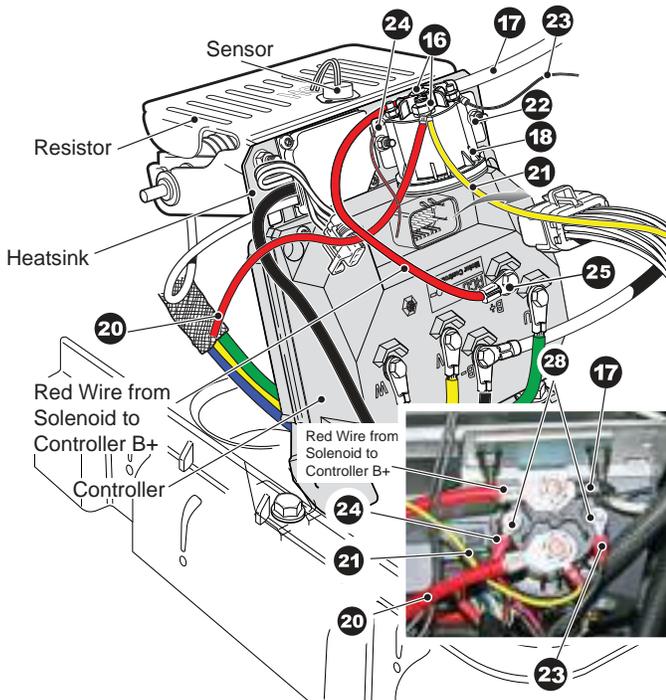


Fig. 17 Controller Connections

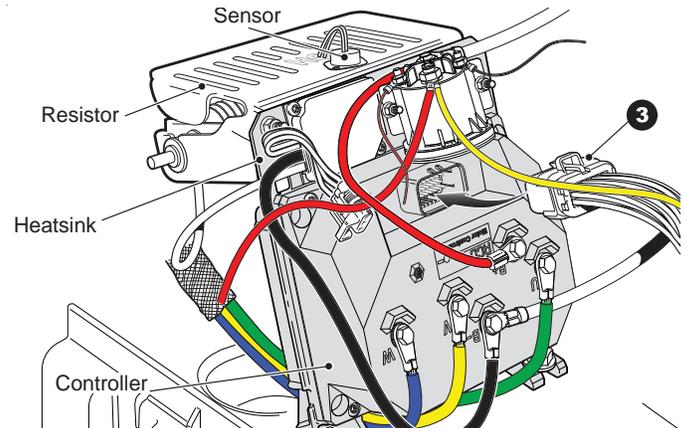


Fig. 19 23 Pin Connector

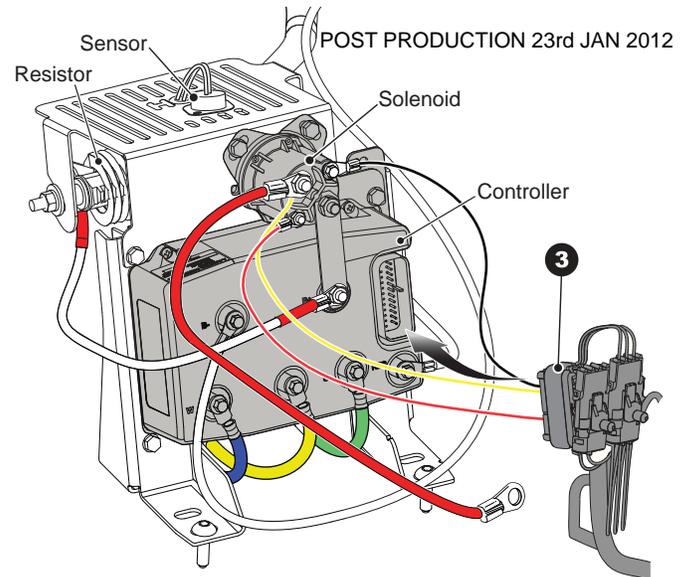


Fig. 20 35 Pin Connector

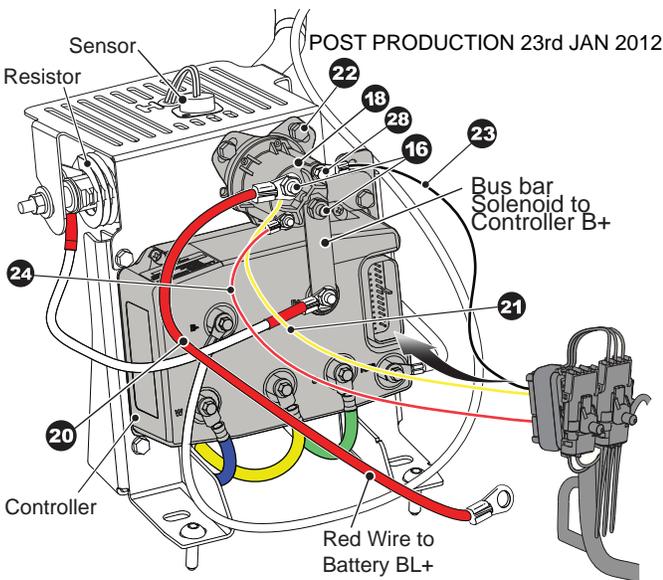


Fig. 18 New Controller Connections

q) Plug the 23 (35 for new controller) pin connector (3) from the wire harness into the socket on the controller, push in firmly and make sure that the locking tab is latched.

- r) Plug the connectors for the motor brake (31), the motor temperature sensor (32) on the motor and motor brake.
- s) OLD STYLE WIRE HARNESS: Plug the motor sensor (33) connector to the main wire harness connector as shown below.

ELECTRICAL COMPONENTS & WIRING

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

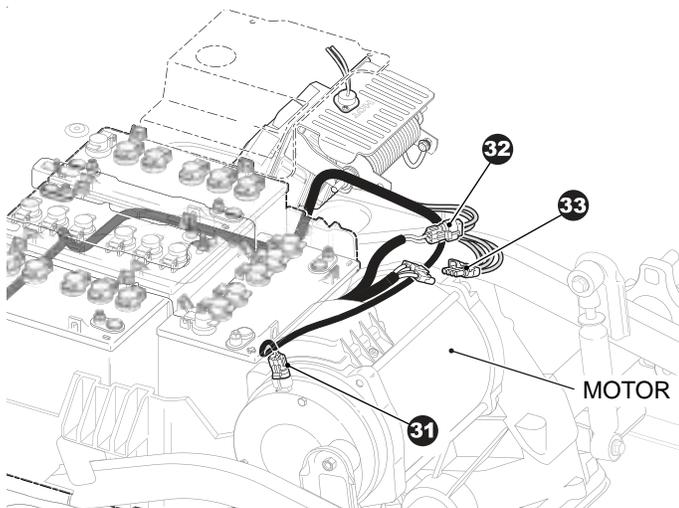


Fig. 21 Motor Connections (Early Vehicles)

- t) **NEW STYLE WIRE HARNESS:** Plug male connector end of the adaptor harness into the female connector on the motor sensor harness. Plug the other end of the adaptor harness connector into the connector of main harness, push in firmly and make sure that the locking tab is latched.

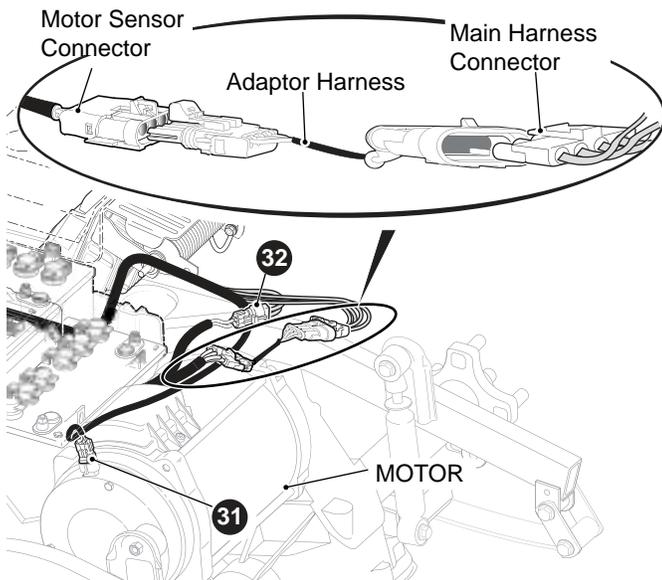


Fig. 22 Old Style Motor Connections (Later Vehicles)

- u) Connect one end of the adaptor harness to the motor sensor harness, connect the other end of

the adaptor harness to the main wire harness connector as shown in detail below.

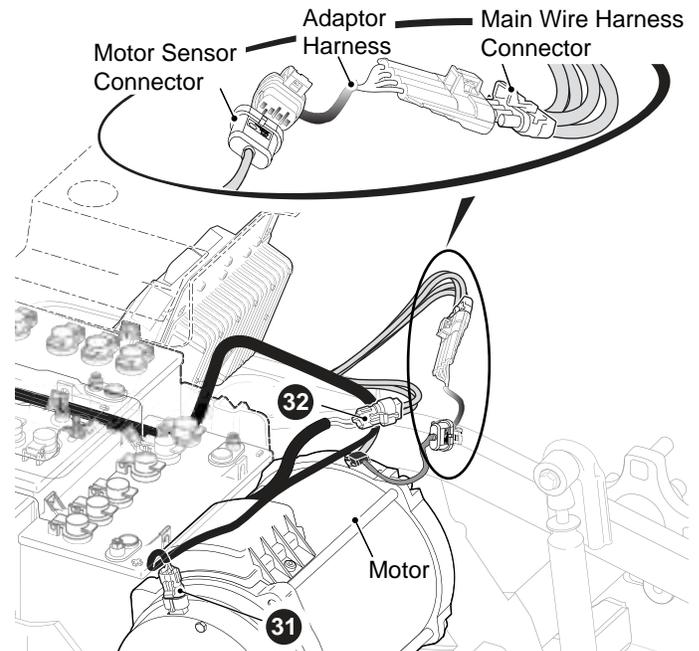


Fig. 23 New Style Motor Connections (later Vehicles)

31. Install the reverse warning indicator (11) onto the controller splash shield using two Torx head screws (10).
32. Press the fuse holder (12) into the hole on the controller splash shield.

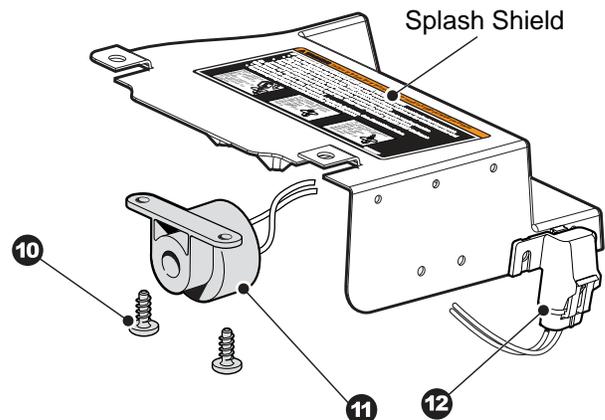
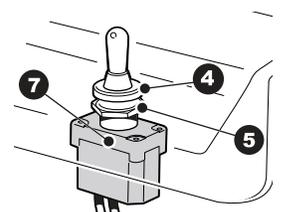


Fig. 24 Reverse Warning Indicator & Fuse

33. Install the Run/Tow switch (7) by removing the upper nut (5) and seal (4) from the switch. Position the switch with the notch towards the RUN/STORAGE direction. Install the upper nut (5) finger tight and torque as specified in the torque table, install the



ELECTRICAL COMPONENTS & WIRING

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

- seal (4).
- 34. Replace the controller splash shield and secure it to the body with two Torx head screws.
- 35. Connect the negative battery wires using an insulated wrench.
- 36. Connect the positive battery wires using an insulated wrench.
- 37. Be sure that all wires are connected properly before installing the body components that were removed to allow access to the wiring harness.

REPLACING ELECTRICAL COMPONENTS

Run / Tow Switch (Ref Fig. 25 on page K-9)

| Tool List | Qty. |
|-----------------------------------|------|
| Notched Pry Bar | 1 |
| Torx Bit 27 IP | 1 |
| Wire Cutters | 1 |
| Wire Stripper | 1 |
| Wire Terminal Crimping Tool | 1 |
| Insulated Wrench, 9/16" | 1 |

- wires from the new run/tow switch to the wire harness.
- 6. Remove the upper nut and seal (7) from the new switch (8).
- 7. Install the switch (8) with the notch towards the RUN/STORAGE direction.
- 8. Install the upper nut and seal (7) finger tight and torque as specified in the torque table.

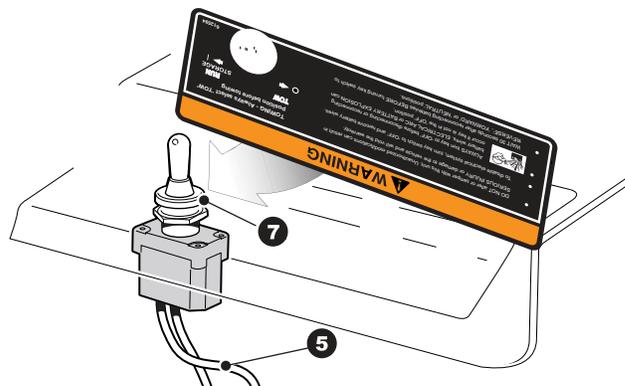


Fig. 25 Run / Tow Switch

- 9. Install the splash shield using three plastic rivets to secure the shield to the body and the controller.

Replace any worn or damaged hardware with new as required

! WARNING

Using an insulated wrench, disconnect the battery cable at the negative (-), BL-, battery terminal.

To access the splash shield where the run/tow switch is mounted, raise and remove the seat bottom. The splash shield is mounted over the controller on the passenger side of the vehicle.

1. Disconnect the battery cable at the negative (-) battery terminal using an insulated wrench.
2. Remove three plastic rivets securing the controller splash shield; two on the rear body and one from controller heat sink, raise splash shield and turn over to expose the switch and wires.
3. Remove the seal and upper nut to allow the switch to be removed from the splash shield. **Check the Run / Tow label, if it has become difficult to read replace it with a new one available from service parts.**
4. Cut the wires from the existing run/tow switch close to the switch.
5. Strip insulation from the end of each wire, using a butt splice connector and heat shrink tubing connect the

| ITEM | TORQUE SPECIFICATION |
|------|--------------------------|
| 7 | 13 in. lbs (1.5 Nm) Max. |

Reverse Warning Indicator (Ref Fig. 26 on page K-10)

| Tool List | Qty. |
|-----------------------------------|------|
| Notched Pry Bar | 1 |
| Torx Bit 27 IP | 1 |
| Wire Cutters | 1 |
| Wire Stripper | 1 |
| Wire Terminal Crimping Tool | 1 |
| Insulated Wrench, 9/16" | 1 |

! WARNING

Using an insulated wrench, disconnect the battery cable at the negative (-), BL-, battery terminal.

To access the splash shield containing the run/tow switch raise and remove the seat bottom.

ELECTRICAL COMPONENTS & WIRING

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

1. Disconnect the battery cable at the negative (-), BL-, battery terminal using an insulated wrench.
2. Remove three plastic rivets securing the controller splash shield; two on the rear body and one from controller heat sink, raise splash shield and turn over to expose the reverse warning indicator and wires.
3. Remove the two torx head screws (10) securing the reverse warning indicator (11) to the splash shield.
4. Cut the wires close to the reverse warning indicator (11).
5. Strip insulation from the end of each wire, using a butt splice connector and heat shrink tubing connect the wires from the replacement reverse warning indicator (11) to the wire harness.
6. Secure the new reverse warning indicator (11) to the splash shield with the torx head screws (10).
7. Reinstall the splash shield.

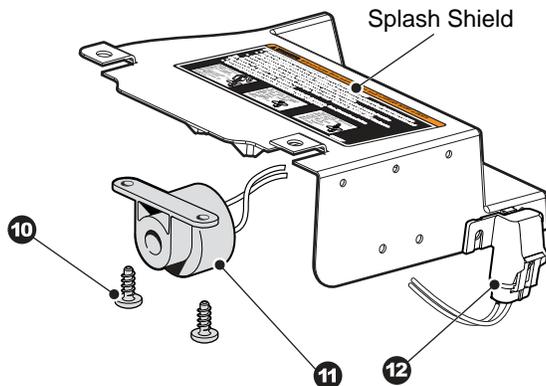


Fig. 26 Reverse Warning Indicator

| ITEM | TORQUE SPECIFICATION |
|------|-------------------------------|
| 10 | 12- 15 in. lbs (1.3 - 1.7 Nm) |

State of Charge / Fuel Gauge Replacement

| Tool List | Qty. |
|----------------------|------|
| Torx Bit 27 IP | 1 |
| Ratchet | 1 |

Make sure that the vehicle key switch is in the 'OFF' position and the key has been removed.

1. Remove the four Torx head screws (10) that secure the instrument panel trim (11) to the instrument panel.

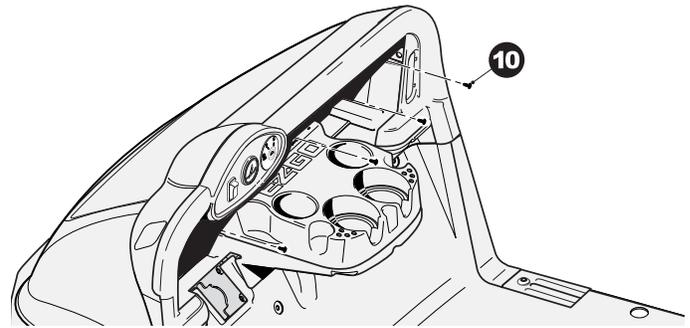


Fig. 27 Trim Panel Hardware

2. Pull the top of the trim panel (11) away from the instrument panel and disconnect the harness (21) from the fuel gauge/state of charge meter (20).
3. Depress the tabs on the fuel gage/state of charge meter (20) and push the unit out of the trim panel (11).

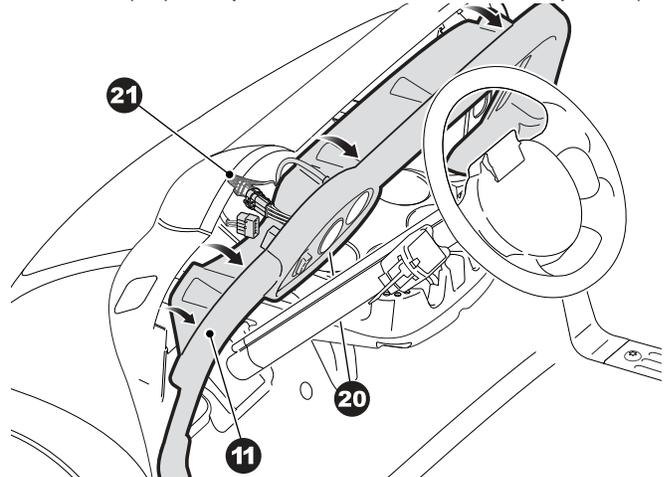


Fig. 28 Fuel Gage/State of Charge Meter

4. Insert the new fuel gage/state of charge meter (20) into the opening in the instrument panel trim (11), making sure that the tabs all lock in place.
5. Connect the main harness (21) to the fuel gage/state of charge meter (20)
6. Push the instrument panel trim (11) into place making sure that no wires are pinched.
7. Install the four Torx head screws (10) that secure the instrument panel trim (11) to the instrument panel and the front cowl.

| ITEM | TORQUE SPECIFICATION |
|------|----------------------------|
| 10 | 6 - 9 ft. lbs (8 - 127 Nm) |

ELECTRICAL COMPONENTS & WIRING

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

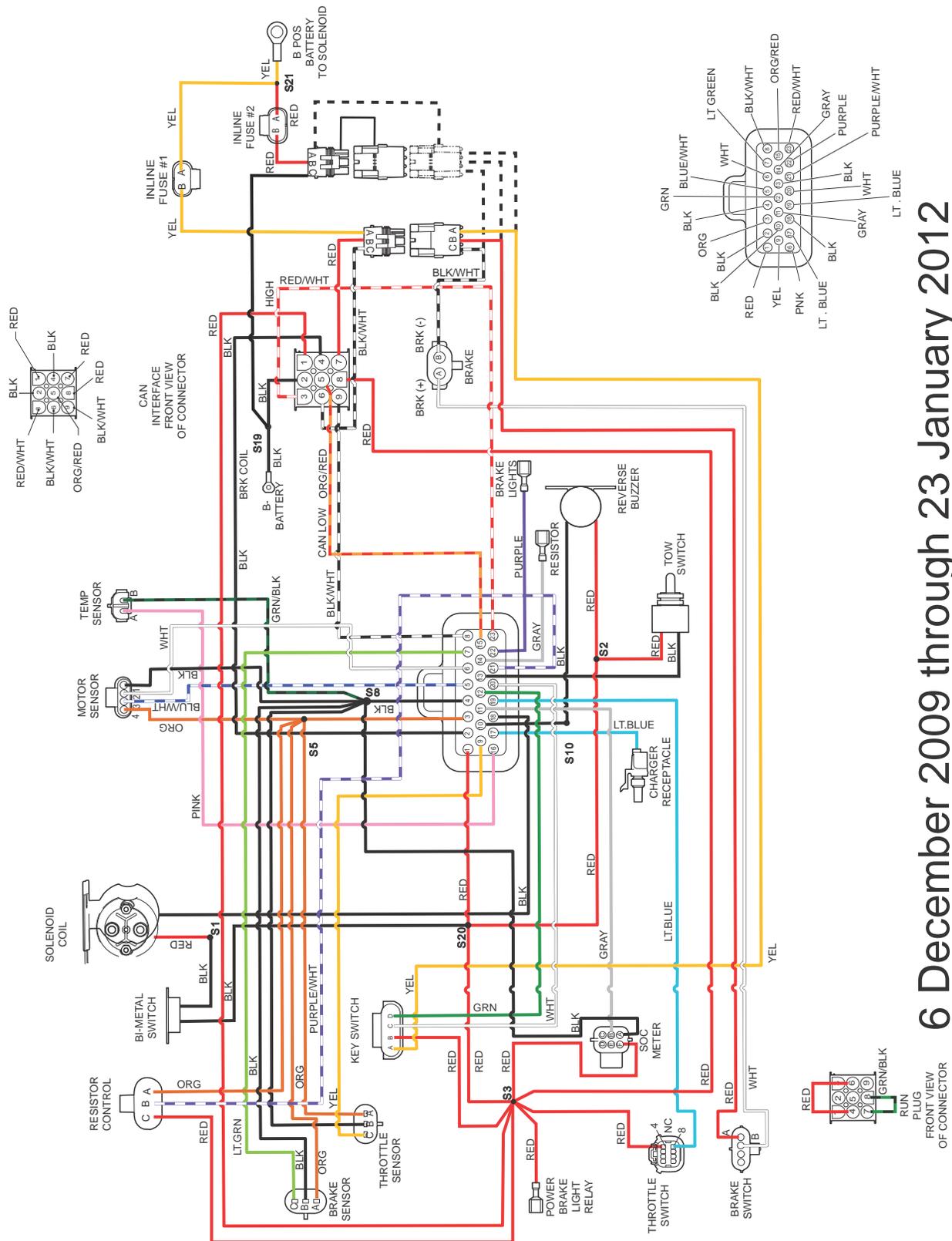


Fig. 30 Main Wiring Harness Diagram (6 December 2009 through 23 January 2012)

6 December 2009 through 23 January 2012

ELECTRICAL COMPONENTS & WIRING

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

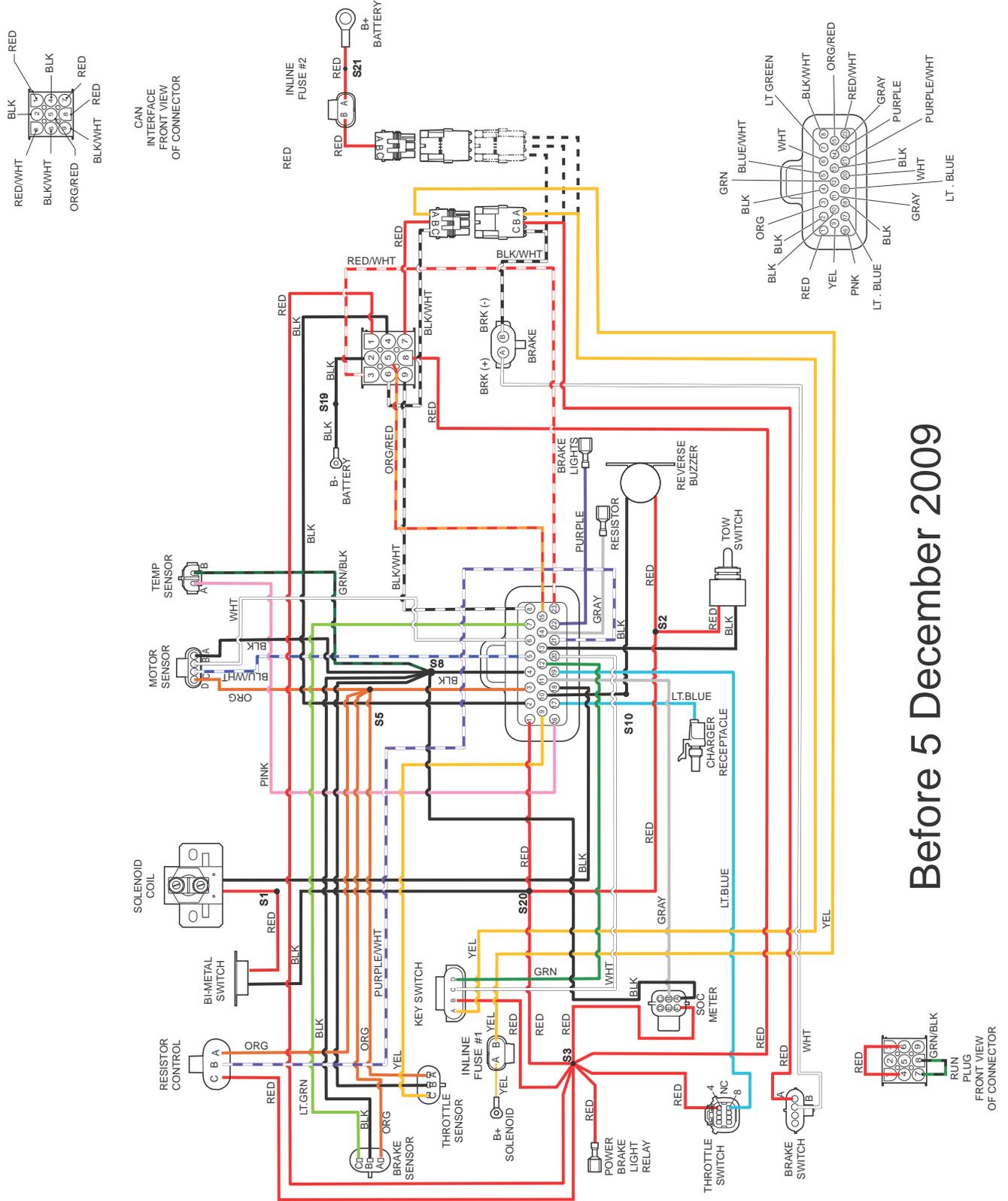


Fig. 31 Main Wiring Diagram (before 5 December 2009)

Before 5 December 2009

ELECTRICAL COMPONENTS & WIRING

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

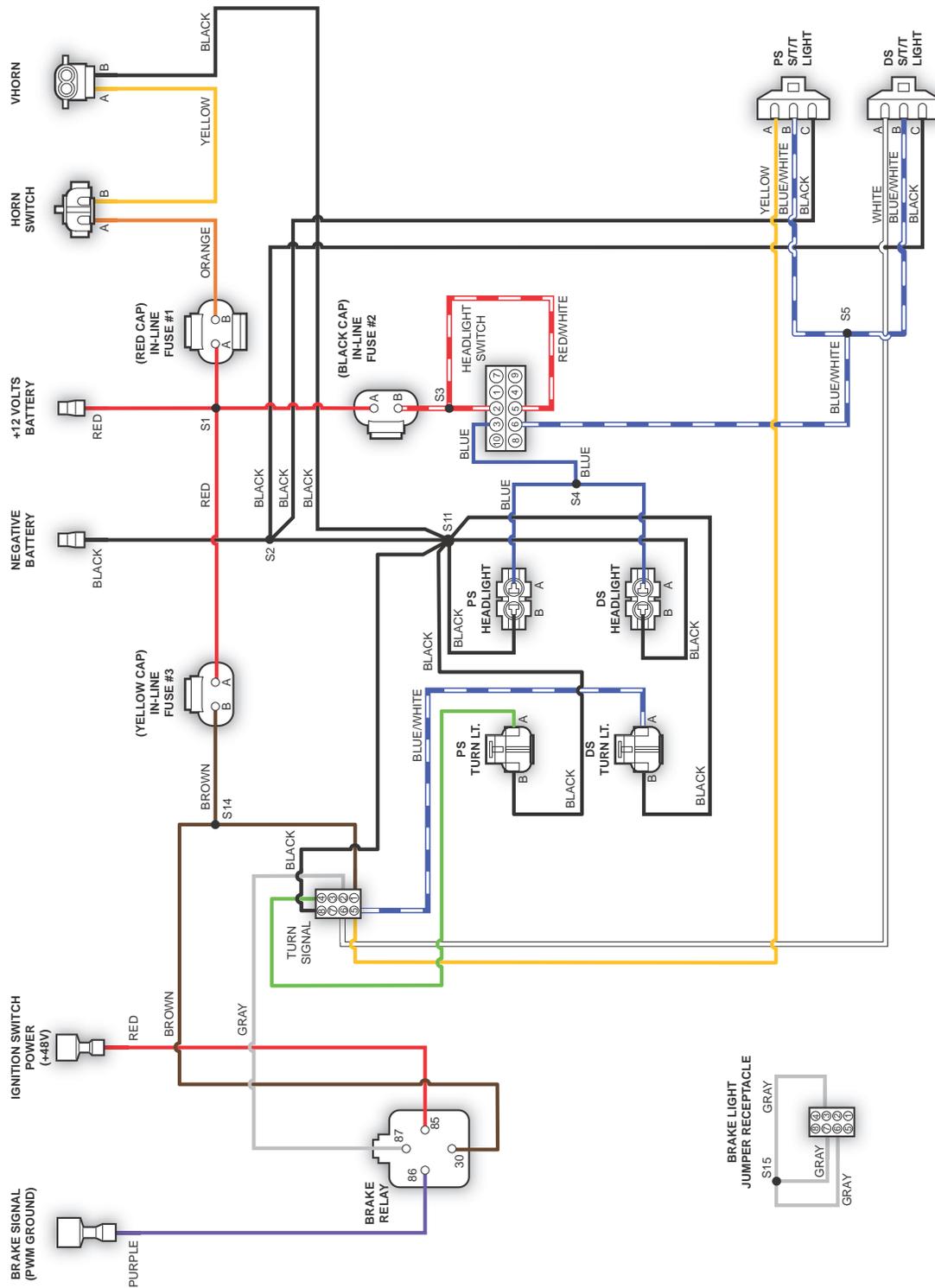


Fig. 32 Accessory Wiring Harness Diagram

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

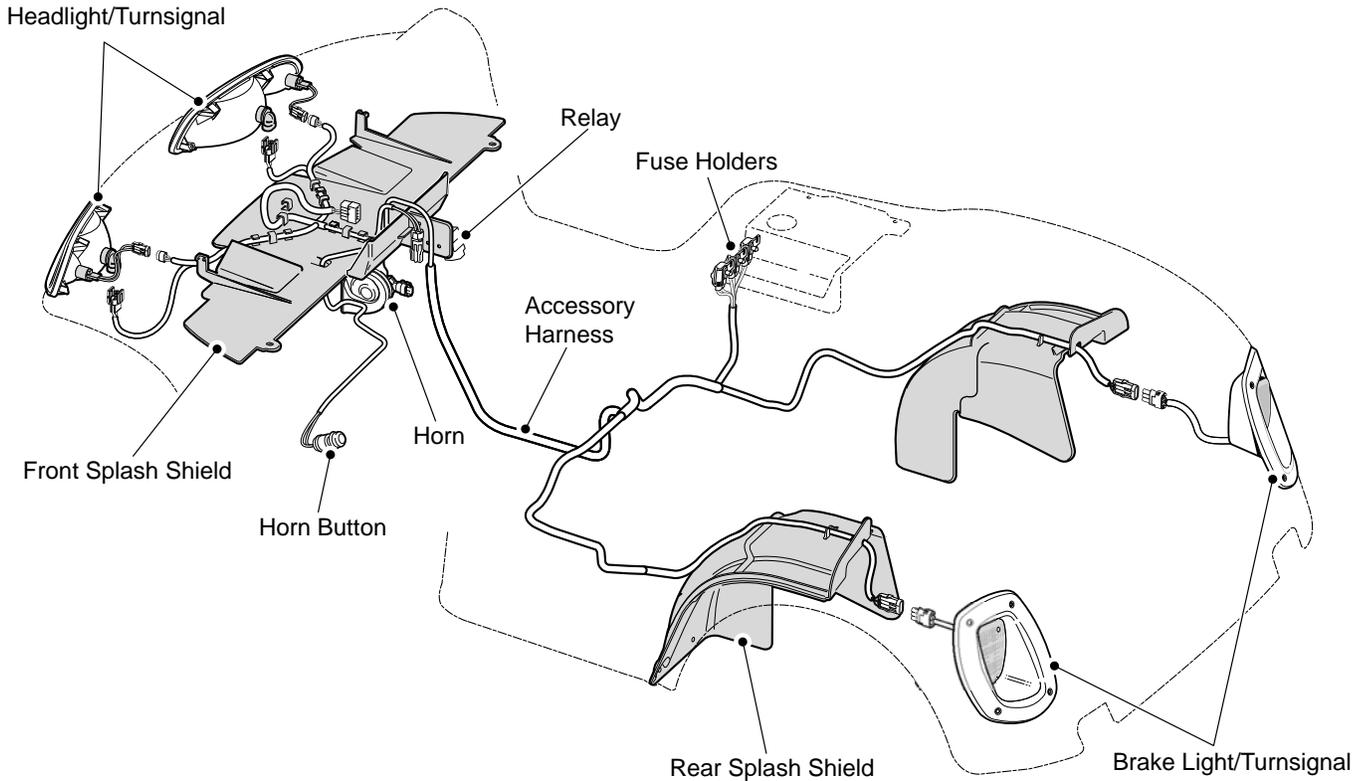


Fig. 33 Accessory Wiring Harness and Accessories

ACCESSORY WIRING HARNESS

The Accessory Wiring Harness powers the headlights, turn signals, brake lights, and the horn. The Accessory Harness is routed under the floor mat, recessed into the floorboard. The section for the headlights and turn signals is routed through the cup holder and on top of the front splash shield. The other end is routed under the rear body then splits and runs over the rear splash shields to the back of the vehicle for the rear lights. The fuses for the harness are mounted on the front edge of the Splash Shield covering the Controller.

Replacing the Accessory Wiring Harness

| Tool List | Qty. |
|-------------------------------|------|
| Notched Pry Bar | 1 |
| Torx Bit 27 IP | 1 |
| Ratchet..... | 1 |
| Torque Wrench, in. lbs..... | 1 |
| Insulated Wrench, 9/16" | 1 |

WARNING

Using an insulated wrench, disconnect the battery cable at the negative (-) battery terminal.

To access the accessory wiring harness for replacement, it is necessary to remove the upper and lower rocker panels, the floor mat, the front cowl, the top portion of the cup holder and the seat bottom. See the Body Section in this manual for instructions on removal and replacement of these items.

1. Using an insulated wrench disconnect the accessory harness from the battery pack.
2. Unplug the red and purple wires from the brake light relay to the main harness.
3. Unplug wires going to the headlights, turn signals, headlight switch, turn signal switch, horn, fuel gage (state of charge meter) and brake lights.
4. Remove the christmas tree rivet holding the brake switch relay in place on the front splash shield tab that extends into the cup holder.

ELECTRICAL COMPONENTS & WIRING

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

5. Remove the three fuse holders from the controller splash shield.
6. Disconnect the tail light wiring connectors.
7. Remove the two Torx head screws that secure the front edge of the rear body and seat support frame to the floorboard.
8. Remove the two Torx head screws along back edge of the seat opening that secure the rear body to the seat support.
9. Remove the four Torx head screws; two on each side that secure the lower edge of the rear body to the floorboard.
10. Remove the two Torx head screws from the bagwell that secure the rear body to the rear bumper.
11. Raise the front edge of the rear body several inches and support it with a block or piece of 2" x 4" wood. This will allow the harness to be passed between the rear body and the floorboard.
12. Remove the accessory wiring harness from the vehicle.
13. Install new accessory wiring harness making sure that it follows the proper path.
 - a) Starting in the cup holder, route the forward section of the harness in the tabs on the front splash shield, making sure that the wires tagged 'Driver Side' are routed to the driver's side of the vehicle and the wires tagged 'Passenger Side' are routed to the passenger side. Secure the wires by routing them through the splash shield tabs
 - b) Route the wires for the headlight switch through the opening in the instrument panel for the headlight switch.
 - c) Route the wires for the horn down through the flap in the front splash shield on the driver's side of the vehicle.
 - d) Route the wires and connector for the horn between the frame and the under side of the front splash shield and connect to the horn.
 - e) Connect the horn button connector to the accessory harness under the cup holder.
 - f) Position the brake relay (1) on the front splash shield tab that extends into the cup holder base and secure with a christmas tree rivet (2)

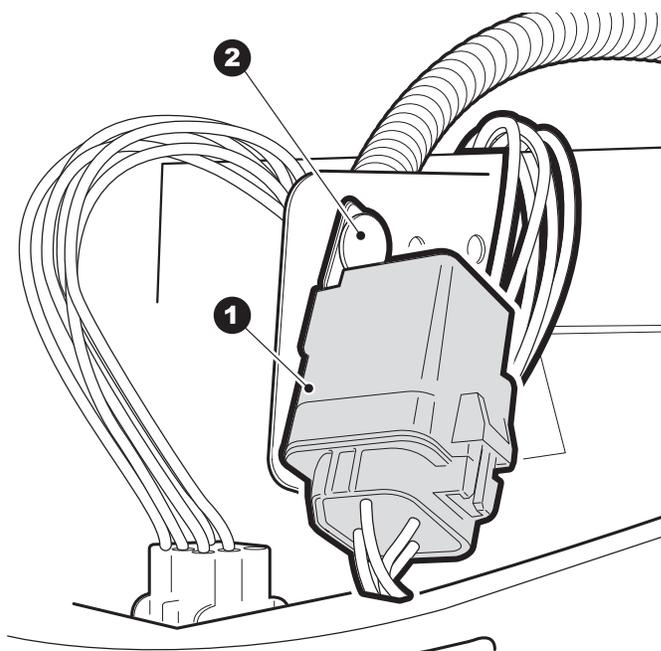


Fig. 34 Brake Light Relay

- g) Connect the red and purple wires from the accessory harness to the matching wires from the main wire harness.
 - h) Route the rest of the harness down through the cup holder and in the floorboard channel and under the rear body in the floorboard channel along with the main wiring harness. **Make sure that the harness sets below the level of the floor.**
 - i) Route the wires and connector for the driver side brake light between the rear body and the battery pack and around the driver's side of the battery pack to the splash shield. Secure the wires in the guides on the splash shield and connect to the brake light.
 - j) Route the fuses and the passenger side brake light wires between the rear body and the battery pack.
 - k) Snap the fuse holders into the holes on the controller splash shield.
 - l) Route the wires and connector for the passenger side brake light around behind the controller, over the passenger side rear splash shield, through the guides and connect to the brake light.
13. Be sure that all wires are connected properly before installing the body components that were removed to allow access to the wiring harness.

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

REPLACING ELECTRICAL ACCESSORIES

WARNING

Using an insulated wrench, disconnect the battery cable at the negative (-) battery terminal.

Head Light Replacement

Make sure that the vehicle key switch is in the 'OFF' position and the key has been removed.

1. Depress the two bottom tabs (1) on the back of the headlight assembly and push outward.
2. Depress the two top tabs (2) on the back of the headlight assembly and push outward.
3. Disconnect the accessory harness connector (5) from the headlight (3) and turn signal (4.)

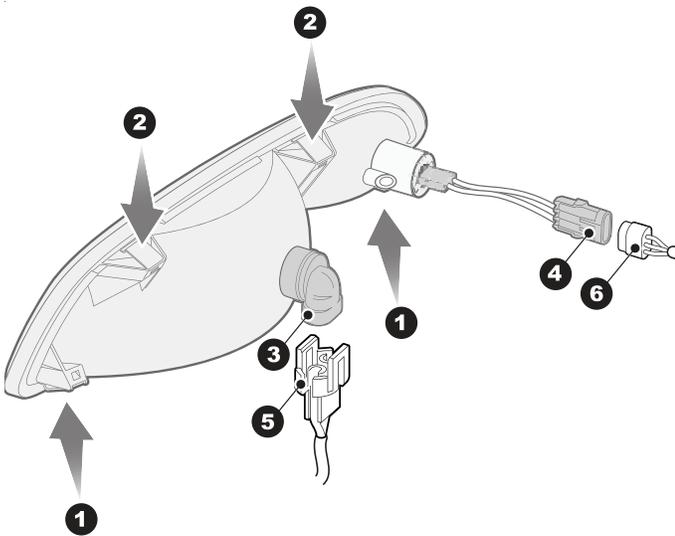


Fig. 35 Headlight Assembly

4. To install the headlight assembly, connect the accessory harness connection (6) to the turn signal (4) and the accessory harness connection (5) to the headlight bulb (3).
5. Position headlight assembly in the cowl opening and press in firmly making sure that all tabs are locked into position.

Head Light Bulb Replacement

Make sure that the vehicle key switch is in the 'OFF' position and the key has been removed.

1. Turn the headlight bulb (3) clockwise and pull to

remove.

2. Disconnect the accessory harness from the light bulb.
3. Connect the accessory harness to the light bulb.
4. Align the bulb with the opening in the back of the headlight assembly.
5. Turn the bulb (3) counter clockwise until it stops.

Turn signal Bulb Replacement

Make sure that the vehicle key switch is in the 'OFF' position and the key has been removed.

1. Grip the turn signal bulb housing (7) and turn to align with slot then pull backward to remove housing from headlight assembly.

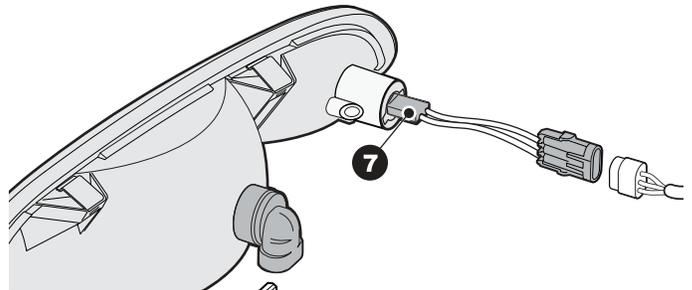


Fig. 36 Turn Signal Bulb Replacement

2. Remove bulb from housing and replace with a new one.
3. Align housing with slot and insert turn signal housing (7) into headlight assembly, turn to lock in place.

Head Light Switch Replacement

Tool List

Qty.

| | |
|----------------------|---|
| Torx Bit 27 IP | 1 |
| Ratchet | 1 |

Make sure that the vehicle key switch is in the 'OFF' position and the key has been removed.

1. Remove the four Torx head screws (10) that secure the instrument panel trim to the instrument panel.

ELECTRICAL COMPONENTS & WIRING

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

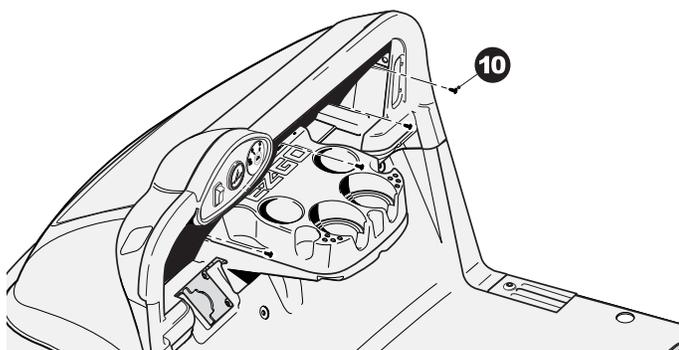


Fig. 37 Trim Panel Hardware

2. Pull the top of the trim panel (11) away from the instrument panel and disconnect the accessory harness (12) from the head light switch (13).
3. Depress the tabs on the top and bottom of the head-light switch (13) and push the switch out of the trim panel (11).

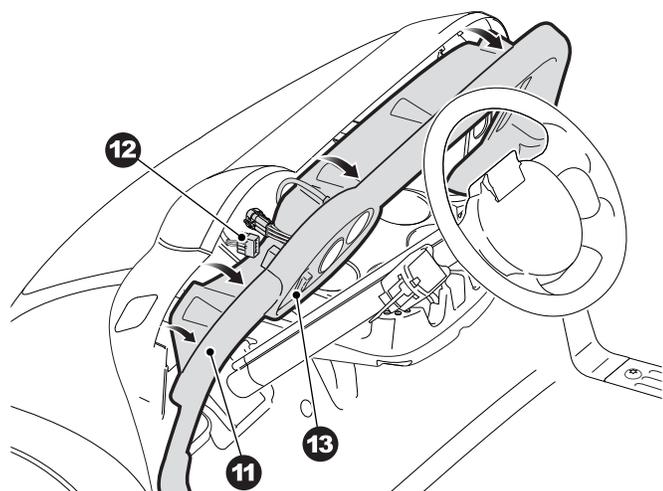


Fig. 38 Head Light Switch

4. Insert the new head light switch into the opening in the instrument panel trim (11), making sure that the tabs all lock in place.
5. Connect the accessory harness (12) to the headlight switch (13).
6. Push the instrument panel trim into place making sure that no wires are pinched.
7. Install the four Torx head screws (10) that secure the instrument panel trim (11) to the instrument panel and the front cowl.

| ITEM | TORQUE SPECIFICATION |
|------|---------------------------|
| 10 | 6- 9 ft. lbs (8 - 127 Nm) |

Turn Signal Switch Replacement

Make sure that the vehicle key switch is in the 'OFF' position and the key has been removed.

1. Remove the top part of the cup holder (ref Section B)
2. Unplug the connector from the turn signal switch harness to the main electrical harness.
3. Feed the wires, connector and flasher unit down through the bottom of the cup holder.
4. Remove the plastic cover from the steering column.
5. Loosen the clamp that keeps the turn signal switch in place on the steering column. Continue loosening the clamp until the end is free of the worm screw.
6. Remove the turn signal switch assembly including the clamp.
7. Inspect the black electrical tape on the steering column, if worn through, remove the old tape and replace it with new electrical tape to cushion the turn signal switch and improve the fit to the column.
8. Feed the end of the clamp through the turn signal switch housing and position the switch on the steering column over the electrical tape.
9. Start the end of the clamp into the worm screw, making sure that the turn signal switch is properly positioned and tighten securely on the steering column.
10. Snap the steering column cover in place making sure that the wire harness stays in the cover groove.
11. Route the wire harness under the floor mat to the cup-holder.
12. Feed the flasher unit and the connector up through the bottom of the cup holder and secure the flasher unit to the center of the splash shield tab using a christmas tree rivet.
13. Plug the turn signal wire harness connector into the accessory wire harness.

Turn signal Flasher Unit Replacement

Make sure that the vehicle key switch is in the 'OFF' position and the key has been removed.

1. Remove the top part of the cup holder (ref Section B)
2. Unplug the flasher unit from the turn signal wire harness.
3. Install the new flasher unit in the wire harness receptacle.
4. Replace the top part of the cup holder (ref Section B)

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

Tail Light Assembly Replacement

Make sure that the vehicle key switch is in the 'OFF' position and the key has been removed.

1. Remove the four Torx head screws (15) that secure the tail light assembly (16) to the rear body.
2. Pull the tail light (16) assembly away from the rear body and disconnect the assembly from the wire harness connector (17).

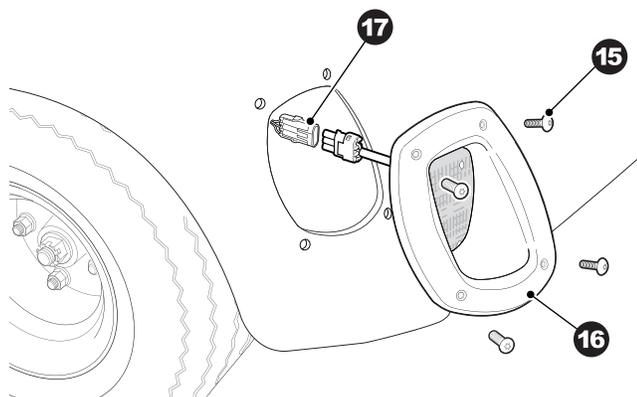


Fig. 39 Tail Light Assembly

3. Plug the new tail light assembly (15) into the accessory wire harness connector (16) and push the tail light assembly (16) into the opening.
4. Install the four Torx head screws (15).

Tail Light Lens Replacement

Make sure that the vehicle key switch is in the 'OFF' position and the key has been removed.

1. Remove the two phillips head screws that secure the lens to the tail light assembly.
2. Install the new lens and secure in place with the two phillips head screws.

Tail Light Bulb Replacement

Make sure that the vehicle key switch is in the 'OFF' position and the key has been removed.

1. Remove the two phillips head screws that secure the lens to the tail light assembly.
2. Remove the light bulb.
3. Install the new light bulb.
4. Install the lens and secure in place with the two phillips head screws.

Horn Button Replacement

Make sure that the vehicle key switch is in the 'OFF' position and the key has been removed.

To access the horn button switch for replacement, the lower and upper rocker panel on the driver side must be removed as well as the top portion of the cup holder (ref: Section B).

1. Remove the horn button cover using a flat blade to work the cover off of the switch.
 2. Pull the upper corner of the floormat down to expose the switch retaining nut.
 3. Remove the nut that secures the horn button.
 4. Remove the horn button switch from the floorboard.
 5. Install the new horn button switch through the floorboard and secure in place with the hex nut supplied with the switch.
 6. Disconnect the horn button wire harness from the accessory harness in the lower portion of the cup holder.
 7. Before removing the old horn button wire harness route the new one along the same path, removing the old harness clips just before the new clips are placed on the frame.
 8. Route the new horn button harness up through the flap in the front splash shield and connect it to the accessory harness.
 9. Replace the floormat and install the horn button cover.
- Reinstall the rocker panels and the top portion of the cup holder.

Horn Replacement

Make sure that the vehicle key switch is in the 'OFF' position and the key has been removed.

The horn is located under the front cowl, mounted to the frame.

1. Disconnect the accessory wire harness from the horn.
2. Remove the hex head bolt that secures the horn to the mounting bracket.
3. Position the new horn with the opening to the front of the vehicle and secure in place with the hex head bolt.
4. Connect the accessory wire harness to the horn.

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Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

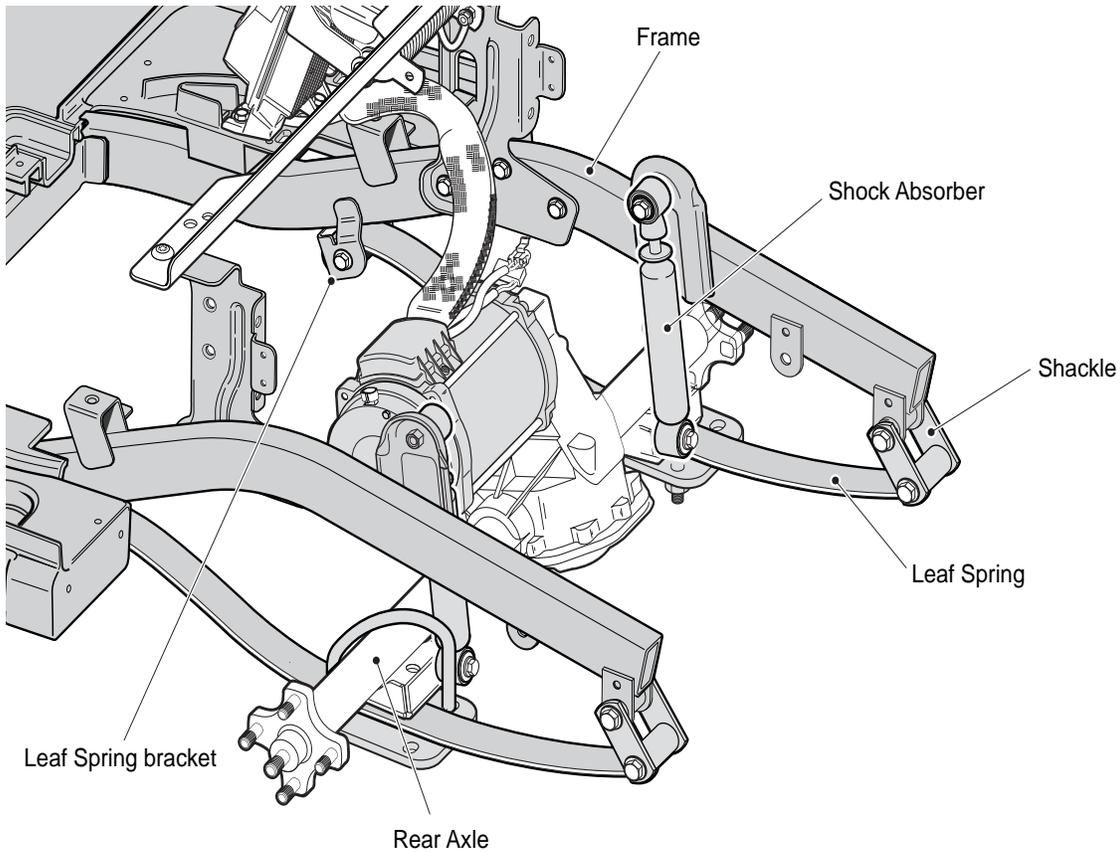


Fig. 1 Rear Suspension

GENERAL

NOTICE

In the following text, there are references to removing/installing hardware (nuts, bolts, screws, washers, etc.). Hardware that is removed must always be installed in its original position unless otherwise specified. Non specified torques are shown in the table contained in Section A.

The rear suspension consists of the leaf springs, shocks and the hardware that connects these items together and mounts the springs to the axle and to the vehicle frame. The removal of the rear axle is covered in the section in this manual titled REAR AXLE.

SHOCK ABSORBER (Ref Fig. 2)

| Tool List | Qty. |
|------------------------------|------|
| Wheel Chocks..... | 4 |
| Jack Stands | 4 |
| Floor Jack | 1 |
| Insulated Wrench, 9/16"..... | 1 |
| Torx Bit, T-27..... | 1 |
| Wrench, 15 mm | 1 |
| Socket, 15 mm..... | 1 |
| Ratchet | 1 |
| Torque Wrench, ft. lbs..... | 1 |

WARNING

To reduce the possibility of personal injury, follow the lifting procedure in Section B of this manual. Place wheel chocks in front and behind the front wheels and check the stability of the vehicle on the jack stands before start-

REAR SUSPENSION

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

ing any repair procedure. Never work on a vehicle that is supported by a jack alone.

WARNING

Using an insulated wrench, disconnect the battery cable at the negative (-), BL-, battery terminal.

1. Remove the two Torx head screws that secure the rear access panel.
2. Remove the rear access panel.
3. Raise the rear of the vehicle in accordance with the instructions provided in Section B of this manual and support the rear of the vehicles on the outer ends of the rear bumper.
4. Remove the hex head bolt (5) and washer (4) from the lower end of the shock absorber.
5. Remove the hex head bolt (1) and washer (2) from the upper end of the shock absorber.

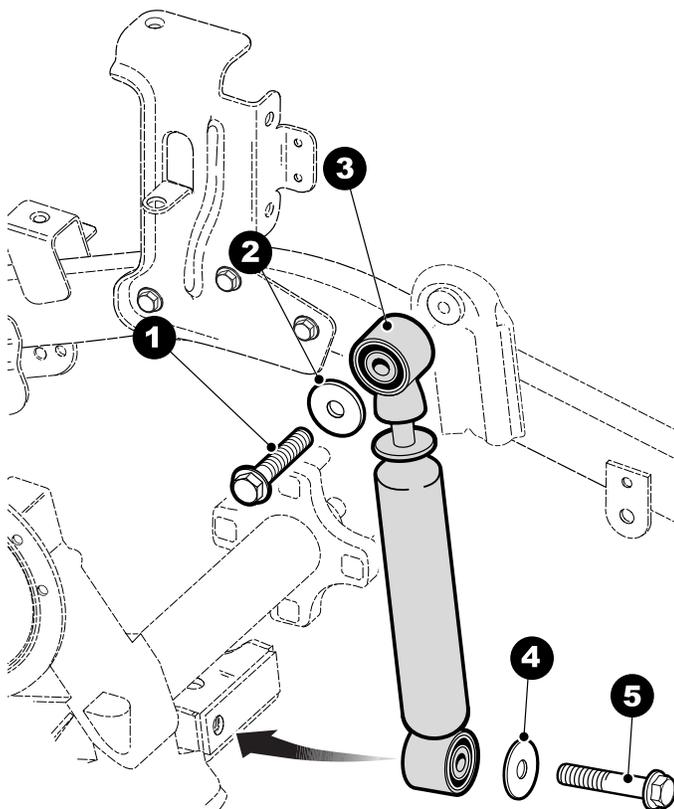


Fig. 2 Shock Absorber

6. Install the hex head bolt (1) and washer (2) for the upper shock mount, make sure that the shock (3) is oriented as shown.

7. Install the hex head bolt (5) and washer (4) through the lower end of the shock (3) into the mounting bracket on the axle.

Removal and installation of the shock is the same for both sides of the vehicle.

Replace any worn or damaged hardware with new as required.

| ITEM | TORQUE SPECIFICATION |
|------|------------------------------|
| 1, 5 | 27 - 32 ft. lbs (36 - 43 Nm) |

REAR LEAF SPRING (Ref Fig. 3)

| Tool List | Qty. |
|------------------------------|------|
| Wheel Chocks..... | 4 |
| Jack Stands | 4 |
| Floor Jack | 1 |
| Wrench, 15 mm..... | 1 |
| Insulated Wrench, 9/16"..... | 1 |
| Socket, 15 mm | 1 |
| Ratchet | 1 |
| Torque Wrench..... | 1 |

NOTICE

If both leaf springs are to be replaced and the rear axle is not being removed, it is important to remove and replace one leaf spring at a time. It is recommended that leaf springs be replaced in pairs .

Removal

1. Raise the rear of the vehicle in accordance with the instructions provided in Section B of this manual.
2. Place a floor jack under the center section of the rear axle and raise the jack just enough to place a second set of jack stands under the axle tubes.
3. Remove the two hex nuts (3) from the U-bolt (1) on the axle allowing the leaf spring plate (2) to slide off of the U-bolt.
4. Remove the hex head bolts (15) and nuts (11) from the shackle plates (12) at the rear of the frame. Remove the flanged urethane bushings (13) and spacers (14) as well.
5. Remove the hex head bolt (7) and nut (4) from the forward leaf spring mounting bracket. The leaf spring

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

(16) can now be removed from the vehicle.

- Remove the flanged urethane bushings (6) and the spacer (5) from the leaf spring.

Installation

- Apply a commercially available anti-seize compound to the large flanged urethane bushings (6).
- Install the large flanged urethane bushings (6) and spacer (5) in the end of the leaf spring (16) and place the leaf spring in the forward mounting bracket.
- Install the hex head bolt (7) and nut (4) to secure the forward end of the leaf spring in the bracket.
- Apply a commercially available anti-seize compound to the flanged urethane bushings (13).
- Install one set of the smaller flanged urethane bushings (13) and spacer (14) in the rear frame mounting holes.
- Position the shackle plates (12) over the bushings and install the hex head bolt (15) and nut (11).
- Install the remaining pair of flanged urethane bushings (13) and spacer (14) in the leaf spring (16). Position the leaf spring between the shackle plates (12) and install the hex head bolt (15) and nut (11).

- Align the pin on the leaf spring (16) with the hole in the axle bracket and install the leaf spring plate (2) on to the U-bolt (1). Secure plate in place with two hex nuts (3) and tighten both nuts equally to the specified torque.

- Torque all hardware as specified making sure that the leaf spring pin remains aligned with the holes in the axle mounting bracket and the leaf spring mounting plate.

Removal and installation of the leaf spring is the same for both sides of the vehicle.

Replace any worn or damaged hardware with new as required. It is recommended that locking nuts be replaced after a maximum of 5 removals.

| ITEM | TORQUE SPECIFICATION |
|-------|------------------------------|
| 3 | 22 - 26 ft. lbs (30 - 35 Nm) |
| 4, 11 | 130-150 ft. lbs (17 - 21 Nm) |

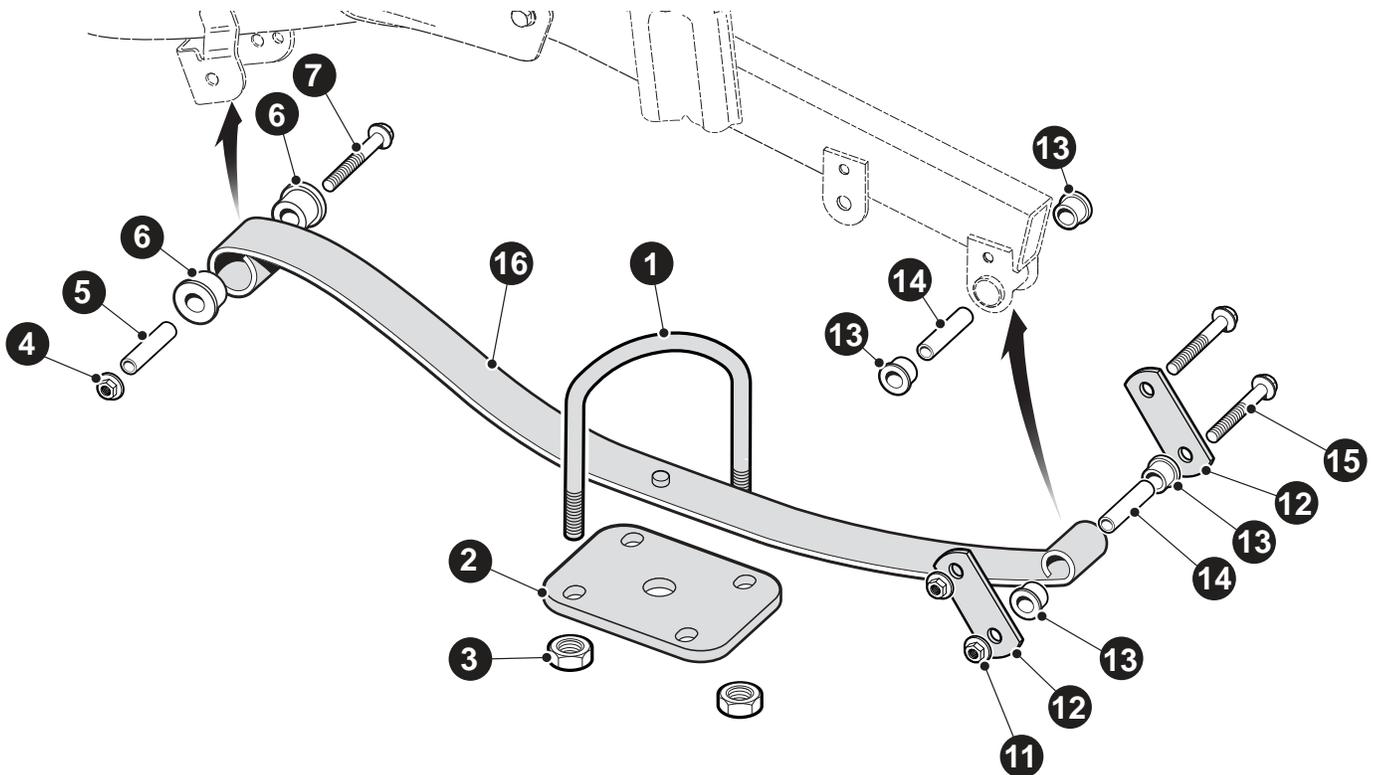


Fig. 3 Rear Leaf Spring

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Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

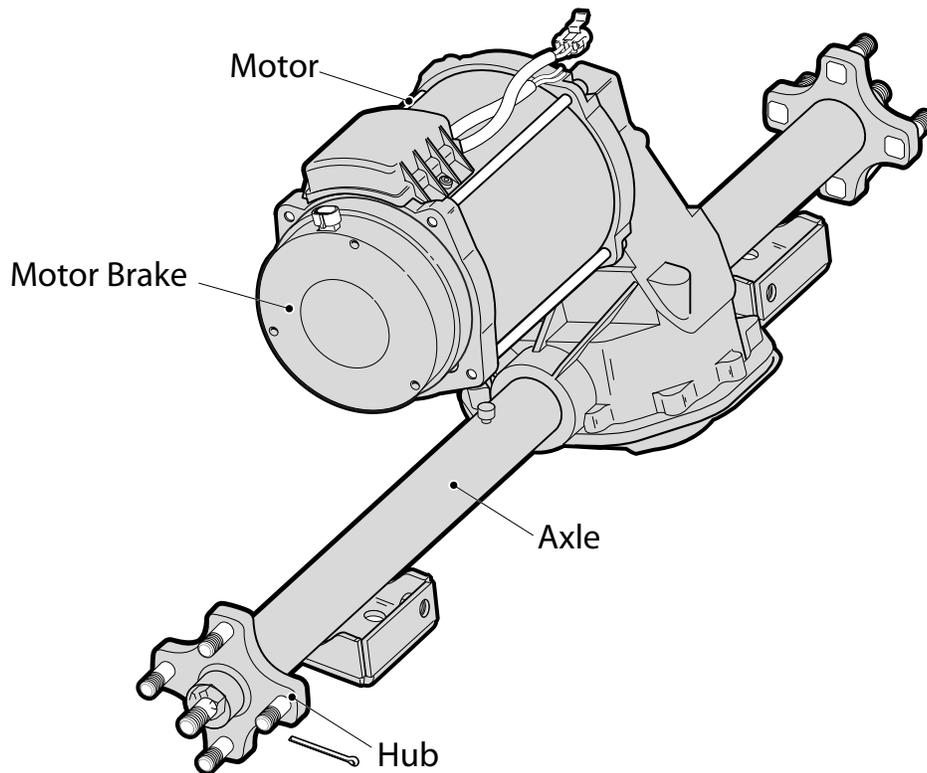


Fig. 1 Rear Axle

REAR AXLE MAINTENANCE

The only maintenance required for the first five years or 1000 hours of operation is to check the Torque to Rotate (TTR) and the periodic inspection of the lubricant level. Unless leakage is evident, the lubricant need only be replaced after five years.

Checking the Torque to Rotate

| Tool List | Qty. |
|-----------------------------|------|
| Jack..... | 1 |
| Jack Stands..... | 2 |
| Torque Wrench, ft. lbs..... | 1 |
| Needle Nosed Pliers..... | 1 |
| Socket, 15/16"..... | 1 |

To check the TTR raise and support the rear of the vehicle in accordance with the instructions provided in Section B of this manual.

1. Remove the driver side rear wheel as noted in section D of this manual.
2. Remove the cotter pin from the castle nut.
3. With the socket and torque wrench apply pressure in a

clockwise motion. If the axle hub moves at 60 ft. lbs or less replace the differential. The normal range is 80 - 120 ft. lbs of torque. If the torque required to move the axle shaft is less than 80 ft. lbs but greater than 61 ft. lbs repeat the check in 250 hours.

Replacing the Lubricant

| Tool List | Qty. |
|--|---------|
| Jack..... | 1 |
| Jack Stands..... | 4 |
| Rigid Gasket Scraper or Putty Knife..... | 1 |
| Ratchet..... | 1 |
| Socket, 1/2"..... | 1 |
| Ratchet Extension..... | 1 |
| Ball Peen Hammer..... | 1 |
| Fluid Pump..... | 1 |
| Flexible Tubing (to fit end of fluid pump..... | 3' - 4' |

In the event that the lubricant is to be replaced, the vehicle must be raised and supported on a level plane. Raise the rear of the vehicle in accordance with the instructions provided in Section B of this manual.

REAR AXLE

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

⚠ WARNING

To reduce the possibility of personal injury, follow the lifting procedure in Section B of this manual. Place wheel chocks in front and behind the front wheels and check the stability of the vehicle on the jack stands before starting any repair procedure. Never work on a vehicle that is supported by a jack alone.

1. Remove bolts securing the oil pan.
2. Using the rigid gasket scraper and the hammer separate the oil pan from the axle.
3. Remove all traces of the old gasket material from the both surfaces and from the bolt holes.
4. Clean oil pan after emptying the old oil.
5. Apply Permatex RTV or equivalent to the gasket flange on the oil pan according to product instructions.
6. Install the oil pan, tightening the bolts finger tight and then tighten to the proper torque value in a cross bolt pattern.
7. Check axle for Fill plug, if a fill plug is present skip steps 8-16 and follow the fill procedure for axles with fill plugs.
8. Remove the driver side rear wheel as shown in the Tire and Wheel section of this manual.
9. Remove the driver side rear hub as shown in the rear hub in the next section.
10. Remove the driver side axle shaft as shown in the next section.
11. Thread flexible tubing into the axle tube, past the seal and into the gear area.
12. Connect the flexible tubing to the fluid pump.
13. Fill with 25 oz. of Mobile 424 lubricant slowly.
14. Install the axle as shown in the next section.
15. Install the rear hub as shown in the next section.
16. Install the rear wheel as shown in the Tire and Wheel section of this manual.

Fill Procedure For Axles Fitted With Fill Plugs.

Latter model axles have a fill plug located on the driver's side of the axle. Remove the fill plug, insert the flexible tubing and connect the other end of the tubing to the fluid

pump. Fill with 25 oz. of Mobile 424 lubricant slowly and replace the fill plug.

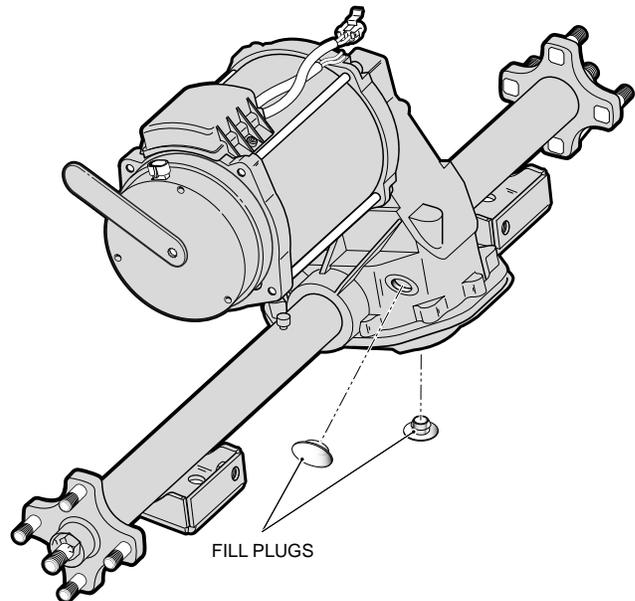


Fig. 2 FILL PLUG

REAR AXLE DISASSEMBLY

⚠ CAUTION

The rear axle is a precision assembly and therefore any repair or replacement of parts must be done with extreme care in a clean environment. Before attempting to perform any service on the axle, read and understand all of the following text and illustrations before disassembling the unit.

Handle all splines with extreme care.

Snap rings must be removed and installed with care to prevent damage of the bearings, seals and bearing bores

NOTICE

It is recommended that whenever a bearing seal or 'O' ring is removed, it be replaced with a new one regardless of the mileage. Always wipe the seals and 'O' rings with a light oil before installing.

⚠ WARNING

To reduce the possibility of personal injury, follow the lifting procedure in Section B of this manual. Place wheel chocks in front and

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

behind the front wheels and check the stability of the vehicle on the jack stands before starting any repair procedure. Never work on a vehicle that is supported by a jack alone.

Rear Hub

| Tool List | Qty. |
|------------------------------|------|
| Needle Nose Pliers..... | 1 |
| Ratchet..... | 1 |
| Socket, 15/16"..... | 1 |
| Torque Wrench, ft. lbs. | 1 |

Raise the rear of the vehicle in accordance with the instructions provided in Section B of this manual.

Remove lug nuts and rear wheel as specified in Section D (Wheels and Tires) of this manual.

1. Remove cotter pin (1).
2. Remove castle nut (2) and flat washer(3).
3. Remove hub (4) from axle splines (5).

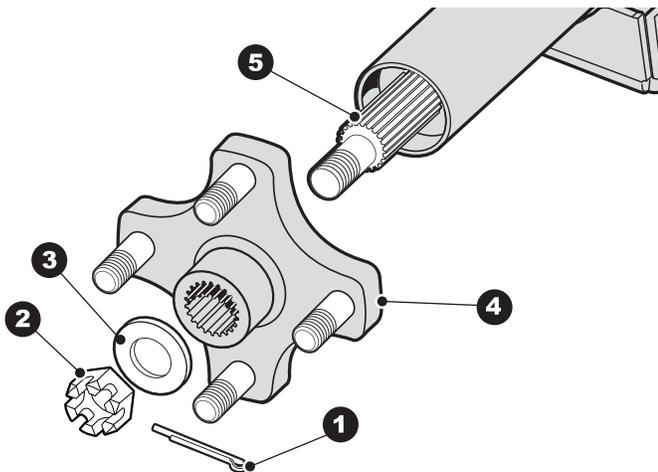


Fig. 3 Hub

4. Coat the splines of the axle shaft (5) with a Dow-Corning Moly Coat TM77 anti-seize compound.
5. Install hub (4) onto the axle shaft splines (5).
6. Install the flat washer (3) and the castle nut (2) onto the axle.
7. Tighten castle nut (2) to specified torque. If cotter pin (1) can not pass through the hole in the axle shaft continue to tighten the nut until the hole in the shaft aligns with an opening in the nut to allow the cotter pin will pass through. Once the cotter pin (1) is through the nut and shaft, split the legs and bend in opposite directions.

| ITEM | TORQUE SPECIFICATION |
|------|----------------------|
| 2 | 70 ft. lbs (95 Nm) |

Axle Shaft, Bearing and Seal Removal and Disassembly

| Tool List | Qty. |
|---|------|
| Arbor Press..... | 1 |
| Bearing Separator..... | 1 |
| Needle Nose Pliers..... | 1 |
| Internal Snap Ring Pliers..... | 1 |
| Slide Hammer (E-Z-GO P/N 18753-G1)..... | 1 |
| Seal Puller..... | 1 |
| Seal Installer (E-Z-GO P/N 18739-G1)..... | 1 |
| Ball Peen Hammer..... | 1 |

Remove the wheel and the hub from the axle.

1. Remove the outer snap ring from the axle tube.

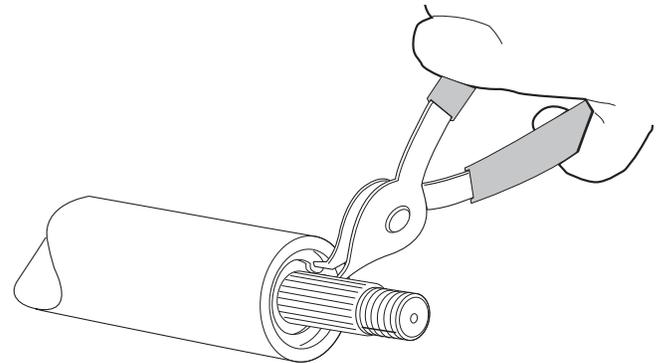


Fig. 4 Outer Snap Ring

2. Attach a slide hammer to the axle shaft thread and remove the axle and bearing from the axle tube.

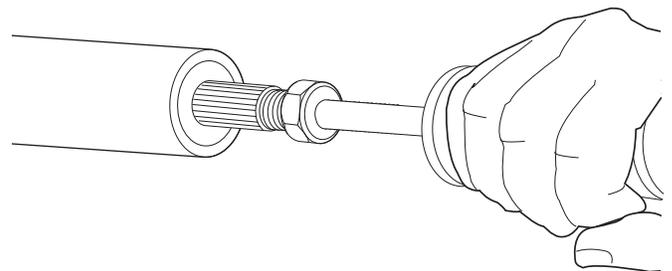


Fig. 5 Remove Axle Shaft

3. Remove the bearing by supporting the inner race of the bearing on an arbor press bed and applying pressure to the threaded end of the axle shaft.

REAR AXLE

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

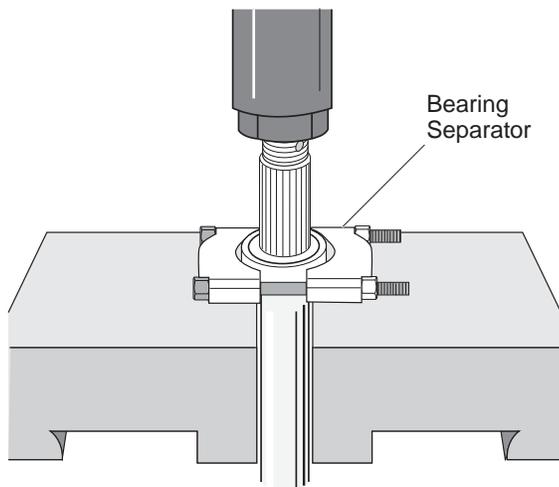


Fig. 6 Press Bearing from Shaft

4. Remove the inner snap ring.



CAUTION

Use care to prevent damage to the inner surface of the axle tube at the seal area.

5. Remove the oil seal using a seal puller.

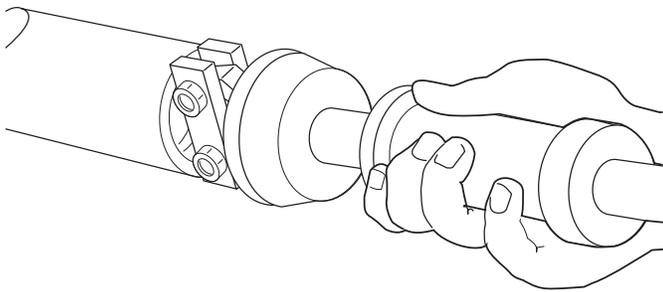


Fig. 7 Oil Seal Removal

6. Install the new oil seal using the seal installer (E-Z-GO P/N 18739-G1) to drive the seal into its correct position.

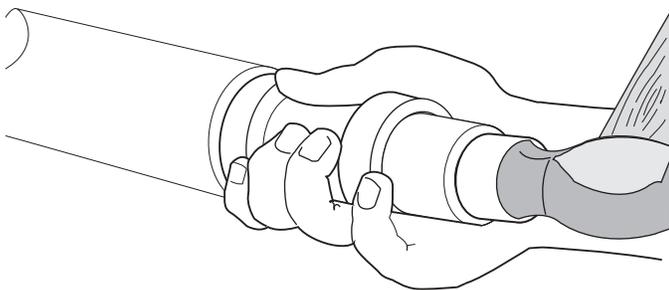


Fig. 8 Seal Installation

7. Install the inner snap ring.



CAUTION

To prevent damage to the oil seal, lightly coat the axle shaft with bearing grease and support the shaft during installation.

8. Carefully insert the axle shaft and bearing through the oil seal. Rotate the shaft until the spline engages with the differential side gears.
9. Install the outer snap ring.

Install the rear hub according to the instructions in the Rear Hub section.

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Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

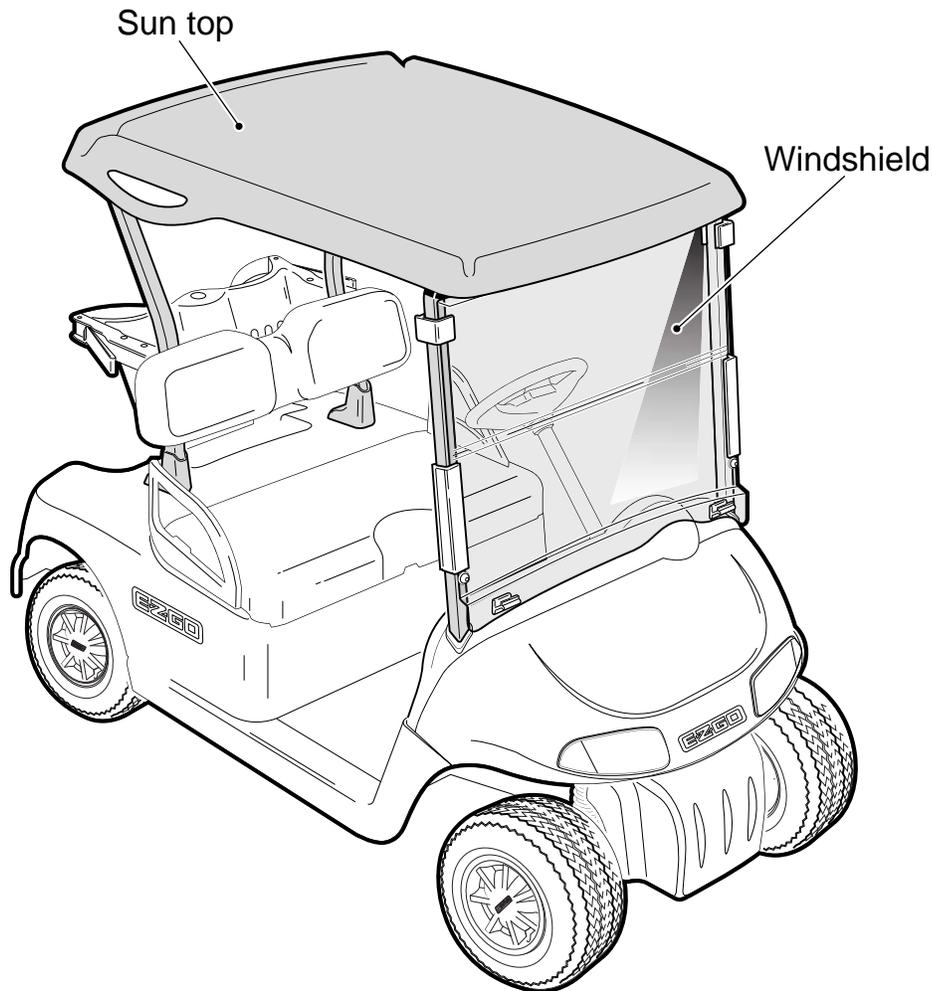


Fig. 1 Top and Windshield

TOP AND WINDSHIELD

WARNING

The top does not provide protection from roll over or falling objects.

The windshield does not provide protection from tree limbs or flying objects.

The top and windshield are designed for weather protection only.

Clean with lots of water and a clean cloth. Minor scratches in the windshield may be removed using a commercial plastic polish or Plexus plastic cleaner.

Trailer

WARNING

Personal injury to occupants of other highway vehicles may occur if vehicle and contents are not adequately secured to the trailer.

Do not ride on a vehicle being trailered.

Remove the windshield before trailering.

Maximum towing speed for a vehicle with a top is 50 mph (80 kph).

If the vehicle is to be transported on a trailer at highway speeds, the windshield and top must be removed and the seat bottom secured. Always check that the vehicle and contents are adequately secured before trailering the vehicle.

WEATHER PROTECTION

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

WINDSHIELD

| Tool List | Qty. |
|---------------------------------|------|
| Torx Bit, 50 IP | 1 |
| Ratchet | 1 |
| Torque Wrench, Inch-Pound | 1 |
| Rubber Mallet | 1 |
| Flat Screw Driver | 1 |

1. Remove two torx head screws (1) from the lower portion of the windshield.
2. Release the rubber latches (2) and fold the top portion of the windshield down.
3. Carefully pull the outer edge of the windshield sash (3) forward and slide the flat screw driver into the opening. Pull towards the front of the vehicle separating the sash from the front strut. Repeat for the other side.
4. To reinstall the windshield, hang the windshield on the front strut using the rubber latches (2) on the top portion of the windshield.
5. Align the holes in the lower section with the holes in the front strut. Alignment guides (long thin screw driver or bolts) may be helpful in keeping the holes aligned as the windshield is carefully pushed onto the front strut.
6. Install two torx head screws (1) carefully, do not over tighten.

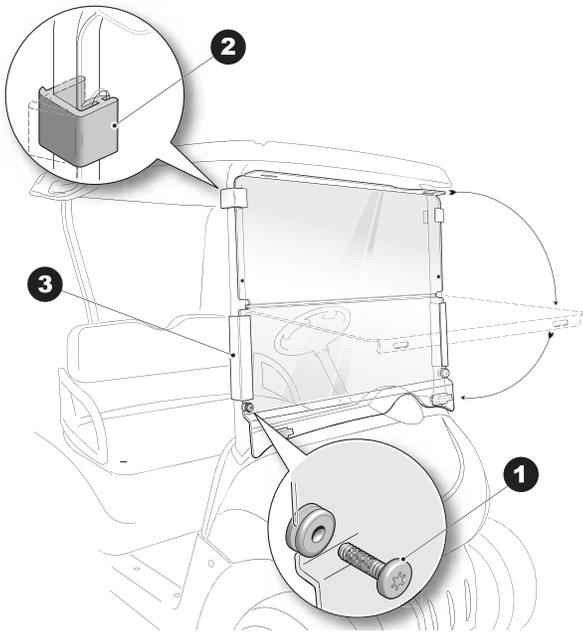


Fig. 2 Windshield

| ITEM | TORQUE SPECIFICATION |
|------|--------------------------------|
| 1 | 124 - 142 in. lbs (14 - 16 Nm) |

GOLF CAR TOP

| Tool List | Qty. |
|---------------------------------|------|
| Socket, 15 mm | 1 |
| Ratchet | 1 |
| Ratchet Extension..... | 1 |
| Wrench, 15 mm..... | 1 |
| Torque Wrench, Inch-Pound | 1 |
| Flat Screwdriver | 1 |

If vehicle is equipped with a windshield remove it before working with the top.

Removal

1. Remove six flanged hex nuts (1) and the hex bolts (2) securing the top to the struts.
2. Lift the top off of the struts and set it aside.
3. Remove the access cover (5) by sliding a flat screwdriver under the edge of it and prying it away from the instrument panel, repeat for the other side.
4. Remove the two hex head bolts (6) from each side that secure the front strut to the vehicle, lift the strut up until it clears the instrument panel and cowl.
5. Remove the rubber grommets (7) from the front strut holes if they did not come off with the struts.
6. Remove four flanged hex nuts (3) from inside the sweater basket then remove the four hex head bolts (4) that slide through the rear top strut, lift the strut up to clear the sweater basket. Repeat for the other side

Installation

1. Place the rubber grommets (7) into the holes in the front cowl making sure that they are oriented properly for each side. The grommet should follow the contour of the body.
2. Position the front strut with the bend angled to the rear of the vehicle, slide the strut through the grommets and into position. Looking through the access holes align the holes in the strut with the holes in the frame and insert the hex head bolts (6). Do not tighten hardware.
3. Position the rear struts so that they are bent to the outside of the vehicle and the top legs point to the front of

WEATHER PROTECTION

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

the vehicle. Align the mounting holes in each strut with the matching holes in the sweater basket and seat back support, install the hex head bolts (5) and nuts (4) finger tight only.

4. Place the top onto the struts and install six hex head bolts (2) down through the top and struts, place the nuts (1) on finger tight.
5. Make sure that the grommets (7) on the front strut are in place.
6. Tighten all fasteners to the proper torque.
7. Replace the access covers (5) in the instrument panel.



CAUTION

DO NOT over tighten fasteners. Exceeding the specified torque value will crush the strut tubes.

| ITEM | TORQUE SPECIFICATION |
|------|--------------------------------|
| 2, 4 | 71 - 98 in. lbs (8 - 11 Nm) |
| 6 | 177 - 203 in. lbs (20 - 23 Nm) |

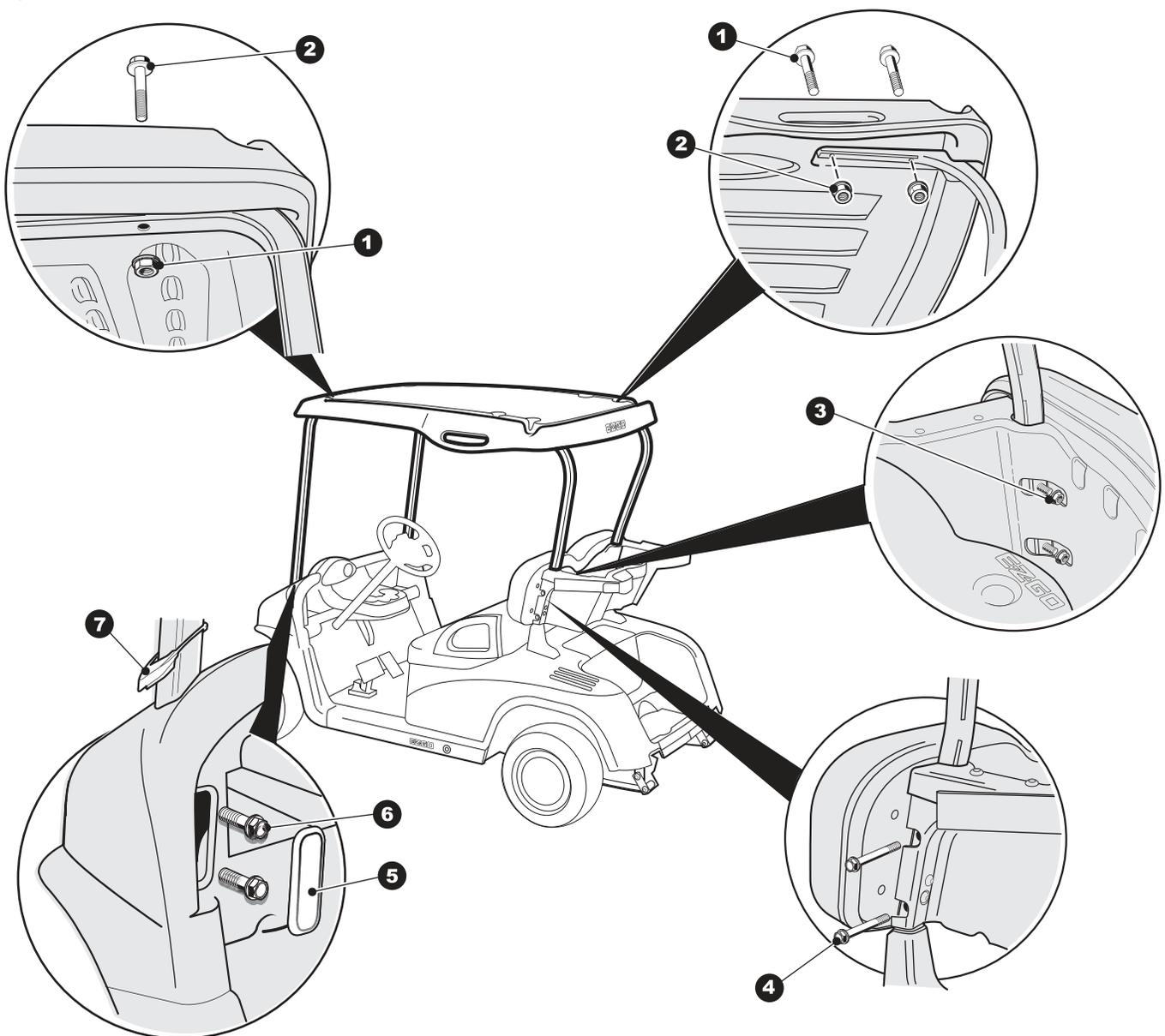


Fig. 3 Golf Car Top

WEATHER PROTECTION

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

2 + 2 TOP

Tool List

| | Qty. |
|--------------------------------|------|
| Socket, 15 mm..... | 1 |
| Ratchet..... | 1 |
| Ratchet Extension..... | 1 |
| Wrench, 15 mm..... | 1 |
| Torque Wrench, Inch-Pound..... | 1 |
| Flat Screwdriver..... | 1 |

If vehicle is equipped with a windshield remove it before working with the top.

Removal

1. Remove four hex nuts (10) and the hex bolts (8) securing the rear of the top (3) to the struts (5 & 6).
2. Remove two hex nuts (10) and hex bolts (13) with spacers (12) securing the top (3) at the front to the strut (4).

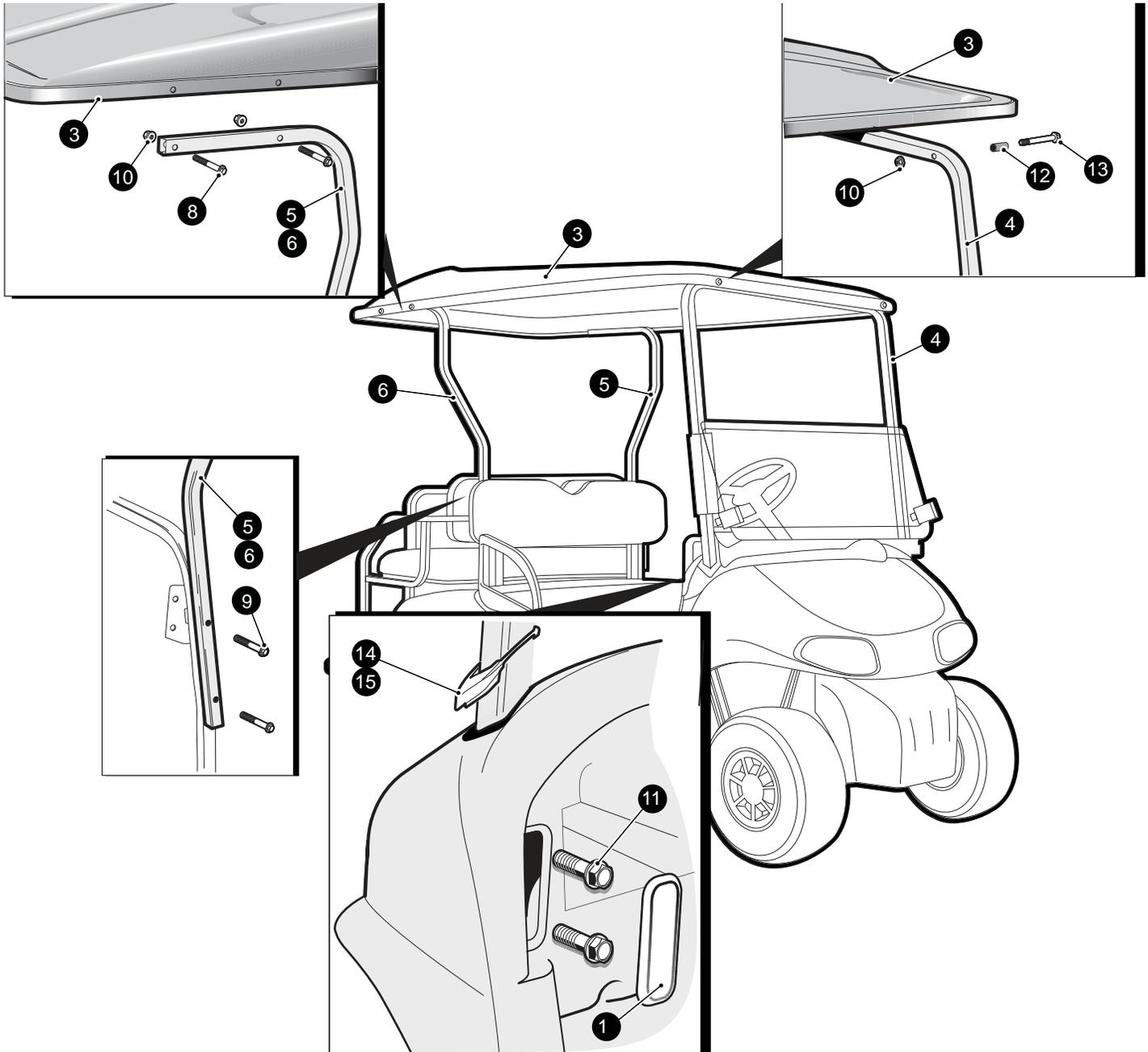


Fig. 4 2 + 2 Top

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

3. Lift the top (3) off of the struts and set it aside.
4. Remove the access cover (1) by sliding a flat screwdriver under the edge of it and prying it away from the instrument panel, repeat for the other side.
5. Remove the two hex head bolts (11) from each side that secure the front strut to the vehicle, lift the strut (4) up until it clears the instrument panel and cowl.
6. Remove the rubber grommets (14 & 15) from the front strut holes if they did not come off with the struts.
7. Remove two hex bolts (9) from one rear strut (5 or 6) then, repeat for the other side.

| ITEM | TORQUE SPECIFICATION |
|-------|--------------------------------|
| 10 | 133 - 159 in. lbs (15 - 18 Nm) |
| 9, 11 | 177 - 203 in. lbs (20 - 23 Nm) |

Installation

1. Place the rubber grommets (14 & 15) into the holes in the front cowl making sure that they are oriented properly for each side. The grommet should follow the contour of the body.
2. Position the front strut (4) with the bend angled to the rear of the vehicle, slide the strut through the grommets and into position. Looking through the access holes align the holes in the strut with the holes in the frame and insert the hex head bolts (11). Do not tighten hardware.
3. Position the rear struts (5 & 6) so that they are bent to the outside of the vehicle and the top legs point to the rear of the vehicle. Align the mounting holes in each strut with the matching holes in the seat back support, install the hex head bolts (9) finger tight only.
4. Place the top onto the struts and install two hex head bolts (13) and spacers (12) at the front through the struts, place the nuts (10) only finger tight.
5. Install four hex head bolts (8) and hex nuts (10) through the rear struts (5 & 6) only finger tight.
6. Make sure that the grommets (14 & 15) on the front strut (4) are in place.
7. Tighten all fasteners to the proper torque.
8. Replace the access covers (1) in the instrument panel.



CAUTION

DO NOT over tighten fasteners. Exceeding the specified torque value will crush the strut tubes.

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TROUBLESHOOTING AND DIAGNOSTICS

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

HOW TO USE THE HAND HELD DIAGNOSTIC UNIT

The E-Z-GO Hand Held Diagnostic Unit, P/N 606215 is used for troubleshooting, tuning, programming and the retrieval of warranty information on the 48V AC golf car.



Fig. 1 Hand Held Diagnostic Unit

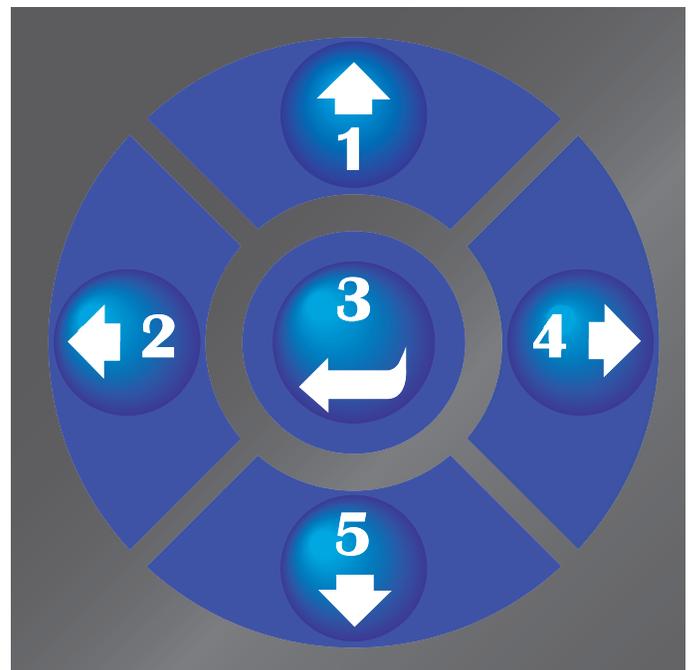
The hand held diagnostic unit is connected to the vehicle by plugging the power cord connector into the receptacle located under the vehicle cup holder.

The E-Z-GO logo will display when the unit is first powered up, then the menu title is displayed on the first line of the display screen with the menu selections indented under it.

The vertical bar along the left side of the display screen moves up and down when buttons 1 or 5 are pressed. The length of the bar also changes depending on how many items are in a menu. When the bar is positioned at the top arrow the beginning of the menu has been reached; if the bar has reached the arrow at the bottom of the screen there are no more menu choices available.



To access the different diagnostic functions, use the five control buttons to scroll through the menus.



Buttons 1 and 5 will move the cursor up and down through the menu, button 4 will show the sub menu for the highlighted item. Button 2 will return to the top level menu. Button 3 is used as 'enter' or 'return'; hold the button for 3 seconds.

MENUS

The Hand Held Diagnostic Unit, when connected to the vehicle, will provide access to information on the following:

DIAGNOSTICS REPORT (real time read only)

1. BATTERY VOLTAGE: displayed as 'VOLTAGE', the next line displays 'HIGH', the actual voltage or 'LOW'. in tenths of a volt

TROUBLESHOOTING AND DIAGNOSTICS

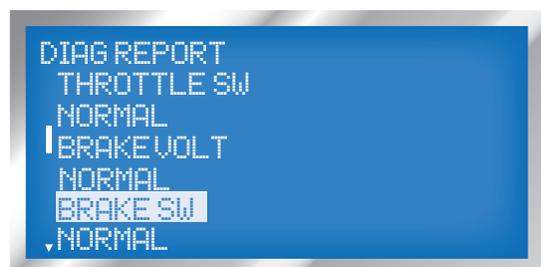
Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.



2. CALCULATED BATTERY CURRENT: displayed as 'CURRENT', the next line displays calculated current as 'LOW', the actual number in DC Amps or as 'HIGH'.
3. STATE OF CHARGE: displayed as 'SOC', the next line displays the state of charge for the battery pack as 'NORMAL' or 'LOW BATT'.
4. THROTTLE SENSOR VOLTAGE: displayed as 'THROTVOLT', the next line displays the sensor voltage as 'LOW', 'NORMAL' or 'HIGH'.
5. THROTTLE SWITCH POSITION: displayed as 'THROTTLESW', the next line displays the switch voltage as 'NORMAL' or 'HIGH'.



6. BRAKE SENSOR VOLTAGE: displayed as 'BRAKE-VOLT', the next line displays the sensor voltage as 'LOW', 'NORMAL' or 'HIGH'.
7. BRAKE SWITCH POSITION: displayed as 'BRAKE SW' the next line displays the switch voltage as 'NORMAL' or 'HIGH'



8. MOTOR COMMAND SPEED: displayed as 'CMD-SPEED', the next line displays the speed in RPMs (revolutions per minute) that is being requested of the

motor by the pedal position.

9. MOTOR ACTUAL SPEED: displayed as 'ACTSPEED', the next line displays the actual motor speed in RPMs.



10. MOTOR CURRENT: displayed as 'AC CURRENT', the next line displays the AC current in Amps.
11. MOTOR TEMPERATURE: displayed as 'MOTOR-TEMP', the next line displays the internal motor temperature in °C.



12. FORWARD SWITCH: displayed as 'FWD SWITCH', the next line displays the switch position as 'ON' or 'OFF'
13. REVERSE SWITCH: displayed as 'REV SWITCH', the next line displays the direction selection as 'ON' or 'OFF'
14. RUN TOW SWITCH POSITION: displayed as 'RUN TOW SW', the next line displays the position of the run/tow switch as 'RUN' or 'TOW'



15. REVERSE WARNING BUZZER: displayed as 'BUZZER', the next line displays the buzzer state as 'ON' or 'OFF'

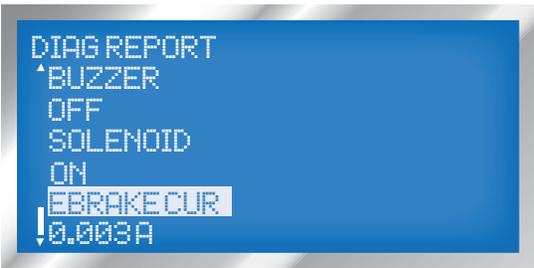
TROUBLESHOOTING AND DIAGNOSTICS

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

16. SOLENOID: displayed as 'SOLENOID', the next line displays the solenoid state as 'ON' or 'OFF'



17. ELECTRIC BRAKE CURRENT: displayed as 'EBRAKECURR', the next line displays the brake current as a three place decimal in Amps; the brake current displayed below is 3 milliAmps.



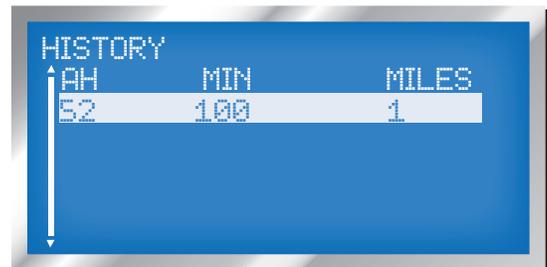
4. TOTAL ROUNDS: displayed as 'EST TOTAL RNDS', the next line displays the number of rounds as calculated based on 42 minutes running time per round played.
5. CHARGE CONSUMED: displayed as 'CHARGE', the next line displays the total charge consumed in kw-hrs



The HISTORY screen displays the number of amp hours, the minutes and the miles

BATTERY AND WARRANTY (read only)

Display parameters based on the data stored in the vehicle controller



1. STATE OF BATTERY CHARGE: displayed as 'SOC-BATT', the next line displays the battery pack state of charge; the battery pack state of charge shown below is 85%.
2. TOTAL AMP-HOURS: displayed as 'TOTAL AH', this is the total Amp-Hours used for the life of the car.
3. TOTAL MINUTES: displayed as 'TOTAL', this is the total running time of the vehicle, the next line displays the hours

TROUBLESHOOTING AND DIAGNOSTICS

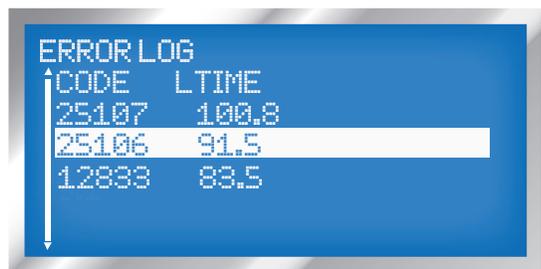
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ERROR MESSAGES



1. Current Error Message is displayed on the ERROR STATUS screen

2. Past 7 Error Codes are displayed on ERROR LOG screen. The error code along with the run time when the error occurred

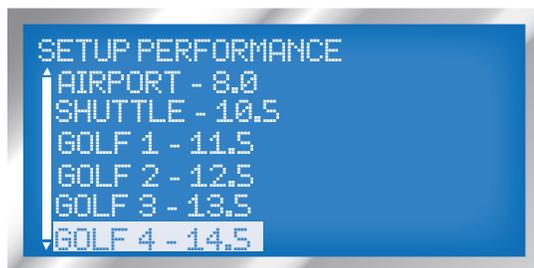


WARNING MESSAGES

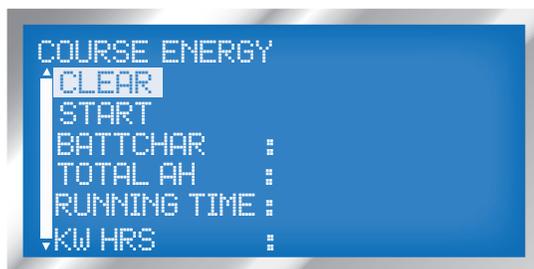


SETTING TOP SPEED AND PERFORMANCE PROFILES (read and write)

To change the speed, scroll down the list and highlight one of the vehicles; Airport, Shuttle or Golf 1, 2, 3 & 4 profiles. After selecting the desired speed press the enter key (button 3) then turn the key switch to 'OFF', once the key switch is turned back on the vehicle will display the new speed setting on the hand held unit.



COURSE ENERGY CONSUMPTION (read only)



1. Start and Stop the Record Function: display as 'START', 'STOP' or 'CLEAR'

2. Scroll down to 'START' and press the enter key (button 3) to begin recording the energy consumption.

3. Drive vehicle around the course as it would be driven during a round of golf.

4. To 'STOP' the recording make sure that 'STOP' is highlighted and press the enter key (button 3). The energy consumed will be displayed on the screen.

4. Selecting 'CLEAR' and pressing the enter key (button 3) will erase all data that is displayed on the screen.

TROUBLESHOOTING AND DIAGNOSTICS

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

| CODE | DESCRIPTION | POSSIBLE CAUSES | DIAGNOSTIC STEP | ACTION (post diagnosis) |
|-------|---------------------------------|--|---|---|
| 8976 | AC Over Current | 1. Software detects motor current 50% higher than controller peak rated current. NOTE: this error is seldom seen. It is usually the result of motor parameters such as stator inductance or resistance being out of spec. Transient Events can also cause this error without a component failure | <ol style="list-style-type: none"> 1. Turn key to 'OFF' and then back 'ON'. If car does not run proceed to step 2. 2. Disconnect U, V, W from controller. Check resistance between U -V, V-W, and U-W, each should be 0.4-0.8 Ohms. If readings are out of range see ACTION 1. If readings are in range and car does not run proceed to step 3. 3. Remove controller from the non-running car and install it in a running car, if this vehicle does not run with this controller the controller is suspect. See ACTION 2 | <ol style="list-style-type: none"> 1. Replace Motor 2. Replace Controller |
| 9024 | AC Short Circuit | 1. Short circuit detected in controller, motor cable or motor. | <ol style="list-style-type: none"> 1. Turn key to 'OFF' and then back 'ON'. If car does not run proceed to step 2. 2. Disconnect U, V, W from controller. Check resistance between U -V, V-W, and U-W, each should be 0.4-0.8 Ohms. If readings are out of range see ACTION 1. If readings are in range and car does not run proceed to step 3. 3. Remove controller from the non-running car and install it in a running car, if this vehicle does not run with this controller the controller is suspect. See ACTION 2 | <ol style="list-style-type: none"> 1. Replace Motor 2. Replace Controller |
| 12576 | DC Bus Timeout | 1. DC Bus voltage has not reached 24 volts within 10 seconds after key switch start. | <ol style="list-style-type: none"> 1. Check battery voltage across all 4 batteries, voltage should read 42 VDC minimum, if O.K. proceed to step 2. 2. Check voltage across solenoid contacts, if more than 3 VDC but less than 24 VDC proceed to step 3, if not see ACTION 3. 3. Remove resistor control module connection to controller B- terminal, if error status changes follow ACTION 1. | <ol style="list-style-type: none"> 1. Replace resistor control module. 2. If error does reoccur then replace controller. 3. Replace solenoid. |
| 12817 | DC Bus High - Software Detected | 1. Battery Pack voltage is over 63 volts. NOTE: It is unlikely this error will occur in the factory. If it occurs in the field during regenerative braking, energy is transferred from the controller back to the battery pack raising the DC Bus voltage and battery pack terminal voltage only if the energy burn circuit is not properly functioning. | <ol style="list-style-type: none"> 1. Verify that all battery wires are securely fastened and have less than 0.1 ohms resistance between wire terminal and battery post. 2. Check the battery voltage across all 4 batteries, voltage should read 63 VDC MAXIMUM. 3. Check voltage across solenoid contacts. If more than 3 VDC but less than 24 VDC proceed to step 3, if it does not fall in this range follow ACTION 3. 4. Verify power resistor ohm reading is between 0.2 and 0.5 ohms. 5. Remove resistor control module connection to controller B- terminal. If error status changes follow ACTION 1. | <ol style="list-style-type: none"> 1. Tighten or replace loose or high resistance power wire connections. 2. Replace power resistor. 3. Replace solenoid. 4. Replace resistor control module. 5. If error continues, replace the controller. |

TROUBLESHOOTING AND DIAGNOSTICS

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

| CODE | DESCRIPTION | POSSIBLE CAUSES | DIAGNOSTIC STEP | ACTION (post diagnostics) |
|-------|---------------------------------|--|--|---|
| 12818 | DC Bus High - Hardware Detected | 1. Battery Pack voltage is over 67 volts. NOTE: It is unlikely this error will occur in the factory and very rarely in the field. If it occurs in the field the most likely cause is a loose power wire or and internal controller fault | 1. Verify that all battery wires are securely fastened and have less than 0.1 ohms resistance between wire terminal and battery post. 2. Check the battery voltage across all 4 batteries, voltage should read 63 VDC MAXIMUM . 3. Check voltage across solenoid contacts. If more than 3 VDC but less than 24 VDC proceed to step 3, if it does not fall in this range follow ACTION 3 . 4. Verify power resistor ohm reading is between 0.2 and 0.5 ohms. 5. Remove resistor control module connection to controller B- terminal. If error status changes follow ACTION 1 . | 1. Tighten or replace loose or high resistance power wire connections. 2. Replace power resistor. 3. Replace solenoid. 4. Replace resistor control module. 5. If error continues, replace the controller. |
| 12833 | DC Bus Low - Software Detected | 1. Controller DC Bus voltage has dropped below 18 volts. | 1. Verify that all battery wires are securely fastened and have less than 0.1 ohms resistance between wire terminal and battery post. 2. Check the battery voltage across all 4 batteries, voltage should read 42 VDC Minimum . 3. Check voltage across solenoid contacts. If more than 3 VDC but less than 24 VDC proceed to step 3, if it does not fall in this range follow ACTION 3 . 4. Verify power resistor ohm reading is between 0.2 and 0.5 ohms. 5. Remove resistor control module connection to controller B- terminal. If error status changes follow ACTION 1 . | 1. Tighten or replace loose or high resistance power wire connections. 2. Replace power resistor. 3. Replace solenoid. 4. Replace resistor control module. 5. If error continues, replace the controller. |
| 16912 | Motor Temp High | 1. Vehicle is heavily loaded or overloaded. 2. Motor temperature of greater than or equal to 150°C (302°F), NOTE: 1300 ohms equals a motor temperature of 150°C. | 1. Check external motor temperature, it should be less than 120°C (248°F). 2. Check thermocouple resistance, it should be more than 400 ohms and less than 1300 ohms. If not between these numbers perform ACTION 3 . | 1. Allow motor to cool. 2. Reduce payload or travel grade. 3. Replace motor. 4. Replace the controller. |
| 17168 | Heat Sink Temp High | 1. Vehicle is heavily loaded or overloaded. 2. Controller temperature is greater than or equal to 120°C (248°F). | 1. Check the external heat sink temperature, it should be less than 80°C (176°F). | 1. Allow to cool. 2. Reduce payload or travel grade. 3. Replace the controller. |
| 20753 | 15V Supply Low Voltage | 1. Problem with the reverse warning alarm (shorted) 2. Problem with controller's internal 15 volt supply. | 1. With vehicle 'OFF', unplug 23 pin connector from the controller and measure the reverse alarm resistance, value should be between 100 ohms and 500 ohms. Perform ACTION 1 . 2. With vehicle 'OFF', unplug 23 pin connector from the controller and measure the relay resistance, value should be between 1 ohm and 50 ohms. Perform ACTION 2 . | 1. Replace reverse alarm. 2. Replace controller. |

TROUBLESHOOTING AND DIAGNOSTICS

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

| CODE | DESCRIPTION | POSSIBLE CAUSES | DIAGNOSTIC STEP | ACTION (post diagnostics) |
|-------|---|--|---|--|
| 20755 | 5V Supply Low or High Voltage | <ol style="list-style-type: none"> 1. Typically caused by a short in the 5 volt wire harness. 2. Malfunction in the controller's 5 volt (sensor) supply. 3. SOC meter (if equipped) may be shorted. 4. Resistor control module may be shorted. | <ol style="list-style-type: none"> 1. Check both +5V and 5V GND to chassis, resistance should be more than 10k ohms, if less perform ACTION 1. 2. Check throttle and brake sensor for a short condition, if shorted perform ACTION 2. 3. Check motor encoder for a short condition, if shorted perform ACTION 3. 4. Check SOC meter (if equipped) for a short condition, if shorted perform ACTION 4. | <ol style="list-style-type: none"> 1. Replace wire harness. 2. Replace sensor. 3. Replace encoder. 4. Replace SOC meter. 5. Replace controller. |
| 21008 | Current Sensor Offset Calibration Error | <ol style="list-style-type: none"> 1. Error detected in controller current measurement hardware. | <ol style="list-style-type: none"> 1. Verify that U, V and W motor wires are securely fastened and have less than 0.1 ohms resistance between wire terminal and power post. 2. Check resistance between U-V, V-W and U-W, each should be 0.4 - 0.8 ohms. | <ol style="list-style-type: none"> 1. Replace controller. |
| 21520 | Open Drain Outputs Current High | <ol style="list-style-type: none"> 1. Current in an open drain output (reverse warning alarm, park brake, resistor control, solenoid or brake relay) is more than rated current. | <ol style="list-style-type: none"> 1. Check each output drain device (reverse warning alarm, park brake, resistor control, solenoid or brake relay) for a shorted condition (less than 0.1 ohms) with the key in the 'OFF' position. | <ol style="list-style-type: none"> 1. If shorted condition is found replace shorted component. 2. Replace controller. |
| 25104 | Direction Error | <ol style="list-style-type: none"> 1. Occurs only when the reverse and forward signals are simultaneously selected (normally a short condition in either the key switch or wiring) | <ol style="list-style-type: none"> 1. Remove key switch, with switch in 'FWD' and check A-C and A-D, either A-C or A-D when tested should read less than 0.1 ohms, NOT BOTH. 2. Repeat step 1 with switch in 'REV', if step 1 or 2 fail see ACTION 1. 3. Remove 23 pin connector from controller, check mating connector to key switch, pin C and D for a reading of less than 0.1 ohms, if over 0.1 ohms see ACTION 2. 4. If steps 1 - 3 check out good then see ACTION 3. | <ol style="list-style-type: none"> 1. Replace key switch. 2. Replace wiring harness. 3. Replace controller. |
| 25105 | Throttle Sensor Error | <ol style="list-style-type: none"> 1. Throttle position sensor has a low voltage condition, less than 0.35 volts. 2. Throttle position sensor has a high voltage condition, greater than 4.8 volts. 3. Throttle position sensor has a voltage less than 0.85 volts when throttle switch closes. | <ol style="list-style-type: none"> 1. Verify that the 5 volt out put range is 5 volts ± 0.1 volts. 2. Turn key switch to 'N' and place that the accelerator pedal is in the upright position. 3. Verify that accelerator pedal arm is in contact with the rubber bumper, if not in contact with bumper see ACTION 1. 4. Verify the throttle sensor voltage is between 0.35 volts and 4.8 volts. If not in range see ACTION 2. 5. Verify the throttle sensor voltage is less than or equal to 0.85 volts when throttle switch closes. If greater than 0.85 volts see ACTION 3. 6. Verify other 5 volt supply devices; motor encoder, resistor module and brake sensor. 7. If diagnostic steps 1 and 3-6 fail see ACTION 5. | <ol style="list-style-type: none"> 1. Remove obstruction. 2. Replace throttle sensor. 3. Replace throttle switch. 4. Repair or replace bad device. 5. Replace controller. |

TROUBLESHOOTING AND DIAGNOSTICS

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

| CODE | DESCRIPTION | POSSIBLE CAUSES | DIAGNOSTIC STEP | ACTION (post diagnostics) |
|---------|---------------------------|---|---|--|
| 25106 | Reverse Alarm Test Failed | 1. Reverse warning alarm failed at startup check. The controller tests for a completed reverse warning alarm circuit. | <ol style="list-style-type: none"> 1. Turn key switch to 'OFF' and unplug 23 pin connector from controller. 2. Check the reverse warning alarm for a shorted condition, less than 0.1 ohms, by measuring between pin 10 and pin 13 with the Run/Tow switch in the 'TOW' position. If test is greater than 0.1 ohms see ACTION 1. 3. Turn key switch to 'R' and verify voltage to the reverse warning alarm is 48 volts, if not then see ACTION 2. | <ol style="list-style-type: none"> 1. Replace reverse warning alarm. 2. Replace wiring 3. Replace controller |
| 25107 | Mechanical Brake Failed | <ol style="list-style-type: none"> 1. Parking brake failed to prevent motor from rotating during the park brake startup test. NOTE: this fault may occur if the key switch is turned to 'OFF' and then to 'ON' quickly while the vehicle is moving. | <ol style="list-style-type: none"> 1. Turn key switch to 'OFF' and try to push the vehicle, it should NOT move. 2. Unplug the harness from the motor brake. 3. Verify brake coil resistance is 27 ±3 ohms, if out of range see ACTION 1. 4. Verify that friction disk is in alignment, if not aligned see ACTION 2. 5. Turn key switch to 'ON' and with the 'Run/Tow' switch to 'RUN/STORAGE' and try to push the car. | <ol style="list-style-type: none"> 1. Replace motor brake. 2. Realign the friction disk. 3. Replace the controller. |
| 25108 | Brake Sensor Error | <p>Brake position sensor input is out of range, there are three conditions which can cause this error.</p> <ol style="list-style-type: none"> 1. Low sensor voltage, less than 0.35 volts. 2. High sensor voltage, greater than 4.8 volts. 3. Sensor voltage greater than 0.85 volts when brake switch closes. | <ol style="list-style-type: none"> 1. Verify that the 5 volt out put range is 5 ±0.1 volts. 2. Turn key switch to 'N' and check that the accelerator pedal is in the upright position. 3. Verify that accelerator pedal arm is in contact with the rubber bumper, if not in contact with bumper see ACTION 1. 4. Verify the throttle sensor voltage is between 0.35 volts and 4.8 volts. If not in range see ACTION 2. 5. Verify the throttle sensor voltage is less than or equal to 0.85 volts when throttle switch closes. If greater than 0.85 volts see ACTION 3. 6. Verify other 5 volt supply devices; motor encoder, resistor module and brake sensor. | <ol style="list-style-type: none"> 1. Remove obstruction. 2. Replace throttle sensor. 3. Replace throttle switch. 4. Repair or replace bad device. |
| 33024 | CAN Timeout | 1. This error occurs when the controller and the handled devices stop communicating. | 1. Check for a loose handheld connection or a damaged handheld. Replace the CAN Bus plug (run plug). | <ol style="list-style-type: none"> 1. Cycle the key switch (turn it off then back on). 2. Depress accelerator pedal, release and depress again. |
| Warning | Drive Fault | 1. Indicates the current error is the result of a condition internal to the controller. The message can appear in combination with one of the above error messages. | 1. Trouble shoot according to the controller error message displayed. | 1. Replace motor controller |

TROUBLESHOOTING AND DIAGNOSTICS

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

| CODE | DESCRIPTION | POSSIBLE CAUSES | DIAGNOSTIC STEP | ACTION (post diagnostics) |
|---------|--------------------|--|---|---|
| Warning | DC Bus Low | DC Bus voltage is less than 24 volts. | <ol style="list-style-type: none"> 1. Verify that all battery wires are securely fastened and have less than 0.1 ohms resistance between wire terminal and battery post. 2. Check the battery voltage across all 4 batteries, voltage should read 42 VDC MINIMUM. 3. Check voltage across solenoid contacts. If more than 3 VDC but less than 24 VDC proceed to step 3, if it does not fall in this range follow ACTION 3. 4. Verify power resistor ohm reading is between 0.2 and 0.5 ohms. 5. Remove resistor control module connection to controller B- terminal. If error status changes follow ACTION 1. | <ol style="list-style-type: none"> 1. Tighten or replace loose or high resistance power wire connections. 2. Replace power resistor. 3. Replace solenoid. 4. Replace resistor control module. 5. If error continues, replace the controller. |
| Warning | DC Bus High | Controller DC Bus voltage is greater than 67 volts. | <ol style="list-style-type: none"> 1. Verify that all battery wires are securely fastened and have less than 0.1 ohms resistance between wire terminal and battery post. 2. Check the battery voltage across all 4 batteries, voltage should read 63 VDC MAXIMUM. 3. Check voltage across solenoid contacts. If more than 3 VDC but less than 24 VDC proceed to step 3, if it does not fall in this range follow ACTION 3. 4. Verify power resistor ohm reading is between 0.2 and 0.5 ohms. 5. Remove resistor control module connection to controller B- terminal. If error status changes follow ACTION 1. | <ol style="list-style-type: none"> 1. Tighten or replace loose or high resistance power wire connections. 2. Replace power resistor. 3. Replace solenoid. 4. Replace resistor control module. 5. If error continues, replace the controller. |
| Warning | BDI Calibration | 1. The DC Bus measurement system is not calibrated. | no diagnostic steps to perform | 1. Replace the controller |
| Warning | Motor Temp High | 1. Measured motor temperature is greater than 140°C (284°F) but less than 150°C (302°F). Linear torque current reduction is active, drivability is affected (reduced speed). | <ol style="list-style-type: none"> 1. Check external motor temperature, should be less than 120°C (248°F). 2. Check thermocouple resistance, should be more than 400 ohms and less than 1300 ohms, if out of range perform ACTION 3. | <ol style="list-style-type: none"> 1. Allow time to cool. 2. Reduce payload or driving grade. 3. Replace motor. 4. Replace controller. |
| Warning | Motor Temp Sensor | 1. Motor temperature sensor is shorted or not connected. | <ol style="list-style-type: none"> 1. Check external motor temperature, should be less than 120°C (248°F). 2. Check thermocouple resistance, should be more than 400 ohms and less than 1300 ohms, if out of range perform ACTION 3. | <ol style="list-style-type: none"> 1. Allow time to cool. 2. Reduce payload or driving grade. 3. Replace motor. 4. Replace controller. |
| Warning | Heat Sink Temp Low | 1. Controller heat sink temperature is less than -20°C (-4°F). Max torque current reduction is active, drivability is affected. This condition normally goes away after a few minutes of operation when the heat sink warms up to a temperature greater than -20°C (-4°F). | <ol style="list-style-type: none"> 1. Check external heat sink temperature, it should be more than -20°C (-4°F). 2. If heat sink temperature is greater than -20°C (-4°F) then see ACTION 2. | <ol style="list-style-type: none"> 1. Warm vehicle to greater than -20°C (-4°F). 2. Replace controller. |

TROUBLESHOOTING AND DIAGNOSTICS

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

| CODE | DESCRIPTION | POSSIBLE CAUSES | DIAGNOSTIC STEP | ACTION (post diagnostics) |
|---------|---------------------|---|--|---|
| Warning | Heat Sink Temp High | 1. Measured heat sink temperature is greater than 85°C (185°F) but less than 115°C (239°F), linear torque current reduction is active, drivability is affected. | 1. Check external heat sink temperature, should be less than 80°C (176°F). | 1. Allow time to cool. 2. Reduce payload or driving grade. 3. Replace controller. |
| Warning | Heat Sink Temp Sens | 1. Heat sink temperature sensor shorted or not connected. | 1. Check external heat sink temperature, it should be more than -20°C (-4°F) and less than 80°C (176°F). 2. If heat sink temperature is greater than -20°C (-4°F) and less than 70°C (158°F) then see ACTION 2 | 1. Allow time to warm or cool depending upon temperature. 2. Replace controller. |
| Warning | Default Parameter | Default parameters are in place. 1. This warning is normal the first time the controller is powered up after down loading new software. 2. If not after new software download this indicates a problem with the EEPROM. | 1. Cycle the key switch to 'OFF' then back to "F". | 1. Replace controller. |
| Warning | Power Reduction | 1. This warning occurs in conjunction with other motor and heat sink temperature warnings and indicates that max torque current reduction is in affect. | 1. Refer to trouble shooting steps for the motor and controller temperature warning conditions. | - - - |
| Warning | Cur Meas Cal | 1. The controller's AC current measurement system is not calibrated | No diagnostic steps | 1. Replace controller |
| Warning | Speed Sensor | 1. Sensor or wire failure | 1. Check pedal functions in diagnostic real time. | 1. Replace pedal sensor. |
| Warning | OD Current High | 1. The current in an open drain output (reverse warning alarm, park brake, resistor control, solenoid or brake relay) is greater than 2.5 amps. | 1. Check each output drain device (reverse warning alarm, park brake, resistor control, solenoid and brake relay) for a shorted condition, less than 0.1 ohms with the key switch turned to 'OFF' | 1. If shorted condition is found replace the shorted component. 2. Replace controller. |
| Warning | Charger Connected | 1. Battery charger is connected to the car. Driving is prohibited while charger is connected. | 1. Check for charger connection to the vehicle. 2. Check charger receptacle for water ingestion or a shorted condition (is the green LED on?). | 1. Disconnect the charger from vehicle. 2. Replace charger receptacle. |
| Warning | Brake Slipping | 1. Controller has detected motor rotation while brake is engaged | 1. Can occur when key switch is turned to 'OFF' while vehicle is moving. 2. Check for vehicle resistance to movement with key switch turned to 'OFF', if vehicle moves see ACTION 1 . | 1. Replace motor brake |

TROUBLESHOOTING AND DIAGNOSTICS

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

| CODE | DESCRIPTION | POSSIBLE CAUSES | DIAGNOSTIC STEP | ACTION (post diagnostics) |
|---------|--|---|--|--|
| Warning | Throttle Switch Closed (Dump circuit monitoring timeout) | <ol style="list-style-type: none"> 1. If this occurs with the key switch turned on: Throttle switch is closed at key start, the throttle switch must be opened momentarily before driving is permitted. 2. If this occurs other than immediately after the key switch is turned on: Energy dump monitoring detects energy dump circuit is continuously on for more than 30 seconds. | <ol style="list-style-type: none"> 1. Turn key switch to 'OFF'. 2. Release throttle, check throttle switch, it should be open, if closed see ACTION 1. 3. Check resistor control module (DI 2 pin 14), if shorted see ACTION 2. | <ol style="list-style-type: none"> 1. Replace throttle switch 2. Replace resistor control module. 3. Replace controller. |
| Warning | Brake Switch Open | <ol style="list-style-type: none"> 1. Current in brake circuit is greater than 100 mAmps with brake energized. Controller limits drive torque current to zero in this condition. | <ol style="list-style-type: none"> 1. Normally occurs with a panic stop. Release brake pedal. 2. Check brake switch for closed position, if open see ACTION 1. 3. Check wiring for open brake circuit, if open see ACTION 2. | <ol style="list-style-type: none"> 1. Replace brake switch. 2. Replace wiring. 3. Replace controller. |
| Warning | BDI Low | Battery pack voltage is below 25%. | <ol style="list-style-type: none"> 1. Check battery voltage across all 4 batteries, voltage should read 42 VDC MINIMUM. 3. Verify that all battery wires are securely fastened and have less than 0.1 ohms resistance between wire terminal and battery post. 3. Verify power resistor ohm reading is between 0.2 ohms and 0.5 ohms. 4. Remove resistor control module connection to controller B- terminal, if error status changes see ACTION 3. | <ol style="list-style-type: none"> 1. Fully charge battery pack 2. Tighten or replace loose or high resistance power wire connections. 3. Replace power resistor. 4. Replace resistor control module. 5. If error continues replace controller. |

TROUBLESHOOTING AND DIAGNOSTICS

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

DIGITAL VOLT OHM METER

A typical DVOM (digital volt ohm meter) is shown. A recommended model is available through the Service Parts Department as P/N 27481-G01. For the purpose of this section, the red probe (+) and black probe (-) are used. Any DVOM may be used, however the controls, displays, accuracy and features may vary depending on the make and model. Always follow the meter manufacturer's recommendations and instruction for the use and care of the meter.



Fig. 2 DVOM

TROUBLESHOOTING

In order to effectively troubleshoot the circuits that include the horn, lighting, brake/turn signals and gauges, the technician must be able to use the wiring diagram and a DVOM.

The wiring diagram shows the path followed by voltage or a signal from its origination point to its destination. Each wire is indicated by color.

The technician should use simple logic troubleshooting in order to reduce the number of steps required to isolate the problem.

Example 1: If the vehicle will not start or none of the lights function (or burn dimly) the battery should be tested before trying to troubleshoot the lighting circuit.

Example 2: If a problem occurs in the lighting circuit that results in only one of the headlights not working, there is no reason to check battery wiring or the fuse since it is obvious that voltage is present. Since bulbs will burn out

over time, the obvious place to start is at the headlight that is not functioning. If power is present at the connector and the ground wiring is satisfactory, the only possibilities that exist are a burned out bulb or a poor contact between the connectors and the headlight.

If power is not present but the other headlight functions, a wiring problem is indicated between the two headlights.

In some cases where battery voltage is expected, the easiest way to test the circuit is to set the DVOM to DC volts and place the negative (-) probe of the DVOM to the negative battery terminal. Move the positive (+) probe to each wire termination starting at the battery and working out to the device that is not working. Be sure to check both sides of all switches and fuses.

When no battery voltage is found, the problem lies between the point where no voltage is detected and the last place that voltage was detected. In circuits where no voltage is expected, the same procedure may be used except that the DVOM is set to continuity. Place the negative (-) probe on a wire terminal at the beginning of the circuit and work towards the device that is not working with the positive (+) probe. When continuity is no longer indicated, a failed conductor or device is indicated.

ACCESSORY WIRING HARNESS

After determining that there is power to the fuse and the fuse is good, continue checking the circuit using the procedures previously used to check the power supply, i.e. loose or rusted connections, bare wires, continuity of the wiring from terminal to terminal, operating condition of switch, etc.

Use the wiring diagram to check correct wiring and wire routing. If there is power at the fuse end of the wire, there must also be power at the other end of the wire at the switch or electrical accessory, and eventually at the ground connection. Electricity must flow from the fuse through the full length of the circuit to the ground connection. Any interruption of electricity flow must be corrected, whether by repairing or replacing the wire, the switch or the accessory.

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

POWER SUPPLY

| Tool List | Qty. |
|-----------|------|
| DVOM..... | 1 |

Check For Loose or Bare Wires

Check for loose wires at each terminal connection and for worn insulation or bare wires touching the frame. Bare wires may cause a short circuit.

NOTICE

If any DVOM readings indicate a faulty wire, it is recommended that the condition of the terminals and wire junction be examined. A faulty wire should be replaced with one of the same gauge and color and wired between the correct components and wire tied to the harness bundle. The faulty wire should be cut back close to the harness and the ends protected with vinyl electrical tape.

Check Battery Condition

Check for adequate battery volts (nominal 12 VDC) by setting DVOM to 30 VDC range and place the red probe (+) on the battery post with the green wire attached. Place the black probe (-) on the battery post with the black wire attached. A reading of 11 VDC or greater indicates adequate battery condition. No reading indicates (a) a poor connection between the probes and the battery terminals; (b) a faulty DVOM. A voltage reading below 11 volts indicates poor battery condition and the vehicle should be recharged before proceeding with the test.

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LIGHTNING PROTECTION AND GROUNDING

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

| | | |
|------------------------|----------------------------------|---|
| GS-726-006 | REVISION: A | TITLE: |
| EFFECTIVE: 10/19/92 | SUPERCEDES: Rev -, ECN 027194 | General Specification: Lightning Protection and Grounding |

1. Grounding Requirements

For the purpose of this specification, building ground systems should serve two primary functions: personal safety and equipment protection. In order to be effective, all elements and functions of building ground system must receive equal consideration in design and installation. Once installed, it is up to the owner to adequately maintain the system by implementing periodic inspections and ground tests in order to determine its effectiveness.

2. Ground Systems

All electronic equipment is inherently related to earth by capacitive coupling, accidental or incidental contact and intentional connection. The earth forms a natural readily available form of common potential reference for all electrical circuits. For maximum effectiveness, grounding must be looked at from a total system viewpoint, with various sub-systems comprising the total facility ground system. The interconnection of the various sub-systems into a building ground system will provide a direct path, of known low impedance, between earth and the various electrical and other equipment. This effectively extends an approximation of ground reference throughout the building. The total building ground system is composed of an earth electrode system, a lightning protection system and an equipment fault protective system.

Resistance To Earth: The resistance to earth of the ground system should not exceed 10 ohms. Where the resistance of 10 ohms cannot be obtained due to high soil resistivity, rock formations or other abnormal conditions, alternate methods for reducing the resistance to earth must be considered.

Chemical Treatments: No salt, coke or other chemicals may be used to treat the soil in order to obtain the required ground resistance readings. Approved methods of enhancement are bentonite clay or the GEM product for ground enhancement as manufactured by Erico Products of Solon, Ohio.

Ground Tests: The resistance to earth of the ground system shall be measured by the "Fall of Potential Method". Acceptable resistance meters/testers are those manufactured by Biddle or AEMC.

3. Lightning Protection Requirements

The external lightning protection system shall be designed and installed by a contractor who specializes in the lightning protection field. The contractor must be listed with Underwriters Laboratories Inc. and be in good standing. All work shall be under the direct supervision of a Certified Master Installer with current credentials from the Lightning Protection Institute.

The materials and design for the structure will comply with the most recent edition of the National Fire Protection Association Lightning Protection Code, NFPA 780 and the Materials Standard for Safety from Underwriters Laboratories UL96. Materials for this project may be those of Harger Lightning Protection, 1066 Campus Drive, Mundelein, Illinois (800-842-7437).

Upon completion of the project, the contractor will supply to the owner the Master Label issued by Underwriters Laboratories.

4. Equipment Fault and Personal Safety System

The standard method of providing an equipment fault protection ground network is to run a good ground conductor (green wire) through the conduit together with the AC distribution system. This method is required for all types of conduit, including metallic.

5. Ground Network Requirements

Install the conduit in accordance with local regulations or as prescribed by the National Electrical Code.

LIGHTNING PROTECTION AND GROUNDING

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

| | | |
|------------------------|----------------------------------|---|
| GS-726-006 | REVISION: A | TITLE: |
| EFFECTIVE: 10/19/92 | SUPERCEDES: Rev -, ECN 027194 | General Specification: Lightning Protection and Grounding |

6. External Grounding Requirements

For optimum results, earth electrode installation must be accomplished early in the construction of a new site. The earth electrode system should be established at the same time utilities are installed to insure proper interconnection of all utility grounds/systems.

For existing sites, the earth electrode installation shall be constructed using the most economical means possible in order to meet the intent of this specification.

Prior to the installation or design of the ground system, a survey should be taken in order to determine the earth resistivity, types of soil or any man-made features that may have a significant effect upon the efficiency of the grounding system. Based on the information gathered, deviations from this specification (Exceeding normal requirements) may be necessary in order to achieve desired results.

7. Materials

Ground Rod Electrodes: Ground rod electrodes shall have a minimum diameter of 5/8" and be no less than 10'-0" in length. Rods may be copper, copper-clad steel or stainless steel. Galvanized steel rods are not permitted unless it is determined that the galvanized rod will have a longer life expectancy due to soil conditions.

Ground Rod Spacing: Ground rods shall not be spaced at intervals exceeding 60'-0" around the perimeter of the structure.

Ground Loop Conductor: In no case shall the ground loop conductor be smaller than a 2/0 AWG bare, stranded, soft drawn copper wire. The ground loop must be installed at least 24" below grade and be at least 24" away from the structure. All bends in the conductor shall have a minimum radius of 8" and be no less than 90 degrees.

Ground Mats: In areas where electrodes cannot be driven, a ground mat consisting of a #6 solid copper or a copper-copper clad steel mesh, utilizing a 12" x 12" cross pattern may be used. All inter-connections in the mesh shall be brazed or silver soldered.

Ground Plates: Ground plates if utilized shall be 24" x 24" x .032" thick solid copper. Ground plates should only be used if a ground rod cannot be driven.

Ground Connections: Unless otherwise specified or approved by the owner, all connections below grade shall be by exothermic weld (Cadweld). Where exothermic welds may not be practical, UL approved grounding clamps that utilize two bolts for pressure may be used. NOTE: Prior approval must be obtained in order to use a mechanical connection below grade.

8. Earth Electrode System

The earth electrode system consists of a network of earth electrode rods, plates, mats or grids and their interconnecting conductors. The extensions into the building are used as the principle grounding point for connecting to the ground system serving the building. Ground potential is established by electrodes in the earth.

An electrode may be a metallic water pipe that has no isolation joints, a system of buried, driven rods interconnected with a bare wire that normally forms a ring around the building or a ground plane of horizontal buried wires. Depending upon soil conditions, building design and the existing water pipe networks, an electrode may be a combination of any of the above mentioned systems.

9. Lightning Protection System

The lightning protection system provides a non-destructive path to ground for lightning energy contacting or induced onto or in a building. To effectively protect from lightning damage, air terminals are installed according to the National Fire Protection Association Lightning Protection Code (NFPA 780). Air terminals will intercept the discharge to keep it from pene-

LIGHTNING PROTECTION AND GROUNDING

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

| | | |
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trating or structurally damaging the building. This is done by providing a low impedance path from the air terminals to the earth electrode system.

10. Equipment Fault and Personal Safety System

The equipment fault protective system ensures that personnel are protected from shock hazard and equipment is protected from damage or destruction resulting from faults (lightning induced surges) that may develop in the electrical system. Deliberately engineered ground conductors (green wire safety ground) shall be provided throughout the AC distribution system to afford electrical paths of sufficient capacity, so that protective devices can operate promptly and efficiently. The use of conduit for grounding in lieu of a dedicated green wire is unacceptable.

Install the green wire ground (#6 stranded) with the AC power distribution conductors. There shall be no green wires spliced within the conduit. All splices shall be performed at the appropriate junction boxes.

Bond the ground conductor to all pull boxes, junction boxes and power panels.

In existing facilities where an existing conduit is not large enough to accommodate an additional ground conductor, or where a conduit section is insulated from other conduit sections, an external ground conductor may be installed to maintain continuity. All mounting hardware and connectors shall be UL approved.

All DC chargers are to be grounded to the green wire ground using UL approved connectors. At no point should the chargers be isolated from the grounding system.

All interior grounding should return to a single ground point. From this location it is then connected to the exterior ground system. Optional Interior Ground Halo: If an interior ground halo is to be installed around the inside perimeter of the structure, this conductor (#2/0 green insulated minimum) shall be securely fastened to the structure.

All connections to the halo shall be made using UL listed connectors.

Transient Voltage Surge Suppression: TVSS shall be provided at the main electrical service entrance panel. Protection at this point shall be as follows:

- UL 1449 Listed device

- 25,000 ampere surge capacity with maximum 495 volt clamping voltage

- Protection should be Line to Ground, Neutral to Ground and Line to Neutral

- Internally fused for safety

- Failure mode indicator lights

Suppression may be as the 14000 series of Harger Lightning Protection, Inc., 1066 Campus Drive, Mundelein, IL (800-842-7437), or MBP 120EFI series from EFI Electronics Corporation, 2415 South 2300 West, Salt Lake City, UT (801-977-9009).

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Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

RXV ELECTRIC - FLEET VEHICLE SPECIFICATIONS

| | |
|---|--|
| BATTERIES | Four 12 Volt deep cycle (70 minute minimum, 140 Amp-Hour discharge rate) |
| SPEED CONTROLLER | Solid state, 230 Amp capacity |
| MOTOR | 3 phase AC induction |
| TRANSAXLE | 16.99:1 Reverse helical geared with input pinion splined to the motor shaft |
| BRAKES | Motor brake controlled by the speed control unit and service brake pedal |
| PARKING BRAKE | Automatic parking brake function |
| FRONT SUSPENSION | Coil springs over hydraulic shock absorbers |
| REAR SUSPENSION | Leaf springs with hydraulic shock absorbers |
| STEERING | Single reduction rack & pinion |
| STEERING WHEEL | Dual handgrips, scorecard holder & pencil holder |
| SEATING | Foam cushion with vinyl cover and hip restraints/hand holds |
| SEATING CAPACITY | Operator & 1 passenger |
| TOTAL LOAD CAPACITY | 800 lbs. (360 kg) including operator, passenger, accessories & cargo |
| SPEED | 14 mph (23 kph) in forward on flat ground |
| CHASSIS | Welded tubular steel, powder coated (DuraShield™) |
| BODY | Flexible, Impact Resistant, Injection Molded TPO (Thermoplastic Polyolefin) with Base Coat / Clear Coat |
| STANDARD COLORS | Ivory & Forest Green |
| DASH PANEL | Scuff resistant plastic with 4 drink holders & storage for balls & tees |
| TIRES | 18 x 8.5 - 8 (4 ply rated)** |
| TIRE PRESSURE | 18 - 22 psi (124 - 152 kPa)** |
| GROUND CLEARANCE | 4.5" (11.4 cm) at differential |
| WEIGHT | 571 lbs (259 kg) without batteries |
| OPERATING CONTROLS & INSTRUMENTATION | Removable key, 'deadman' accelerator control, direction selector, audible reverse warning, state of charge meter |
| BATTERY CHARGER | Powerwise QE™ 48V, 110 - 120 VAC, fully automatic, line compensating, 13 Amp DC output at 48 Volts, 9.5 Amps input, 60 Hz anti-drive away charger/ vehicle interlock, UL Listed, CSA Certified |
| NOISE | Sound pressure; continued A -weighted equal to 68 db(A) |
| VIBRATION, WBV | The weighted RMS acceleration is .44 m/s ² |
| VIBRATION, HAV | The weighted RMS acceleration; less than 2.5 m/s ² |

** DO NOT use low inflation pressure tires on any E-Z-GO vehicle. DO NOT use any tire which has a recommended inflation pressure less than the inflation pressure recommended in the Owner's Guide.

SPECIFICATIONS

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

RXV ELECTRIC - FREEDOM VEHICLE SPECIFICATIONS

| | |
|---|--|
| BATTERIES | Four 12 Volt deep cycle (70 minute minimum, 140 Amp-Hour discharge rate) |
| SPEED CONTROLLER | Solid state, 230 Amp capacity |
| MOTOR | 3 phase AC induction |
| TRANSAXLE | 16.99:1 Reverse helical geared with input pinion splined to the motor shaft |
| BRAKES | Motor brake controlled by the speed control unit and service brake pedal |
| PARKING BRAKE | Automatic parking brake function |
| FRONT SUSPENSION | Coil springs over hydraulic shock absorbers |
| REAR SUSPENSION | Leaf springs with hydraulic shock absorbers |
| STEERING | Single reduction rack & pinion |
| STEERING WHEEL | Dual handgrips, scorecard holder & pencil holder |
| SEATING | Foam cushion with vinyl cover and hip restraints/hand holds |
| SEATING CAPACITY | Operator & 1 passenger |
| TOTAL LOAD CAPACITY | 800 lbs. (360 kg) including operator, passenger, accessories & cargo |
| SPEED | 19 mph (31 kph) in forward on flat ground |
| CHASSIS | Welded tubular steel, powder coated (DuraShield™) |
| BODY | Flexible, Impact Resistant, Injection Molded TPO (Thermoplastic Polyolefin) with Base Coat / Clear Coat |
| STANDARD COLORS | Ivory & Forest Green |
| DASH PANEL | Scuff resistant plastic with 4 drink holders & storage for balls & tees |
| TIRES | 18 x 8.5 - 8 (4 ply rated)** |
| TIRE PRESSURE | 18 - 22 psi (124 - 152 kPa)** |
| GROUND CLEARANCE | 4.5" (11.4 cm) at differential |
| WEIGHT | 571 lbs (259 kg) without batteries |
| OPERATING CONTROLS & INSTRUMENTATION | Removable key, 'deadman' accelerator control, direction selector, audible reverse warning, horn |
| LIGHTS | Head lights, tail lights, brake lights |
| BATTERY CHARGER | Powerwise QE™ 48V, 110 - 120 VAC, fully automatic, line compensating, 13 Amp DC output at 48 Volts, 9.5 Amps input, 60 Hz anti-drive away charger/ vehicle interlock, UL Listed, CSA Certified |
| NOISE | Sound pressure; continued A -weighted equal to 68 db(A) |
| VIBRATION, WBV | The weighted RMS acceleration is .44 m/s ² |
| VIBRATION, HAV | The weighted RMS acceleration; less than 2.5 m/s ² |

** DO NOT use low inflation pressure tires on any E-Z-GO vehicle. DO NOT use any tire which has a recommended inflation pressure less than the inflation pressure recommended in the Owner's Guide.

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

RXV ELECTRIC - SHUTTLE 2 + 2 VEHICLE SPECIFICATIONS

| | |
|---|--|
| BATTERIES | Four 12 Volt deep cycle (70 minute minimum, 140 Amp-Hour discharge rate) |
| SPEED CONTROLLER | Solid state, 230 Amp capacity |
| MOTOR | 3 phase AC induction |
| TRANSAXLE | 16.99:1 Reverse helical geared with input pinion splined to the motor shaft |
| BRAKES | Motor brake controlled by the speed control unit and service brake pedal |
| PARKING BRAKE | Automatic parking brake function |
| FRONT SUSPENSION | Coil springs over hydraulic shock absorbers |
| REAR SUSPENSION | Leaf springs with hydraulic shock absorbers |
| STEERING | Single reduction rack & pinion |
| STEERING WHEEL | Dual handgrips, scorecard holder & pencil holder |
| SEATING | Foam cushion with vinyl cover and hip restraints/hand holds |
| SEATING CAPACITY | Operator & 3 passenger |
| TOTAL LOAD CAPACITY | 700 lbs. (318 kg) including operator, passenger, accessories & cargo |
| SPEED | 14 mph (23 kph) in forward on flat ground |
| CHASSIS | Welded tubular steel, powder coated (DuraShield™) |
| BODY | Flexible, Impact Resistant, Injection Molded TPO (Thermoplastic Polyolefin) with Base Coat / Clear Coat |
| STANDARD COLORS | Ivory & Forest Green |
| DASH PANEL | Scuff resistant plastic with 4 drink holders & storage for balls & tees |
| TIRES | 18 x 8.5 - 8 (4 ply rated)** |
| TIRE PRESSURE | 18 - 22 psi (124 - 152 kPa)** |
| GROUND CLEARANCE | 4.5 inches (11.4 cm) at differential |
| WEIGHT | 643 lbs (292 kg) without batteries |
| OPERATING CONTROLS & INSTRUMENTATION | Removable key, 'deadman' accelerator control, direction selector, audible reverse warning, horn |
| LIGHTS | Head lights, tail lights, brake lights |
| BATTERY CHARGER | Powerwise QE™ 48V, 110 - 120 VAC, fully automatic, line compensating, 13 Amp DC output at 48 Volts, 9.5 Amps input, 60 Hz anti-drive away charger/ vehicle interlock, UL Listed, CSA Certified |
| NOISE | Sound pressure; continued A -weighted equal to 68 db(A) |
| VIBRATION, WBV | The weighted RMS acceleration is .44 m/s ² |
| VIBRATION, HAV | The weighted RMS acceleration; less than 2.5 m/s ² |

** DO NOT use low inflation pressure tires on any E-Z-GO vehicle. DO NOT use any tire which has a recommended inflation pressure less than the inflation pressure recommended in the Owner's Guide.

SPECIFICATIONS

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

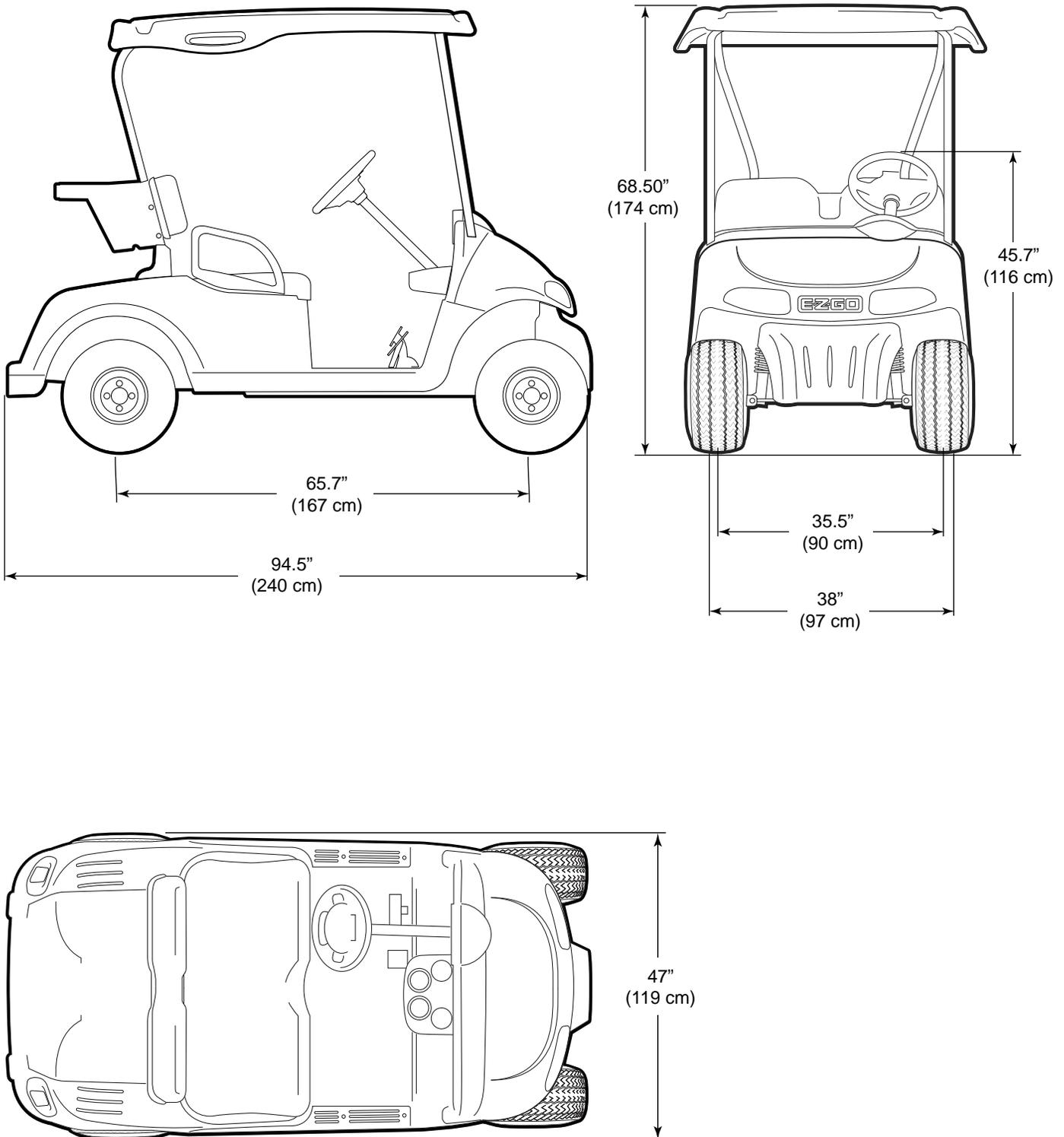


Fig. 1 Fleet & Freedom Vehicle Dimensions

SPECIFICATIONS

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

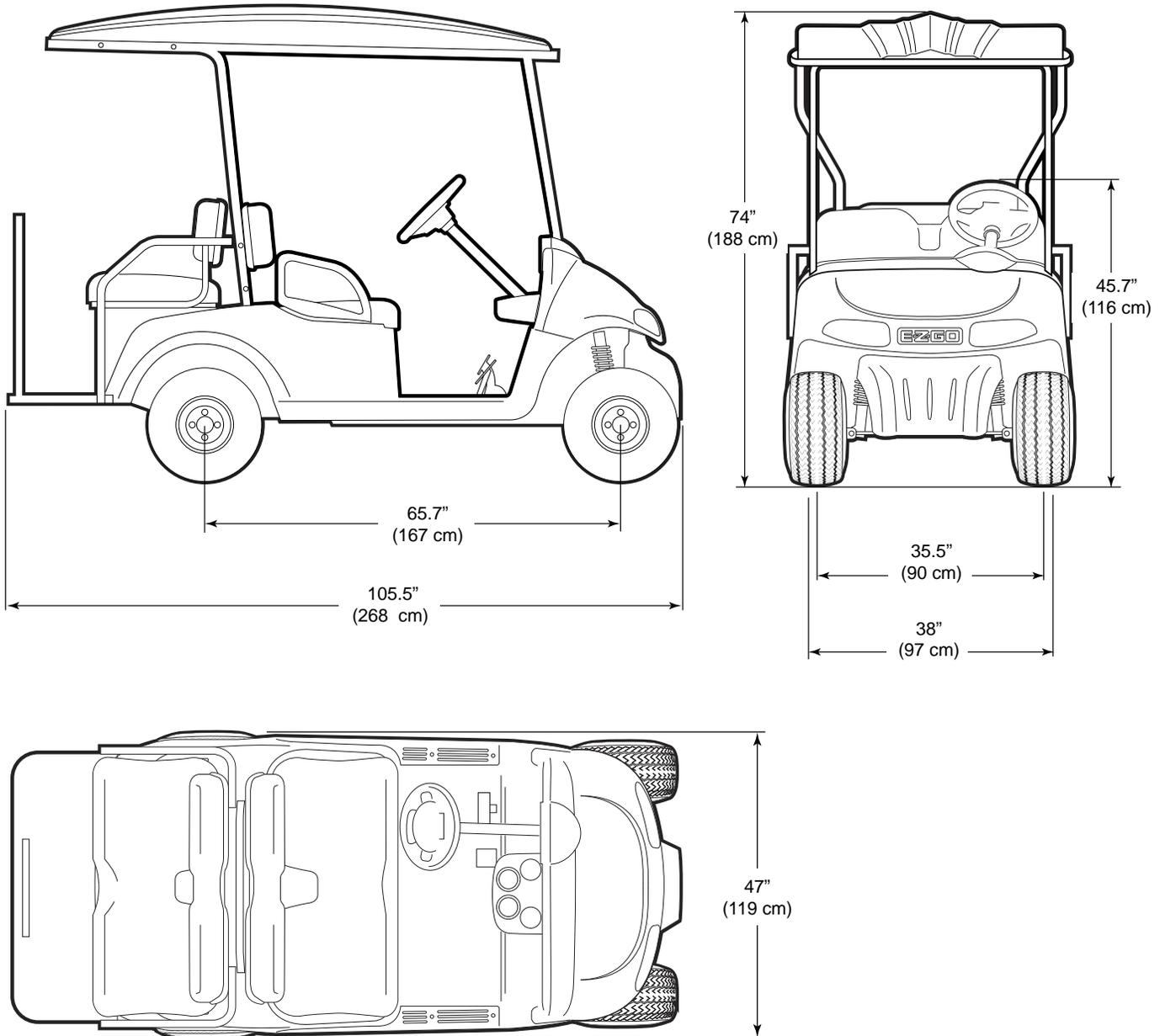
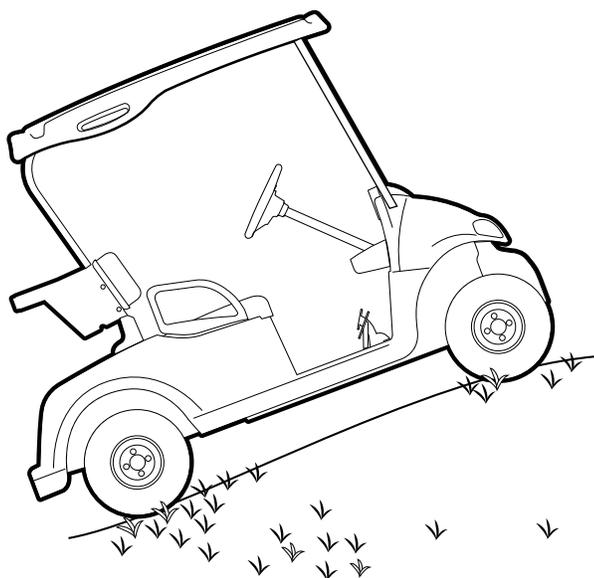


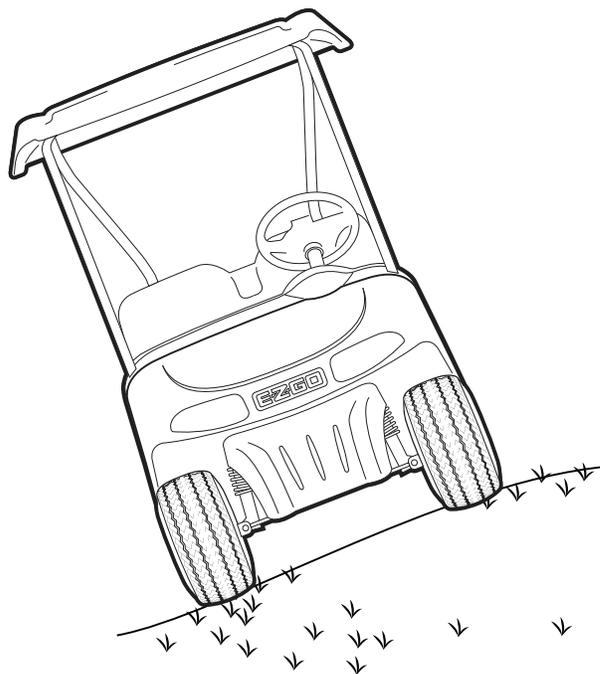
Fig. 2 Shuttle 2 + 2 Vehicle Dimensions

SPECIFICATIONS

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.



RECOMMENDED MAX RAMP
25% GRADE OR 14° MAX



RECOMMENDED MAX SIDE TILT
25% GRADE OR 14° MAX

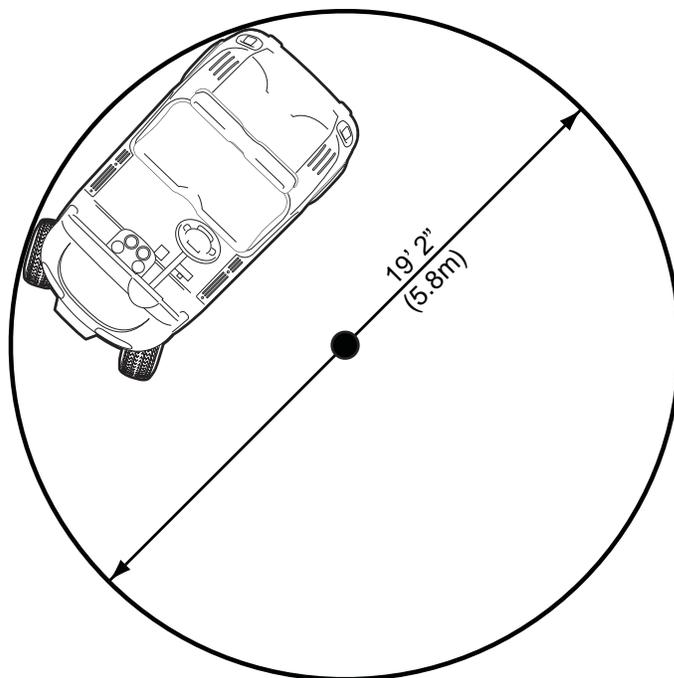


Fig. 3 Vehicle Incline Specifications and Turning Diameter

SPECIFICATIONS

Read all of Section B and this section before attempting any procedure. Pay particular attention to all Notices, Cautions and Warnings.

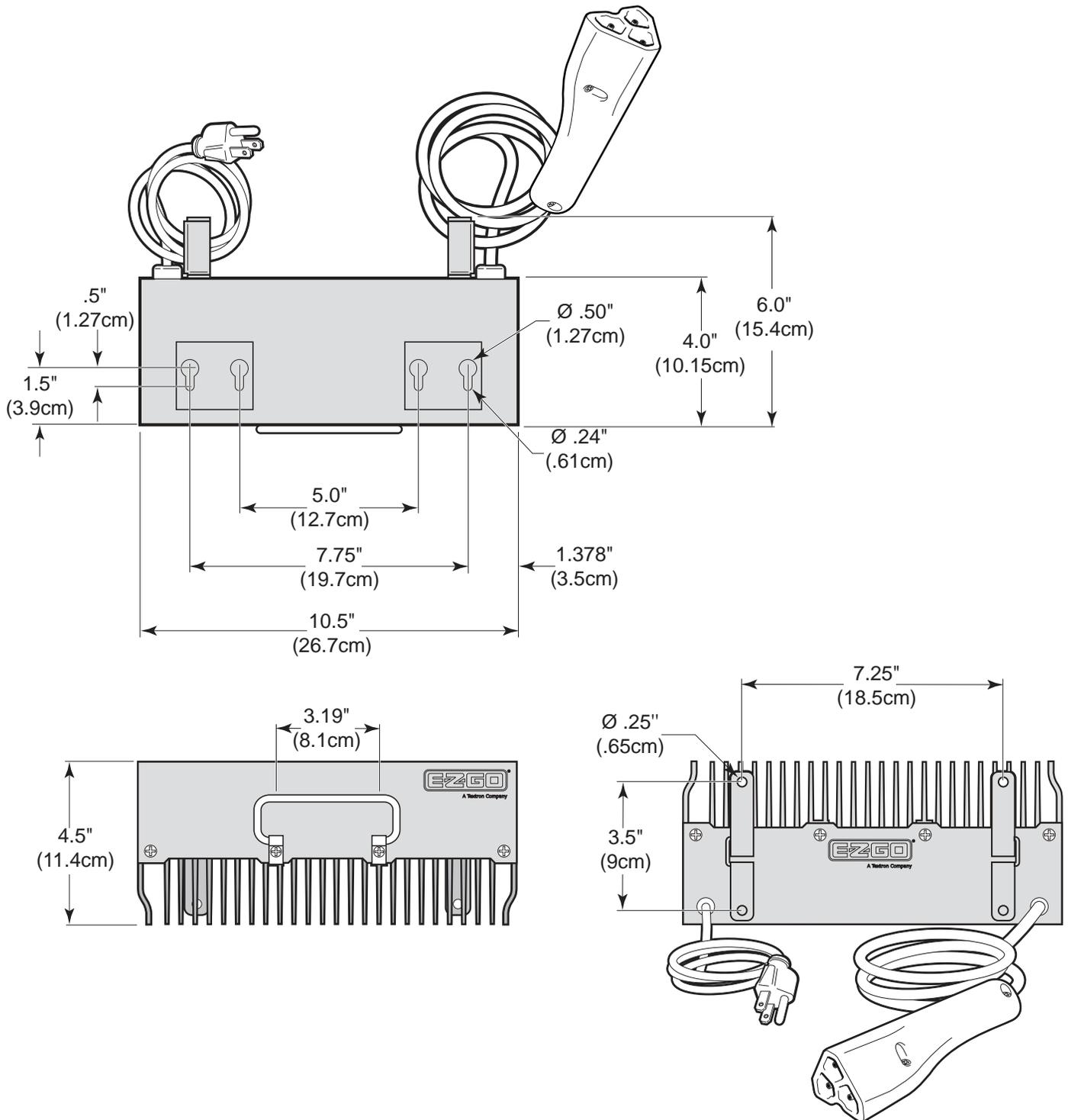


Fig. 4 Powerwise QE 48V Charger

NOTICE

Read the following warnings before attempting to operate the vehicle

:

WARNING

To prevent personal injury or death, observe the following:

When vehicle is to be left unattended, engage park brake, move direction selector to neutral, turn key to 'OFF' position and remove key.

Drive vehicle only as fast as terrain and safety considerations allow. Consider the terrain and traffic conditions. Consider environmental factors which effect the terrain and the ability to control the vehicle.

Avoid driving fast down hill. Sudden stops or change of direction may result in a loss of control. Use service brake to control speed when traveling down an incline.

Use extra care and reduced speed when driving on poor surfaces, such as loose dirt, wet grass, gravel, etc.

All travel should be directly up or down hills.

Use extra care when driving the vehicle across an incline.

Stay in designated areas and avoid steep slopes. Use the park brake whenever the vehicle is parked.

Keep feet, legs, hands and arms inside vehicle at all times.

Avoid extremely rough terrain.

Check area behind the vehicle before operating in reverse.

Make sure the direction selector is in correct position before attempting to start the vehicle.

Slow down before and during turns. All turns should be executed at reduced speed.

Always bring vehicle to a complete stop before shifting the direction selector.

See GENERAL SPECIFICATIONS for vehicle load and seating capacity.

NOTICE

Read and understand the following text and warnings before attempting to service vehicle:

In any product, components will eventually fail to perform properly as the result of normal use, age, wear or abuse. It is virtually impossible to anticipate all possible component failures or the manner in which each component may fail.

Be aware that a vehicle requiring repair indicates that the vehicle is no longer functioning as designed and therefore should be considered potentially hazardous. Use extreme care when working on any vehicle. When diagnosing, removing or replacing any components that are not operating correctly, take time to consider the safety of yourself and others around you should the component move unexpectedly.

Some components are heavy, spring loaded, highly corrosive, explosive or may produce high amperage or reach high temperatures. Battery acid and hydrogen gas could result in serious bodily injury to the technician/mechanic and bystanders if not treated with the utmost caution. Be careful not to place hands, face, feet or body in a location that could expose them to injury should an unforeseen situation occur.

Always use the appropriate tools listed in the tool list and wear approved safety equipment

.

WARNING

Before working on the vehicle, remove all jewelry (rings, watches, necklaces, etc.)

Be sure no loose clothing or hair can contact moving parts.

Use care not to touch hot objects.

Raise rear of vehicle and support on jack stands before attempting to run or adjust powertrain.

Wear eye protection when working on or around the vehicle. In particular, use care when working around batteries, using solvents or compressed air.

Hydrogen gas is formed when charging batteries. Do not charge batteries without adequate ventilation.

Do not permit open flame or anyone to smoke in an area that is being used for charging batteries. A concentration of 4% hydrogen gas or more is explosive.



A Textron Company

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