



AIRTUG® Assembly & Operating Instructions MODELS: TT-SD-GM

Braking too abruptly or moving too fast can seriously damage the differential ring gear. This is considered abuse and is not covered by the transaxle warranty.

Airtug, Inc. is not responsible for damage sustained when proper clearance is not maintained by the operator between the tug and its surroundings.



WARNING: This tug is shipped WITHOUT gas or oil in the engine. Using the 10W-30 Oil provided, fill to the “Full” mark on the dipstick. Fill the fuel tank with regular unleaded gasoline (Non ethanol). Refer to engine manual for additional information.

Engine Operation: Press the throttle all the way forward to “Choke” the engine, then press the **starter button** by foot located on the tug frame behind the engine. The engine is stopped by pulling the throttle all the way back. Use a low amp battery charger available at Airtug (330-523-5310) to maintain a fully charged battery between use, especially in colder environments.

Tug Operations: The twist grip handle operates the hydrostatic transaxle. Rotating the twist grips forward or aft moves the Airtug accordingly. Rotating the grip slightly in either direction will move the tug very slowly. As you increase the rotation of the handle grips, the tug speed increases. Maximum torque is applied at very slow speeds ensuring excellent maneuverability while rotating the hand grips fully results in maximum speed. The hydrostatic transaxle provides smooth variable speed control throughout the entire range of grip motion. The twist grip is spring loaded to “return -to-brake position.” Nevertheless, it is not recommended to walk away from the tug while the engine is running. While moving the trailer, braking is effected by gradually returning the grip to the neutral or brake position. Even while moving the trailer on a downgrade, the tug will only go as fast as you have the twist grip turned. Braking too abruptly with a heavy trailer or moving too fast can seriously damage the differential ring gear. This is considered abuse and is not covered by the transaxle warranty. When moving over the door weather edge or door rail, it’s recommended to have a little momentum. Ramps can be purchased from Airtug, if necessary, to overcome high door sills or rough pavement.

For best results and traction when moving a trailer, it is recommended to begin movement very slowly to set the trailer in motion.

SAVE THIS DOCUMENT AND ENSURE ALL OPERATORS READ IT PRIOR TO MOVING ANY TRAILERS

General Maintenance

Tire Pressure: Max pressure is 115 PSI. Lower pressure will provide improved traction when necessary.

Battery: Keep the battery fully charged. Battery maintainers are available by calling Airtug at 216-941-9781.

Hydrostatic Transaxle: This should be checked for oil level. Add 20W-50 oil if level is low.

Drive Wheel Bearings: Permanently lubricated.

Caster Zerk Fittings: Needs to be lubed periodically to ensure ease of caster wheel steering.

Drive Chains: Apply chain lube periodically depending on use and environment.

Tractive Ability: If the tug seems to be losing tractive ability, it's an indication of a loose drive belt. The engine plate is mounted on slotted holes and can be moved rearward, toward the operator, to tighten the drive belt if necessary. Simply loosen the nuts, push the engine plate towards the rear of the tug and tighten the nuts firmly.

Engine: Oil should be changed at regular intervals depending on use. Refer to engine owners manual. Note: there is a drain hose on the side of the engine for this purpose.

CAUTION:

- * Read, study and understand all warnings and operating instructions prior to use
- * When working on the tug:
 - * Put the tug up on blocks to get the drive wheels off the ground before beginning any work.
 - * Do not allow anyone to stand directly in front of or behind the vehicle during testing.
 - * Make sure the Power switch is off.
 - * Use well-insulated tools.
- * RUNAWAYS - Some conditions could cause the tug to run out of control. Jack up the tug and get the drive wheels off the ground before attempting any work on the engine control circuitry.
- * HIGH CURRENT ARCS - Batteries can supply very high power and arcs can occur if they are short circuit. Wear safety glasses, and use properly insulated tools to prevent short circuit.
- * Do not overload this tug beyond the rated capacity.
- * This tug is designed for use only on hard level surfaces capable of sustaining the load.
- * No alterations to the tug shall be made.
- * Electronic components may be damaged if exposed to water! This is not covered under warranty.
- * Failure to heed these warnings may result in personal injury and/or property damage.

Assembly Instructions

Note: Carefully remove shrink wrap and banding.

Tools Needed For Assembly: Wire cutter, utility knife, 5/16" & 3/8" sockets.

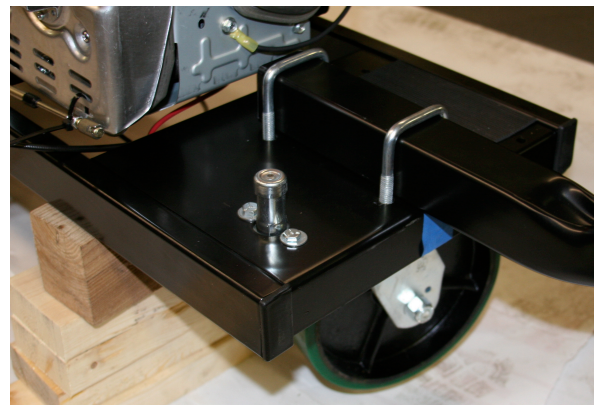
Assembly Note: All reference to "right" and "left" orientation is made while standing behind the tug and looking forward from the operating position.

Remove the shrink wrap. In addition to the tug and the the handle, the following parts are included in the box with the necessary fasteners:

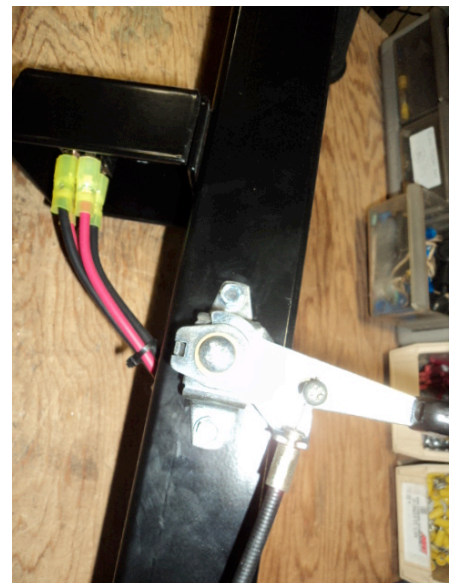
1. One (1) Quart of Oil
2. Two (2) Zip Ties (Large)
3. Spark plug wrench
4. Muffler Deflector
5. Oil Drain Plug (spare)



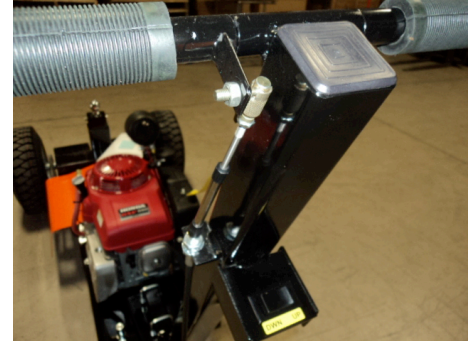
Step 1: Slide the handle all the way through both “U” bolts. Push the handle approximately 1 1/2” beyond the second “U” bolt. If it appears the handle will not fit through the “U” bolt, loosen the nuts below. This is a very close tolerance so the bolt will not interfere with the caster wheel. Once the handle is installed, tighten nuts securely.



Step 2: Cut the zip tie and bring the throttle cable to the right side of the handle and secure with a 5/16” wrench.



Step 3: Connect Transmission Cable as shown



Then open the nuts located several inches from the hand grip on the cable and slip the cable between the bracket on the left side of the handle and then secure the nuts firmly using an 11/16" wrench.



Note: Using the zip ties provided, loosely secure the cables to the handle towards the bottom of the handle.

Surge Brake by Pass

If your trailer has a surge brake, you can by-pass the surge brake by plugging the trailer electric into the receptacle next to the right tire of the tug This will allow you to push the trailer in reverse and disengage the trailer surge brake so they will not lock up.

Wheelie Bars

THE HEIGHT OF THE CASTERING WHEELS CAN BE ADJUSTED BY PULLING THE PIN AND RAISING OR LOWERING THE WHEELS AS ACCEPTABLE TO YOUR TERRAIN. YOU WANT THEM AS CLOSE TO THE GROUND AS POSSIBLE, HOWEVER, IF YOU ARE WORKING ON ROUGH TERRAIN YOU MAY HAVE TO BRING THEM UP SO YOU DO NOT HAVE INTERFERENCE WITH DIPS AND VALLEYS IN YOUR TERRAIN.

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