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## Important Information

Date of purchase: ___________________________ Dealer: ___________________________
# TLC MORRISON STANDARD SCREED SPECIFICATIONS

## SPECIFICATIONS AND DIMENSIONS:

<table>
<thead>
<tr>
<th></th>
<th>Standard Screed</th>
<th>Super Screed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Height</td>
<td>13.5” (342.9mm)</td>
<td>19.5” (495.3mm)</td>
</tr>
<tr>
<td>Width</td>
<td>12.125” (307.98mm)</td>
<td>14.625” (371.48mm)</td>
</tr>
<tr>
<td>Weight: 10’ Base Section</td>
<td>79 lbs. (35.87kg)</td>
<td>94 lbs. (42.68kg)</td>
</tr>
<tr>
<td>Weight: 5’ Section</td>
<td>45 lbs. (20.43kg)</td>
<td>46 lbs. (20.88kg)</td>
</tr>
<tr>
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<td>23 lbs. (10.44kg)</td>
<td>23 lbs. (10.44kg)</td>
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<tr>
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<td>78 lbs. (35.41kg)</td>
<td>91 lbs. (41.31kg)</td>
</tr>
<tr>
<td>Motor w/mount:</td>
<td>53 lbs. (24.06kg)</td>
<td>70 lbs. (31.73kg)</td>
</tr>
<tr>
<td>Engine:</td>
<td>5.5hp Honda (others avail.)</td>
<td>5hp Honda (others available)</td>
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<tr>
<td>Maximum Recommended Span:</td>
<td>45’ (13.7m)</td>
<td>70’ (21.31m)</td>
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<tr>
<td>Average Peak Vibration:</td>
<td>12.830 v.p.m.</td>
<td>14,000 v.p.m.</td>
</tr>
<tr>
<td>Maximum Compaction Depth:</td>
<td>12” (304.8mm)</td>
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</tbody>
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# TLC MORRISON SUPER SCREED SPECIFICATIONS

## SPECIFICATIONS AND DIMENSIONS:

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<td>12” (304.8mm)</td>
</tr>
</tbody>
</table>
Front/Rear View

(Parts are identical except as noted *)

Created: 8-15-97
By: WW

Revised: c) 11-21-97 d)

Document: Screed-P06
Front/Rear View

Parts are identical except as noted *
470200, Bearing Casting, (Super)
400200 Bearing Casting, (Standard)

750070, Bearing

981035, Washer

980830, Screw (2)
OPERATOR’S SECTION
In the next few pages you will find the proper procedures for assembly and operation of your screed. Please read and follow these instructions carefully to avoid damage to the screed or possible injury due to improper assembly procedures!

**SCREED ASSEMBLY**

When shipped, the engine and the motor mount kit are in two separate boxes. Upon opening the boxes, you should find the following: The engine, clutch, clutch guard, engine mounting plate and a bolt bag with the necessary mounting hardware.

Bolt the engine to the mounting plate. Using the hardware supplied.

Install the clutch on the engine shaft so that the pulley side is toward the back of the engine.

In the bolt bag you will find a 1/4"x1/4" key. Align the slot in the clutch with the slot in the engine and insert the key.
SCREED ASSEMBLY

Secure the clutch onto the engine shaft using the proper bolt, flat washer, and lock washer provided.

Attach the clutch guard to the engine mounting plate, hand tighten nut.

The main section of the screed is the base unit, with the drive belt and engine mounting bracket attached. Slip the drive belt over the clutch and bolt to the top of the base unit.

Install the bolts, washers, and nuts through the engine mounting plate, and connect the plate to the screed. Do Not Tighten Bolts!
SCREED ASSEMBLY

The belt can now be adjusted. The proper tension is about 1/2" of give on the belt when moderate pressure is applied to the center of the belt. Tighten the engine mounting bolts.

Position the clutch guard over the clutch tighten the bolt.

Begin assembly of the screed sections by removing the packing material. Remove the hardware bag attached to each section carefully so that you do not lose any of the hardware inside. NOTE: Sections connect to the left-hand end of the base unit, as you face the screed, starting with the longest section and proceeding to the shortest one. The only exception will be that the right-hand self-propelled unit will bolt to the right-hand end of the base section.

Locate the 3/4" jam nut and install it onto the right-hand threaded rod at the top of the screed.
Install the bolts with a flat washer from the outside of the blades, and a lock washer on the inside. After installing all four of the bolts, tighten them securely.

The turnbuckle is the long octagon shaped piece with a left-hand thread at one end and a right-hand thread at the opposite end. Place it on the same right-hand threaded rod as the jam nut, turning it only about one to one and one half turns.

Position the section so that the turnbuckle is aligned with the threaded rod at the top of the section you are joining it with. As the turnbuckle is turned it will begin to draw the two sections together.

Bring the connecting holes into alignment with each other. A drift pin may be helpful here to align the holes for the bolts.
Align the shafts and connect them using the hardware supplied.

Make sure that the key in the pulley is under the pulley completely before tightening the set screw.

When installing the self-propelled units, check the alignment of the shaft pulley to the pump pulley. If alignment is necessary, loosen the set screw, using the allen wrench provided, and slide the shaft pulley so that it aligns with the pump pulley.

Check the pulley and belt alignment, and make sure that the key is fully inserted under the pulley, tighten set screw.

SCREED ASSEMBLY
ADJUSTING SCREED

The adjustment of the screed for flatness will take several minutes. This should be done prior to each use or for use in a crown or valley operation. Be certain that the screed is adjusted properly and the jam nuts are tight before concrete placement begins.

Once the length of screed you need is assembled, place a 2"x4" under each end, or set the screed onto the forms you are using.

Fasten a string to the form and draw it as tightly as possible about 1" off the back of the screed. Make sure that the string is not in contact with the screed, or any other object that could cause a variance.

Use a guide placed beneath the blades to determine where adjustment is needed. Begin adjusting the turnbuckles along the top of the screed to align the screed with the string. Adjust the screed from the outside sections and work toward the center. Tighten jam nuts. NOTE: This will probably take several times to get a perfectly flat machine.

After adjustments are made tighten jam nut securely so that vibration from the screed does not loosen it allowing movement during placing of concrete.
To operate the self-propelled units, rotate the drum clutch to a horizontal position to disengage it from the drum. Pull the cable out and attach the hook to a stake or other secure object, in line with the cable drum. Return clutch to the original position.

The speed of travel can be adjusted by turning the needle valve located near the hydraulic tank. Clockwise rotation will increase travel speed, and counter-clockwise rotation will decrease travel speed.

The screed can place concrete in a invert situation of up to 1/4" per foot. Simply locate a turnbuckle where you need the invert and use a ruler and stringline to give you the proper measurement. CAUTION: Remember to tighten the jam nut.

The screed can be used to place concrete in a crowned situation of up to 1/4" per foot, such as street paving. Simply follow the same procedure as in the precious illustration. CAUTION: Remember to tighten the jam nut securely after making adjustments.
ADJUSTING VIBRATIONS

The vibration of the screed is set at the factory at 12,000 vpm’s. Should it become necessary to adjust the vibration, use the instructions below only after consulting your dealer or the factory.

If the screed shaft bent too much you can lessen the bend. Rotate the bend in the shaft towards you and use a 2x4 as described in #3.

If the screed is not finishing properly, pulling or tearing the concrete, check the engine speeds. The correct RPM setting is 3,450 to 3,600. If the engine RPM’s are correct, the screed shaft can be adjusted, within reasonable limits, to increase vibrations.

Place a 2x4 against the bend and strike the end with a 6lb. to 8lb. hammer firmly. NOTE: The shaft should never be bent over 1/8" or damage to the screed may result. Use extreme caution when bending. Check the shaft before operating the screed.

Rotate the screed shaft at the point between the bearing housings where adjustment is needed. You will notice a slight bend in the shaft. Turn the shaft so that the bend is down or away from you.

If the screed shaft bent too much you can lessen the bend. Rotate the bend in the shaft towards you and use a 2x4 as described in #3.
INSTALLING HAND WINCH ASSEMBLY

The following instructions will provide complete information for installing the hand winch assembly. Should you need further assistance, contact your dealer or the call factory direct.

Begin installation by removing the last two bolts from the front and rear at one end of the camber top from the section of screed that you will be using.

Place the winch, crank lever out, onto the camber top. Replace the bolts with the longer ones supplied.

On the front blade of the screed, remove the bolts from from the angle brace and the cast bearing housing and install the cable pulley bracket, as shown.

Connect the block pulley bracket to the front blade of the screed. Replace the bolts with the longer ones supplied.
INSTALLING HAND WINCH ASSEMBLY

On the rear blade of the screed, remove the bolt from the the cast bearing housing nearest the end of the screed.

In the package there is a long brace and a short one. these two bolt together at the twisted end of the long one. 
NOTE: Standard Screed dose not require this step.

Bolt the brace to the rear of the screed blade and the angle bracket using hardware provided.

Place the crank handle onto the rod and tighten securely using the locking nut provided. The installation is now complete!
INSTALLING END ADAPTOR ASSEMBLY

The end adaptor installation should take only a few moments using the instructions on the next two pages.

When your end adaptor arrives remove the parts from the box and make sure that you have everything you will need.

Begin installation of the end adaptor assembly by placing the proper jam nut onto the threaded rod at the end of the screed. The threaded rod will be left-hand or right-hand threads, depending on which end of the screed you are working. Both types of nuts are provided in the kit.

Slip the upright into position on the threaded rod and the upright angles on the inside of the screed blades.

Bolt the upright angles into position using the holes nearest the end of the screed blades.
INSTALLING END ADAPTOR ASSEMBLY

Place a second jam nut on the outer side of the upright. Check to be certain that the upright is vertical before tightening the jam nuts.

Install the rubber grips onto the end adaptor handles, make certain that the grip section is turned properly.

Position the handle into the brackets and bolt securely.

The last step in the end adaptor installation is to position the skid plate at the height that is needed and bolt into position.
OPERATING TIPS AND REMINDERS

1. Before operating this equipment, read all of the manuals provided.

2. Keep all guards and covers in good repair and installed in the proper places.

3. Always turn off engine before refueling.

4. Keep hands, feet and loose clothing away from the screed shaft, drive belt, and engine clutch.

5. Keep hands, feet and loose clothing away from the cable drums and the drive belt area of the hydraulic self-propelled units.

6. Check the shaft connections each day to make sure that the bolts are secure. Replace any bolts that look worn!

7. Do not sit on the screed as this could cause deflection or possibly damage the unit.

8. The screed is designed to finish off concrete NOT to grade it! Keep excess concrete away from the screed blades during the placing operation. Excessive amounts of concrete could cause deflection or damage to the screed. Concrete should be low enough so that the top of the bolts along the screed blades can be seen.

9. Engine should be shut down whenever forward movement of the screed is stopped. Do not allow the engine to idle for more than 2 minutes as damage to the clutch may occur.

PARTS ORDERING INFORMATION

When ordering parts, be sure to include the Vibratory Screed model number, serial number and/or description of the parts that you wish to order. To order by phone: Toll Free Call: (800) 433-3026

Send mail inquires to:
Terex Light Construction
P.O. Box 3147
Rock Hill S.C. 28732 USA
WARRANTY PROCEDURE

The specific language of this warranty will determine TEREX LIGHT CONSTRUCTION’S obligation in connection with its product. The information presented below should be used as a general guide for implementation of policy. In the event of a component failure during the warranty period it should be repaired as soon as possible, preferably at an authorized TEREX LIGHT CONSTRUCTION service center. If component is manufactured by a company other than TEREX LIGHT CONSTRUCTION, such as Deutz, Honda, Isuzu, Leroy Somer, Lister Petter, Lombardini, Wisconsin, etc., the applicant should pursue repair and/or reimbursement through that manufacturer, and its dealer/distributor network.

To file a claim with TEREX LIGHT CONSTRUCTION, an APPLICATION FOR WARRANTY ADJUSTMENT (AWA) form must be completed in its entirety. Return the completed form within fourteen days of the repair to:

ATTENTION: WARRANTY
TEREX LIGHT CONSTRUCTION
590 Huey Road
Rock Hill Industrial Park
Rock Hill, SC 29730

TEREX LIGHT CONSTRUCTION will review the AWA form. Should we desire to inspect the defective parts, we will issue you a return authorization for the defective parts. After inspecting the defective part(s), and it is determined that warranty is due, we will then, at the discretion of TEREX LIGHT CONSTRUCTION, credit the applicants account or send replacement parts.

TEREX LIGHT CONSTRUCTION warranty reimbursements:

1. $30.00 for each hour’s labor we allow toward a repair.
2. Distributors cost of parts not more than the price currently available from TEREX LIGHT CONSTRUCTION.
3. One way surface freight charges on parts returned to TEREX LIGHT CONSTRUCTION.

Many repairs are assigned a predetermined labor schedule which is an average time in which a skilled technician should be able to make a repair. TEREX LIGHT CONSTRUCTION will reimburse not to exceed the predetermined number of hours for a particular repair.

TEREX LIGHT CONSTRUCTION does not reimburse for:

1. Travel, travel time, nor travel labor.
2. Mileage.
3. Excessive diagnostic time.
4. Repairs of defects, malfunctions, or failures resulting from accidents, abuse, misuse, modifications, alterations, improper servicing or lack of performance of required maintenance service.
5. Repairs where defective parts were not shipped back when requested by TEREX LIGHT CONSTRUCTION.
6. Regular maintenance such as parts or labor for oil changes, filter changes or filters.
7. Repairs where defective parts were not received by TEREX LIGHT CONSTRUCTION after TEREX LIGHT CONSTRUCTION issued a return authorization.
MANUFACTURER’S LIMITED WARRANTY

TEREX LIGHT CONSTRUCTION, hereafter referred to as TLC, warrants to the original purchaser that goods manufactured by it will be free from defects in workmanship and material for a period of two years after invoice from TLC, provided such goods are installed, operated and maintained in accordance with TLC’S written instructions. Such items to include, trailer frame and components, Lombardini engine, flashing arrow mode controller*, engine control panel, sign board, jack stands and engine enclosure.

TLC makes warranty with respect to components and accessories furnished to TLC by third parties only to the extent of the original manufacturer’s warranty to TLC. Third party components and accessories are parts such as, lamps, fuel pumps, alternators, belts, winches, tires, and electrical components. TLC shall not warrant normal maintenance parts such as filters. TLC makes no other warranty or merchantability or fitness for any purpose.

Warranty for repair or replacement parts after warranty period shall extend for 90 days after invoice date.

Manufacturer’s liability and purchaser’s sole exclusive remedy for a failure of goods to perform as warranted for any and all other claims arising out of the purchase and use of the goods, including negligence on the part of TLC, shall be limited to the repair or replacement of goods returned, transportation prepaid, to TLC. TLC shall in no event be liable for incidental or consequential damages.

No employee or representative is authorized to change this warranty in any way or grant any other warranty unless such change is made in writing and signed by an officer of TLC, at its home office.

* Providing repairs are made by TLC Authorized Service Center.