



Important

As soon as engine runs open the choke slowly (Do not leave the choke closed or the engine will stall and refuse to start until a teaspoon of engine oil is inserted in the spark plug hole.

- Check** oil screw plug on side of engine.
- Check** fuel is unleaded 91. screw cap on top of engine.
- Emergency** stop on lifting eye twist & release.
- On \ Off** switch on right hand side of engine under fuel tank to ON position.
- Petrol** to ON position (see arrow)
- Accelerator** move to midway between stops.
- Choke** to ON position (see arrow)
- Pull** cord on engine, usually 1-2 pulls. The cords length is approx 800mm long.



Emergency Stop Switch
Push the red button down to stop winch. Twist to release the lock. Note – Fold stop switch & hiab hook eye over when not in use to protect the stop switch from damage.



Operate winch on reasonably level ground. Fix 'A-Frame' to rear of winch by inserting pin.
 Note: A Frame must line up with capstan you intend to use.

Small Capstan – slow but max pull.
 Large Capstan – Faster but lower pull.

Put 'A-Frame' on tow ball of vehicle (ensure that the vehicles hand brake is on and that the vehicle is in gear) or Dyno-bolt to the floor.



Insert dynamometer if tension is required. Will hold peak pull. Note
 Dynamometer is a fragile unit so take care when using. (See Dyno instructions
 for more information on Dynamometer.)



Rope lengths to 100m usually in plastic drum, over 100m usually on a wooden drum with lifting jacks.

The rope is run out from the winch position into an open trench or pulled in a duct with a duct snake.

Note: When pulling through a duct, the duct must be clean, use 2 ropes and a brush or squeegee to clean the duct.



Attach swivel to end of rope with slot head shackles (do not use boat or marine shackles as they catch on obstructions in trench or duct.)

Attach sock to swivel with slot head shackles (Do not use boat or marine shackles as they catch on obstructions in trench or duct.)

Sock is selected by cable diameter e.g. 25mm dia cable need 25mm dia sock. Size is stamped on sock eye for reference.



Rope on capstan drum, usually 3-4 turns sufficient (see pulling tension chart on winch). Operator holds and applies hand load to tail end of rope. To stop pulling flick tail end off capstan.



Front rollers are to guide the rope up from trench or down from ladder.

If front anchor is ever necessary remove front wheels and insert bar through tube and load with sand bags or dyno-bolt to the floor.

Generally we assume operators have a basic knowledge of pulling, shifting, rigging or have attended a relevant training module for cable hauling.

Our capstan winches are inherently safe as the 4hp will stall at about 800kg and the 9hp at 1800kg load.

If a total jam occurs and operator does not switch off capstan friction will very quickly heat rope, which will cause the rope to melt and release the load (Do not touch melted rope). We join damaged ends with a long splice.

Transport – Do not unload by dropping off the truck, 2 men will be required to lift off the 4hp winch and 4 men for the 9hp winch, or wheel the winch down on some planks.

Weather – Do not leave out in rain as spark plug will be wet and difficult to start and water may get into fuel.

Security – Do not leave in an unsecured area as it will be stolen.

Maintenance – Check fuel and lube oil in engine before use.

Subject to usage send the winch to any local Honda Small Engine shop to clean air filter, change oil, clean fuel tank and carburettor, fit new spark plug and check if the pull cord needs to be replaced.

Oil wheel shaft, roller shafts & capstan shafts. Pump up tyres.

It is our suggestion that every 5 years the rubber insert in the coupling should be changed, (Note – This is a workshop job as the engine needs to be re-aligned to the gear box.) and all the safety labels can be replaced.