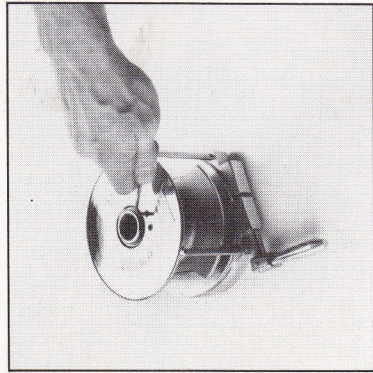


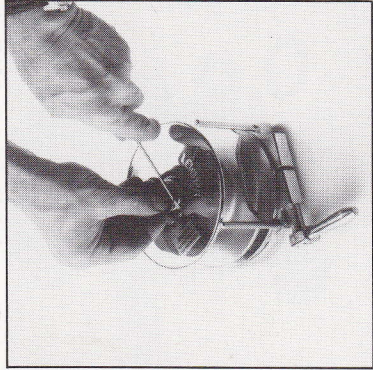
Servicing Halliard winches Nos. 1, 2, 2 x 2, 3

1
No.1



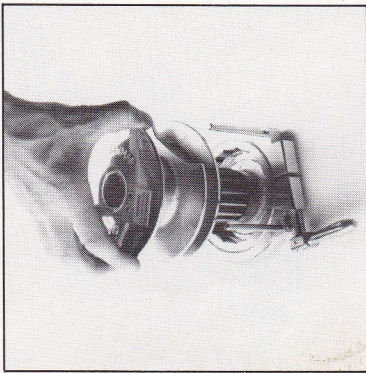
Remove the halliard, releasing the bitter end by unscrewing the 2 x 1/2" UNC grub screws as shown.

2
No.1



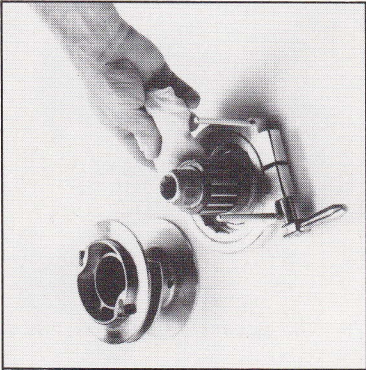
Remove the top circlip with a small screwdriver or knife blade.

3
No.1



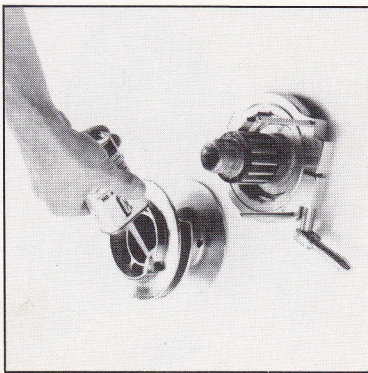
Lift off the drum.

4
No.1



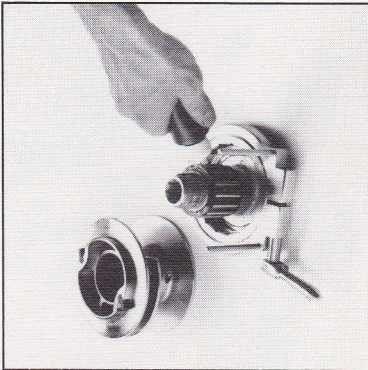
Wash centre stem, roller bearings, lower gears and drum bore with kerosene (paraffin). Dry with a non-fluffy cloth.

5
No.1



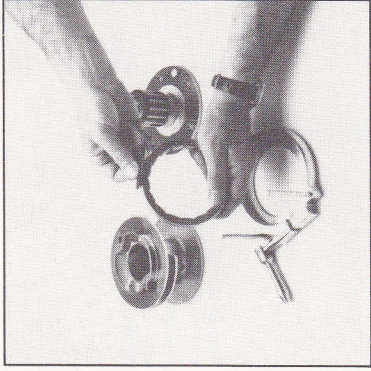
Lightly oil the pawls.

6
No.1



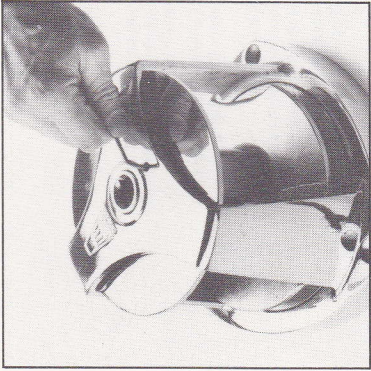
Lightly grease roller bearings.

7
No.1

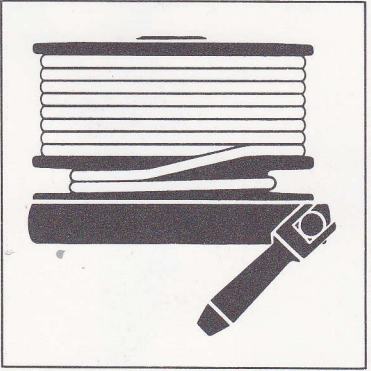


Clean brake band and ratchet ring with light abrasive and wash with kerosene (paraffin). Dry with a non-fluffy cloth.

8
Nos. 2, 2 x 2, 3



Remove the halliard releasing the bitter end by unscrewing the 2 grub screws (2 x 1/2" UNC - No. 2 and 2, 2 x 1/2" BSF - No. 3). Turn the drum to locate the screws under the drum cage.



Primary and secondary drums - The main body of the halliard is stored on the primary drum and the turns should be stacked evenly as shown in the diagram. When the sail is nearly fully hoisted, i.e. within 2 or 3 feet of the black band, the final turns should be wound on the secondary drum to avoid crushing the wire.

NO OIL OR GREASE MUST BE APPLIED TO THE BRAKE MECHANISM ON ANY HALLIARD WINCH.

WINCH NOS. 2, 2 x 2 AND 3 - SERVICING SHOULD BE CARRIED OUT BY A LEWMAR SERVICE ENGINEER.

Warning:

The brake should be tightened firmly before hoisting the sail. When lowering the sail the brake is released as described and the rate of descent controlled with the brake lever.
THE HANDLE MUST NOT BE LEFT IN THE WINCH WHEN THE BRAKE IS RELEASED AS IT WILL REVOLVE. THIS IS DANGEROUS AND CAN CAUSE INJURY.

Reassemble winch in reverse sequence to above. Check for correct operation.