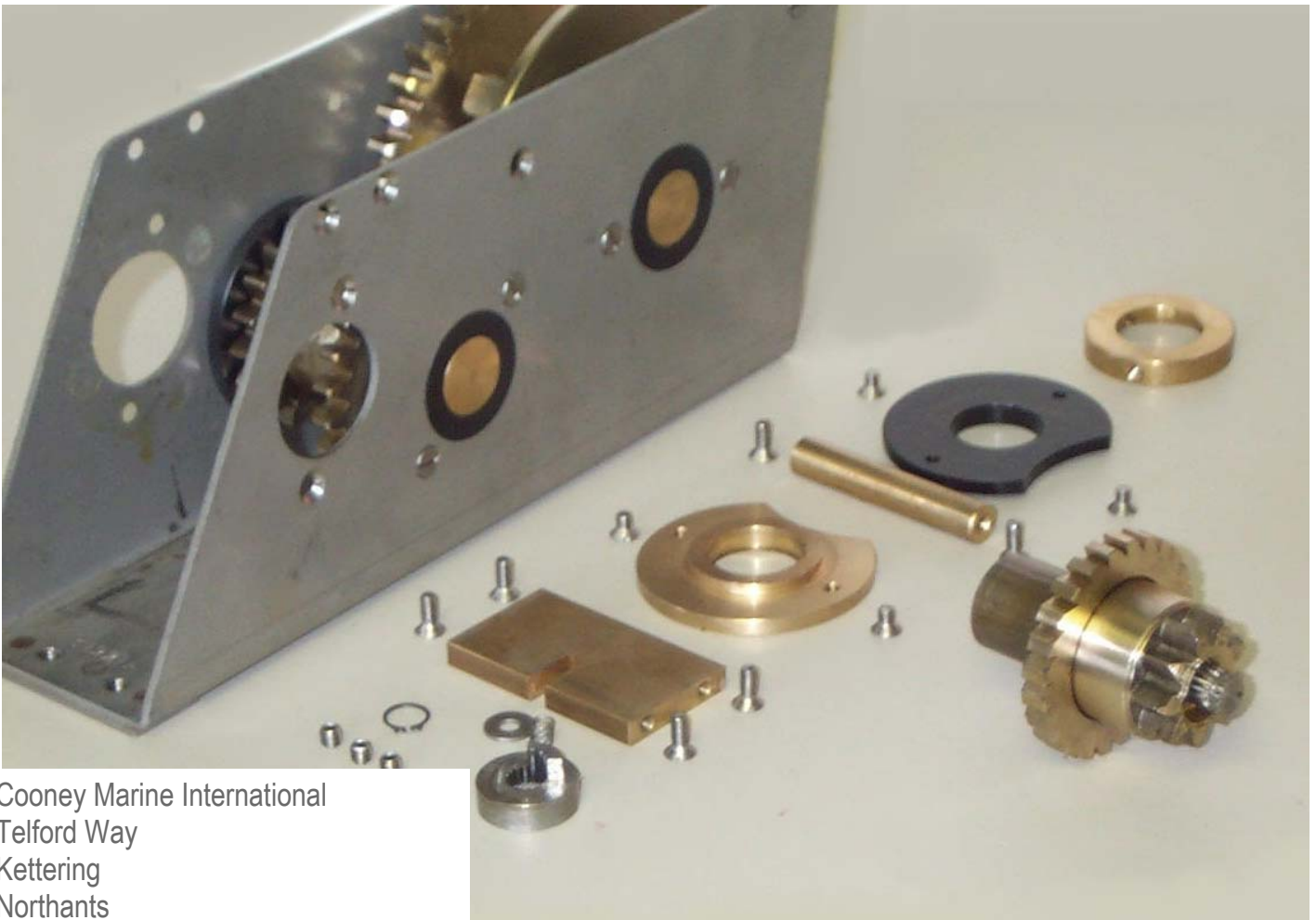


WINCH BRAKE ADJUSTMENT PROCEDURE



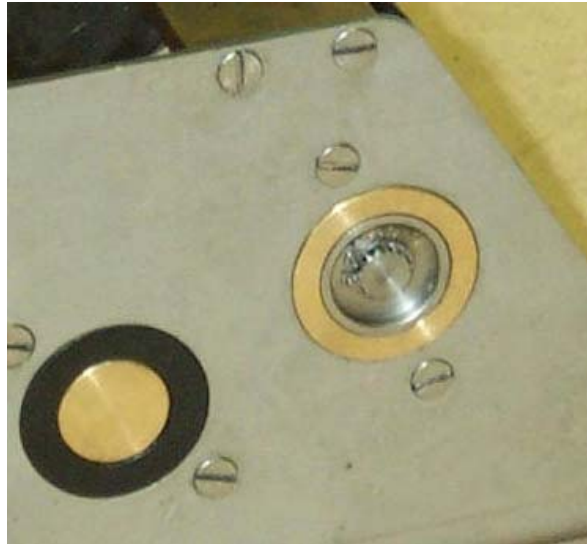
ADVANCED STAINLESS
• ENGINEERING •



Cooney Marine International
Telford Way
Kettering
Northants
NN16 8UN
Tel: 01536 484481
Fax: 01536 411580
E-mail: sales@cooneymarine.co.uk
Web: www.cooneymarine.co.uk

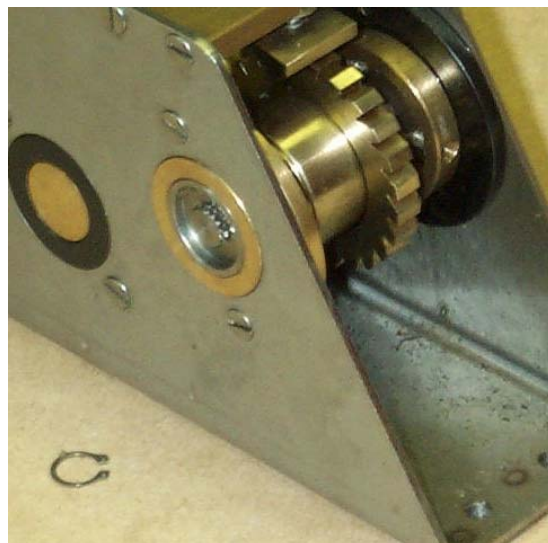
STEP 1

REMOVE WINCH FROM DAVIT AND UNWIND ENOUGH CABLE TO ALLOW WINCH TO LAY ON BENCH.



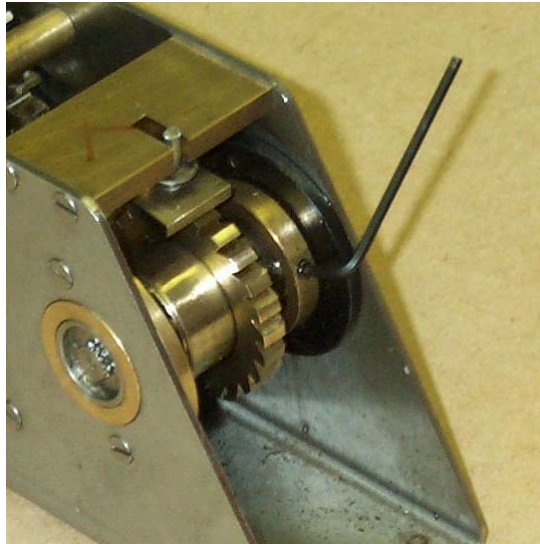
STEP 2

REMOVE CIRCLIP, BEING CAREFULL NOT TO LOSE OR OVER SPREAD AND DAMAGE.



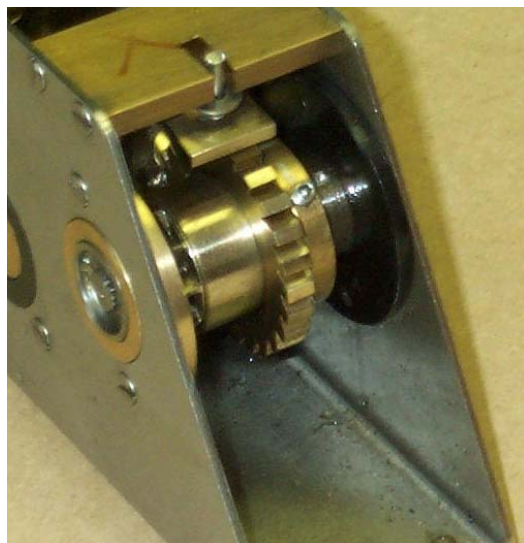
STEP 3

LOOSEN GRUB SCREWS HOLDING COLLAR IN PLACE



STEP 4

PUSH COLLAR UP AGAINST RATCHET GEAR.



STEP 5

MARK POSITION OF END CAP ON SPLINED SHAFT.



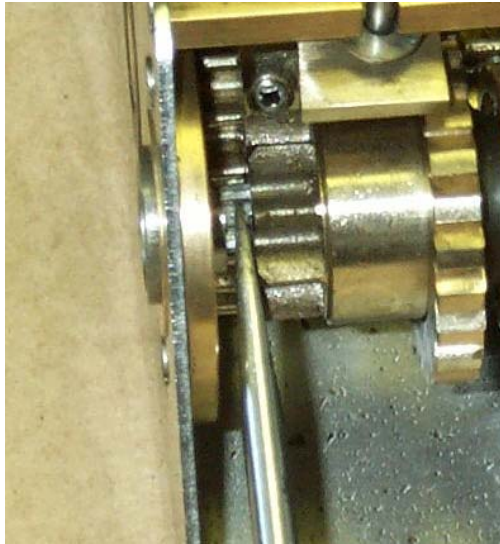
STEP 6

TAP SPLINED SHAFT INTO GEARBOX, LEAVING END CAP IN PLACE



STEP 7

USING A SCREW DRIVER GENTLY LEVER END CAP OFF SPLINED SHAFT AND OUT THROUGH BRONZE BEARING.



STEP 8

KEEP END CAP AND CIRCLIP SAFE



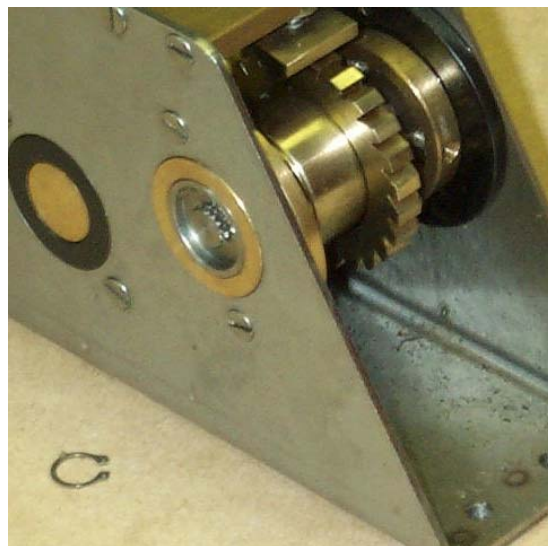
STEP 9

THIS IS THE IMPORTANT PART.
HOLDING RATCHET WHEEL TURN THE 9 TOOTH GEAR CLOCKWISE TO TIGHTEN BRAKE MECHANISM. ONCE FINGER TIGHT IT SHOULD BE HOLDING THE RATCHET GEAR FIRMLY, PREVENTING ANY ROTATION. (NOTE: WHILE TIGHTENING ENSURE 9 TOOTH GEAR IS OUT OF MESH WITH GEAR ON INTERMEDIATE SHAFT)



STEP 10

ONCE TIGHT PUSH SHAFT BACK ACROSS INTO CORRECT POSITION. (NOTE: THIS WILL RE-ENGAGE 9 TOOTH GEAR AND INTERMEDIATE GEAR)



STEP 11

LOOKING DOWN ON 9 TOOTH GEAR CRESCENT SHAPED CUT OUT. THIS IS WHERE LEG ON END CAP FITS. THE CRESCENT EFFECTIVELY LIMITS THE LOCK/RELEASE MECHANISM. AS THE WASHERS WEAR THE LEG WILL REACH THE END OF THE CRESCENT BEFORE IT LOCKS. SO WITH THE RATCHET NOW LOCKED ALIGN THE END CAP WITH THE LEG IN THE CUT-OUT AS FAR AS IT WILL GO IN THE ANTI-CLOCKWISE DIRECTION, THEN ROTATE 1 TOOTH CLOCKWISE-AND RE-FIT.



STEP 12

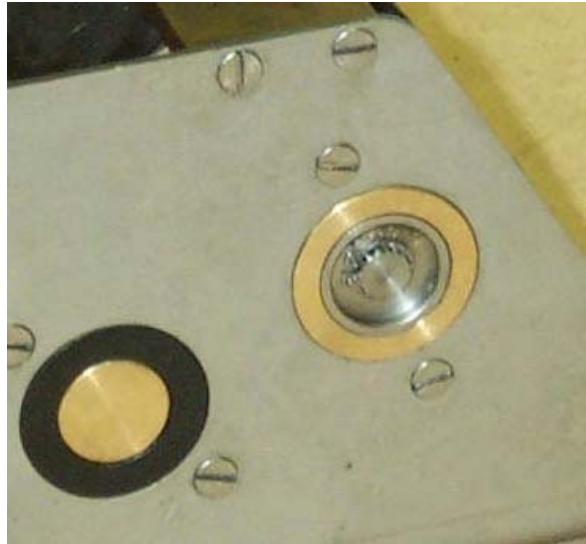
THIS SHOULD RESULT IN THE 2 MARKS NOW BEING 1 OR 2 TEETH OUT OF ALIGNMENT (SHOWING THE AMOUNT OF ADJUSTMENT).

NOTE: YOU COULD TAKE A SHORT CUT AND SIMPLY REMOVE THE END CAP, ROTATE 1 TOOTH CLOCKWISE THEN RE-ASSEMBLE AND TEST. IF THE BRAKE STILL SLIPS REPEAT THE PROCESS.

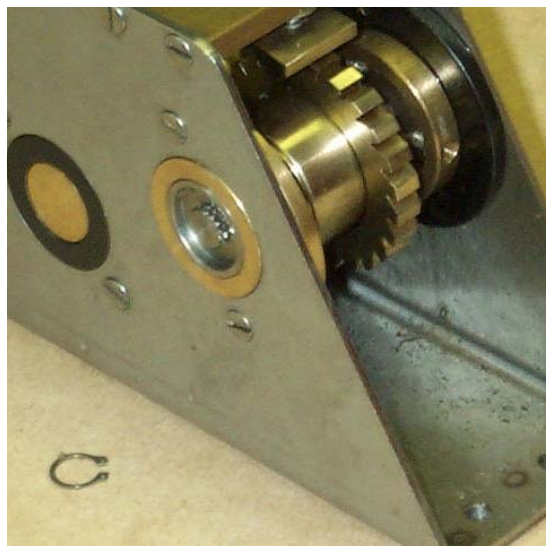
NOTE: ADJUSTMENT OF STBD WHICH IS THE SAME PROCESS BUT WITH DIRECTIONS REVERSED



STEP 13
REFIT CIRCLIP



STEP 14
REPOSITION COLLAR LOCATING GRUB SCREWS IN DIMPLES ON
DRIVE SHAFT.



STEP 15
I AM SURE I HAVE MADE IT SOUND MORE DIFFICULT THAN IT
REALLY IS SO IF YOU ARE NOT SURE LET ME KNOW AND WE CAN GO
THROUGH IT 1 STAGE AT A TIME.

STEVE BIRD