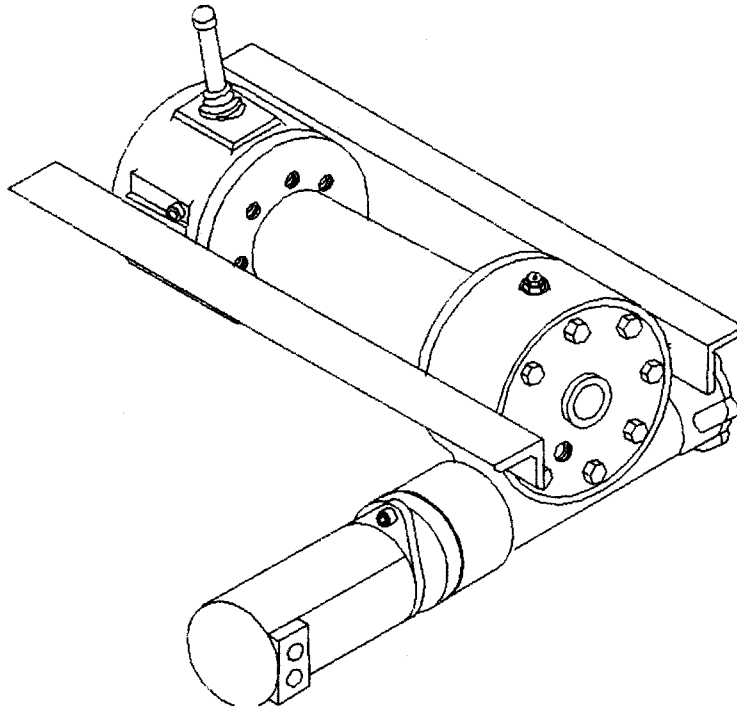




OPERATING, SERVICE AND MAINTENANCE MANUAL



MODEL H 700 SERIES DOW-LOK[®] EQUIPPED INDUSTRIAL LOW-MOUNT WINCH (WITH 20,000 LB. RATING)

U.S. PATENT #4379502



**CAUTION: READ AND UNDERSTAND THIS MANUAL BEFORE INSTALLATION
AND OPERATION OF WINCH. SEE WARNINGS!**

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RAMSEY WINCH MODEL H-700 DOW-LOK®

PLEASE READ THIS MANUAL CAREFULLY

This manual contains useful ideas in obtaining the most efficient operation from your Ramsey Winch, and safety procedures one needs to know before operating a Ramsey Winch. Do not operate this winch until you have carefully read and understand the "WARNINGS" and "OPERATION" sections of this manual.

WARRANTY INFORMATION

Ramsey Winches are designed and built to exacting specifications. Great care and skill go into every winch we make. If the need should arise, warranty procedure is outlined on the back of your self-addressed postage paid warranty card. Please read and fill out the enclosed warranty card and send it to Ramsey Winch Company. If you have any problems with our winch, please follow instructions for prompt service on all warranty claims. Refer to back page for limited warranty.

SPECIFICATIONS*

Rated Line Pull (lbs.).....		20,000				
(Kgs.).....		9,070				
Gear Reduction.....		35:1				
Shipping Weight: (H-700).....		258 lb. (117 Kgs.)				
(HX-700).....		282 lb. (128 Kgs.)				
LAYER OF CABLE		1	2	3	4	5**
*Rated line pull per layer	Lbs. Kg.	20,000 9,070	16,500 7,480	14,000 6,350	12,200 5,530	10,800 4,890
*Cable capacity (H-700)	Ft. M.	20 6	50 15	85 25	125 38	170 51
*Cable capacity (HX-700)	Ft. M.	35 10	75 22	125 38	185 56	250 76
*Line speed (575 worm RPM at 30 GPM)	FPM MPM	22 6,7	26 7,9	31 9,4	35 10,6	40 12,1
* These specifications are based on recommended wire rope of .56 inch dia. extra improved plow steel or equivalent						

** Fifth layer does not conform to SAE J706

NOTE: The rated line pulls shown are for the winch only. Consult the wire rope manufacturer for wire rope ratings.

TECHNIQUES OF OPERATIONS

The best way to get acquainted with how your winch operates is to make test runs before you actually use it. Plan your test in advance. Remember, you hear your winch, as well as see it operate. Get to recognize the sounds of a light steady pull, a heavy pull, and sounds caused by load jerking or shifting. Gain confidence in operating your winch and its use will become second nature with you.

The uneven spooling of cable, while pulling a load, is not a problem, unless there is a cable pileup on one end of drum. If this happens reverse the winch to relieve the load and move your anchor point further to the center of the vehicle. After the job is done you can unspool and rewind for a neat lay of the cable.

The Dow-Lok® clutch provides free spooling and clutch engagement with the cable drum. With the clutch disengaged, the cable can be freespoiled off the drum. For winching in the load the clutch must be fully engaged with the drum.

The Dow-Lok® clutch is latched into either the engaged, "IN", position or the disengaged, "OUT", position by a pin at the bottom of the shifter handle which fits into latching slots.

TO UNLATCH CLUTCH, grasp handle firmly and while pushing on the top of the handle with the thumb for leverage, lift until pin clears latching slots.

TO DISENGAGE CLUTCH, latch and push handle to "OUT" position and fully insert pin into latching slots. **DO NOT ATTEMPT TO DISENGAGE WITH A LOAD ON THE WINCH.**

TO ENGAGE CLUTCH, unlatch and pull handle toward "IN" position as far as it will go. In order to attain full engagement, internal elements of the clutch must be aligned. This alignment will take place when cable drum or cable drum shaft turns a maximum of 1/4 revolution. The clutch will automatically spring into engagement and pin will drop into "IN" slots when this alignment takes place. **DO NOT ATTEMPT TO LIFT A LOAD UNLESS PIN IS FULLY INTO "IN" SLOTS. KEEP CLEAR OF SPRING LOADED HANDLE DURING AUTOMATIC ENGAGEMENT.**

SAFEGUARDS-WARNINGS:

CLUTCH MUST BE TOTALLY ENGAGED BEFORE STARTING THE WINCHING OPERATION.

DO NOT DISENGAGE CLUTCH UNDER LOAD.

DO NOT LEAVE CLUTCH ENGAGED WHEN WINCH IS NOT IN USE.

STAY OUT FROM UNDER AND AWAY FROM RAISED LOADS.

STAND CLEAR OF CABLE WHILE PULLING. DO NOT TRY TO GUIDE CABLE.

DO NOT EXCEED MAXIMUM LINE PULL RATINGS SHOWN IN TABLE.

DO NOT USE WINCH TO LIFT, SUPPORT, OR OTHERWISE TRANSPORT PEOPLE.

A MINIMUM OF 5 WRAPS OF CABLE AROUND THE DRUM BARREL IS NECESSARY TO HOLD THE LOAD.

CABLE ANCHOR IS NOT DESIGNED TO HOLD LOAD.

WINCH MAINTENANCE

Adhering to the following maintenance schedule will keep your winch in top condition and performing as it should with a minimum of repair.

A. WEEKLY

1. Check the oil level and maintain it to the oil level plug. If oil is leaking out, determine location and repair.
2. Check the pressure relief plug in top of the gear housing. Be sure that it is in good operating condition so that hot oil gasses may escape.
3. Lubricate cable with light oil.

B. MONTHLY

1. Lubricate the various grease fittings located in the cable drum, end bearing, clutch housing or clutch operating linkage. Any good grade of moly-disulfide containing grease is acceptable.
2. In the case of jaw clutch winches, check the action of the sliding clutch, making sure it is fully engaging and disengaging with the cable drum. Observe the jaws on both the clutch and cable drum, checking for rounding of the driving faces. If rounding has occurred they should be replaced immediately.
3. In the case of Dow-Lok® clutches, check the action of the locking ring. Make sure it is spring loaded and free to move fully against the cable drum in the engaged position and that it is pulled fully away from the cable drum and latched when disengaged.
4. Check the winch mounting bolts. If any are missing, replace them and securely tighten any that are loose. Make sure to use only grade 5 bolts or better.
5. Check the torque setting of the oil cooled worm brake. Make any adjustments required, following the procedure described in ADJUSTING THE OIL COOLED WORM BRAKE in the Owner's Manual.
6. Check alignment of chain and sprockets and adjust as required to minimize wear.
7. Inspect the cable. If the cable has become frayed with broken strands, replace immediately.

C. ANNUALLY

1. Drain the oil from the winch annually or more often if winch is used frequently.
2. Fill the winch to the oil level plug with clean kerosene. Run the winch a few minutes with no load in the reel in direction. Drain the kerosene from the winch.
3. Refill the winch to the oil level plug with all purpose E.P. 140 gear oil.
4. Inspect frame and surrounding structure for cracks or deformation.
5. Gear wear can be estimated by rocking the drum back and forth and if necessary drain oil and remove cover for closer inspection.

WINCH MOUNTING

It is most important that this winch be mounted securely so that the three major sections (the clutch housing end, the cable drum and the gear housing end) are properly aligned.

All standard model H-700 series winches are furnished with recommended mounting angles. Angle size is 1/2 x 3 x 3 high strength steel angle.

CABLE INSTALLATION

The H-700 series Dow-Lok® winch has two tapered pockets cast into the drum. One pocket is for installations with the wire rope wound over the drum. The other pocket is for an underwound wire rope. When properly used, the wedge pocket design is one of the most secure anchoring methods available.

1. Unwind cable by rolling it out along the ground to prevent kinking. Securely wrap end of wire rope, opposite hook, with plastic or similar tape to prevent fraying.
2. Slide the wire rope through narrow end of the pocket against the drum flange and wrap the wire rope around the anchor "puck" and pull the wire rope and anchor back into the wide end of the pocket. Use a soft hammer to drive the back side of the wire rope, firmly seating the wire rope and anchor, into the pocket.
3. Carefully run winch in the "reel-in" direction. Keeping tension on end of cable, spool all the cable onto the cable drum, taking care to form neatly wrapped layers.

The wire rope can easily be removed from the drum by driving the anchor out the wide end of the pocket.

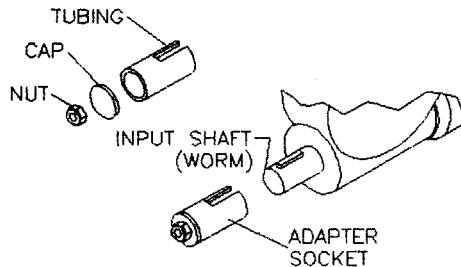
ADJUSTING THE OIL COOLED WORM BRAKE

The oil cooled, fully adjustable, automatic safety brake operates in the worm housing lubricant, all parts being submerged in oil. When the brake wears to the point that the load begins to drift, the brake can be adjusted as follows:

1. Loosen the lock nut on the adjusting screw.
2. Tighten the brake by turning the adjusting screw clockwise. **CAUTION:** Only 1/4 turn is usually required to adjust the brake. Over-tightening can cause over-heating, and damage to the brake parts. Tighten the lock nut after adjustment is completed.

If the brake does not respond to adjustment then a new leaf spring and brake disc is needed.

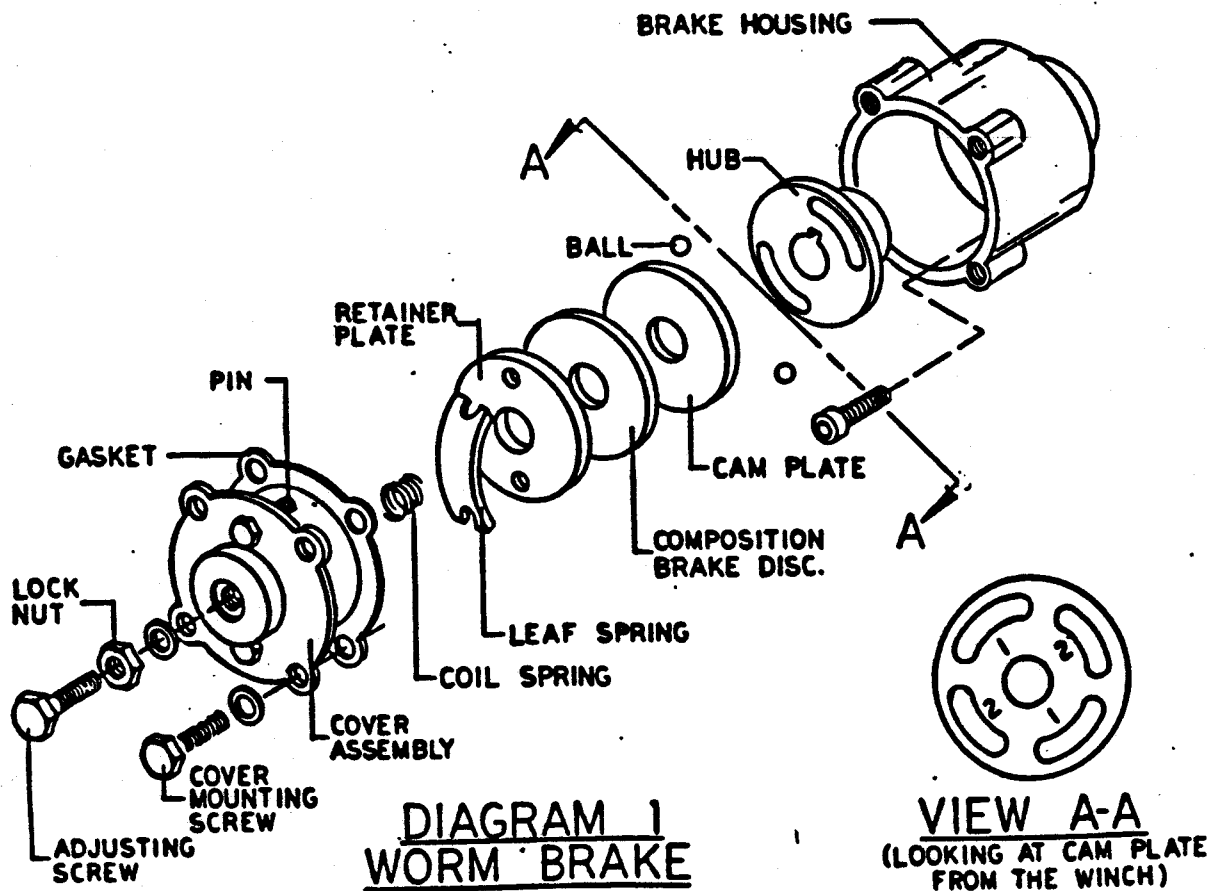
A torque wrench can be equipped with a special adapter to fit the input shaft (worm) of the winch. The adapter can be made by welding a nut to the end of a piece of tubing as shown in the following figure.



After welding the cap and nut to the tubing, slot the tubing, as shown. This will allow the special adapter to slide over the keyway and will then act as a large socket. A torque wrench can be used to apply the proper torque. Turn the torque wrench so that the drum turns in the spool out direction or lowering direction. The torque rating for the brake on the Model H-700 should be 45 to 50 ft. lbs. If torque wrench does not show the proper value as it turns, then the worm brake adjusting bolt should be turned clockwise 1/4 turn. Each time the adjusting bolt is turned, check the torque reading. Continue this procedure until the proper torque reading is achieved. Then tighten the lock nut.

SERVICING OF THE OIL COOLED SAFETY BRAKE

1. Remove the drain plug and drain the worm gear oil from the worm housing.
2. Back off the lock nut, then the adjusting screw, both two turns or more by turning them counter-clockwise.
3. Remove the cover mounting screws.
4. Remove the cover along with coil spring and leaf spring.
5. Remove the retainer plate, composition brake disc, cam plate and balls.
Note slots balls are in.
6. Inspect parts as follows:
 - a). Composition brake discs are $1/4$ " thick when new. Replace if thinner than $3/16$ or if surfaces are glazed or burnt.
 - b). Inspect the flat, ground surface of the cam plate and retainer plate for glazing, warpage, or other damage. Glazing can be removed by scraping carefully.
 - c). Inspect the leaf spring. It should be bowed $1/8$ ".



RE-ASSEMBLING AND CHECKING THE BRAKE

1. Press brake hub into place over worm shaft and key.
2. Assemble ball into appropriate slots of cam. (Refer to diagram 1, page 5). Use stiff grease to hold balls into place and slide cam over end of worm. Be sure that balls are secure, between cam slots and hub slots. Refer to Page 7 to determine proper ball slot setting.
3. Install brake disc.
4. Install retainer plate, smooth side toward brake disc.
5. Install the gasket on the cover with a small amount of grease or sealer.
6. The coil spring goes over the adjusting screw on the inside of the cover.
7. Install the notches of the leaf spring on the pins protruding through the cover. The hollow side of the leaf spring goes toward the brake.
8. Install brake housing cover, making sure the protruding pins go through the leaf spring and into the holes in the retainer plate.
9. Bolt cover into place with the mounting screws. Install drain plug and add 3 pints all purpose E.P. 140 oil.
10. Turn winch in the hoisting direction at least one turn of the input shaft.
11. Turn the adjusting screw in until it is finger tight.

TEST FOR PROPER BRAKE ASSEMBLY

After the brake has been adjusted to the proper torque setting disengage clutch. Start vehicle engine and run winch in the reel in (hoisting direction). Allow winch to run in this direction for one minute.

Place your hand on the safety brake housing. If housing is not hot to the touch then run winch in the reverse direction (cable out) for one minute. Brake housing should begin to heat.

When these conditions exist, proper installation has been made. If heating becomes noticeable when running the winch in forward rotation (hoisting direction), the brake should be again disassembled. When disassembled, place the brake balls in the alternate set of slots in the cam plate, then carefully follow the instructions for re-assembling and checking the brake.

INSTRUCTIONS FOR CHECKING ASSEMBLY ARRANGEMENT AND SETTING OF WORM BRAKE

When the worm brake is assembled the brake must be set with the balls in the #1 or the #2 set of cam slots. (View A-A, page 5). It is indicated on the name plate whether the balls were installed in the #1 or the #2 slots at the factory.

Three factors determine which slots the balls should be in:

1. Direction cable winds on the drum. It normally **WINDS OVER THE TOP** of the drum barrel.
2. The cut of the gear set, right or left gear.
All H-700 winches have R.H. gear sets.
3. The side of the winch that the input shaft is on. The **INPUT SHAFT IS NORMALLY TOWARD THE CAB**. Whether the winch has the gear box on the right or on the left side of the winch does not affect the brake setting.

EXAMPLE: When cable winds over the top of the drum, winch has a right cut gear and input shaft is toward the cab (diagram 2), then the balls need to be in the #2 cam slots.

If any one of these three factors differ from those stated above, the balls need to be in the #1 slots in the cam. A second change in these factors requires the original arrangement, and if all three factors are different, the balls need to be in the #1 slots. (See page 5 and 6 for disassembly and assembly instructions).

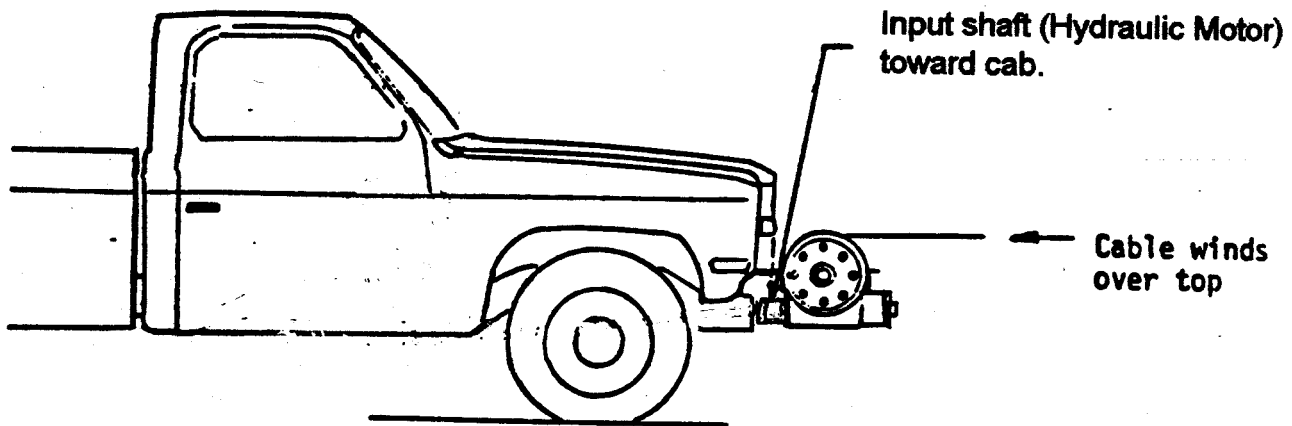


DIAGRAM 2

Three factors determine brake assembly arrangement.

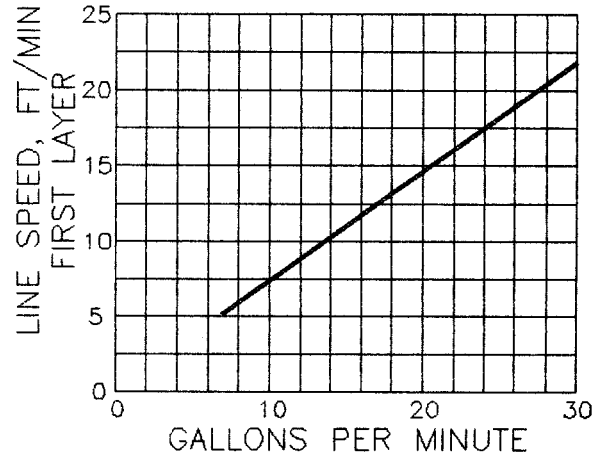
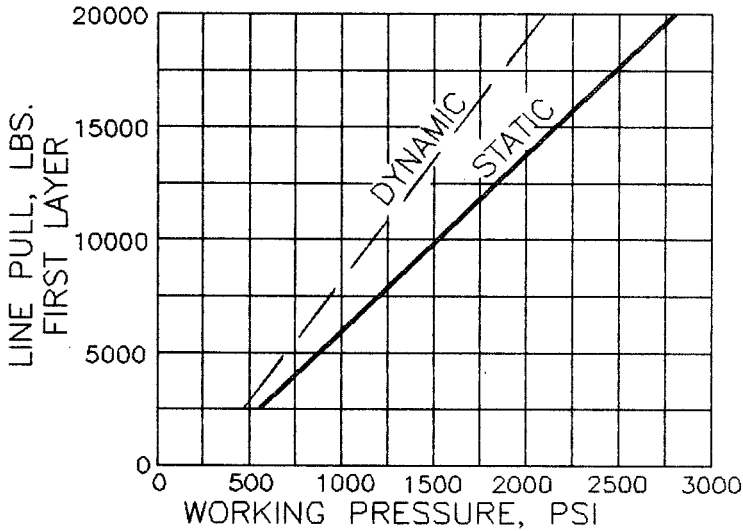
HYDRAULIC SYSTEM REQUIREMENTS

Refer to the performance charts, below, to properly match your hydraulic system to H-700 Dow-Lok® winch performance. The charts consist of :

(1) Line pull (lb.) first layer vs. working pressure (PSI). STATIC (solid line) refers to hoisting a suspended load from rest; DYNAMIC (dotted line) refers to maintaining the motion of a moving load. (2) Line speed, first layer (FPM) vs. gallons per minute (GPM).

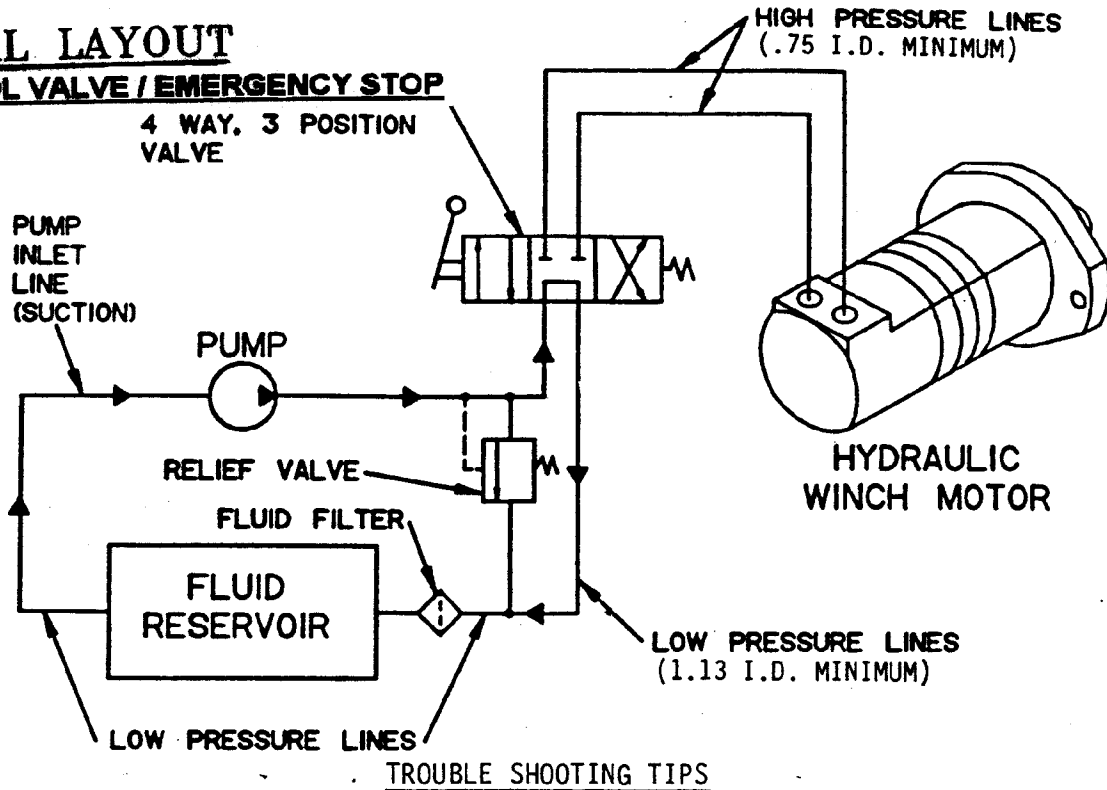
Performance based on a motor displacement of 11.9 cubic inches with 30 GPM maximum flow rate. See page 16 for motor port size.

H-700 Series Performance 20,000 Lb. Duty Rating 35:1 Gear Ratio



TYPICAL LAYOUT

CONTROL VALVE / EMERGENCY STOP



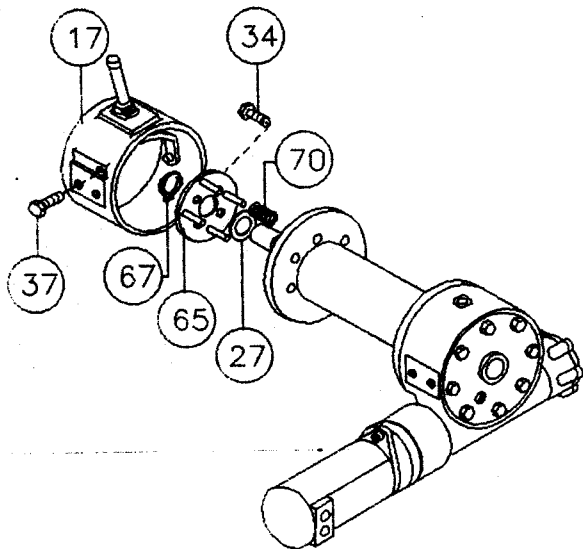
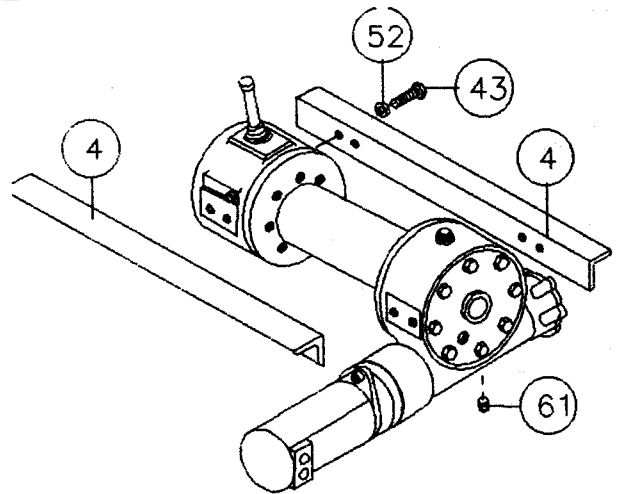
CONDITION	POSSIBLE CAUSE	CORRECTION
CLUTCH INOPERATIVE OR BINDS UP.	<ol style="list-style-type: none"> 1. Dry or rusted shaft. 2. Bent yoke or linkage. 	<ol style="list-style-type: none"> 1. Clean and lubricate. 2. Replace yoke or shaft assembly.
CLUTCH HANDLE WON'T LATCH.	<ol style="list-style-type: none"> 1. Debris in clutch 	<ol style="list-style-type: none"> 1. Clean and lube per page 15 paragraph 17.
OIL LEAKS FROM HOUSING.	<ol style="list-style-type: none"> 1. Seal damaged or worn. 2. Too much oil. 3. Damaged gasket. 	<ol style="list-style-type: none"> 1. Replace seal. 2. Drain excess oil. Refer to TECHNIQUES OF OPERATION. 3. Replace gasket.
LOAD DRIFTS DOWN	<ol style="list-style-type: none"> 1. Safety brake has become worn. 2. Safety brake out of adjustment. 	<ol style="list-style-type: none"> 1. Replace brake disc. (See page 5, diagram 1). 2. Turn adjusting bolt clockwise 1/4 turn or until load does not drift.
WINCH RUNS TOO SLOW.	<ol style="list-style-type: none"> 1. Hydraulic motor worn out. 2. Low flow rate. 	<ol style="list-style-type: none"> 1. Replace motor. 2. Check flow rate. Refer to HYDRAULIC SYSTEMS flow chart, page 8.
CABLE DRUM WILL NOT FREE SPOOL.	<ol style="list-style-type: none"> 1. Winch not mounted squarely, causing end bearings to bind drum. 	<ol style="list-style-type: none"> 1. Check mounting. Refer to WINCH MOUNTING page 4.
CABLE BIRDNESTS WHEN CLUTCH IS DISENGAGED.	<ol style="list-style-type: none"> 1. Drag brake disc worn. 	<ol style="list-style-type: none"> 1. Replace discs.
HYDRAULIC FLUID LEAKS FROM HOLE IN MOTOR ADAPTER.	<ol style="list-style-type: none"> 1. Damaged motor shaft seal. 	<ol style="list-style-type: none"> 1. Replace seal.

INSTRUCTIONS FOR OVERHAUL OF RAMSEY
MODEL H-700 DOW-LOK®

DIS-ASSEMBLY

(1)
Drain oil from gear housing by removing pipe plug (item #61) from gear housing.

Shift clutch into the engaged "IN" position.
Remove frame angles (item #4) from winch assembly.



(2)
Remove two capscrews (item #37) from clutch housing (item #17) and unlatch shifter assembly.

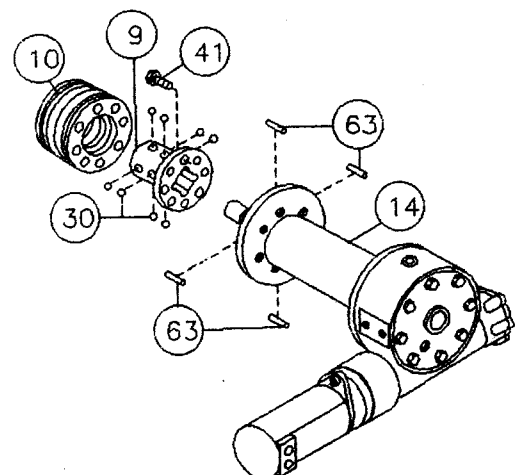
Remove clutch housing from end of drum shaft. Press in on retainer plate (item #65), to relieve the spring tension and remove the retainer ring (item #67).

Remove four capscrews (item #34), retainer plate (item #65), springs (item #70) and spacer (item #27).

(3)
Slide the locking ring (item #10) from the clutch.
NOTE: The locking ring cannot be removed unless the clutch is engaged, with dowel pins (item #63) seated in the shaft keyways.

Rotate the drum so the eight balls (item #30) and four dowel pins (item #63) can be removed.

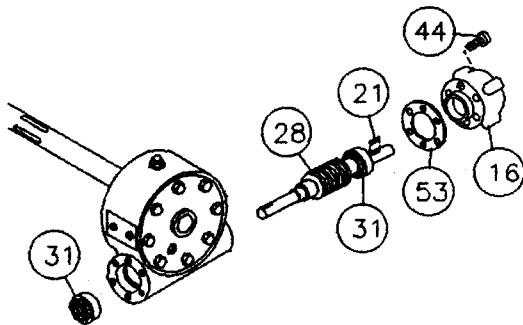
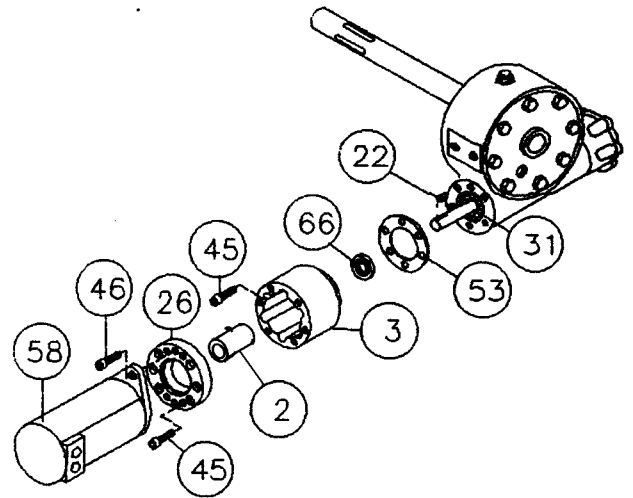
If necessary, the clutch (item #9) may be disassembled from the drum by removing eight capscrews (item #41). Slide drum (item #14) from drum shaft.



(4)

Remove motor (item #58) from adapter plate (item #26) by removing capscrews (item #46). Remove adapter plate and coupling (item #2) from adapter (item #3) by unscrewing six capscrews (item #45).

Remove key (item #22) from worm shaft. Unscrew six capscrews (item #45) and remove adapter from gear housing. Replace adapter seal (item #66) and gasket (item #53).



(5)

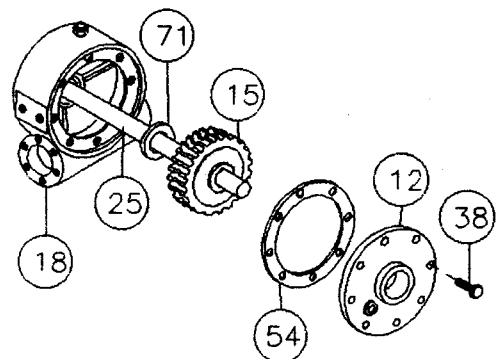
Refer to page 5, SERVICING OIL COOLED SAFETY BRAKE. Remove brake housing (item #16) from gear housing by unscrewing six (item #44) capscrews. Remove key (item #21) from worm. Remove worm (item #28) and bearings (item #31) from gear housing. Use a soft hammer to gently tap input end of worm and drive worm and bearing from gear housing. Once worm has been removed from housing, bearing can be pressed from end of worm.

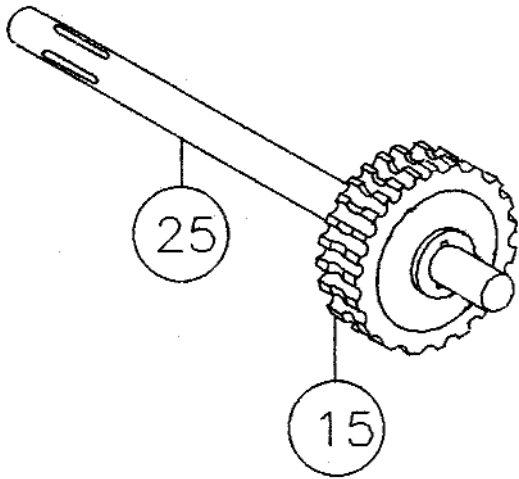
Check for signs of wear or damage to worm (item #28) and bearings (item #31). Replace if necessary.

(6)

Remove gear housing cover (item #12) from gear housing (item #18) by unscrewing eight capscrews (item #38). Thread two of the capscrews into the two tapped holes of cover and tighten. This will pull the cover loose from gear housing.

Remove cover gasket (item #54) and pull shaft (item #25), with gear (item #15) and spacer (item #71) attached, from gear housing.

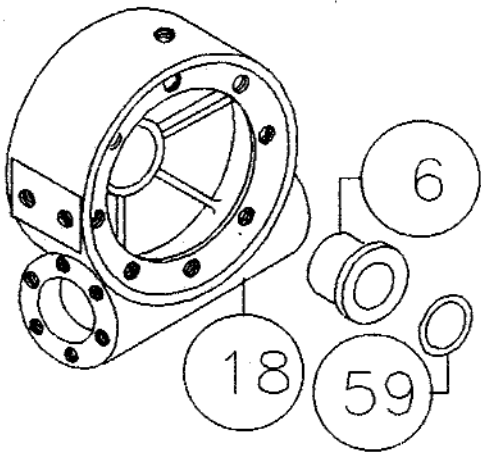
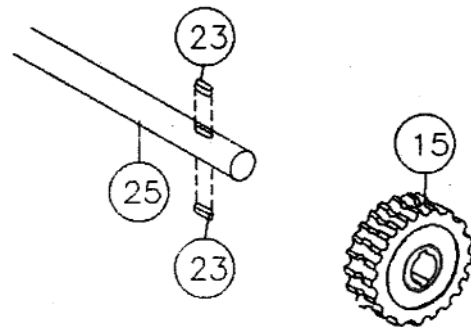




(7)
Check for signs of wear on gear teeth. If necessary, replace gear.

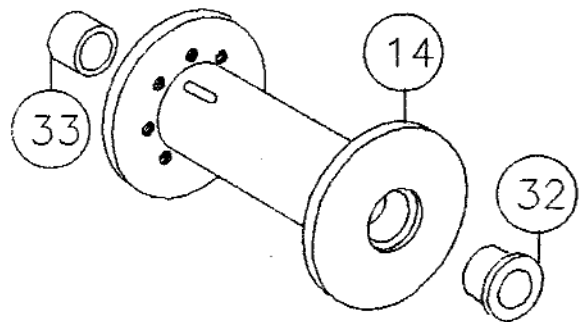
(8)
If shaft or gear is damaged, replace as follows:

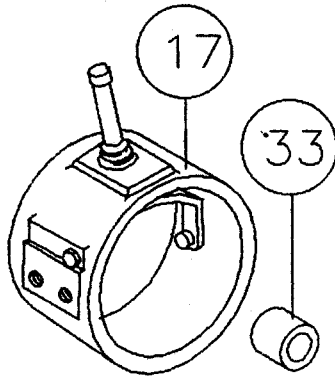
- a. Tap keys (item #23) into short keyways of drum shaft.
- b. Press shaft (item #25) and keys through gear (item #15) until end of keys on long end of shaft are flush with gear hub.



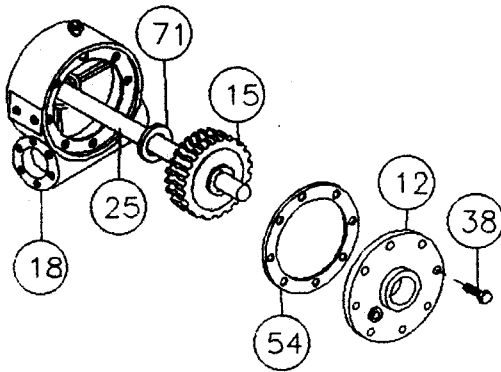
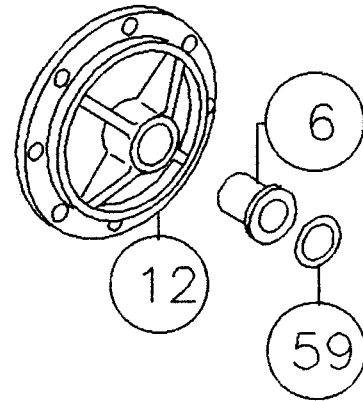
(9)
Check gear housing bushing (item #6) and o-ring (item #59) for signs of wear. Replace if necessary by pressing old bushing from gear housing (item #18). Press new bushing into place and insert new o-ring (item #59) into groove inside of bushing.

(10)
Check drum bushings (items #32 & #33) for signs of wear. Replace if necessary by pressing old bushings from drum (item #14). Press bushing (item #32) into bore in drum until its flange is seated against bottom of counterbore. Press bushing (item #33) into opposite bore on drum until end of bushing extends .50" from end of drum.





(12)
 Check cover bushing (item #6) and o-ring (item #59) for signs of wear. Replace if necessary by pressing old bushing from gear housing cover (item #12). Press new bushing into place and insert new o-ring (item #59) into groove inside of bushing.



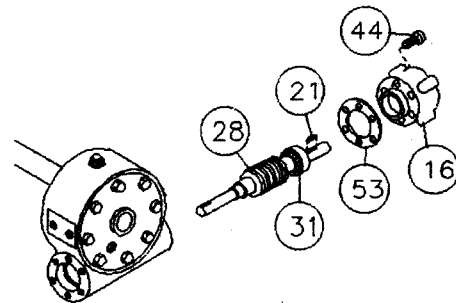
(14)
 Press bearing (item #31) onto worm (item #28). **NOTE:** Be sure that thick shoulder of bearings outer race (side with manufacturer's name and part number) is out, away from worm threads. Press bearing and worm into gear housing. Slip gasket (item #53) onto brake housing (item #16). Use six capscrews (item #44) to secure brake housing to gear housing. Tighten capscrews to 45 ft. lb. (61 Nm.) each.

Place key (item #21) into keyway of worm (item #28). Refer to page 6 for reassembly and checking of worm brake.

(11)
 Check end bearing bushing (item #33) for signs of wear. If necessary, remove old bushing and press new bushing into place.

RE-ASSEMBLY

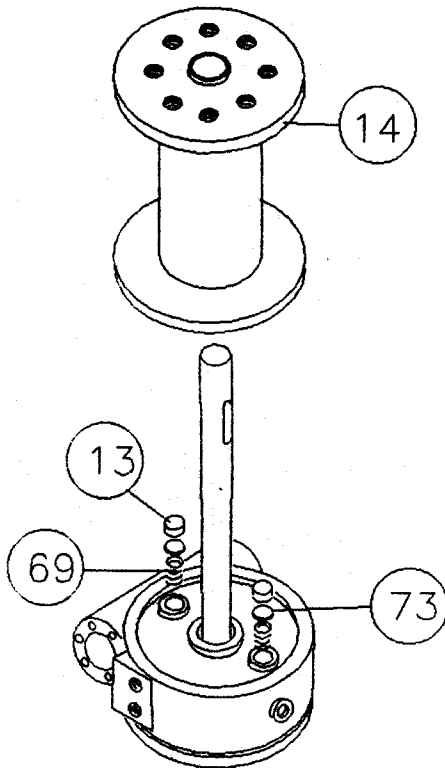
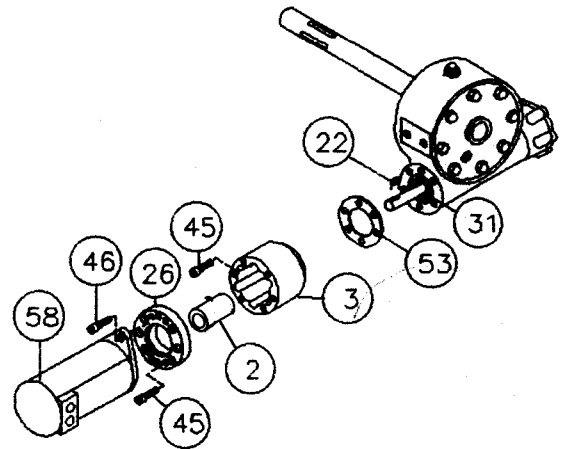
(13)
 Slide spacer (item #71) over long end of shaft and place against gear hub. Apply grease to end of shaft, opposite gear. Apply grease to bushing in gear housing (item #18). Place greased end of shaft through bushing in gear housing (item #18). Place gasket (item #54) onto gear housing cover (item #12). Apply grease to gear end of shaft and cover bushing. Place cover onto shaft and secure to housing with eight (item #38) capscrews. Tighten capscrews to 39 ft. lb. (52 Nm.) each.



(15)

Press bearing (item #31) onto worm and into housing. **NOTE:** Be sure that thick shoulder of bearings outer race (side with manufacturer's name and part number) is out, away from worm threads. Attach adapter (item #3) to gear housing using six capscrews (item #45). Tighten capscrews to 45 ft. lb. (61 Nm.) each. Insert key (item #22) into keyway of worm shaft. Slide coupling (item #2) over end of worm shaft. Attach adapter plate (item #26) to adapter using six capscrews (item #45). Tighten capscrews to 45 ft. lb. (61 Nm.) each.

Place motor shaft, with key in keyway, into coupling. Secure motor (item #58) to adapter, using two capscrews (item #46). Tighten capscrews to 102 ft. lb. (138 Nm.) each.



(16)

Place winch with gear housing cover down on work bench. Drum shaft should be in vertical position. Set springs (item #69) into pockets of gear housing with drag brakes (item #13) on-top of disc (item #73) and springs. Slide drum assembly (item #14) onto drum shaft as shown.

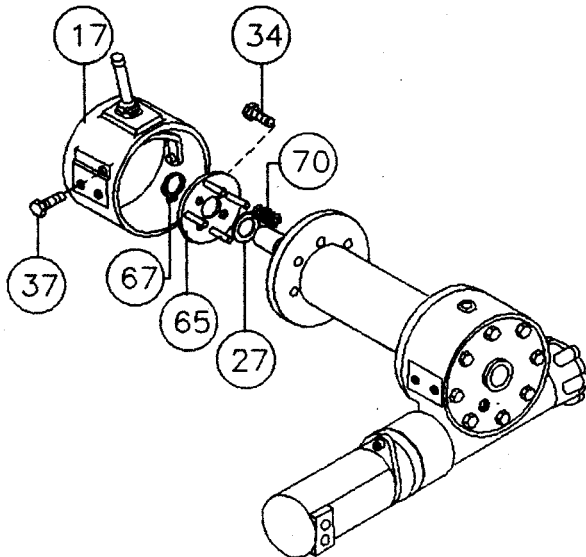
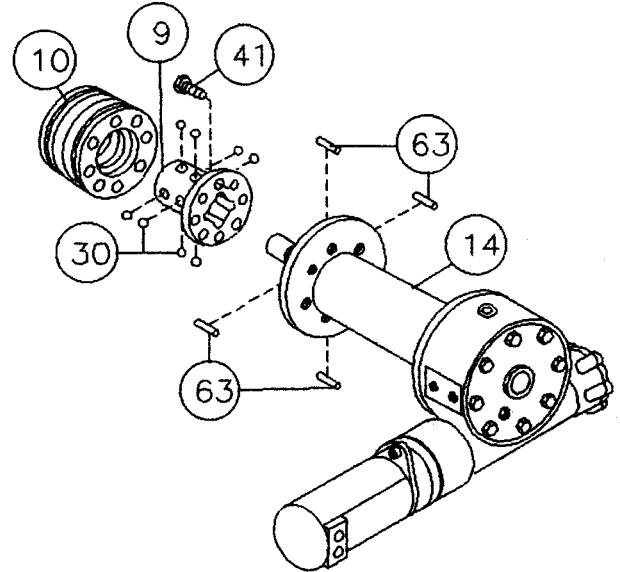
(17)

Place clutch (item #9) over end of drum shaft. Align the clutch over the pilot bushing in drum. Install the eight capscrews (item #41) and torque the capscrews to 103 ft. lb. (139 Nm.) to securely seat the clutch to the drum.

Rotate the drum to align the clutch slots with the shaft keyways. Lightly grease four dowel pins, eight balls. Use molybdenum disulfide or graphite bearing grease. Insert the four dowel pins (item #63) and eight balls (item #30). In the engaged position the balls are nearly flush with the clutch.

Lightly grease the internal and external groove and bore in locking ring (item #10) and clutch (item #9).

Slide locking ring onto the clutch. When fully engaged, the locking ring touches the clutch flange and there is .71 to .73 inches between the end of the locking ring and the end of the clutch.



(18)

Place four springs (item #70) over four roll pins on retainer plate (item #65). Install spacer (item #27) and retainer plate and secure to clutch using four capscrews (item #34). Tighten capscrews to 9.7 ft. lb. (13 Nm.) each. Firmly seat the retainer ring (item #67) into drum shaft groove.

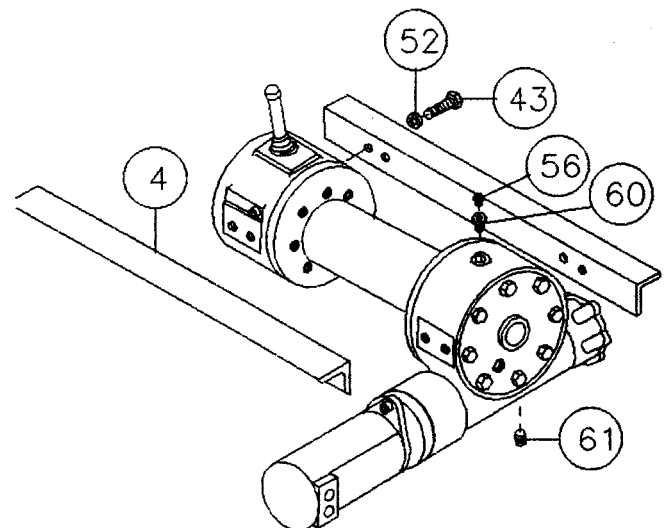
Set the shifter assembly so that the screw heads engage the external groove in the locking ring (item #10). Push the clutch housing (item #17) onto the drum shaft and latch the shifter assembly in the engaged "IN" position. Insert the two capscrews (item #37).

(19)

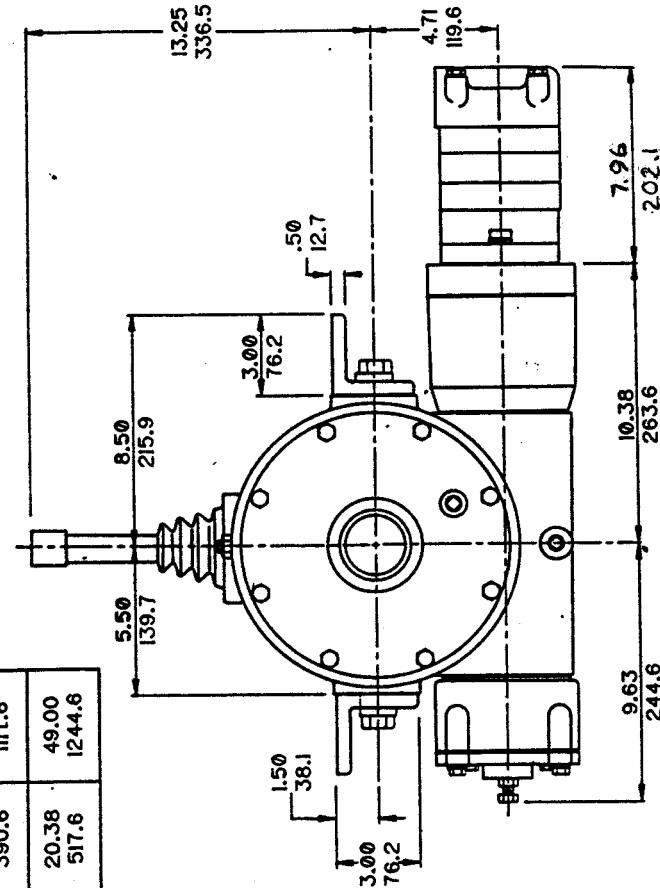
Attach mounting angles (item #4) to winch assembly. Use capscrews (item #43) and lockwashers (item #52). Tighten capscrews to 173 ft. lb. Insert plug (item #61) into hole in bottom of gear housing. Remove plugs (items #60 & 56) from top of housing. Pour 3 pints of E.P. 140 oil into hole and replace plugs.

Check the action of the clutch by shifting and freespooling the winch drum several times.

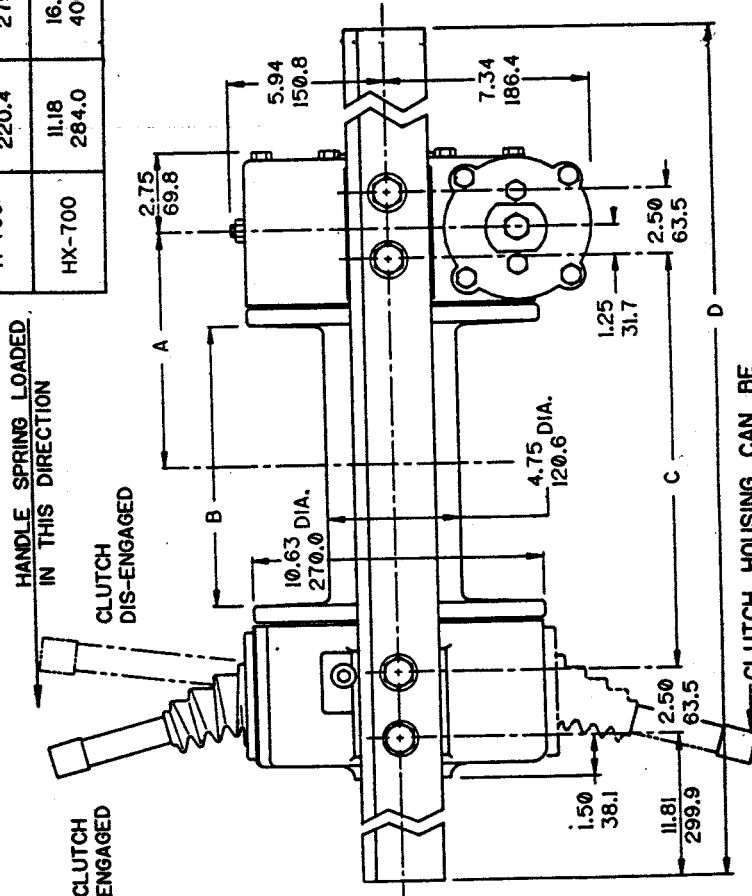
The shift pattern plate on top of the clutch housing is adjusted at the factory to provide reliable shifting of the Dow-Lok® clutch. If the plate should loosen or be removed, you must readjust the plate. Shift the handle to disengage the clutch and hold against the internal stop. With the latching pin in the "OUT" slots, push the shift pattern plate toward the cable drum. Unsnap plastic lever cover from pattern plate. Tighten the four cap-screws which hold the plate to housing. Snap lever cover back into place around the pattern plate.



WINCH MODEL	A INCHES MM	B INCHES MM	C INCHES MM	D INCHES MM
H-700	8.68 220.4	11.00 279.4	15.38 390.6	44.00 1117.6
HX-700	11.18 284.0	16.00 406.4	20.38 517.6	49.00 1244.6

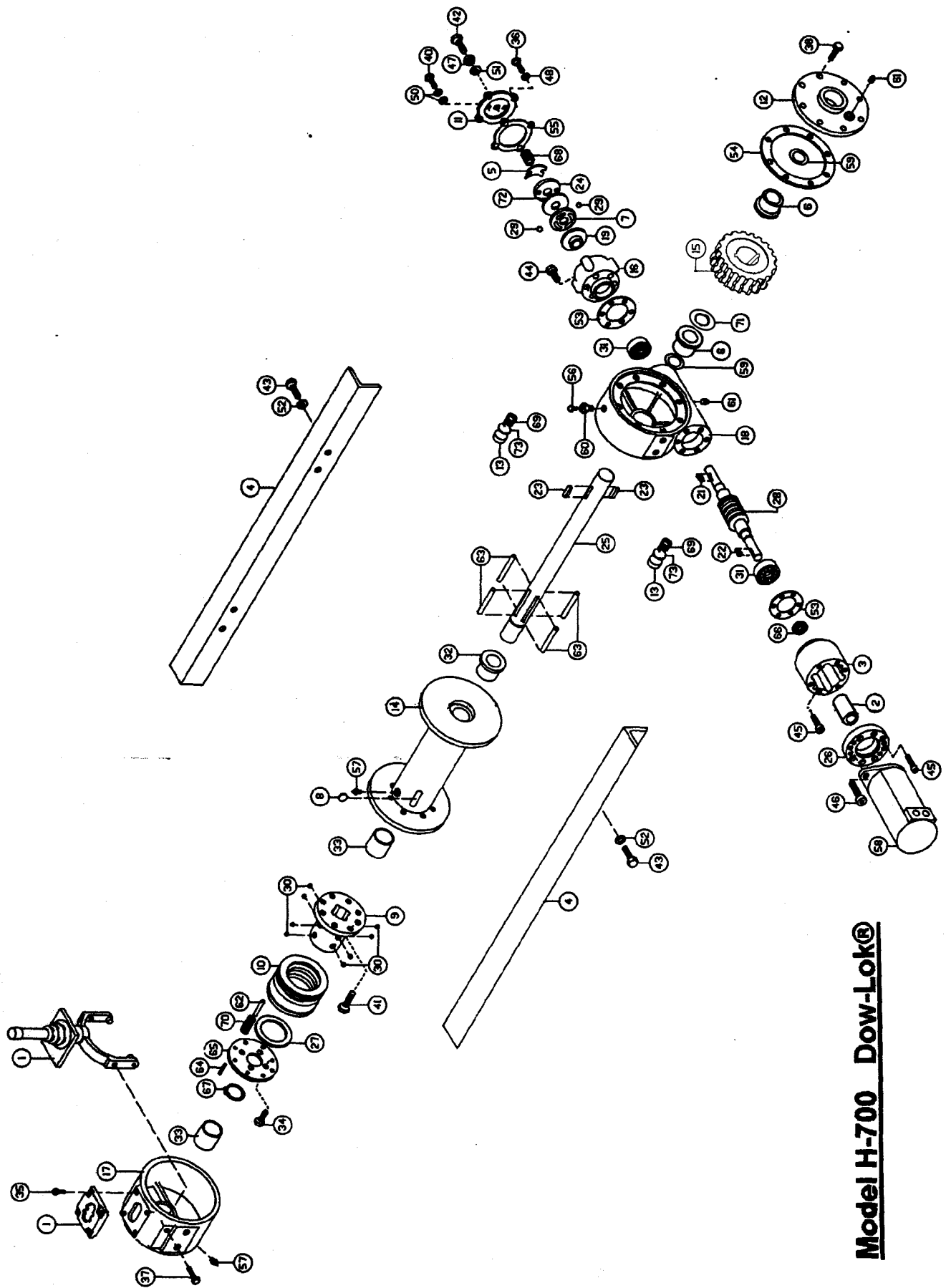


MOTOR PORT SIZE:
(2) 7/8-14 straight thread o-ring ports



DIMENSIONS SHOWN ARE INCHES OVER MILLIMETERS

Model H-700 Dow-Lok®



Model H-700 Dow-Lok®

PARTS LIST

Model H-700 Dow-Lok®

Item No.	Qty.	Part No.	Description	Item No.	Qty.	Part No.	Description
1	1	278035	SHIFTER ASS'Y.	39	2	414389	CAPSCREW 3/8-24NFx1-1/4 LG. HX. HD. ALL-THRD. GR.5 NYLON
2	1	299733	COUPLING ASS'Y.	40	6	414571	CAPSCREW 1/2-20NFx1 LG. HX. HD. OR.5
3	1	300047	ADAPTER	41	1	414603	CAPSCREW 1/2-20NFx1-3/4 LG. HX. HD. ALL-THRD. GR.5
4	2	302120	ANGLE	42	6	414666	CAPSCREW 5/8-11NCx1-1/2 LG. HX. HD. GR.5
5	2	302718	ANGLE HX-700	43	12	414897	CAPSCREW 3/8-16NCx1 LG. SOC. HD.
6	2	308033	SPRING-FLAT	44	2	414909	CAPSCREW 1/2-13NCx1-3/4 LG. SOC. HD. LOC-WEL
7	1	308080	BUSHING	45	1	414950	NUT 1/2-20NF HX. JAM
8	1	314007	CAM PLATE	46	1	418067	LOCKWASHER 5/16 MED. SECT. C.P.
9	1	314011	CABLE ANCHOR	47	4	418163	WASHER-FLAT 3/8 ALUM.
10	1	324153	CLUTCH	48	4	418184	THREAD SEAL
11	1	324320	LOCKING RING	49	1	488076	LOCKWASHER 5/8 MED. SECT. C.P.
12	1	328027	COVER-BRAKE	50	8	418237	GASKET
13	2	328123	COVER-GEAR HSG.	51	2	442192	GASKET
14	2	330010	SHOE-DRAG BRAKE	52	1	442193	GASKET
15	1	332122	DRUM HX-700	53	1	458006	FITTING-RELIEF
16	1	332123	DRUM	54	2	458031	FITTING-LUBE
17	1	334194	GEAR-R.H.	55	1	458078	MOTOR-HYD.
18	1	338221	HOUSING-BRAKE	56	2	462021	REDUCER
19	1	338241	HOUSING-CLUTCH	57	2	468011	PIPE PLUG
20	1	338243	HOUSING-GEAR	58	4	470042	PIPE ROLL
21	1	340011	HUB-BRAKE	59	4	470044	PIN-DOWEL
22	1	342053	KEY	60	4	470056	PIN-ROLL
23	1	342092	KEY	61	1	474031	SEAL-OIL
24	2	342142	KEY	62	1	480026	RING-RETAINER
25	1	352021	PLATE-RETAINER	63	2	494021	SPRING-DISC
26	1	357436	SHAFT-DRUM HX-700	64	4	494069	THRUST WASHER
27	1	357437	SHAFT-DRUM	65	1	518017	DISC-BRAKE
28	1	362189	SPACER-ADAPTER PLATE	66	1	530007	SPACER-BRAKE
29	1	368085	WORM-R.H.	67	1	530054	
30	2	400007	BALL-BRAKE	68	1		
31	2	400011	BALL-CLUTCH	69	2		
32	1	402045	BEARING-BALL	70	4		
33	1	412053	BUSHING	71	1		
34	2	412054	BUSHING	72	1		
35	4	414038	CAPSCREW 1/4-20NCx3/4 LG. HX. HD. GR.5	73	2		
36	4	414069	CAPSCREW 5/16-18NCx3/4 LG. HX. HD.				
37	4	414111	CAPSCREW 5/16-18NCx1 LG. HX. HD. GR.5				
38	2	414224	CAPSCREW 3/8-16NCx1-1/2 LG. HX. HD. GR.5 ALL-THRD.				
	8	414277	CAPSCREW 3/8-16NCx1 LG. HX. HD. GR.5 NYLON HVY. PATCH				

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LIMITED WARRANTY

RAMSEY WINCH warrants each new RAMSEY Winch to be free from defects in material and workmanship for a period of one (1) year from date of purchase.

The obligation under this warranty, statutory or otherwise, is limited to the replacement or repair at the Manufacturer's factory, or at a point designated by the Manufacturer, of such part that shall appear to the Manufacturer, upon inspection of such part, to have been defective in material or workmanship.

This warranty does not obligate RAMSEY WINCH to bear the cost of labor or transportation charges in connection with the replacement or repair of defective parts, nor shall it apply to a product upon which repair or alterations have been made, unless authorized by Manufacturer, or for equipment misused, neglected or which has not been installed correctly.

RAMSEY WINCH shall in no event be liable for special or consequential damages. RAMSEY WINCH makes no warranty in respect to accessories such as being subject to the warranties of their respective manufacturers.

RAMSEY WINCH, whose policy is one of continuous improvement, reserves the right to improve its products through changes in design or materials as it may deem desirable without being obligated to incorporate such changes in products of prior manufacture.

If field service at the request of the Buyer is rendered and the fault is found not to be with RAMSEY WINCH's product, the Buyer shall pay the time and expense to the field representative. Bills for service, labor or other expenses that have been incurred by the Buyer without approval or authorization by RAMSEY WINCH will not be accepted.



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