

INSTALLATION INSTRUCTIONS FOR MODEL R-100 KING WINCH ON WILLYS CJ-2A, CJ-3A AND CJ-3B JEEPS

1. Jack up front of Jeep and set on stands resting on the Jeep frame. This will allow the front axle housing to drop, allowing additional space for installing winch drive mechanism. Remove Jeep bumper and crankshaft pulley.
2. Install J46-1100 motor connection crankshaft pulley furnished with winch assembly. Tighten nut on crankshaft securely. Install JR-08 bearing assembly. Insert JR49-175 spline shaft through JR-08 bearing assembly. The 110 sliding clutch fits on spline shaft on inside of this JR-08 bearing assembly. Remove front body bracket rivets through Jeep frame.
3. Install entire winch and bumper assembly. Care should be taken to insert JR49-175 spline shaft in the J-16 ball bearing which is fastened to the JR49-177 rear winch support. Insert all bolts—tighten the bumper bolts only at this time.
4. Align sliding clutch on spline-shaft, and driving pins on crankshaft pulley. Perfect alignment of the patented motor clutch is the secret to smooth operation and long life of the winch. Alignment of the sliding clutch member with the motor connection is checked by both drive pins on the motor connection making contact with both rubber blocks on the sliding clutch member at the same instant, holding this contact without pressure throughout one complete revolution of the engine. Perfect alignment can be accomplished by tapping the front pillow block bearing up or down or to the right or left. When in alignment, the clutch will run quietly without vibration. During future operation of this winch unit, a noisy, vibrating clutch when motor is running at high speed should be remembered as a warning of misalignment.
5. Install JR-32 and JR-33 lubricator tubes. Install JR49-124 roller chain. To adjust chain, the winch housing and bracket can be moved to either side by loosening the eight (8) ½" cap screws (4 through bumper and 4 through JR49-177 rear support), also the two (2) ¾" cap screws which fasten the cable guard assembly to JR49-177 support. After chain is properly adjusted, tighten these cap screws.
6. Install cab control assembly. The base of lever assembly has one edge beveled on bottom side. This edge fits directly against transmission hump in floor board and as far forward as possible. A hole 3"x1 ¾" must be burned in floor board to accommodate the levers that operate under the floor board. Drill 4 holes in floor board to fit lever assembly base. Connect the motor clutch shifter arm to the motor clutch shifter lever (the motor clutch shifter lever is raised slightly in order to shift). Connect the forward-reverse clutch to shifter lever.
7. Install winch cable. After cable clamp on winch drum has been tightened, cut off the two cap screws smooth with the inside of the drum flange. Grease all grease fittings, especially the JR-32 and JR-33 lubricator tubes.
8. Remove ½" pipe plug in top of winch housing and replace with breather plug (included in bag of bolts).
9. Wind up winch cable. Return both operating levers to neutral position. Disengage drum clutch. Be sure drag brake has enough tension on drum to prevent cable from unspooling.
10. All units shipped with sufficient (2 pints) CW90 Gear Oil in gear housing. (CHECK BEFORE OPERATING WINCH.)
Use regular chassis lubricant on all grease fittings.

IMPORTANT INFORMATION

List prices of all King winch assemblies for Willys vehicles include 150' of 5/16th 6x19 plow steel, hemp center cable with hook. So long as this 8,000 lb. test cable is used, there is little danger of winch damage under capacity load or rough handling.

That a steadily increasing number of State Forestry leaders are joining Geophysical Party Chiefs in specifying King winch units exclusively, attests to the satisfactory operation of all models under the severest possible conditions. These two groups must operate where there are often no roads or repair shops—all equipment is thoroughly tested before being included in such specifications.



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