



Warn 8274 Main Shaft

You will need the following tools:

- Hammer, Mole Grips
- 13mm Spanner
- 6mm, 2.5mm and 1/4" Allen keys
- Small flat blade screw driver
- 6.5mm, 3.5mm and 2.5mm drill bits
- M3/0.5 Tap
- Sealant, Thread Lock



Kit

45/90 Degree circlip pliers
Rattail file, die grinder or power file



The Gigglespin 4x5 main shaft kit which includes:

- 1 x Up-rated hardened shaft
- 1 x Angled shim
- 1 x Round shim
- 1 x 20mm M8 bolt
- 1 x End cap
- 1 x Circlip
- 1 x Spring washer
- 2 x 8mm M3 bolts

Also required is the modified smooth ramped gear as shown on the left of the picture below.



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You are now ready to start.

Using the ¼” allen key, remove the 3 bolts that secure the upper motor housing and place in a safe location as this will not be required until final assembly.

At this point, drain the oil from the lower housing of the winch.

Raise the main shaft securing plate and remove the main shaft from the winch housing.



Holding the brake assembly using the mole grips, remove the circlip from the end of the shaft. Remove the brake from the shaft and place in a safe place.

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Carefully remove all gears and the o-ring from the main shaft.



Remove drum from lower housing and clean all parts thoroughly. The original main shaft can now be discarded.

Reassembly

Fit the new smooth ramped gear on to the new hardened main shaft, and then fit the main shaft o-ring, toothed gear, bronze bush and oil seal.



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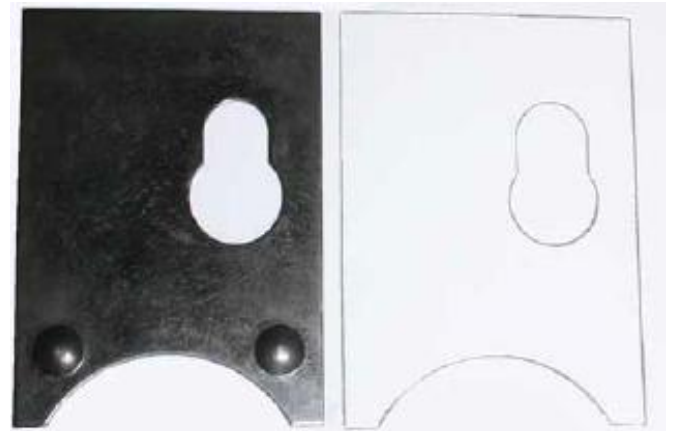


Now fit to brake to the main shaft. Do not forget to refit the woodruff keys and shims if the original winch had them fitted

Fit the end cap and retaining bolt using thread lock.



Using the template supplied, modify the shaft retention plate to allow the new main shaft to fit.



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Take the now clean lower housing and place a cloth or rag to protect the bearing as shown.

PLEASE READ NEXT SECTION CAREFULLY

Using the 6.5mm drill bit, place tight into the corner of the **without drilling through the case;** indent, the centre of which will guide for the smaller drill bits. on the other side of the main

Using the 6.5mm indent as your through the casting using the bit.



the drill casting and create an be your Repeat this aperture.

guide, drill 2.5mm drill

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Fitting the Angular Shim

Fit the shim to the inside of the casing aligned with the main shaft aperture and that shim does not protrude past the edge of



ensuring it is the top of the casing.



Once the shim is positioned, secure using a suitable clamping device (e.g. mole grips)

After carefully checking the alignment, use the existing holes as a guide to drill through the shim using the 2.5mm drill bit.

Remove shim from casing and using the M3 tap, tap the 2 holes in the shim (WD40 can be used as a lubricant). Before fitting the shim to the casing, ease the holes in the casing with the 3.5mm drill bit to ease fitting. Then using the 2 M3 bolts supplied fit the shim to casing. ***THREAD LOCK MUST BE USED***

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Refit drum and large gear to lower casing, and locate modified retention plate inside casing.

Remember

The large gears inside the winch must be refitted with the step on the side of the gears facing the main shaft aperture.



Now insert the main shaft, taking care to fit the large intermediate gear, round shim and circlip. (Flat side of the round shim faces circlip).

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Be certain that the circlip is correctly fastened and that the oil seal and bronze bush are located correctly.

Check the operation of the lower gears by turning the brake or the drum by hand.



Now refill the lower casing with 0.2 litres of EP 80/90 or 30 SAE oil

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Clean top housing mating surface and apply a bead of silicon or RTV based sealant.

Refit top housing making certain that gears mesh correctly.

We recommend use of thread lock on these bolts.

Your winch is now ready to refit to your vehicle.

We recommend changing the oil after a short running in period.



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