

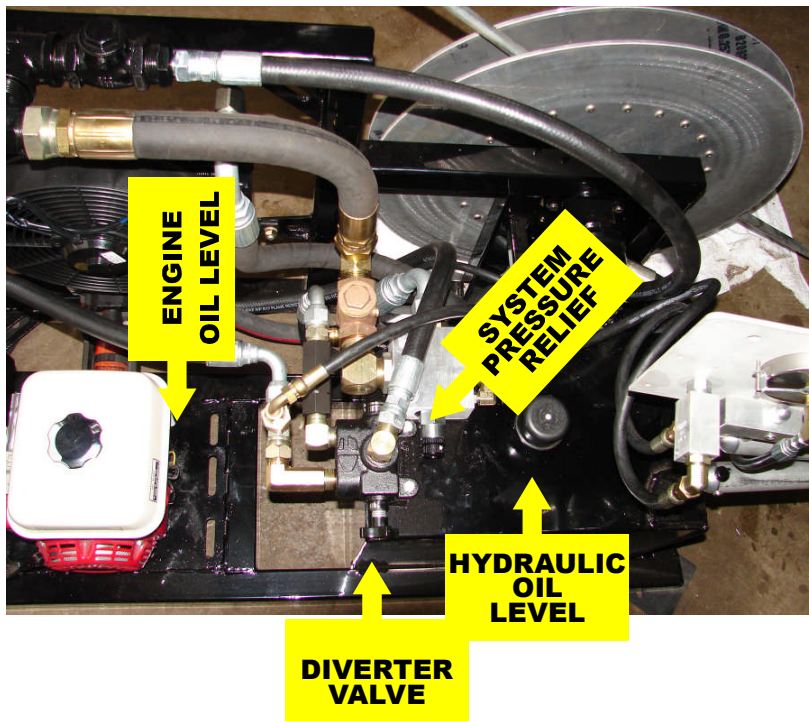
23102 NE 3rd Avenue  
Ridgefield, WA 98642  
(360) 887-0702 Voice  
(360) 887-1930 Fax  
Email [TowMeUp@iesonline.cc](mailto:TowMeUp@iesonline.cc)



**TowMeUp.com**

Congratulations on receiving your new TowMeUp.com Hydraulic winch System!

This winch has been designed for years of trouble free service, BUT there are a few key items you want to check before using your winch for the first time. Please refer to the photos below and take a minute and perform the following checks:



Remove the Honda Crankcase dipstick and Verify that the engine has sufficient oil. If your unit was shipped by air freight, the crankcase will be drained after the system is tested and engine damage will occur if the engine is run without oil in the crankcase.

Fill the fuel tank with clean 87 octane (regular in most countries) leaded or unleaded fuel. Turn on the fuel shutoff valve located under the tank to allow the carburetor float bowl to fill.

Fill the hydraulic reservoir with Rando HDZ22 or equivalent hydraulic oil. An alternate is 5 weight synthetic motor oil which will give outstanding performance, but it's typically 5 times the cost.

Mount the tracking head to the tallest vertical frame section. You can tighten the front or aft bolts to twist the lower guide pulley so it allows the line to go directly to the center of the winch drum to ensure the line stacks properly.

Pull the Diverter Valve out.

Screw the Main System Pressure relief valve (on top of the hydraulic tank) all the way in (clockwise) to allow maximum system pressure, and higher tow forces. You can unscrew it later if you want to restrict the maximum tow force allowable.

Unscrew the aluminum pilot valve on the control panel all the way. (Counter Clockwise)

Tie off the tow line to an immovable object. Tree, vehicle, the winch itself, etc. So the drum can't rotate.

Start the Honda motor and let it warm up at about 1/3rd throttle. Check for leaks. If any leaks are observed use 2 wrenches to tighten the fitting. Most of the fittings use a taper to seal them so if tightening doesn't work, loosen the fitting and retighten it and it will stop leaking.

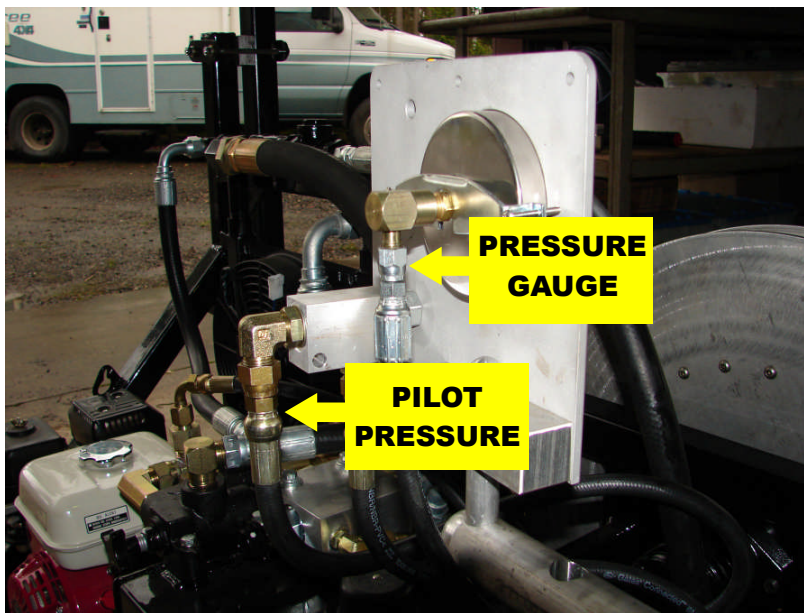
Set the throttle to half open and push in the diverter valve. This supplies fluid to rewind the line in rewind or Payin modes.

Slowly screw in the pilot valve and you should see pressure rising on the gauge. If your system has been drained for air shipment it will take about 15 seconds for all the lines to fill with oil before the pressure will start to build at all. Keep screwing the pilot valve in (aluminum knob on control panel) until the system pressure reads around 1000 PSI. At this point, all pressure lines will be pressurized and if any lines have loosened in shipping a leak will be readily apparent, so check all fittings closely for leaks.

The pilot pressure line is used to regulate the system pressure in all modes, and if you have a bubble in that line, the winch **WON'T WORK PROPERLY! YOU MUST CHECK THAT THE PILOT LINE HAS NO AIR BUBBLES IN IT!**

You should also check that the line to the pressure gauge has no air bubbles in it either, otherwise you **MAY** get incorrect readings on the gauge.

**PLEASE BE SURE TO PERFORM THE FOLLOWING CHECKS:**



Using 2 wrenches (one to hold the part, the other the fitting) loosen the fitting on the back of the pressure gauge **WHILE** pressurized fluid is supplied to the system. Wrap a rag around the fitting and **CRACK** the fitting **JUST A WEE BIT!** Any air bubbles in the line will burp out and clean fluid will flow from the fitting. Tighten the fitting while fluid is flowing.

Repeat for the Pilot Pressure fitting. The easiest way to bleed this line is to loosen the fitting that comes into the rear of the pilot valve block. **THIS LINE MUST BE FREE OF AIR BUBBLES FOR RELIABLE OPERATION** of the system.

The remaining lines are either vent or return lines, or they bleed themselves automatically. If you are using longer lines to route the 3 hoses from the winch to the panel (Say to extend the distance to the front of a vehicle) If you look at the hoses, they have a 90 degree and a straight fitting on either end. The valve block that holds the fittings for the Pilot valve also has a straight and a 90 degree fitting sealed with an O ring. You can swap these fittings and hose ends at will if it makes it easier for you to route your hoses. Just remember to bleed the pilot pressure and pressure gauge hoses when you're done.

If you have any questions, please call or email Stu Caruk directly (360) 887-0702 [stuc@iesonline.cc](mailto:stuc@iesonline.cc)