



Hurricane Gearset Fitting Instructions

Upgraded Gearset for Warn 8274

(Please note that these pictures are using our standard Supershaft and lower main gear. The theory is the same.)

As well as the 62 tooth Lower Main Gear, in this Kit you should have:

- 1x Gigglepin SuperShaft with Built In Small Cam Gear
- 1x End Cap
- 1x M12 Cap Headed Bolt & Washer
- 1x Round Stepped Shim
- 1x D-Shaped Angular Shim
- 1x Modified Drum Retention Plate
- 2x M3 Cap Headed Bolts
- 1x M3 Tap
- 1x 2.5mm Hex (Allen) Key



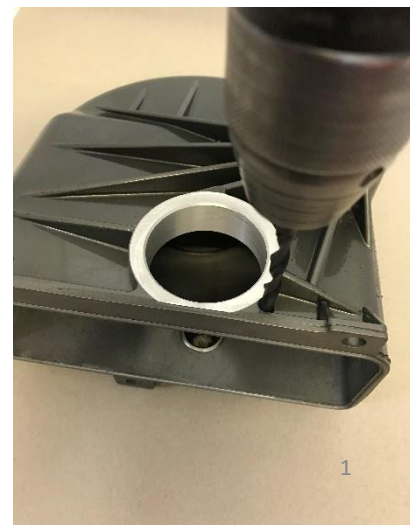
Thank you for purchasing the Gigglepin Hurricane Gearset.

To ensure years of trouble free service, this kit must be fitted by a competent Mechanic / Engineer. If you are in any doubt, please contact us and we will recommend a suitable person to do this for you.

To begin, remove the top housing from your winch and set aside. Disassemble your lower housing into its component parts and clean all components thoroughly. Providing the mainshaft needle roller bearing is in good condition, this should be left in place, cleaned & lubricated.

Step 1: Fitting the Angular shim

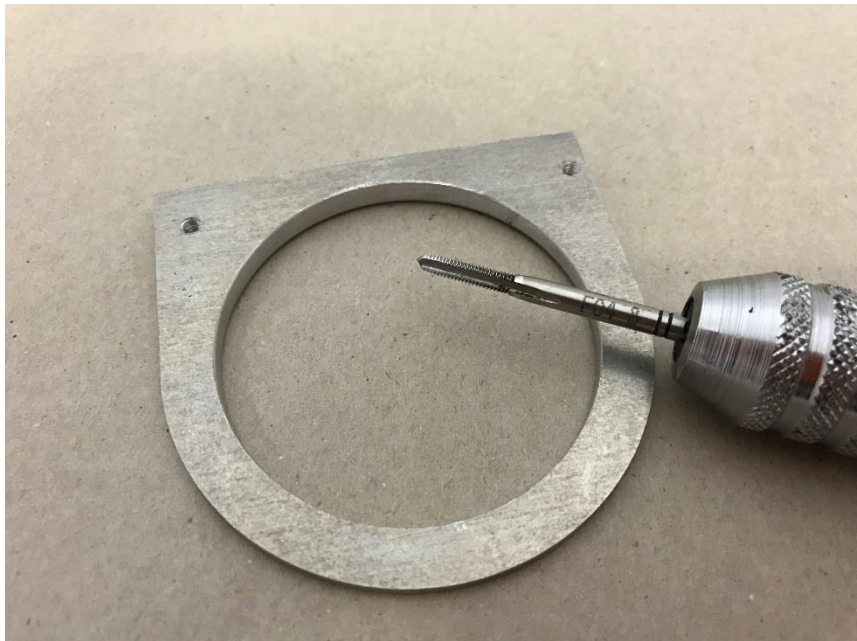
Using a 6.5mm drill bit, place the drill tight into the corner of the casting and, **without drilling through the case**, create an indent, the centre of which will be your guide for the smaller drill bits. Repeat this on the other side of the main aperture.



Fit the shim to the inside of the casing, ensuring that it is aligned with the mainshaft aperture and that the top of the shim does not protrude past the edge 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 casing and shim together using a 2.5mm drill bit.



Remove the shim from the casing and using the supplied M3 tap, tap the 2 holes in the shim (WD40 can be used as a lubricant).



Before fitting the shim to the casing, use a 3.5mm drill bit to widen the holes in the casing.

Then, using the supplied M3 bolts and 2.5mm Hex Key, fit the shim to the casing. ***Thread Lock Must Be Used***

Step 2: Reassembly of Lower Casing

Refit the drum and the new 62 tooth lower main gear to the casing, and locate the supplied drum retention plate into the slot on the drum.

Remember

The large gears inside the winch must be refitted with the step on the side of the gears facing outwards, toward the mainshaft aperture.



Now slide the large cam gear over the mainshaft and insert the mainshaft, taking care to fit the large intermediate gear, round shim and circlip.

NOTE: FLAT SIDE OF SHIM FACES CIRCLIP, STEPPED SIDE AGAINST GEAR



Be certain that the circlip is correctly fastened and that the bronze bush and oil seal are correctly re-fitted, and re-fit the brake assembly to the mainshaft. If the winch had the three spring disc washers behind the circlip, then re-fit these, and then fit the mainshaft end cap with the M12 schnorr washer and Cap Head bolt. Ensure that the bolt is tight.

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

Step 3: Re-fitting top housing

Now add 250ml of fresh oil into the lower housing (We recommend Gigglespin Winch Oil, but SAE30 can be used), and refit the top housing to the winch using a bead of RTV silicone sealant or similar.

Your winch is now ready to use.



If you are unsure about any stage of this procedure, please feel free to get in touch and ask – our team are always happy to help.



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