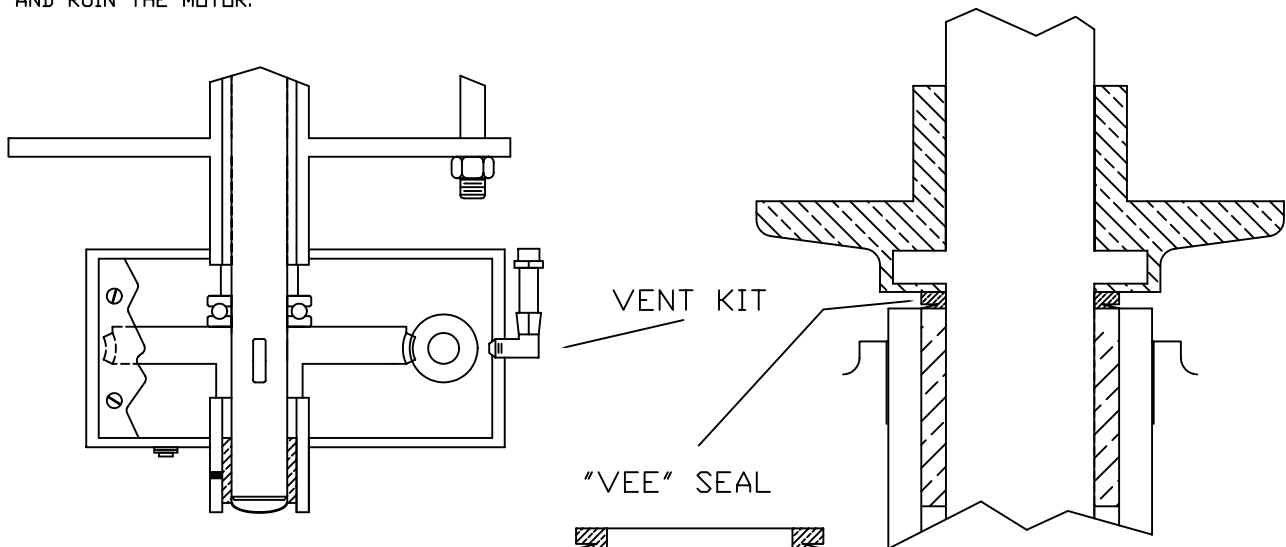


PROBLEM: OIL LEAKS OUT ON DECK. IF YOUR WINDLASS IS LEAKING OIL OUT ON DECK EVEN WHEN IT IS NOT BEING USED THEN WATER HAS ENTERED THE GEARBOX AND RAISED THE FLUID LEVEL. IF YOU HAVE A WARM DAY THEN A COLD NIGHT SOMEHOW OIL GOES UP THE SHAFT LIKE A WICK AND LEAKS OUT ON DECK. OLDER MODELS DO NOT HAVE A SEAL AT THE DECK LEVEL. THE TIGHT FIT BETWEEN THE TOP BUSHING #20 AND THE MAIN SHAFT # 27 KEEP MOST OF THE WATER OUT. THERE IS NO SEAL AS THIS IS WHERE THE GEARCASE VENTS, OR BREATHE.

THERE ARE TWO WAYS TO SOLVE THE PROBLEM. DRAIN ALL THE FLUID OUT OF THE WINDLASS. SOME MODELS HAVE A DRAIN PLUG #33. OLDER ONES DO NOT HAVE A DRAIN PLUG AND A SMALL HAND OIL CHANGING PUMP MUST BE USED TO SUCK THE FLUID OUT OF THE OIL PLUG HOLE #24. THE EASIEST THING TO DO IS REFILL THE GEARBOX WITH 90 WT GEAR OIL UP TO THE LEVEL OF THE PIPE PLUG, ABOUT 1 QUART. THE OIL LEVEL SHOULD BE LOW ENOUGH THAT YOU WOULDN'T GET OIL LEAKING OUT ON DECK ANYMORE. CHANGE THE OIL EVERY COUPLE OF YEARS OR UNTIL THE PROBLEM OCCURS AGAIN.

THIS DOESN'T STOP THE WATER FROM GETTING INTO THE GEARBOX. IF YOU WISH TO GO FURTHER WE HAVE A "VEE" SEAL AND VENT KIT FOR THE WINDLASS. YOU WILL HAVE TO REMOVE ALL THE ABOVE DECK HARDWARE AND PLACE A "VEE" SEAL ABOVE THE TOP BUSHING #20 AND BELOW THE DRIVE PIN. THE PIPE PLUG FITTING #24 WILL BE REPLACED BY A ELBOW FITTING, PIPE & CAPTHIS IS TO ENSURE THE GEARCASE IS VENTED, OTHERWISE PRESSURE WILL BUILD UP AND OIL WILL PASS THROUGH THE SEAL TO THE MOTOR AND AND RUIN THE MOTOR.



"VEE" SEAL IN INSTALLED UNDER THE LOWER FRICTION PLATE # 9 WITH THE LIP SIDE DOWN. GREASE THE UNDERSIDE OF THE SEAL BEFORE INSTALLING.
REPLACE THE OIL PLUG # 24 WITH THE VENT KIT.