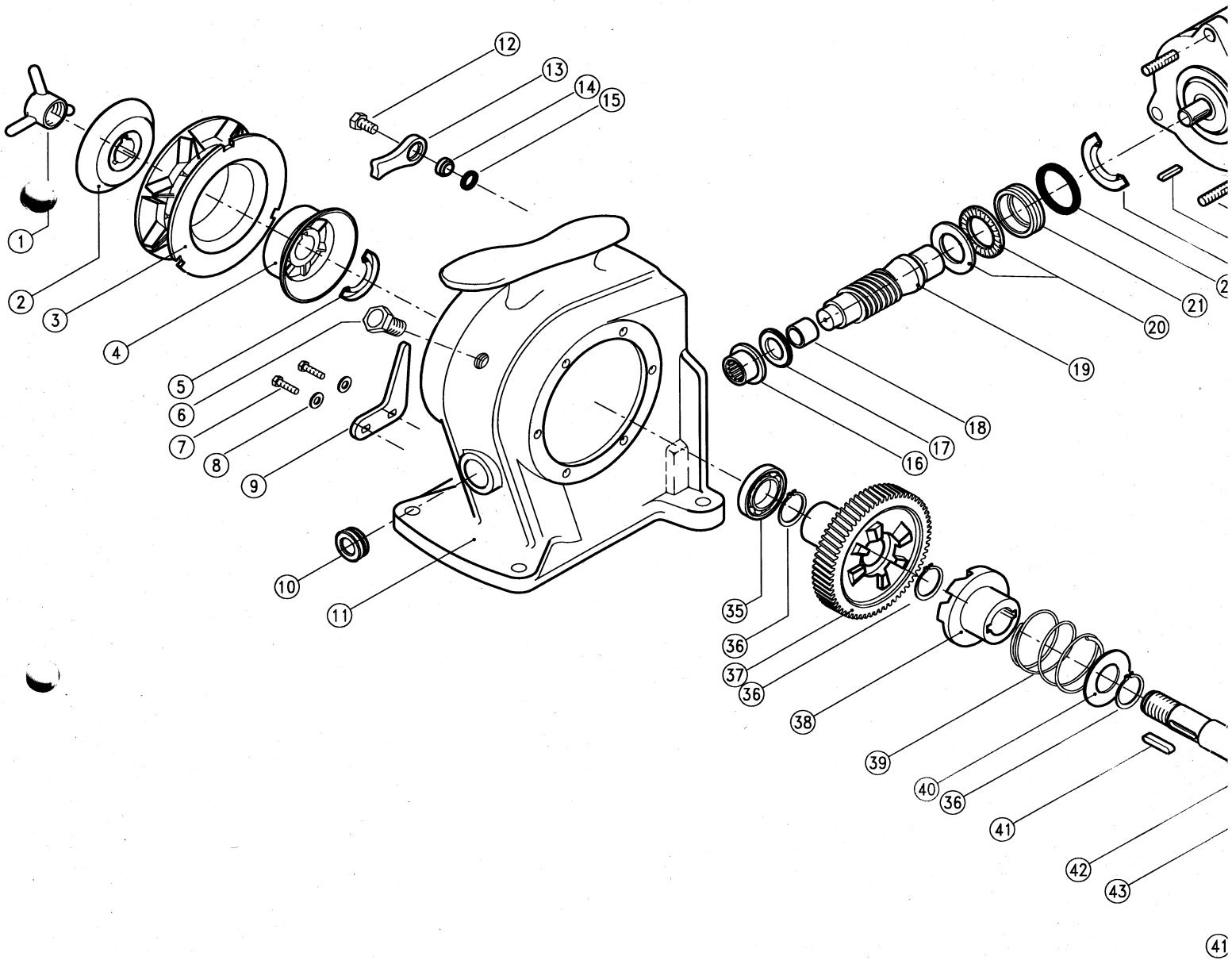
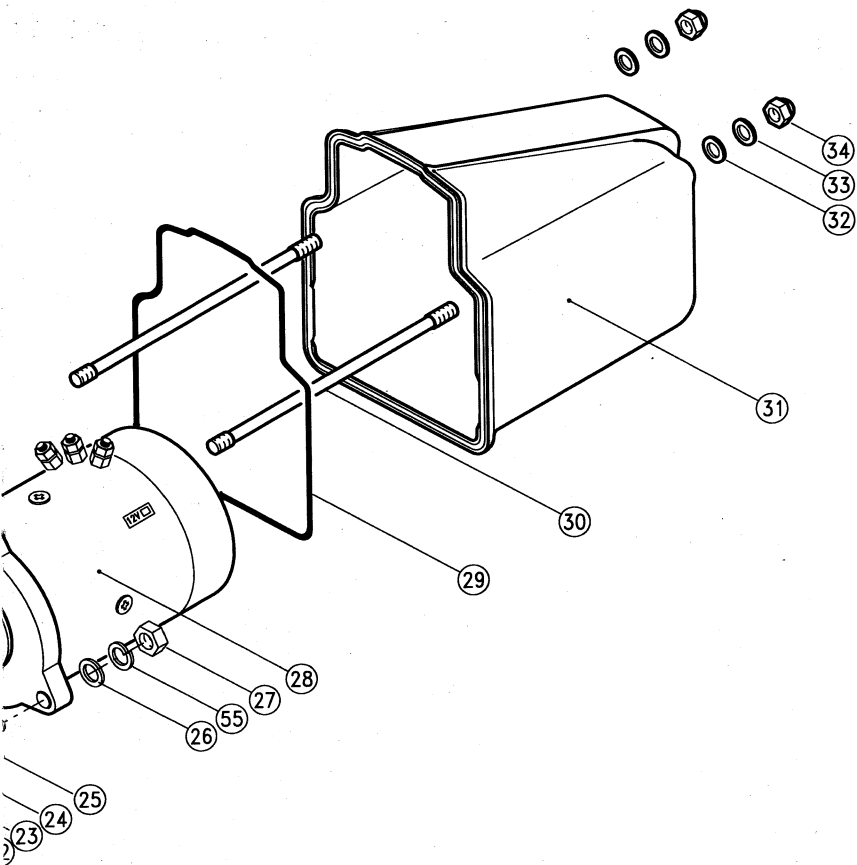


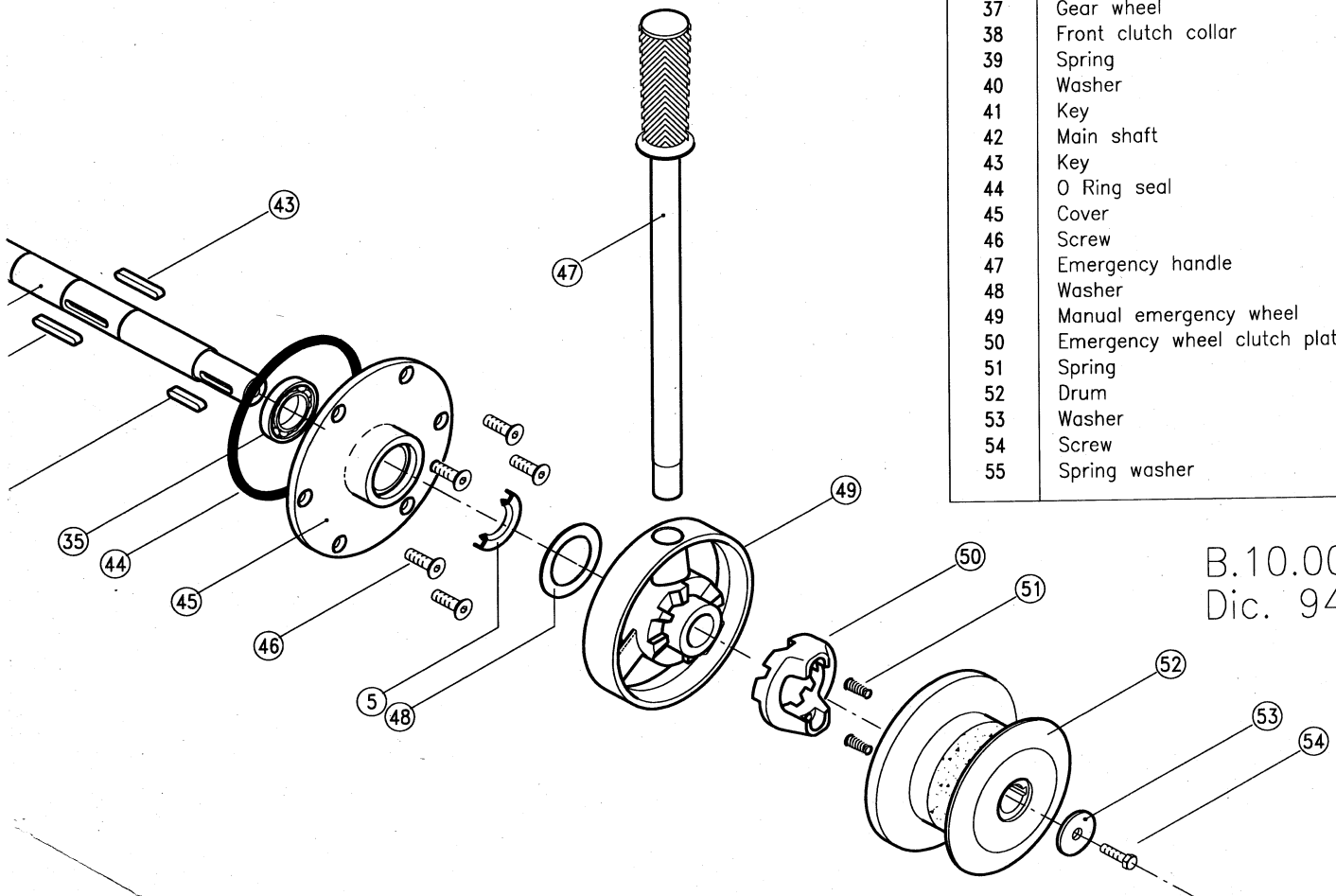
## Mod. TIGRES



PARTS LIST



Item nr.	Description	Q.ty
1	Wingnut	1
2	Shove gipsy	1
3	Gipsy/chain wheel	1
4	Gipsy holder	1
5	Seal	2
6	Oil filler	1
7	Screw	2
8	Washer	2
9	Stripper	1
10	Oil level tap	1
11	Body	1
12	Screw	1
13	Gipsy stopper	1
14	Spacer	1
15	O Ring seal	1
16	Combined bearing	1
17	Bearing washer	1
18	Ring	1
19	Worm screw	1
20	Thrust bearing	1
21	Spacer	1
22	O Ring seal	1
23	Seal	1
24	Key	1
25	Mounting stud	3
26	Washer	3
27	Nut	3
28	Electric motor	1
29	Seal	1
30	Mounting stud	2
31	Motor cover	1
32	Nylon washer	2
33	Washer	2
34	Blind nut	2
35	Bearing	2
36	External circlip	3
37	Gear wheel	1
38	Front clutch collar	1
39	Spring	1
40	Washer	1
41	Key	2
42	Main shaft	1
43	Key	2
44	O Ring seal	1
45	Cover	1
46	Screw	6
47	Emergency handle	1
48	Washer	1
49	Manual emergency wheel	1
50	Emergency wheel clutch plate	1
51	Spring	2
52	Drum	1
53	Washer	1
54	Screw	1
55	Spring washer	3



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## OPERATIONS

**WARNING !! = Do not approach with hands or feet near gipsy and chain, when operating.**

**WARNING !! = When the windlass is not in use or when using emergency handle, switch off electrical power turning "OFF" the circuit breaker.**

**WARNING !! = Engage the chain stopper after completing the anchoring manoeuvre. Windlass must not be used as sole means securing anchor in bow fitting. Anchors should be independently secured to prevent accidental release.**

**WARNING !! = Before raise or lower the anchor be sure the gipsy stopper (item 13) is not introduced into a gipsy border socket.**

**WARNING !! = Never use the windlass under power with the emergency handle inserted either into the wingnut (item 1) or manual emergency wheel (item 49).**

### Gipsy Clutch Operation

Gipsy is connected to the main shaft (item 42) by a clutch, items (2) and (4).

To engage the clutch insert the emergency handle (item 47) supplied into the wingnut (item 1) and tighten it.

To disengage the clutch loose the wingnut.

### Raising The Anchor

Start the engine of the boat. Be sure that the clutch is well engaged. Draw out the emergency handle from the wingnut.

Push the button "UP" of the foot switch or remote control. **Do not use the windlass to pull the boat to the anchor.** The chain haulage speed will adjust to the uplifted weight. Release the button "UP" to stop the manoeuvre. When You haul the last metres of the chain, reduce the windlass speed and pay attention to the anchor. If too quickly hauled, it may damage the bow of Your boat. Do not push the button "UP" for more a twenty seconds, if the windlass motor slows down under load and the thermal cut-out switch does not intervene. If, on the contrary, the thermal cut-out switch gets released, wait some minutes before putting back into service and try the manoeuvre once more. Should the motor stop again, we suggest You fix the chain on the stopper or bollard, then use the boat engine to break the anchor loose.

For safety reasons we strongly recommend to turn OFF the circuit breaker and engage the chain stopper during navigation. Reactivate the circuit breaker and disengage the chain stopper during anchorage manoeuvring.

### Lowering The Anchor

When You wish to lower the anchor very quickly, it is necessary disengage the clutch. In this way, the gipsy may freely run on its shaft and release the chain into the water. The chain fall can be controlled by tightening the wingnut with the emergency handle. At the end of the operation engage the clutch.

Under usual conditions, we suggest to lower the anchor electrically, pushing the button "DOWN" placed on the remote control or foot switch.

Dropping the anchor this way, You will have a perfect control of the manoeuvre, which can be interrupted any moment releasing the button "DOWN".

Once anchored, we suggest, in order to reduce the windlass load, to use a chain stopper and fix the chain with a rope to a strong point as a cleat or a bollard.

### Use The Drum Independently From The Gipsy

Before use the drum in this way, it is necessary stop the run of the chain, fixing it to a strong point as a chain stopper or similar.

Disengage the clutch. Turn around the drum with two laps of rope. Engage the drum from above, stretching the loose end of rope.

Push the button "UP", recovering the rope at the same time. Engage the clutch at the end of operation.

### Raise The Anchor In Case Of Emergency

In case of damage to the electric on board, it is possible raise the anchor manually, by inserting the emergency handle in the manual emergency wheel (item 49) and drawing it alternatively in forward and backwards. As there is no reduction, please keep in mind that in case of anchoring in deep sounding the stress will be hard.

## MAINTENANCE

**WARNING !! = Before maintenance operations on windlass switch off electrical power turning "OFF" the circuit breaker and remove with attention the chain from the gipsy and the rope from the drum.**

A correct and periodic maintenance operation is essential for the best efficiency of your windlass. At least once every month remove the salt layer, which forms periodically on the outer casting, to avoid electrolysis problems which could prejudice the windlass performances. Wash with a fresh water and clean all surfaces, particularly in the most hidden points, where salts deposits. We recommended, at least once every six months, to disassemble windlass gipsy and drum following these instructions:

Using the emergency handle unscrew (item 1), extract (item 2), unscrew (item 7) and (item 8), remove (item 9). Remove (item 3) and extract (item 4).

Then unscrew (item 54), remove (item 53), extract (item 52) and remove the items (51), (50), (49) and (48).

Clean and check all the parts, spray all with CRC 3097 "LONG LIFE" or WD40. Watch if there are no electrolysis traces and grease the main shaft (item 42) thread.

If, during maintenance, you have difficulty to disengage the clutch, use the gipsy stopper (item 13), introducing it into a gipsy border socket.

If, after a long inactivity period, the electric motor runs slowly we recommend to check and clear the brushes and replace it if necessary.

We strongly recommend to separate, at least once every year, the windlass from the deck to clean and remove the salt layer under the body (item 11).

The body is proper filled with SAE 90 long life oil. If there is a leak of oil from the body, it will be necessary to disassemble and replace the seals. For this purpose, it is available a complete set of seals. At the beginning and at the end of the season, check the motor and Control box, removing eventual residues and covering the clamps with grease.

## ORDERING SPARE PARTS

To identify a windlass spare parts see the spare part list. When ordering spare parts, please specify for the TIGRES model the code B.10.001 E, give us a complete model classification, the serial number, the item number and the quantity.

In case of any difficulty please contact your nearest authorised LOFRANS' distributor or directly LOFRANS' S.r.l. fax (039) 2004299.