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Winch
Power supply/ demands

1. Never use the auxiliary or side battery post. Those are used for low amp draw/ intermittent high amp (such as starting) only. If you connect the winch power wires there, you will overheat the terminals, which may cause melting of terminal or damage/explosion of battery.
2. Wire terminal must be attached with appropriate size mounting hardware. 5/16”(8mm) is nominal size. Do not under size hardware, this will provide a poor connection and will result in excessive resistance and may cause failure of battery terminal.
3. Always ground the winch directly to the battery and NEVER the chassis or body.
4. Do not connect winch to a side terminal battery. If vehicle has side terminal battery its recommended to get a dual terminal battery and use the top post for winch connection.
5. Always make sure your battery terminals and connections are clean.
6. Always make sure your battery terminals are securely tightened.
7. Keep wires away from heat.
8. Do not bundle wires and always route away from sharp edges, pinch hazards and moving components.
9. **Always make sure all wires on the winch motor are tight, secure and protected. A loose connection may think you to believe you have a bad motor or solenoid. It also puts more stress on the solenoid and motor and may cause them to fail or may cause overheating of connection wires.**
10. **Winch power supply battery/batteries must be recharged with a minimum of 90 amps supplied by vehicles charging system.**
11. **Allow power supply/battery system to recharge after 30-45 seconds of winching. This allows the battery to recover and the winch and all electric components to cool down.**
12. **Do not exceed winch/power supply duty cycle. Generally winching for 45 seconds at full load then let winch rest for 14-15 minutes with vehicle running.**
13. **Battery must be in great condition and have a capacity of at least 650cca.**
14. **Winching with out adequate power supply will pop the internal fuse on XRC winches..**
15. Your factory grounding wires might not be large enough. Even with the winch connected directly to both battery terminals, the alternator is trying to provide power to charge the battery and the rest of the vehicle, through the small factory ground wire between the battery and chassis. Really you need to place large grounding wires between the engine block (which the alternator are grounded to) and the chassis and the battery negative. Many times, the factory grounding wire will be corroded even on fairly new vehicles.
16. **Always power you winch form your primary battery. If connected to an auxiliary battery, ensure auxiliary battery gets full power from vehicles alternator via direct connection to the primary battery or alternator.**
17. **Powering out a winch puts a full load on the winch. Only power out enough to relieve tension on the winch line so you can put it into free spool**