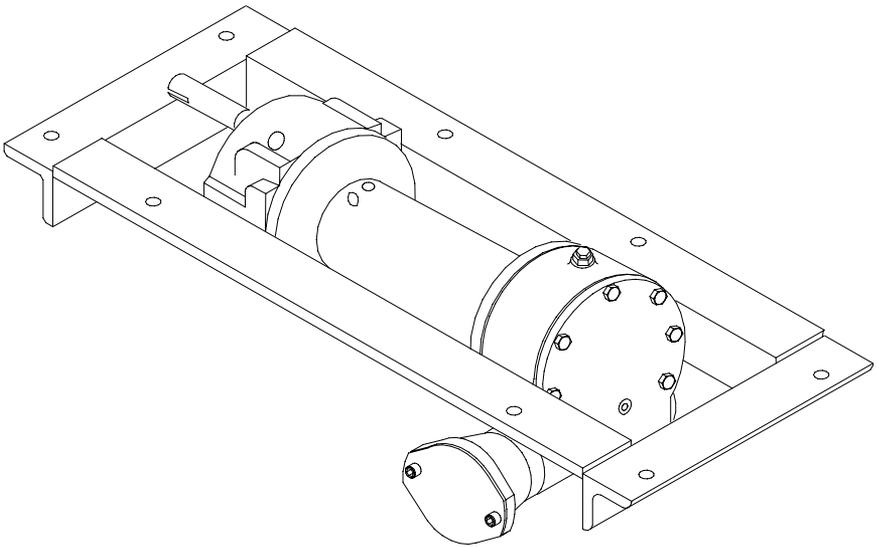




OPERATING, SERVICE AND MAINTENANCE MANUAL



MODEL HDG 350 RAM-LOK[®] INDUSTRIAL LOW-MOUNT (MFG. PER JERR-DAN SPECS.)



**CAUTION: READ AND UNDERSTAND THIS MANUAL BEFORE
INSTALLATION AND OPERATION OF WINCH. SEE WARNINGS!**

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RAMSEY WINCH MODEL HDG-350 RAM-LOK®

PLEASE READ THIS MANUAL CAREFULLY.

This manual contains useful ideas in obtaining the most efficient operation from your Ramsey Winch, and safety procedures one needs to know before operating a Ramsey Winch.

WARRANTY INFORMATION

Ramsey Winches are designed and built to exacting specifications. Great care and skill go into every winch we make. If the need should arise, warranty procedure is outlined on the back of your self-addressed postage paid warranty card. Please read and fill out the enclosed warranty card and send it to Ramsey Winch Company. If you have any problems with your winch, please follow instructions for prompt service on all warranty claims. Refer to back page for limited warranty.

SPECIFICATIONS: CONFORMS TO SAE J706

Rated Line Pull (lbs.)	10,000
(kg)	4,536
Gear Reduction	30:1
Weight (without cable)	110lbs. (50 kg)
Duty Cycle (ft.)	.183

LAYER OF CABLE		1	2	3	4**
*Rated line pull per layer	lbs. kg	10,000 4,536	8,100 3,670	6,900 3,120	4,800 2,180
*Cable capacity	ft. m	20 6	50 15	85 25	125 37
*Line speed (at 15 GPM)	FPM MPM	32 9,7	38 11,5	44 13,3	54 16,4

*These specifications are based on recommended wire rope of 7/16 inch diameter extra improved plow steel or equivalent.

**Does not conform to SAE J706 specifications.

NOTE: The rated line pulls shown are for the winch only. Consult the wire rope manufacturer for wire rope ratings.



WARNINGS

CLUTCH MUST BE TOTALLY ENGAGED BEFORE STARTING THE WINCHING OPERATION.

DO NOT DISENGAGE CLUTCH UNDER LOAD.

STAY OUT FROM UNDER AND AWAY FROM RAISED LOADS.

STAND CLEAR OF CABLE WHILE PULLING. DO NOT TRY TO GUIDE CABLE.

DO NOT EXCEED MAXIMUM LINE PULL RATINGS SHOWN IN TABLE.

DO NOT USE WINCH TO LIFT, SUPPORT, OR OTHERWISE TRANSPORT PEOPLE.

A MINIMUM OF 5 WRAPS OF CABLE AROUND THE DRUM BARREL IS NECESSARY TO HOLD THE LOAD. CABLE SETSCREW IS NOT DESIGNED TO HOLD LOAD.

DO NOT USE WINCH AS A TIE DOWN. DO NOT MAINTAIN LOAD ON WINCH CABLE DURING TRANSIT.

TECHNIQUES OF OPERATION

The best way to get acquainted with how your winch operates is to make test runs before you actually use it. Plan your test in advance. Remember, you hear your winch, as well as see it operate. Get to recognize the sounds of a light steady pull, a heavy pull, and sounds caused by load jerking or shifting. Gain confidence in operating your winch and its use will become second nature with you.

The uneven spooling of cable, while pulling a load, is not a problem, unless there is a cable pileup on one end of drum. If this happens reverse the winch to relieve the load and move your anchor point further to the center of the vehicle. After the job is done you can unspool and rewind for a neat lay of the cable.

When pulling a load where there is even a remote chance of cable failure, place a blanket, jacket or tarpaulin over the cable about six feet behind the hook. This will slow the snap back of a broken cable and could prevent serious injury.

NOTE: The Ramsey level winder is an available accessory for tightly respooling unloaded cable onto the drum.

The Ram-Lok® semi-automatic clutch allows rapid unspooling of the cable, from cable drum, for hooking onto the load.

The Remote Rod-adaptor shifter is operated as follows:

1. **TO DISENGAGE CLUTCH₁**, run the winch in the reverse (reel out) direction until the load is off the cable. Lift up knob and pull out, lock in place. See warning label located by shifter knob. The clutch is now locked out and the cable may be pulled off by hand.
2. **TO ENGAGE CLUTCH₁**, lift up knob then release. See warning label located by shifter knob. Run the winch in reverse until the shifter knob snaps fully in or

until the cable drum starts turning. At this point make sure the shifter knob is all the way in. The plastic plug in top of clutch housing may be removed, for inspection of clutch to assure total engagement. After the clutch is fully engaged, the winch is ready for winching in the cable.

The Manual T-Handle Shifter is operated as follows:

1. **TO DISENGAGE CLUTCH₁**, run the winch in the reverse (reel out) direction until the load is off the cable. Pull outward on the T-handle, rotate it counter-clockwise 90° and release. The clutch is now locked out and the cable may be pulled off by hand.
2. **TO ENGAGE CLUTCH₁**, pull outward on the handle, rotate it clockwise 90° and release. Run the winch in reverse until the clutch handle snaps fully in or until the cable drum starts turning. At this point make sure the clutch handle is all the way in. To confirm this, remove the plastic plug on top of the clutch housing to inspect the clutch for total engagement. After the clutch is fully engaged, the winch is ready for winching in the cable.

The Air Shifter is operated as follows:

1. **TO DISENGAGE CLUTCH₁**, run the winch in the reverse (reel out) direction until the load is off the cable. Apply 60-120 PSI to inlet port fitting of air cylinder. Run winch in the forward (reel in) direction to disengage the clutch.
2. **TO ENGAGE CLUTCH₁**, remove air pressure from the air cylinder. Run the winch in reverse until the cable drum starts turning. After the clutch is fully engaged, the winch is ready for winching in the cable.

WINCH MAINTENANCE

Adhering to the following maintenance schedule will keep your winch in top condition and performing as it should with a minimum of repair.

A. WEEKLY

1. Check the oil level and maintain it to the oil level plug. If oil is leaking out, determine location and repair.
2. Check the pressure relief plug in top of the gear housing. Be sure that it is in good operating condition so that hot oil gases may escape.
3. Lubricate cable with light oil.

B. MONTHLY

1. Check the action of the sliding clutch—ensure it is fully engaging and disengaging with the cable drum. To observe if the clutch is fully engaging, remove the plastic plug in top of the housing. If clutch is not fully engaging:
 - Inspect clutch shifter assembly parts, check for damage or excessive wear and replace as necessary.
 - Observe the jaws on both the clutch and cable drum, checking for rounding of the driving faces. If rounding has occurred they should be replaced immediately.
2. Grease the shaft and barth keys the jaw clutch slides on using Mobilith SHC 007 Synthetic Grease or equivalent. Replace plastic plug when finished.
3. Check the winch mounting bolts. If any are missing, replace them and securely tighten any that are loose. Make sure to use only SAE grade 5 bolts or better.
4. Inspect the cable. If the cable has become frayed with broken strands, replace immediately.

C. ANNUALLY

1. Drain the oil from the winch annually or more often if winch is used frequently.
2. Fill the winch to the oil level plug with clean kerosene. Run the winch a few minutes with no load in the "Reel-in" direction. Drain the kerosene from the winch.
3. Refill the winch to the oil level plug with all purpose E.P. 140 gear oil.
4. Inspect frame and surrounding structure for cracks or deformation.
5. Gear wear can be estimated by rocking the drum back and forth and if necessary drain oil and remove cover for closer inspection.

CABLE INSTALLATION

1. Unwind cable by rolling it out along the ground to prevent kinking. Securely wrap end of cable, opposite hook, with plastic or similar tape to prevent fraying.
2. Insert the end of cable, opposite hook end, into the 1/2" dia. hole in drum barrel. Secure cable to drum barrel, using setscrew furnished with winch. **TIGHTEN SETSCREW SECURELY.**
3. Carefully run winch in the "Reel-in" direction. Keeping tension on end of cable, spool all the cable onto the cable drum, taking care to form neatly wrapped layers.

WORM BRAKE MAINTENANCE

BRAKE ADJUSTMENT

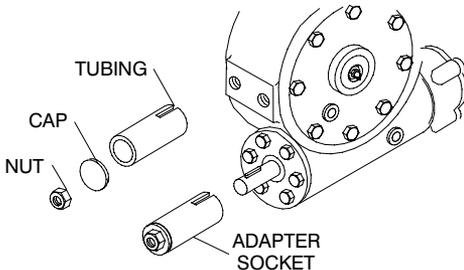
The oil cooled, fully adjustable, automatic safety brake operates in the worm housing lubricant, all parts being submerged in oil. When the brake wears to the point that the load begins to drift, the brake can be adjusted as follows:

1. Loosen the lock nut on the adjusting screw.
2. Tighten the brake by turning the adjusting screw clockwise. CAUTION: Only 1/4 turn is usually required to adjust the brake. Over-tightening can cause overheating, and damage to the brake parts. Tighten the lock nut after adjustment is completed.

If the brake does not respond to adjustment then a new leaf spring and brake disc is needed.

A torque wrench can be equipped with a special adapter to fit the input shaft (worm) of the winch. The adapter can be made by welding a nut to the end of a piece of tubing as shown in the figure at right.

After welding the cap and nut to the tubing, slot the tubing, as shown. This will allow the special adapter to slide over the keyway and will then act as a large socket. A torque wrench can then be used to apply the proper torque.



Turn the torque wrench so that the drum turns in the spool out direction or lowering direction. The torque rating for the Model HDG-350 should be 9-15 ft-lbs. (15-20 Nm), If torque wrench does not show the proper value as it turns, then the worm brake adjusting bolt should be turned clockwise 1/4 turn. Each time the adjusting bolt is turned, checked the torque reading. Continue this procedure until the proper torque reading is achieved. Then tighten the lock nut.

SERVICING THE BRAKE

Refer to the Worm Brake Diagram on the following page while following these instructions.

1. Back off the lock nut, then the adjusting screw, both two turns or more by turning them counter-clockwise.
2. Remove the cover mounting screws.
3. Remove the cover along with coil spring and leaf spring.
4. Remove the retainer plate, composition brake disc, cam plate and balls. Note which slots balls are in.
5. Inspect parts as follows:
 - a) Composition brake discs are 1/8" thick when new. Replace if thinner than 0.080" or if surfaces are glazed or burnt.
 - b) Inspect the flat, ground surface of the cam plate and retainer plate for glazing, warpage, or other damage. Glazing can be removed by scraping carefully.
 - c) Inspect the leaf spring. It should be bowed 1/8".

RE-ASSEMBLING AND CHECKING THE BRAKE

1. Press brake hub into place over worm shaft and key.
2. Assemble balls in #1 slots of cam. Use stiff grease to hold balls into place and slide cam over end of worm. Be sure that balls are secure, between cam slots and hub slots. Install brake disc.
3. Install retainer plate, smooth side toward brake disc.
4. Install the gasket on the cover with a small amount of grease or sealer.
5. The coil spring goes over the adjusting screw on the inside of the cover.
6. Install the notches of the leaf spring on the pins protruding through the cover. The hollow side of the leaf spring goes toward the brake.
7. Install brake housing cover, making sure the protruding pins go through the leaf spring and into the holes in the retainer plate. Tighten capscrews to 7-8 ft-lbs. (9-10 Nm) torque.
8. Bolt cover into place with the mounting screws. Install drain plug and add 1 pint of SAE 140 EP oil.

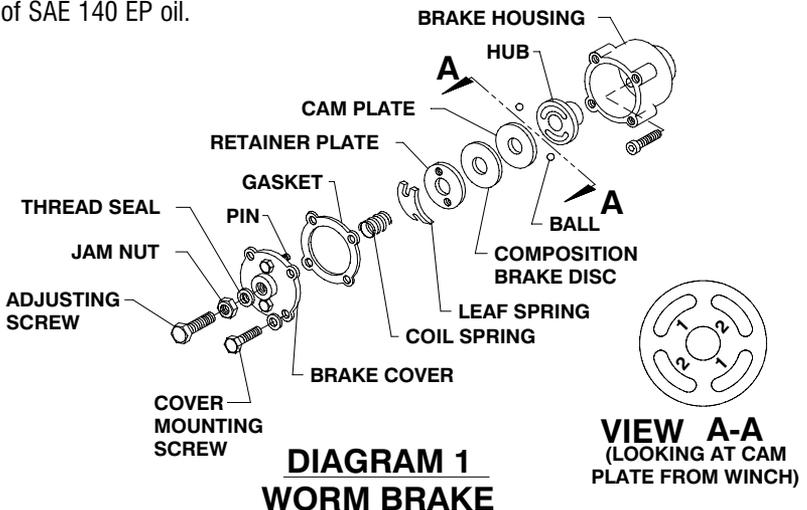
9. Turn winch in the reel in direction at least one turn of the input shaft.
10. Turn the adjusting screw in until it is finger tight.

TEST FOR PROPER BRAKE ASSEMBLY

After the brake has been adjusted to the proper torque setting disengage clutch. Start vehicle engine and run winch in the reel in (hoisting direction). Allow winch to run in this direction for one minute.

Place your hand on the safety brake housing. If housing is not hot to the touch then run winch in the reverse direction (cable out) for one minute. Brake housing should begin to heat.

When these conditions exist, proper installation has been made. If heating becomes noticeable when running the winch in forward rotation (hoisting direction), the brake should be again disassembled. When disassembled, place the brake balls in the alternate set of slots in the cam plates, then carefully follow the instructions for re-assembling and checking the brake.



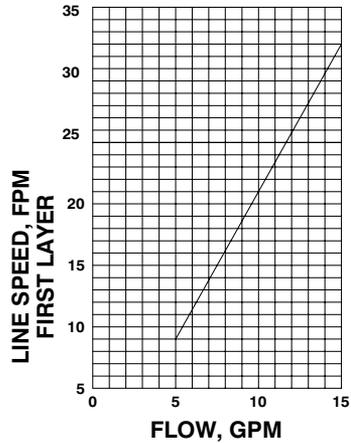
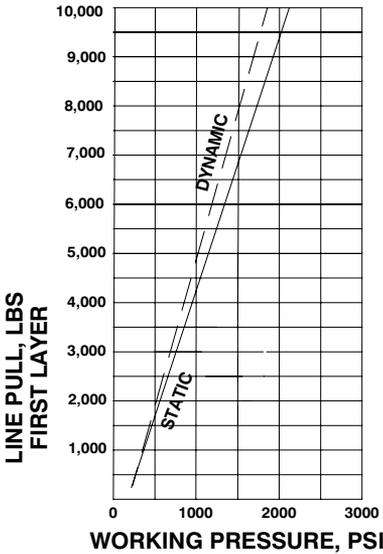
HYDRAULIC SYSTEMS

Refer to performance charts, below, to properly match your hydraulic system to the HDG-350 winch performance. The charts consist of:

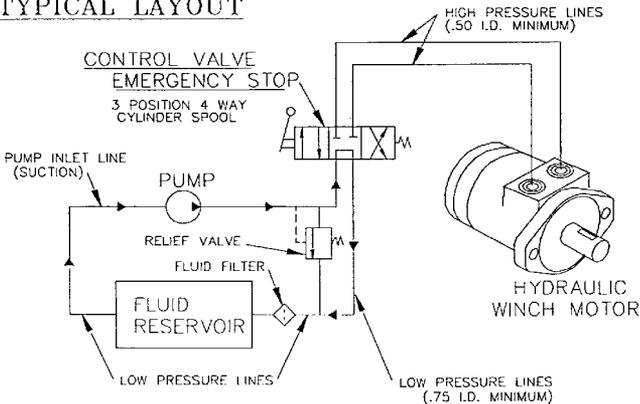
1. Line pull (lbs.) first layer vs. working pressure (PSI). STATIC (solid line) refers to hoisting a suspended load from rest; DYNAMIC (dashed line) refers to maintaining the motion of a moving load.
2. Line speed, first layer (FPM) vs. gallons per minute (GPM).

Performance based on a motor displacement of 3.6 cubic inches with 15 GPM maximum flow rate.

HDG-350 PERFORMANCE 10,000 LB. DUTY RATING - 30:1 GEAR RATIO



TYPICAL LAYOUT



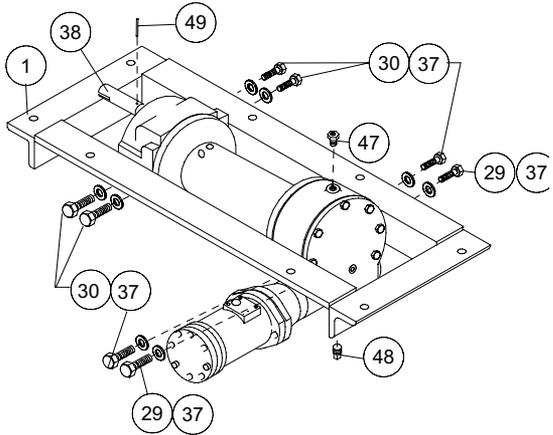
TROUBLESHOOTING GUIDE

CONDITION	POSSIBLE CAUSE	CORRECTION
Clutch inoperative or binds up	<ol style="list-style-type: none"> 1. Dry or rusted shaft 2. Bent yoke or linkage. Clutch jaws are in contact 	<ol style="list-style-type: none"> 1. Clean and lubricate 2. Replace yoke or shaft assembly. 3. See Techniques of Operation.
Oil leaks from housing	<ol style="list-style-type: none"> 1. Seal damaged or worn. 2. Too much oil. 3. Damaged gasket. 	<ol style="list-style-type: none"> 1. Replace seal. 2. Drain excess oil. Refer to Techniques of Operation. 3. Replace gasket.
Winch runs too slow	<ol style="list-style-type: none"> 1. Hydraulic motor worn out. 2. Low flow rate. 	<ol style="list-style-type: none"> 1. Replace motor. 2. Check flow rate. Refer to Hydraulic Systems flow chart page 9.
Cable birdnests when clutch is disengaged	<ol style="list-style-type: none"> 1. Drag brake disc worn. 	<ol style="list-style-type: none"> 1. Replace Discs.
Hydraulic fluid leaks out hole in motor adapter	<ol style="list-style-type: none"> 1. Hydraulic motor shaft seal. 	<ol style="list-style-type: none"> 1. Replace damaged seal.

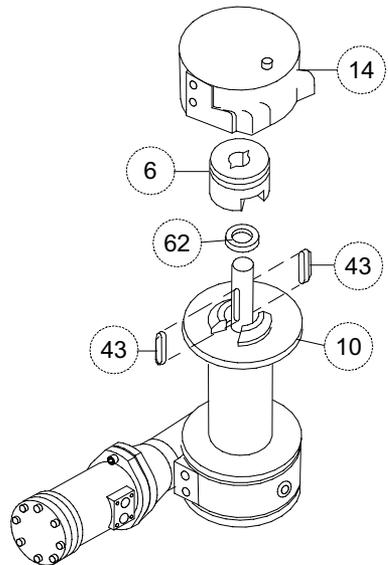
INSTRUCTIONS FOR OVERHAUL OF RAMSEY MODEL HDG-350 RAM-LOK®

DIS-ASSEMBLY

1. Drain oil from gear housing by removing (item #48) plug from bottom of gear housing. Remove plug (Item #47) from top of gear housing. Remove adapter rod (item #38) by driving pin (item #49) from shifter shaft of winch. Remove mounting frame (item #1) from winch by removing hardware shown.

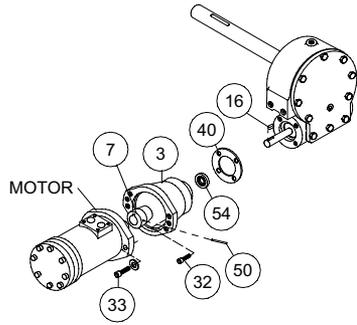


2. Remove clutch housing (item #14) and clutch (item #6) from winch assembly. Remove two keys (item #43) from keyways. A screwdriver can be used, at notch, to aid in the removal of keys. Once keys have been removed, drum (item #10) and thrust washer (item #62) can be removed from drum shaft.



- Remove motor and coupling (item #7) from (item #3) adapter by unscrewing two (item #33) cap-screws with lockwasher.

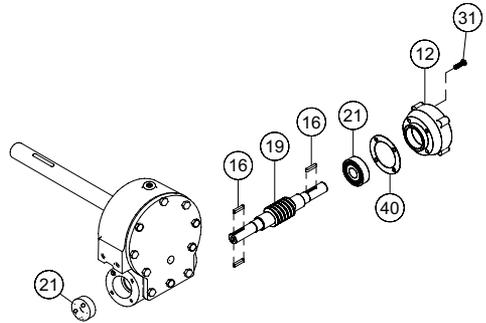
Remove key (item #16) from worm shaft. Unscrew four capscrews (item #32) and remove adapter from gear housing. Replace adapter seal (item #54) and gasket (item #40).



- See page 8 for servicing the oil cooled brake. Remove brake housing from gear housing by unscrewing four capscrews (item #31). Remove worm (item #19) and bearings (item #21) from gear housing. Use soft hammer to gently tap input end of worm and drive worm and bearing from gear housing.

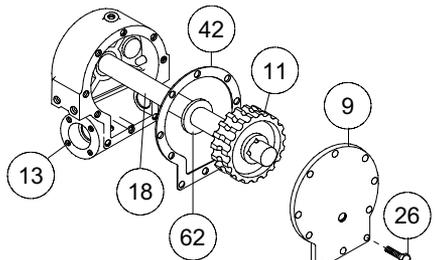
Once worm has been removed from housing, bearing can be pressed from end of worm.

Check for signs of wear or damage to worm (item #19) and bearing (item #21). Replace if necessary.



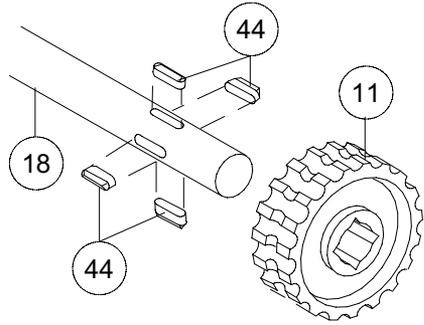
- Remove gear housing cover (item #9) from gear housing (item #13) by unscrewing capscrews (item #26). Thread two of the capscrews into the two tapped holes of cover and tighten. This will pull the cover loose from gear housing.

Remove cover gasket (item #42) and pull shaft (item #18), with gear attached, and thrust washer (item #62) from gear housing.

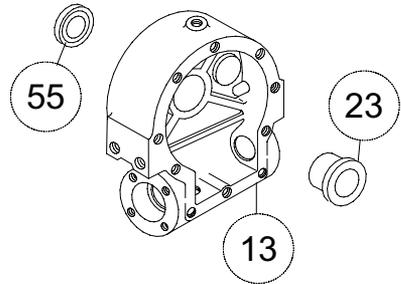


6. Check for signs of wear on gear teeth. If replacement of gear is necessary, replace as follows:

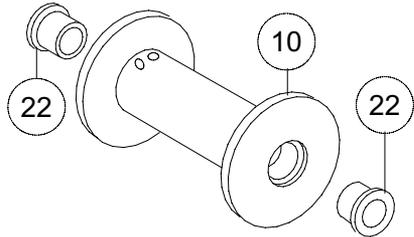
- a) Press gear (item #11) from shaft (item #18).
- b) Examine shaft keys and keyways. If distortion of keys and/or keyways is evident, shaft and keys should be replaced.
- c) Use a soft hammer to gently tap keys (item #44) into keyways. Press gear (item #11) over shaft and keys. Gear must be centered over keys.



7. Remove seal (item #55) from back of (item #13) gear housing. Press bushing (item #23) from gear housing. Press new bushing and seal back into place.

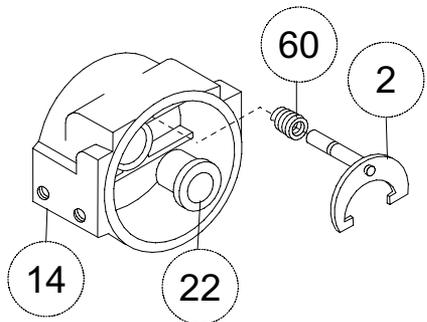


8. Check drum bushings (item #22) for signs of wear. Replace if necessary by pressing old bushings from drum. Press new ones into place.

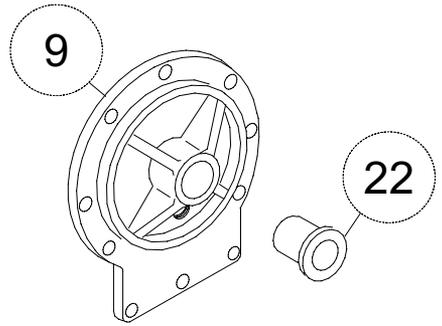


9. Examine shifter assembly (item #2) for damage to yoke. Yoke should be firmly attached to shaft, yet, able to swivel freely around shaft. Replace if necessary.

Install new shifter assembly (item #2) by placing end of shaft, opposite yoke, through spring (item #60) and into housing (item #14).

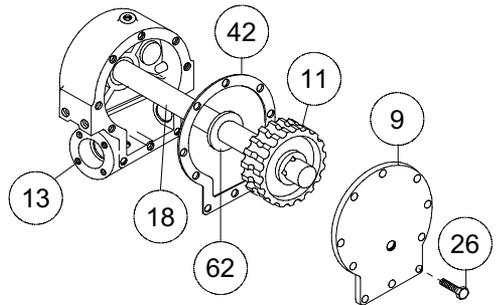


10. Check cover bushing (item #22) for signs of wear. If necessary remove old bushing and press bushing into place.

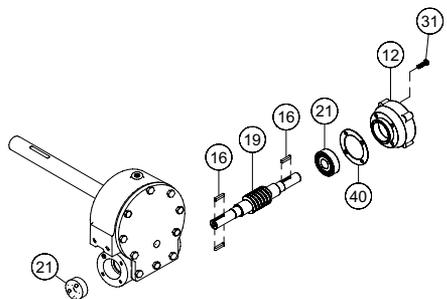


RE-ASSEMBLY

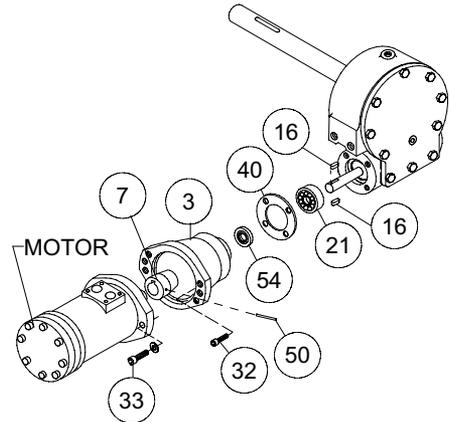
11. Apply grease to end of shaft, opposite gear. Apply grease to bushing in gear housing (item #13). Place greased end of shaft through thrust washer (item #62) and bushing in gear housing (item #13). Place gasket (item #42) onto gear housing cover (item #9). Apply grease to gear end of shaft and cover bushing. Place cover onto shaft and secure to housing with ten (item #26) cap-screws. Tighten capscrews to 8 ft. lbs. (10.8 Nm.) each.



12. Press bearing (item #21) onto worm (item #19). NOTE: Be sure that thick shoulder of bearings outer race (side with manufacturer's name and part number) is out, away from worm threads. Press bearing and worm into gear housing. Slip gasket (item #40) onto brake housing. Use four capscrews (item #31) to secure brake housing to gear housing. **TIGHTEN CAPSCREWS TO 8 FT. LBS. (10.8 Nm.) EACH.** See *Re-assembling and Checking the Brake* in this manual to complete brake assembly.

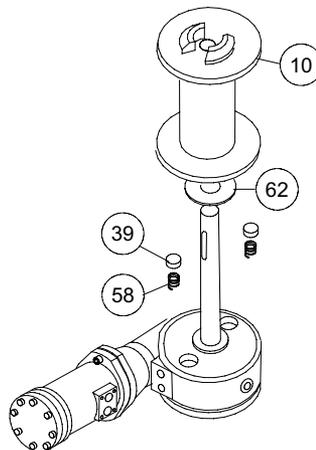


13. Press bearing (item #21) onto worm and into housing. NOTE: Be sure that thick shoulder of bearings outer race (side with manufacturer's name and part number) is out, away from worm threads. Place gasket (item #40) onto adapter (item #3). Attach adapter to gear housing using four (4) capscrews (item #32). TIGHTEN CAPSCREWS TO 12 FT. LBS. (16.3 Nm.) EACH. Insert key (item #16) into keyway of worm shaft. Slide tapered end of coupling (item #7) over end of worm shaft. Be sure roll pin (item #50) is in coupling.



Place motor shaft, with key in keyway, into coupling. Secure motor to adapter, using two (2) capscrews (item #33) and lockwashers. TIGHTEN CAPSCREWS TO 75 FT. LBS. (102 Nm.) EACH.

14. Place winch with gear housing cover down on work bench. Drum shaft should be in vertical position. Slide thrust washer (item #62) over drum shaft and slide downward until washer rests on gear housing. Set springs (item #58) into pockets of gear housing with drag brakes (item #39) on top of springs. Slide drum assembly (item #10) onto drum shaft with drum jaws upward.

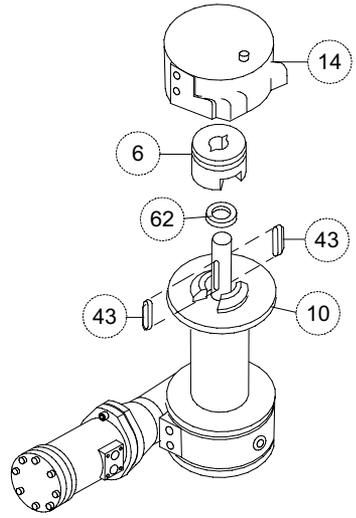


15. Place thrust washer (item #62) over end of drum shaft and slide downward until spacer rests on drum. Press drum downward to compress springs in gear housing.

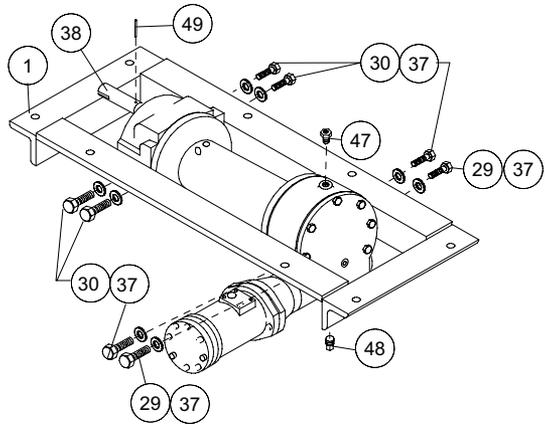
Insert keys (item #43) into keyways with sharp edge of keys pointing outward and notched end of keys upward. A rubber or brass mallet will be needed to gently tap keys into position.

Apply Mobilith SHC 007 Synthetic grease to keys and end of shaft. place jaw clutch (item #6) over end of shaft and slide jaw clutch over keys.

Set clutch housing (item #14) over end of drum shaft. Pull jaw clutch (item #6) upward, toward clutch housing, enough to allow yoke, in clutch housing, to fit properly in groove around jaw clutch.

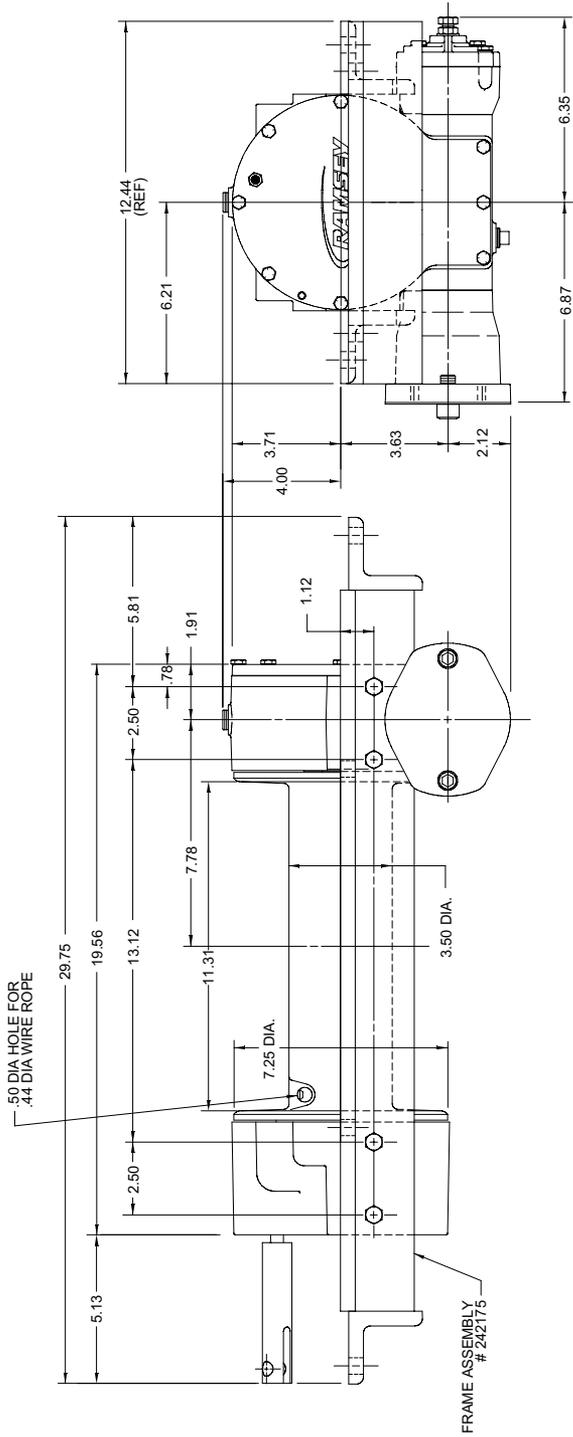


16. Attach frame assembly (item #1) using six cap screws (item #30) with lockwashers and two cap screws (item #29) with lockwasher. Torque cap screws to 34 ft. lbs. (46 Nm.) each. Insert plug (item #48) into bottom of gear housing. Permatex may be applied to threads to help prevent leakage.

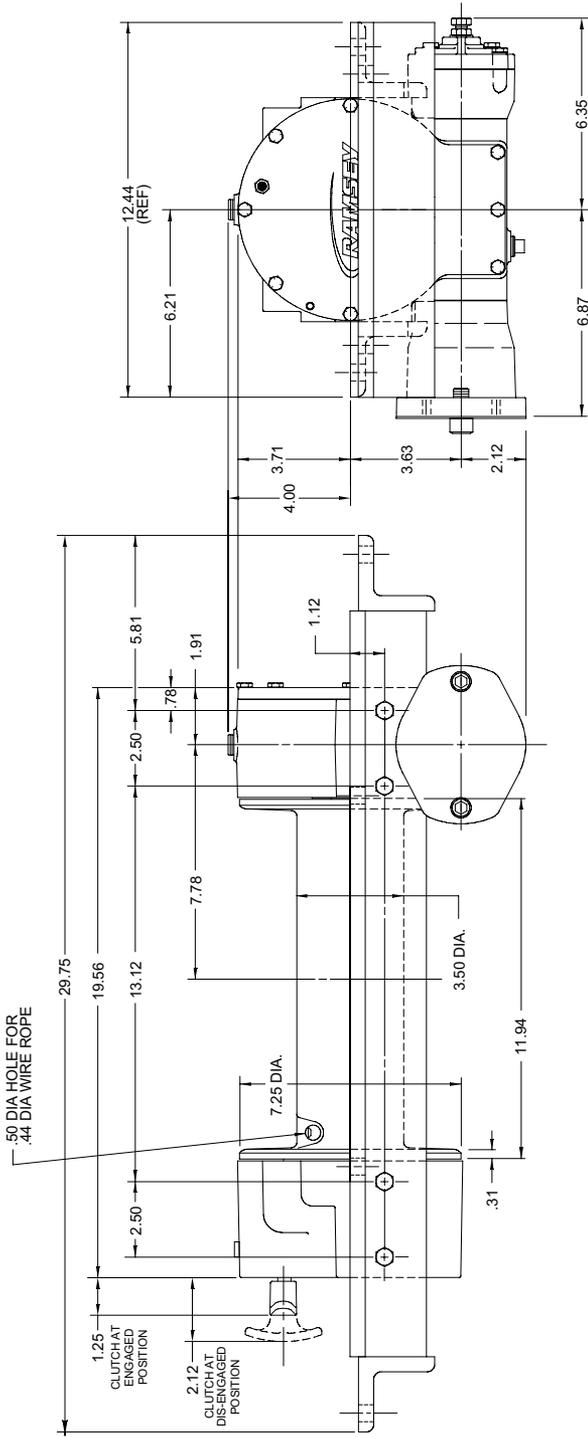


Attach adapter rod (item #38) to clutch shaft using pin (item #49).

Pour 1 pint of SAE 140 EP gear oil into housing through hole in top of housing. Pipe plug (Item #47) should then be placed into hole on top of gear housing. Tighten securely.



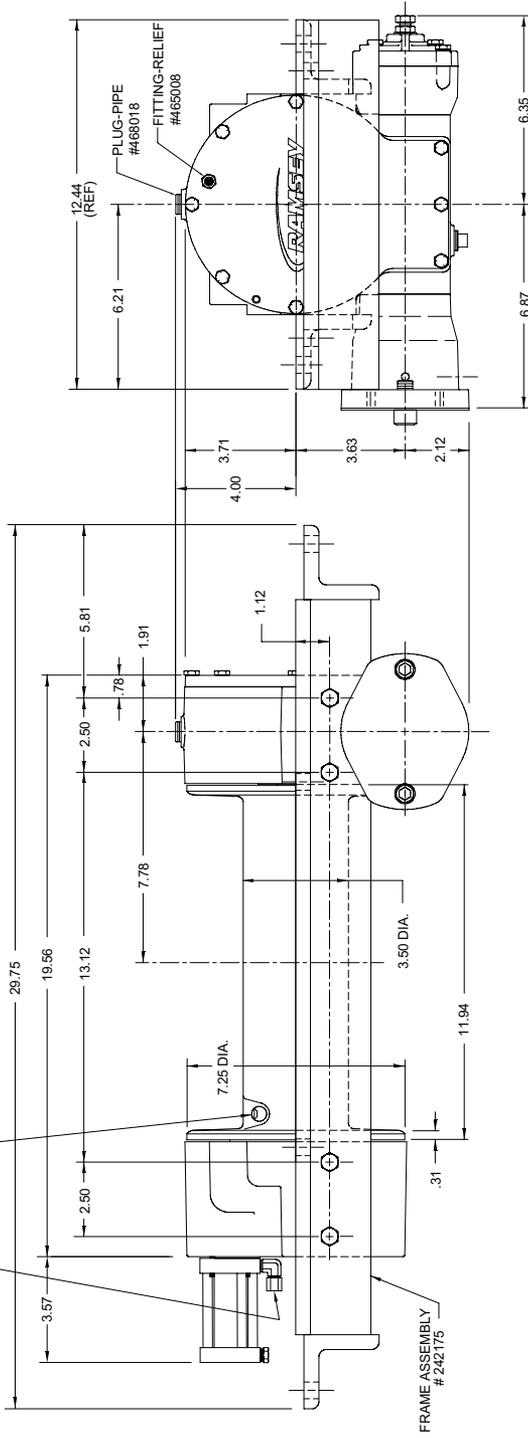
MODEL HDG-350 RAM-LOK



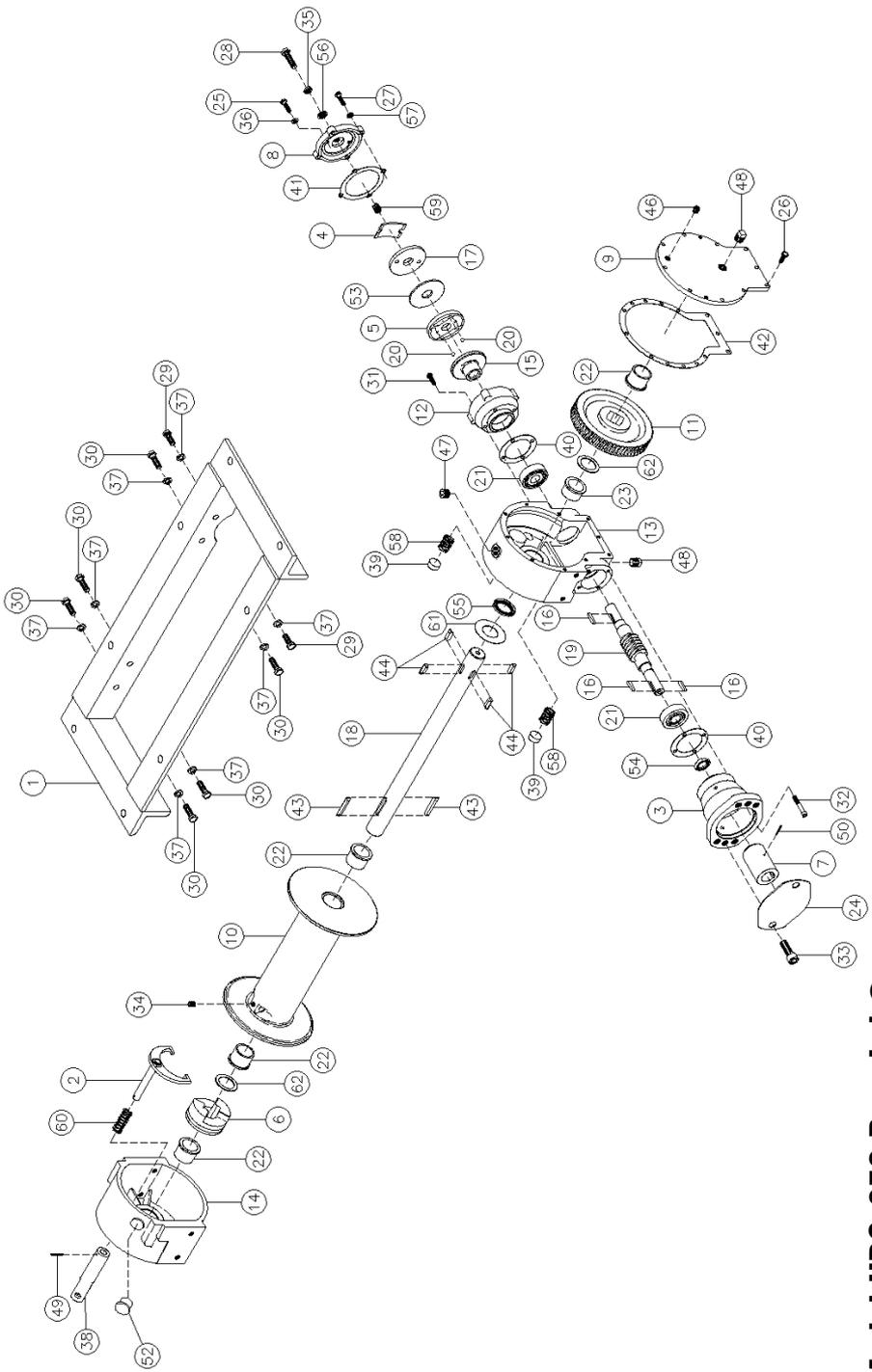
MODEL HDG-350 RAM-LOK® T-HANDLE SHIFTER

COMPRESSION FITTING FOR 1/4 O.D. TUBING.
 (60 PSI MINIMUM) (125 PSI MAXIMUM) FOR DISENGAGING CLUTCH.
 (CLUTCH IS SPRING ENGAGED)

50 DIA HOLE FOR
 .44 DIA WIRE ROPE



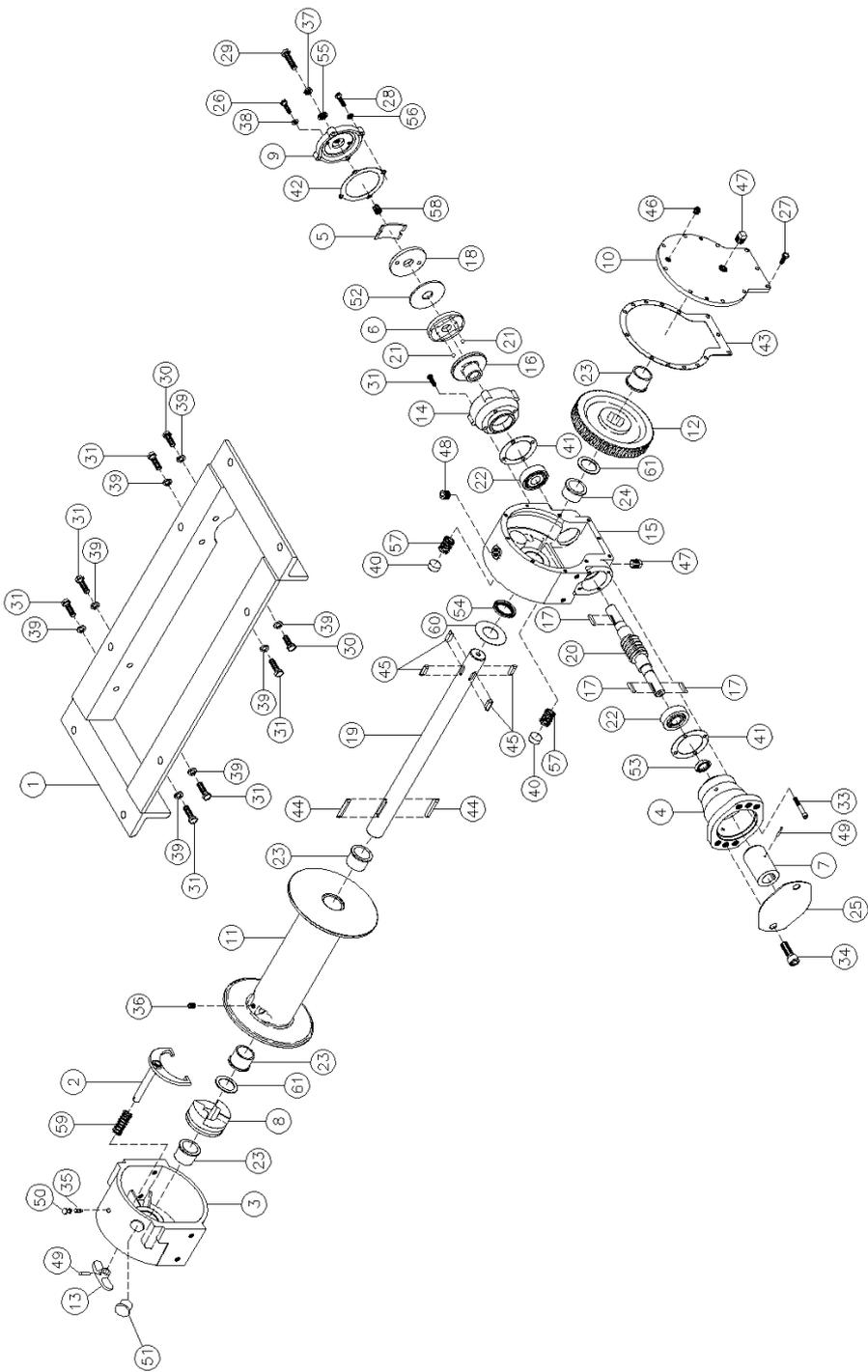
MODEL HDG-350 RAM-LOK AIR SHIFTER



Model HDG-350 Ram-Lok®

PARTS LIST MODEL HDG-350 T-Handle Shifter

Item No.	Qty.	Part No.	Description	Item No.	Qty.	Part No.	Description
1	1	242175	ASSEMBLY - FRAME	32	4	414839	CAPSCREW 1/4-20UNC X .88 LG HX SOC BTN HD BLK
2	1	276059	ASSEMBLY - SHIFTER	33	4	414842	CAPSCREW 1/4-20UNC X 1.75 LG SOC HD ZIP LOK-WEL
3	1	296640	HOUSING - CLUTCH	34	2	414952	CAPSCREW 1/2-13UNC X 1/50 LG HX SOC HD ZIP
4	1	300057	ADAPTER	35	1	416030	SETSCREW 1/4-20UNC X 3/8 HX SOC
5	1	306034	SPRING - FLAT	36	1	416059	SETSCREW 3/8-16UNC X .50 LG HX SOC. HEADLESS CUP PT.
6	1	314008	PLATE - CAM	37	1	418036	NUT - HX JAM 3/8-16UNC Z/P
7	1	324500	COUPLING	38	2	418154	WASHER - FLAT 1/4 ALUM
8	1	324502	CLUTCH - JAW	39	8	418177	LOCKWASHER 3/8 MED SECT Z/P
9	1	328128	COVER - BRAKE	40	2	438014	DISC - BRAKE
10	1	328152	COVER - GEAR HOUSING	41	2	442184	GASKET
11	1	332150	DRUM - CABLE	42	1	442189	GASKET
12	1	334179	GEAR - R.H. 30:1	43	1	442205	GASKET
13	1	336010	HANDLE	44	2	450006	KEY - BARTH
14	1	338007	HOUSING - BRAKE	45	4	450016	KEY - BARTH
15	1	338273	HOUSING - GEAR	46	1	456008	FITTING - RELIEF
16	1	340002	HUB - BRAKE	47	2	468011	PLUG - PIPE
17	3	342027	KEY	48	1	468018	PLUG - PIPE
18	1	352022	PLATE - RETAINER	49	2	470033	PIN - SPIROL
19	1	357487	SHAFT - DRUM	50	1	472012	PLUG - RUBBER
20	1	368202	WORM - R.H. 30:1	51	1	472013	PLUG - PLASTIC
21	2	400003	BALL	52	1	474001	PLATE - THRUST
22	2	402002	BEARING - BALL	53	1	486009	SEAL - OIL
23	4	412003	BUSHING	54	1	486017	SEAL - OIL
24	1	412097	BUSHING	55	1	486069	SEAL - THREAD
25	1	413013	COVER - ADAPTER	56	4	486070	SEAL - THREAD
26	2	414021	CAPSCREW 1/4-20UNC X 1.0 LG ALL TRD HX HD GR5 NYLOK	57	2	494002	SPRING
27	10	414045	CAPSCREW 1/4-20UNC X 7/8 LG HX HD GR5 Z/P	58	1	494007	SPRING
28	4	414039	CAPSCREW 1/4-20UNC X 1.0 LG HX HD GR5	59	1	494053	SPRING
29	1	414224	CAPSCREW 3/8-16UNC X 1.5 LG ALL TRD HX HD GR5 Z/P	60	1	518014	WASHER - THRUST
30	2	414277	CAPSCREW 3/8-16UNC X 1.0 LG HX HD GR5 NYLOK	61	2	518015	WASHER - THRUST
31	6	414282	CAPSCREW 3/8-16UNC X 1.25 LG HX HD GR5				



Model HDG-350 Ram-Lok® T-Handle Shifter

PARTS LIST MODEL HDG-350 AIR SHIFTER

Item No.	Qty.	Part No.	Description	Item No.	Qty.	Part No.	Description
1	1	242175	ASSEMBLY - FRAME	34	1	416089	SETScrew 3/8-16UNC X .50 LG HX SOC. HEADLESS CUP PT.
2	1	298644	HOUSING - CLUTCH	35	4	416198	SCREW #6-32NC X 1 LG HXSOC HD ZIP
3	1	300057	ADAPTER	36	1	418036	NUT - HX JAM 3/8-16UNC ZIP
4	1	306034	SPRING - FLAT	37	1	418044	LOCKNUT 3/8-16NC
5	1	314008	PLATE - CAM	38	4	418136	LOCKWASHER #6 MED SECT ZIP
6	1	324500	COUPLING	39	2	418154	WASHER - FLAT 1/4 ALUM
7	1	324502	CLUTCH - JAW	40	8	418177	LOCKWASHER 3/8 MED SECT ZIP
8	1	328128	COVER - BRAKE	41	1	432033	ELBOW FITTING
9	1	328152	COVER - GEAR HOUSING	42	1	433021	AIR CYLINDER
10	1	332150	DRUM - CABLE	43	2	438014	DISC - BRAKE
11	1	334179	GEAR - R.H. 30:1	44	2	442184	GASKET
12	1	338007	HOUSING - BRAKE	45	1	442189	GASKET
13	1	338273	HOUSING - GEAR	46	1	442205	GASKET
14	1	340002	HUB - BRAKE	47	2	450006	KEY - BARTH
15	3	342027	KEY	48	4	450016	KEY - BARTH
16	1	352022	PLATE - RETAINER	49	1	456008	FITTING - RELIEF
17	1	357487	SHAFT - DRUM	50	1	456038	BREATHER VENT
18	1	368202	WORM - R.H. 30:1	51	2	468011	PLUG - PIPE
19	1	370058	YOKE	52	1	468018	PLUG - PIPE
20	2	400003	BALL	53	1	470033	PIN - SPIROL
21	2	402002	BEARING - BALL	54	1	472013	PLUG - PLASTIC
22	4	412003	BUSHING	55	1	474001	PLATE - THRUST
23	1	412097	BUSHING	56	1	486009	SEAL - OIL
24	1	413013	COVER - ADAPTER	57	1	486017	SEAL - OIL
25	2	414021	CAPSCREW 1/4-20UNC X 1.0 LG ALLTRD HX HD GR5 NYLOK	58	1	486069	SEAL - THREAD
26	10	414045	CAPSCREW 1/4-20UNC X 7/8 LG HX HD GR5 ZIP	59	4	486070	SEAL - THREAD
27	4	414039	CAPSCREW 1/4-20UNC X 1.0 LG HX HD GR5	60	1	488012	SHIM
28	1	414224	CAPSCREW 3/8-16UNC X 1.5 LG ALLTRD HX HD GR5 ZIP	61	2	494002	SPRING
29	2	414277	CAPSCREW 3/8-16UNC X 1.0 LG HX HD GR5 NYLOK	62	1	494007	SPRING
30	6	414282	CAPSCREW 3/8-16UNC X 1.25 LG HX HD GR5	63	1	494053	SPRING
31	4	414839	CAPSCREW 1/4-20UNC X .88 LG HX SOC BTN HD BLK	64	1	518014	WASHER - THRUST
32	4	414842	CAPSCREW 1/4-20UNC X 1.75 LG SOC HD ZIP LOK-WEL	65	2	518015	WASHER - THRUST
33	2	414952	CAPSCREW 1/2-13UNC X 1/50 LG HX SOC HD ZIP				

LIMITED WARRANTY

RAMSEY WINCH warrants each new RAMSEY winch to be free from defects in material and workmanship for a period of one (1) year from date of purchase.

The obligation under this warranty, statutory or otherwise, is limited to the replacement or repair at the Manufacturer's factory, or at a point designated by the Manufacturer, of such part that shall appear to the Manufacturer, upon inspection of such part, to have been defective in material or workmanship.

This warranty does not obligate RAMSEY WINCH to bear the cost of labor or transportation charges in connection with the replacement or repair of defective parts, nor shall it apply to a product upon which repair or alterations have been made, unless authorized by Manufacturer, or for equipment misused, neglected or which has not been installed correctly.

RAMSEY WINCH shall in no event be liable for special or consequential damages. RAMSEY WINCH makes no warranty in respect to accessories such as being subject to the warranties of their respective manufacturers.

RAMSEY WINCH, whose policy is one of continuous improvement, reserves the right to improve its products through changes in design or materials as it may deem desirable without being obligated to incorporate such changes in products of prior manufacture.

If field service at the request of the Buyer is rendered and the fault is found not to be with RAMSEY WINCH's product, the Buyer shall pay the time and expense to the field representative. Bills for service, labor or other expenses that have been incurred by the Buyer without approval or authorization by RAMSEY WINCH will not be accepted

See warranty card for details.



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