

Lewmar Pro-Sport/Series/Fish Windlass

65001242 Issue 3

Owner's Installation,
Operation & Basic
Servicing Manual



LEWMAR®

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1. Introduction

Dear Customer,

Thank you for choosing Lewmar. Lewmar products are world renowned for their quality, technical innovation and proven performance. With a Lewmar product you will be provided with many years of outstanding service.

1.1 Product support

Lewmar products are supported by a worldwide network of distributors and Authorised Service Representatives. If you encounter any difficulties with this product, please contact your national distributor, or your local Lewmar dealer.

1.2 CE Approvals

For CE approval certificates contact Lewmar.

1.3 Important information about this manual

Throughout this manual, you will see safety and product damage warnings. You must follow these warnings carefully to avoid possible injury or damage.

The type of warnings, what they look like, and how they are used in this manual are explained as follows:

⚠ WARNING! This is a warning against anything which may cause injury to people if the warning is ignored. You are informed about what you must or must not do in order to reduce the risk of injury to yourself and others.

🚫 SAFETY SYMBOL. When you see the safety symbol it means: "Do not..."; "Do not do this"; or "Do not let this happen".

2. Safety Notices

⚠ WARNING!

IMPORTANT: Read these notes before continuing.

2.1 Windlass general

Classification Societies and Lewmar require that a vessel at anchor must have its chain/rode held by a chain stopper or equivalent strong point at all times!

At all times it is the responsibility of the boat user to ensure that the anchor and rode are properly stowed for the prevailing sea conditions. This is particularly important with high-speed powerboats, because an anchor accidentally deploying while under way can cause considerable damage. An anchor windlass is mounted in the most exposed position on a vessel and is thus subject to severe atmospheric attack resulting in a possibility of corrosion in excess of that experienced with most other items of deck equipment. As the windlass may only be used infrequently, the risk of corrosion is further increased. It is essential that the windlass is regularly examined, operated and given any necessary maintenance.

Please ensure that you thoroughly understand the operation and safety requirements of the windlass before commencing the installation. Only persons who are completely familiar with the controls and those who have been fully made aware of the correct use of the windlass should be allowed to use it. If there is any doubt of how to install or operate this unit please seek advice from a suitably qualified engineer.

- Windlasses used incorrectly could cause harm to equipment or crew.
- Windlasses should be used with care and treated with respect.
- Boating, like many other activities can be hazardous. Even the correct selection, maintenance and use of proper equipment cannot eliminate the potential for danger, serious injury or death.
- Lewmar windlasses are designed and supplied for anchor control in marine applications and are not to be used in conjunction with any other use.

⚠ WARNING!

- Keep limbs, fingers, clothing and hair clear of windlass and anchor rope/chain and anchor during operation. Severe bodily harm would result.
- Ensure there are no swimmers or divers nearby when dropping anchor.
- When the Windlass is not in use the anchor must be tied off onto a cleat or equivalent strong point to prevent damage to the boat.
- Windlass must not be used as the sole means of securing the anchor to the bow fitting especially under storm conditions. Anchors should be independently secured to prevent accidental release.
- Classification Societies require that a vessel lying at anchor must have its anchor rope/chain secured to a suitable independent strong point.
- Do not use windlass for ANY purpose other than deployment and recovery of anchor.
- Do not wrap chain around a capstan barrel or drum where fitted.
- A circuit breaker/isolator should always be used with this windlass to protect the motor and cables from overheating and damage.
- Always switch off this windlass at the circuit breaker/isolator when not in use.
- It is the unavoidable responsibility of the owner or master or other responsible party to assess the risk of any operation on the vessel.
- Windlass must not be operated whilst under the influence of alcohol or drugs.

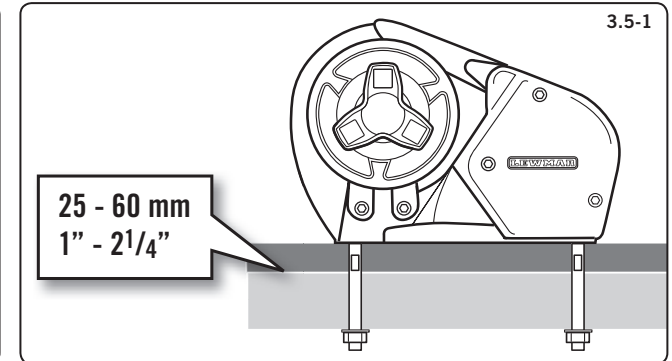
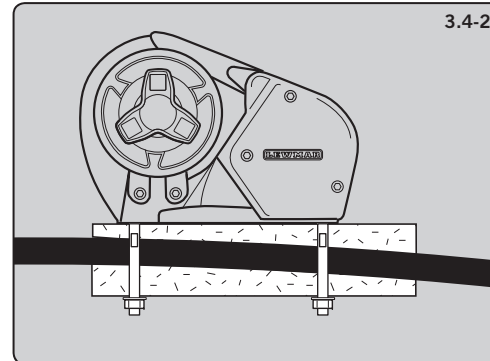
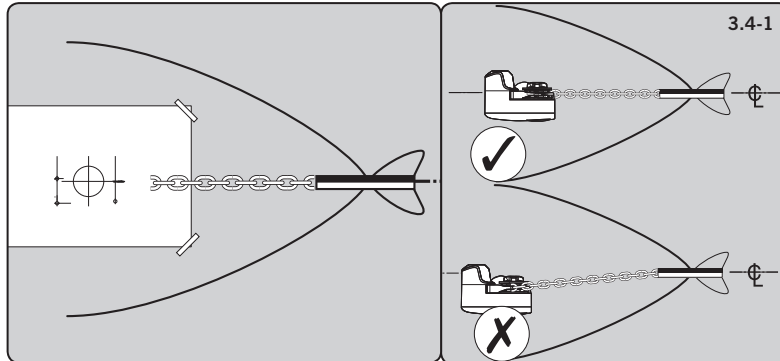
2.2 Fitting

- This equipment must be installed and operated in accordance with the instructions contained in this manual. Failure to do so could result in poor product performance, personal injury and/or damage to your boat.
- Consult the boat manufacturer if you have any doubt about the strength or suitability of the mounting location.

2.3 Electrical

- Make sure you have switched off the power before you start installing this product.
- This product requires installation by a suitably qualified electrical engineer.

3. Installation



3.1 Basic requirements

Each installation requires:

WINDLASS INSTALLATION

The following tools:

- An appropriate marine sealant
- 10mm ($\frac{3}{8}$ ") Drill
- 76mm (3") Hole Saw

WIRING INSTALLATION

- Crimping Pliers/Wire Stripper
- Suitable electrical cable and crimp terminals

3.2 Accessories

Use only genuine Lewmar parts and accessories to ensure top performance and eliminate the risk of voiding your warranty. For replacement parts, please visit your dealer or the Lewmar web site.

3.3 Gypsy Suitability

Gypsies fitted to the Pro range of windlasses are ideally suited to handling our factory made Rope/Chain combination rodes, which consist of rope spliced to a chain tail. See Specifications section for details.

Ropes used must be windlass grade, medium lay nylon. Ropes from different manufacturers have wide variations in stretch and consistency in diameter. Therefore, rope and chain from other manufacturers may require some experimentation to determine the optimum size.

Should you have difficulty in matching a gypsy to your chain please consult your local agent or our international network of distributors.

3.4 Above deck preparation

- **NOTE:** All Installation illustrations are based on the Pro-Sport unless otherwise stated.

IMPORTANT: Plan location carefully and allow for the following:

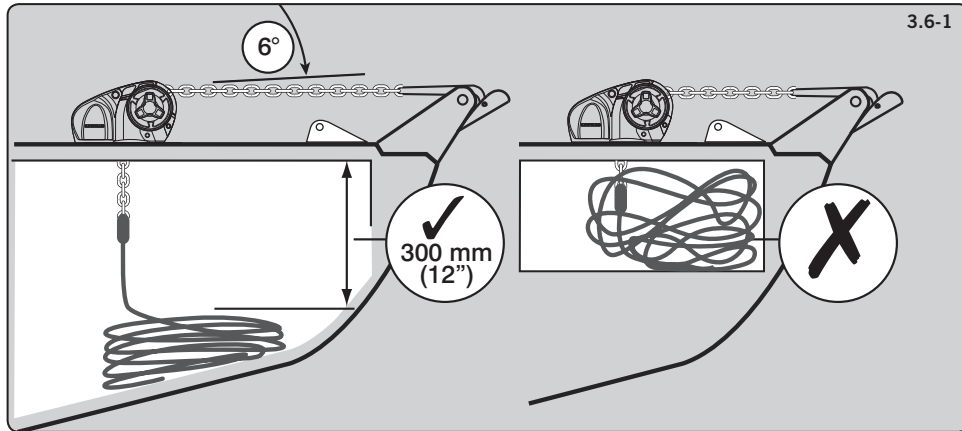
1. Make an accurate drilling template using the product dimensions from the dimension template and decide upon a position for it with reference to the vessel's bow roller and the chain locker below .
- Pro-Series/Fish only. Rotation of manual operating wrench handle.
- If possible, select a flat area of deck.
2. If the deck is not flat, a suitable mounting pad may be required to take up camber or sheer.

- **NOTE:** If in doubt about the suitable construction of the pad consult a qualified marine engineer.
- **NOTE:** Decks that are thin, or of foam or balsa laminate construction, will require reinforcement in order to spread the loads that will be applied to the deck while the windlass is in use.

3.5 Deck thickness

- The deck is an integral component of the windlass it has to secure the windlass and be strong enough to cope with the high torque stresses involved in recovering the anchor.
1. Lewmar recommends a minimum deck thickness of 25mm (1"), M8 Studs suit deck and packing thickness of 25-60mm (1" - 2 $\frac{1}{4}$ ").

3. Installation



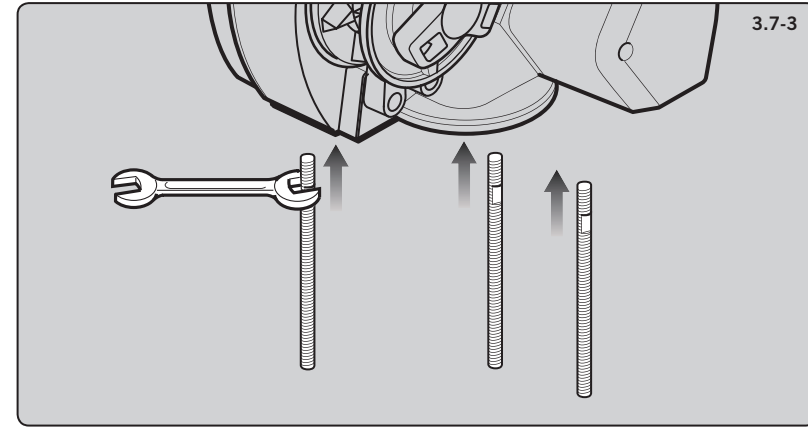
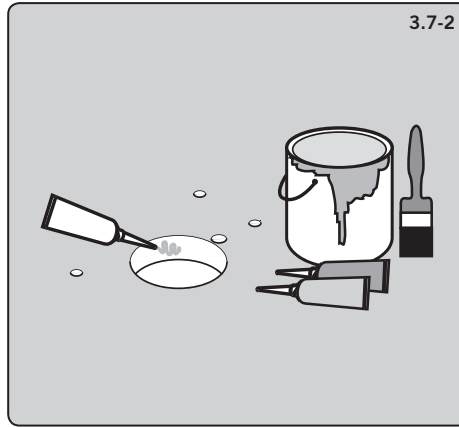
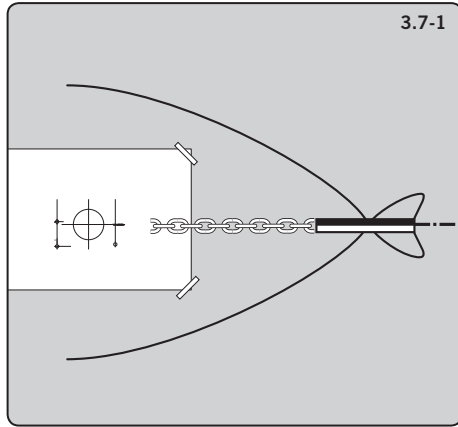
3.6 Bellow deck preparation

IMPORTANT: The positioning of the windlass must be checked prior to cutting for deck/hull and bulkhead clearance.

1. Lead from the roller should be fed horizontally back to the top of the gypsy and along its centre line within $\pm 6^\circ$. There must be sufficient vertical fall for the chain or rope when hauling in.

⚠ WARNING! Failure to provide minimum vertical fall can cause jamming.

3. Installation



3.7 Above deck fitting

1. Using your template and after you have checked all the above and below deck requirements cut the following holes.

- **Pro-Series/Fish**

Using a 10mm ($3/8$ ") diameter drill, make the three holes for the mounting studs and two for the motor cables. With a 76mm (3") diameter hole saw make one hole for the rode to pass through.

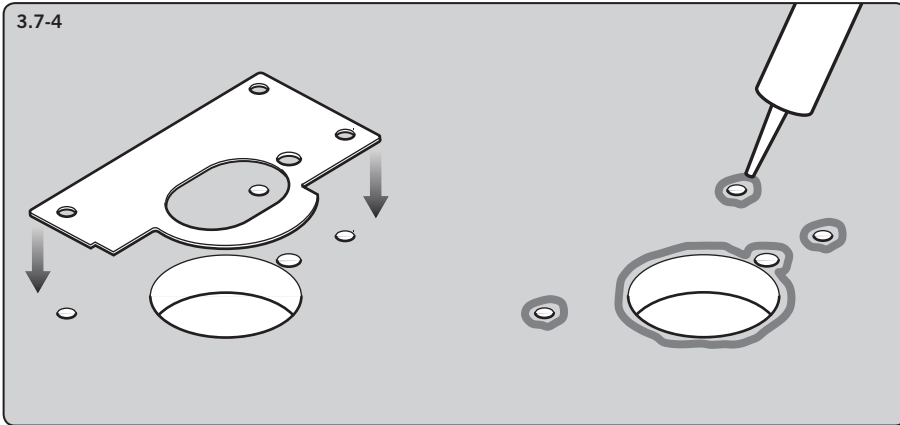
- **Pro-Sport**

Using a 10mm ($3/8$ ") diameter drill, make the three holes for the mounting studs and one for the cables. With a 76mm (3") diameter hole saw, make one hole for the rode to pass through.

2. When all the holes have been made, remove the template. To help avoid water absorption by the deck, apply an appropriate marine sealant to the freshly cut hole edges.

3. Assemble and tighten studs into base until they bottom out in their holes. Some studs have a flat. Position the flats of the studs nearest the base of the windlass.

3. Installation

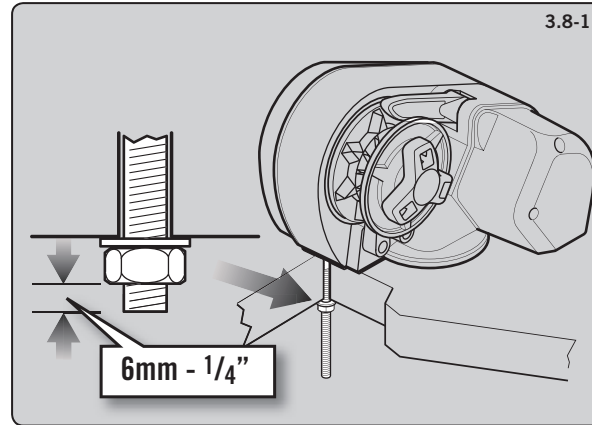


4. Place the base mat in position on the deck. Optionally, apply a suitable sealant to the base of the windlass, any mounting pad or around the studs.

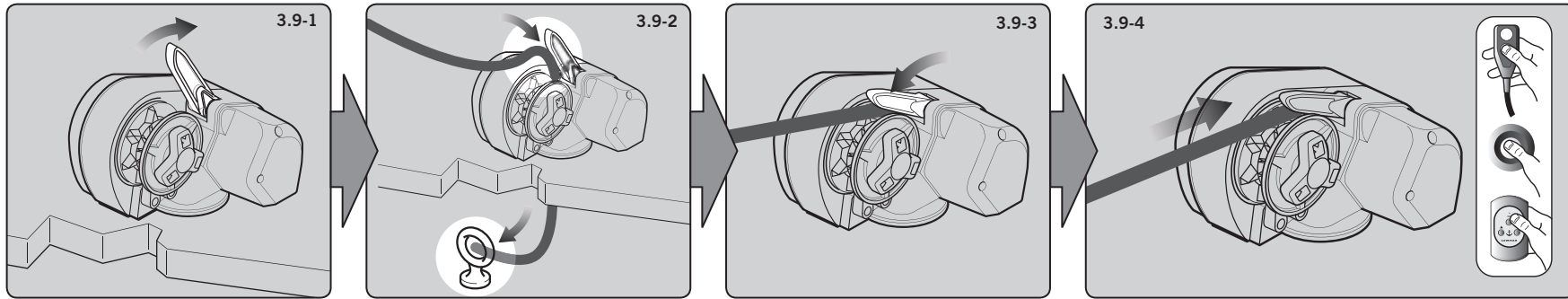
3.8 Under deck fitting

1. Fit windlass to deck. Trim the studs back to 6mm (1/4") below the fully tightened nuts to prevent snagging anchor rope/chain if necessary.
- **NOTE:** If using silicone or other rubbery type sealant, it is advisable to allow curing of the sealant before final tightening of the mounting nuts.

⊘ **DO NOT** use a permanent adhesive/sealant, eg. 5200.



3. Installation



⚠ WARNING! Isolate the windlass using circuit breaker/isolator.

3.9 Loading rope/chain

- Illustrations based on Pro-Sport.
 - For safety and performance Lewmar recommends the use of matched Lewmar anchor rodes.
1. Pull out control arm.
 2. Feed anchor rope/chain into entry hole. Tie off to suitable strong point.
 3. Align rope/chain in gypsy. Release control arm and wrap rope/chain around gypsy.
 4. Power load rest of anchor rope/chain.

4. Electrical Wiring

4.1 Electric cable selection

Lewmar recommends the installer source and install cable that meets the requirements of the standards and regulations relevant to the installation and codes of practice.

The cable table gives recommended cable sizes based on total length of cable required, from the battery, following the route of the cables.

⊘ DO NOT confuse cable length with the length of the vessel!

- Windlass performance is directly related to cable size and length. Voltage drop over the complete wiring run must not exceed 10%.

4.2 Wiring

Plan the installation to suit the controls and give the operator a full view of the windlass. The wiring system should be of the fully insulated type, which avoids possible electrolytic corrosion problems. We recommend the use of type III stranded, tinned copper wire with copper crimp terminals. Most modern installations are negative return (negative ground) but polarity should be checked.

Overload protection, in the form of the circuit breaker/fuse supplied, must be built into the windlass wiring circuit.

- **NOTE:** The circuit breaker should be positioned close to the battery in a dry, readily accessible place.
- The breaker must be manually reset should an overload occur that causes it to trip to the off position.

⚠ WARNING!

- If you are not sure you understand these guidelines, seek professional help. Ensure that the installation complies with USCG, ABYC, NMMA or other local regulations.

4. Electrical Wiring

4.3 Control switch installation

Follow the mounting instructions supplied with the switch.

- **NOTE:** In a multi station installation all switches must be wired in a parallel circuit.

Model	Voltage	Cable sizing for length of cable run						Circuit breaker	Contactor	Contactor box	Control box

	V	0 - 7 m	0 - 23 ft	7 - 15 m	23 - 50 ft	15 - 22 m	50 - 73 ft	A			
Pro-Series 700	12	10 mm ²	8 AWG	16 mm ²	6 AWG	25 mm ²	4 AWG	50A (68000348)	68000939	68000965	68000963
Pro-Series 1000	12	10 mm ²	6 AWG	25 mm ²	4 AWG	35 mm ²	0 AWG	70A (68000240)	68000939	68000965	68000963
Pro-Sport	12	16 mm ²	6 AWG	25 mm ²	4 AWG	35 mm ²	2 AWG	25A (68000603)	68000939	68000965	68000963

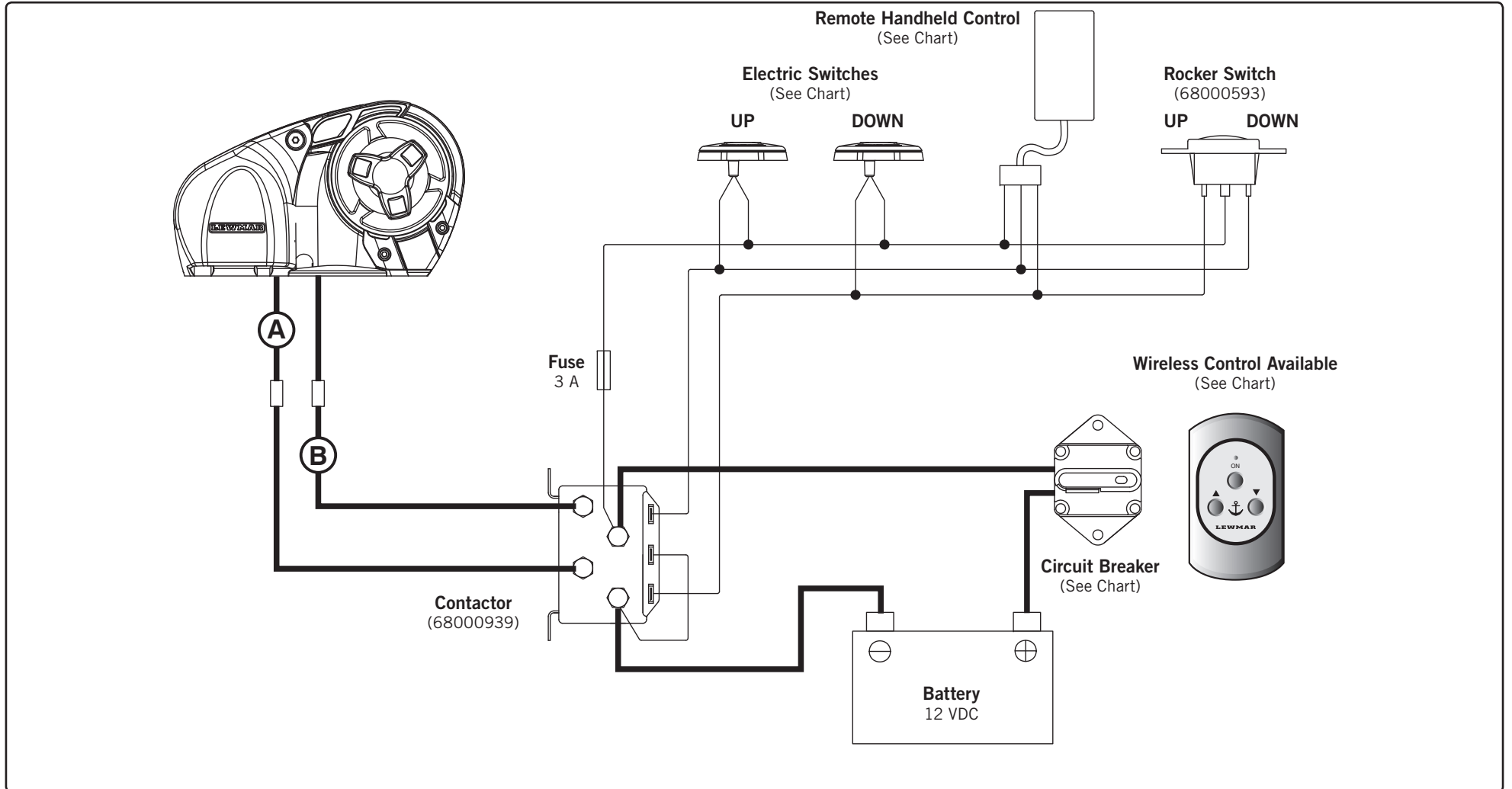
Wireless remote 3 button windlass only	Wireless remote 5 button windlass and thruster	Hand-held control switch	Dulux wired remote control	Deck switch UP Grey / White / SS	Deck switch DOWN Grey / White / SS	Rocker switch
68000967	68000968	68000599	68000524	68000 - 884 / 917 / 889	68000 - 883 / 918 / 888	68000593

- **NOTE:** Wireless remote also available.
- **NOTE:** Wireless remote can only be used if a contactor is fitted. See wireless remote instructions for wiring details.

4. Electrical Wiring

4.4 Pro wiring diagram with contactor

- Installation instructions are supplied separately with any accessories.

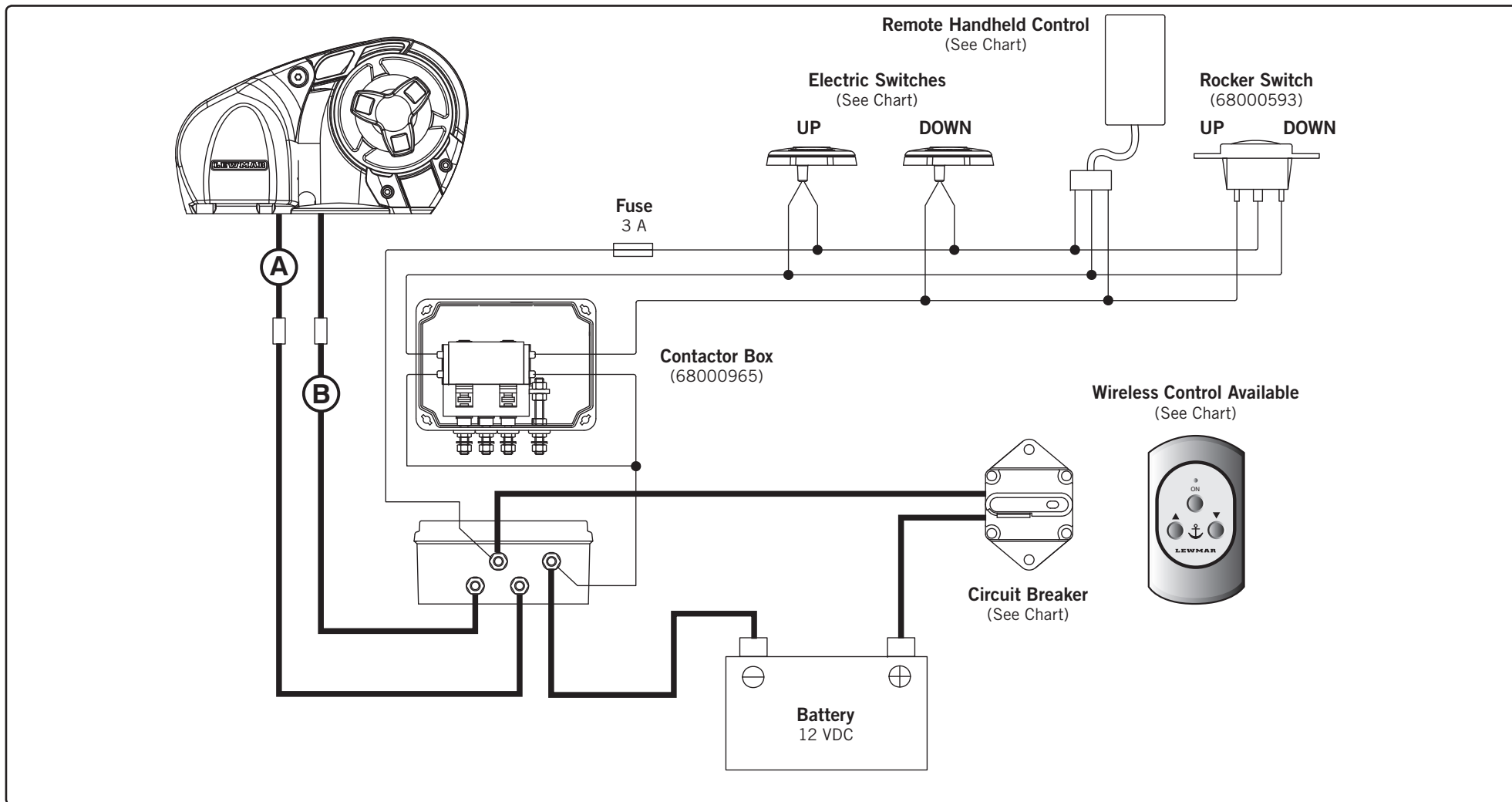


- **NOTE:** Cable Colours
A = Black
B = Red
- Switch wire thickness:
1.5 mm² (16 AWG)

4. Electrical Wiring

4.5 Pro wiring diagram with contactor box

- Installation instructions are supplied separately with any accessories.

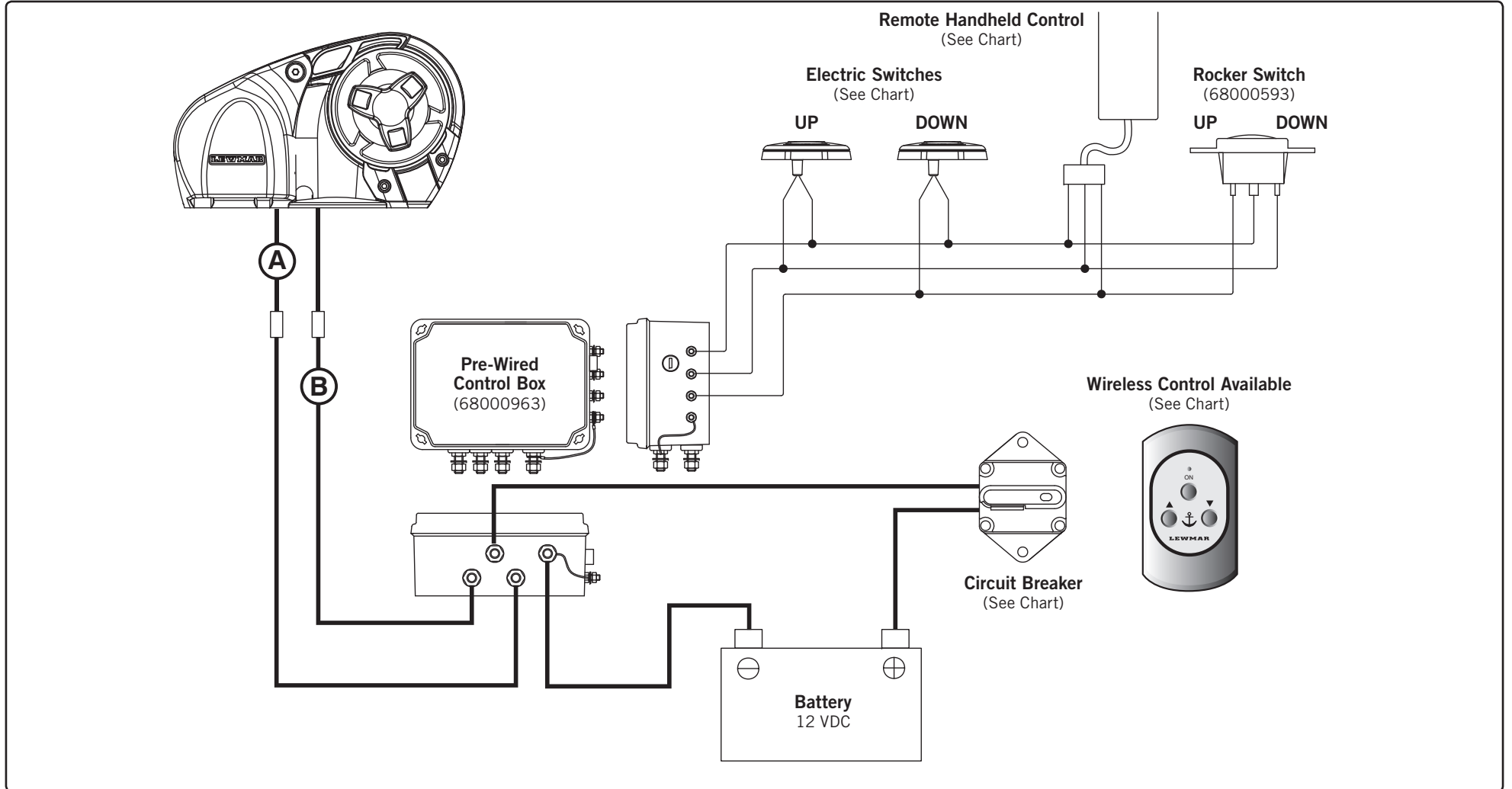


- **NOTE:** Cable Colours
A = Black
B = Red
- Switch wire thickness:
1.5 mm² (16 AWG)

4. Electrical Wiring

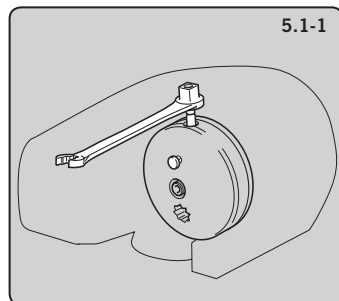
4.6 Pro wiring diagram with pre-wired control box

- Installation instructions are supplied separately with any accessories.



- **NOTE:** Cable Colours
A = Black
B = Red
- Switch wire thickness:
1.5 mm² (16 AWG)

5. Operation



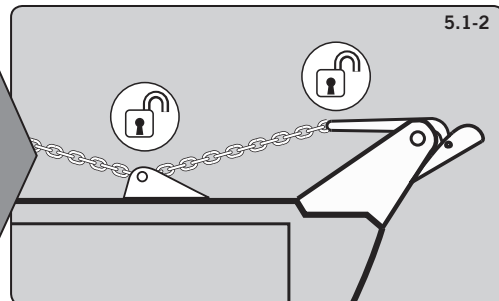
⚠ WARNING! Isolate the windlass using circuit breaker/isolator.

⚠ WARNING! Trapping, crushing or entanglement danger whilst operating windlass manually or under power.

5.1 Pro-Fish braked anchor freefall

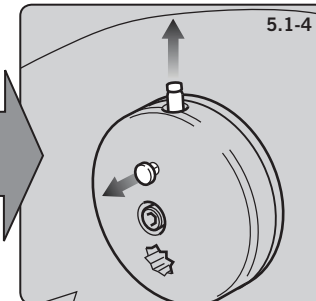
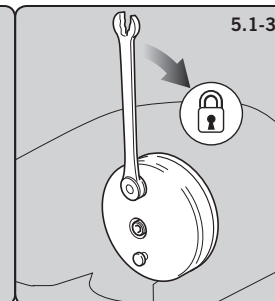
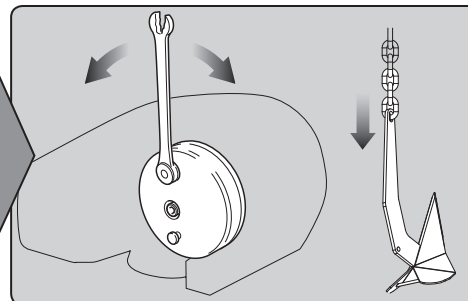
Use this method for quicker anchor deployment and to save battery power. Observe maritime anchor deployment safety rules.

1. Disengage the capstan drive by pressing the plunger button on the capstan drive cap and pressing the locking button until the plunger remains in the down position.
2. Release any anchor locks
3. When safe insert the Lewmar wrench in to the capstan drive cap. Rotate clockwise to grip the gypsy and anticlockwise to free the gypsy controlling the rate of descent of the anchor. Once deployed adjust desired scope if using a rope/chain, lock the clutch by turning the drive cap clockwise and engage the anchor locks.

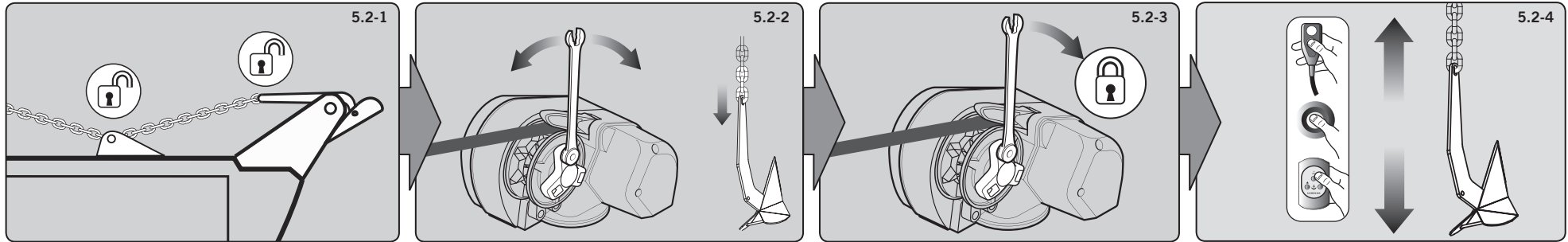


⚠ WARNING! Always remove wrench handle after use.

4. To return the windlass back to powered operation pull the locking button out disengaging the plunger.
 - Engage the circuit breaker/isolator and press the UP/DOWN button. See Sec 5.4 for powered operation.



5. Operation



⚠ WARNING! Isolate the windlass using circuit breaker/isolator.

⚠ WARNING! Trapping, crushing or entanglement danger whilst operating windlass manually or under power.

5.2 Pro-Series/Sport braked anchor freefall

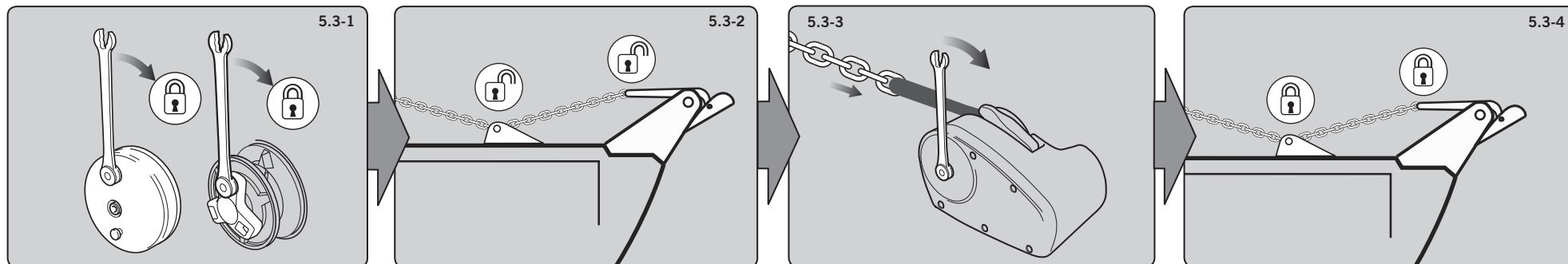
Use this method for quicker anchor deployment and to save battery power. Observe maritime anchor deployment safety rules.

1. Release any anchor locks
2. When safe, insert the Lewmar wrench in to the capstan drive cap. Rotate clockwise to grip the gypsy and anticlockwise to free the gypsy controlling the rate of descent of the anchor. Lock the clutch by turning the drive cap clockwise and engage the anchor locks.

⚠ WARNING! Always remove wrench handle after use.

3. To return the windlass back to powered operation lock the clutch by rotating the capstan drive cap clockwise until tight.
 4. Engage the circuit breaker/isolator and press the up button.
- **NOTE:** If the clutch nut is not tight the internal clutch mechanism will rotate freely and not engage the drive to the capstan. See Sec 5.4 for powered operation.

5. Operation



⚠ WARNING! Isolate the windlass using circuit breaker/isolator.

⚠ WARNING! Trapping, crushing or entanglement danger whilst operating windlass manually or under power.

5.3 Manual anchor recovery

• Pro-Sport versions have no manual recovery.

1. Pro-Series/Fish

Ensure capstan drive cap is tight so the clutch is locked.

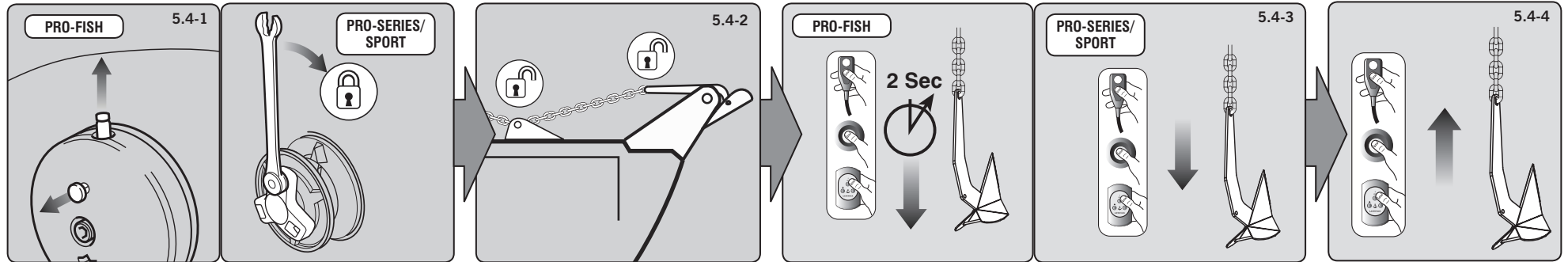
2. Release any anchor locks and when safe insert the Lewmar wrench or a standard 12mm (1/2") drive ratchet into the socket end of the driveshaft on the opposite site of the windlass to the gypsy.

3. Using the wrench, turn the driveshaft clockwise to retrieve anchor.

⚠ WARNING! Always remove wrench handle after use.

4. Once anchor is retrieved, ensure it is adequately secured to an independent strong point.

5. Operation



5.4 Power up/down

To release anchor:

1. Pro-Fish only

Check unit is not in manual mode and plunger is disengaged/up position.

Pro-Series/Sport

Check clutch nut is tight.

2. Release any anchor locks.

3. Engage the circuit breaker/isolator.

Pro-Fish only

When releasing the anchor, press DOWN button for 2 seconds until the anchor is under freefall. If the clutch was left in a locked position the anchor will move almost immediately, if unlocked it could take several seconds to fully re-engage the internal clutch.

- **NOTE:** Pressing the DOWN button for over 5 seconds will result in a longer clutch re-engagement time during the next UP command).

If using a rope/chain rode, motor astern to create the desired scope. Once scope has been created press the UP button continuously until freefall stops. It normally takes several seconds to fully re-engage the internal clutch mechanism, locking the windlass.

- **NOTE:** Failure to lock the windlass clutch could result in rope/chain creeping out.

Pro-Series/Sport

Press DOWN button.

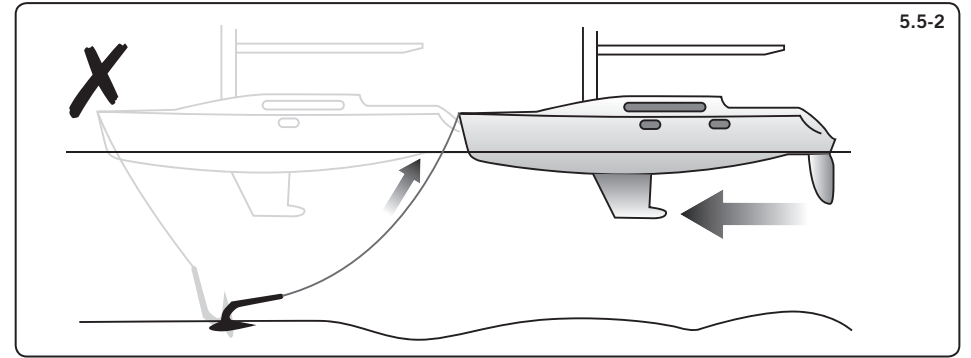
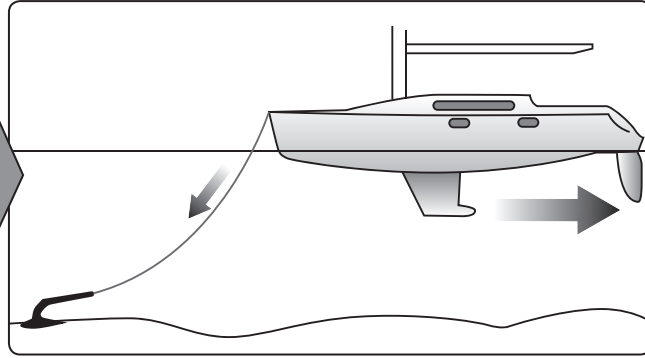
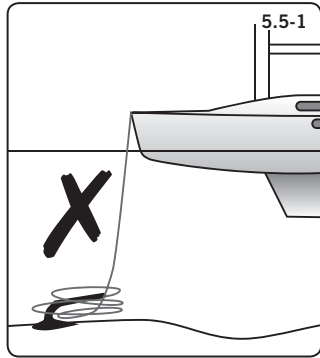
To retrieve anchor:

4. Pro-Series/Fish/Sport

Press the UP button continuously to retrieve the anchor.

- **NOTE:** Pro-Series/Sport. If the clutch nut is not tight the internal clutch will rotate freely and not engage the drive to the capstan.

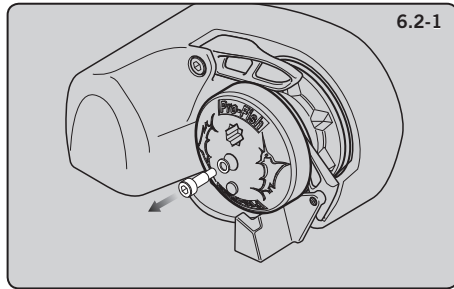
5. Operation



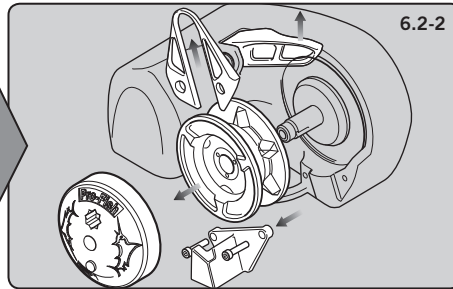
5.5 Operating tips

- Vessels at anchor will snub on the rode and this can cause slippage or apply excessive loads to the windlass.
-
- ⊘ When retrieving anchor do not overload or stall in windlass.
-
- ⊘ The rode should be secured directly to a bollard, sampson post or cleat and a chain secured by a chain stopper.
-
1. When anchoring, power rode out allowing the vessel to take up stern away preventing the rode tangling with anchor. Use this method for mooring stern first to a jetty.
 2. To aid recovery, under power, move vessel towards anchor but not over and beyond, as this can cause damage to topside.
- As anchor approaches the vessel use careful adjustments of controls to avoid damaging vessel.
 - **Scope:** As a guide it is recommended that the depth of chain to rope is 7 to 1 at anchor.

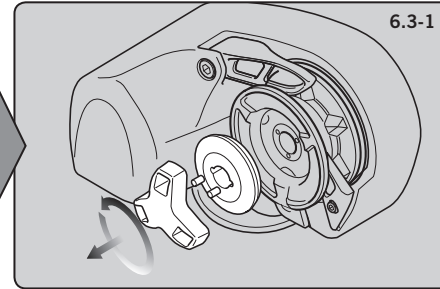
6. Servicing



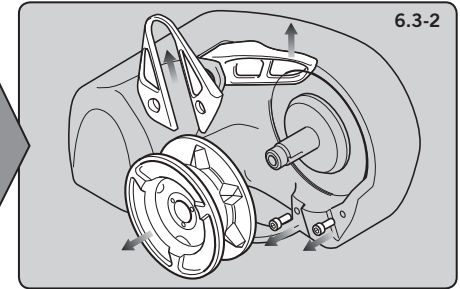
6.2-1



6.2-2



6.3-1



6.3-2

⚠ WARNING! Isolate the windlass using circuit breaker/isolator.

⚠ WARNING! Ensure rode is adequately secured to an independent strong point.

6.1 Servicing schedule

Regularly:

- Wash down the windlass using fresh water.
- Examine all electrical connections for corrosion, clean and lightly grease.
- Check anchor locker drain to avoid water damage to motor/gearbox.
- If anchor locker fills with water, check motor is dry and free of rust.
- Check anchor rode splice for wear.
- Check gypsy as it is a high wear item and will last longer if properly used. When re-assembling the cone and gypsy, add a small smear of grease to the contact surfaces.
- Check mounting studs after first two or three recoveries and regularly thereafter.

Annually:

- Check electric cables for damage. Repair/renew as required.
- Strip the above deck components, clean and lightly grease.
- Check motor/gearbox for corrosion, clean and repaint with a suitable marine grade oil based enamel paint.
- Remove electric motor cover and blow dust away from brushes using foot pump or similar taking care not to breathe any dust.

⚠ WARNING! Isolate the windlass using circuit breaker/isolator.

⚠ WARNING! Ensure rode is adequately secured to an independent strong point.

6.2 Pro-Fish gypsy replacement/service

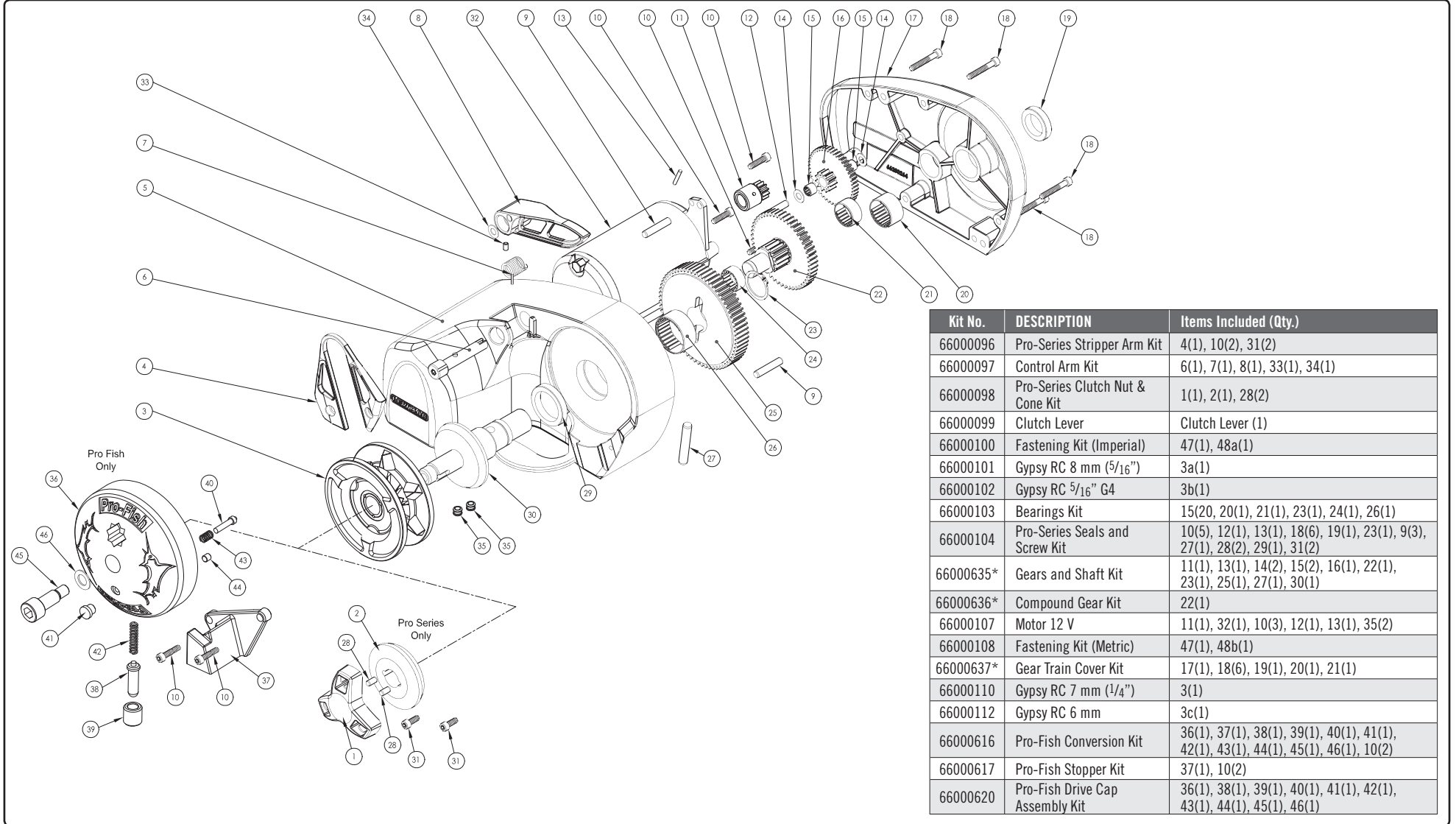
1. Remove shoulder screw from drive cap.
- **NOTE:** Shoulder screw has been set using Loctite® and may require heating to remove.
2. Remove drive cap. Unscrew and remove stopper cam. Remove stripper arm from gypsy, pull control arm back to clear gypsy and remove gypsy assembly from the driveshaft.
- Wash with clean water - DO NOT JET WASH.
- Assemble in reverse order. Clean and lightly grease components. When re-assembling the drive cap and gypsy, add a small smear of grease to the contact surfaces.

6.3 Pro-Series/Sport gypsy replacement/service

- Illustrations based on Pro-Series.
- 1. Unscrew and remove clutch nut and gypsy cone.
- 2. Unscrew and remove stripper arm. Pull control arm back to clear gypsy and remove gypsy assembly from the driveshaft.
- Wash with clean water - DO NOT JET WASH.
- Assemble in reverse order. Clean and lightly grease components. When re-assembling the cone and gypsy, add a small smear of grease to the contact surfaces.

6. Servicing

6.4 Pro-Series/Fish parts list

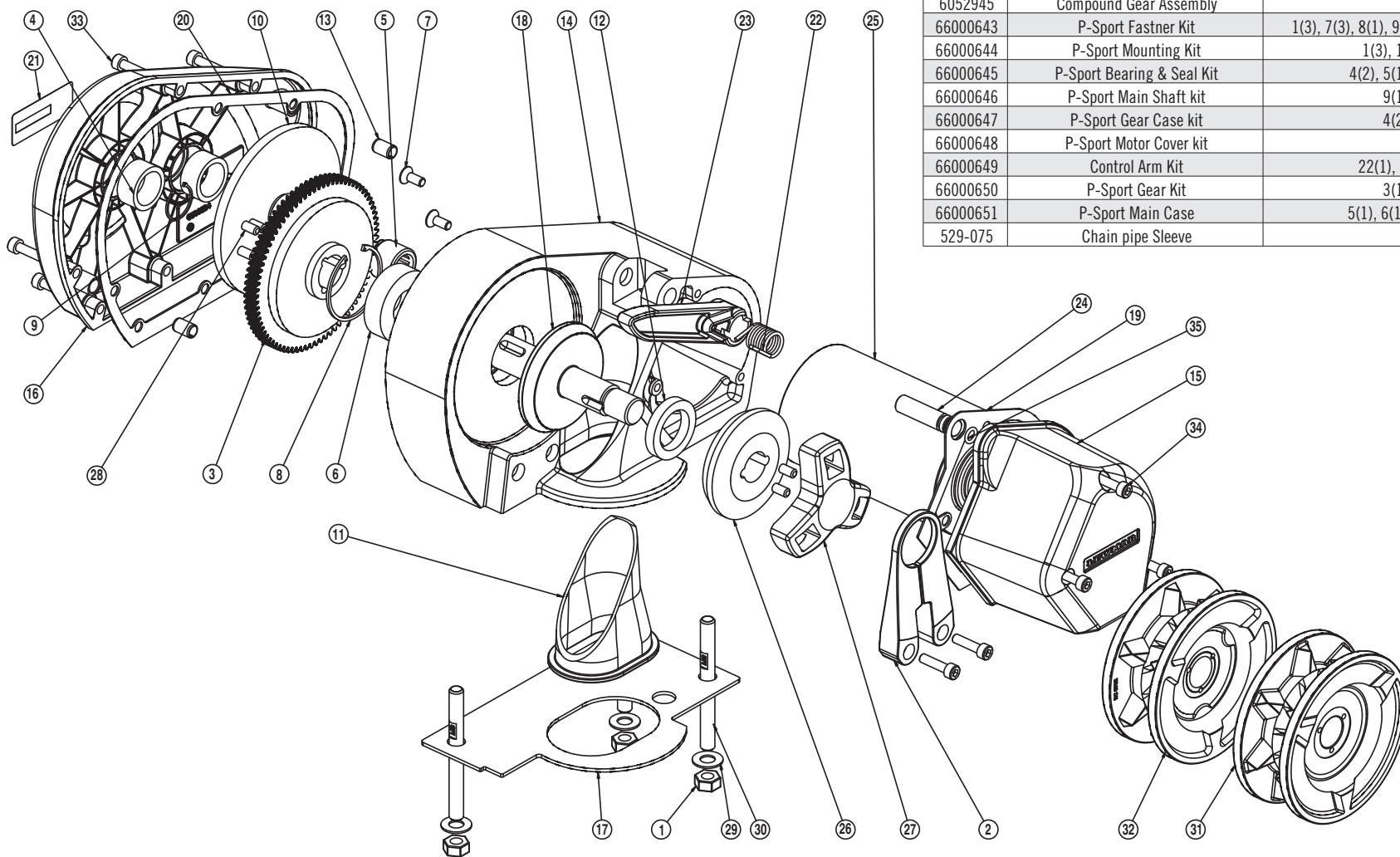


Kit No.	DESCRIPTION	Items Included (Qty.)
66000096	Pro-Series Stripper Arm Kit	4(1), 10(2), 31(2)
66000097	Control Arm Kit	6(1), 7(1), 8(1), 33(1), 34(1)
66000098	Pro-Series Clutch Nut & Cone Kit	1(1), 2(1), 28(2)
66000099	Clutch Lever	Clutch Lever (1)
66000100	Fastening Kit (Imperial)	47(1), 48a(1)
66000101	Gypsy RC 8 mm (5/16")	3a(1)
66000102	Gypsy RC 5/16" G4	3b(1)
66000103	Bearings Kit	15(20, 20(1), 21(1), 23(1), 24(1), 26(1)
66000104	Pro-Series Seals and Screw Kit	10(5), 12(1), 13(1), 18(6), 19(1), 23(1), 9(3), 27(1), 28(2), 29(1), 31(2)
66000635*	Gears and Shaft Kit	11(1), 13(1), 14(2), 15(2), 16(1), 22(1), 23(1), 25(1), 27(1), 30(1)
66000636*	Compound Gear Kit	22(1)
66000107	Motor 12 V	11(1), 32(1), 10(3), 12(1), 13(1), 35(2)
66000108	Fastening Kit (Metric)	47(1), 48b(1)
66000637*	Gear Train Cover Kit	17(1), 18(6), 19(1), 20(1), 21(1)
66000110	Gypsy RC 7 mm (1/4")	3(1)
66000112	Gypsy RC 6 mm	3c(1)
66000616	Pro-Fish Conversion Kit	36(1), 37(1), 38(1), 39(1), 40(1), 41(1), 42(1), 43(1), 44(1), 45(1), 46(1), 10(2)
66000617	Pro-Fish Stopper Kit	37(1), 10(2)
66000620	Pro-Fish Drive Cap Assembly Kit	36(1), 38(1), 39(1), 40(1), 41(1), 42(1), 43(1), 44(1), 45(1), 46(1)

* Kits are for use on Pro-Series/Fish with Serial Nos starting 561***, 563***, 565***, 571***, for earlier kits please check the manual supplied with your winch or contact a Lewmar distributor.

6. Servicing

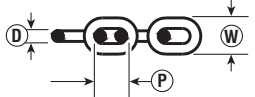
6.5 Pro-Sport parts list

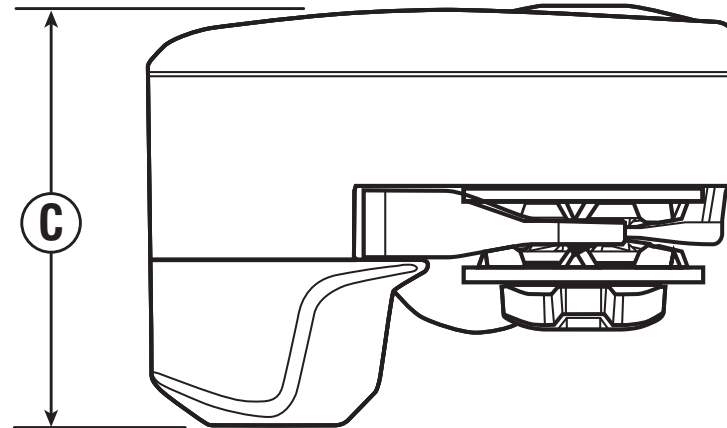
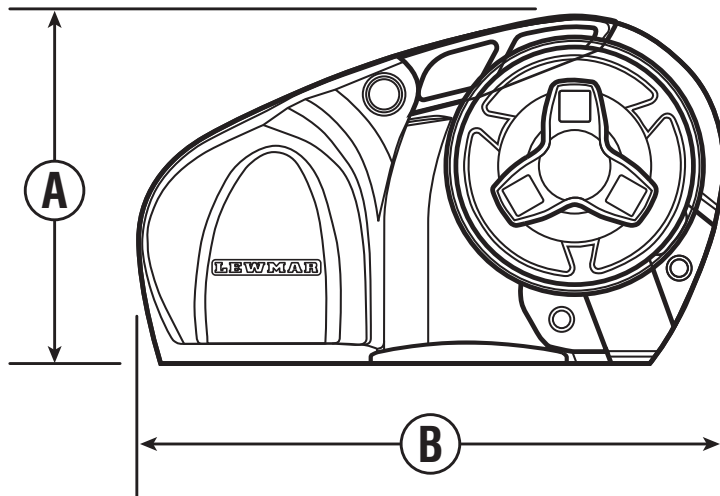


Kit No.	DESCRIPTION	Items Included (Qty.)
66000098	Clutch Nut & Cone Kit	26(1), 27(1), 28(2)
66000099	Clutch Lever Kit	Clutch lever (Not shown)
66000110	Gypsy RC 1/4" inch (7mm)	32(1)
66000112	Gypsy RC 6mm	31(1)
6052907	Fleming, Rope / Chain	2(1)
6052904	12V / 150W Electric Motor	25(1), 7(3)
6052945	Compound Gear Assembly	10(1)
66000643	P-Sport Fastner Kit	1(3), 7(3), 8(1), 9(1), 13(2), 24(1), 33(8), 34(3)
66000644	P-Sport Mounting Kit	1(3), 17(1), 29(3), 30(3)
66000645	P-Sport Bearing & Seal Kit	4(2), 5(1), 6(1), 12(1), 35(1)
66000646	P-Sport Main Shaft kit	9(1), 18(1), 28(5)
66000647	P-Sport Gear Case kit	4(2), 16(1), 20(1)
66000648	P-Sport Motor Cover kit	15(1), 19(1)
66000649	Control Arm Kit	22(1), 23(1), 24(1), 35(1)
66000650	P-Sport Gear Kit	3(1), 10(1), 28(3)
66000651	P-Sport Main Case	5(1), 6(1), 8(1), 12(1), 14(1),
529-075	Chain pipe Sleeve	11(1)

7. Specifications

7.1 Pro-Series/Fish dimensions



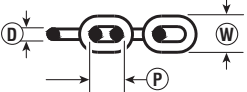
								
			D (mm)	D (inch)	P (mm)	P (inch)	W (mm)	W (inch)
RC0690 Gypsy No. 502	12 mm (1/2") 3 Strand and 8 Plait	6 mm DIN 766	6	0.236	18.5	0.728	20.4	0.803
		7 mm DIN 766	7	0.276	22	0.866	23.8	0.937
RC0761 Gypsy No. 503	12 mm (1/2") 3 Strand and 8 Plait	1/4" ISO G4	7	0.276	21.3	0.840	24.4	0.962
		1/4" BBB	7.14	0.281	22.1	0.870	25.2	0.992
		8 mm DIN 766	8	0.315	24	0.945	27.2	1.070
RC0860 Gypsy No. 504	14-16 mm (9/16" - 5/8") 3 Strand and 8 Plait (5/8" only)	8 mm ISO 4565	8	0.315	24	0.945	28.8	1.134
		5/16" BBB	8.73	0.343	25.4	1.000	30.1	1.186
		8 mm ISO 766	8	0.315	24	0.945	27.2	1.070
RC0864 Gypsy No. 516	14-16 mm (9/16" - 5/8") 3 Strand and 8 Plait (5/8" only)	8 mm ISO 4565	8	0.315	24	0.945	28.8	1.134
		5/16" ISO G4	8.36	0.329	26.16	1.030	28.4	1.118

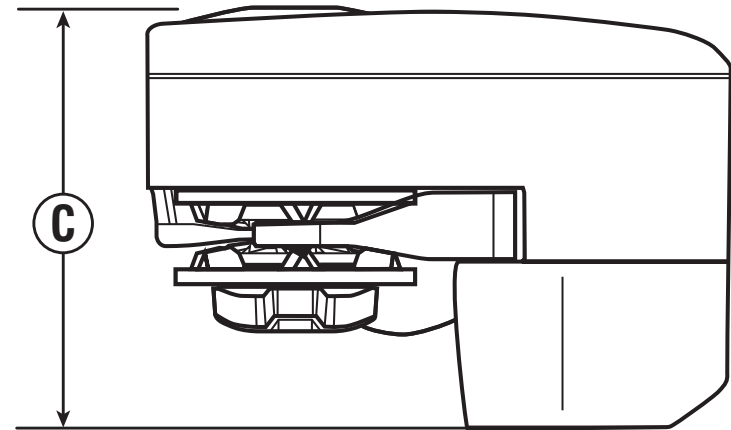
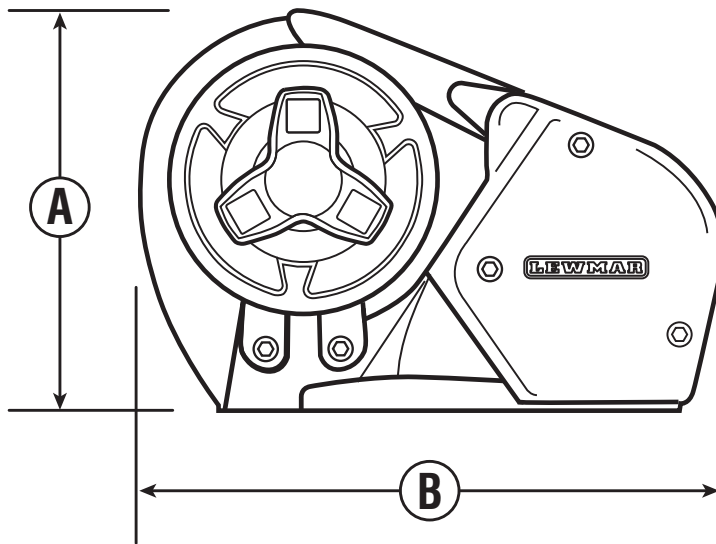


Model	A		B		C	
	mm	in	mm	in	mm	in
Series/Fish	146	5 3/4	245	9 5/8	178	7

7. Specifications

7.2 Pro-Sport dimensions

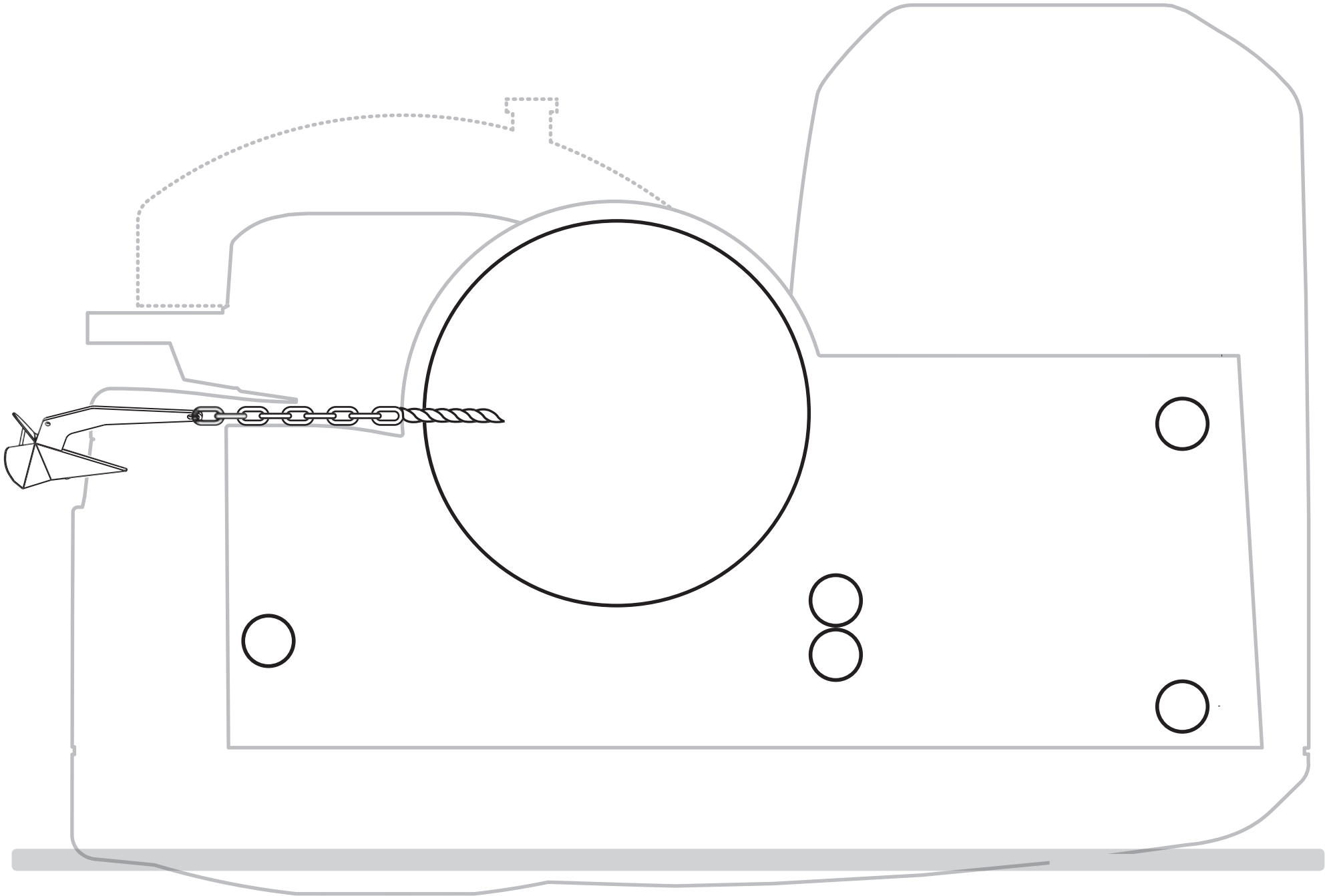
								
			D (mm)	D (inch)	P (mm)	P (inch)	W (mm)	W (inch)
RC0670 Gypsy No. 502	12 mm (1/2") 3 Strand and 8 Plait	6 mm DIN 766	6	0.236	18.5	0.728	20.4	0.803
RC0761 Gypsy No. 503	12 mm (1/2") 3 Strand and 8 Plait	7 mm DIN 766	7	0.276	22	0.866	23.8	0.937
		1/4" ISO G4	7	0.276	21.3	0.840	24.4	0.962
		1/4" BBB	7.14	0.281	22.1	0.870	25.2	0.992



Model	A		B		C	
	mm	in	mm	in	mm	in
Sport	143	5 ⁵ / ₈	214	8 ⁷ / ₈	181	7 ¹ / ₈

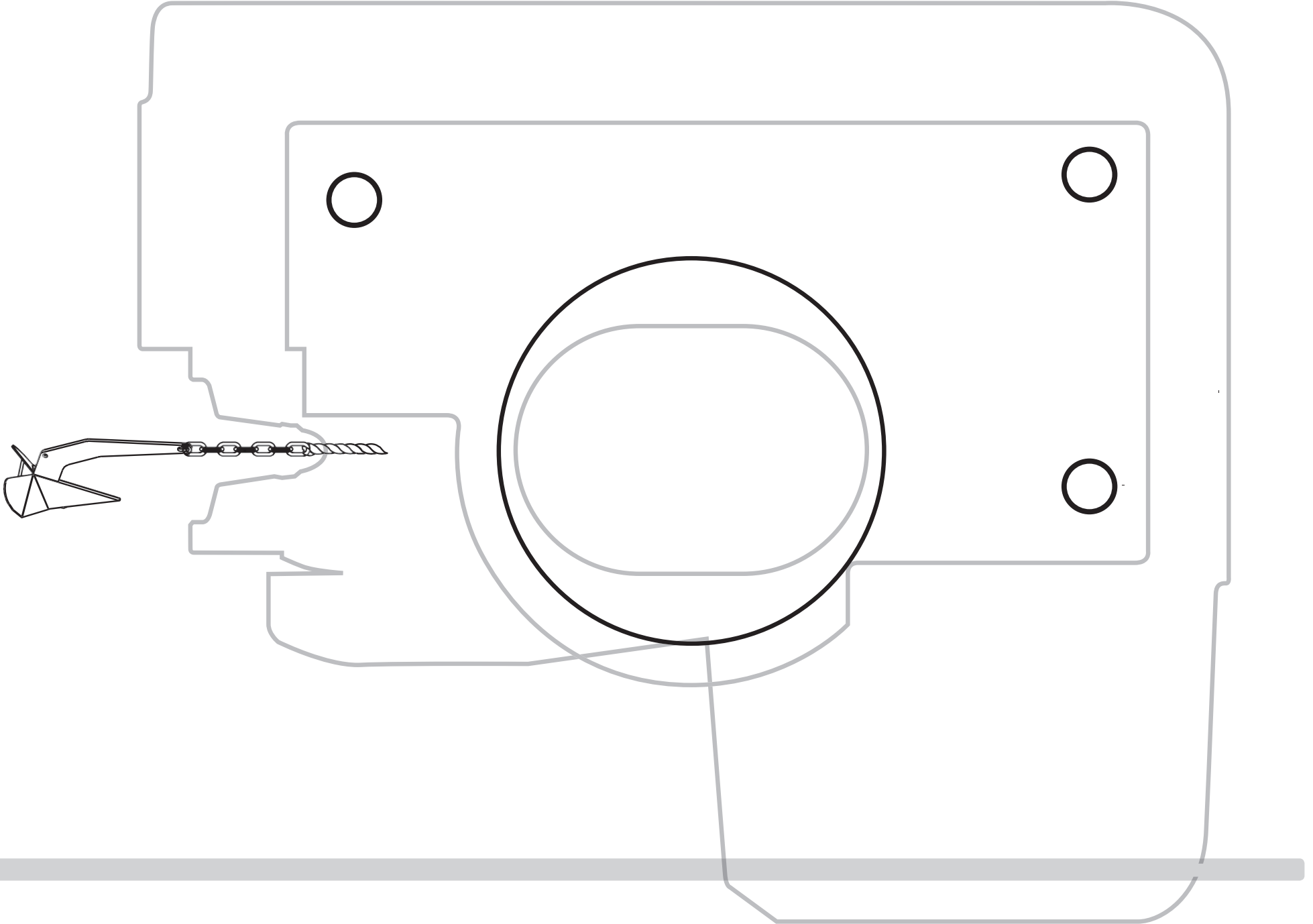
7. Specifications

7.3 Pro-Series/Fish deck template guide



7. Specifications

7.4 Pro-Sport deck template guide



7. Specifications

7.5 Electric specifications

Model	Power Option	Motor	Typical Max. Pull	Maximum Line Speed	Typical Working Load	Normal Current Draw	Total Weight	Circuit Breaker

	V	W	kg	lb	m/min	ft/min	kg	lb	A	kg	lb	A
Pro-Series 700	12	500	320	700	32	105	79	175	35	8.5	19	50
Pro-Series 1000	12	700	454	1000	32	105	114	250	50	9.5	21	70
Pr-Fish 700	12	500	320	700	32	105	79	175	35	8.5	19	50
Pro-Fish 1000	12	700	454	1000	32	105	114	250	50	9.5	21	70
Pro-Sport	12	150	250	550	30	98	62.5	137.5	20	6.5	14	25

8. Trouble shooting

8.1 Electric windlass

- Anchor rode pays out independently while windlass is not in use.
 - This problem is a result of not securing the anchor rode combined with the gypsy drive cap being slack. Tighten the gypsy drive cap using the winch handle and always secure the anchor rode independently of the windlass when not in use.
- Failure to operate or sluggish operation.
 - The majority of these problems are electrical in nature. It is essential that the proper voltage be maintained. The proper voltage on a 12 Volt system is 13.5 Volts, constant low voltage will damage motor.
Ensure electrical cable size is large enough to handle the current draw and keep voltage drop within acceptable limits.
 - Check control switches, connections, battery condition, isolator switch, fuse and motor for operation failure.
- Failure to operate.
 - Is there a voltage at the input terminals to the contactor and switches. Check the circuit breaker/isolator switch and any fuses.
 - Operate the switch. Is there voltage at the positive switch terminal on the solenoid. If not, the switch (or its wiring), is defective.
 - Keep the switch activated. Is there voltage at the main output terminal on the contactor. If not check the contactor coil ground circuit. If okay, replace the contactor.
 - Check the voltage at the motor. If voltage is present, the motor is defective.

9. Warranty

9.1 Limited Warranty and Key Terms of Supply by Lewmar

Lewmar warrants that in normal private pleasure boat usage and with proper maintenance its products will conform with their specification for a period of three years from the date of purchase by the end user, subject to the conditions, limitations and exceptions listed below. Any product, which proves to be defective in normal usage during that three-year period, will be repaired or, at Lewmar's option, replaced by Lewmar.

A CONDITIONS AND LIMITATIONS

- Lewmar's liability shall be limited to the repair or replacement of any parts of the product which are defective in materials or workmanship.
- Responsibility for the selection of products appropriate for the use intended by the Buyer shall rest solely with the Buyer and Lewmar accepts no responsibility for any such selection.
- Lewmar shall not be liable in any way for Product failure, or any resulting loss or damage that arises from:
 - use of a product in an application for which it was not designed or intended;
 - corrosion, ultra violet degradation or wear and tear;
 - a failure to service or maintain the product in accordance with Lewmar's recommendations;
 - faulty or deficient installation of the product (unless conducted by Lewmar);
 - any modification or alteration of the product;
 - conditions that exceed the product's performance specifications or safe working loads.
- Abuse
- Product subject to a warranty claim must be returned to the Lewmar outlet that supplied the product for examination unless otherwise approved by Lewmar in writing.
- This warranty does not cover any incidental costs incurred for the investigation, removal, carriage, transport or installation of product.
- Service by anyone other than authorized Lewmar representatives shall void this warranty unless it accords with Lewmar guidelines and standards of workmanship.
- Lewmar's products are intended for use only in the marine environment. Buyers intending to use them for any other purpose should seek independent professional advice as to their suitability. Lewmar accepts no liability arising from such other use.

B EXCEPTIONS

Cover under this Warranty is limited to a period of one year from the date of purchase by the end user in the case of any of the following products or parts of products:

- Electric motors and associated electrical equipment
- Electronic controls
- Hydraulic pumps, valves and actuators
- Hatch & Portlight weather seals
- Products used in "Grand Prix" racing applications
- Products used in commercial or charter applications
- Anchor rodes

C LIABILITY

- Lewmar's liability under this warranty shall be to the exclusion of all other warranties or liabilities (to the extent permitted by law). In particular (but without limitation):
 - Lewmar shall not be liable for:
 - Any loss of anticipated turnover or profit or indirect, consequential or economic loss;
 - Damages, costs or expenses payable to any third party;
 - Any damage to yachts or equipment;
 - Death or personal Injury (unless caused by Lewmar's negligence).
- Some states and countries do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you
- Lewmar grants no other warranties regarding the fitness for purpose, use, nature or satisfactory quality of the products.
 - Where applicable law does not permit a statutory or implied warranty to be excluded, then such warranty, if permitted by that state or country's law, shall be limited to a period of one year from the date of purchase by the end user. Some states and countries do not allow limitations on how long an implied warranty lasts, so this limitation may not apply to you.

E SEVERANCE CLAUSE

If any clause of this warranty is held by any court or other competent authority to be invalid or unenforceable in whole or in part, the validity of the remaining clauses of this warranty and the remainder of the clause in question shall not be affected.

F OTHER RIGHTS

This warranty gives you specific legal rights, and you may also have other legal rights, which vary from state to state and country to country.

In the case of European States a Consumer customer (as defined nationally) has legal rights under the applicable national law governing the sale of Consumer Goods; this Warranty does not affect those rights.

G LAW

This warranty shall be governed by and read in accordance with the laws of England or the state or country in which the first end user is domiciled at the time of purchase of the product.

H DISPUTES

Any dispute arising under this warranty may, at the option of the end-user, be referred to alternative dispute resolution under the rules of the British Marine Federation or to the Courts of the State whose law shall govern the warranty or to the Courts of England and Wales.

⚠ WARNING! This manual forms part of the product and MUST BE kept with boat documents.

To the best of our knowledge, the information in this manual was correct when it went to press. However, Lewmar cannot accept liability for any inaccuracies or omissions it may contain. In addition, our policy of continuous product improvement may change specifications without notice. As a result, Lewmar cannot accept liability for any differences between the product and the manual.