

Step 7.

Switch on the switch to allow air to flow through the solenoid. You should see the air freespool piston pop up about 6mm (the distance is not critical). Check to see that you have no leaks and that the winch is in freespool mode.

Switch off the switch and ensure that the air freespool piston sinks down to its original position. If it does not, try rotating the winch drum a little to allow the freespool mechanism to align.

If it still does not sink down, apply a little more lubricant between the 'O' rings and the bore and work the piston in and out by hand. It is probably just that one of the 'O' rings has not seated properly or is twisted. It will soon sort itself out.

Your Air Freespool is now ready for use!

Winch in Freespool



Ready for Winching



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The Goodwinch TDS Air Operated Freespool Fitting Instructions

Thank you for choosing to buy our Air Freespool kit. It is compatible with all TDS winches.

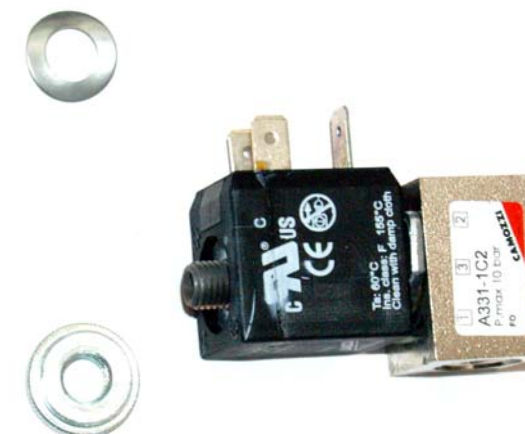
Your kit should contain the following items:



Additionally there is a single M6 Stainless Socket head screw

Step 1.

Assemble the solenoid valve. Slide the solenoid over the gold coloured pin on the valve body. Remove the nut and spring washer from the small plastic bag. These screw on to the gold pin to secure the solenoid. The orientation of the solenoid is unimportant.



Step 2.

Fit the four 'O' rings into the grooves in the freespool piston.



You may find this easier if they are lubricated with a little light oil (3 in 1 or WD40 is fine).

Make sure the 'O' rings are properly seated in the grooves.

Step 3.

Apply some lubrication to the inside face of the freespool bore and a little more to the piston 'O' rings. Push the piston gently in to the bore ensuring the 'O' rings do not get pinched in the process.

Work the piston in and out a few times by hand to seat the 'O' rings properly.

Step 4.

Fit the pneumatic fittings to the freespool bore and solenoid valve. You will need a spanner for this - but they don't need to be particularly tight.



Your ARB type compressor has a number of ports tapped as 1/8" BSP to suit the pneumatic fittings supplied. Screw one of the supplied fittings into a spare port on the compressor. Cut a short length of the supplied 6mm pneumatic hose and push it into one of the fittings on the valve. Try blowing through the hose. If you can blow through the hose, move it to the other fitting. If you cannot blow through the

hose, connect the other end of the hose to your compressor.

Route the remaining hose to connect between the freespool and the valve.

Step 5.

The solenoid pictured above has three terminals - two vertical and one horizontal.

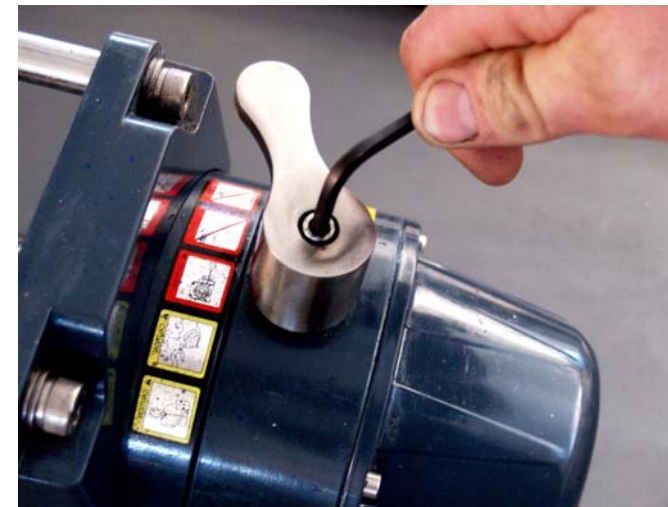
The internal coil is connected between the two vertical terminals. Uses standard 6.5mm female spade crimp terminals to attach the wires to the solenoid. Connect one terminal to the vehicle ground (eg. Bodywork) and the other, via a switch to battery positive. It does not matter which way

round you connect you connect the terminals.

Disconnect the pneumatic hose from the freespool. When you close your switch, so long as there is pressure in the compressor reservoir you will be able to hear air escaping from the end of the tube.

Step 6.

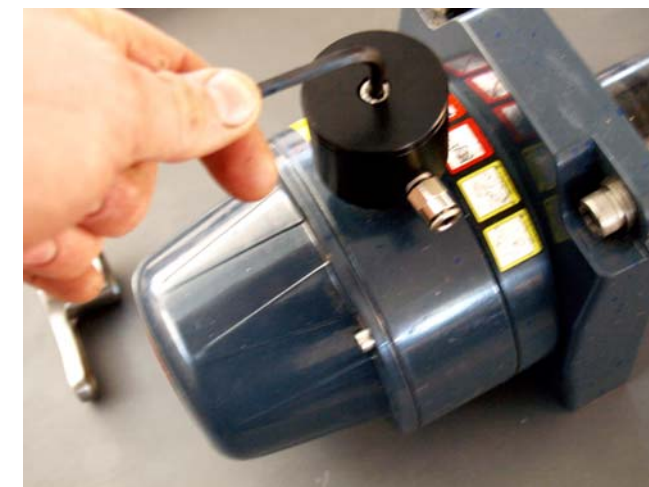
Remove the retaining bolt from the freespool lever on your TDS winch. The lever will lift off.



Once the lever has been removed, the winch should look like this. If not, you have either removed too much or you do not have a TDS winch!



Place the freespool module on top of the remaining part of the winch freespool mechanism. You will need to press down hard - it's a deliberate tight fit!



Use the supplied screw to attach the air freespool in place of the lever as shown.



This photograph shows the freespool module removed. You can see how the Aluminium has been marked as the module was pressed onto the winch - this is to be expected.