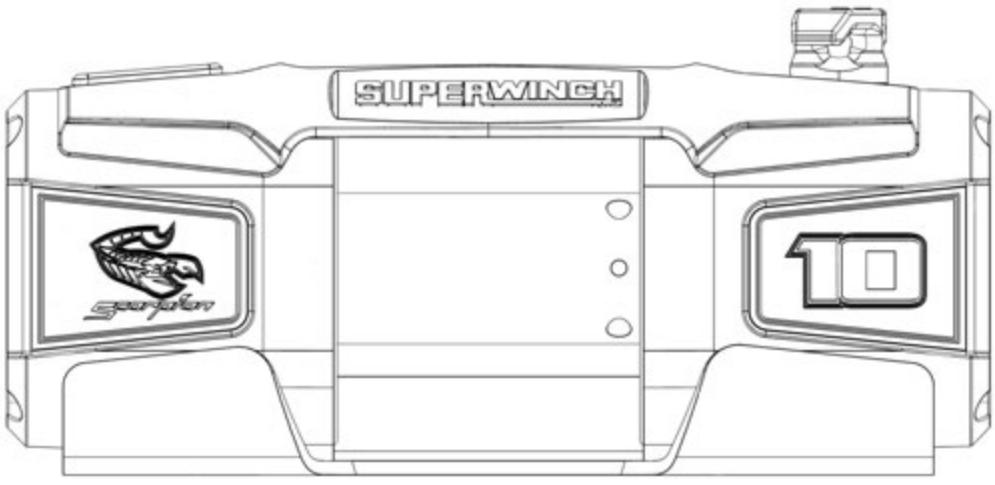
SCORPION 10,000 LB RECOVERY WINCH



SAVE THESE INSTRUCTIONS

PART NUMBER: 1155401

P.N.: 75-1155401-RevA ECO #: W24-0075 Date: 10/8/2025

CONTENTS

ITEM	QUANTITY	DESCRIPTION
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3	1	WINCH MOUNT ADAPTER PLATE
4	1	WIRED REMOTE CONTROL
5	1	REMOTE SOCKET HOLE COVER PLATE
6	1	WIRELESS REMOTE CONTROL
7	1	SYNTHETIC ROPE WITH INTEGRATED SOFT SHACKLE
8	3	M3 PHILLIPS PAN HEAD SCREWS
9	4	M10 CARRIAGE BOLT (YELLOW ZINC)
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11	4	M10 HEX HEAD BOLT (YELLOW ZINC)
12	4	M10 SPLIT LOCK WASHER (YELLOW ZINC)
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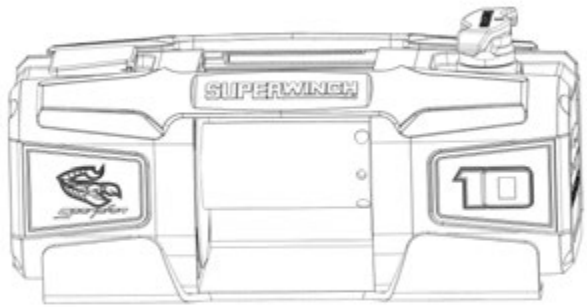
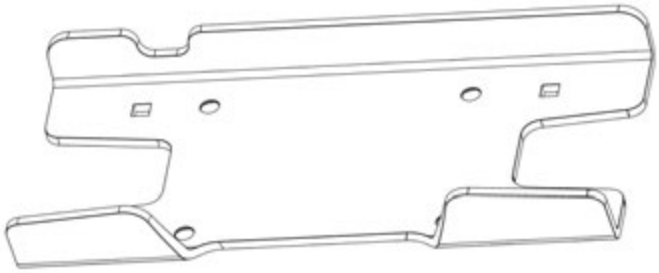
15	2	M10 FLANGE NUT (STAINLESS STEEL)
16	2	M10 FLAT WASHER (STAINLESS STEEL)
17	2	M10 SOCKET HEAD CAP SCREW (STAINLESS STEEL)
ANTI-SEIZE LUBRICANT MUST BE USED ON ALL STAINLESS STEEL FASTENERS TO PREVENT THREAD DAMAGE AND GALLING		

ITEM 1



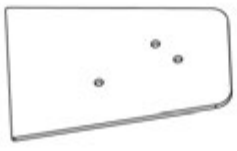
ITEM 2

ITEM 3

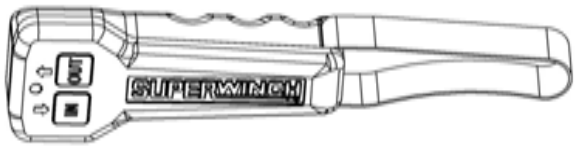


ITEM 4

ITEM 5



ITEM 6



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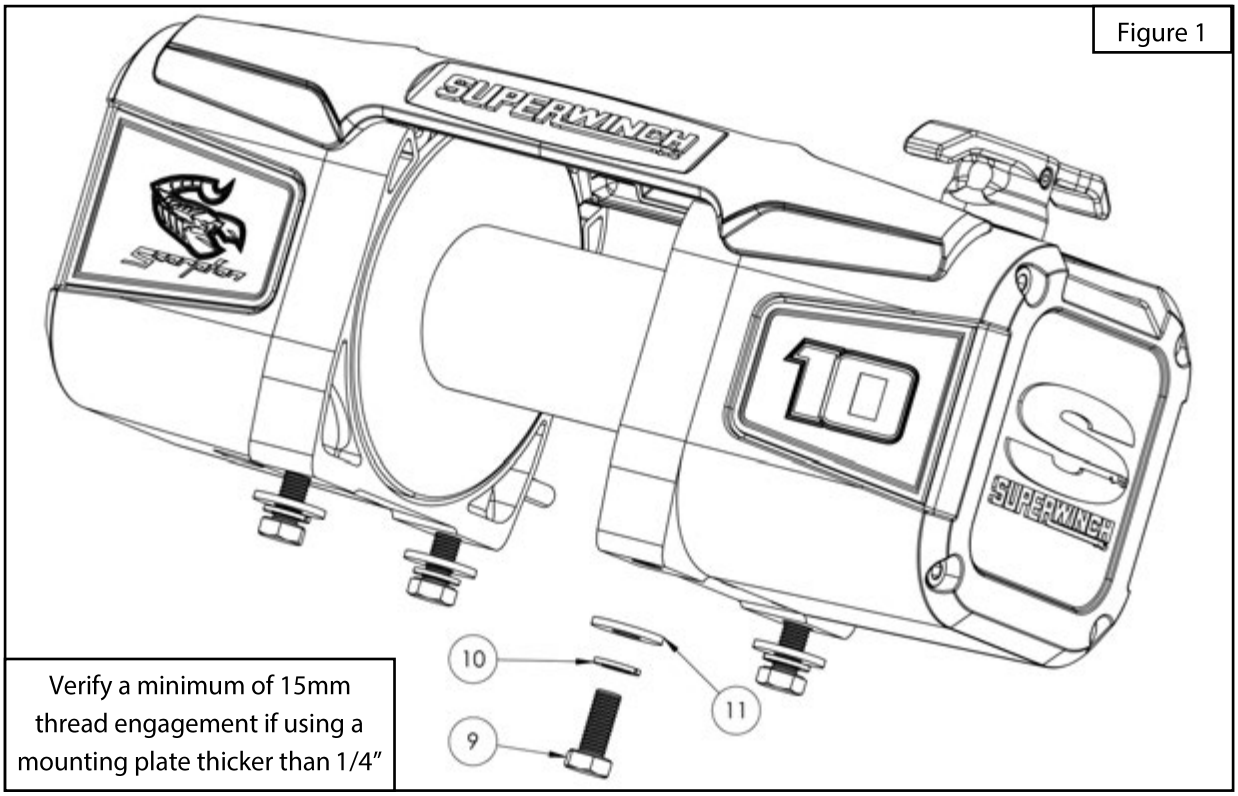
INSTALLATION INSTRUCTIONS

1. Remove contents from box, verify if all parts listed are present and free from damage. **Failure to identify damage before installation could lead to a rejection of any claim.**
2. Carefully read and understand all instructions before attempting installation. **Ensure that all mounting hardware is torqued to specifications prior to use.**

3. In order to properly install your new SX Winch, you will need to utilize a winch mount or winch bumper. **Ensure the winch mount/bumper is rated for your vehicle weight and pulling power of the winch.**
4. Unlike most traditional winches the Scorpion gets its pulling power from torque and gearing. Therefore a dual battery set-up is not necessary to gain maximum performance from the Scorpion winch.
5. The Scorpion Winch may be mounted directly to the winch mount or bumper with its native 4.50" x 6.40" bolt pattern. **Refer to Figure 1.** M10-1.5x25mm Hex Head Bolts are provided for this. If using a mounting plate thicker than 1/4" be certain that there is a **minimum of 19/32" (15mm) of thread engagement** between the M10 bolts and the threads in the bottom of the winch. If there is less than 15mm thread engagement is present purchase longer hardware from a reputable supplier that is rated Class 8.8 or stronger.
6. Alternatively the winch may be mounted to a traditional 4.50" x 10.00" bolt pattern though the use of the supplied Winch Mount Adapter Plate. **Refer to Figure 2.**

Figure 1



Verify a minimum of 15mm thread engagement if using a mounting plate thicker than 1/4"

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5. Prior to installing the winch on the adapter plate, place the M10 Carriage Bolts loosely in their corresponding square holes. Next install the adapter plate to the winch using the supplied M10 Flat Head bolts. Tighten the **M10 Flat Head Bolts to 40 ft-lbs. Refer to Figure 2.**

Mounting the winch to a 4.5" x 10.0" pattern using the Winch Mount Adapter Plate.

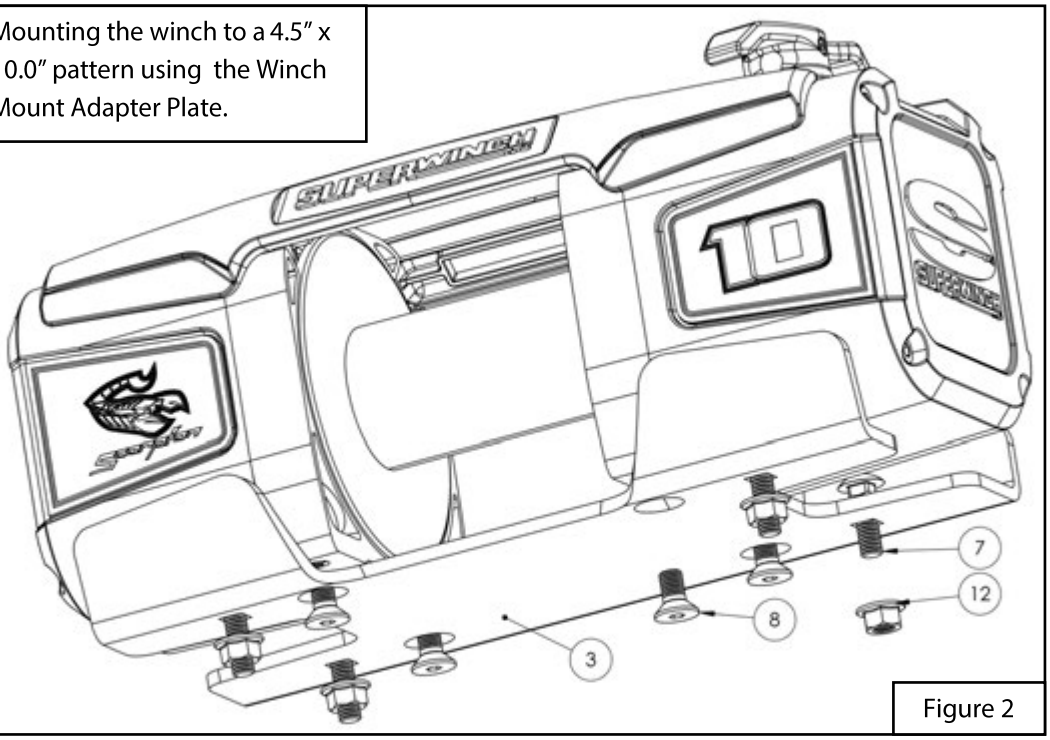


Figure 2

6. Utilize the M10 Carriage Bolts (installed during Step 5) along with the M10 Flange Nuts to install the winch with adapter plate attached to the mounting plate or bumper. Adjust the winch as needed, then **torque M10 Flange Nuts to 40 ft-lbs.**
7. Locate the Hawse Fairlead and mount it to the winch plate or bumper using the supplied Stainless M10 Hardware (use anti-seize to prevent galling). Adjust Fairlead as necessary then tighten **Stainless M10 hardware to 30 ft-lbs. See Figure 3.**

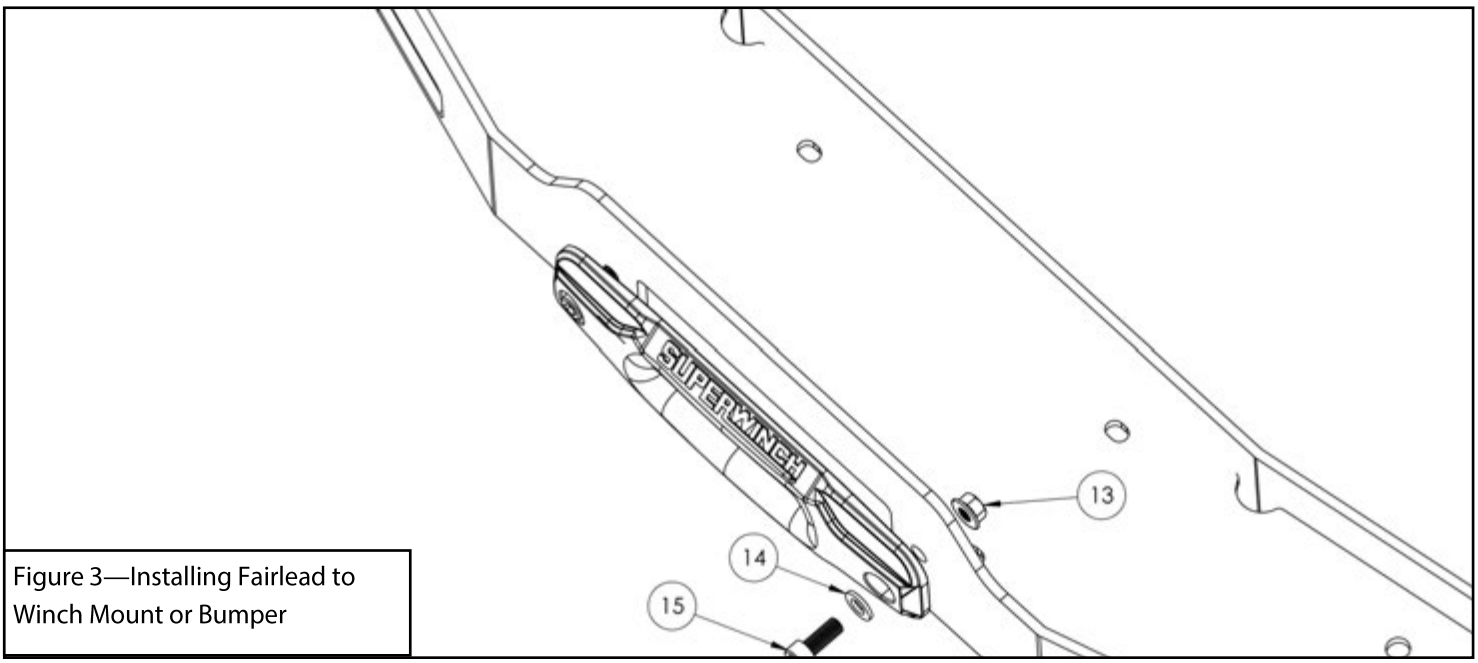


Figure 3—Installing Fairlead to Winch Mount or Bumper

8. Carefully route the Power (Red) and Ground (Black) cables back to the vehicle's battery. Be certain to keep the cables away from any hot objects, sharp edges or moving parts. Use cable ties as necessary to secure the cables. Attach the winch's cable lugs to the battery terminal connectors. **See Figure 4.**

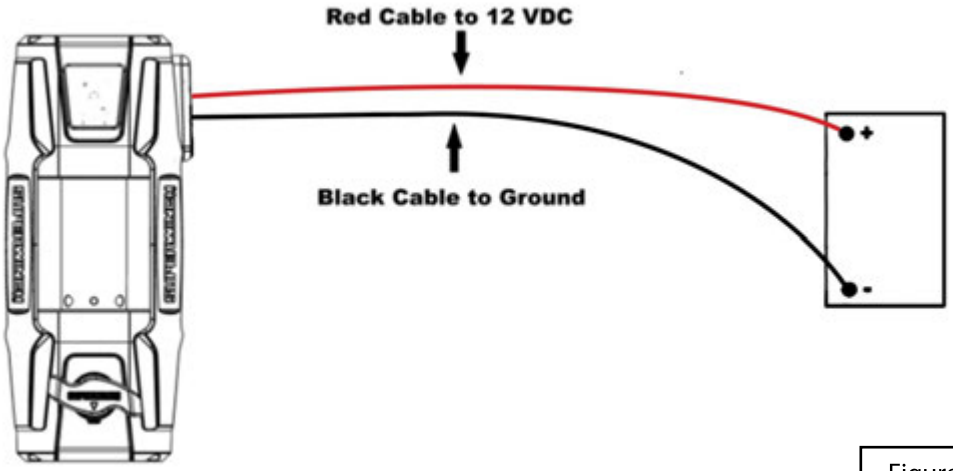
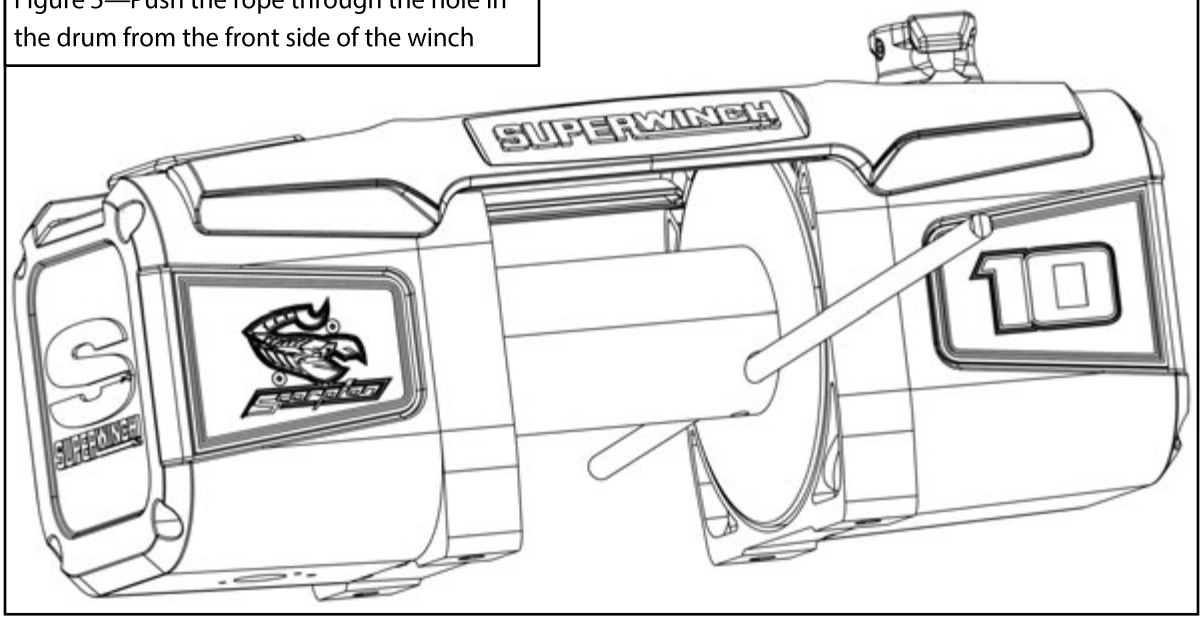


Figure 4

9. While in Freespool rotate the winch's drum by hand until the rope hole is on the bottom side of the winch. Install the winch rope by threading the taped end through the winch's fairlead then through the hole in the drum. Pull the rope through the hole with approximately 4 inches protruding. Tape the rope to the drum using electrical or duct tape **See Figures 5 & 6.** Note: The purpose of the tape is to retain the rope to the drum while winding it over itself. Actual rope retention is accomplished by the tension of the rope's wraps on the drum. **Important: Make sure the rope is under-wound beneath the drum. Overwinding the rope will result in improper brake operation. Never use a set screw to retain a synthetic winch rope. Use of a set screw may cause rope damage and premature failure.**

Figure 5—Push the rope through the hole in the drum from the front side of the winch



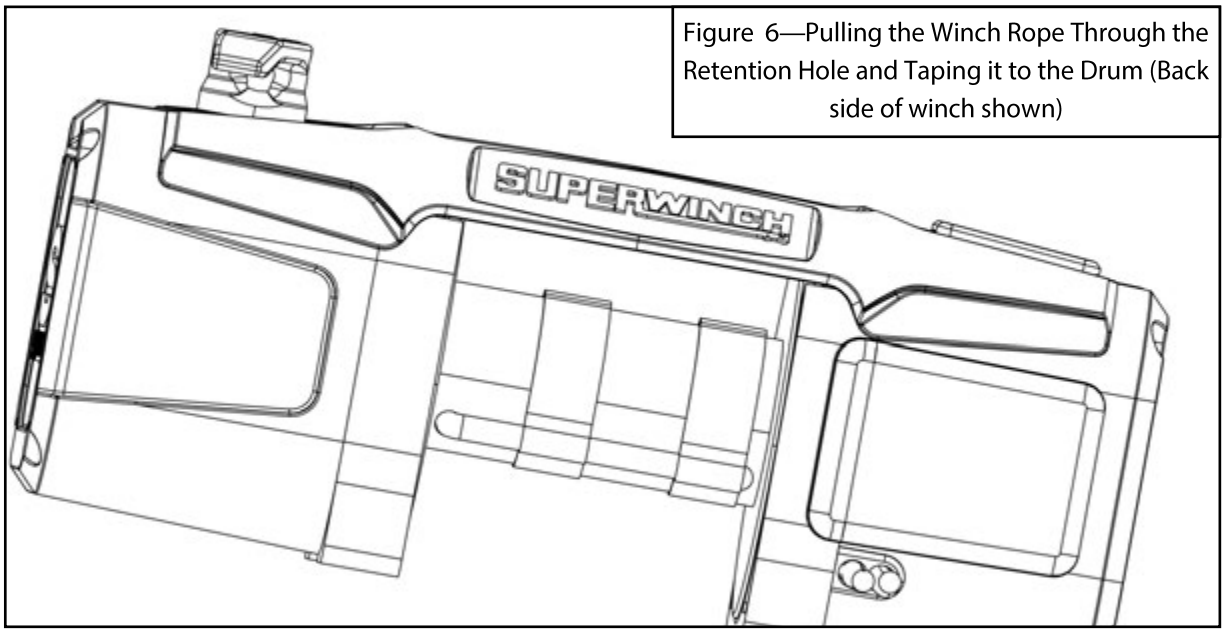


Figure 6—Pulling the Winch Rope Through the Retention Hole and Taping it to the Drum (Back side of winch shown)

8. Once the first few wraps of rope have been underwound onto the drum spool the rest of the rope onto the drum under load to ensure that the rope is tight to the drum. This can be accomplished by hooking the rope to an anchor point then winching in with the vehicle in neutral and light pressure on the vehicle's brake. **See Figure 7.**

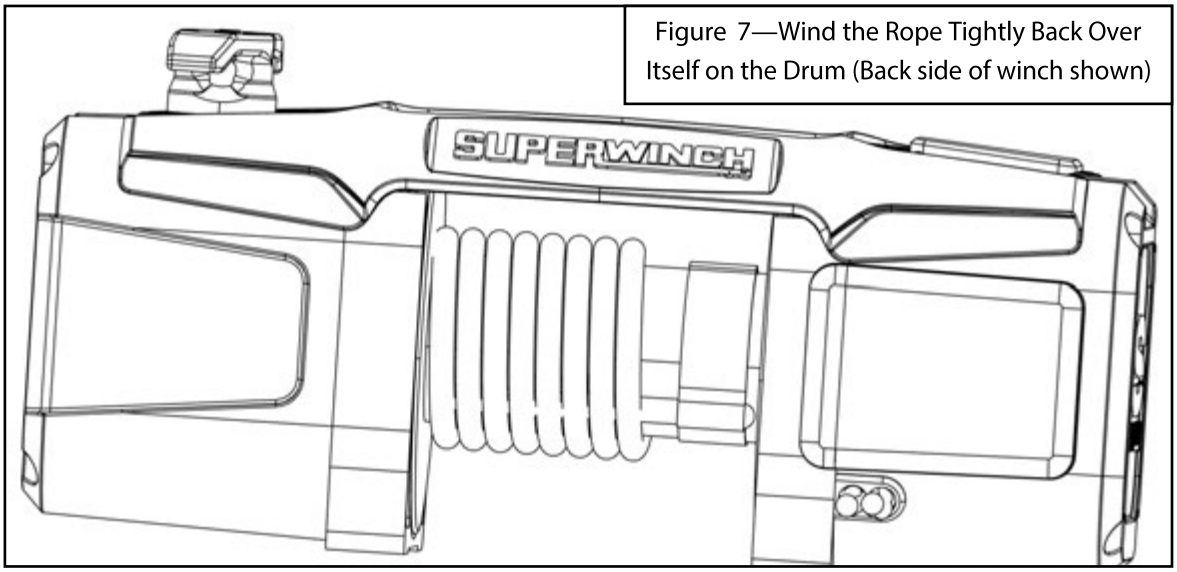


Figure 7—Wind the Rope Tightly Back Over Itself on the Drum (Back side of winch shown)

OVERLOAD INTERUPTER (OLI)

The Scorpion Winch is equipped with an Overload Interrupting Device (OLI)

1. The OLI protects the winch and persons nearby from potentially hazardous conditions.
2. The OLI will stop the winch temporarily if the winch's motor become hot or if the load on the motor becomes higher than what the winch is rated for.
3. If the winch stops while pulling a load allow it to cool for a few minutes then continue winching.
4. If the winch stops repeatedly then the load is exceeding capacity. In such a situation it is advised to use a snatch block to effectively halve the load on the winch in order to recover the vehicle.

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CLUTCH & FREESPOOL OPERATION

8. The Scorpion Winch offers High and Low speed ranges plus two freespool positions. In order to change speed range or switch to freespool pull up on the clutch handle and turn it in 90 degree increments until the triangle on the top of the clutch handle points toward the desired position. When switching speed ranges the clutch handle may remain elevated. This is normal. As the winch's motor is powered the clutch pin will automatically drop into position to engage the gearing. **See Figures 8—11.** ***Note: High Range may be used for both recoiling the rope and for lighter pulls (less than 3000#'s on first layer). If High Range is used for heavier pulls the winch motor will be stressed and the Overload Interrupter will likely shut off the winch.***

Figure 8—To change clutch position pull up and turn

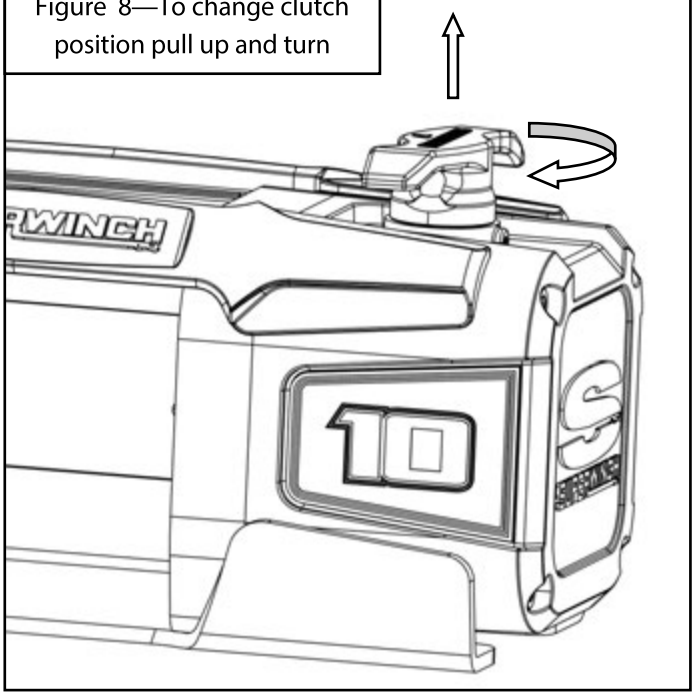


Figure 9—Clutch in High Range position

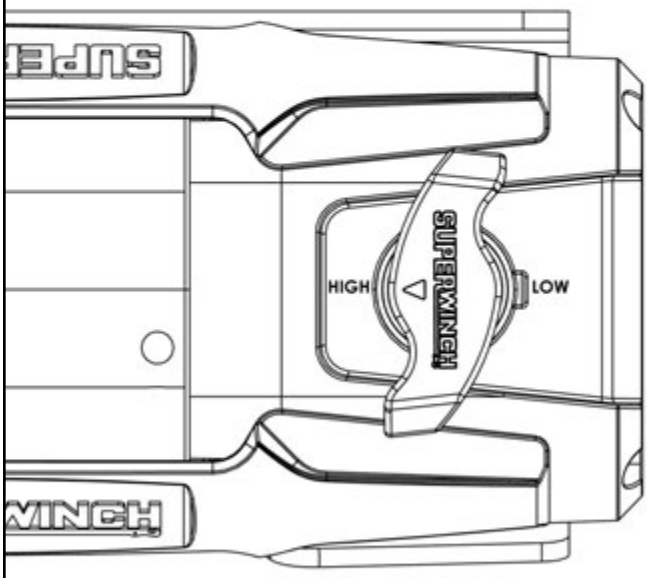


Figure 10—Clutch in Low Range position

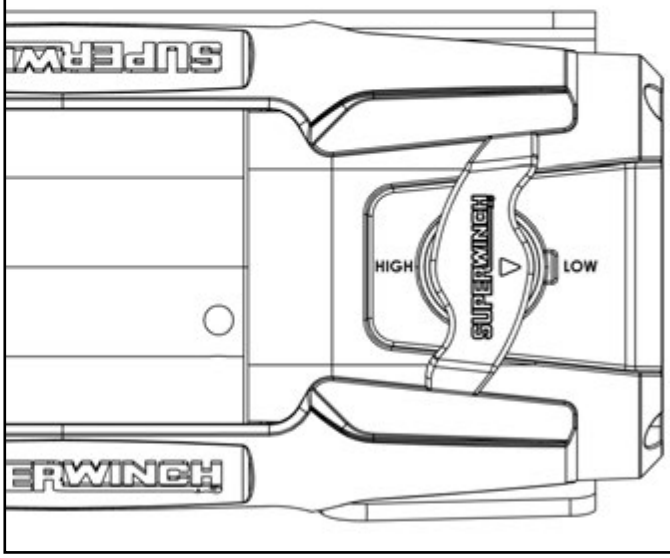
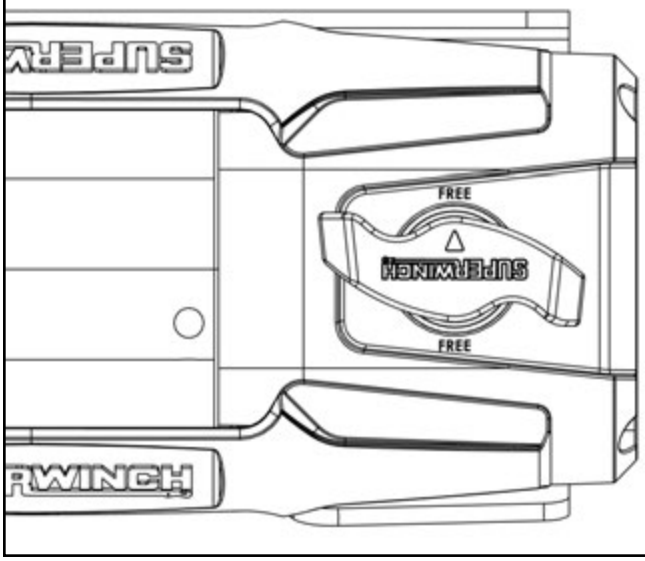


Figure 11—Clutch in Freespool position



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USING THE INTEGRATED SOFT SHACKLE

The Scorpion winch features a synthetic rope with integrated soft shackle offers less weight with improved safety :

16. Never secure the Soft Shackle to a sharp object. The sharp object may damage the soft shackle under load. In a case where a sharp object must be utilized as a winch point use hard rigging such as a steel shackle. **See Figures 12a & 12b.**
17. Always position the protective sleeve such that the core rope portion of the soft shackle does not directly contact the winch point.
18. In order to ensure a secure connection with the soft shackle the choking loop should be threaded through the loop below the knot then choked around the knot. **See Figures 13a, 13b & 13c.**

Figure 12a –Never attach the soft shackle to a sharp edge

Figure 12b –Utilize a steel shackle when securing the winch line to sharp edges

Figure 13a –First thread the choking end through the loop beneath the choking knot

Figure 13b –Next loop the choking end back over the choking knot

Figure 13c –Pull the soft shackle tight to secure

CLOCKING THE GEARBOX—OPTIONAL

The Scorpion winch may be "clocked" on the gearbox side for easier clutch handle access :

1. Disconnect the winch from the power supply. Pull and twist the clutch handle so that the clutch is in the free spool position. **See Figure 14.**
2. Remove the Winch Mount Adapter Plate from the base of the Scorpion Winch (if previously installed).
3. Remove the top (2) M8 Socket Head Cap Screws from the Motor housing. Leave the bottom (2) Socket Head Cap Screws in place. **See Figure 15.**
4. Stand the winch up on end with the motor cover facing down. Use a towel (or similar soft product) to prevent the paint from scratching. **See Figure 16.**

Figure 14—Pull up and turn the clutch handle 90 degrees to disengage

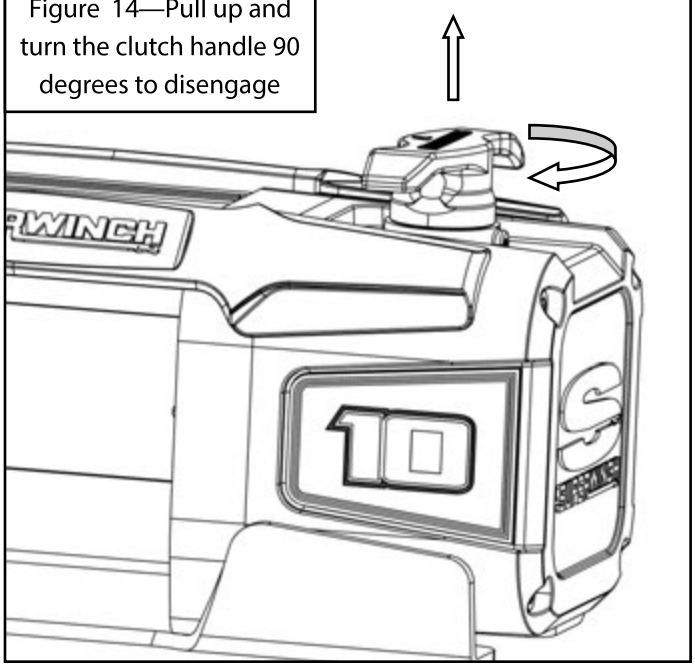


Figure 15—Remove the top (2) Socket Head Cap Screws retaining the Motor housing.

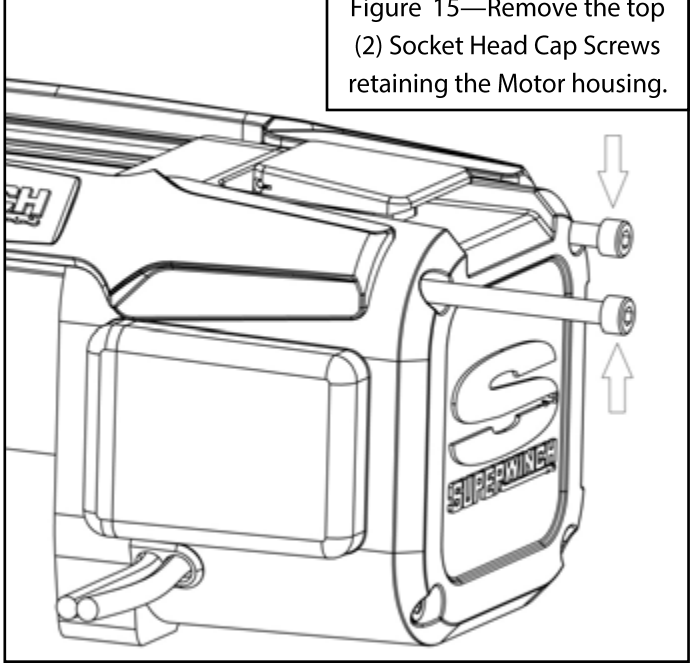
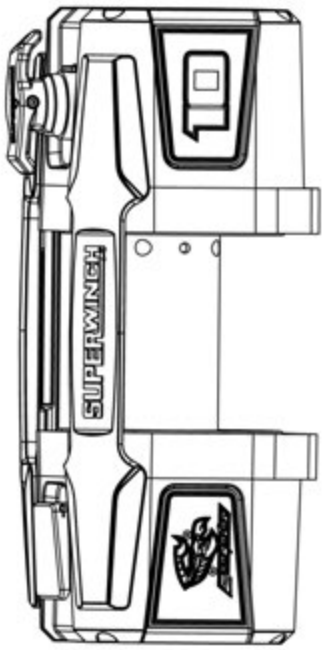


Figure 16—Stand the winch up on end with the motor cover facing downward.



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5. With the winch still standing remove the (4) M8 Socket Head Cap screws retaining the Gearbox Cover to the Drum Support. **See Figure 17.**
6. Remove the rear Tie Bar then pull the front tie bar away slightly from the winch and let it hang loosely. **See Figure 18.**
7. Carefully pull up on the Gearbox cover so that the dowel pins clear the drum support by a minimal amount then rotate the gearbox cover to the desired position. Make sure the dowel pins remain with gearbox cover when doing this. **See Figure 19.** If the dowel pins are dropping into the drum support a light coat of automotive grease will help keep them in place. **Important: Only pull the gearbox cover up the minimum amount so that the dowel pins clear. Pulling it up higher may cause the planetary gears to come out of alignment.**
8. Ensure the Gearbox cover is flush to the Drum Support, re-install the Tie Bars then tighten and **torque all M8 Socket Head Cap Screws to 15 ft-lbs.** Note: The longer M8 hardware is used to the secure the tie bars with the shorter bolts used for the cover to drum support. Do not mix up the lengths of hardware.

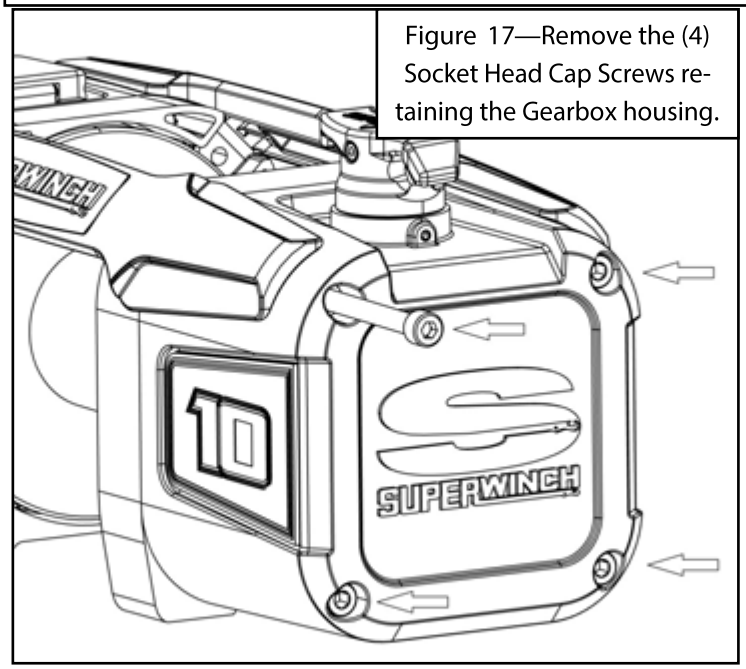

Figure 17—Remove the (4) Socket Head Cap Screws retaining the Gearbox housing.

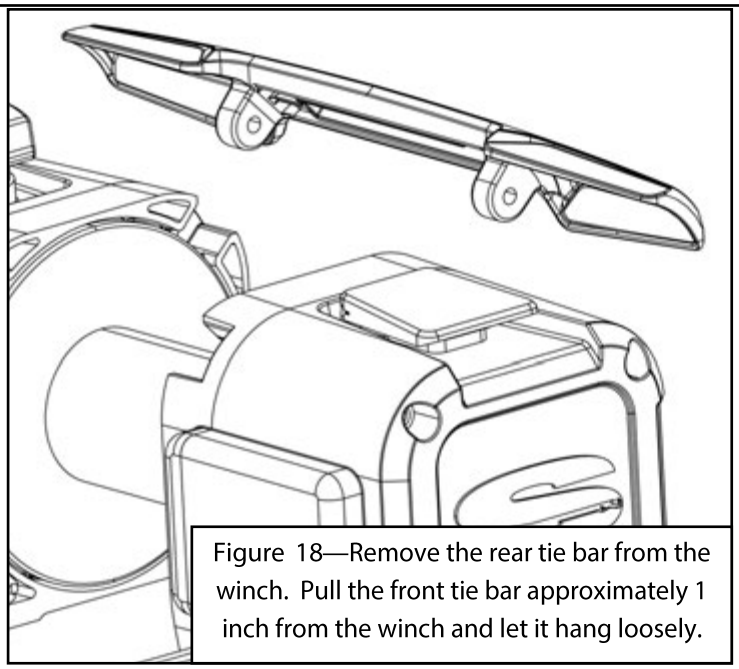

Figure 18—Remove the rear tie bar from the winch. Pull the front tie bar approximately 1 inch from the winch and let it hang loosely.

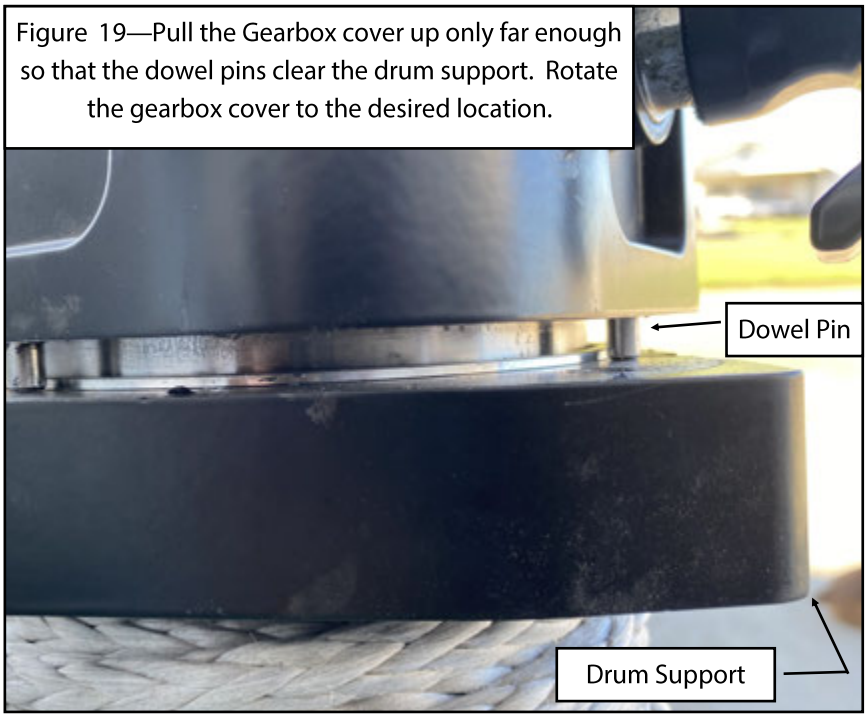

Figure 19—Pull the Gearbox cover up only far enough so that the dowel pins clear the drum support. Rotate the gearbox cover to the desired location.

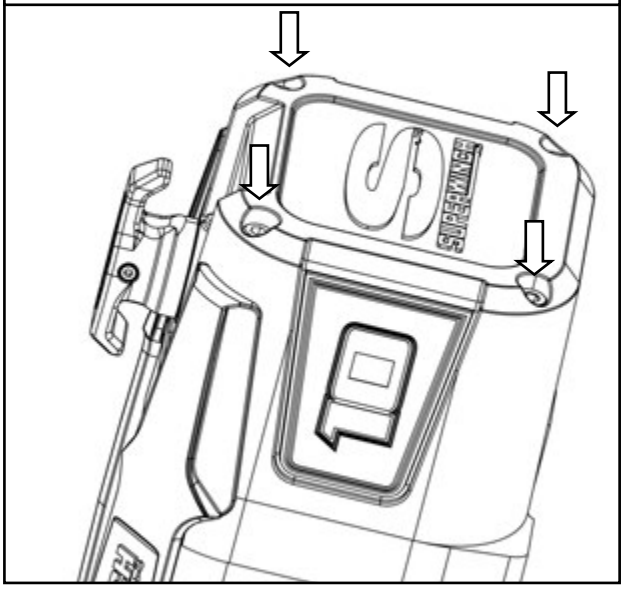

Figure 20—Verify the Gearbox cover is flush with the Drum Support then evenly torque all **(6)** M8 bolts removed during steps 4 & 5 to **15 ft-lbs.**

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RELOCATING THE REMOTE SOCKET—OPTIONAL

The remote socket plug may be relocated to (2) additional positions on the Motor Cover for easier access :

1. Disconnect the winch from the power supply. Stand the winch up on end with the Gearbox Cover facing down.
2. Using an M6 Allen Key loosen the (2) top side socket head cap screws on the gearbox housing side approximately 2 or 3 turns. These screws do not need to be fully removed. **See Figure 21.**
3. Stand the winch up on end with the Gearbox Cover facing down. Use a towel (or similar soft product) to prevent the paint from scratching. **See Figure 22.**
4. With a 6mm Allen Key Remove the (4) M8 Socket Head Cap Screws retaining the Motor Cover. **See Figure 23.**

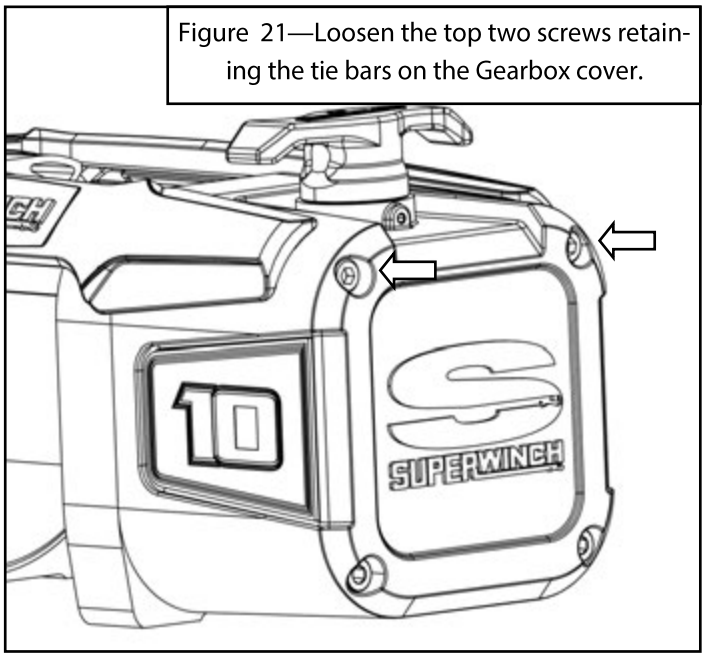

Figure 21—Loosen the top two screws retaining the tie bars on the Gearbox cover.

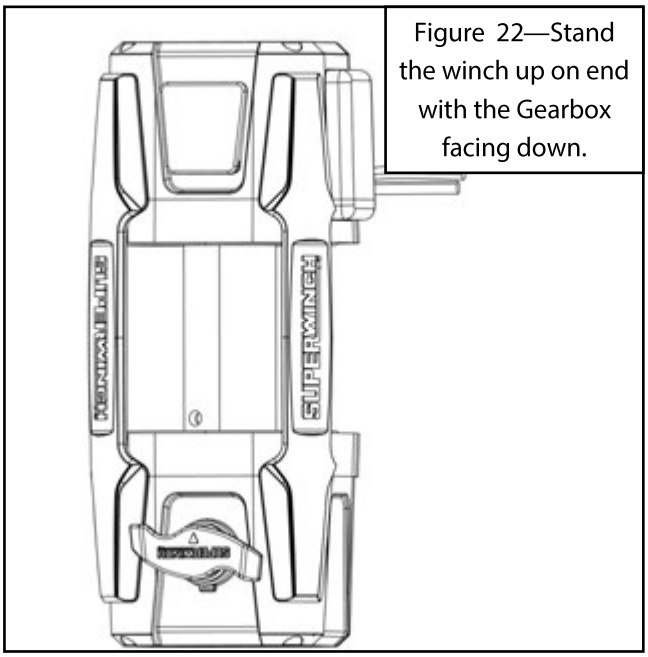

Figure 22—Stand the winch up on end with the Gearbox facing down.

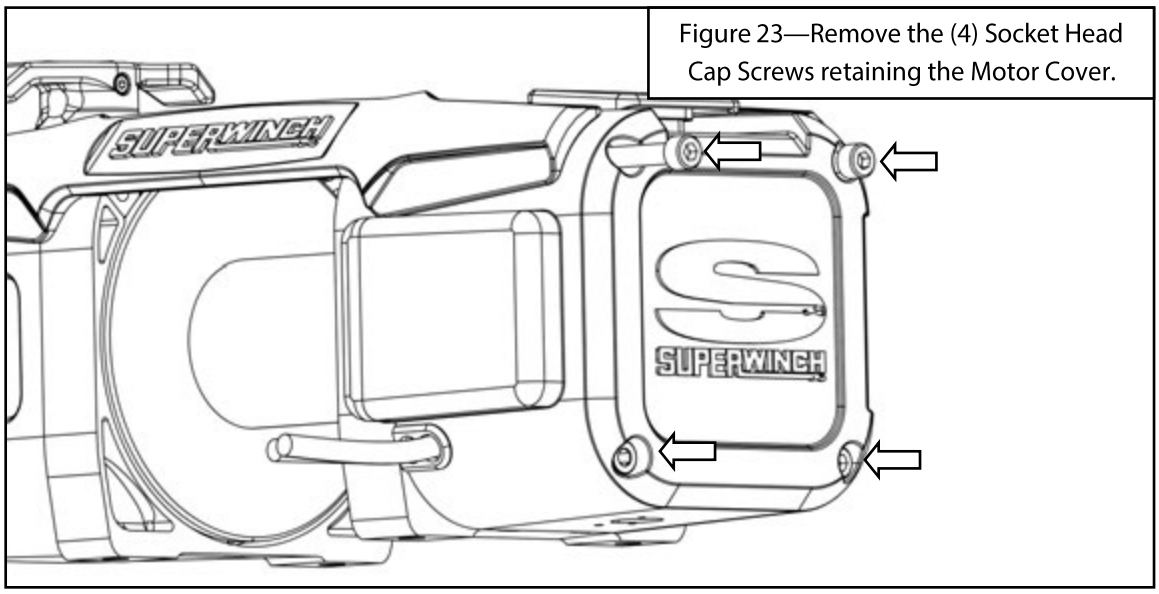

Figure 23—Remove the (4) Socket Head Cap Screws retaining the Motor Cover.

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5. Pull the Motor Cover up part way then disconnect the wiring to the Remote Socket Plug and the Drum Light. **See Figure 24.**
6. Lift up the Remote Socket Cover then remove the (3) Phillips Head screws retaining the Remote Socket assembly. **See Figure 25.**
7. Pull the Remote Socket Assembly up and out of the Motor Cover along with its associated wiring. Relocate the Remote Socket Assembly to the desired location. Reinstall using the Phillips Screws removed during Step 6. Note: A third Remote Socket mounting location can be exposed by prying the Scorpion Logo Badge off the front of the Motor Cover.
8. Cover the exposed holes on the top of the winch using the supplied cover plate. Secure using the supplied Phillips Pan Head screws. **See Figure 26.**
9. Partially place the Motor Cover back over top the motor assembly. Re-attach the wiring connectors that were removed during Step 5.
10. Push the Motor Cover down flush against the Drum Support in the same orientation that it was removed. Ensure that the cable grommet is in place and that no wires are pinched then re-install the M8 Socket Head Cap Screws removed during Step 4. Note: The longer Socket Head Cap Screws are used on the topside of the Motor Cover to retain the Tie Bars. **See Figure 27.**
11. Evenly tighten all (6) Socket Head Cap Screws previously loosened/removed to **15 ft-lbs.**

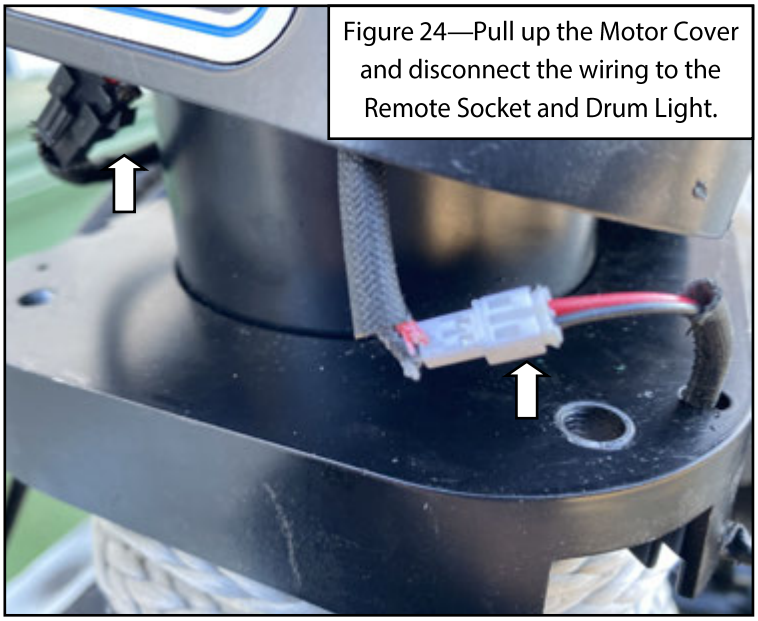


Figure 24—Pull up the Motor Cover and disconnect the wiring to the Remote Socket and Drum Light.

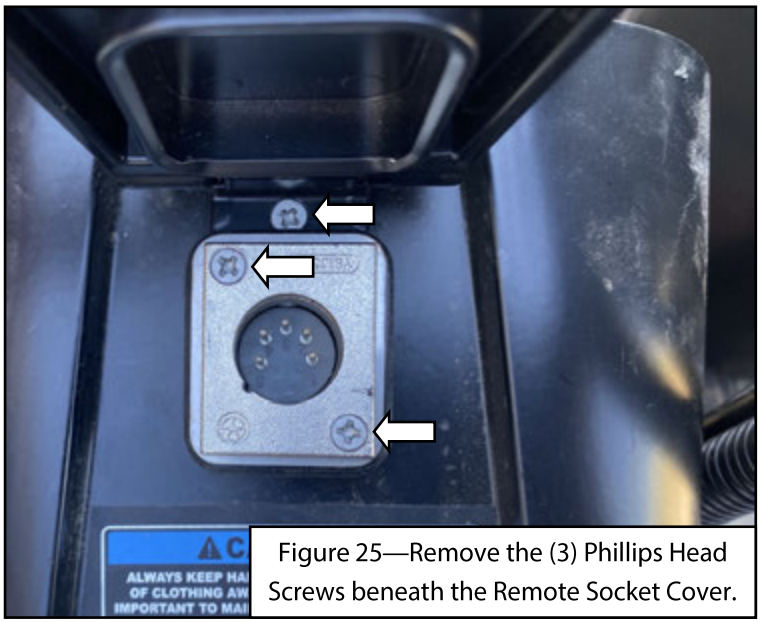


Figure 25—Remove the (3) Phillips Head Screws beneath the Remote Socket Cover.

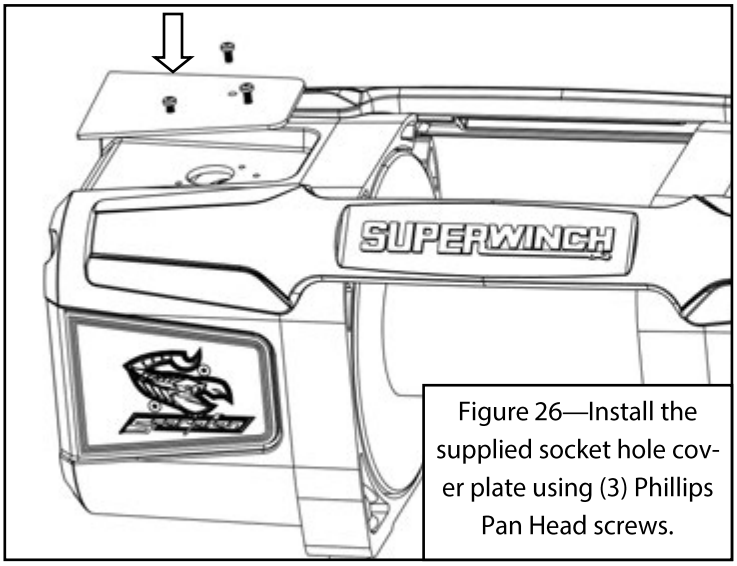


Figure 26—Install the supplied socket hole cover plate using (3) Phillips Pan Head screws.

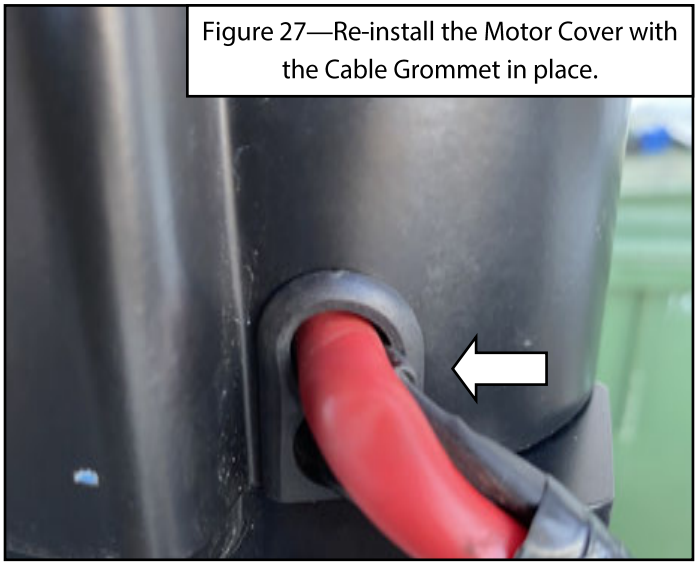
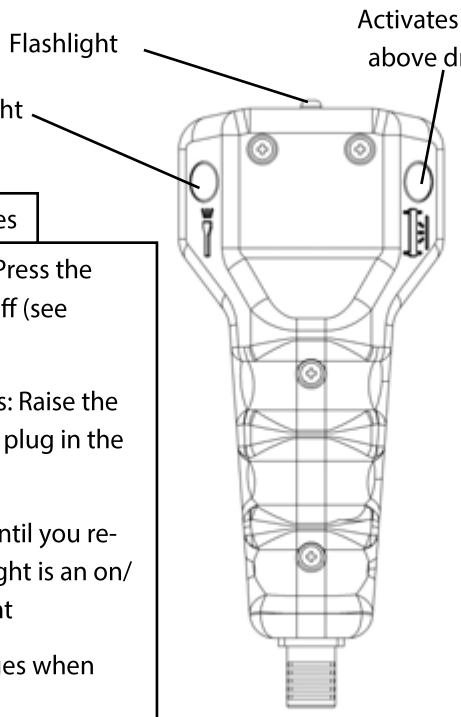


Figure 27—Re-install the Motor Cover with the Cable Grommet in place.

REMOTE FEATURES + OPERATION

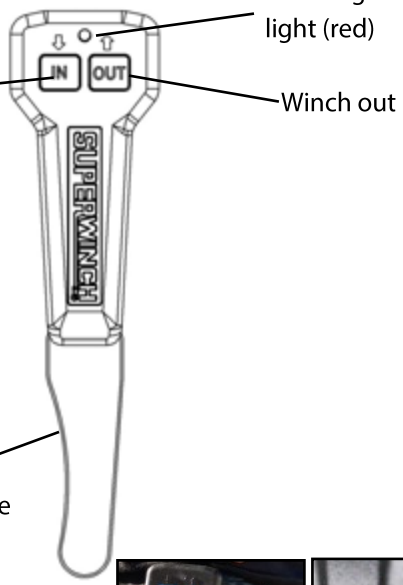
Wired Remote

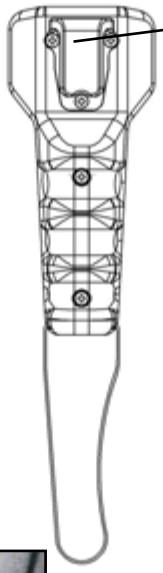


Wired Remote Features

- To operate the remote light: Press the flashlight button to turn on/off (see above)
- To operate the winch features: Raise the hatch on the control box and plug in the remote.
- Out/In buttons will operate until you release the button. The drum light is an on/off switch like the remote light
- The flashlight battery recharges when connected to the winch

Wireless Remote





Can be stored on pants pocket

Can be stored on MOLLE

Wireless Remote Features

- To turn on the remote: **Simultaneously** press the Out and In button on the remote for 3 seconds until the red light turns on. Perform the same process to turn off the remote. It is also on a 2 minute shutoff timer.
- Out/In buttons will operate winch until you release the button.
- Battery size: CR2450

REPLACE WIRELESS REMOTE BATTERY

1. Remove the 4 screws on the back on the wireless remote. See **figure 25**.
2. Locate the latch on the battery compartment. Open it using a plastic-ended tool. See **figures 26 and 27**.
3. Push the old battery out with a plastic-ended tool.
4. Push the new **CR2450** battery in with the **positive side facing up**. See **figure 28**.
5. Close the compartment. See **figure 26**.
6. Close up the remote and reinstall the (4) screws that were removed in step 1.

Figure 25

Figure 26

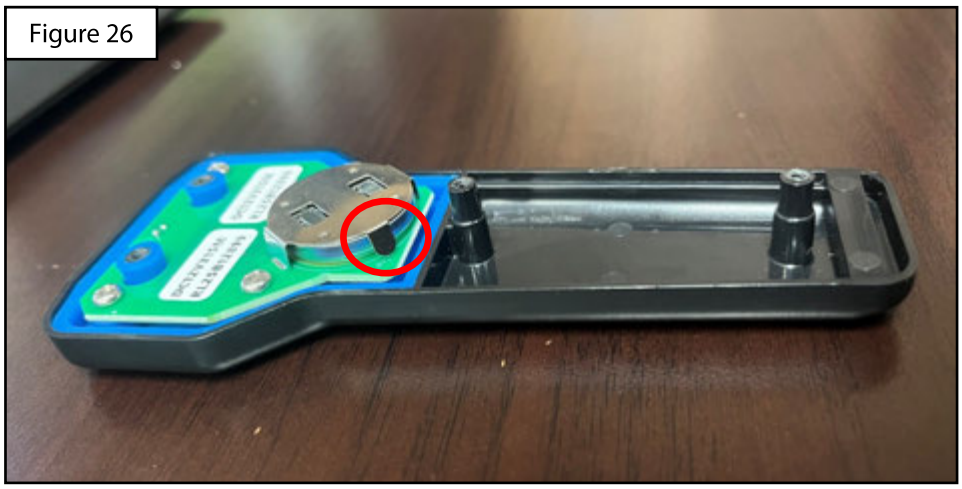


Figure 27

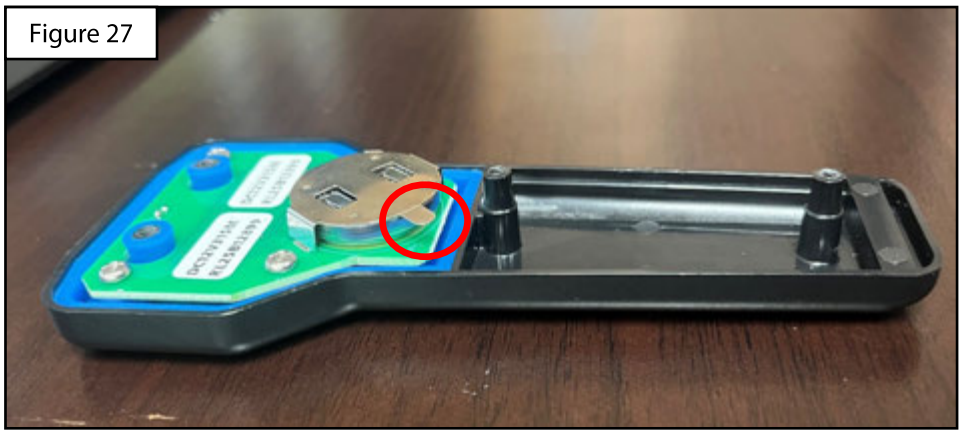
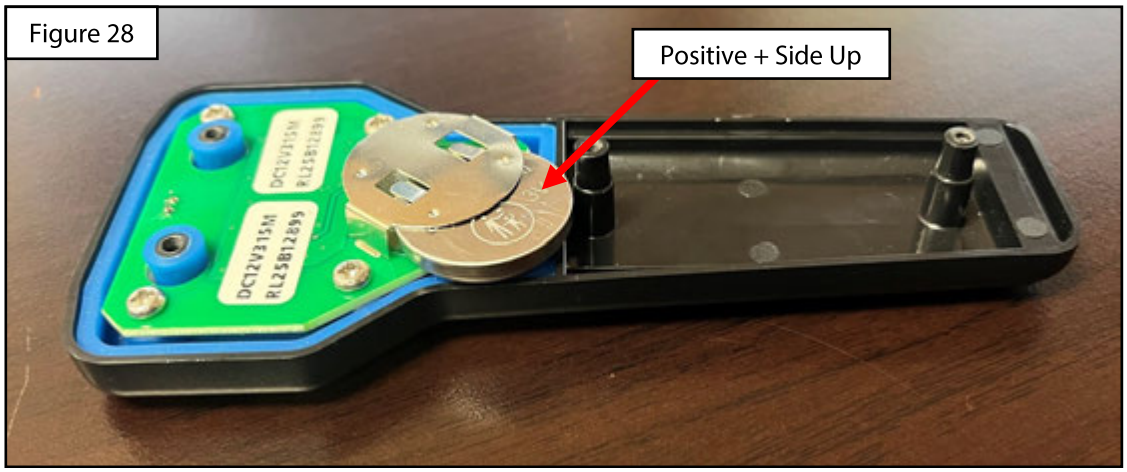


Figure 28



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GENERAL WINCH OPERATING INSTRUCTIONS

Every winching situation has the potential for serious personal injury. To minimize that risk, read this User's Guide carefully. Familiarize yourself with the operation of your winch before using it. Your constant focus on good judgment and winch safety are of great importance. Your winch includes safety icons, warnings and cautions in multiple areas. Please observe carefully and refer to these warnings include below. The winch contains moving parts and sharp edges which can result in cuts, burns, lacerations and/or amputations.


1. Read Owners Manual


2. Electric Shock Hazard


3. Fire and Burn Hazard

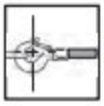

4. Hot Surface Hazard


5. Moving Parts Hazard


6. Sharp Edge Hazard


7. Always Use a Handsaver Strap


8. Always Keep Clear of Winch, Rope and Load


9. Always Properly Seat Load in Throat of Hook.


10. Always Use a Shackle or Strap When Attaching the Hook to an Anchor Point


11. Always Wear Personal Protection Gear.


12. Always Wear Heavy Protective Gloves.


13. Never Apply Load to Hook Tip or Latch.

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14. Never attach the hook back on to the rope.

15. Never Put your fingers into the hook.

16. Never touch the rope when in tension or under load.

17. Never use winch as a hoist.

18. Never use a winch to secure a load in place.

19. Never use a winch to lift or move people.

20. Never wind rope over top of drum.

21. Risk of explosion.

OPERATION WARNINGS

- Improper use or overloading of the winch can result in a release of load or rope failure.
- Before winching a load, be sure the freespool is fully in the engaged position.
- Always apply load to the throat (center) of the hook.
- Always be certain anchor will withstand load.
- Always ensure hook latch is closed and not supporting load.
- Always operate the winch with an unobstructed view of the winching operation.
- Always seat load in throat of hook. Always take your time when rigging and include a reasonable factor for safety. Never operate a winch with less than 5 turns of wire rope around the winch drum. Never operate a winch with less than 8 turns of synthetic rope around the winch drum.
- Always use a hook with a latch. Never apply load to hook tip or latch.
- Never disengage the freespool while winch is under load.
- Always mount winch so that rope feeds through fairlead on front of winch parallel to the mounting surface and does not rub across housing or base.
- Always use tackle, hooks, pulley blocks, straps, etc. rated in excess of the load capability of the winch. Never exceed the winch rated capacity.
- Never hook the rope back onto itself, use a sling or strap to secure to anchor point.
- Never mount the winch inverted (base upward) or put the winch mounting hardware in a direct tension condition.

RIGGING AND WINCHING

Rigging is the act of connecting the pulling mechanism to the anchor point. Rigging often involves materials such as tree saver straps, nylon straps, pulley blocks, and shackles. The use of these materials is discussed later in this section. Regardless of the materials used, selecting the anchor point is vital.

- In some circumstances the vehicle on which the winch is mounted is the anchor point. In these situations the vehicle with the winch is not stuck. It is being used to move another object. When anchoring the pulling vehicle, set the parking brake and block or chock the wheels. Keep the vehicle's foot brake depressed and place the automatic or manual transmission in neutral. Always consult vehicle's owner's manual for load capacity and other specifications of your vehicle.
- In a vehicle recovery situation where a winch equipped vehicle is NOT being used as the anchor point, always select a solid object that is more than adequate to resist the winch loads applied. This could be a tree, rock or other vehicle. If hooking to a tree or rock always use a tree-saver strap. If using a second vehicle as an anchor point, always be sure that the tow point on the vehicle is securely mounted to the vehicle's frame and will fully resist the winch load.
- The anchor point selected should create a straight pull for the winch, as much as possible in the given situation. Long pulls at side angles can damage your winch or rope. In all cases, NEVER wrap the winch rope around a load or anchor point and connect the hook back to the rope. ALWAYS use a strap or tow point to connect the winch hook to the load or anchor point.
- For trailering applications, always be sure that the tow point on the vehicle or item to be winched will resist the winch load applied, and will not damage the vehicle, item, or winch rope. Align an unobstructed path to the car that you are loading. Minimize contact with the wire or synthetic rope and the trailer or other objects.
- Now that you have selected an anchor point you can begin rigging. No two winching situations are the same. Always wear proper safety equipment suitable to your unique situation.
- When winching, use a winch dampener (**See Figure 43)**, blanket, or heavy jacket to place over the winch rope, to protect people and property. This is done to direct energy to the ground in case of winch rope breakage. Monitor your rigging during winching to be sure that your dampener is not caught up in fairleads or pulley blocks. Always keep safety your top priority during winching.
- Never allow the winch rope/cable to chafe against sharp edges.
- Wear gloves while handling winch rope/cable.

Once the Rigging is set, you are ready to Winch. Always keep safety in mind during winching. Keep all observers a distance from the winching operation equal to the length of rope that is in use. For recovery applications, understand how the load you're winching will move. If the vehicle is stuck, understand why. Is the vehicle simply in slippery mud? Is an axle or skid plate caught on a rock? Understanding why the vehicle is stuck is a key point. If there is a large rock right in front of your axle, frame, or skid plate, you can winch all day and the only thing you'll accomplish is bending something, or burning out your winch (**See Below)**. Check for obstructions. Sometimes no amount of winching forward will pull the vehicle up and over an obstacle. If the winch is struggling, re-evaluate. Remember—

Recovery With Your Winch

1. Take up slack in the rope and rigging slowly.
2. Once the rope and rigging are taut, carefully review the rigging again to check for binding or obstructions.
3. During winching, apply power to the winch smoothly, and observe all parts of the winching operation while the winch is running. Watch the winch, rigging, rope, and vehicles involved. Listen to the winch for signs that the winch is pulling easily or if it is heavily loaded. Be attentive and observant at all times. If the winch appears to slow considerably or change its sound, stop powering the winch and review the situation.
4. Check the winch motor to be sure that the winch does not overheat. Allow time for the winch to cool or re-evaluate your rigging. With more practice and experience you will learn to recognize the winch's sounds and ability.

Figure 43

De-Rigging

1. When the vehicle has been recovered or the load has been moved to a stable position and winching is complete, secure the vehicle or load and release the tension on the rope by powering cable out just enough to slacken the rope. DO NOT USE THE WINCH TO SECURE LOADS DURING TRANSPORT.
2. Disassemble the rigging, and return components to their storage area.
3. Ensure the cable is not kinked, or coiled up as shown in **Figure 44.** Uncoil as necessary or else **damage will occur.**
4. Power the winch IN until the hook is approximately 3 feet (1 meter) from the winch. NEVER hold the hook with your hand—ALWAYS use the handsaver.
5. Secure the hook to its stowed position (a shackle or tow hook) and jog the winch in slowly, approximately 1 second at a time, until the winch cable is snug
6. DO NOT CONTINUE TO WINCH. Simply snug up the rope to a secure position. Do not attach the hook to any part of the winch, such as a tie bar, freespool control, etc. Use caution if pulling the thimble or hook all the way to the fairlead, Fairlead damage, leading to rope damage may occur, a better practice is to secure the hook off to a side tow hook or other structure.

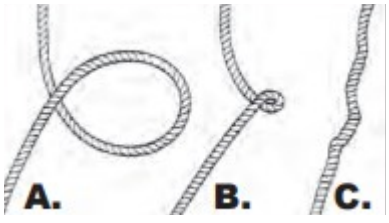

Figure 44

TROUBLESHOOTING GUIDE

Symptoms	Possible Cause(s)	Corrective Actions
Motor will not operate or runs in one direction only	1. Bad connections or broken wires. Most often, winch problems can be traced to loose connections, corrosion, or broken wires.	1. Check all wiring. Look for loose connections, corrosion, and broken or damaged wires. Any wires that appear damaged must be replaced. Check handheld controller for damaged wiring or damaged or corroded plug and socket connections. **Caution:** Always use two wrenches when loosening or tightening motor and solenoid connections. Otherwise motor or solenoid damage can occur.
	2. Damaged or stuck solenoid. This is most likely caused by not holding the inner nut to keep the stud from turning when attaching wire to solenoid.	2. **Caution:** Disengage freespool before performing this test to prevent powering the winch drum. If a solenoid sticks once, it is likely to stick again and must be replaced immediately. Tap solenoid to free stuck contacts. For individual single-coil solenoids, check by applying voltage to the small solenoid terminal. Be sure solenoid is grounded back to battery. For multiple-coil block-style solenoids, disconnect existing connections, ground center terminal, and apply voltage to outer terminals one at a time. A solenoid that is not stuck will make an audible "click" when first energized.
	3. Handheld switch inoperative.	3. Replace switch.
	4. Damaged motor	4. Replace or repair motor. Review Brushed. Brushes may be sticking or worn.
	5. Solenoid is not grounded.	5. Check ground path between battery negative and solenoid.
	6. Weak or dead battery.	6. Recharge or replace battery. Check charging system
Winch will not shut off	1. Solenoid stuck "on"	1. If solenoid sticks on, reverse direction and hold trigger switch on until the power lead can be disconnected.
Motor runs extremely hot	1. Long period of operation.	1. Allow to cool.
	2. Damaged motor.	2. Replace or repair motor.
	3. Damaged brake.	3. Replace or repair brake.
Motor runs but with insufficient power or line	1. Weak Battery	1. Recharge or replace battery. Check charging system. Ensure you are using a dual battery setup
	2. Battery to winch wire too long.	2. Use larger gauge wire.
	3. Poor battery connection.	3. Check battery terminals for corrosion. Clean as required.
	4. Poor ground.	4. Check and clean connections.
	5. Damaged Brake.	5. Repair or replace Brake.
Motor runs but drum does not turn	1. Freespool not engaged	1. Engage Freespool.
Winch runs backwards	1. Motor wires reversed.	1. Recheck wiring.
	2. Solenoid wired incorrectly.	2. Recheck wiring.
	3. Winch rope is overwound instead of under wound.	3. Re-wrap rope around drum so that it is under wound.
Will not hold load	1. Excessive load.	1. Reduce load or double line.
	2. Worn or damaged brake.	2. Repair or replace brake.

WARNING

Failure to follow these instructions could lead to death, personal injury, and / or property damage.

FASTENERS:

All SUPERWINCH supplied fasteners must be utilized and installed in accordance with the installation instructions and apply torque to the specifications as defined. DOUBLE CHECK ALL FASTENERS BEFORE INITIAL USE, AND PERIODICALLY IN THE FUTURE TO ENSURE PROPER FUNCTION AND SAFETY.

EYE PROTECTION:

ALWAYS WEAR SAFETY GLASSES OR GOGGLES DURING THE INSTALLATION PROCESS TO AVOID PERSONAL INJURY.

FOR CALIFORNIA RESIDENTS ONLY-PROP 65 WARNING:

Some products may contain chemicals such as DEHP, which can cause cancer, birth defects or other reproductive harm. For more info go to www.p65warnings.ca.gov

For more information on this and other products,
or to be put in contact with a Superwinch sales
rep or distributor, call (800) 323- 2031
or email info@superwinch.com

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P.N.: 75-1155401-RevA ECO #: W24-0075 Date: 10/8/2025