The Bush Winch recovery system can be safely and effectively used in a wide variety of situations. However, winching imposes very high stress loads in a dynamic situation and can therefore result in unexpected outcomes. Winching is an inherently dangerous operation and it is in your own interest to make sure you understand how to winch safely.

1. Do not use other rope, chain, webbing, straps or cables on the Bush Winch. The winch rope recommended and supplied is very strong and fit for the purpose. It has been specifically selected to preferentially break in an overload situation to help protect you from injury and your vechile from being damaged. The winch rope is relatively thin and inelastic compared to most other ropes and therefore stores relativity low levels of kinetic elastic energy to reduce the effects of recoil and whipping if it breaks.

2. Do not let anyone stand close, behind or in front anywhere near the vechile, winch ropes or anchor points when winching. A vehicle being winched up a slope may slide down again if the anchor fails or the winch rope breaks. Carefully consider the implications of this happening.

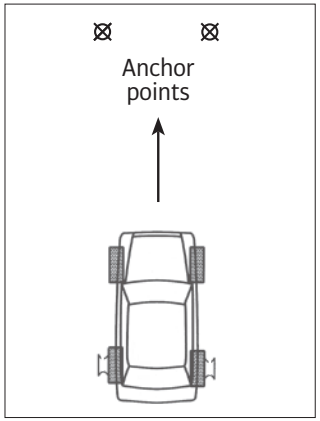
3. Stay wholly within the vehicle when winching with doors closed. Winch slowly in low gear. You can stop and check progress at any stage if it's safe to get out of the vehicle.

4. Only attach the Bush Winch when needed. Do not drive around with the Bush Winch attached permantly as it may come off and spin away.

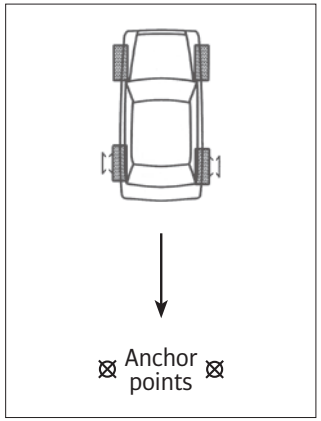
5. Do not tie or use shackles to attach the end of the winch rope to any one point on the Bush Winch. Instead wrap the winch rope around the winch drum and through the slots in the rear flange to have it hold in place by friction alone. Knots cannot be be undone after the high winching loads have been applied and knots and shackles exert an uneven load on the winch drum.

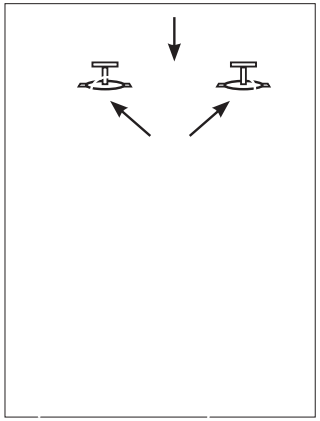
6. It is essentual that the wheel nuts/lugs or bolts supplied with the Bush Winch seat into the wheel rim of your vechile in exactly the same way as the wheel nuts supplied by the manufacturer, Failure to have correct fitment on your wheel rim may result in your wheel rim coming of while driving and will compromise the strength and structural integrity of the Bush Winch when attached

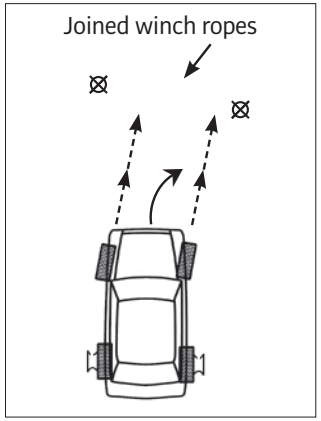
1. Winching to seperate anchors using back wheels.



2. Winching to seperate anchors backwards off back wheels.







3. Using both anchors together with joined winch ropes.

4. Joined winch ropes. Vehicle turning right.

Disclaimer: Bush Winches and Anchors Pty Ltd will not accept any claim for damage or injury as a result of the use of the Bush Winch.
Bush Winches and Anchors Pty Ltd make no specific representation as to the suitability of the Bush Winch for your purpose.

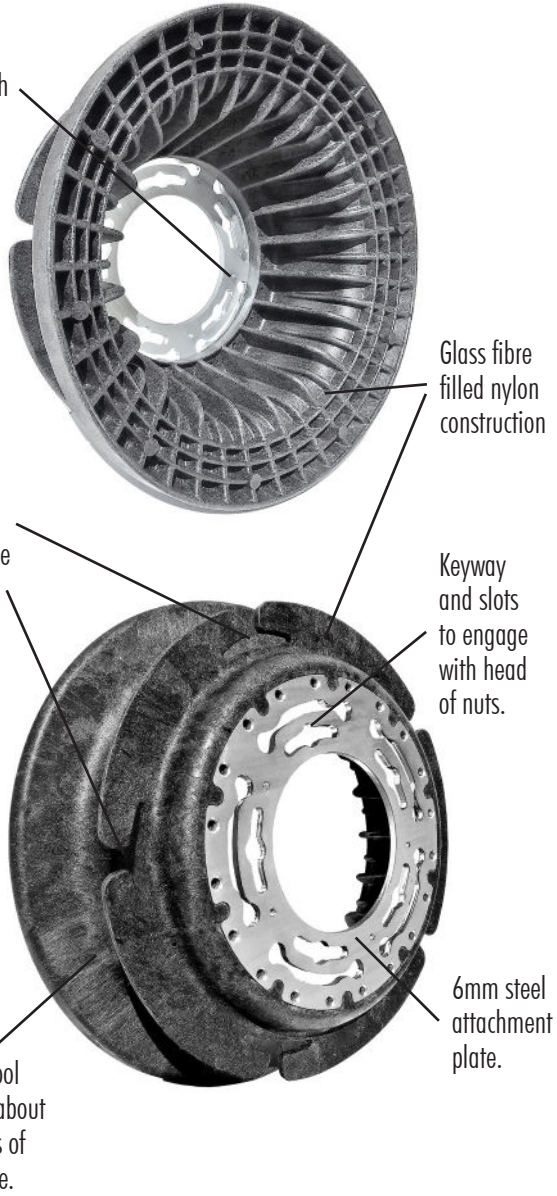
www.bushwinch.com

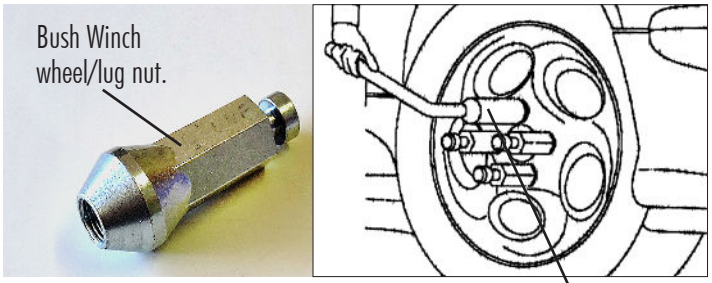
BUSH WINCH
SERIES II KIT

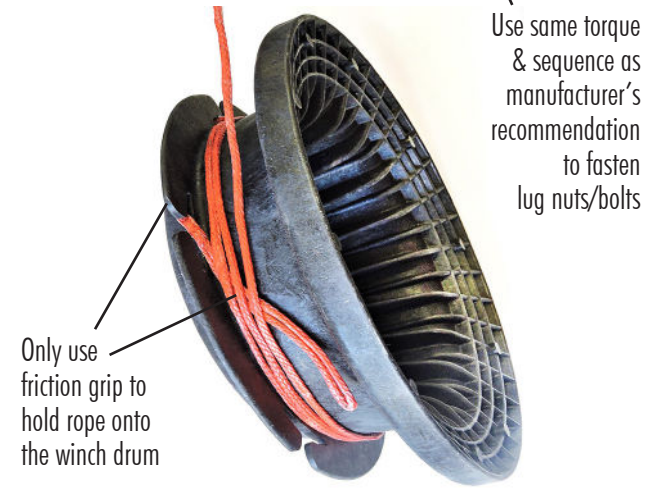
Important notice:
Please read and familiarise yourself with this information before using the Bush Winch Series II Kit

Two winches are supplied in the kit and they attach to the wheel rims of your vehicle with specially designed wheel nuts/lugs or bolts. These are supplied to replace those already on your wheels and are designed to take the extra load that winching causes. They can be left on as a permanent replacement, allowing easy attachment of the Bush Winch at any stage. The wheel nuts/lugs or bolts will look different in a number of ways to what you had mostly because they'll have a slotted head on top that the winch attaches to. When needed the winches, one or both depending on what you decide, are slotted on to the head of the wheel nuts/lugs or bolts. They can attach to the front or back wheels, depending on where the drive is on 4WD's or 2WD's. One end of the winch rope is attached to the winch and the other to the anchor. Put the vehicle into gear and slowly drive forward or backwards, as the case maybe, until the slack in the winch rope is taken up by the spinning wheel. Once the winch rope is tight, the vehicle is forced to roll until the wheel has traction again. The winch ropes will go slack and you can stop and take the winches off.
You will notice the Bush Winch rope is red with specific charateristics to match your vehicles weight and power.

Congratulations, you have chosen a unique and versatile recovery system with the hallmarks of being very strong, simple and portable. The peace of mind knowing that you've got an ability to rescue yourself when stuck is always comforting.







The Bush Winch is suitable for many 4WD's, SUV's and 2WD's, whether front or rear wheel drive. You can go either forward or backwards. All control is from the driver seat and as long as your engine is running, you have ample undiminished power.

7. When screwing on the wheel nuts/lugs or bolts, use the same torque and procedure to tighten them as required for the originals by the manufacturer. It is not necessary to tighten them any harder because the Bush Winch is to be used.

8. After winching check that there has been no damage and/or bending to the wheel nutsl/lugs or bolts and that they have not come loose from your wheel rim. The Bush Winch normally slots on and off with minimual effort, but if there is damage or bent wheel nuts/lugs or bolts, it may no longer do so. Regular check the wheel nuts have remained secure.

9. The fibre filled nylon Bush Winch and the steel base plate to it are designed to flex a little under winch loads, but permanent bending or warping means damage to these parts and they should be replaced.

Please take time to read and understand the use of the Bush Winch. Familiarise yourself with it's use and practice in a controlled situation so you get the experience to recognize the best recovery options. Assess the situation.

- **Which wheels have lost traction? What can be used as anchor points and where are they?**
- **Will it be best to to winch forwards or backwards?**
- **In a 4WD is it best to winch off the front wheels or back wheels.**
- **Use the back wheels in preference to the front. This will take the load off the steering wheel and allow easy manoeuverability.**
- **Take the slack out of the winch rope before winching by winding it onto the winch.**
- **Keep driving slowly in bottom gear and don't accelerate when moving.**
- **If wheel traction is gained or lost intermittently while moving, don't accelerate to spin the wheels as it will stop suddenly and risk damage when the winch rope jerks tight again.**
- **Splay the winch ropes slighty away from the vechiles path so you dont run over them.**