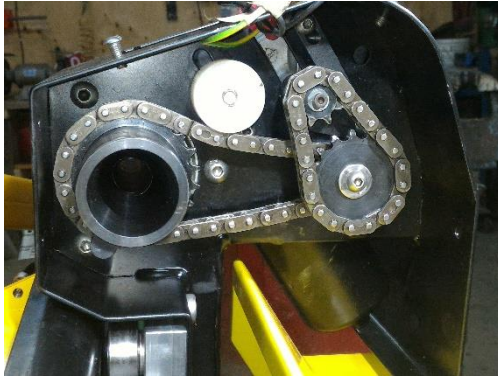


Wintex Winter storage and maintenance tips

Any equipment service manager will tell you that the best time to handle little issues with equipment is either right away or before we put it away in storage for the winter. This will ensure everything will operate at peak performance next season. A 20-minute effort this fall will extend the life of your Wintex and make a world of difference come spring. If your Wintex was being operated by more than one person, don't forget to talk to them about how the Wintex was operating and address any service issues. We would be more than happy to hear from you and address any questions

Wintex 1000

- ✓ Cleaning your Wintex regularly followed by an inspection is one of the most important things you can do to prevent premature wear and catch any issues. Give the Wintex a good cleaning with a hose or pressure washer. Protect the electrical box, and the air intake on the Honda engine when using a pressure washer. Water under pressure deflects off surfaces with considerable force, seeping into the smallest of crevices.
- ✓ Inspect chains for wear, adjust tension and lubricate with a chain lubricant. See our discussion at end of this document about lubricants. In addition to the guiding chain that works during up/down motion of the probe, there are two chains that drive the probe rotation. These are located within the probe gearbox and these can be accessed by removing the top plate. Be certain not to put grease/oil lubricant on the aluminum rail. The probe gearbox glides up/down on rollers on the aluminum rails



- ✓ Check and tighten all screws/bolts. Use medium strength Loctite on ones that are loose.
- ✓ Protect bare exposed metal including the probe with a lubricant. Remember to give your Wintex a quick wash in the spring to remove any excess lubricant.

- ✓ Check and adjust if necessary the cam on the soil box so that the box adequately clears the probe mast during the cycle (Figure 1). Loosen the nut in behind the soil box and turn the eccentric. Hold the eccentric bearing while tightening the nut. The widest part of the eccentric should be upwards and face slightly towards the yellow tower. When the probe mast is beside the soil box, the soil box should still have a bit of movement.



1 The soil box should be about parallel to the probe mast



Cam Adjustment, widest part at top

- ✓ Check the conditions of probe and consider ordering a spare probe if you don't have one handy. The ejector tip should be replaced at the same time as the probe.
- ✓ Check the level of oil in the hydraulic tank

Refer to the Wintex service manual for more detailed instructions. These can be found on our Wintex support page.

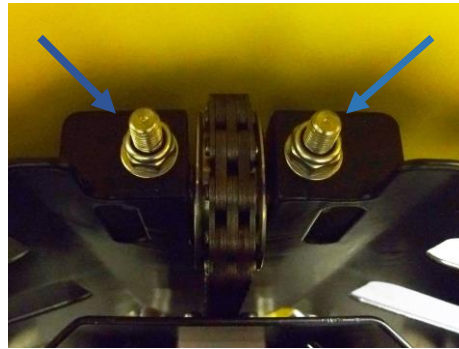
Wintex 1000s/2000

- ✓ Cleaning your Wintex regularly followed by an inspection is one of the most important things you can do to prevent premature wear and catch any issues. Give the Wintex a good cleaning with a hose or pressure washer. Protect the electrical box, and the air intake on the Honda engine when using a pressure washer. Water under pressure deflects off surfaces with considerable force, seeping into the smallest of crevices.

- ✓ Inspect chain for rotation and the chain for probe up/down for wear, adjust tension and lubricate with a chain lubricant. Refer to our discussion at end of document about chain lubrication.

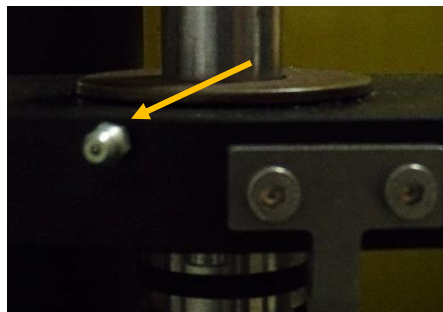


Lubricate the chain for rotation, adjust tension and lubricate plus the top of the probe where the hammer moves up/down

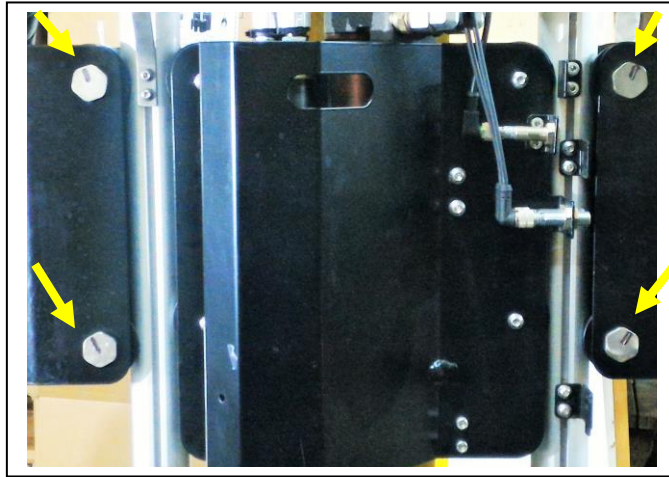


Adjust chain for probe up/down by two bolts at top. Adjust bolts equally

- ✓ Check and tighten all screws/bolts. Use medium strength Loctite on ones that are loose
- ✓ Protect bare exposed metal with a lubricant including the probe. Remember to give your Wintex a quick wash in the spring to remove any excess lubricant.
- ✓ Thoroughly coat the hydraulic cylinder rod for the probe with grease/lubricant. Rusted cylinder rods can quickly damage seals.
- ✓ Grease the nipple on the revolving platform near the bottom of the probe



- ✓ Check the condition of the guiding rollers on the fixed frame. Rollers should be snug against the frame, but don't overtighten that they do no roll on fixed frame. Rollers are on an eccentric cam, so it is important after adjusting that the fixed frame moves up and down squarely on the guiding pipes. Observe that the notch in the face of the eccentric bolt are facing opposite direction on each side of the frame



[Honda Engine -GX160/200 Storage](#)

Your Honda owner's manual provides detailed information on preparation for storage. You can find a copy of it on our Wintex product support page

The following is an excerpt from the manual on preparing for storage. Instructions are included for draining the fuel, draining the fuel sediment cup, adding oil to combustion chamber for rust protection, and changing the engine oil.

SPARK ARRESTER (applicable types)

In Europe and other countries where the machinery directive 2006/42/EC is enforced, this cleaning should be done by your servicing dealer.

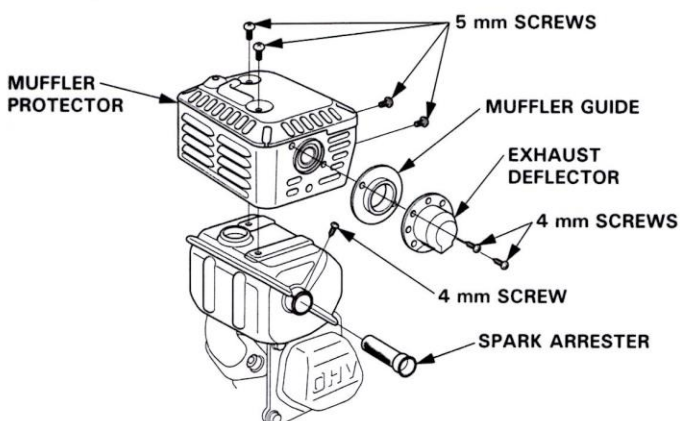
The spark arrester may be standard or an optional part, depending on the engine type. In some areas, it is illegal to operate an engine without a spark arrester. Check local laws and regulations. A spark arrester is available from authorized Honda servicing dealers.

The spark arrester must be serviced every 100 hours to keep it functioning as designed.

If the engine has been running, the muffler will be hot. Allow it to cool before servicing the spark arrester.

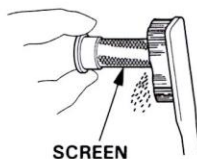
Spark Arrester Removal

1. Remove the air cleaner (see page 11).
2. Remove the two 4 mm screws from the exhaust deflector, and then remove the deflector and muffler guide (applicable types).
3. Remove the four 5 mm screws from the muffler protector and remove the muffler protector.
4. Remove the 4 mm screw from the spark arrester, and remove the spark arrester from the muffler.



Spark Arrester Cleaning & Inspection

1. Use a brush to remove carbon deposits from the spark arrester screen. Be careful not to damage the screen. Replace the spark arrester if it has breaks or holes.
2. Install the spark arrester, muffler protector, exhaust deflector, and muffler guide in the reverse order of removal.
3. Install the air cleaner (see page 11).



IDLE SPEED

Adjustment

1. Start the engine outdoors, and allow it to warm up to operating temperature.



HELPFUL TIPS & SUGGESTIONS

STORING YOUR ENGINE

Storage Preparation

Proper storage preparation is essential for keeping your engine trouble-free and looking good. The following steps will help to keep rust and corrosion from impairing your engine's function and appearance, and will make the engine easier to start when you use it again.

Cleaning

If the engine has been running, allow it to cool for at least half an hour before cleaning. Clean all exterior surfaces, touch up any damaged paint, and coat other areas that may rust with a light film of oil.

NOTICE

Using a garden hose or pressure washing equipment can force water into the air cleaner or muffler opening. Water in the air cleaner will soak the air filter, and water that passes through the air filter or muffler can enter the cylinder, causing damage.

Fuel

NOTICE

Depending on the region where you operate your equipment, fuel formulations may deteriorate and oxidize rapidly. Fuel deterioration and oxidation can occur in as little as 30 days and may cause damage to the carburetor and/or fuel system. Please check with your servicing dealer for local storage recommendations.

Gasoline will oxidize and deteriorate in storage. Deteriorated gasoline will cause hard starting, and it leaves gum deposits that clog the fuel system. If the gasoline in your engine deteriorates during storage, you may need to have the carburetor and other fuel system components serviced or replaced.

The length of time that gasoline can be left in your fuel tank and carburetor without causing functional problems will vary with such factors as gasoline blend, your storage temperatures, and whether the fuel tank is partially or completely filled. The air in a partially filled fuel tank promotes fuel deterioration. Very warm storage temperatures accelerate fuel deterioration. Fuel deterioration problems may occur within a few months, or even less if the gasoline was not fresh when you filled the fuel tank.

Fuel system damage or engine performance problems resulting from neglected storage preparation are not covered under the *Distributor's Limited Warranty*.

You can extend fuel storage life by adding a gasoline stabilizer that is formulated for that purpose, or you can avoid fuel deterioration problems by draining the fuel tank and carburetor.

Adding a Gasoline Stabilizer to Extend Fuel Storage Life

When adding a gasoline stabilizer, fill the fuel tank with fresh gasoline. If only partially filled, air in the tank will promote fuel deterioration during storage. If you keep a container of gasoline for refueling, be sure that it contains only fresh gasoline.

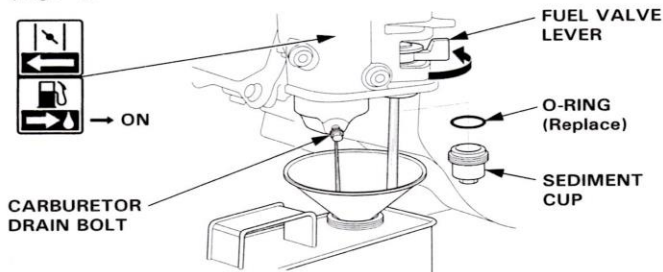
Draining the Fuel Tank and Carburetor

WARNING

Gasoline is highly flammable and explosive, and you can be burned or seriously injured when handling fuel.

- Stop the engine and keep heat, sparks, and flame away.
- Handle fuel only outdoors.
- Wipe up spills immediately.

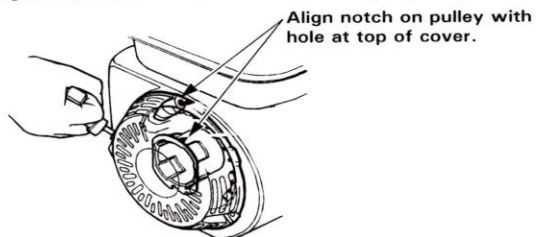
1. Move the fuel valve lever to the OFF position (see page 6).
2. Place an approved gasoline container below the carburetor, and use a funnel to avoid spilling fuel.
3. Loosen the carburetor drain bolt. Remove the sediment cup and O-ring, then move the fuel valve lever to the ON position (see page 4).



4. After all the fuel has drained into the container, reinstall the sediment cup and a new O-ring. Tighten the carburetor drain bolt and sediment cup securely.

Engine Oil

1. Change the engine oil (see page 9).
2. Remove the spark plug (see page 12).
3. Pour a teaspoon 5–10 cm³ (5–10 cc) of clean engine oil into the cylinder.
4. Pull the starter rope several times to distribute the oil in the cylinder.
5. Reinstall the spark plug.
6. Pull the starter rope slowly until resistance is felt and the notch on the starter pulley aligns with the hole at the top of the recoil starter cover. This will close the valves so moisture cannot enter the engine cylinder. Return the starter rope gently.



7. Electric starter type: Remove the battery and store it in a cool, dry place. Recharge it once a month.
8. Cover the engine to keep out dust.

Storage Precautions

If your engine will be stored with gasoline in the fuel tank and carburetor, it is important to reduce the hazard of gasoline vapor ignition. Select a well ventilated storage area away from any appliance that operates with a flame, such as a furnace, water heater, or clothes dryer. Also avoid any area with a spark-producing electric motor, or where power tools are operated.

If possible, avoid storage areas with high humidity, because that promotes rust and corrosion.

Keep the engine level in storage. Tilting can cause fuel or oil leakage.

With the engine and exhaust system cool, cover the engine to keep out dust. A hot engine and exhaust system can ignite or melt some materials. Do not use sheet plastic as a dust cover.

A nonporous cover will trap moisture around the engine, promoting rust and corrosion.

If equipped with a battery for electric starter types, recharge the battery once a month while the engine is in storage. This will help to extend the service life of the battery.

Removal from Storage

Check your engine as described in the *BEFORE OPERATION CHECKS* section of this manual (see page 4).

If the fuel was drained during storage preparation, fill the tank with fresh gasoline. If you keep a container of gasoline for refueling, be sure it contains only fresh gasoline. Gasoline oxidizes and deteriorates over time, causing hard starting.

If the cylinder was coated with oil during storage preparation, the engine will smoke briefly at startup. This is normal.

TRANSPORTING

If the engine has been running, allow it to cool for at least 15 minutes before loading the engine-powered equipment on the transport vehicle. A hot engine and exhaust system can burn you and can ignite some materials.

Keep the engine level when transporting to reduce the possibility of fuel leakage. Move the fuel valve lever to the OFF position (see page 6).

Chain Lubricants

There are lots of different opinions on what is the correct lubricant. WD 40 is generally regarded as a solvent and not as an appropriate lubricant. General purpose oil is not the best lubricant for chains. They attract dust and may increase wear. Their viscosity often results in oil being spread onto other parts. The Wintex 1000 moves up and down on special aluminum rails and nylon glides. Keeping these free of dirt/oil will increase lifespan. In dusty conditions using a product that is a combination of penetrating oil and oil and lubricant. This is useful, because the penetrating oil helps carry the oil to the inside of the link, and a solvent evaporates leaving a tight film on link wear parts. Farm and auto equipment suppliers are one source for special chain lubricants. In extremely dusty environments, some recommend a dry type of lubricant that is solvent based with an anti-wear additive. This extends the life of these chains without attracting dust or causing buildup on the chain.