

*TRX 400 4x4 – 2002 & Prior
TRX 450ES 4x4 – 2003 & Prior
TRX 450S 4x4 – 1998 thru 2004*

HARDWARE FOR WINCH MOUNT KIT

QTY	DESCRIPTION
1	Winch Mount Plate
6	5/16"x1-1/8"x1-3/4" (42012) U-Bolt
12	5/16" Flat Washer
14	5/16" Nylock Nut
1	Roller Fairlead Mount Plate
2	5/16"x1" Bolt

MOUNTING INSTRUCTIONS

***All directions referring to right and left are when the rider is sitting on the ATV

For Superwinch, Cycle Country and other 2-bolt winches, use the two 5/16" x 1" bolts & Nylock nuts to mount the winch to winch plate. Tighten. Be sure when mounting, the winch motor is to the left side. For VIPER, Warn and Ramsey winches, use the four 5/16" x 3/4" bolts provided to mount the winch to the 4-bolt pattern in the center of the mount plate. Your motor should be on the right side of the vehicle.

INSTALLATION INSTRUCTIONS

1. Carefully slide the winch mount plate up behind the headlights of the ATV. Set onto the two Mainframe Tubes. The mount plate must slide down & butt up to the body support tubes. It should be almost horizontal, parallel to the ground. On some models there could be an electrical plastic tie wrapped to the pipe and in the way of the plate and u-bolts. The older models may have a spot weld electrical connector bracket in the way also. This bracket can be bent out of the way easily with your hand. Install the U-bolt between the bracket/connector and the frame pipe. Slide the winch plate onto the U-bolt and hand-tighten Nylock nuts. It is much easier to do the hard to reach U-bolts first. Hand-tighten all eight Nylock nuts on the U-bolts to secure the mount plate to the tubes. Tighten all eight nuts equally drawing the plate down to the frame pipe equally. Always check wire that you move out of your way earlier, making sure it will not get pinched between the frame and winch plate.
2. The winch mounts on the winch plate with the DC motor to left side of machine. (port side or right facing) Slide the winch in from the right side (starboard side or left facing) motor side first. Aim for a spot on the vertical pipe going to the handle bars. There is space there to align the winch and the two mounting holes with the two holes on the mounting plate. Make sure you maintain clearance with the back of the head lamp assembly and wiring. Secure the winch with the two bolts provided.

3. Just above the front brushguard, slide the roller fairlead mount plate behind the two front bumper tubes. Secure using the two U-bolts and Nylock nuts. Mount the fairlead to the new plate with the two bolts provided. Reinstall the plastic bumper guard. You are ready to bring the cable through the fairlead rollers. Clip the tie wrap from the cable end. Reach in and hold the cable on the spool with one hand. Use your other hand to turn the freespool knob. (Steel cable when it is new will always try to straighten out and unravel. There is no resistance on the spool to prevent this when the drive gear is disengaged.) When you have enough slack to reach the fairlead rollers, engage the freespool knob to prevent the cable from unraveling. Route the cable through the center of the fairlead rollers and attach the cable hook. Install the cotter pin. Wind excess up after winch is wired.

Wiring Instructions

- The next step is to install the contactor (control relay). There is no right or wrong place. We recommend a dry place away from sharp or moving suspension parts, knowing that it is hard to find a totally dry place on an ATV. You may mount it in the front or back or under the seat. You may mount it with U-bolts (holes on contactor are metric.) or bolts. On this model, we installed the contactor in the rear storage compartment because it is dry there. We attached all the wires before bolting it down. We do offer an optional side bracket mount. This bracket allows the contactor to hang on the side of square tubing in case the compartment is full. There is an additional cost associated with this part, just call us for details.
- Now the power wires can be run. Take the long set of red/black power wires and attach the red wire to the winch's red terminal and the black wire to the silver terminal. Keep the wire away from moving suspension parts. We left wire loose as we went down the upper frame. When fastening any wire where moisture could cause problems put dielectric tune-up grease (Permatex 22058 from NAPA) on all connections. Also if you want extra vibration protection Napa has plastic split tube conduct that can also be installed over the wire after it has been routed through the frame. Connecting the wire to the contactor, you will want the red wire attached to the red nut on winch motor to go to the blue terminal on contactor. (Blue is painted on top of contactor terminal). The black wire attached to the silver terminal on winch goes to the yellow terminal on contactor. If you get this wiring backwards this will not damage anything, the control switch on handlebars will just work in reverse.
- Next run the power wires from the battery into the compartment or location you have chosen for your contactor. The red wire goes to the positive terminal on the battery and the red terminal on the contactor. The black wire goes negative terminal on the battery and the black terminal on contactor. We didn't attach the red wire until all the rest of the wiring was complete. Caution! It is easier to reverse the polarity at the battery then you would think and that can cause

**Honda Foreman TRX
Winch Mount Kit
MA11905**



damage to your voltage regulator, contactor, and can start fires. The battery is capable of supplying a lot of current even to a short.

- The last of the wiring is to mount and wire in the control switch on the handle bars. We wrapped a couple wraps of electrical back tape on the handle bars before we clamped the switch down. Remove the center plastic cover that holds the key switch. The cover for the screws pops off with a flat blade screw driver. Remove the two screws with a Phillips screw driver. Pull up on the cover exposing the rear underneath the key switch. Route the control wiring down the vertical wiring harness and join up with the power cable on left side of cowling. Keep the red wire that hangs out near the back of key switch. Route the control wire down to the power wire and follow the power wire back to the contactor location. Fasten the green wire to the green wire on contactor and black wire to the black wire on the contactor. (The connectors are gender specific and can't be reversed.)
- The red switch control wire is the next item, which often raises some questions. The red control wire hanging out of the control cable near the switch goes to the switch 12 volts on the ATV. Some ATV's will have an accessory wire provided and it is spelled out in the owner's manual. The wire will be fused for it. The wires can be many different colors. You could also call a Honda Service Center & they will give you the location and color wire for winch control switch 12 volts over the phone. A factory service manual will also have the schematic in it. We found the switch 12 volts by using a 12 volt test light. We poked a hole through the insulation. With the test light clipped to the frame we turned on the key and lit the light. We turn turned off the key and light went out. (Switch 12 volts is defined as 12 volts is removed with the key off, as opposed to battery 12 volts that has power all the time. You can always find switch 12 volts on the back side of the ignition switch.) We found a blue with an orange tracer wire. You may obtain a crimp on side tape terminal for taping into insulated wire at an Auto parts store or hardware store. We bared the insulation and soldered the red wire to the blue/orange wire. We used RTV Silicone on the joint and wrapped it in electrical tape.
- Lastly, fasten down the contactor with the bolts provided in the winch box. Make sure the 10 MM terminal nuts are tight on the contactor and wire terminal lugs and not shorting. Double check the green and black control wires on the contactor. They can mate hard, so make sure they are seated. Then, attach the battery wires to the battery. Your winch is operational. With the ignition key on, the relay should click when the handle bar control switch is activated. You should test both halves of the switch. The click is independent of switch 12 volts. It will click even if the battery is not wired to the contactor or winch. Wind in excess winch steel cable by carefully guiding it to the spool. Installation technicians are available to answer questions that may arise.