



Kit Contents

- (1) Mount plate (2) M10 Hex Head Flange nut (4) M10x16mm Hex Head Bolt (4) 5/16" Flat Washers

Winch Installation

A. Preparation and handle-bar wiring

1. Prepare the ATV by removing the battery cover by pulling it up at the rear corners (figure 1.)

2. Install the power sub-harness (should have been supplied with your Grizzly 700 purchase. You can contact your dealer for information if you do not have this) as shown. (figure 2) See appendix for additional wiring options if you do not have this harness.

3. Install the winch rocker switch to the handlebar using the hardware and bracket supplied with the switch. Route the wiring beside the left switch harness using the stock cable ties to secure it. (figure 3 & 4)

4. Route the rocker switch harness to an area on top of the battery and then route the red contactor power wire over to the right side of the compartment. Cut the wire to correct length and crimp a male bullet connector (not supplied) to the end of the wire and then plug it into the red female connector of the harness installed in step 2. (figure 5)

B. Contactor/Solenoid Wiring

You have several different options for the contactor/solenoid installation.

Option One: *Mount Integrated*

1. Assemble the contactor to the winch mounting plate using the four 1/4-20 x 1 hex bolts, nuts and washers provided in the winch kit, and torque to 10 ft/lbs.(figure 6)

2. Install color coded cables onto the contactor, matching the color coded terminals on the contactor. Attach the

blue and yellow cable from the contactor to the winch. You now have two different options for the cable now: You can carefully bundle and zip-tie (provided) the excess cable and carefully tuck it away from sharp edges. Alternatively, you can cut the cable to about 14" in length and, with electrical tape, refasten the looped electrical ends.

Option Two: *Under-vehicle*

Choose any location under your vehicle and mount the contactor. 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. In this case we mounted it in the cargo box behind the seat. You may mount it with U-bolts (holes on contactor are metric) or bolts. We attached all the wires before bolting it down.

Option Three: *Rear Box*

You can choose to mount the contactor in your rear box. You will follow the same instructions as above, but you will need to purchase an additional length of compatible cable from your local hardware or auto parts store as the box is too far away for standard length winch electrical cable.

C. Winch Installation

1. Install the winch onto the mounting plate using four 5/16-18 hex bolts and lock-washers from winch kit.

2. Install the fairlead onto the front mounting tabs on the winch mounting kit using the two 3/8-16 hex bolts and nuts. Install the hook using the pin and cotter pin supplied with the winch.

3. Locate the front mounting locations on the front frame tubes of the Grizzly. (figure 7)

4. Place the mounting plate into position on the ATV.
NOTE: The winch space for the Grizzly 700 is a bit

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tight. If mounting a VIPER MAX 3500-4500lb series, you will need to move it slightly off-center with the help of the slotted holes in order to clear your brushguard tubing. This will not affect winch performance.

5. Attach the front of the mounting plate with the two M10 X 1.25 X 16mm hex flange head bolts, and two M10 X 1.25 hex flange head nuts, finger tighten at this time.

6. Attach the rear of the mounting plate with the two M10 X 1.25 X 16mm hex flange head bolts. Tighten all four mounting bolts at this time.

7. Route the black and red battery winch wires up the left side of the frame and into the battery area. At the same time, route the rocker switch harness down beside the battery winch wires and plug the connectors into the contactor connectors. Gather all wires and cable tie them neatly away from any moving suspension parts or any sharp edges.

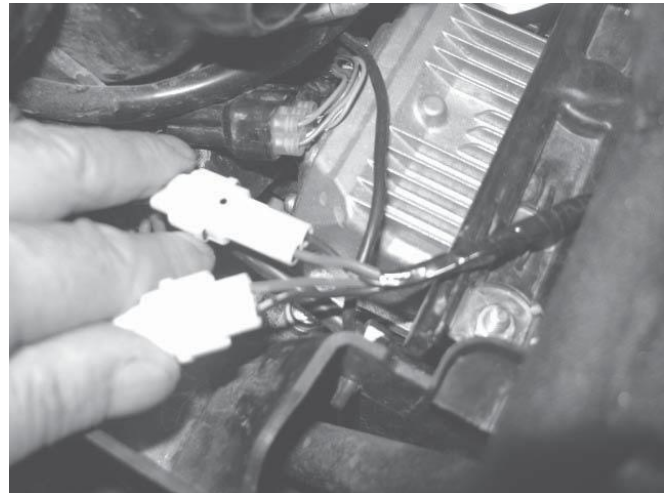


FIGURE TWO



FIGURE ONE

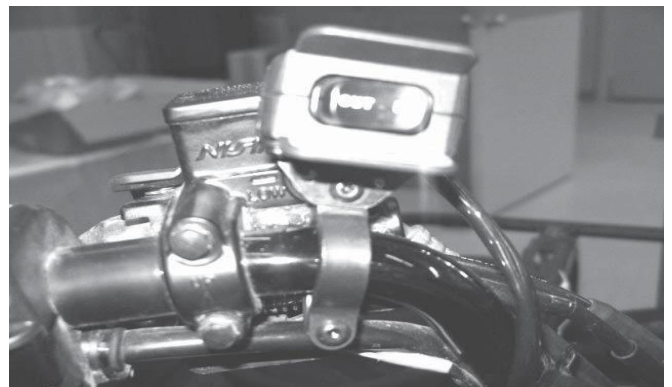


FIGURE THREE

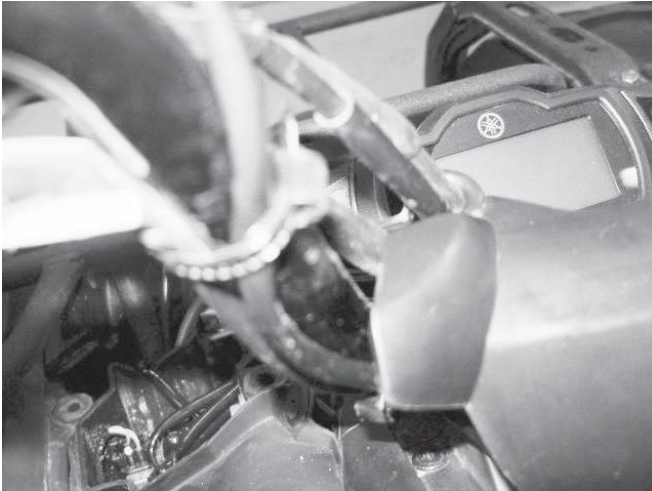


FIGURE FOUR

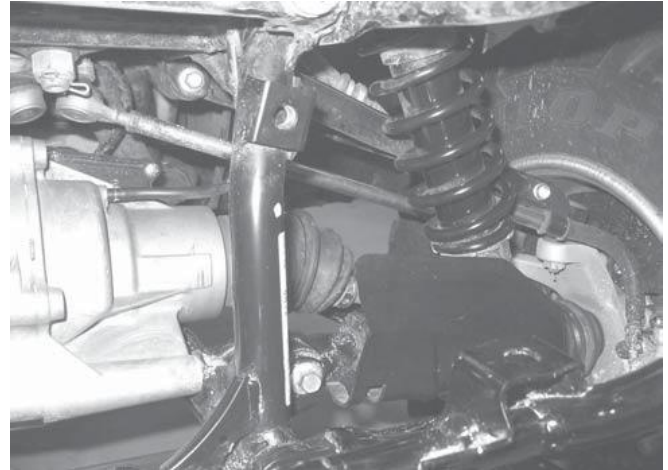


FIGURE SEVEN

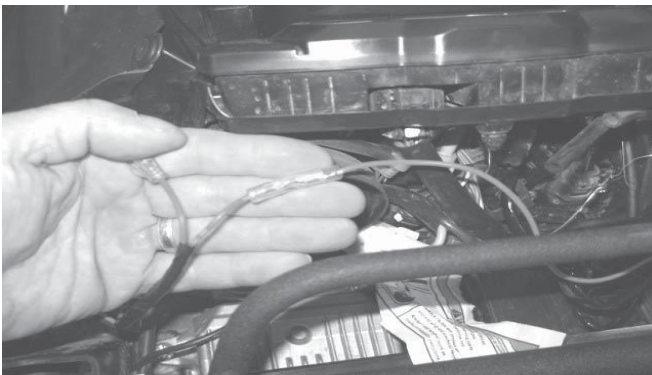


FIGURE FIVE



FIGURE SIX

Appendix to Electrical Installation (if necessary)

Hook Up the Electricity

1. 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. In this case we mounted it in the cargo box behind the seat. You may mount it with U-bolts (holes on contactor are metric) or bolts. 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. There is an additional cost associated with this part, just call us for details. See picture 5.
2. 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

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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.

3. 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 damage to your voltage regulator, contactor, and can start fires. The battery is capable of supplying a lot of current even to a short.
4. 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.)
5. 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 an Yamaha 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. (Switched 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.

6. 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.