

**Kawasaki Mule 610
Winch Mount Kit
MA11932**



Kit Contents

Qty	Description
1	Mount Plate
4	1/4 x 1 x 2 3/4 U Bolt (Fastenal: 42005)
8	1/4" Nylock Nut
8	1/4" Flat Washer

Please note: All instructions refer to right & left as the rider is sitting on the machine

Mount Winch:

1. Remove the 5 screws that hold the plastic bumper cover in place.
2. Install winch mount to ATV by using the 4 U bolts provided, fastening to the front vertical frame tubes.
3. Align with washers & tighten the 1/4" nuts securely.
4. Attach the winch to the plate using the bolts supplied with the winch, tighten.
5. Install the roller fairlead.

Contactor/Solenoid Installation

-First determine where to install the contactor (control relay). It is best to install it to the firewall on the inside of the right fender well. Locate and remove the four clips in the contactor mounting holes in the firewall. When installing the contactor here, you can choose to attach all the wires first, before bolting it down firmly.

-Install contactor with four 1/4-20" x 1" capscrews, locknuts and nuts included with your winch.

-Run the power wires. 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 loom tube conduct that can also be installed over the wire after it has been routed through the frame. (Napa #737300, 3/8" split loom) Connecting the wire to the contactor, you will want the red wire attached to the red nut on the winch motor to go to the blue terminal on the contactor. (Blue is painted on top of the contactor terminal). The black wire attached to the silver terminal on the winch goes to the yellow terminal on contactor. If you get this wiring backwards this will not damage anything, the control switch will just work in reverse.

-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 loom tube conduct that can also be installed over the wire after it has been routed through the frame. (Napa #737300, 3/8" split loom) Connecting the wire to the contactor, you will want the red wire attached to the red nut on the winch motor to go to the blue terminal on the contactor. (Blue is painted on top of the contactor terminal). The black wire attached to the silver terminal on the 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 damage to your voltage regulator, contactor, and can start fires. The battery is capable of supplying a lot of current even to a short.

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-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 handlebars before we clamped the switch down. 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 switched 12-volt wire. 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 the black wire to the black wire on the contactor. (The connectors 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 UTV. Some UTV'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 your service center & they will give you the location and color wire for winch control, switch 12 volts wires 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. 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 are 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 backside of the ignition switch.) You may obtain a crimp on side tap 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 12-volt wire. We used RTV Silicone on the joint and wrapped it in electrical tape. Some manufacturers provide a connector to plug into under the front access panel. Usually a crimp on spade connector will mate with it.

SWITCH OPTIONS

-For your convenience we have provided (2) fender washers and a rubber grommet to modify the handlebar switch for dashboard mounting on your Mule. To do this, drill a hole for the wiring and use the grommet to protect the wire before feeding it through. Keep the red wire that hangs out near switched 12-volt wire. 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 the black wire to the black wire on the contactor. (The connectors are gender specific and can't be reversed.)

-We also now have a "True Dashboard" switch available that will mount into the switch cut out of your dashboard if your Mule has this option.

-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 winch powering 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.