

Lewmar 48 Winch Maintenance

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I anquished for a year about this maintenance project. I found the Lewmar maintenance kit manual of minimal comfort, so I wanted to make this 2 page pdf for some boater like me, one that needs lots of step-by-step pictures.

Good sailing . . . Steven Jones, Catalina 36 #2164, Seal Beach, CA
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Left to right, 1 & 2): remove screw-on top: To get this moving, I lightly tapped with a hammer against the end of a channel-lock to prevent damage to the cap. 3): Lightly pry off the feeder arm. 4) Lightly tap out retainers - note corrosion from 3 yrs of no maintenance. Watch out that these don't fly over board!



5) I used a little WD-40 to loosen these retainers to get them out. 6) Both retainers, one after wire brushing off the corrosion. 7) Now remove the main center shaft. To get a grip on this, I again used a handle of my channel locks to lift this out since there was no way to grab it. 8) Shaft removed.



9) Lift off the drum. 10). Inside view of drum. 11) Note corrosion and lack of grease on main shaft. 12) Remove two identical bearings, one plastic spacer, and one plastic washer (bottom).



13) Cleaning bearings in solvent - I used paint thinner due to its oily nature. Set aside to dry. 14) You may need to use WD-40 or similar to loosen the gear set pins, one of mine were difficult to remove. 15) Lifting out the gear pin(s), and 16) sliding out the first gear set. (* I found that some pins were stuck at the bottom to the boat deck from the excess bedding used when installing the winch).

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Note: This document is not intended to be a factory authorized publication, merely my experience in performing this maintenance. Take measures to make sure these parts don't go overboard. I used towels. You may want to even mask off the area around the winch to prevent grease on the non-skid deck. Steven Jones



Lt. to rt. 17) First gear assembly - the smaller gear with the pawls just lifts out of the larger gear. 18) Removing pin of the second gear assembly (on both of my winches, this pin seemed to be the most difficult to remove). 19) Slide out second gear assembly, and 20) separate the top gear from the bottom.



21) Cleaning all bronze center stem. I used wet-dry sandpaper to remove heavy corrosion. 22) After cleaning all gear assemblies with solvent and drying, I oiled the pawls with Lewmar oil (in kit), and 23) applied Lewmar grease. 24) Slide both gear assemblies back in to place and install proper pins.



25) Apply Lewmar grease to the bronze stem. 26) Grease and replace washer, bearing, plastic spacer, and second bearing in proper order. 27) Grease gear teeth inside of the drum. 28) Carefully set drum back onto gears. You will feel it engage with the gear sets.



29) Grease center shaft and install. This is as expected, a tightly machined shaft, so not much grease is needed. 30) Insert shaft retainer keys. To get these to seat properly, you may have to raise the center shaft slightly. 31) Install feeder arm in same position as originally set. 32) Screw on cap and hand tighten.