

Liberty
Owners Manual

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1.0 INTRODUCTION

Congratulations on your purchase of a Maxwell Liberty Anchor Windlass.

Please read the following information thoroughly. It will enable you to correctly install, operate and maintain your windlass. Ensuring safe and trouble-free operation.

Failure to adhere to the installation, operation and maintenance instructions described herein could jeopardise your safety and invalidate the warranty.

1.1 IMPORTANT SAFETY INFORMATION

- Be sure your windlass has been correctly specified before installation, your and others safety may depend on it.
- Correct fit of chain to chainwheel is essential for the windlass to operate safely and correctly.
- Keep hands, feet, loose clothing, and hair well clear of the windlass and rope or chain during operation.
- Whilst raising the anchor, run the boat's engine above idle. This will minimise the power drain on the batteries and prolong their life.
- Never operate the windlass from a remote station without having a clear view of the windlass.
- Do NOT use the windlass as a bollard. When anchored or alongside a mooring or another boat, secure the line directly onto a bollard or deck cleat.
- Do not use the windlass to pull the boat forward when raising the anchor. First drive the boat forward over the anchor.
- Do not attempt to break free a fouled anchor with the windlass. Secure the line to a bollard or cleat and use the boat's engine to move slowly ahead to break the anchor out.
- Always firmly fix the anchor when under way or in heavy seas. Do not rely on the windlass as a securing device.
- Always turn the circuit breaker/isolator switch off when the windlass is not in use and before leaving the boat.
- Keep the line in good condition, free from knots and twists. Inspect regularly for chafe. Where this has occurred repair by cutting away the affected portion and re-splice. The rope can be swapped end for end to give extended usage.
- Be sure to tie the end of the anchor rope to a secure fixture in the anchor locker.
- The windlass is not designed to lift people.

1.2 IMPORTANT MAXWELL RECOMMENDATIONS

- The anchor should be self launching and launch immediately to prevent slack chain build up on the deck causing damage.
- A swivel should be used between chain and anchor, this will prevent twists and hockles that may cause the windlass to jam.
- The bow roller should be grooved to assist with chain alignment coming on to the windlass.
- A chainstopper, snubber or cleat should be used to secure the rode when anchoring and underway.
- On the first use of the windlass carefully run all of the rode out of the locker and remove all the twist and hockles from the line.
- Rope should be washed down with fresh water after use. This will keep the rope in good serviceable condition.
- Ensure maintenance schedule is carried out before and at the end of each boating season or at least at six-monthly intervals.
- Inspect the condition of the rode regularly, especially check the splice for chafe and stiffness.
- When the rope becomes too stiff it may start to slip in the chain wheel, especially around the splice, Maxwell recommends soaking it in fabric softener overnight to restore its plyability.
- Regularly check that the chain inserts are still fitted to the ten chain links adjacent to the splice and replace if necessary.

1.3 ANCHORING TIPS

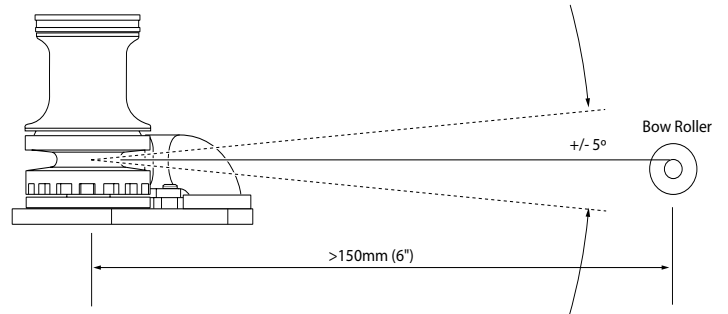
- Before deciding where you want to anchor, slowly cruise around the anchor site and check out the boats already at anchor, to ensure you have enough room to swing.
- Allow adequate room around the spot where you wish to anchor. Remember that power vessels swing differently than yachts. Boats on rope lines swing around more than those on chain.
- Slow down and keep the bow into the wind, or current, whichever is stronger and as the boat comes to a complete stop, start to lower the anchor.
- After lowering the anchor, either drift back or slowly reverse while paying out the anchor line, in order to ensure the anchor is holding.
- The amount of anchor line you pay out should always be at least three times the depth of water in which you are anchoring.
- Do not switch off the engine until you are sure the anchor is holding. The engine may not restart.
- Use buoys as reference points if they are available or, if close to shore, use prominent landmarks to check you are holding your position.
- Once anchored, secure your anchor line with the chain stopper or secure to a deck cleat or bollard with a hitch that is easy to cast off. Avoid anchoring off your windlass.
- Have a small buoy handy, which you can tie to the end of your anchor line in case you have to slip your anchor. You will then be able to recover your anchor and line later.
- You should always anchor your boat via the bow.
- Check your position frequently when at anchor. You may have dragged.
- Check your chart(s) to ensure that there is sufficient depth of water and shelter. Always remember to check the weather forecast and tides before commencing boating.

2.0 INSTALLATION

2.1 ALIGNMENT OF WINDLASS WITH BOW ROLLER

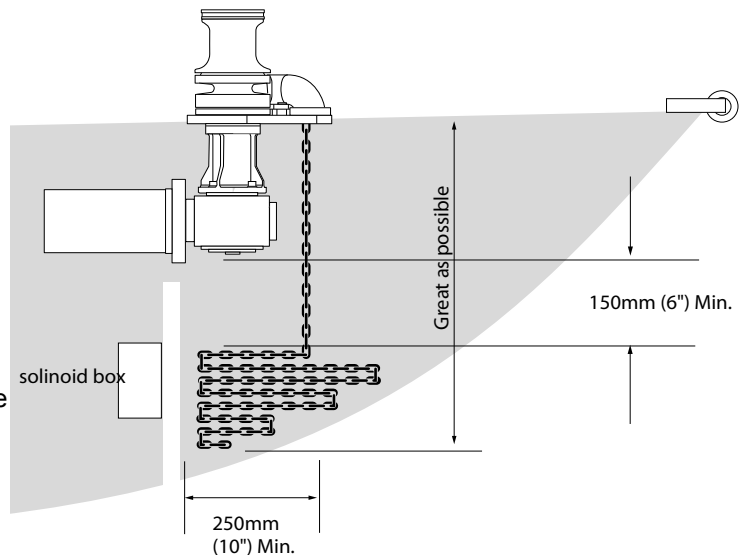
Bow Roller

A grooved bow roller will help to remove twists and align the chain with the chainwheel.



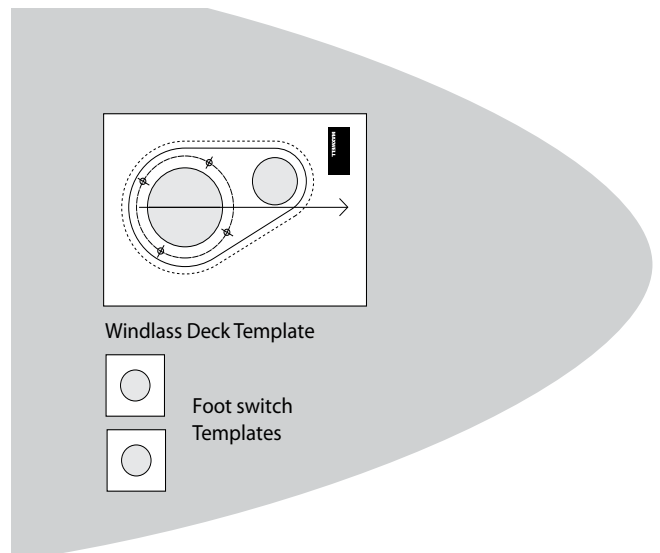
2.2 POSITIONING THE WINDLASS ON THE FOREDECK

- Position the windlass so that the line falls into the deepest and widest section of the anchor locker.
- There should be at least 150mm (6") of clearance under the motor when all the anchor line has been retrieved into the locker.
- Mount the solenoid box in a dry place (preferably not inside the anchor locker).
- Windlass must be mounted on a flat surface. The use of pads could be use to distribute the load.



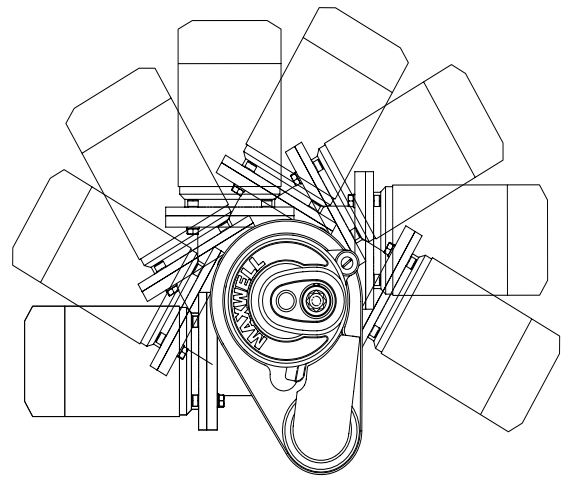
2.3 SETTING OUT THE TEMPLATE

- Use the deck template to find the correct position for the windlass on the deck, and mark the holes to be made.
- Mark the positions of the foot switches if these are being fitted.
- If foot switches are to be fitted, position them for easy and safe operation while using the windlass.
- In the positions shown on the template, confirm dimensions then drill the holes for the retaining bolts. Using a hole saw, make the holes for the spacer tube and chain pipe.
- On wooden and cored decks, seal the edges of the holes with paint or resin.



2.4 MOTOR ORIENTATION

- The motor can be installed in one of eight positions (each 30 degrees apart).
- Position the motor for minimum obstruction of the rode entering the locker.



2.5 INSTALLATION INSTRUCTIONS

TOOLS REQUIRED:

13mm AF socket and drive
17mm AF spanner

If in doubt, contact your nearest Maxwell agent for advice. See section 5.2 for contact details.

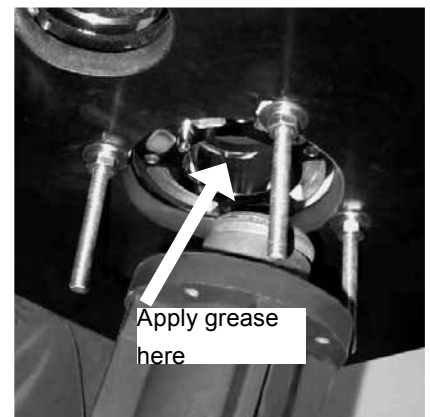


1
With the shaft assembly removed, apply sealant between the Deckplate and the deck. Lower the windlass Deckplate into the predrilled mounting holes.

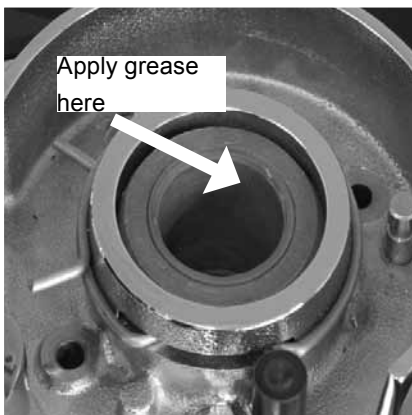


2
Fit the nuts and washers from below and tighten.

(Apply grease to threads.)



3
Present the drive assembly up to the Deckplate. Start the Spacertube into the Deckplate, ensure desired alignment before pushing the gearbox onto the locating Dowel Pins.



4
Once the gearbox is aligned correctly, push the drive assembly firmly up. The Quick Fit Spring will at first resist the assembly. Then it will locate in the Spacertube groove, which will hold the the drive assembly to the Deckplate.



5
Fit the bolts and washers from the top.

(Apply grease to threads.)



6
Tighten the bolts using a 13mm AF socket.



7
Temporarily remove the Deckplate Plug.



8
Remove Quick Fit Spring.



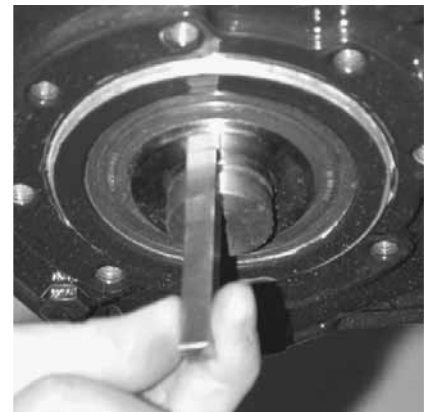
9
Once spring is removed replace Deckplate Plug and attach Pressure Arm Spring to retaining pin.



10
Apply grease to Shaft and bore, then slide into position.



11
Make sure you align the Stripper to its locating hole (see arrow).
The Pressure Arm has to be pulled away to allow easy assembly.



12
Once the Shaft is in position, apply grease to Key and insert into the keyway.



13
Finally fit the Quick Change Clip or circlip into the groove in the bottom of the Shaft.

Note:

Refer to 3.3, (Removal/Installation of windlass top works) and 3.5 (Maintenance) for greasing of topworks components.

2.6 IMPORTANT NOTICE TO BOAT BUILDERS

- After completing installation we suggest that you spray the top works of the windlass with CRC 3097 “Long Life”.
- Also protect the windlass by wrapping with plastic film and tape.
- Experience has shown that on long ocean deliveries as deck cargo sulphur from the ships exhaust settles and severely damages the chrome plating and stainless steel by breaking down the chrome oxide protective film.

**PLEASE LET YOUR CUSTOMER RECEIVE THE WINDLASS FROM YOU
IN THE SAME TOP QUALITY CONDITION THAT YOU RECEIVED IT FROM US.**

2.7 INSTALLATION / REMOVAL OF PRESSURE ARM UPPER



1

Undo M6 Cap Screw using a 5mm hex key. Remove M6 Cap Screw and Retaining Washer.



2

Grease inside the Pressure Arm Upper then install onto the Pressure Arm Base.

(Note: install in correct orientation, see photos)



3

Grease the Retaining Washer then install with flange up.



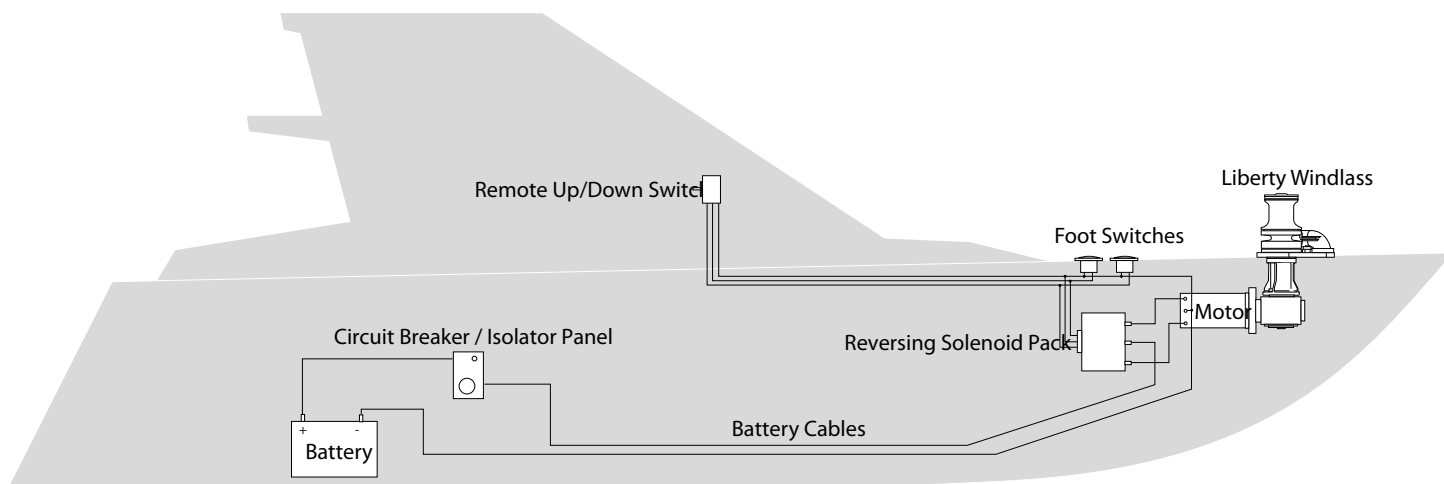
4

Apply grease on the tread of the M6 Cap Screw, replace and tighten.

Removal is opposite to installation.

2.8 ELECTRICAL COMPONENT LAYOUT

- Install Circuit Breaker / Isolator no further than 1.5m from the battery.
- Power cables must be well secured and protected from damage. Ensure that the correct cable size for your length of boat has been installed.
- Reversing solenoid box must be mounted in a dry area near the windlass.



2.9 RECOMMENDED MAIN CABLE CONDUCTOR SIZE

12V System

Cable Length	Cable Size	
	mm ²	AWG
Up to 6m (20')	26	3
6m - 7m (20'-30')	35	2
7m - 10m (30'-35')	42	1
10m - 15m (35'-50')	54	0
Over 15m (50')	70	00

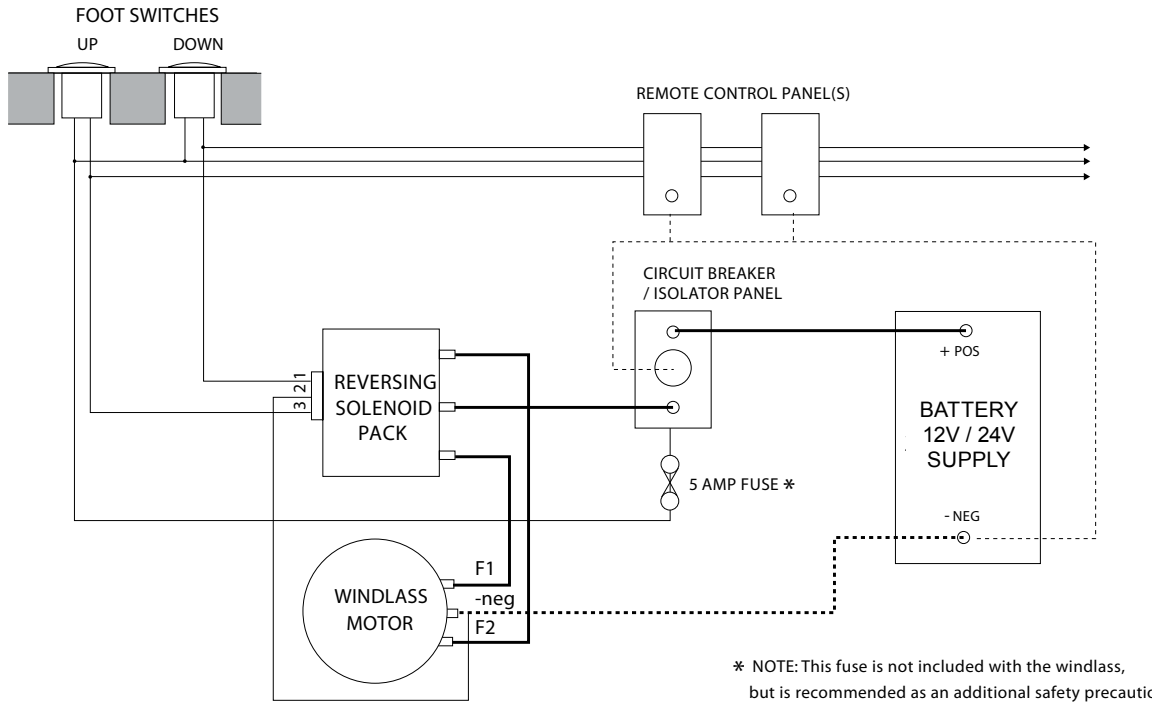
24V System

Cable Length	Cable Size	
	mm ²	AWG
Up to 10m (35')	14	6
Over 10m (35')	22	4

Note:

- Cable length means the actual length of the cable between the battery and windlass and back to the battery
- Recommendations allow for a maximum 10% voltage drop approximately over the conductor length.
- Recommendations assume cable insulation has a minimal thermal rating of 90°C.
- All installations should be carried out in accordance with USCG, ABYC, NMMA or other local electrical requirements

2.10 WIRING DIAGRAM Series wound (3 terminal) motors



3.0 OPERATION

3.1 OPERATING INSTRUCTIONS

The Liberty automatic rope/chain windlass operates in the conventional (power up and down) manner. Additionally it has a geared manual drive for emergency retrieval.

Under power

Using the electrical control switches (remote up / down switch, roving hand-held remote or foot switches) the anchor can be raised or lowered.

Raising the anchor

Use the "UP" control switch to rotate the windlass clockwise to raise the anchor.

If the movement of the chain or rope does not appear to be consistent with the windlass rotation then check that the clutch is tight (see Operation - 3.2 Using the Clutch).

Lowering the anchor

Use the "DOWN" control switch to run the windlass counterclockwise to lower the anchor.

Be sure that the anchor is able to self-launch. Self-launching means that the anchor will fall away from the bow under its own weight when the chain is paid out. If the anchor does not self-launch then chain will pay onto the deck and can create a potentially hazardous situation.

3.2 USING THE CLUTCH

It is simple to operate the conventional clutch which connects the drive shaft to the chainwheel.

Engaging (tightening) the clutch is needed for powered operation. Releasing the clutch is needed to allow the anchor to free-fall or to allow the manual gearing to be used to raise the anchor.

Engaging (tightening) the clutches

Turning the handle clockwise will engage the clutches. The windlass is now ready for powered operation. Tighten the clutches further if the chainwheel slips, it is better to do this than over tighten. The clutch should slip to protect against "shock-loading".

Be careful not to over tighten the clutches, this windlass has gearing and does not need extreme loading on the handle.

Releasing the clutches

Turning the handle counterclockwise, will disengage the clutches and allow the chainwheel to free-fall or to be driven manually depending upon the switch setting.

The top portion of the windlass may rotate part of a turn before the clutch starts to release. There is nearly no load on the handle until this rotation stops. This is quite normal. The clutches release in a gradual manner.

Familiarise yourself with the free-fall and manual drive operation procedures before releasing the clutch.

Free-fall

In traditional non-powered operation a windlass will drop anchor when the clutch is released and the anchor line is left to free-fall.

Procedure:

- Check that the switch (set into the side of the windlass) is "in" and flush with the side of the windlass. This activates free-fall mode.
- Release the clutch (Refer to section 3.2 for instructions) and use the gradual disengagement to control the speed of free-fall.
- Tighten and release as required. The handle can not be driven around by the free-falling action of the windlass, but the rope and chain will move quickly with the momentum of the anchor. Be careful not to get any part of your body close to the moving line.

Manual drive

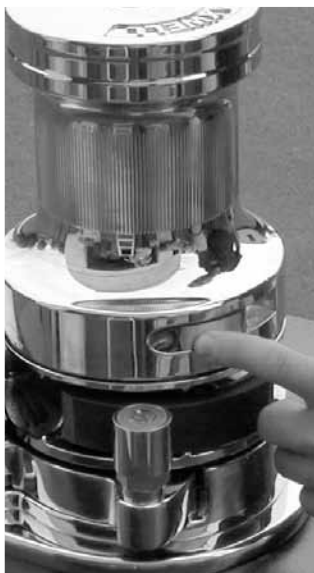
The Maxwell Liberty provides geared drive of the chainwheel for small adjustments or to retrieve the line in the event of power failure.

Procedure :

- Check that the switch (set into the side of the windlass) is “out”, pointing away from the side of the windlass. This engages manual drive mode.
- Release the clutch (Refer to section 3.2 for instructions).

As the clutch starts to release the chainwheel will rotate counterclockwise a small amount, up to one turn. This is quite normal. With the switch “out” the chainwheel will engage in the manual drive.

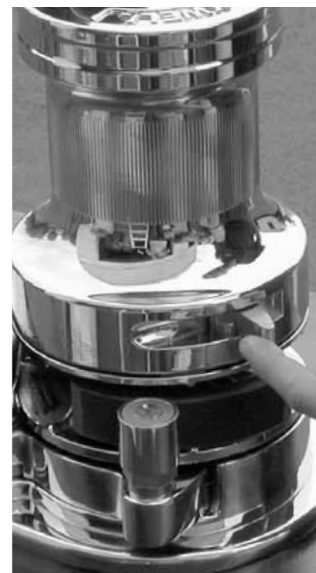
- Keep turning the handle counterclockwise to drive the chainwheel clockwise and raise the anchor.
- If at any point you need to stop, the chainwheel will not free-fall. It will remain in that position until you resume operation.
- When you no longer need to manually drive the chainwheel turn the handle clockwise to engage the clutch.
- Then set the switch “in” or flush for traditional free-fall operation.



Switch IN

Modes:

- Free-fall / Normal operation
- Independent capstan drive



Switch OUT

Modes:

- Manual retrieval



WARNING

Never set the switch to “in” position with clutches disengaged

3.3 REMOVAL/INSTALLATION OF WINDLASS TOP-WORKS

- Begin by securing your anchor rode to either a cleat or bollard on the deck to prevent the anchor from self-launching.
- Insert the handle provided into the “bi-square” located in the top of the winch.



1
Rotate the Handle counter-clockwise, releasing the clutch. When the Handle can no longer rotate counterclockwise, it will feel as though it has come up against a physical stop. Do not force the handle any further.

Now turn the Handle back 90° in a clockwise direction.



2
Pull out the Free-Fall Lever located on the side of the Drum.



3
Press the Quick Release Button in the top of the Drum up.

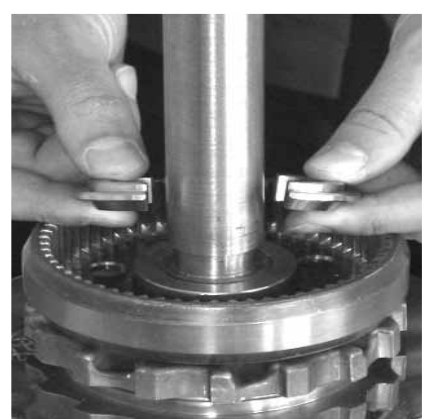
Whilst holding the Quick Release Button down, gently pull the Drum up the Shaft.



4
Once the Drum begins to move, the Quick Release Button can be released and the Drum removed from the Shaft.

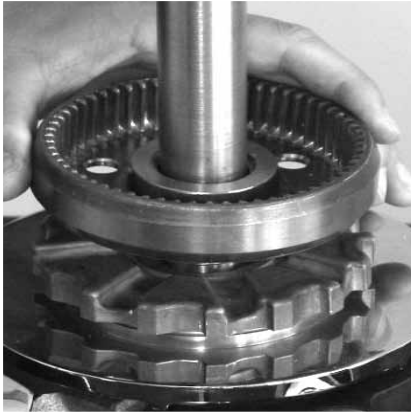


5
Remove the Collet Retaining Ring,



6
and the two Collet halves.

(Note: remember for re-assembly, tapered section faces down)

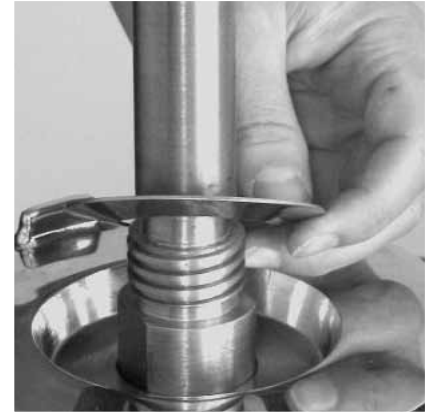


7
Unthread the Clutch Nut in a counterclockwise motion.

If the Clutch Nut cannot be unthreaded by hand. Place the Drum back onto the Shaft. Using the Handle rotate counterclockwise one or two turns to free the Clutch Nut. Remove the Drum and resume step 8.



8
Remove the Clutch Nut, Upper Clutch Cone,



9
and Belleville Washer by sliding them up the Shaft.

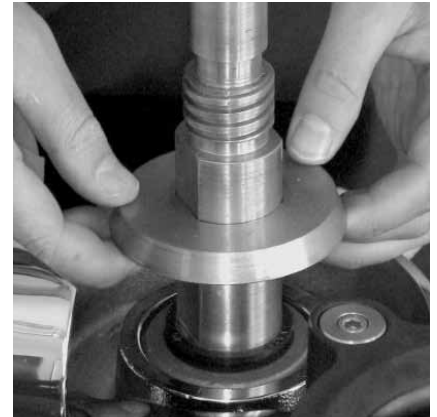
(Note: remember for re-assembly outer edge up, inner edge down.)



10
To remove the rope from the jaws of the Chainwheel pull the Pressure Arm away from its resting position. Whilst holding the Pressure Arm out slide the Chainwheel up the Shaft.



11
Remove the lower Belleville Washer,
(Note: remember for re-assembly outer edge up, inner edge down.)

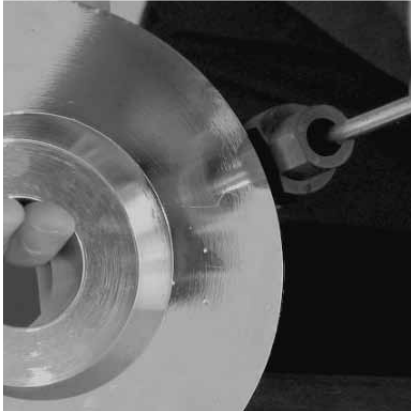


12
and Lower Clutch Cone.



13
Finally remove the V-Ring Seal.

3.4 REMOVAL / INSTALLATION OF STRIPPER

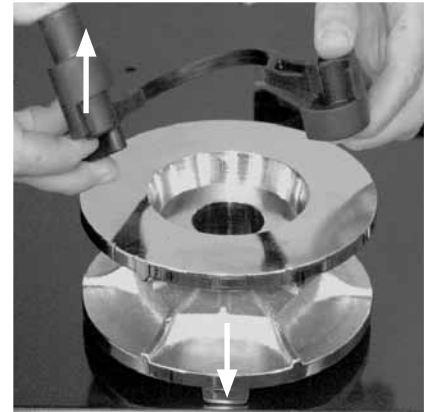


1
Undo Posi-Drive Screw from underneath.....

(Note: during re-assembly do not over tighten screw)



2
.....and remove



3
Remove Stripper by unlatching and unwrapping from Chainwheel.

Installation is opposite of removal

(Note: for reassembly make sure the Stripper boss is faces away from Chainwheel lug, see photo.)

3.5 MAINTENANCE

The following routine maintenance operations should be carried out before and at the end of each boating season or at least at six-monthly intervals.

Failure to carry out these procedures will invalidate the warranty.

Topworks

To be able to apply grease on required parts, disassemble the topworks.

Liberally coat the clutch cones and their mating surfaces within the chain wheel.

Liberally coat the clutch nut and mating gear on the drum.

Apply grease on the pawls and ball bearing on the drum as well as the drum bore.

A light coating of grease, applied onto the shaft, will assist on easy disassembly in the future.

After assembly, clean the windlass with a cloth damp with kerosine (paraffin). Spray with an approved protective spray (see Recommended Lubricants) and polish with a clean cloth.

Motor

Check motor for signs of corrosion, clean and recoat with paint or any of the protective sprays listed below.

Electrical servicing of the motor should only be carried out by a qualified electrician. If necessary the motor can be removed from the gearbox, which will remain sealed.

Gearbox

The gearbox is a fully sealed unit. Servicing of the gearbox should be done by an authorised service agent.

Every three years the gearbox should be removed and paint work checked and re-coated if necessary.

Ensure all the mounting bolts are firmly tightened.

Coat the Motor, Gearbox and Foot switch connections with any of the protective sprays listed below.

Coat the terminals on the Circuit Breaker/Isolator and the Battery.

Recommended Lubricants

Gearbox :- Shell Tivela SP320 or equivalent.

Mainshaft and relevant parts :- Lithium or Lithium complex based marine grease , e.g. Castrol LMX, Duckhams "Keenol",
Do not use soap based greases.

Keyways :- Res-Q-Steel or suitable anti-seize compound.

Protective Sprays :- CRC 3097 'Long Life ' , CRC 6-66, CRC 3013 'Soft seal', WD-40.


4.0 TROUBLE SHOOTING

4.1 TROUBLE SHOOTING GUIDE - MECHANICAL

PROBLEM	CHECK	CORRECTIVE ACTION
Anchor does not self-launch when clutch is released	Chainstopper engaged Clutch cones sticking	Release chainstopper Grease clutch cones
Chain jams or skips on chainwheel	Chain size, type & brand not matched to chainwheel	See Chain/Chainwheel chart for ID information
Chain jumps off chainwheel under load	Check lead of chain from bow roller to chainwheel	Correct any misalignment Remove any obstructions
Chain will not feed into chain pipe or chain locker	Chain locker too shallow Chain 'pyramiding' in locker	Stow some of the chain further aft or port / starboard to leave room for regularly used section
Windlass runs slowly	Low battery Deckplate bearing Worn motor brushes	Replace bearing
Motor runs but windlass does not turn	Motor drive key not installed Mainshaft drive key not installed	Install key Install key

4.2 TROUBLE SHOOTING GUIDE - MANUAL DRIVE

Sometimes the switch does not freely move in or out, this is normal. Such situations are unlikely in normal use but there is a small chance that this can occur, when it does follow the instructions below.

PROBLEM	CORRECTIVE ACTION	
Switch lever cannot be set to the "in" position	Clutch is disengaged + (handle fully rotated counterclockwise)	 WARNING Never set the switch to "in" position with clutches disengaged.
	Clutch is engaged + (handle fully rotated clockwise)	<ol style="list-style-type: none"> 1. Rotate capstan counterclockwise until ratchet locks it's movement. Try to set switch to "in" position. 2. If the switch is not "in" after 1. release clutch (handle fully rotated counterclockwise) to allow chainwheel to rotate 90° then re-engage clutch (handle fully rotated clockwise). Try to set switch to "in" position.
Switch lever cannot be set to the "out" position	Clutch is engaged + (handle fully rotated clockwise)	Release clutch enough to allow chainwheel to rotate 90°
	Clutch is disengaged + (handle fully rotated counterclockwise)	Rotate chainwheel 90° by hand

4.3 TROUBLE SHOOTING GUIDE - DC ELECTRIC

PROBLEM	CHECK	CORRECTIVE ACTION
Windlass does not run	Battery switches Circuit Breaker / Isolator Cable connections Control circuit fuse Broken control circuit wire Up/Down switch function Voltage at motor terminals	Turn 'ON' Push 'ON' Clean and tighten all terminals If blown, find cause and replace fuse Replace wire, secure loom to protect from vibration or damage Clean or replace if faulty If OK, may mean motor is faulty. If motor is faulty call a certified electrician.
Windlass runs intermittently	Loose power cable connections Loose control circuit connections Broken control circuit wire Check foot switch for corrosion	Clean and tighten terminals Clean and tighten terminals See above Clean and spray with CRC
Windlass runs slowly	Low system voltage Power cables too small Loose or dirty cable connections	Run the engine above idle - check charging. Replace with correct size if wrong Clean and tighten terminals
Windlass cuts out under moderate load	Short circuit in wiring to windlass Deckplate bearing worn Cables undersize creating voltage drop	Check for damage to power cables Replace bearing
Windlass keeps running when switch not activated	Foot switch or Remote Up/Down switch may be sticking. Solenoid box switching reliably	Turn breaker - isolator Off Clean or replace faulty unit Replace sticking solenoid

5.0 REFERENCE

5.1 LIBERTY DC ELECTRICAL ACCESSORIES

	12V	24V
CIRCUIT BREAKER / ISOLATOR PANEL	P100791	P100790
REVERSING SOLENOID BOX	P19045	P19046
FOOT SWITCH - BLACK (Covered)	P19006	P19006
FOOT SWITCH - WHITE (Covered)	P19007	P19007
FOOT SWITCH - CHROME BEZEL	P19001	P19001
REMOTE UP / DOWN CONTROL PANEL	P19220	P19221
ROVING HAND HELD REMOTE - 4 Meter Cable	P102935	P102933

5.2 TECHNICAL ASSISTANCE

MAXWELL factory trained staff are always at your service. Please phone, fax or email for a speedy response.

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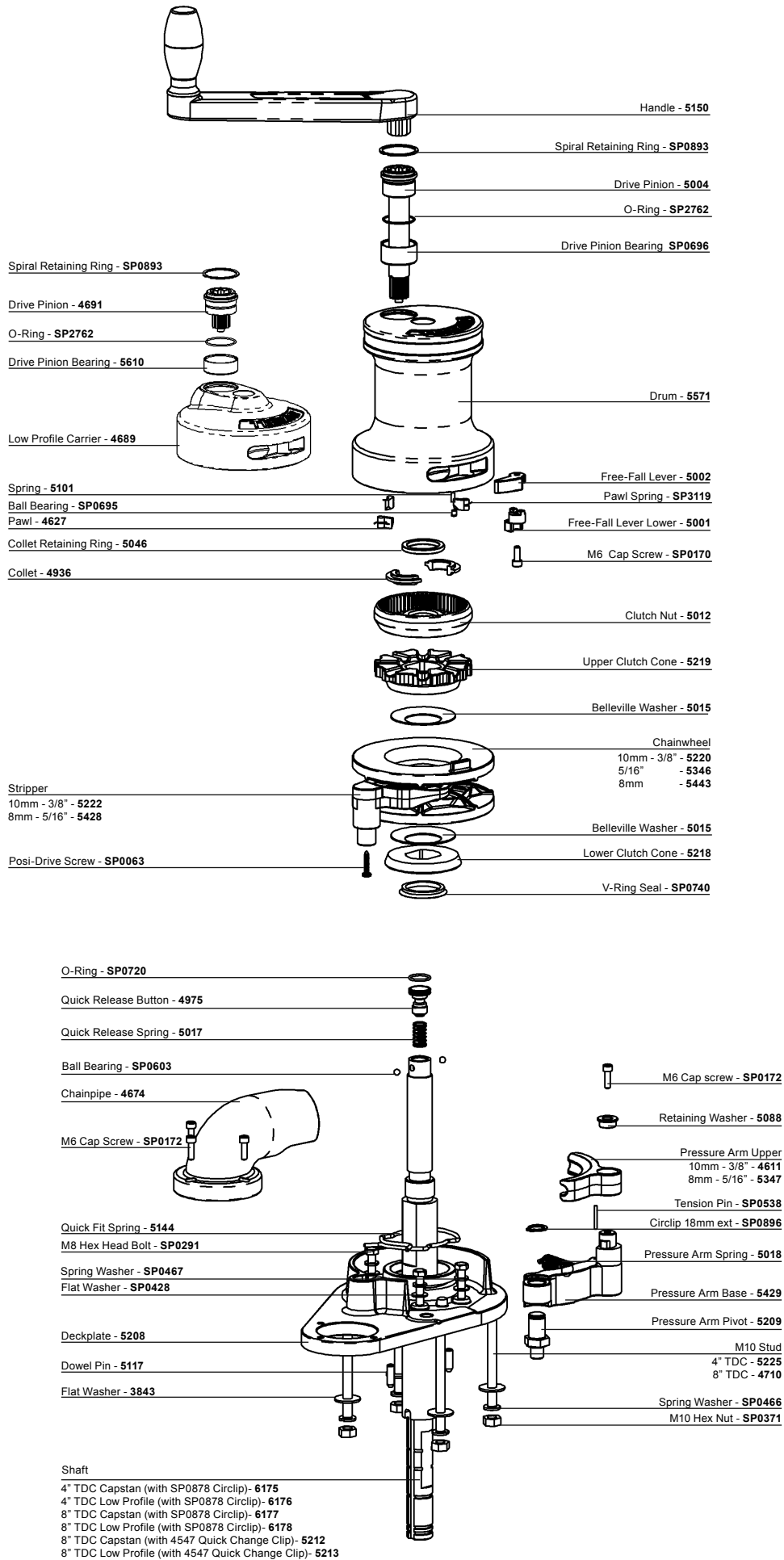
Email info@maxwellmarine.com
 Website www.maxwellmarine.com

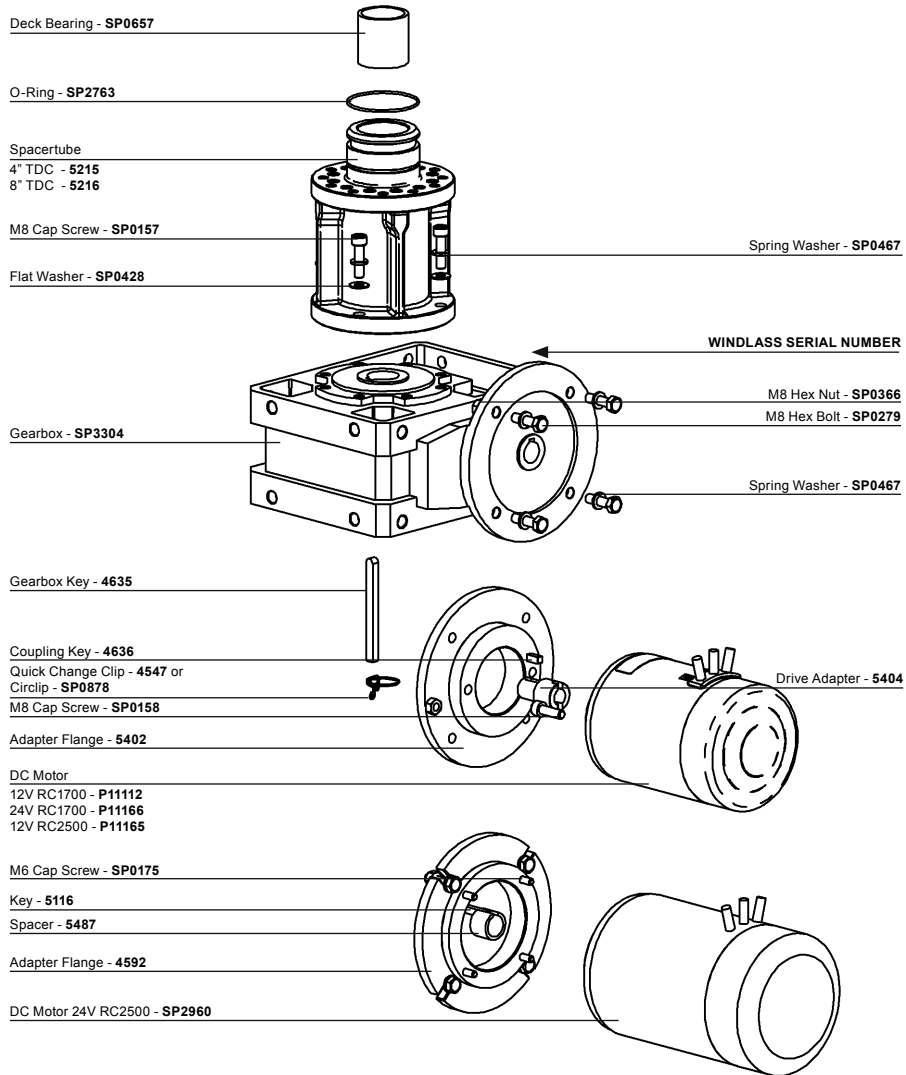
5.3 ORDERING SPARE PARTS

When ordering spare parts please quote the following :-

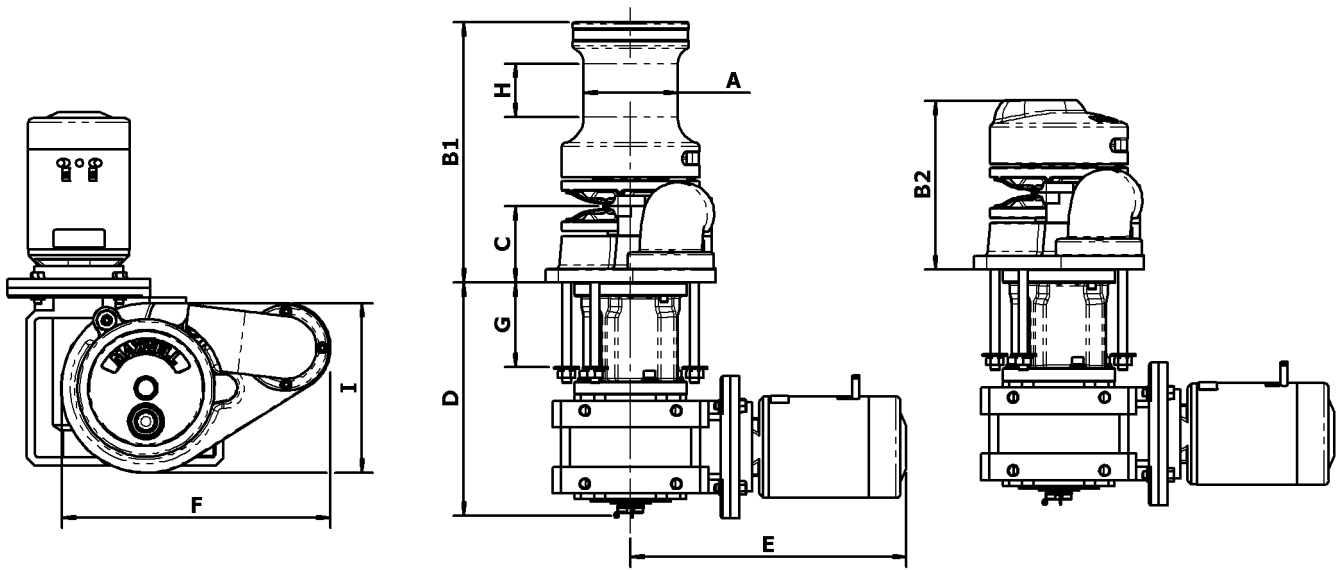
Windlass Model	.....	Serial Number	.....
Power Supply	.....	Part Description	.....
Drawing Reference Number	.....	Item Number	.....
Part Number	.....	Quantity Required	.....

5.4 COMPONENT DIAGRAM





5.5 DIMENSIONS



MODEL DIMENSIONS

Model	RC1700 12V	RC1700 24V	RC2500 12V	RC2500 24V
A	105mm 4 1/8"	105mm 4 1/8"	105mm 4 1/8"	105mm 4 1/8"
B1 (CAPSTAN VERSION)	292mm 11 1/2"	292mm 11 1/2"	292mm 11 1/2"	292mm 11 1/2"
B2 (LOW PROFILE)	187mm 7 3/8"	187mm 7 3/8"	187mm 7 3/8"	187mm 7 3/8"
C	86mm 3 25/64"	86mm 3 25/64"	86mm 3 25/64"	86mm 3 25/64"
D	265mm 10 7/16"	265mm 10 7/16"	265mm 10 7/16"	265mm 10 7/16"
E	308mm 12 1/8"	308mm 12 1/8"	318mm 12 33/64"	339mm 13 11/32"
F	302mm 11 7/8"	302mm 11 7/8"	302mm 11 7/8"	302mm 11 7/8"
G***	100mm 4"	100mm 4"	100mm 4"	100mm 4"
H	60mm 2 3/8"	60mm 2 3/8"	60mm 2 3/8"	60mm 2 3/8"
I	190mm 7 15/32"	190mm 7 15/32"	190mm 7 15/32"	190mm 7 15/32"

*** also available in 200mm deck clearance

5.6 SPECIFICATIONS

Model		RC1700	RC2500
Power Supply		12V or 24V	12V or 24V
Model		Capstan / Low Profile	Capstan / Low Profile
Motor	12V 24V	1000W 1000W	1200W 1500W
Gearbox		60 : 1	60 : 1
Solenoid		12V or 24V	12V or 24V
Breaker	12V 24V	135 Amp 80 Amp	135 Amp 135 Amp
Max pull		770kg 1700lbs	1135kg 2500lbs
Chain speed (at 100kg load)	12V 24V	19m/min (62ft/min) 23m/min (75ft/min)	20m/min (66ft/min) 17m/min (56ft/min)
Rope speed (at 100kg load)	12V 24V	18m/min (59ft/min) 20m/min (66ft/min)	15m/min (49ft/min) 11m/min (36ft/min)
Rope size ***		16mm or 5/8"	3/4" or 20mm
Chain size ***		8mm or 5/16"	3/8" ^{!!!} or 10mm
Net Weight	Capstan Low Profile	44kg (97lbs) 39kg (86lbs)	46kg (100lbs) 41kg (90lbs)

ALL CHAIN SHOULD BE CALIBRATED SHORT LINK

*** Rope/Chain-wheels are interchangeable

^{!!!} 3/8" BBB not recommended



NOTE:

The chainwheel is not covered under warranty if used as an all chain system.

Pressure arm is to be removed if used as an all chain system.

5.7 LIMITED WARRANTY

Warranty: Maxwell Marine International Ltd provides a three year limited warranty on all windlasses for pleasure boat usage, and a one year limited warranty for those systems used on commercial or charter vessels. Warranty, service and parts are available around the world. Contact your nearest Maxwell office for a complete list of service centres and distributors.

This warranty is subject to the following conditions and limitations:

1. This Warranty will be null and void if
 - (a) there is any neglect or failure to properly maintain and service the products.
 - (b) the products are serviced, repaired or maintained improperly or by unauthorised persons.
 - (c) loss or damage is attributed to any act, matter or omission beyond the reasonable control of Maxwell or the purchaser.
2. Maxwell's liability shall be limited to repair or replacement (as determined by Maxwell) of the goods or parts defective in materials or workmanship.
3. Determination of the suitability of the product and the materials for the use contemplated by the buyer is the sole responsibility of the buyer, and Maxwell shall have no responsibility in connection with such suitability.
4. Maxwell shall not be liable for any loss, damages, harm or claim attributed to:
 - (a) use of the products in applications for which the products are not intended.
 - (b) corrosion, wear and tear or improper installation.
 - (c) improper use of the product.
5. This Warranty applies to the original purchaser of the products only. The benefits of the Warranty are not transferable to subsequent purchasers.
6. Maxwell shall not be responsible for shipping charges or installation labour associated with any warranty claims.
7. There are no warranties of merchantability, fitness for purpose, or any other kind, express or implied, and none shall be implied by law. If any such warranties are nonetheless implied by law for the benefit of the customer they shall be limited to a period of three years from the original purchase by the user.
8. Maxwell shall not be liable for consequential damages to any vessel, equipment, or other property or persons due to use or installation of Maxwell equipment.
9. This Warranty sets out your specific legal rights allowed by Maxwell; these may be varied by the laws of different countries. In addition, the purchaser may also have other legal rights which vary from country to country.
10. To make a claim under this Warranty, contact your nearest Maxwell Marine office or distributor. Proof of purchase and authorisation from Maxwell will be required prior to any repairs being attempted.



To be eligible for warranty protection, please either complete the form below at the time of purchase and return it to the appropriate address on the back of the manual, or fill out the electronic warranty form on our website, www.maxwellmarine.com

Purchaser

Name:

Address:

Telephone:

Facsimile

Supplier / Dealer

Name:

Address:

Telephone:

Facsimile

Windlass Model

Serial Number

Date of Purchase

Boat Type

Windlasses Supplied

Name

L.O.A.

With boat

Fitted by boat yard/dealer

Purchased from dealer/chandler

Built by



