

My-te Winch-Hoist Lubrication

Spur/Worm and Chain Drive/Worm Reduction Units

The following guidelines apply to all My-te Winch-Hoists with combination spur to worm gear reductions, and chain drive to worm gear reductions. Units should be checked every 50 hours. However, extreme field conditions or the presence of oil on the unit may be cause for more frequent checks. This sheet should be used in conjunction with the Operation & Maintenance Guide. For accurate results, units should be checked in the mounting position for which they were manufactured. Please contact the factory if this is not possible.

- 1) The gearbox oil is shared between the spur and worm gear housings. The factory-installed oil is a Shell product: Omala 68. It is an EP type industrial gear oil, ISO Grade 68. If this is not available, an SAE 20 weight, non-detergent motor oil is acceptable. Standard capacity is 16-18 ounces. Oil may be purchased directly from My-te. The part number for a 16 Oz. bottle is 648010.
- 2) Check the oil level by removing the plug in the lower half of the spur gear housing cover when the unit is in the upright position.
- 3) If oil must be added, fill by removing the oil vent plug at the top of the spur gear housing. Replace both plugs and recheck after running the unit briefly in both directions and allowing it to sit for approximately 30 minutes. Repeat this procedure if needed.
- 4) The outboard drum shaft bearing (ref. No. 31) is sealed. If desired, it may be lubricated with general-purpose oil. On capstan drum units, this bearing is located between the worm gear housing and the drum.
- 5) Max Series units have a sealed bearing (Ref. No. 31) on the pinion shaft. This bearing may be lubricated, if desired, with general-purpose oil. In addition there is a needle bearing (Ref. No. 30) located in the pinion upright which may be lubricated with bearing grease.
- 6) The Max Series has two drum shaft bearings (Ref. No. 32) which have grease fittings. Lubricate with bearing grease. The gear guard assy. (Ref. No. 19) must be removed to access the inboard drum shaft bearing. This is done by prying the drive pins from the frame base. Newer models use screws in place of drive pins. Remove all four screws to access the gears. At this time the condition of the external spur gear reduction should be checked and hardware tightened if needed. If necessary, lubricate the external spur gear reduction with open gear lubricant.
- 7) Units with worm gear reduction only, may have a chain drive which should be lubricated with chain lube. Gearbox oil level may be checked by removing the plug in the top of the worm gear housing. The worm gear box is factory installed with 90-weight worm gear oil. Replace with equal viscosity oil.

Please direct all questions or comments to the sales department by phone, fax, mail or E-mail.

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