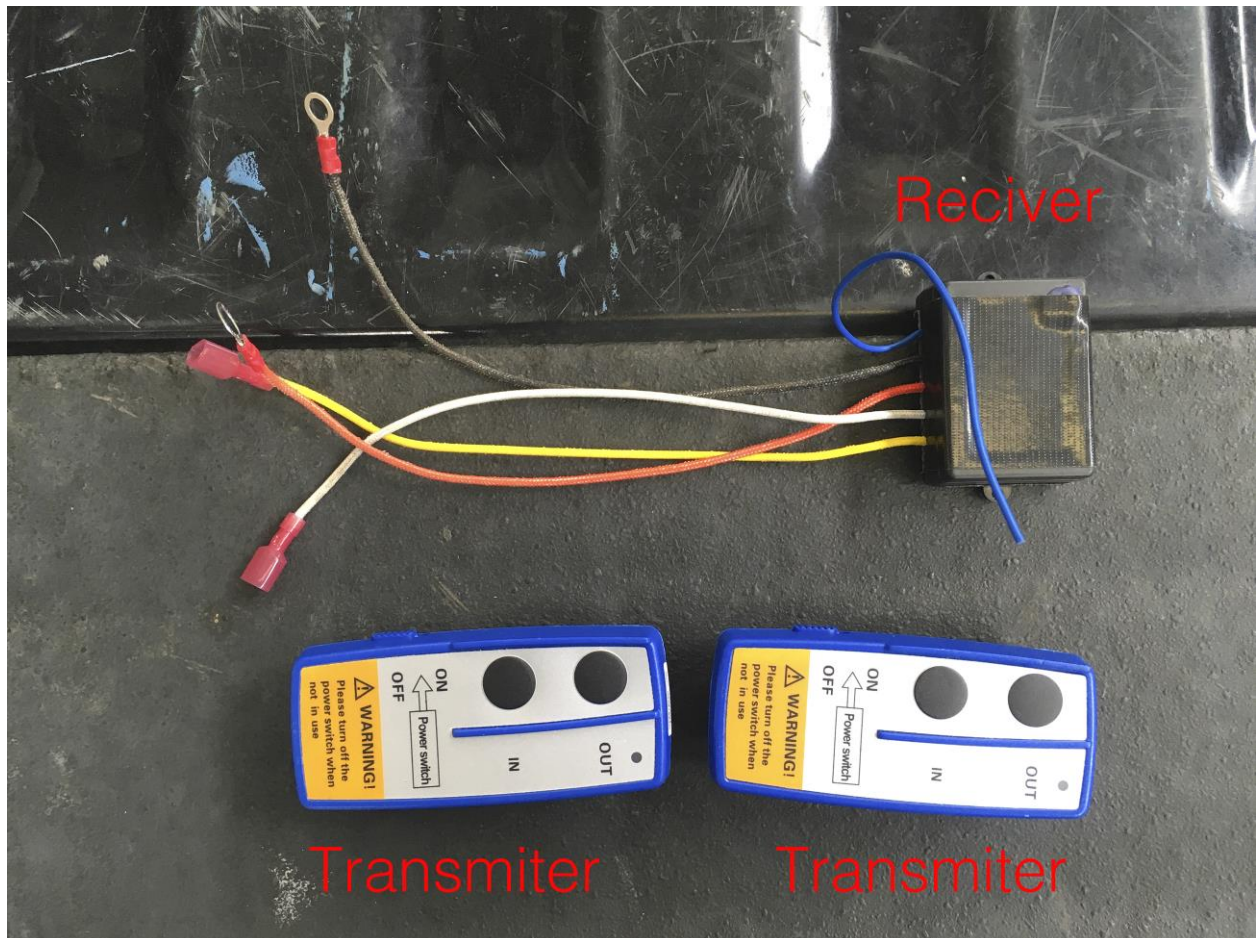


How to install a remote control module on your existing winch

I'm going to install this remote control kit that I bought from Amazon for under \$20 on my existing Cforce 450L winch. There are plenty of different remote control modules on the market but they all do the same thing regardless of what kind of remote control you get on your kit. My particular



kit came with two identical remotes or transmitters, and one receiver.



without any of the covers

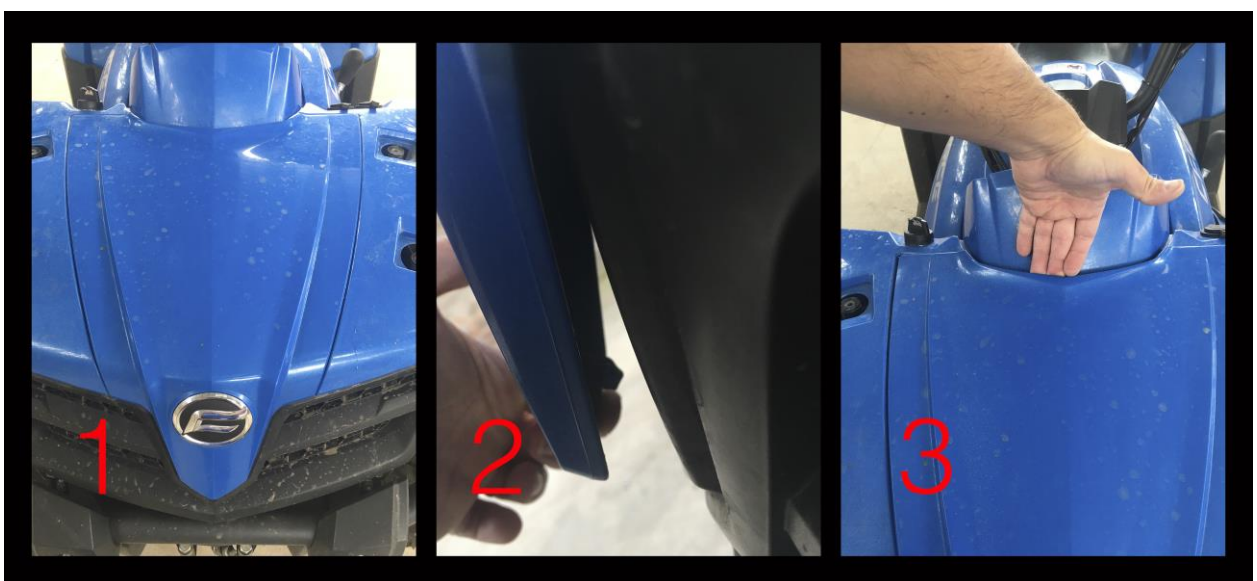
I need to wire the receiver directly to the existing winch solenoid which is located next to the CVT air intake on the front of the ATV. To gain access to that area there are a lot of parts that need to be removed. In my case I already remove the headlight covers and upper and lower inner fenders on both sides because if you take your ATV for a swim like this as I often do, mud gets everywhere and those covers make the washing process painfully slow and unnecessarily complicated.

This is how my ATV looks like now

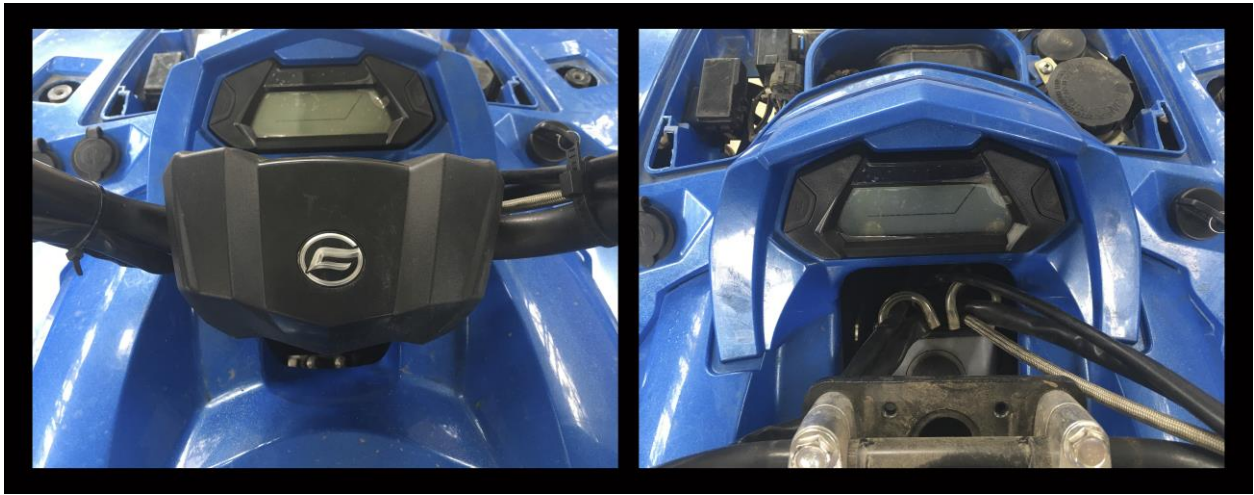


Take out this 13mm bolts of the front rack, there are 4 bolts.

Take off the hood cover (1) by first pulling the plastic peg out of the rubber grommet that is on the front of the cover right be the CF logo, pull forward away from the ATV and a lille force upwards



(2). Then pull up on the middle upmost part of the cover (3) and wiggle each corner out with an upwards/backwards pushing action.



Take out the handlebar cover and the digital dashboard by pulling them up.

Now it is time to move the seat of the ATV out of the way, and it is also a good idea to disconnect the battery for safety. I only unplug the negative terminal and put the wires in the plastic box making sure they stay there and do not make accidental contact with any metallic part of the ATV.



Feel free to unhook both sides of the battery if you want to have absolutely zero chance of a short circuit.

Remote the left and right side panels. To make it easier to pull the plastic peg out of the rubber grommet I spray a generous amount of WD-40 on each grommet (1). That makes the peg just pop out of the grommet without any force. There are 5 pegs, 1 on the gas tank cover and 4 on



the left panel (2), one 10mm bolt on the lower part (2), and 4 Phillips head screws (3) on the left wheel arch that have to be removed before you are able to pull the panel out.

On the right side panel there are 4 pegs (1), one 10mm bolt (1), and only 2 Phillips head screws



(2) on the wheel arch.

Remove the gast tank cover. Take out the four 10mm bolts there are two on the front and another 2 on the back (1), take put the gas tank lid (2), pull out the cover and replace the gas tank Lind



back into place.

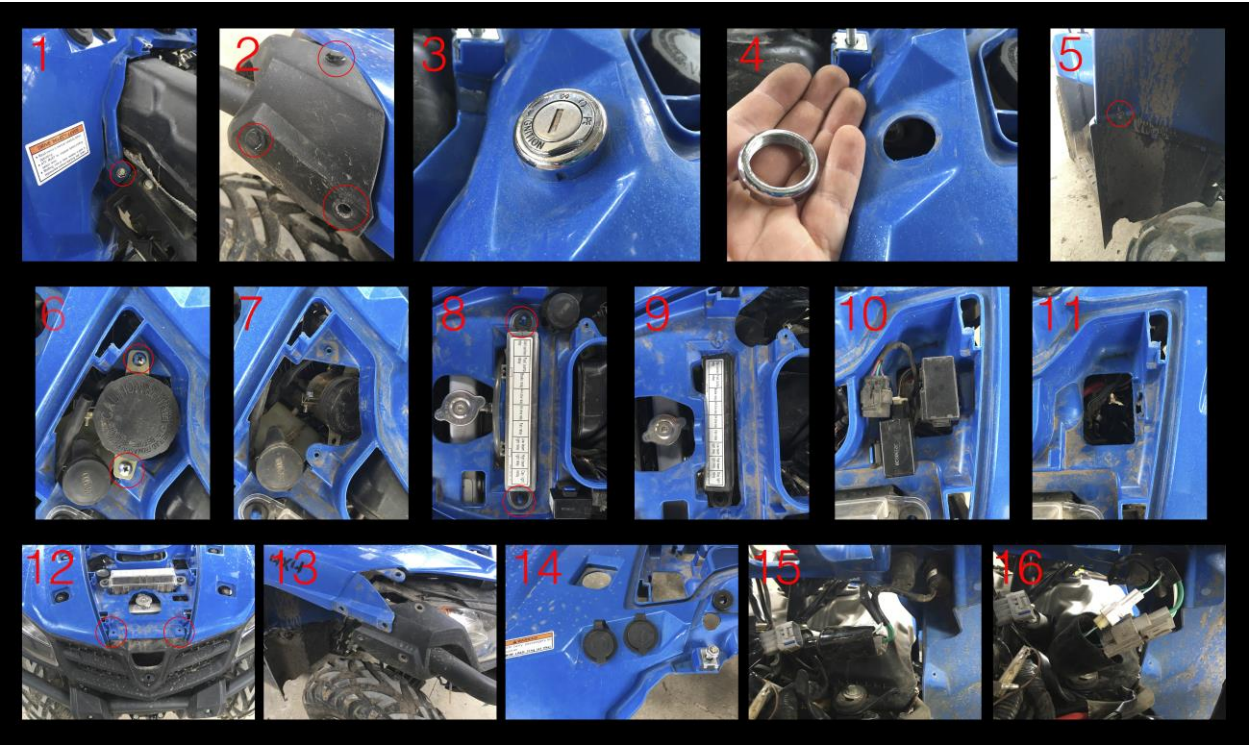
Remove the gear shift cover. Take out the one Phillips head screw and pull out the entire cover



by sliding it upwards and the forcing the opening through the rubber handle of the gear shift leaver.

Remove the front fender. Remove the 10mm bolt on the lower part of the fender, one on each side (1). Remove the plastic tapping screws on each side of the bumper (2). Remove the ignition key assembly by turning the outer metallic ring counterclockwise, unscrew complete off and push the ignition assembly inwards (3, 4). Remote the 10mm bold holding the fender to the back plastic of the ATV, one on each wheel arch (5). Remove the 2 Phillips head screws holding the brake fluid reservoir (6) and then push the entire tank inwards (7). Pop out the two pegs holding the relay box (8), and push the entire relay box inwards (9). Pop up the fuse flashers relay (10) and push them inwards (11). Remote the two 10mm bolts (12). Slide the fender off the bumper cover by pushing it backwards (13). Lift the bender enough to give you room to work but DO NOT REMOVE IT YET. Right under the USB power socket and the 12 Volt power socket (14) there is a black plastic boot wrapping the connectors for each socket (15), slide the plastic boot off to

expose the connectors and unplug both of these connectors (16). You can now carefully remove



the entire fender off from the ATV and set it aside.
With the fender now removed it is finally possible to find the winch solenoid, located next to the

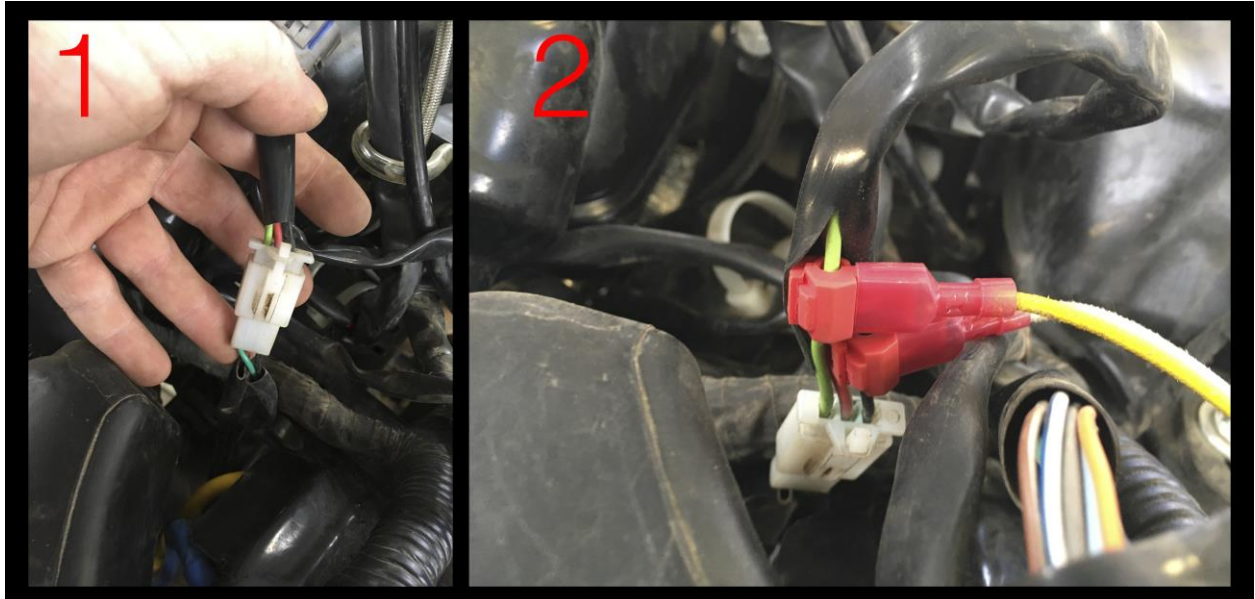


CVT air intake.

Connect the positive red wire of the receiver on the positive red terminal on the solenoid. Connect the negative black wire of the receiver on the negative black terminal on the winch solenoid.

My Amazon receiver had a black wire for negative and a red wire for positive terminals. Always check the included instructions of your particular remote winch kit to determine which wire is positive and which is negative in case your device has different color wires coming out of it.

Tucked somewhere around right next to the CVT air intake you will find this 3 wire plug coming out of the solenoid (1). Using only the black wire and the green wire of the ATV plug, connect each of the remainder wires of the receiver (in my case yellow and white wires). Your unit might have different color wires; always refer to the included instructions to find what each wire does. In my case one is "line in" and the other wire is "line out". Since I am not sure what color wires of the ATV harness does what function, I am going to be plugging the yellow receiver wire to the green wire of the plug, and my white receiver wire to the black wire of the plug (2). Once the connection is done I will test the remote and if I push the Button that read in and the cable of the winch unwinds the all I have to do is reverse the connection to correct that issue. If the cable for the winch winds in then all is good and everything is working as intended so no changes would be necessary. To make my life easier I am using a connector that lets me spline the wire without



any cutting or soldering, I highly recommend this type of connector (2).

Once every connection is done you should try your device to make sure it is working properly. Plug the battery and make sure your winch remote is on (mine has a slider switch on the side of it but your might be different). You want to make sure both the remotes work and also make sure the wired toggle switch installed from factory are all working.

Since the remote and which are workin properly when I press the button for “in” the winch cable winds in and it gets shorter, and when I press the “out” button the winch unwinds and I get more cable, I am very happy with the results. Now all you have to do is find a suitable location to securely attach your receiver to the ATV. As you can see in the picture, I used plenty of tie wraps



also know as cable tie or plastic ties to attach the receiver to the ATV chassis. Also note there is a blue wire coming gout fo the unit that is no attach on the other end, that is an antenna that is intended to be left alone, make sure it will not get tangled anywhere else or cut off by accident.

Now that you have successfully installed your remote control for the winch, you can reassemble everything in the reverse order of this instructions.



ADDED BONUS.

Poking around on the remote installation process I came across this brown wire the plugs into a brown and black plug that was disconnected on my machine. I took a chance and plug it to see if there would be any changes and discovered that this is actually what would enable you to have day time running lints on your machine. If the conector is plugged then your ATV will always have the small front LED lights as well as the back guide red light on at all times as soon as you turn the ignition key. The light switch on the handlebar will be bypassed for the LED lights and it will only control your high and low beam lights. If the wire is left unplugged the you will not have automatic day time running lights and the front LED lights will only come on once you move the switch on the handlebar. Pretty cool finding, personally I will leave mine unplugged.