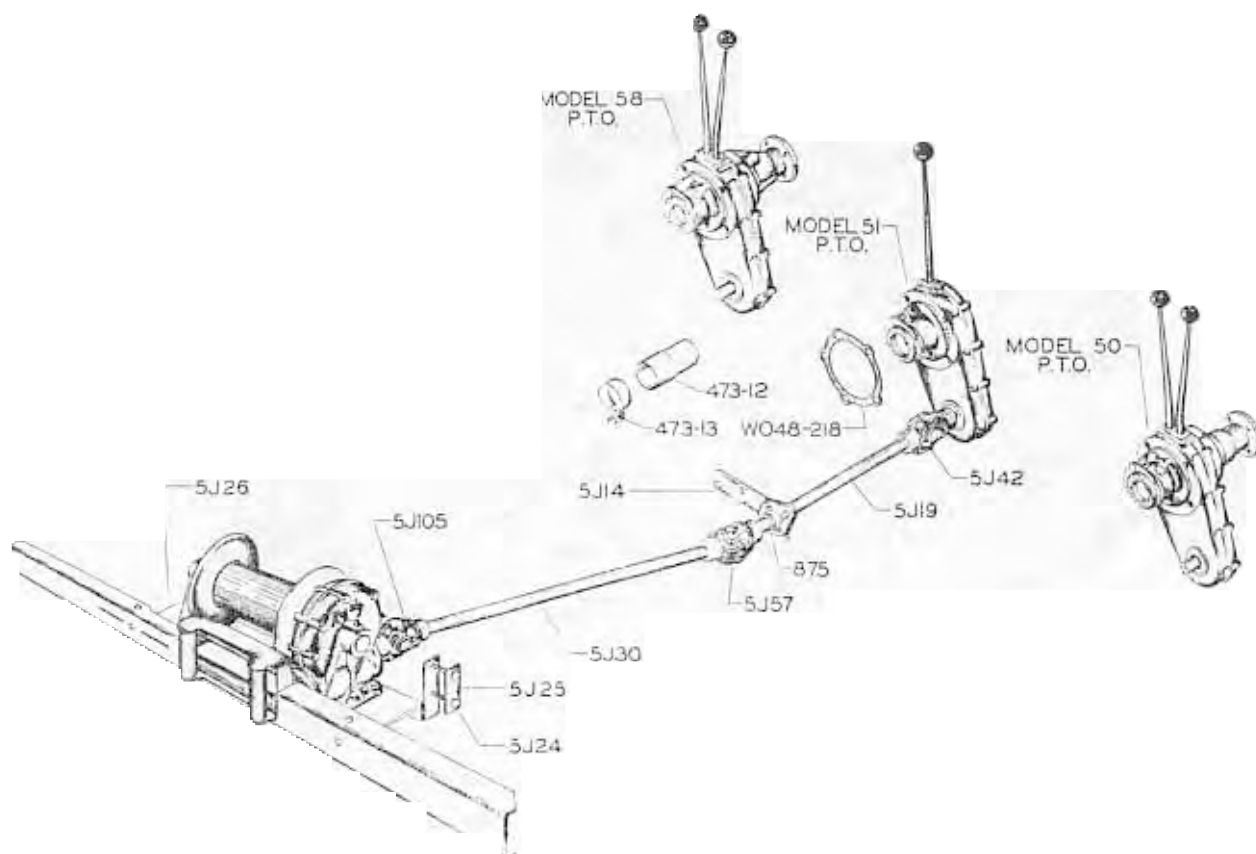


# MODELS 151J, 150J, AND 158J POWER TAKE-OFF DRIVEN FRONT-MOUNT KING WINCHES FOR CJ-5 AND CJ-6 'JEEP' UNIVERSAL

## INSTALLATION PARTS FOR MODELS 151J, 150J, AND 158J KING WINCHES



### PART NO. DESCRIPTION

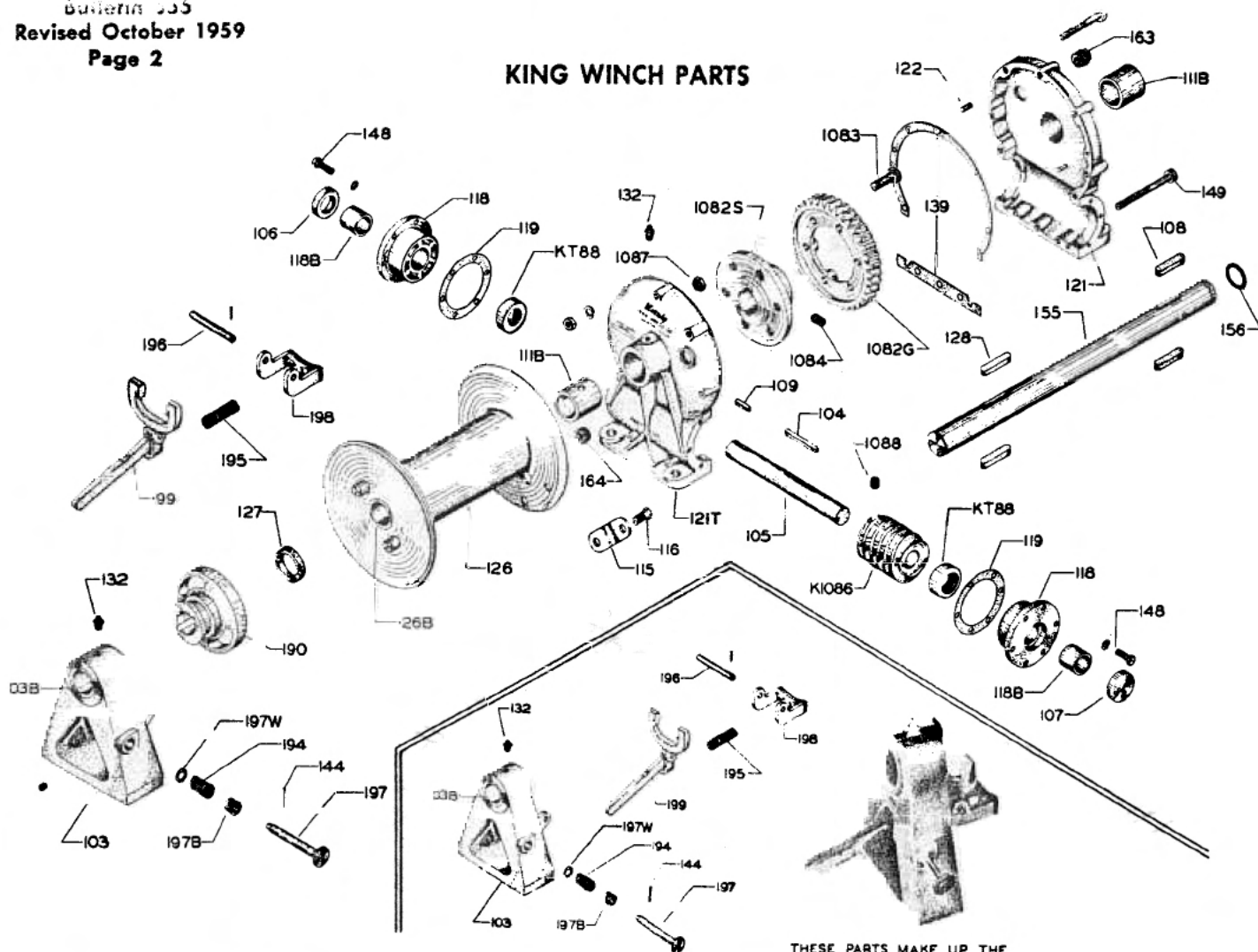
5J14	Bearing bracket
5J15	Bag of installation bolts, keys, etc.
5J19	Rear drive shaft, 19" long
5J24	Platform clamp bolt (4 required)
5J25	Platform clamp
5J26	Winch platform
5J30	Front drive shaft 30-1/2" long
5J42	Rear universal joint (7/8-1/4 x 1 - 1/4)
5J57	Center universal joint (7/8-1/4 x 7/8-1/4)

### PART NO. DESCRIPTION

5J105	Front universal joint (7/8-1/4 x 7/8-3/16)
875	Spherical bearing
913	1/4 x 1 Woodruff key (4 required)
473-12	Exhaust pipe sub
473-13	Exhaust pipe clamp
WO48-218	PTO gasket
15312	Cable 150' 5/16" 6 x 19 with hook and clamps
Model 50	Power Take-Off
Model 51	Power Take-Off
Model 58	Power Take-Off

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## KING WINCH PARTS

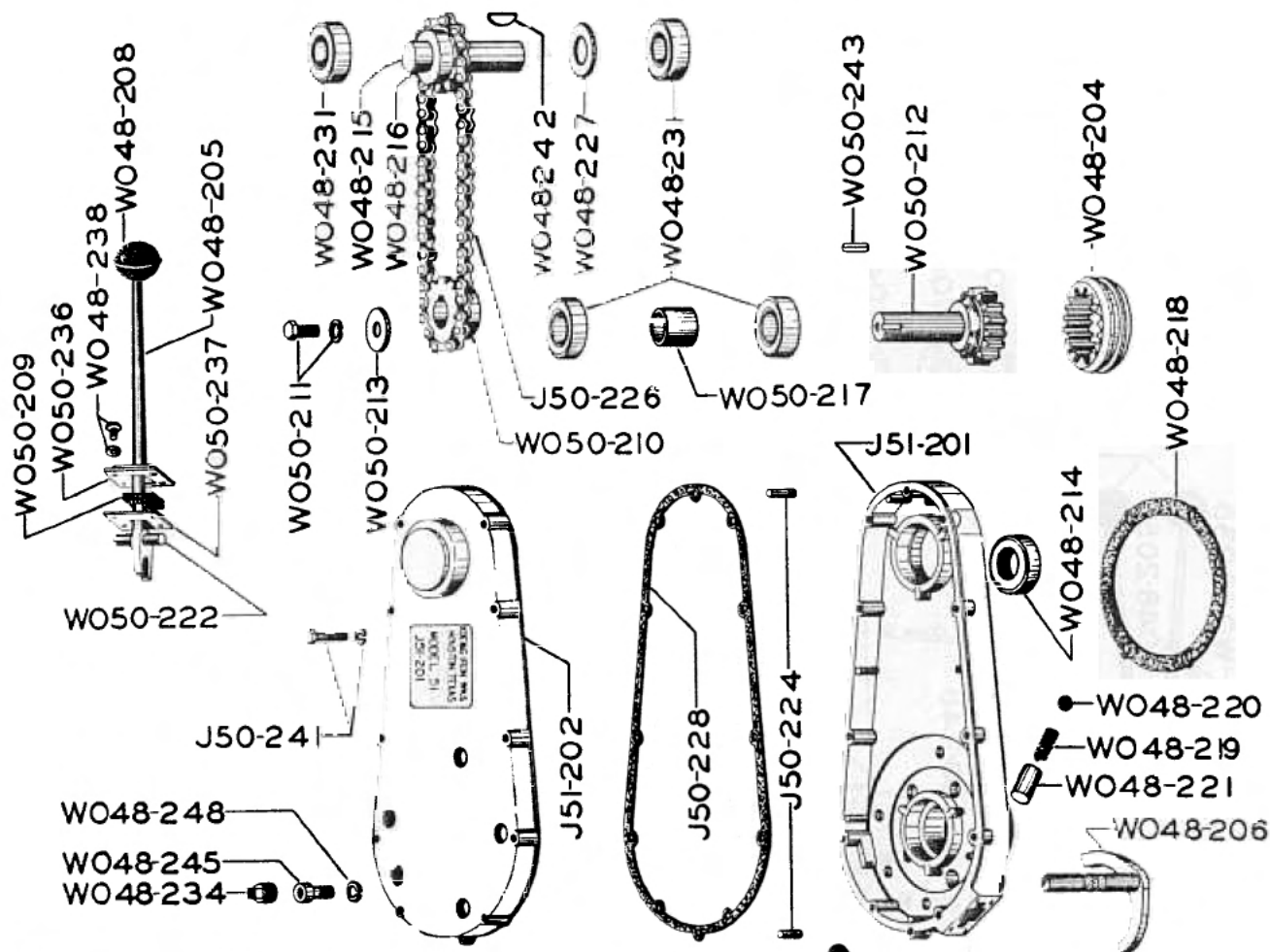


THESE PARTS MAKE UP THE  
103A BRACKET ASSEMBLY

Part No.	Description	Part No.	Description
103	Bracket w/bushing	145	Housing Bolt (7 Req'd)
103B	Bushing	148	Bearing Holder Bolt (12 Req'd)
103A	Bracket Assembly	149	Allen head bolt (3 required)
104	Worm Key	155	Drum Shaft W/ Keys
105	Worm Shaft	156	O-Ring
106	Oil Seal	163	Grease Plug
107	Plug	164	Countersunk Grease Plug
108	Spider Key (2 Req'd)	190	Drum Clutch
109	Worm Shaft Key	193	Set Screw for 197
111B	Bushing (2 Req'd)	194	Spring
115	Cable Clamp	195	Brake Spring
118	Bearing Holder with Bushing (2 Req'd)	196	Pin
118B	Bushing (2 Req'd)	197	Pin
119	Gasket (4 Req'd)	197B	Bushing
121T	Housing half, tapped	197W	Washer
121	Housing half	198	Brake Shoe
122	Dowel Pin (2 Req'd)	199	Shifter Lever
126	Drum W/Bushings	KT88	Thrust Bearing (2 Req'd)
126B	Bushing (2 Req'd)	1082G	Left Hand Gear
127	Drum Set Collar	1082S	Spider
128	Clutch Key (2 Req'd)	1083	Bolt (6 Req'd)
132	Zert Fitting (2 Req'd)	1084	Set Screw for Spider
133	Zert Fitting	K1086	Left Hand Worm
139	Gasket (2 Pieces)	1087	Lock Nut (6 Req'd)
144	Cotter Pin (3 Req'd)	1088	Set Screw for Worm

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# MODEL 51 POWER TAKE-OFF

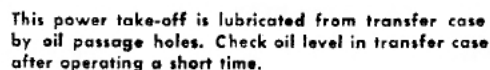


PART No.	DESCRIPTION
J51-201	Housing—front half
J51-202	Housing—rear half
J51-203	Housing Assembly
WO48-204	Sliding Ring
WO48-205	Lever
WO48-206	Shifter
WO48-208	Knob
WO50-209	Felt Oil Retainer
WO50-210	15 Tooth Sprocket
WO50-211	Retaining Bolt and Washer
WO50-212	Main P.T.O. Shaft
WO50-213	Retaining Washer
WO48-214	Oil Seal
WO48-215	P.T.O. Shaft
WO48-216	16 Tooth Sprocket
WO50-217	Main Shaft Spacer
WO48-218	Gasket—P.T.O. to Transmission
WO48-219	Spring
WO48-220	Ball
WO48-221	Bushing
WO50-222	Pin
J50-224	Dowel Pin (2 req.)
J50-226	Roller Chain and Link
WO48-227	P.T.O. Shaft Spacer
J50-228	Housing Gasket
WO48-231	Ball Bearing (4 req.)

PART No.	DESCRIPTION
WO48-234	3/8" Pipe Plug (5 req.)
WO50-236	Top Shifter Plate
WO50-237	Bottom Shifter Plate
WO48-238	Shifter Plate Screws (4 req.)
WO48-239	Connecting Link
WO48-240	Set Screw for WO48-216
WO48-241	Cap Screw
WO48-242	Woodruff Key No. 15
WO50-243	Key
WO48-245	Socket Cap Screw (5 req.)
WO48-248	Lock Washer—HiCollar (5 req.)

This power take-off is lubricated from transfer case by oil passage holes. Check oil level in transfer case after operating a short time.

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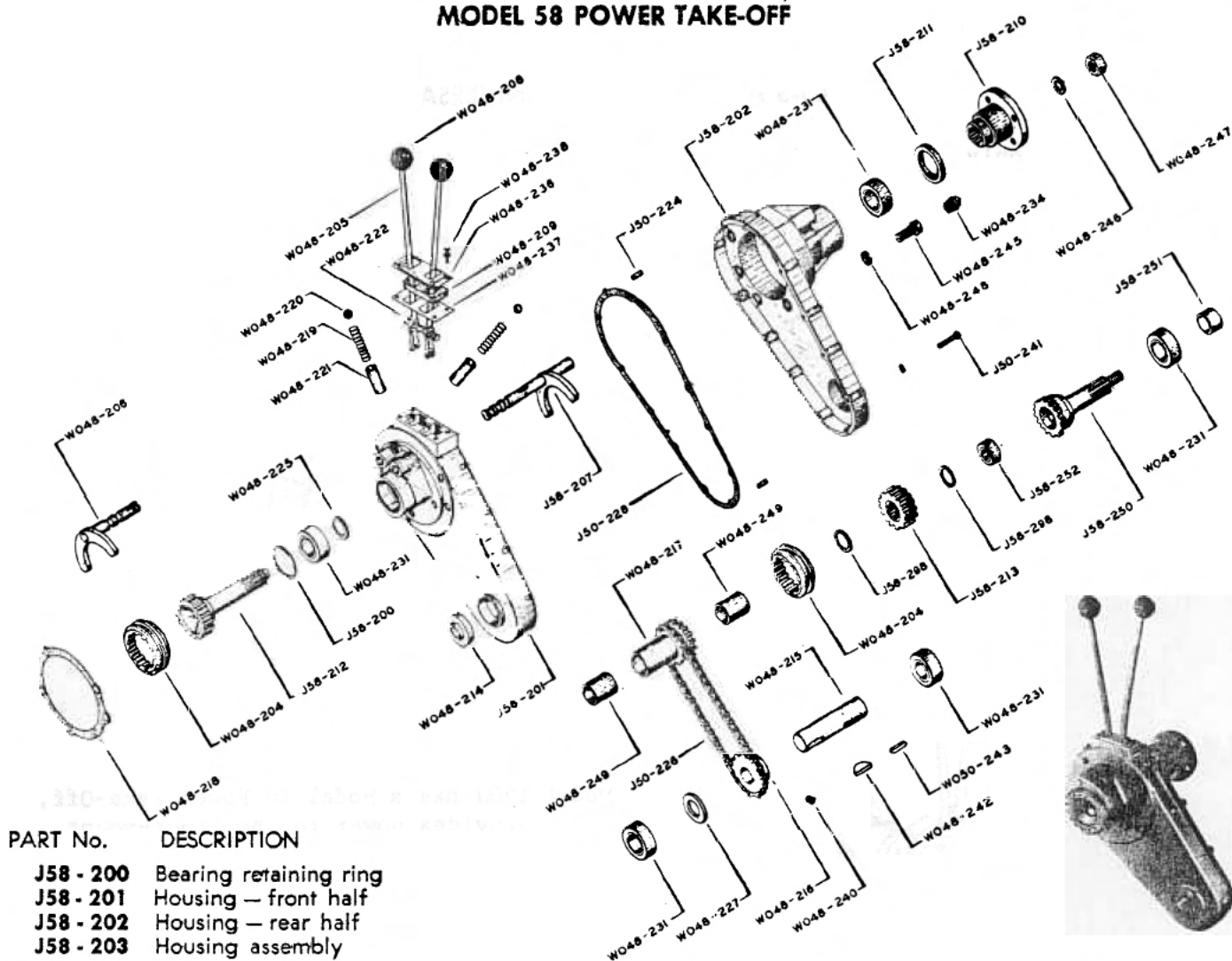


PART No.	DESCRIPTION
J50-201	Housing—front half
J50-202	Housing—rear half
J50-203	Housing Assembly
WO48-204	Sliding Ring (2 req.)
WO48-205	Lever (2 req.)
WO48-206	Shifter—to engine
WO48-207	Shifter—for winch
WO48-208	Knobs (2 req.)
WO48-209	Felt oil retainer for levers
WO48-210	Coupling
WO48-211	Oil Seal—2" OD x 1½" ID
WO48-212	Main P.T.O. Shaft
WO48-213	Clutch Gear Hub
WO48-214	Oil Seal—1½" OD x 1" ID
WO48-215	P.T.O. Shaft—1" x 3¼"
WO48-216	Sprocket—16 tooth
WO48-217	Clutch Sprocket Hub
WO48-218	Gasket—Between P.T.O. and transmission
WO48-219	Spring (2 req.)
WO48-220	Ball (2 req.)
WO48-221	Bushing for shifter ball and spring (2 req.)
WO48-222	Pin
J50-224	Dowel Pins (2 req.)
WO48-225	Thrust Washer—1" x 1½" x .040"
J50-226	Roller Chain and connecting link
WO48-227	P.T.O. Shaft Spacer—1" x 1¾" x .189"
J50-228	Gasket—Between Housing
WO48-230	Ball bearing—¾" ID

PART No.	DESCRIPTION
WO48-231	Ball bearing—1" ID (3 req.)
WO48-232	Shim—.010" thick brass (2 req.)
WO48-233	Shim—.046" thick (2 req.)
WO48-234	¾" pipe plug (5 req.)
WO48-236	Shifter plate—top
WO48-237	Shifter plate—bottom
WO48-238	Shifter Plate Screws and Washer (4 req.)
WO48-239	Connecting Link
WO48-240	Set screw for WO48-216 sprocket
WO48-241	Cap Screw
WO48-242	Woodruff Keys—#15
WO48-243	Key—for WO48-213
WO48-244	Key—for WO48-210
WO48-245	Socket cap screws (5 req.)
WO48-246	Lock washer
WO48-247	Nut—¾" N.F.
WO48-248	Lock washer—¾" Hi-Collar (5 req.)
WO48-249	Bronze bushing—1" x 1¼" x 1¼" (2 req.)

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## MODEL 58 POWER TAKE-OFF



### PART No. DESCRIPTION

J58 - 200	Bearing retaining ring
J58 - 201	Housing — front half
J58 - 202	Housing — rear half
J58 - 203	Housing assembly
W048 - 204	Sliding ring (2 req.)
W048 - 205	Lever (2 req.)
W048 - 206	Shifter to engine
J58 - 207	Shifter for winch or rear drive
W048 - 208	Knobs (2 req.)
W048 - 209	Felt oil retainer for levers
J58 - 210	Coupling
J58 - 211	Oil seal 2 1/4" OD x 1 9/16" ID x 1/4"
J58 - 212	Main P.T.O. shaft
J58 - 213	Drive hub
W048 - 214	Oil seal 1 7/8" OD x 1" ID x 7/16
W048 - 215	P.T.O. Shaft 1" x 3 3/4"
W048 - 216	Sprocket — 16 tooth
W048 - 217	Clutch sprocket hub
W048 - 218	Gasket — between P.T.O. and trans- mission
W048 - 219	Spring (2 req.)
W048 - 220	Ball (2 req.)
W048 - 221	Bushing for shifter ball and spring (2 req.)
W048 - 222	Pin
J50 - 224	Dowel pins (2 req.)
W048 - 225	Thrust washer 1" x 1 1/8" x .040"
J50 - 226	Roller chain and connecting link
W048 - 227	P.T.O. shaft spacer — 1" x 1 1/4" x .189"

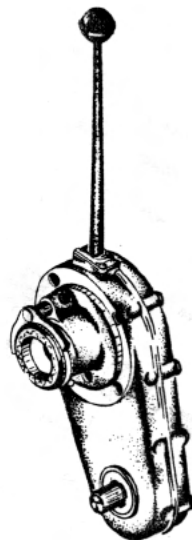
J50 - 228	Gasket between housing halves
W048 - 231	Ball bearing 1" ID (5 req.)
W048 - 234	3/4" Pipe plug (5 req.)
W048 - 236	Top shifter plate
W048 - 237	Bottom shifter plate
W048 - 238	Shifter plate screw and washer (4 req.)
W048 - 239	Connecting link
W048 - 240	Set screw for W048 — 216
J50 - 241	Housing bolt and lock washer (10 req.)
W048 - 242	#15 Woodruff key
W050 - 243	Key 1/4" x 1/4" x 3/16"
W048 - 245	Socket cap screw — 3/8" NC x 1" (5 req.)
W048 - 246	Lock washer
W048 - 247	Hex nut 3/8" NF
W048 - 248	Lock washer — 3/8" Hi-Collar (5 req.)
W048 - 249	Bronze bushing — 1" x 1 1/4" x 1 1/4" (2 req.)
J58 - 250	Rear shaft
J58 - 251	Bearing spacer
J58 - 252	Ball bearing 3/4" ID
J58 - 298	Drive hub retaining ring (2 req.)

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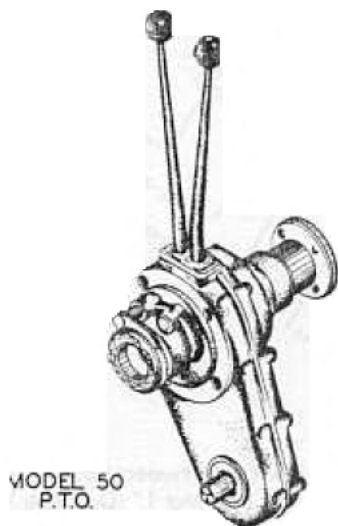
**MODELS 151J, 150J, AND 158J POWER TAKE-OFF DRIVEN  
FRONT-MOUNT KING WINCHES FOR  
CJ-5 AND CJ-6 'JEEP' UNIVERSAL**

The only difference between Models 151J, 150J, and 158J KING Winch assemblies is the Power Take-Off.

Model 151J has a Model 51 Power Take-Off, which provides for drive to the front of the vehicle only.



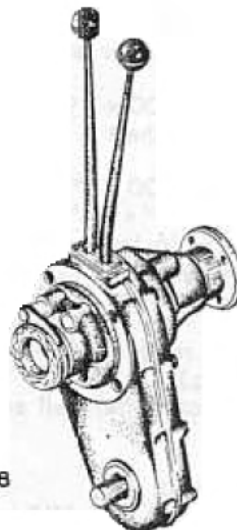
MODEL 51  
P.T.O.



MODEL 50  
P.T.O.

Model 150J has a Model 50 Power Take-Off, which provides power to the front-mount winch, and to the rear for the rear-mounted equipment. The rear-mounted equipment can be operated separately, but when the winch is in operation, the rear power take-off shaft will rotate.

Model 158J has a Model 58 Split-Shaft Power Take-Off, which provides power to the front-mount winch, and to rear-mounted equipment. With this split-shaft power take-off, the front- or rear-mounted equipment can be operated separately as desired, but not simultaneously.



MODEL 58  
P.T.O.

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# INSTALLATION INSTRUCTION FOR KING WINCH MODELS 151J, 150J AND 158J FOR CJ-5 AND CJ-6 'JEEP' UNIVERSAL

EXHAUST PIPE MODIFICATION FOR CJ-5 'JEEP' UNIVERSAL BUILT PRIOR TO SERIAL #93763, AND CJ-6 'JEEP' UNIVERSAL BUILT PRIOR TO SERIAL #16485.

1. Exhaust pipe must be moved from above the transmission cross-member to below the transmission cross-member. Remove center section of exhaust pipe. Heat front exhaust pipe section close to manifold, and bend towards left-hand vehicle frame rail approximately  $3/4"$ . Heat this front section again in the curve, and bend down  $1-3/4"$  or until the end clears the bottom of transmission cross-member. (Fig. 1). Heat and straighten out first kink in center section of exhaust pipe. Heat and bend down at second kink in center section of exhaust pipe until this section lines up with front exhaust pipe (Fig. 2). Connect front and center sections of exhaust pipe with exhaust pipe sub (Part No. 473-12), and extra exhaust pipe clamp (Part No. 473-13), which is furnished with winch installation.

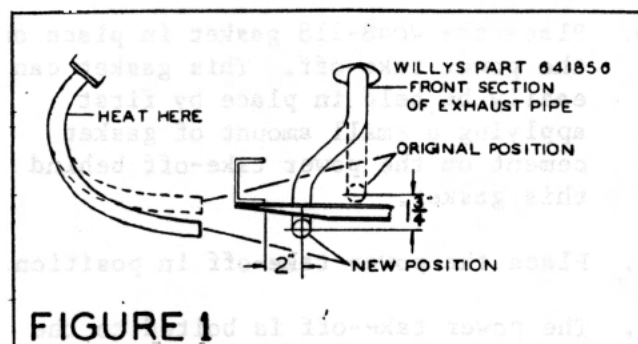


FIGURE 1

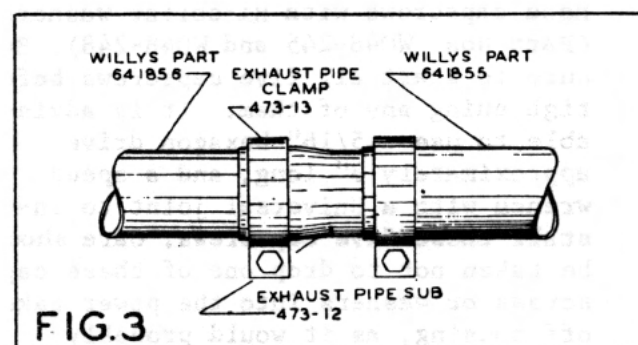


FIG.3

CJ-5 'JEEP' Universal beginning with Serial #93763, and CJ-6 'JEEP' Universal beginning with Serial #16485 DO NOT require the above exhaust pipe alterations. These models now have the standard 'outboard' exhaust system. It may be necessary to heat the exhaust pipe at the first bend below the manifold, and bend the exhaust pipe towards the left frame rail approximately  $1/4"$

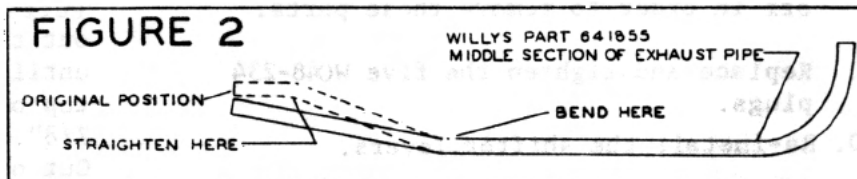


FIGURE 2

2. Remove the power take-off lever hole cover in vehicle floor. If it is a Model 150J winch assembly with a Model 50 power take-off, or Model 158J winch assembly with a Model 58 power take-off, it is necessary to cut hole in vehicle floor  $3/4"$  wider to the left side of vehicle. The vehicle floor must also be hammered up slightly in order to clear power take-off, (Fig. 4). Installing Model 151J winch assembly with a Model 51 power take-off, it is not necessary to cut or hammer vehicle floor.

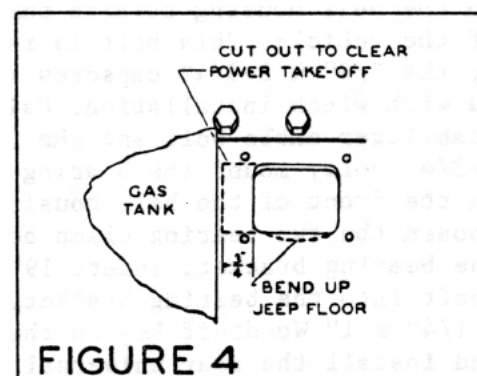


FIGURE 4

3. Remove the power take-off opening cover plate from the transfer case.

4. Remove the power take-off shift levers or lever by removing the four W048-238 screws and lifting the lever assembly from the power take-off.

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5. Remove the five W048-234 plugs from the power take-off. (These are standard square head 3/8" pipe plugs.)
6. Place the W048-218 gasket in place on the power take-off. This gasket can easily be held in place by first applying a small amount of gasket cement on the power take-off behind this gasket.
7. Place the power take-off in position.
8. The power take-off is bolted to the transfer case by five 3/8" x 1" Allen head capscrews with Hi-collar washers (Part Nos. W048-245 and W048-248). Be sure to start all five capscrews before tightening any of them. It is advisable to use a 5/16" hexagon drive approximately 3" long, and a speed wrench with a Universal joint to install these five capscrews. Care should be taken not to drop one of these capscrews or washers into the power take-off housing, as it would probably require dis-assembling the power take-off in order to remove these parts.
9. Replace and tighten the five W048-234 plugs.
10. Re-install the shifter levers.
11. To install winch drive shafts, first remove nut from stabilizer cable bolt on the bell housing, and the next bolt on the bell housing towards the center of the vehicle. This bolt is replaced by the 3/8" x 2-3/4" capscrew furnished with winch installation. Using the stabilizer cable bolt and the 3/8" x 2-3/4" bolt, mount the bearing bracket on the front of the bell housing. Now loosen the two bearing clamp bolts on the bearing bracket. Insert 19" (short) shaft into the bearing bracket. Place a 1/4" x 1" Woodruff key on the shaft and install the rear universal joint. Before installing center universal joint, place a 1/4" x 1" Woodruff key on the rear shaft and on one end of the front shaft. The front shaft, (30-1/2" long) goes above the bell crank arm. Install the front universal joint, making sure the 1/4" x 1" Woodruff key is on the front shaft. DO NOT tighten set screws at this time.
12. To prevent distortion of the vehicle frame when removing the front bumper, it is advisable to drill out the bumper rivets. DO NOT chisel off the rivet heads.
13. Slide bumper assembly in position. Connecting front universal joint to winch shaft as bumper assembly is being installed. BE SURE to install all bumper assembly bolts before tightening any of them.
14. Check all universal joints to be sure that each yoke is evenly spaced over key in shafts. Tighten all universal joint set screws. It is advisable to countersink each set screw into the shaft by drilling with a 5/16" drill. Tighten bearing clamp bolts in bearing bracket.
15. Install the winch cable. Remove one of the 3/8" x 7/8" capscrews holding the cable clamp to winch drum and loosen the other 3/8" x 7/8" capscrews until it is almost out of the winch drum. Pull cable through guide rollers and out through the hole in the winch drum, until the end of the cable is even with top of the clamp. Replace the 3/8" x 7/8" capscrews and tighten cable clamp. Cut off the capscrews flush with the inside of the winch drum with a sharp chisel or hacksaw.
16. Check oil in winch housing. Use EP-140 gear oil if necessary. Grease all fittings on winch and the shaft bearing bracket. Oil sliding parts on the drum clutch. The power take-off is oiled from the transfer case.
17. Wind the cable on underside of winch drum. Care should be taken to wind the cable evenly and as tightly as possible. If enough room is available, attach the hook to a solid anchor, and pull on emergency brake slightly. Wind the cable onto the drum by allowing the winch to pull the vehicle across the shop floor. After all the cable is wound on the drum, engage the hook on the bumper flange. Disengage the drum clutch by pulling up on the drum clutch lever (Part 199). The drag brake will prevent the cable from unwinding.

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Revised October 1959  
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**OPERATING INSTRUCTIONS  
FOR KING WINCH MODELS 151J, 150J, AND 158J FOR CJ-5  
AND CJ-6 'JEEP' UNIVERSAL**

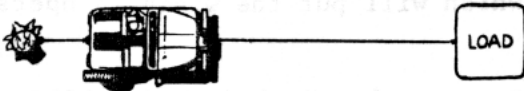
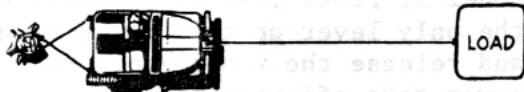

**IMPORTANT** - The drum clutch should always be disengaged when the winch is not in operation. **BE SURE** to check the oil level in the transfer case, and fill to the correct level with the Willys recommended oil for your climate.

1. After the winch has been properly installed, as per installation instructions, be sure that it has been properly lubricated by using EP-140 gear oil in the winch housing, and chassis lubricant in all grease fittings. The power take-off is lubricated by the oil from the transfer case. After the unit has been run enough to wind on the cable, check the oil level in the transfer case and fill to the recommended level.
2. When the winch is to be used for the first time, be sure that the drum clutch lever, Part No. 199, is down, which assures that the clutch is disengaged from the drum. Then pull the cable out and attach to whatever object is to be raised or is to be used as an anchor for pulling the vehicle. Pull out the No. 197 pin, which will release the No. 199 lever, thereby engaging the clutch with the drum. Should the clutch not fully engage, slightly rotate the drum by hand until the pins enter the slots in the drum clutch.
3. The rest of the operation of this winch is done from the vehicle cab. Place the transfer case shifter into neutral, then the regular gear shift lever of the transmission and the vehicle clutch are used to operate the power take-off. Use the low gear of the transmission for winching (as much as possible). To reverse the winch or lower the load, simply place the transmission in reverse position and release the vehicle clutch.
4. In case the winch is a Model 150J using our Model 50 Power Take-Off, first engage the right-hand power take-off lever. This will engage the power take-off to the transfer case and will rotate the rear coupling on the power take-off, thereby driving whatever mechanism is used on the rear of the vehicle without rotating the front-mount winch. Next engage the left-hand lever on the power take-off and release the vehicle clutch, which will put the winch in operation.
5. In case the winch is Model 151J using Model 51 Power Take-Off, merely engage the only lever on this power take-off and release the vehicle clutch. This power take-off provides power to the front only.
6. In case the winch is Model 158J using Model 58 Split-Shaft Power Take-off, first be sure that the left-hand lever is in the middle or neutral position. Engage the power take-off to the transfer case by pulling the right-hand lever backwards. The winch drive is engaged by pulling the left-hand lever backwards. To drive rear-mounted equipment, push the left-hand lever forward. This power take-off allows operation of front-mount winch and rear-mounted equipment separately as desired, but not simultaneously.
7. Merely depress the vehicle clutch to stop the winch and move the transmission lever to neutral.
8. Whenever the winch is not in use, and the cable is wound completely on the drum, **BE SURE** that the drum clutch is disengaged by moving the drum clutch lever to the down position and disengage the power take-off.
9. Attach the envelope containing the installation and operating instructions for the winch to the dashboard of the vehicle, or see that the operators of this equipment are familiar with these instructions before destroying them.

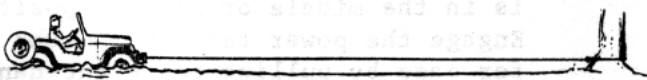
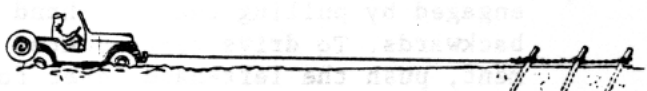
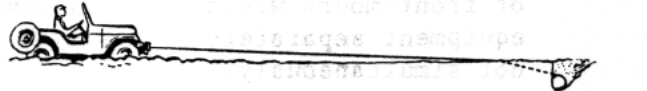
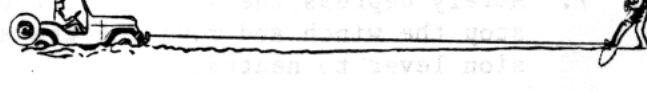
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OPERATING INSTRUCTIONS  
FOR KING WINCH MODELS 151J, 150J, AND 158J FOR CJ-5  
AND CJ-6 'JEEP' UNIVERSAL

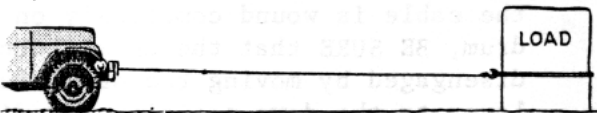
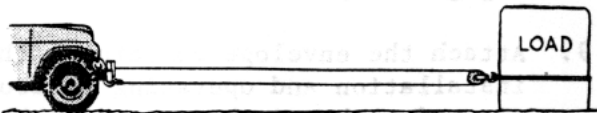
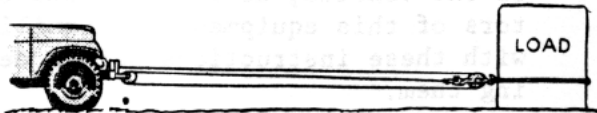
HELPFUL HINTS TO GET MORE WORK FROM YOUR KING WINCH

	Chain the vehicle to an anchor.
	Fasten each end of the chain to the vehicle frame after crossing ends. This allows vehicle to center itself with the load AT ANY ANGLE AROUND THE ANCHOR.
	Allow vehicle bumper to rest against anchor post or tree.

	It's always nice to have a large tree handy but if you don't, you can use...
	...one or more stakes driven in a line and chained together...
	...or you can bury a stake or log...
	...or even a sturdy shovel held back by one person will get you out of a stuck position.

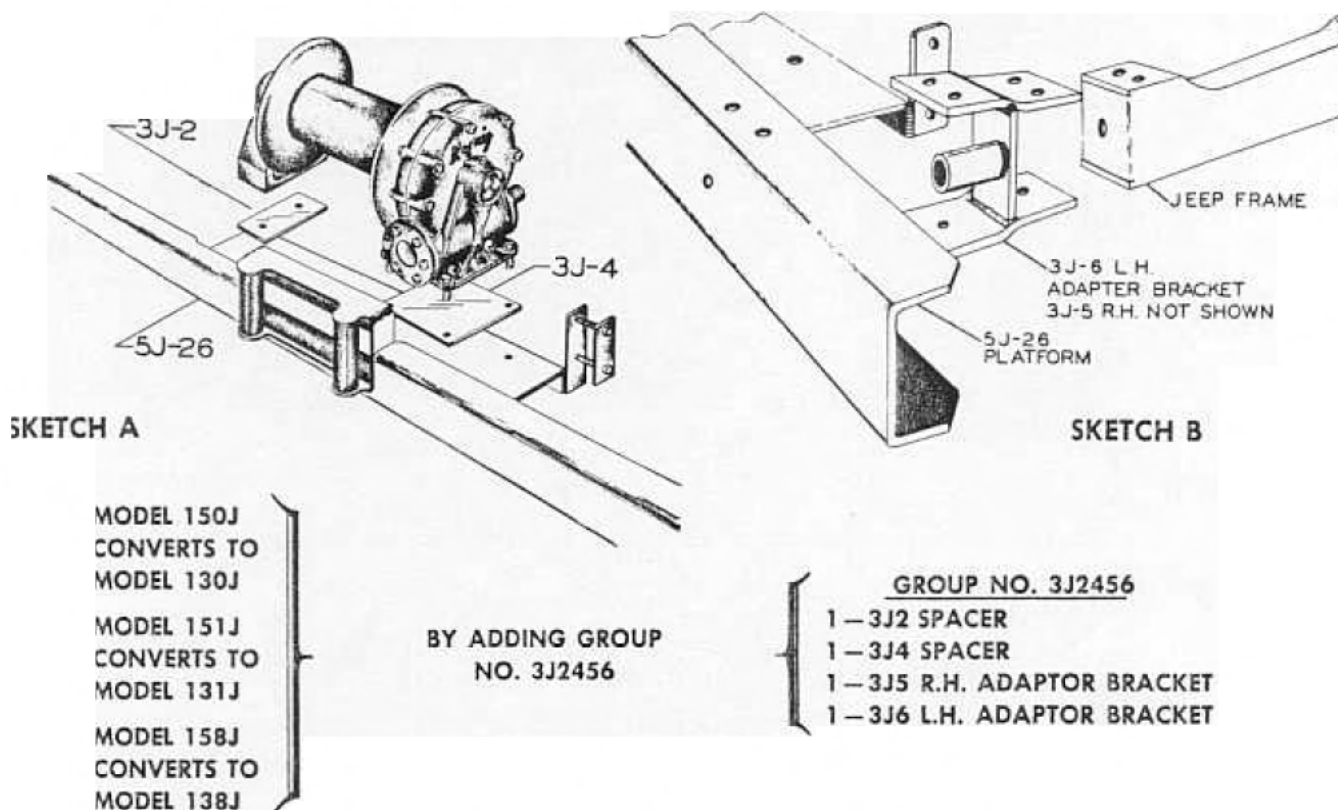
  

	The pulling and safe hoisting capacity of any power winch can be increased by doubling or tripling the line as shown in the two bottom illustrations.
	
	

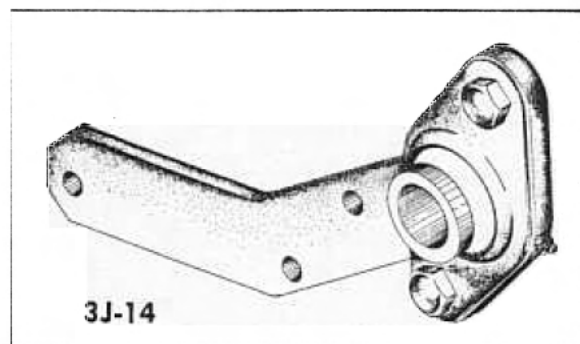
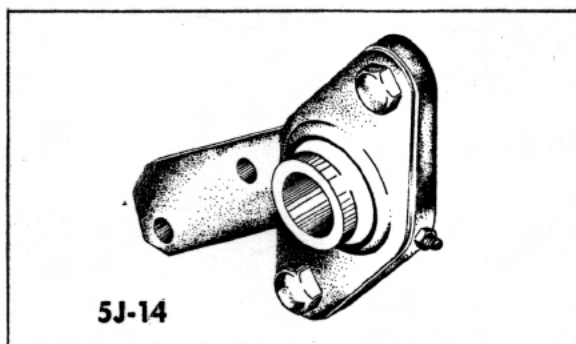
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# MODELS 130J, 131J, AND 138J KING WINCHES FOR CJ-2A, CJ-3A, AND CJ-3B 'JEEP' UNIVERSAL

KING Winch Models 130J, 131J, and 138J, have two 1/4" spacers (see Sketch A) and two adapter brackets (see Sketch B). These parts are factory installed.



When installing a Model 130J, 131J, or 138J on a CJ-2A, it is necessary to drill three holes in each end of the vehicle frame through the 3J-5 and 3J-6 adapter bracket. (If desired, these adapter brackets can be welded to the end of the vehicle frame.)



The 5J-14 bearing fits the CJ-3B, CJ-5, and CJ-6 'JEEP' Universal. For the CJ-2A or CJ-3A, specify bearing 3J-14.

NOTE: This entire installation will transfer to a CJ-5 or CJ-6 by removing two spacers (see Sketch A), and two adapter brackets (see Sketch B).

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