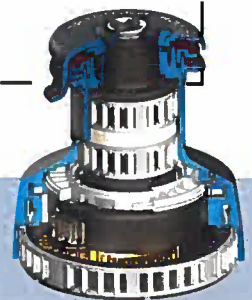




- 6 TIMES FASTER line speed
- Available in 3 sizes (40, 46, 52)
- Sized to retrofit most standard winches
- Easy to install and maintain
- 5 year warranty



## DESIGNED IN FRANCE AND BUILT TO LAST

Drum in hard anodized aluminium, gears and clutch in 17.4 PH stainless steel and copper aluminium alloy, needle bearings in polyoxymethylene

## TECHNICAL DATA

### PERFORMANCE : GRINDER 4 SPEED WINCHES

SIZE	MWL		Ultra-fast 1	Ultra-fast 2	Std Gear 1	Std Gear 2
40	850 kg	Power Ratio	2,3	8	11,6	40
		Line Recovery per rotation	70 cm.	20 cm.	14 cm.	4 cm.
46	1300 kg	Power Ratio	2,3	9,3	11,7	46,6
		Line Recovery per rotation	68 cm.	17 cm.	14 cm.	3.5 cm.
52	1500 kg	Power Ratio	2,3	10,6	11,6	52,8
		Line Recovery per rotation	69 cm.	15 cm.	14 cm.	3 cm.

### METRIC

### DIMENSIONS GRINDER WINCH

### IMPERIAL

SIZE	40	46	52		SIZE	40	46	52
Weight Kg.	4.9	7.1	8.6		Weight lbs.	10.8	15.7	18.9
MWL Kg.	850	1 300	1 500		MWL lbs.	1 870	2 860	3 300
Base Ø mm (A)	171	206	220		Base Ø inches (A)	6 6/8	8 1/8	8 5/8
Height mm. (B)	189	203	203		Height inches (B)	7 1/2	8	8
Line Entry mm. (C)	87	97	97		Line Entry inches (C)	3 3/8	3 7/8	3 7/8
Line Size min. Ø	8	8	8		Line Size min Ø inches	3/8	3/8	3/8
Line Size max. Ø	12	14	14		Line Size max. Ø inches	1/2	5/8	5/8
Drum Ø mm. (E)	84	100	100		Drum Ø inches (E)	3 1/4	3 15/16	3 15/16

## CHOSEN BY THE BEST ... "Pontos 4 speed winches have become the benchmark." S.Rogues

Transat Jacques Vabre 2013		1st	Class 40	CYCA Winter Series (Ladies)		1st	PHS Overall
Transpac 2014		2nd	Kolea Double-Handed	Lake Ontario 300		1st	Double-Handed PHRF-1
Route du Rhum 2014		2nd	Class 40	Vulcain Langschlag Stubber		1st	IRC Overall
Spi Ouest France 2015		1st	IRC 1	Airlie Beach Race Week		1st	IRC Passage
Round the Island 2015		1st	IRC 1	Airlie Beach Race Week		2nd	Racing Multihull
Marion to Bermuda 2015		1st	Class B	Rolex Fastnet 2015		2nd, 6th 13th	IRC Overall
Cowes - Dinard 2015		1st, 3rd, 5th	IRC Overall	Rolex Fastnet 2015		1st	IRC 2
CYCA Winter Series		1st	PHS Overall	Rolex Fastnet 2015		2nd	IRC 3
Palermo - Monte Carlo 2015		1st	Double-Handed	Palermo - Monte Carlo 2015		2nd	IRC Overall

The Grinder's additional gears provide the ability to winch in much more quickly than conventional winches. When in first gear a single turn on the winch handle brings in 6 times the amount of line compared to a normal two speed winch. Changing gear is simple. When too much pressure builds up on the winch handle, just reverse the direction and the next gear is engaged. Once the line pressure is off, the winch reverts to the most suitable gearing for the next time you winch. It's fast and very effective.

The Grinder is so fast that it transforms how the boat is sailed. Manoeuvres are made simpler, safer and less likely to fail. A tack can be performed without someone tailing the sheet, the spinnaker can be gybed with the sheet in the self-tailer and furling headsails

can be recovered at much greater speed! When sailing short-handed the advantages are even more obvious. It's better, more efficient and a lot faster. Just a few turns of the winch handle and the job's done. For solo and double handed sailing it's superb.

### Racing Sailors

If you are looking to gain extra seconds on every tack, and also improve on-board safety, you need the Pontos Grinder.

**MOVE UP TO THE NEXT LEVEL**



*Peter Johnstone (CEO of Gunboat) tested them on his G4 foiling catamaran during Antigua Race week.*

*Afterwards he commented*

*"The Pontos four-speed [Grinder] winches are the best I have ever used, bar none. The four speeds work flawlessly, and the high-speed low gear is unbelievable. It removes that awkward transition from hand-pulling to grinding.... They are exceptional."*

## CHANGING THE WAY YOU TACK

With a conventional winch, one person releases the leeward sheet as the boat tacks and another loads the new working sheet onto the winch, pulls in by hand as far as possible, and holds the tension.

The grinder then takes over the sheet (which is under considerable pressure) secures it in the self tailer, inserts the handle into the winch, and finally grinds the sail in to the optimum tension.

With conventional two speed winches, tacking can quickly enter "emergency mode" as there are so many opportunities for errors and accident.

The beauty of the Grinder is that it allow you to set up for a tack with the lazy sheet

ready in the self-tailer and the winch handle already engaged. There is no longer the awkward transition from hand-pulling to grinding, and the four gears enable the grinder to complete the tack and be back up on the rail very quickly.

The passage of the foresail is much more fluid than with a conventional 2 speed winch. The whole operation is perfectly smooth and the sail doesn't flap or snag as much. There is one person fewer in the cockpit, so one more on the rail, providing greater drive out of the tack. In addition the synchronization between the helmsman and the grinder is hugely simplified.



**THE PONTOS GRINDER MAKES**

**TACKING :**

- SIMPLER
- FASTER
- SAFER

**TIME AFTER TIME.**