

SuperTow® 3 & 4 User Manual

By Northwest Mfg., Inc. The maker of PowerTow®



Northwest Mfg., Inc.

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POWERTOW

MODEL: SUPERTOW I, II, III

Things to know:

Keep your crate in the event there is any shipping damage to your unit.

Read this instruction manual thoroughly before attempting to load and move your aircraft.

Your unit will need Oil & Gas - before test running the unit.

Tools handy for final assembly

½" End Wrench

Phillips Screwdriver

Wire Cutters

Thank you for choosing a Powertow, for your hangaring needs.

Customer Service is # 1 with our company. If you have any questions or comments on your unit, please call us at 800-635-5565

Supertow III Setup

Handle and four cables to hook up, it's that simple. Have a friend help you with the handle.

Pre Set-Up ...Keep unit on pallet for ease of assembly.

Remove the three black bolts from frame. Located at back of frame top and bottom and set aside.

DO NOT REMOVE THE MASKING TAPE from any cables, until they have been attached.

The tape in all instances is to keep the proper pre-set adjustments in place until hook-up.

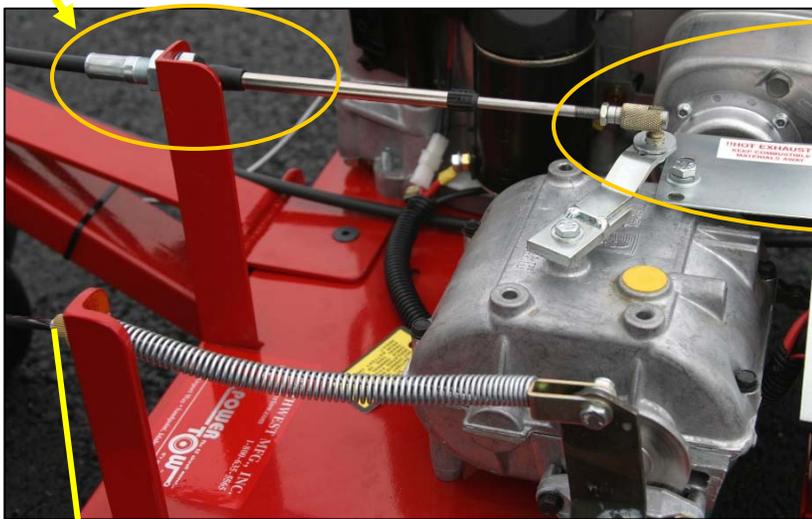


Step 1 –Lever - Before attaching the handle...

IMPORTANT – Feed the long black cable under the wire harness going to the engine. Let it continue under engine to front of machine and let hang loosely for now. You can then attach the main handle using the three black bolts. Start with the top bolt *loosely*: then the bottom bolts and tighten in the same order.

Wrench is supplied to tighten bolts into threaded frame

Step 2 - Shift Cable Attachment – Short Black Cable –Remove one nut & washer. Feed end of cable through the upright support and attach washer and nut tightly with a Crescent Wrench. Remove tape.



Attach end of shift cable by pulling back outer sleeve and slip on to the transmission shifter



Step 3 – Brake Cable Locate cable from brake handle at top of machine. Follow down to spring end. Line up the slots in brass fitting in order to slip wire into bracket. Pull back the spring over the cable and slip wire into lined up slots on support. Turn slots to keep in place



Attach the other end of the spring clip onto transmission brake lever. Use the 1/4" bolt from brake lever and secure with nut – leave room for clip to move freely.

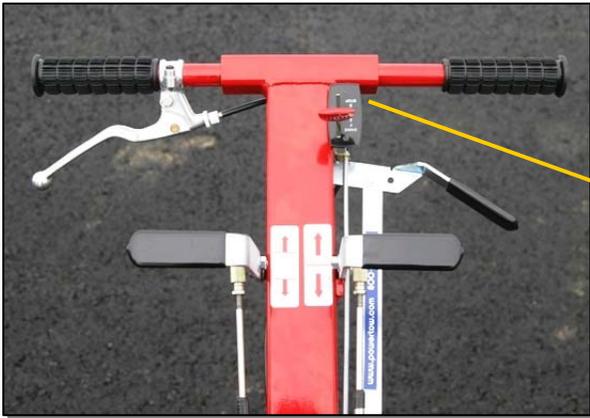
Supertow III Setup



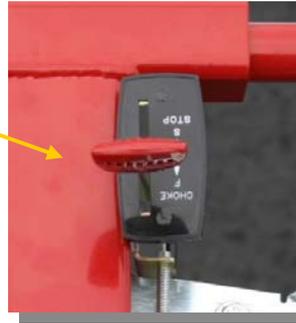
Step 4

“Lazy Susan” Cradle

The long black cable hooks up to the load and release plate for the Lazy Susan Cradle at the front end of unit. Follow same attachment procedures as shift cable hook-ups.

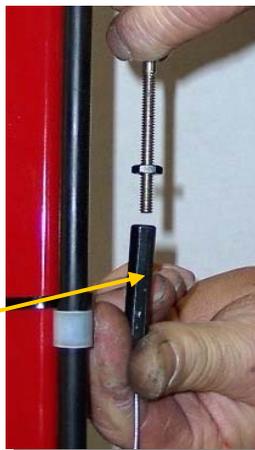


Step 5 –Throttle Cable



Locate the throttle control attached to the engine and bring it up to top of handle. Remove the two Phillips Screws on side of handle and install throttle control.

The cable will be secured down the left side with Nylon Ties in final step.



Step 6 -Clutch Cable

Locate Clutch Cable Attached on bottom of frame, hanging loose with black barrel.

Connect this end of Clutch Cable up to the top half of cable with threaded end.

Run threaded end into barrel snug against nut. This will leave most of the screw portion showing. Remove tape.

This barrel twist chamber adjusts the tension of the clutch.

It's important for the clutch to fully disengage when released. If you have this adjustment too tight, the machine will continue to travel even when the handle is released.

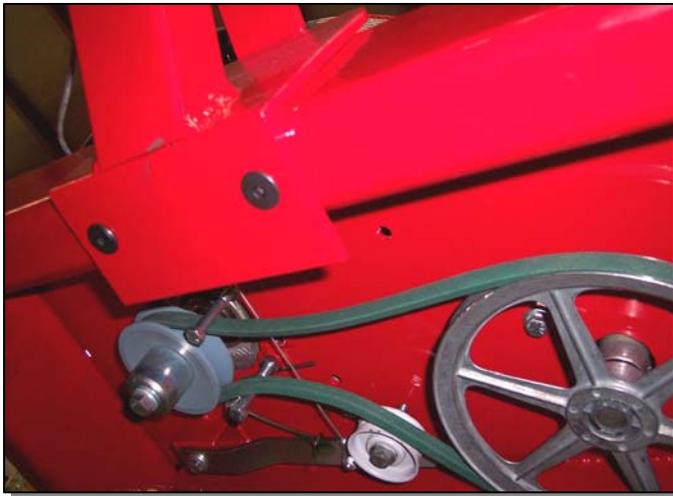
Supertow III Setup



Secure Clutch Cable to Handle.

Locate keeper on lower left side of handle. Remove the 10-24 Screw and attach Clutch Cable using the tab on cable housing.

Be sure Clutch Cable is on the outside of Throttle and Brake Cables, then secure all cables (Except Clutch) to handle with nylon ties provided with Throttle Cable down left side and Brake Cable under handle.



Bottom View for Reference

The two bolts next to the engine pulley are belt guides, that create a loop around the pulley keeping the drive belt from engaging while the engine is running and clutch is disengaged.

There are three pulleys on the bottom of the unit: The engine drive pulley, the large transmission and the small clutch pulley on the clutch arm. **These pulleys need to be line with each other.** The bolt on the left side of Clutch Arm will need to be adjusted after the first couple hours of use. If the Clutch Arm drops down out of alignment, it will run on the rim of the idler pulley and spin the drive belt off the unit.



Shift Cable

Lazy Susan
Release Cable

Clutch Cable

Throttle Control

SUPERTOW™ part of the POWERTOW™ line by NW MFG

SHORT & SWEET PLEASE READ

Congratulations on your purchase of the **Supertow**.
As you already know, it's a unique machine.
So let's familiarize you with your new toy!

What's where...?

Let's start by standing at the rear of your tow.

On the handle, above the throttle are two lever handles.

Transmission lever

The transmission shift lever is on the right of the handle. Rocking your tow gently, push this lever forward to its stop. *A lot of force will not be required.* Now ease the lever back one click for neutral, allowing unit to freewheel, when not running. The transmission has one speed forward and five reverse speeds.

Loading Gate lever

The lever on the left side releases the loading gate, of the "Lazy Susan Cradle" from its locked position, when pulled back. After releasing gate, return lever back to its original position away from you. This simple move applies to loading and unloading.

Fingertip position is **Brake** lever on right side and **Clutch & Go** lever at left.

Ready to roll...!

Time to take the Supertow out for a solo, without your aircraft! It's very important to make sure the controls are all working correctly before you hook your beautiful bird up to it ... Yes a few touch and go's...

Engine – Don't forget the oil for the engine, it will take approximately $\frac{3}{4}$ of quart. A splash of 100LL, no more throwing the test gas on the tarmac and we're ready to start up the unit. Place the throttle control in the choke or start position, push primer 3 to 4 times (if supplied), and start the engine. Move control to run position at about medium speed. After some use you'll know how much power is required for your particular job. Greatest torque is developed at two-thirds throttle setting.

Out in the open, run the unit checking out all the handle controls. **The clutch operation is very important.** When you release the clutch handle, the drive belt should disengage completely, and there should be no creeping of machine. (If there is, refer back to set-up instructions). This acts as a safety. This unit also has a brake.

However, if you continue to squeeze the clutch while trying to stop, it will weaken the brake action. Operate the Lazy Susan load features. Running the unit for a few minutes will break-in the engine, cables, belt and of course the operator.

Load & Go Instructions - OK...with transmission in neutral, the engine is running; we're ready to load your, "Winged Pride and Joy". **First time outside of hangar please.** Chock the back of the main gears. Easing the shift lever forward will put your tow in the only forward gear. With the Lazy Susan Cradle in the unlocked down position, line up the roller bar, to the front of your nosewheel. Gently squeeze the clutch lever for power, while easing under the nosewheel for loading. When the wheel rolls onto the cradle, it will hit the roller at the back of the cradle, easing the front up into the locked position. **Release clutch, as soon as it loads!!**

SHOWING OFF TO YOUR FRIENDS...NOT QUITE YET!

You are now ready to move your plane. Don't be too over zealous at trying out the turn radius. The Lazy Susan will turn under your nosewheel. The wingspan alone is a great deal of torque at your hands. You will have fun watching your nose gear stay straight while making a turn.

It's best to practice out in open first, to get the feel of the machine at different speeds.

Remember - You have one speed going into the hangar, and five speeds to the gas pump. First gear in both positions is 65 feet per minute.

When you are ready to unload your plane, be sure cradle is inline with machine. (It's the only position for unloading). Reverse your transmission and ease the loading gate lever back, allowing you to back out from under the nose gear. Then, push handle forward to original position. (This will allow the cradle to "lock" for the next time you are ready to load.)

Now here's a good tip. Get up kind of early on Saturday morning, and get out to the airport before the rest of the hangar bums get there. Pull your plane out of the hangar by hand for the last time, and get it out on the apron well away from all hard objects. Go through the above procedures until you really have it down. By the time those guys show up, you will have become super proficient and will be able to put on one helluva show. Should they ask, our phone number is on the decal. Ready for another tip? Always have chock blocks of some kind anchored at the rear of your main wheel position in the hangar to prevent inadvertent travel through the rear of your hangar.

Last tip: If you really want to get smart, re-read this stuff after you have actually used the machine a few times – it will be more meaningful.

Door Tracks -To get a heavy plane over door rails or ledges, a moderate amount of speed is necessary so that the momentum of aircraft mass will help carry it over, but smoothly. Do not jump the unit over door tracks, which result in the nose gear turning within the Lazy Susan Cradle. This applies also to any means of shifting the nose gear sideways in the Lazy Susan Cradle. The nose gear should remain straight in the cradle for correct operation.

If door tracks are a problem, your shipping crate lid can be cut to fill spaces in door tracks. There is enough wood to make additional spacers for the main gear also.

For you readers only:

How does the Lazy Susan really work?

In the correct position for loading, there are two latches, one on each side located at the back of the Lazy Susan, as the unit drives under the nose gear; the roller assists in moving the wheel up and onto the turn plate. The nose gear then trips up the back plate locking it into place. You can turn the plane without turning the yoke. The Lazy Susan turns separately from the Supertow on ball bearings, allowing rotation.

To unload from the Susan, you simply pull the lever back. It is attached to a rod and then to the two latches, tripping them open. You can put the unit in reverse to back it off.

If the loading gate lever is not returned to the down position, the turn table will not turn more than a couple inches, nor will it release the latches to unload. This insures the plane will unload centered each time. You will not be able to unload the plane, except in the same position as loaded. The loading gate lever is a mechanical release; no springs to jump open accidentally.

TIP: Chock Blocks are used on mains to load. When releasing your plane in hangar, back your plane up to the chocks leaving a space of several inches for the plane to roll out from under the cradle and back to the chocks. After a few times of loading and unloading your plane, you will find it to be the smoothest operation going.

SUPERTOW™ TROUBLESHOOTING

CHAIN IS TOO LOOSE.....	Pillow blocks are slotted for take-up.
CHAIN BREAKS.....	Chain is too loose. Check sprocket alignment.
BELT SLIPPAGE WHEN CLUTCH IS FULLY ENGAGED.....	Shorten clutch cable by turning turnbuckle at handle. Adjust cable so clutch is fully engaged with approximately 1”of space remaining between clutch handle and machine handle grip. Need new belt.
DRIVES WHEN NOT SQUEEZED.....	Lay a straight edge over the 8” pulley and engine pulley and make sure they are in the exact same plane (level). Check to make sure belt guides are in place. Check Clutch arm and make sure it is adjusted up and not Hanging down against the belt.
BELT SLIPS OFF PULLEY.....	Tighten turnbuckle – check to make sure motor and transmission pulleys are in line.
CLUTCH DOES NOT RELEASE.....	Lengthen cable at turnbuckle. Check belt guides. See clutch cable this page. Check Clutch Arm adjustment Make sure the arm is adjusted up not contacting the belt.
GAS UNIT: ENGINE SURGES.....	See engine manual.
ENGINE DIES UNDER LOAD.....	Check high-speed mixture adjustment. See engine page.
EXCESSIVE NOISE UNDERNEATH UNIT...	Check belt guides, “use no belt dressing”.

Supertow III Setup

CHAIN ADJUSTMENTS

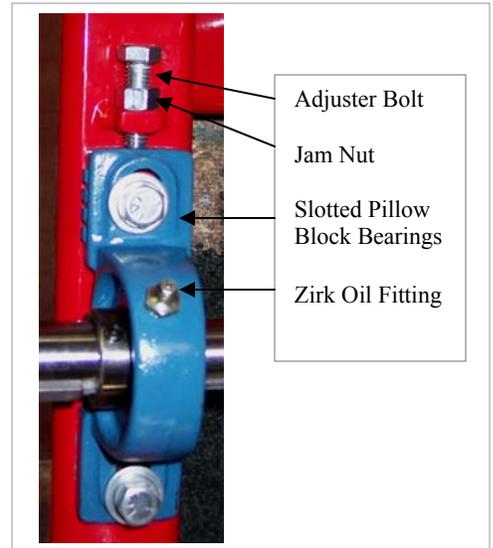
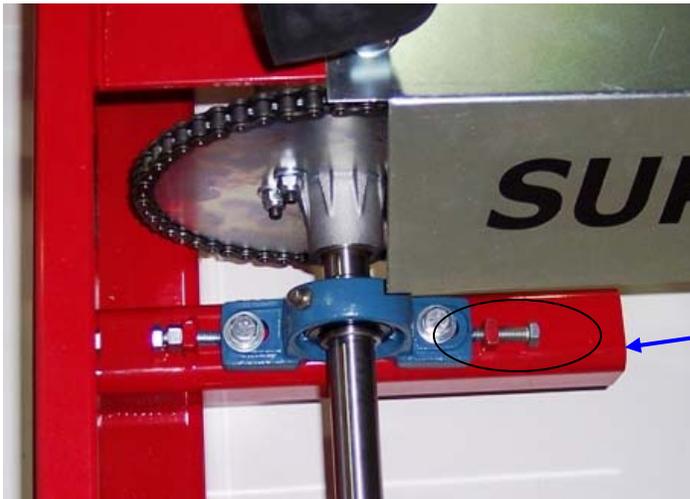
After some use your chain may loosen up. Your machine may jump, experience chain noise or grinding. You can tighten the chain in this manner. This is a unique chain tightening system.

Follow this procedure closely. Questions call 800-635-5565.

You have 3 drive chains on the “Supertow *III*”

Two drive chains to the tires and one from transmission to the differential.

Start with the 2 forward drive chains. Loosen the 3 Jam Nuts from the front of pillow blocks do not back out the bolts, just loosen the nuts.



Loosen jam nut and back out the bolt part way. Pillow blocks is slotted for adjusting.

Loosen all the bolts holding down the pillow block bearings

Tighten the Adjusters bolts evenly against all three pillow blocks; until chain is comfortably tight (Do not over tighten) Tighten jam nuts or your bolts will back out over time.

Securely tighten the bolts holding pillow block bearings. The pillow blocks are slotted also. Last...Retighten the back bolt against pillow block and tighten jam.

This has tightened the drive chains. Now you will need to slide the engine plate back towards the handle to remove the chain slack from the transmission to differential. You will need to tighten this chain also.



Adjusting Bolts

Loosen and back off jam nut on each adjuster bolt, located on the inside of the frame in front of engine plate. Leave the bolt touching engine plate.

Loosen black flat head bolt on top of handle. Loosen 6 bolts on top of engine plate. (3 on each side)... Turn adjusting bolts the same amount on each side until chain is taunt between differential and transmission. Tighten jam nuts, 6 engine bolts and black handle bolt last



Maintenance Notes:

Zirk fittings on pillow blocks need grease once a year;

Change and check oil per engine manual

5 Speed transmissions is sealed...no lubricating required

Feel free to run 100 LL in your engine.

USE EXTREME CAUTION WHEN OPERATING ANY POWER EQUIPMENT!

1. Do not operate this machine until you have read and understand all instructions for proper use.
2. Do not operate unit when not running smoothly.
3. Keep hands and feet out from under towing equipment.
4. Operate in well ventilated area.
5. Do not leave a running machine unattended.
6. Do not operate electric unit in wet conditions or if cords are frayed.
7. Do not start engine when unit is in gear.
8. Hangar storage area should include anchored chocks to control inadvertent movement of planes into hangar walls.
9. Do not change gearing to increase speed.
10. Do not move planes up any inclines...flat surface only.
11. Do not attach any device to activate throttle when both hands - are not on throttle control.
12. Do not run engine without checking oil level.
13. Do not spill gasoline on hot engine.
14. Do not smoke when filling tank with gasoline.
15. Use caution when operating machine on icy / slippery surfaces.
16. Do not move planes in excess of speed that cannot be easily stopped... there is no braking device on the unit.
17. Do routine maintenance to insure proper operation of unit.
18. Do not use unit if the Powertow engine is not running smoothly.

We hope you enjoy this Northwest Manufacturing product.
It was designed and built to give many years of reliable service with proper use and routine maintenance.



GUARANTEE

All equipment manufactured by Northwest Mfg. Inc. is sold on a satisfaction-guaranteed basis. Within 30 days of delivery, if you are not satisfied, you may return the unit. You must contact our office to authorize your return and arrange shipping. Products returned without prior authorization will be rejected and returned.

Returned items must be in new condition and in original packaging. A refund will be authorized upon receipt and inspection of returned items for the original purchase price, minus any damages (shipping charges are not refunded).

GENERAL WARRANTY AND CONDITIONS

PowerTow units have a unit warranty, for a period of 2 years.

SuperTow gas powered units have warranty for a period of 2 years.

SuperTow electric powered units have warranty for a period of 1 year.

- Northwest Mfg. Inc.'s warranty is Parts Only
- Warranty covers manufacturing and material defects.
- Northwest Mfg. Inc. Excludes batteries from our warranty.
- Gasoline engines are warranted by Briggs & Stratton for a period of 2 years (90 days for commercial users).
- Northwest Manufacturing does not carry engine parts.
- For engine warranty details, please review your engine manual (provided with owners' manual)
- For engine service, contact a Briggs & Stratton dealer in your area.
- Visit **BriggsAndStratton.com** to locate your nearest Briggs & Stratton dealer.
- Damage due to misuse and abuse voids warranty.
- Northwest Mfg. Inc. reserves the right to determine product misuse and abuse.
- Unauthorized third-party attachments/accessories or modifying Northwest Mfg., Inc. equipment, voids all warranty and claims of responsibility by Northwest Mfg., Inc
- Any damage to tug or aircraft is the responsibility of the operator.

These terms and conditions apply to Domestic Private user orders only.

Commercial customers have the following limitation; Warranty is limited to 90 days.

International orders have the following limitations; Guarantee is not included; Warranty is limited to 90 days.

Thank you for purchasing a Northwest Mfg., Inc. product!

Order/Serial #: AB-_____

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