NORSKIVER

THE STRIPPER IS MADE TO USE 1/4 INCH RUBBER, AND ADJUSTABLE TO STRIP ANY SIZE RUBBER UP TO 1/4 INCH BY TURNING (1).

ONE COMPLETE TURN WILL MOVE TABLE .025 OF AN INCH.

OPEN SLIDE ON TABLE (4). INSERT A PIECE OF RUBBER IN GUIDE AND SLIDE IT UP TO THE ROLLERS. (I USUALLY HUMP THE RUBBER UP A LITTLE HERE TO PUT SOME PRESSURE AGAINST THE ROLLERS). WHILE HOLDING PRESSURE AGAINST THE ROLLERS, TURN CRANK AND PULL THE RUBBER THROUGH THE ROLLERS, ABOUT 1/2 INCH IS ENOUGH.

CLOSE THE SLIDE ON THE RUBBER, MAKING SURE THE RUBBER TOUCHES BOTH SIDES OF THE GUIDE. WITHOUT RELEASING THE PRESSURE ON THE GUIDE, CRANK CUT ABOUT AN INCH OR TWO OF RUBBER.

NOW YOU CAN RELAX THE PRESSURE ON THE GUIDE AND THE RUBBER SHOULD STAY PUT.

THE NEXT STEP IS IMPORTANT. YOU WANT A GOOD FIT HERE----TOO LOOSE AND THE RUBBER WILL WANDER; TOO TIGHT, AND THE RUBBER WILL STRETCH IN THE GUIDE.

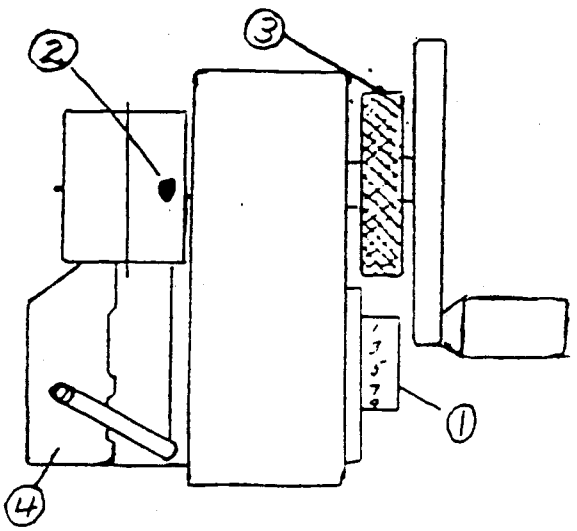
WHEN YOU FEEL YOU HAVE A GOOD FIT, TIGHTEN UP THE SCREW ON THE RUBBER; HOLD DOWN. KEEP THE RUBBER HOLD DOWN WHERE THE RUBBER ENTERS THE GUIDE.

WITH A LITTLE PRACTICE, THIS WILL BECOME REAL EASY.

THE BIGGEST HEADACHE WE HAVE TODAY IS THE RUBBER WE ARE GETTING. THE BEST IS PERELLI --- OFF ONLY .004 IN SPOTS. SOME OF THE OTHER RUBBER IS OFF UP TO .010 IN SPOTS. (NOT PARALLEL). THE NEW TAN SEEMS GOOD (PARALLEL)

SO IF YOU HAVE ACCURATE RUBBER, YOU ARE LUCKY.

IF YOU WANT A REAL ACCURATE PIECE OF RUBBER, CUT IT WET (WATER).
IT SLIPS IN THE GUIDE A LOT EASIER.
IF YOU CUT RUBBER WET, SPRAY STRIPPER WITH A LITTLE L.P.S. OR LIGHT OIL AFTER USE.



YOUR BLADE SIZE: .875

ROBERT E. OPPEGARD
140 E GOLDEN LAKE LANE
CIRCLE PINES, MINNESOTA 55014
U.S.A.

CHANGING BLADES

1. REMOVE CRANK AND BLADE TENSIONER (INSERT PIN IN ROLLER TO DO THIS) #2

2. REMOVE SLIDING RUBBER GUIDE (ONLY THE PART THAT SLIDES).

3. REMOVE DRIVE ROLLER --- REMOVE IDLER ROLLER. (CHECK TO SEE IF THERE IS A SPACER ON THIS SHAFT).

4. THE ROLLERS SHOULD PULL OUT EASILY. THEY ARE NOT A PRESS FIT.

5. INSERT THE PIN IN THE ROLLERS, AND REMOVE THE SCREWS AND OLD BLADES.

6. INSTALL THE NEW BLADES. (CHECK THE INSERT DRAWING) MAKE SURE FLAT SIDES OF BLADES ARE AS SHOWN.

7. REINSTALL PARTS IN REVERSE ORDER. (DO NOT PUT BLADE TENSIONER ON AT THIS TIME) #3 THE REASON FOR THIS IS BECAUSE THE BLADES HAVE TO BE DEBURRED FIRST.

8. WITH THE STRIPPER IN A HORIZONTAL POSITION, SPIN THE SHAFT OF THE DRIVE ROLLER. (SLOW AT FIRST TO FEEL ANY ROUGH SPOTS OR SPOTS THAT CATCH). AFTER THE BLADES FEEL SMOOTH, YOU CAN INSTALL THE TENSIONER WHEEL.

9. PUT THE STRIPPER IN AN UPRIGHT POSITION, AND TIGHTEN UP THE TENSIONER WHEEL JUST ENOUGH SO THE IDLER ROLLER JUST BEGINS TO MOVE. (NOW YOU ARE REAL CLOSE). WHAT WE WANT HERE IS JUST ENOUGH PRESSURE ON THE BLADES TO CUT THE RUBBER CLEAN AND KEEP THE IDLER ROLLER TURNING.

10. IF THE IDLER ROLLER STOPS, ADJUST THE TENSIONER A FEW DEGREES AT A TIME UNTIL THE IDLER ROLLER DOES NOT STOP WITH A STRIP OF RUBBER IN THE STRIPPER.

    DO NOT PUT TOO MUCH PRESSURE ON THE BLADES BECAUSE THIS WILL CAUSE FASTER WEAR OF THE BLADES OR NICK THEM.

    DUE TO THE ROLLER SET-UP, THE BLADES MAY HAVE TO BE ADJUSTED AFTER SOME USE. (THEN REPEAT STEP #10).

    THE REASON FOR THIS IS BECAUSE THE ROLLERS ARE SET AT 1 1/2 DEGREES TO EACH OTHER. IN OTHER WORDS, THEY SHEAR-ONLY THE EDGE OF THE BLADES TOUCH; LIKE A PAIR OF SCISSORS. NOW YOU CAN SEE THE STRIPPER IS ONLY HELD TOGETHER BY A SMALL AREA OF THE BLADE.

    I MENTION THIS BECAUSE THE BLADES CAN BE DAMAGED SO EASILY BY DROPPING THE STRIPPER.

