SINCE 1910 W-W GRINDER INC.

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SUPER TOMAHAWK TIPS

Since introducing our Super Tomahawk Shredder/Grinder/Chipper in the fall of 1983, thousands have been purchased. The following tips should be followed prior to yard, garden and orchard cleanup:

1. When your shredder has been heavily used, check the hammers for sharpness and if necessary, reposition them to expose the second of their four cutting edges (see page 21 of the Super Tomahawk owner's manual).

2. Test the chipper knife by feeding in a branch 1 - 2 inches in diameter. Severe vibration means that the knife needs to be removed and sharpened (see page 21 of the Super Tomahawk owner's manual).

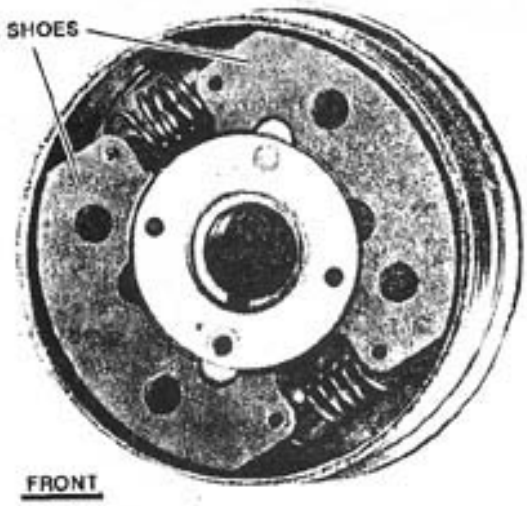
3. Always run the engine at full throttle. You will not strain the Super Tomahawk; it is designed to operate wide open.

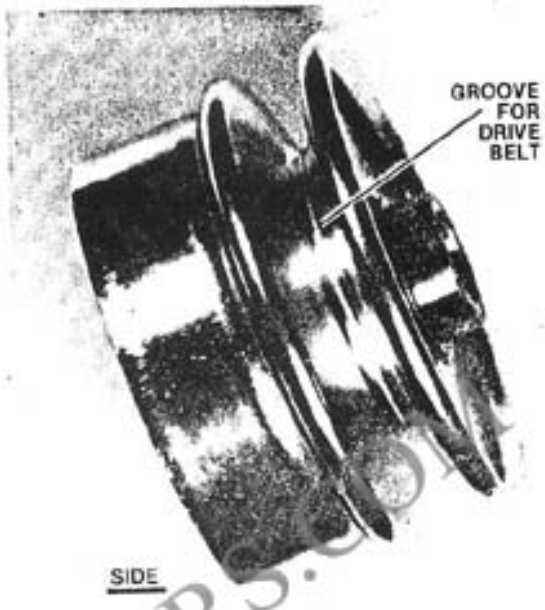
4. Be careful not to stuff the hopper. Feed in smaller amounts of brush, leaves or other materials at a steady rate. Practice will show you how fast to feed various types of wastes.

The reason for tips #3 and #4 is to prevent the centrifugal clutch from overheating. The clutch is a simple device with little to go wrong mechanically but trouble can occur if it is forced to work in a twilight zone between "engaged" and "disengaged".

Let us suppose the shredder hopper is crammed with leaves and brush. The heavy load slows the clutch drum's RPM, and the clutch disengages. As speed builds up again, the clutch re-engages -- only to disengage once more if the hopper is again overstuffed. The same thing happens even under normal load if the engine is operated at less than full throttle.

Repeated engagement/disengagement causes the clutch to overheat, eventually to the point of seizing up. In a severe case, it will remain that way and have to be replaced. Normally, though, it will recover if allowed to cool. (You may find that the drum has lost its shiny finish, but this is nothing to worry about.)





We've all seen how a weight swings outward when it's whirled at the end of a string. The same principle - centrifugal force - operates the Super Tomahawk's clutch. The clutch (above) is mounted on the engine shaft. As the engine's rpm increases, the heavy metal shoes of the clutch move outward and contact the walls of the drum, which rotates and provides power to the drive belt. As the engine slows, the springs overcome the outward pull and draw the shoes in, disengaging the clutch. A load that slows the rpm of the drum will also cause the clutch to disengage.