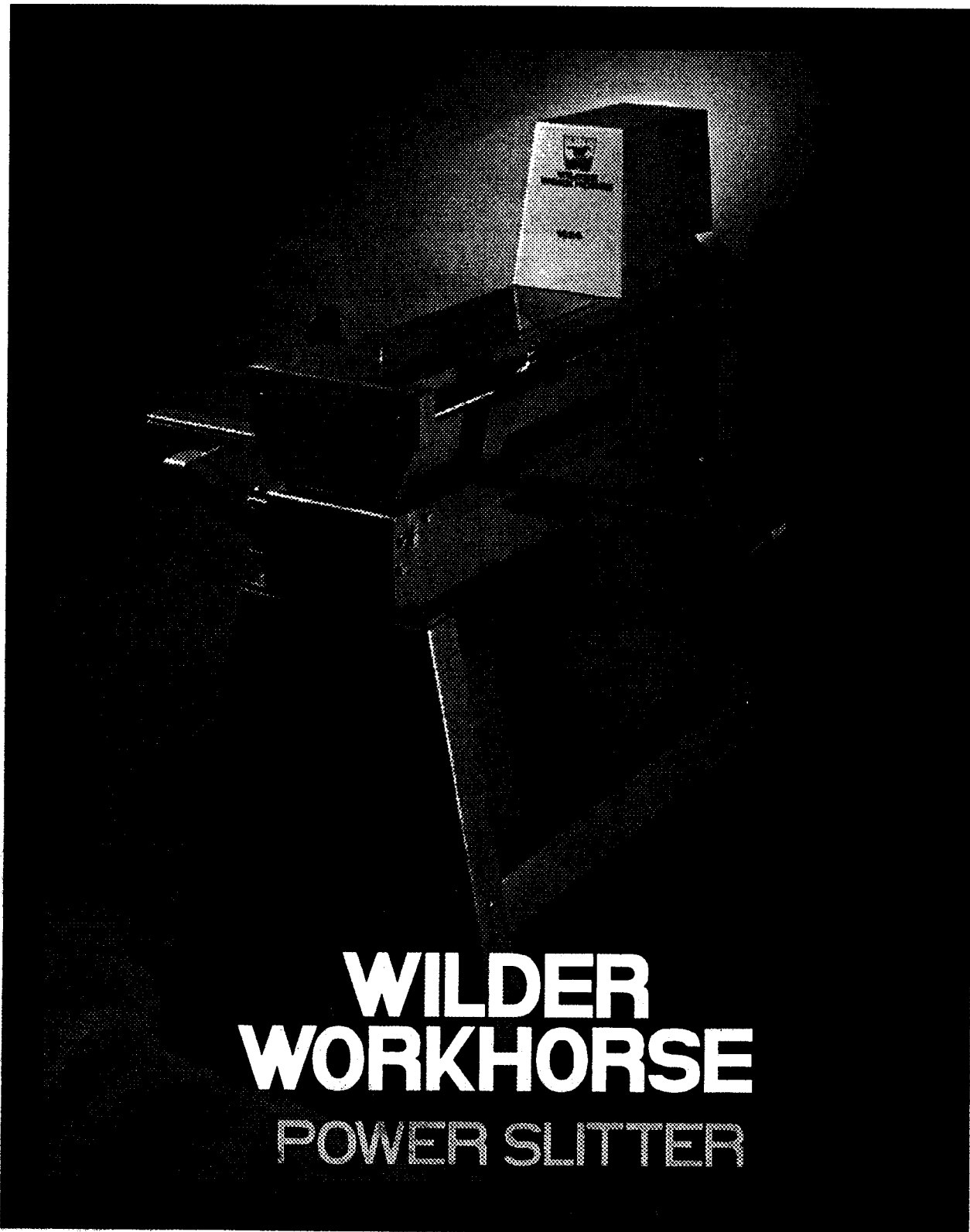


OPERATORS MANUAL



**WILDER
WORKHORSE**
POWER SLITTER

THANK YOU!

Your new WILDER WORKHORSE Power Slitter has been professionally assembled by factory trained technicians. To insure quality workmanship, C.N.C. (Computer Numerical Controlled) manufactured components are installed in all WILDER slitters, then inspected and put through operational tests. Your new slitter will give you years of satisfactory trouble-free operation if properly cared for and maintained. This Operator's Manual is your guide for the correct and safe use of your WILDER WORKHORSE Power Slitter.

Please notify us if there are any problems, recommendations or questions that you may have.

For your convenience, we have a toll free line. **1 (800) 245-0714**

We know that happy and satisfied customers mean future business.

Sincerely,

Roy Claassen
President

MODEL 2024 1624 1630 1424

Serial Number: _____ Date of Purchase: _____ 199__

Purchased from: _____ Address: _____

City, State, Zip _____ Phone Number: () _____ - _____

Service Rep / Sales Person: _____

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BEFORE OPERATING MACHINE

SAFETY:

All WILDER equipment are designed for operator safety. However, for SAFE OPERATION it is the sole responsibility of the user to insure that the equipment is properly installed, operated and maintained in accordance with all applicable governmental codes. *Failure to follow the instructions, precautions and safety procedures outlined in this manual or to make modifications to equipment CAN result in a serious or fatal accident!*

WARNING:

This statement preceding any instruction means failure to observe can cause injury to personnel.

CAUTION:

This statement preceding any instruction means failure to observe can cause damage to the equipment.

OPERATION:

The WILDER WORKHORSE Power Slitter is a portable continuous sheetmetal slitter that uses opposed "driven" rotary blades powered by a 115 volts electric motor. It may be benched mounted or installed on an *optional* stand which is available. Optimum operating height from the floor to the backgauge bar is approximately 32" - 35". Standard feed direction, when facing the machine, is *right to left*.

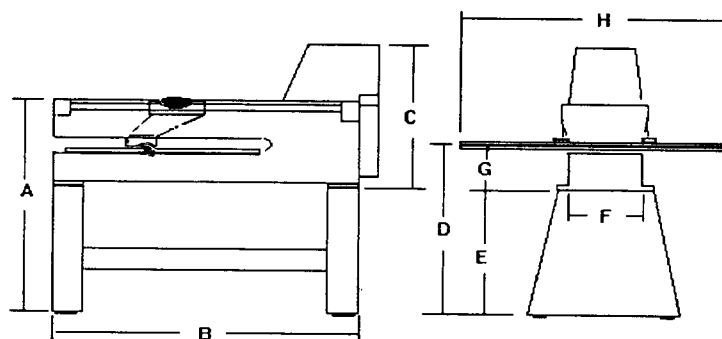
*** WILDER MACHINERY COMPANY RESERVES THE RIGHT TO MAKE ALTERATIONS AS MAY BE NECESSARY. FOR THIS REASON ILLUSTRATIONS AND PARTICULARS CONTAINED HEREIN MAY NOT CONFORM IN EVERY DETAIL TO THE MODELS IN CURRENT PRODUCTION.

- [] PLEASE READ OPERATOR'S MANUAL BEFORE ANY INSTALLATION IS TO BE ATTEMPTED!
- [] ALL operators should read Manual thoroughly before operating slitter!
- [] INSTRUCT all new operators on safety and proper operating procedures!
- [] DO NOT apply oil or lubricants to the Blades before slitting!
- [] ALWAYS use some type of support for materials being slit! (Tables, moveable carts, etc.)
- [] NEVER grab the blades with unprotected hands, wear protective gloves.
- [] NEVER place hands or fingers near Blades when operating slitter!
- [] Be AWARE of loose or dangling clothing when operating slitter!
- [] NEVER leave machine "ON or RUNNING" unattended!
- [] ALWAYS disconnect power supply to the slitter before servicing!
- [] NEVER operate with any of the SAFETY GUARDS removed!

SPECIFICATIONS

Model	2024	1624	1630	1424
Max. cutting capacity (mild steel)	20 ga. (.0359")	16 ga. (.0598")	16 GA. (.0598")	14 GA. (.0747")
Maximum cut width	24.25"	24.25"	30.25"	24.25"
Minimum cut width	1.25"	1.25"	1.25"	1.25"
Cutting speed	90 sfm	90 sfm	90 sfm	90 sfm
Horsepower	1/3 hp	3/4 hp	3/4 hp	1 hp
Voltage	115	115/230	115/230	115/230
Phase	1 ph	1 ph	1 ph	1 ph
Cycle	60 Hz	60 Hz	60 Hz	60 Hz
Full load amps	6.4 amps	11.6 / 5.8 amps	11.6 / 5.8 amps	15.2 / 7.6 amps
Shaft diameter	1.25"	1.50"	2.0"	2.0"
Blades (std)	2 pcs. 4" x .50" x .75"	2 pcs. 4" x .50" x .75"	2 pcs. 4" x .50" x .75"	2 pcs. 4" x .50" x .75"
Side wall thickness	3/75" steel plate	1" steel plate	1" steel plate	1" steel plate
Dry weight	215 lbs.	375 lbs.	540 lbs.	460 lbs.
* Approx. Shipping weight	280 lbs.	450 lbs.	620 lbs.	540 lbs.

DIMENSIONS: MODEL	2024	1624	1630	1424
A = Floor to top of machine	37"	39"	41"	41"
B = Overall stand length	36"	36"	38"	44"
C = Overall machine (only) height	18"	22"	24"	24"
D = Floor to cut height	32"-33"	32"-34"	34"-35"	34"-25"
E = Stand height	26"-28"	26"-28"	26"-28"	26"-28"
F = Main frame width	6.75"	8"	8"	8"
G = Machine base to cut height	5.125"	5.4375"	7.125"	7.125"
H = Overall machine width	40"	40"	40"	40"



INSTALLATION INSTRUCTIONS

IMPORTANT: PLEASE READ INSTRUCTIONS COMPLETELY BEFORE REMOVING SLITTER FROM ITS CRATE .
DO NOT REMOVE OR INSTALL ANY PARTS UNTIL INSTRUCTIONS HAVE BEEN READ!

CAUTION: Care should be taken when removing the slitter from its crate. Lift from underneath or from "lifting point threaded hole" (#99) provided on the top of the slitter. **DO NOT** lift from the 1" shafts (#8)!

PARTS LIST:

□	1 pc.	5/16nc x 1" hex screw (#15)	□	1 pc.	1/8" hex key
□	1 pc.	5/16nc x 1-1/2" hex screw (#16)	□	1 pc.	5/32" hex key
□	3 pcs.	5/16" int. tooth lockwashers (#32)	□	1 pc.	3/16" hex key
□	2 pcs.	5/16nc hex nuts (#31)	□	2 pcs.	1/4nc x 3/4" set screws (#26)
□	2 pcs.	5/16" SAE flat washers (#33)	□	1 pc.	3/8 x 1/2" shoulder bolt (#14)
□	1 pc.	Backgauge bar w/material shelf (#1 - #7)	□	1 pc.	3/8 x 1" shoulder bolt (#13)
□	1 pc.	Scrap guide w/spring & pin (#93 - #94 - #95)	□	2 pcs.	* 1/4nc x 1/2" cant adjustment set screws. (#27)
□	1 pc.	Operator's manual & warranty card			

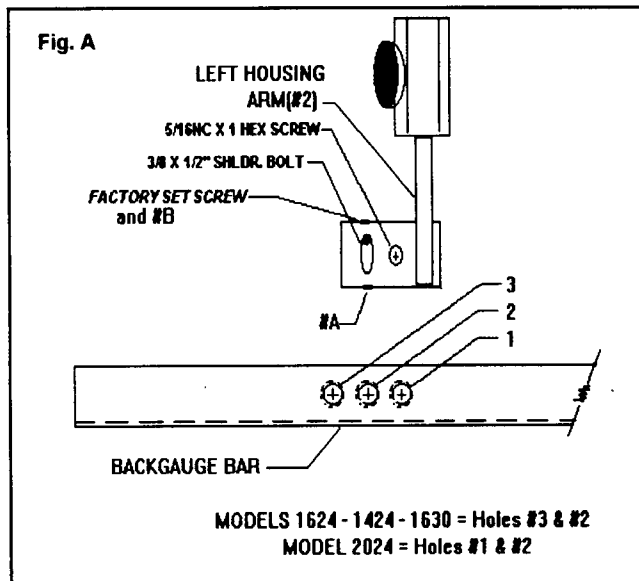
* These set screws may be already installed on machine .

NOTE: Refer to "PARTS LIST" on page 11 for all item descriptions.

- Your new WILDER WORKHORSE Power Slitter was assembled and tested at the factory. With minimal set-up, your slitter can be put into immediate production.
- After reading the Operator's manual thoroughly, carefully remove all the packaged parts and inspect to ensure all the required items were included. Inspect for any damage that may have occurred during shipping, if damage is present, immediately contact the carrier responsible.
- Carefully place the slitter on a bench or on the "optional stand". (See "CAUTION" instructions above.) **DO NOT** loosen the the clamping knobs (#5 & #6) until required. Remove the bolts securing the *shipping strap* to the housing arms (#2 & #3), set these bolts aside as they will be used in the assembly process.
- Carefully insert the backgauge bar (#1) through the throat of the slitter, the bar's machined groove should face towards the front of the slitter. Align the threaded holes of the backgauge bar with the proper mounting hole/slot of the left housing arm (#2). (See illustration below for the proper holes to be used for your slitter model.) Insert the 5/16nc x 1" hex screw (#15), lockwasher (#33) and the 3/8 x 1/2" shoulder bolt (#14), but do not tighten.
NOTE: You will notice a set screw (#26) in the rear portion of the slotted hole (#B). These set screws are installed and set at the factory and should not be tampered with during installation. These screws are used to re-align the backgauge bar (#1) to its original "factory set" position.
- Insert the 1/4nc x 3/4" set screws (#26) into the threaded hole (#A) and continue turning the screw until contact is made with the shoulder bolt (#14), turn until full contact is made with the rear set (*factory set*) screws. **DO NOT** over tighten.
- The left side is now properly positioned, the 5/16nc hex screw (#15) can now be tightened to 10 ft. lbs. Before the shoulder bolt (#14) can be tightened, the front set screw (#26) must be loosened to allow the shoulder bolt (#14) to turn. After the shoulder bolt (#14) has been tightened, re-tighten the set screw (#26) against the shoulder bolt.

IMPORTANT: Your slitter may not be equipped with the *cant adjustment screws* (#27), which are installed in the right housing arm (#3). They are installed during assembly at the factory **only** if they were required for the proper installation of the backgauge bar (#1). If your slitter is equipped with these screws, **DO NOT** tamper with them until the instructions on "cant adjustment" has been completely read. (See Fig. B & C)

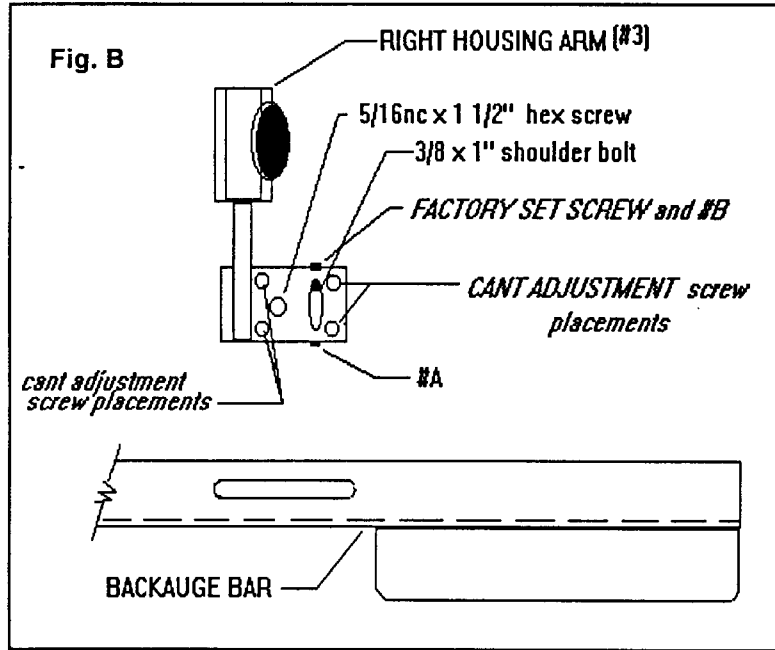
- Loosen both clamping knobs (#5 & #6), then bring together the backgauge bar (#1) and the right housing arm (#3), align the parts, then carefully inspect both parts to insure complete and even contact is being made. (See Figures D and F; Page 5 for the types of misalignment possible). This alignment is very important, because if left uncorrected, binding of the parts will occur when final tightening of the mounting bolts are attempted.
- While holding the backgauge bar (#1) and right housing arm (#3) in proper alignment, insert the 5/16nc x 1 - 1/2" hex screw (#16) and secure with a flat washer (#33), lockwasher (#32) and hex nut (#31). **DO NOT** tighten. Continue holding the parts in position while inserting the 3/8 x 1" shoulder bolt (#13) through the slotted holes, then secure with a flat washer, lockwasher and a hex nut. **DO NOT** tighten also.
- Insert the 1/4nc x 3/4" set screw (#26) into threaded hole (#A), turn until the shoulder bolt (#13) is contacted and pushed against the "pre-set" set screws (#26). This procedure aligns the backgauge bar back to its original "factory setting".
- The backgauge assembly should slide along the entire movement range without binding. Clean and lubricate the guide shafts (#8) with a good "slideways oil". If binding is present, loosen the hex nuts on the *right housing arm* until the binding is eliminated.
- Slide the assembly back and forth while slowly tightening the 5/16nc x 1 - 1/2" hex screw (#16) and hex nut (#31). If alignment is correct, then the assembly should move freely without binding. If binding occurs and assembly won't move easily, then see instructions on "CANT ADJUSTMENT". If assembly slides freely, proceed to tightening the shoulder bolt (#13) and hex nut (#31). *If movement is unacceptable, see "CANT ADJUSTMENT"*.
- Install the scrap guide (#93) to the left side of the slitter and secure with the pin (#94). Attach the spring (#95) to the cotter pin which protrudes through the side of the slitter.
- Connect to the proper electrical receptacle (115 volts / 1 phase) and then turn on slitter. Allow to run without a load for a few minutes, then turn off. Set backgauge for a 3 inch wide cut, then slit a small sample, measure the piece for accuracy. Set the scale pointer (#4) to the "actual measured width", if necessary.



CANT ADJUSTMENT

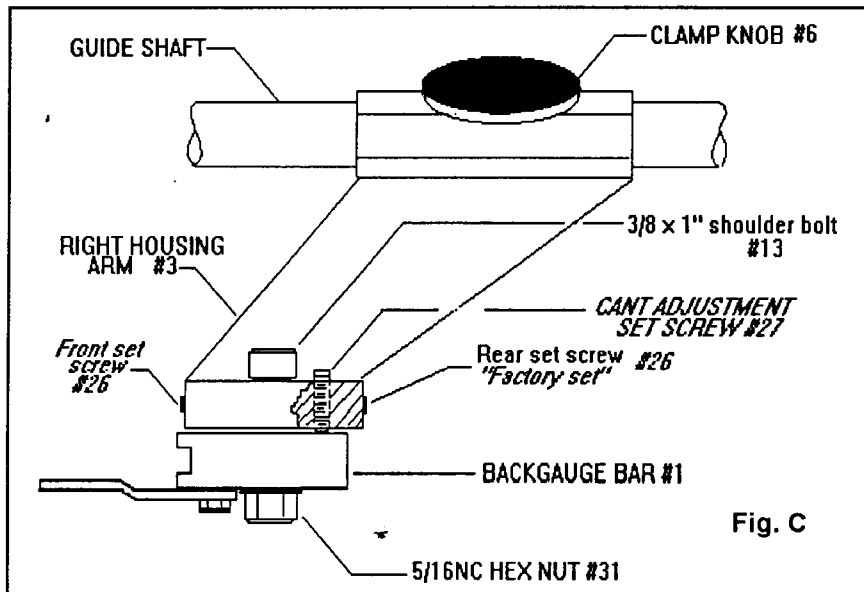
NOTE: If the backgauge bar "loading angle" is correct, but the assembly will not move freely, follow these instructions to correct problem.

1. DO NOT loosen any of the bolts of the left housing arm (#2)!
2. Loosen both clamp knobs (#5 & #6). *Inspect, clean and lubricate the 1" Guide Shafts prior to adjustments.*
3. Remove the 5/16nc hex nuts (#31) from the right housing arm ONLY. Loosen the front set screw (#26 in Hole #A) away from the shoulder bolt (#13). **REMEMBER NOT** to move the rear set screws (#26) as they determine the correct position of the backgauge bar when final adjustments are performed.
4. If equipped with *cant adjustment screws* (#27), back them off until they do not protrude below the part surface.
5. The backgauge bar should detach from the housing arm. (Remove any burrs visible on the backgauge bar before continuing. Both part surfaces should be clean of any burrs or foreign matter, as their presence may hamper the alignment procedure.)
6. Return the backgauge bar to its original position, making certain that both part surfaces are making full contact with each other. Install the hex nuts (#31) back onto their respectable bolts. **DO NOT** tighten completely.
7. Inspect parts for any possible misalignment. If any are visible, determine the type present. (See Fig. D & F; Page 5) Correct misalignment by inserting the "*cant adjustment screws*" (#27) in the area of the misalignment, gap caused by the misalignment. (See Figure C)



8. Turn the front set screw (#26) in Hole #A until it contacts the shoulder bolt (#13). This procedure will return the backgauge bar to its original position.
9. The backgauge assembly should move freely through the entire movable range. If binding is present, loosen the hex nuts (#31) until free movement is returned.
10. While moving the backgauge assembly back and forth, slowly tighten the hex nuts (#31) in small increments. If binding occurs before the nuts are fully tightened, STOP turning or turn back the nuts to the point where the binding first occurs. Slowly turn in both "*cant adjustment screws*" (#27) in small and equal increments until the assembly frees-up and moves easily again.

NOTE: If binding is still present or becomes worse as the *adjustment screws* (#27) are turned in, then possibly the screw placements are incorrect or try turning back the *adjustment screws* (#27) to see if that will relieve the binding. Once the assembly is free of the bind, continue tightening the *hex nuts* (#31) until tight. If binding occurs before the nuts are completely tightened, then repeat the previous procedures until the *nuts* can be completely tightened and the backgauge assembly moves easily without effort.



****REMEMBER** to turn the adjustment screws (#27) in small increments while adjusting, usually very little adjustment is needed to correct the misalignment. Each WILDER WORKHORSE Power Slitter is assembled and properly set to ensure each backgauge assembly moves freely prior to shipment. If instructions are followed carefully and *factory set screws* are not tampered with prior to installation, then minimal adjustment, if any at all should be required.

11. The hex nuts (#31) should be tightened to approximately 10 ft. lbs. If assembly movement is acceptable, check again for the proper "*Backgauge loading angle*".

BACKGAUGE BAR INSTALLATION : POSSIBLE MISALIGNMENTS

FIGURE D: Shows the misalignment possible, as viewed from the front of the slit. (Circled area.)

FIGURE E: If this type of misalignment is not corrected before the mounting bolts are tightened, then binding will occur in the areas shown by the two smaller arrows.

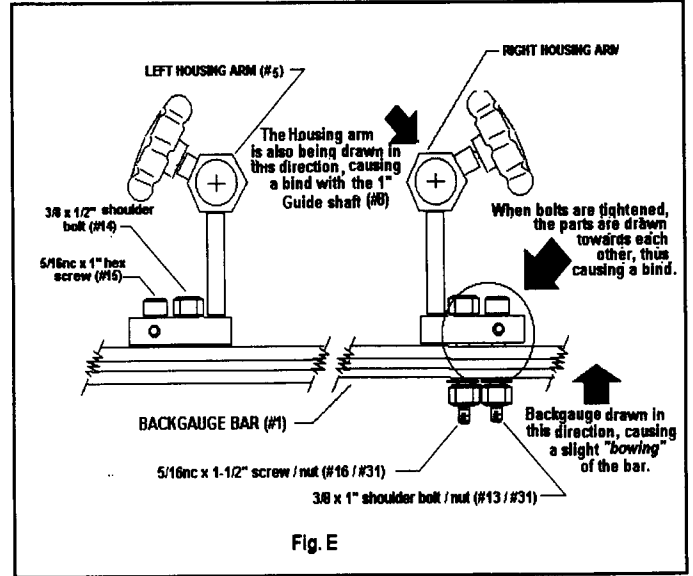
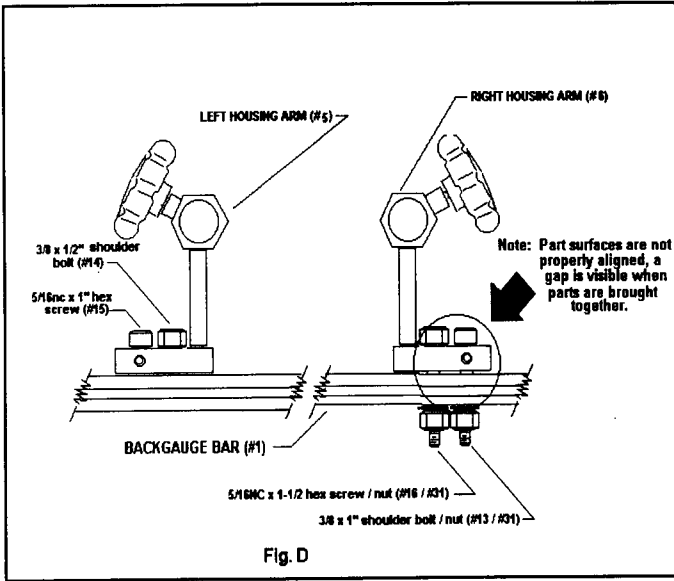
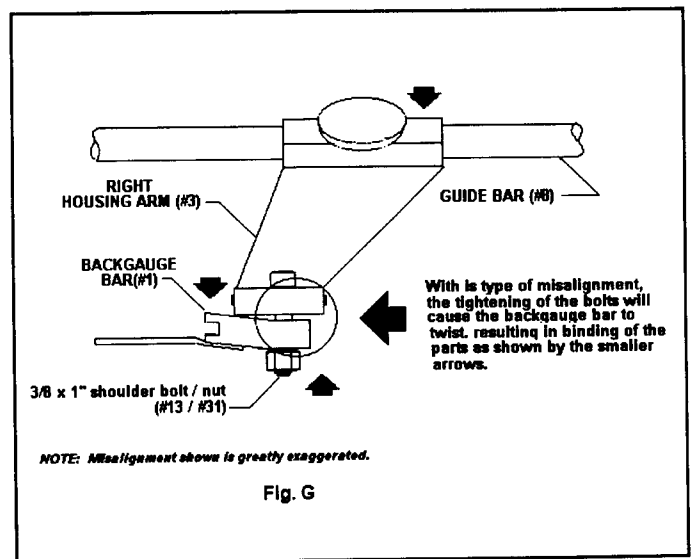
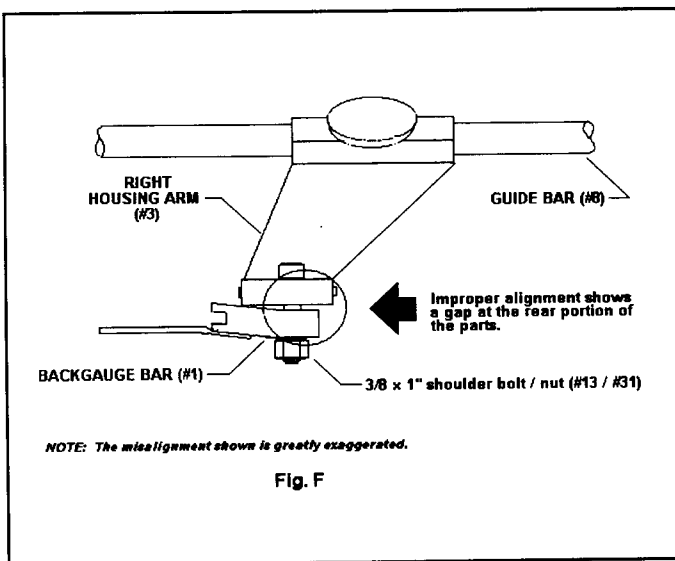


FIGURE F: Shows the misalignment possible, as viewed from the right side. (Circled area.)

FIGURE G: If this type of misalignment is not corrected before the mounting bolts are tightened, the backgauge bar will be drawn towards the housing (in the area circled), thus causing the bar to "twist" and the housing arm to bind against the 1" guide shaft.

NOTE: The insertion of the "cant adjustment screws" in the circled areas will prevent the parts from twisting (as the screws prevent any excessive movements) and binding due to the gaps resulting from poor misalignment.



NOTE: The degree of misalignment shown in the illustrations are greatly exaggerated to optimize viewing.

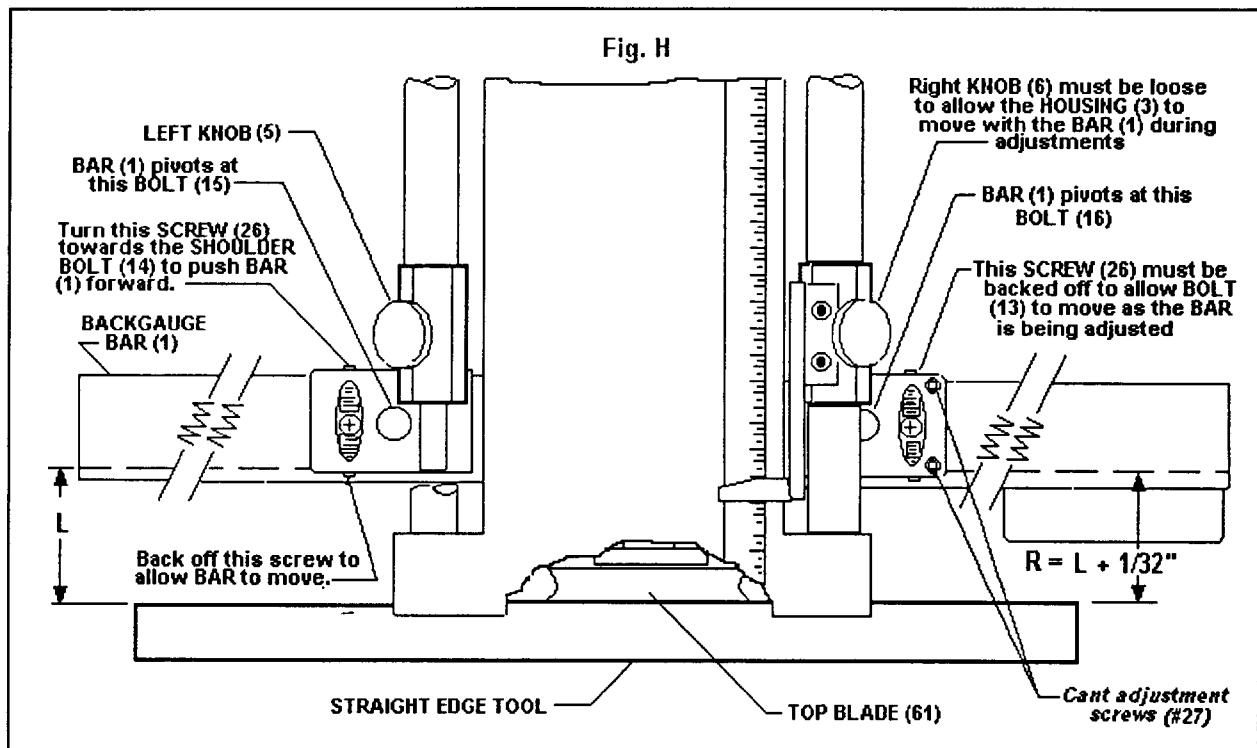
BACKGAUGE BAR LOADING ANGLE

Setting up and adjusting the backgauge bar (#1), as described below, is so accomplished to run the "line of cut", (which is parallel to the backgauge bar's machined groove), approximately midway through the "blade divergence angle" (See Fig. 3, Pg. 7). The action of the top Blade when slitting causes a very slight load to be put on the sheet being slit, thus holding the sheet in the backgauge's groove. This helps the operator in keeping the sheet against the backgauge bar during the entire slitting process, thus resulting in a straight cut.

WARNING: ALWAYS DISCONNECT POWER SOURCE TO MACHINE BEFORE SERVICING!

1. Slide backgauge assembly to 3" on the scale, then tighten both knobs (#5 and #6).
2. Remove the top blade cover (#18) and the top cutting guide (#96). Place a precision straight edge (apprx. 48") against the face of the top blade (#61). Important: The straight edge must be held against the top blade or this adjustment will be incorrect!
3. While holding the straight edge in place (assistance in this procedure would be helpful), starting at the far left hand side of the backgauge bar, measure the distance from the straight edge to the backgauge bar's machined groove. Note the measurement.
4. Using the same procedure, measure the far right hand side of the backgauge bar. When correctly set, the right side measurement is 1/32 inch (.0312") more than the left side measurement. (See Fig. H) This adjustment accomplishes the "backgauge loading angle". Should this angle be too great, it will result in buckling of lighter material or the stalling or dragging of the material being slit.

If this angle should be less than required, the material can possible *wander* or pull away from the backgauge bar, thus resulting in an uneven or narrow cut.
5. If re-adjusting is required, follow the instructions below. NOTE: Before any adjustments can be attempted, the rear set of set screws (#26) must be first removed to allow access to the actual "factory set screws" (which does the actual adjusting). The set screws you have just removed are put in to prevent tampering and moving of the "factory set screws".
 - 5a. Loosen bolts (#14 - #15 and #13 - #16) just enough to allow the backgauge bar to move while adjusting.
 - 5b. Loosen the right knob (#6) to allow the right housing arm (#3) to move with the backgauge bar as it is being adjusted. Because the hex bolts (#15 and #16) are stationary, the bar must "pivot" from these two bolts. When the left side of the bar is being adjusted, the bar must pivot at the hex bolt (#15). The slotted holes in the bar allows the shoulder bolts (#14 and #13) to move during adjusting. These set screws (#26) control the degree of bar movement.
NOTE: The amount of movement on the left side will result in an *opposite* movement on the right side.
 - 5c. When turning the left housing arm set screws (#26) against the shoulder bolt (#14), it is very important to "back off" the set screw on the other side of the shoulder bolt to allow movement of the shoulder bolt / backgauge bar. You MUST also "back off" the set screw (#26) on the right housing arm (#3) to also allow shoulder bolt / backgauge bar movement.
 - 5d. Make adjustments in very small increments, as very little is needed to change the bar's "loading angle". Check measurements after each adjustment, then slowly tighten the hex bolts (#15 and #16) first. Check again to assure the settings are correct before tightening the shoulder bolts (#13 and #14). When the correct "load angle" is achieved and all bolts are tightened, replace all set screws (#26).
 - 5e. The backgauge assembly should slide freely, if unacceptable, refer to "Cant Adjustment".



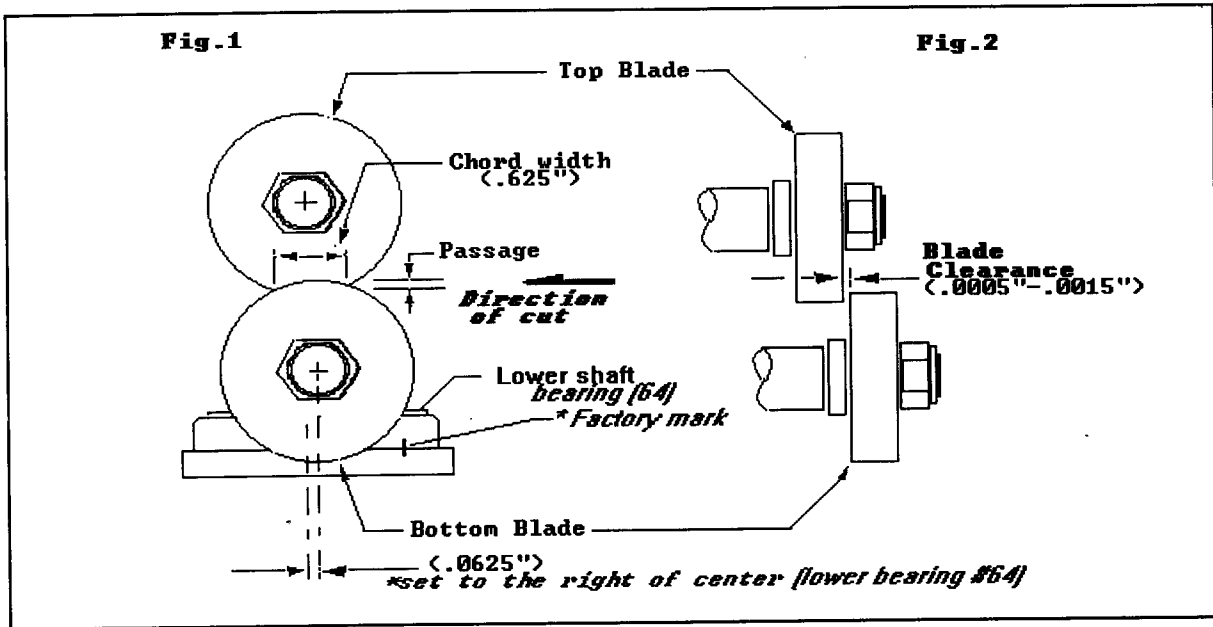
BLADE CUTTING DEPTH

The proper cutting depth ensures complete shearing of the metal while slitting. This depth or setting is adjusted by the removal or addition of shims under either the upper or lower front shaft bearings (#64). This adjustment affects the amount of "pull" the blades will exert on the material while slitting and when properly adjusted, will ensure the sheet being slit will be pulled thru by the blades requiring minimum effort from the operator. The proper "chord width" having the best results, has been found to be .625" (5/8") wide. (See Fig. 1)

***** CAUTION!** Exceeding the maximum "chord width" may not improve cutting capacity, but may lead to possible damage to the slitter, caused by the excessive loads brought upon by too much "blade over-lap".

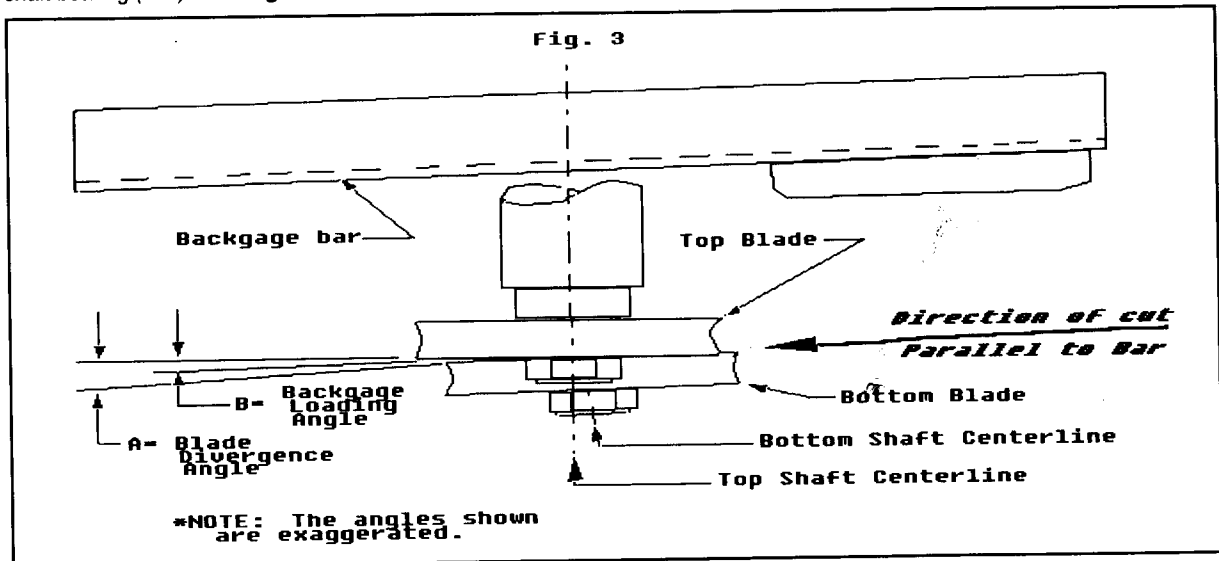
BLADE CLEARANCE

Blade clearance is adjusted by the use of shims of varying thickness which are located behind either cutting blades (#61). The proper blade clearance should be from (.0005" - .0015") which gives a good practical average for the various thicknesses of metal and enables the blades to hold a sharp cutting edge for a long period of time.



BLADE DIVERGENCE ANGLE

To assure a longer blade life, the cutting blades (#61) of the slitter are set at a very slight angle to each other which helps eliminate the abrasive wearing action on the sides of the blades as the sheared edge of the sheetmetal passes by the blades after being parted. This angle, which has been pre-set and marked at the factory, is accomplished by setting the lower front shaft bearing (#64) to the **right** of center 1/16 inch. (See Fig. 1)



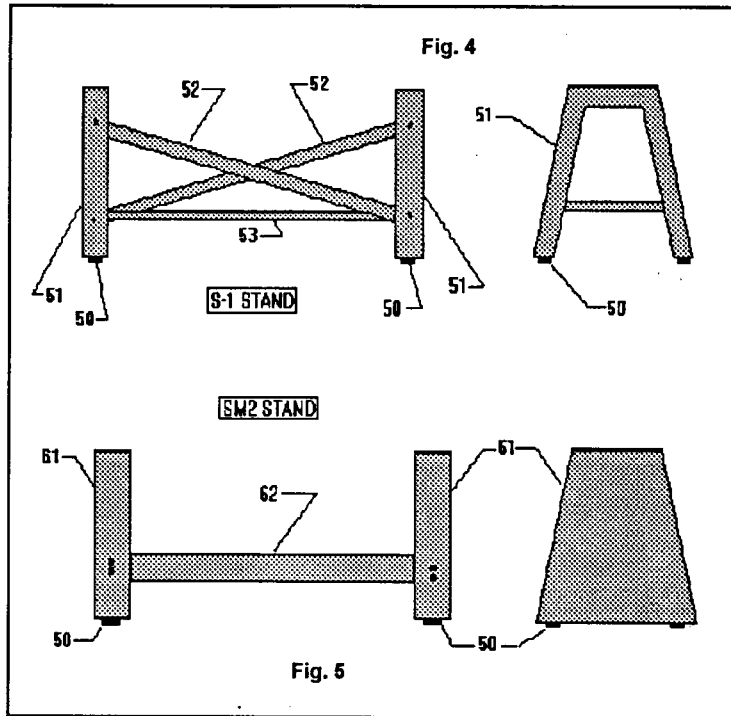
STAND INSTALLATION

S-1 STAND: (Fig. 4)

Assemble the parts as illustrated. Do not fully tighten the 7/16nc hex bolts until the slitter is properly centered on the assembled stand. Position the machine and stand with the use of a level or framing square, then tighten the 7/16 hex bolts to approximately 20 ft. lbs.

PARTS LIST:

- 2 PCS. ANGLE BRACES (#53)
- 2 PCS. FLAT DIAGONAL BRACES (#52)
- 2 PCS. STAND FRAMES (#51)
- 4 PCS. 1/2NC X 2 1/2" LEVELING BOLTS (#50)
- 10 PCS. 7/16" HEX NUTS
- 14 PCS. 7/16" FLAT WASHERS
- 10 PCS. 7/16NC X 1 1/4" HEX SCREWS



SM2 "PREMIUM" STAND: (Fig. 5)

Inserted into the bottom of each Stand Frame (#61), the 1/2nc x 2 -1/2" hex leveling bolts (#50) and hex nuts. Attach the Stand Shelf (#62) to both Stand Frames (#61) as illustrated. Secure with the 3/8nc x 3/4" carriage bolts, but do not tighten. Carefully place the slitter on the stand assembly and secure with the 7/16nc x 1 1/4" hex bolts. Square-up the slitter to the stand assembly, then tighten all mounting bolts securely.

PARTS LIST:

- 2 PCS. STAND FRAMES (#61)
- 1 PC. SHELF (#62)
- 4 PCS. 7/16NC x 1 1/4" HEX SCREW
- 4 PCS. 7/16NC HEX NUTS
- 8 PCS. 7/16" FLAT WASHERS
- 8 PCS. 3/8NC x 3/4" CARRIAGE BOLTS
- 8 PCS. 3/8NC HEX NUTS
- 8 PCS. 3/8" FLAT WASHERS
- 8 PCS. 3/8" LOCK WASHERS

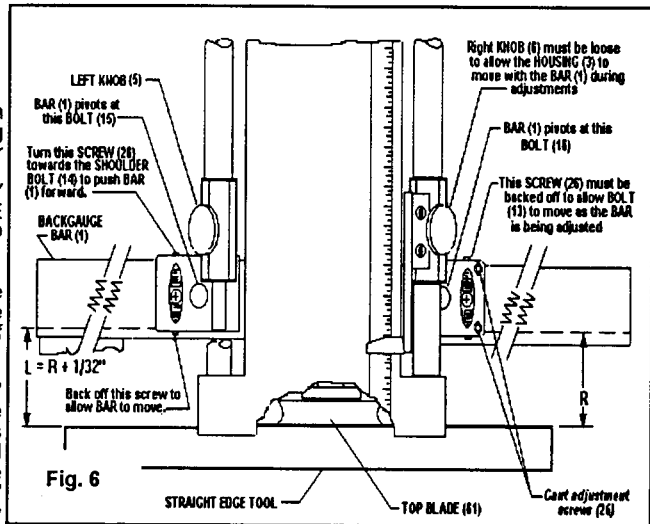
LEFT TO RIGHT FEED DIRECTION

NOTE: IF YOUR SHOP FLOOR PLAN REQUIRES THE MATERIAL FLOW TO TRAVEL IN THE LEFT to RIGHT DIRECTION, THEN FOLLOW THESE INSTRUCTIONS TO REVERSE YOUR SLITTER'S FEED DIRECTION.

WARNING:

DISCONNECT POWER TO MACHINE BEFORE SERVICING!

1. Remove Motor guard cover and the motor's service plate to gain access to the wiring. Refer to the Manufacturer's wiring schematics to determine which wires need to be switched in order to reverse the motor's rotation.
CAUTION: THIS PROCEDURE SHOULD BE PERFORMED BY A QUALIFIED ELECTRICIAN TO PREVENT POSSIBLE DAMAGE TO THE MACHINE OR POSSIBLE INJURY TO PERSONNEL.
2. Remove the Scrapguide, pin and spring (#93-#94-#95) from the machine. NOTE: The purchase of a "right side" Scrapguide assembly from the Factory or nearest Distributor will be needed if the use of a Scrapguide is desired.
3. If the optional Scrapguide is to be used, then remove the two "L" mounting brackets (#17) and re-install to the right side of the machine. Align the Scrapguide (#93) to ensure the gap in the ears are at the same height as the backgauge bar's (#1) machined groove. Once proper height and alignment is achieved, the mounting screws can be tightened. To attach spring (#95), a 1/8" hole must be drill on the right side of the machine, approximately the same distance from the front edge as the original hole.
4. There are two options concerning the Backgauge bar's material shelf (#7). You can remove the shelf, then re-drill and tap the backgauge bar for installation on the left side. The other option is to completely remove the backgauge bar and re-install the bar with the shelf on the left side. After performing either procedure, the instructions for proper **Backgauge bar loading angle** will need to be performed to properly set the bar (#1) for "left to right" feed direction.
NOTE: (See the instructions on Page 6 and the illustration in Fig. 6.) Follow the instructions except for the "1/32 inch offset" required in the bar's position. The 1/32 inch **MUST** be applied to the left side to correctly set the "backgauge bar loading angle".
5. The lower front shaft bearing (#64) must be moved 1/8 inch to the left of its current position. The bearing has a "factory mark" which can be used to properly move the required 1/8 inch. (Fig. 1; Page 7)



LEFT TO RIGHT FEED INSTRUCTIONS (CONTINUED)

6. Remove the Blade covers (#18 - #19), Cutting guides (#96) and Blades (#61). Mark each blade (#61) to identify which goes on top or bottom.. Remove the hex nuts (#60) by turning in a counter-clockwise direction, being careful not to damage the blades. A breaker bar with a 1- 1/8" socket should be used in this procedure. Carefully remove the blades and square keys from the shafts. You will now have access to the lower bearing mounting screws (#65), loosen the screws enough to move the lower bearing (1/8") to the left of its original position. *(To move the lower bearing easily, use a large flat blade screwdriver and place it between the bearing housing and the slitter side wall, then slowly pry the bearing to the left 1/8")*.
7. Once properly positioned, re-tighten the bearing screws to approximately 65 ft. lbs. The top blade can now be installed and tightened. When re-installing the bottom blade, check for proper clearance before tightening the hex nut.
CAUTION: If there is insufficient clearance between the blades when the hex nut is tightened, **DAMAGE** to the blade edges will occur! Shims may be needed to achieve the proper blade clearance.
NOTE: *The safest way to prevent damage is to always use more shims than necessary at first, then remove the needed amount after measuring, and calculating for the proper (.0005" - .0015") clearance.*
8. After all settings have been converted and double checked, replace all guards and covers before operating slitter.

MAINTENANCE

- Keep blades clean and properly adjusted to ensure quality cuts and extended blade life.
- Should the original blade edges become dull, the blades* may be removed and reversed, doubling the blade use. If re-sharpening is required, we highly recommended returning the blades to the Factory.
- Lubricate motor per manufacturer's recommendations. More frequently if slitter is used heavily or in a dusty environment. *(Lubricate after 3 years of normal use, or 1 year of heavy use).*
- Check v-belt for proper tension, do not over tighten.
- Remove slitter's rear cover panel and apply grease to the grease fittings (#77) on the end of each drive shaft. This should be done every 30 days to prevent damage to the drive shafts and gear components.
- Keep 1" Guide shafts (#8) clean and well lubricated *(use a "slideways" type lubricant).*
- NEVER slit materials of greater capacity, **DAMAGE** to the slitter may occur.
- Keep your slitter properly maintained and adjusted and you will be rewarded with years of trouble-free operation.
*** This is only possible with the "standard" double edge blades.**

BLADE RE-CONDITIONING

Return your blades to the Factory for re-conditioning. Our trained technicians will carefully "hollow grind", inspect and record each blade before and after re-conditioning to ensure the blades **meet our strict quality standards**. The recorded information and a Shim Kit with instructions will be returned with the blades as soon as possible. Our Factory service goal is "same day service", we immediately attend to the blades when we receive them to assure they can shipped back the same day.

REPLACEMENT PARTS

All parts are stocked at the Factory. If parts are to be ordered, be sure to include Model and serial number of slitter.

WARRANTY

Your new WILDER product is warranted to be free, under normal and proper use, from defects in workmanship and materials for ***90 days** from the date of purchase. This warranty does not protect against problems caused by misuse, improper installation, improper operation, overloading or the like. This warranty is in lieu of any express warranty.

* You must properly fill out and return the Warranty Card included with your Operator's Manual packet.

TROUBLESHOOTING

WARNING! DISCONNECT POWER SOURCE TO MACHINE BEFORE SERVICING.

PROBLEM	PROBABLE CAUSE	SOLUTION
1. Wavy or uneven cuts	<ul style="list-style-type: none"> <input type="checkbox"/> insufficient backgauge loading angle <input type="checkbox"/> sheet material edge not straight (guidebar edge) <input type="checkbox"/> sheet sagging during slitting <input type="checkbox"/> damaged blade edges <input type="checkbox"/> worn groove in backgauge bar 	<ul style="list-style-type: none"> <input type="checkbox"/> check and set to specifications <input type="checkbox"/> inspect prior to slitting <input type="checkbox"/> support sheet with tables <input type="checkbox"/> inspect, repair if needed <input type="checkbox"/> check with straight edge; replace
2. Light gauge metals buckle or strips hangs up after slitting	<ul style="list-style-type: none"> <input type="checkbox"/> excessive backgauge loading angle <input type="checkbox"/> improper support of sheet during slitting 	<ul style="list-style-type: none"> <input type="checkbox"/> check and decrease load angle <input type="checkbox"/> support sheet with tables
3. Score marks on materials after slitting	<ul style="list-style-type: none"> <input type="checkbox"/> caused by the double edge blades (excessive blade overlap.) <input type="checkbox"/> cutting guide height improperly set <input type="checkbox"/> scrap guide improperly set <input type="checkbox"/> incorrect blade type 	<ul style="list-style-type: none"> <input type="checkbox"/> check for proper overlap (5/8" chord) sheet should pass through blades as level as possible <input type="checkbox"/> inspect and adjust if necessary <input type="checkbox"/> inspect and adjust if necessary <input type="checkbox"/> use single edge blades PN 10017
4. Small pieces catches on bar and pivots around	<ul style="list-style-type: none"> <input type="checkbox"/> excessive backgauge loading angle <input type="checkbox"/> sheet too small <input type="checkbox"/> bad spot in bar's groove <input type="checkbox"/> corner of sheet hangs-up in groove's "bad spot" 	<ul style="list-style-type: none"> <input type="checkbox"/> check and decrease load angle <input type="checkbox"/> avoid if possible <input type="checkbox"/> inspect and repair <input type="checkbox"/> grind or file off sharp corner
5. Sheet hard to start	<ul style="list-style-type: none"> <input type="checkbox"/> material exceeds machine's capacity <input type="checkbox"/> excessive blade overlap <input type="checkbox"/> feed height alignment incorrect <input type="checkbox"/> oil on blade surface 	<ul style="list-style-type: none"> <input type="checkbox"/> check thickness prior to slitting <input type="checkbox"/> check and decrease if necessary <input type="checkbox"/> sheet should feed as level as possible <input type="checkbox"/> inspect and clean
6. Motor runs, but blades do not rotate	<ul style="list-style-type: none"> <input type="checkbox"/> loose v-belt <input type="checkbox"/> sheared or damaged key in gears <input type="checkbox"/> motor pulley loose <input type="checkbox"/> damaged teeth in gears 	<ul style="list-style-type: none"> <input type="checkbox"/> tighten <input type="checkbox"/> inspect and repair <input type="checkbox"/> inspect and tighten set screw <input type="checkbox"/> inspect and replace
7. Motor stall or stops	<ul style="list-style-type: none"> <input type="checkbox"/> defective wiring <input type="checkbox"/> incorrect voltage <input type="checkbox"/> defective motor/overheats <input type="checkbox"/> exceeding capacity of machine 	<ul style="list-style-type: none"> <input type="checkbox"/> inspect by qualified technician <input type="checkbox"/> test for proper voltage and wiring <input type="checkbox"/> inspect and replace <input type="checkbox"/> stay within machine's capacity
8. Blades do not pull sheet during slitting	<ul style="list-style-type: none"> <input type="checkbox"/> pre-painted type sheets <input type="checkbox"/> oil on blades <input type="checkbox"/> excessive backgauge loading angle <input type="checkbox"/> excessive drag due to improper set-up 	<ul style="list-style-type: none"> <input type="checkbox"/> keep blades clean and dry, due to material's coating, blades have trouble pulling material <input type="checkbox"/> inspect and clean <input type="checkbox"/> check and decrease <input type="checkbox"/> lubricate bar groove, support sheets properly, minimize sheet sagging and drag.
9. Incomplete cut / won't cut thru material	<ul style="list-style-type: none"> <input type="checkbox"/> exceeding machine capacity <input type="checkbox"/> dull blades / improper clearances <input type="checkbox"/> insufficient blade over-lap <input type="checkbox"/> material too hard 	<ul style="list-style-type: none"> <input type="checkbox"/> check thickness <input type="checkbox"/> resharpen blades / adjust to proper clearances <input type="checkbox"/> inspect and adjust to specifications <input type="checkbox"/> check material's hardness
10. Excessive edge burrs or rolled edges	<ul style="list-style-type: none"> <input type="checkbox"/> dull blades <input type="checkbox"/> excessive blade clearances <input type="checkbox"/> soft materials (copper, aluminum, brass, etc.) 	<ul style="list-style-type: none"> <input type="checkbox"/> reverse blades / re-sharpen <input type="checkbox"/> adjust to specifications <input type="checkbox"/> decrease overlap, set blade clearance to the minimum (.0005") and keep sharp blade edges.
11. Excessive end play in drive shafts	<ul style="list-style-type: none"> <input type="checkbox"/> loose set screws in shaft bearings <input type="checkbox"/> worn shaft bearings 	<ul style="list-style-type: none"> <input type="checkbox"/> inspect and tighten <input type="checkbox"/> inspect / replace
12. Backgauge assembly binds, won't slide freely	<ul style="list-style-type: none"> <input type="checkbox"/> misalignment of parts when re-assembled or adjusted <input type="checkbox"/> dry, dirty and/or damaged 1" guide shafts 	<ul style="list-style-type: none"> <input type="checkbox"/> See Cant adjustment (Pg. 4) <input type="checkbox"/> inspect, clean and lubricate with oil
13. Excessive noises when operating	<ul style="list-style-type: none"> <input type="checkbox"/> loose v-belt / rubbing on guard cover <input type="checkbox"/> dry pulley and cluster gear assemblies <input type="checkbox"/> foreign object in gear teeth <input type="checkbox"/> dry gear teeth <input type="checkbox"/> v-belt over tightened <input type="checkbox"/> loose motor pulley <input type="checkbox"/> defective motor <input type="checkbox"/> blades rubbing against each other / cutting guides rubbing against blades <input type="checkbox"/> 10" pulley or cluster gear assembly do not spin freely on their respectable shafts <input type="checkbox"/> motor mounts loose <input type="checkbox"/> motor mount plate not adjusted evenly 	<ul style="list-style-type: none"> <input type="checkbox"/> inspect and tighten <input type="checkbox"/> grease via fittings at ends of shafts <input type="checkbox"/> check for damage and remove <input type="checkbox"/> lubricate with open gear compound grease <input type="checkbox"/> adjust <input type="checkbox"/> inspect and tighten set screw <input type="checkbox"/> inspect and replace <input type="checkbox"/> inspect and correct <input type="checkbox"/> gears must spin freely on the shafts <input type="checkbox"/> check for clearance between the assemblies and the retainer washers <input type="checkbox"/> tighten <input type="checkbox"/> check for warpage of the mounting plate
14. Undetermined Problems	CALL FACTORY	1 (800) 245-0714

PARTS LIST

SERIAL NUMBERS STARTING FROM: 40000 -

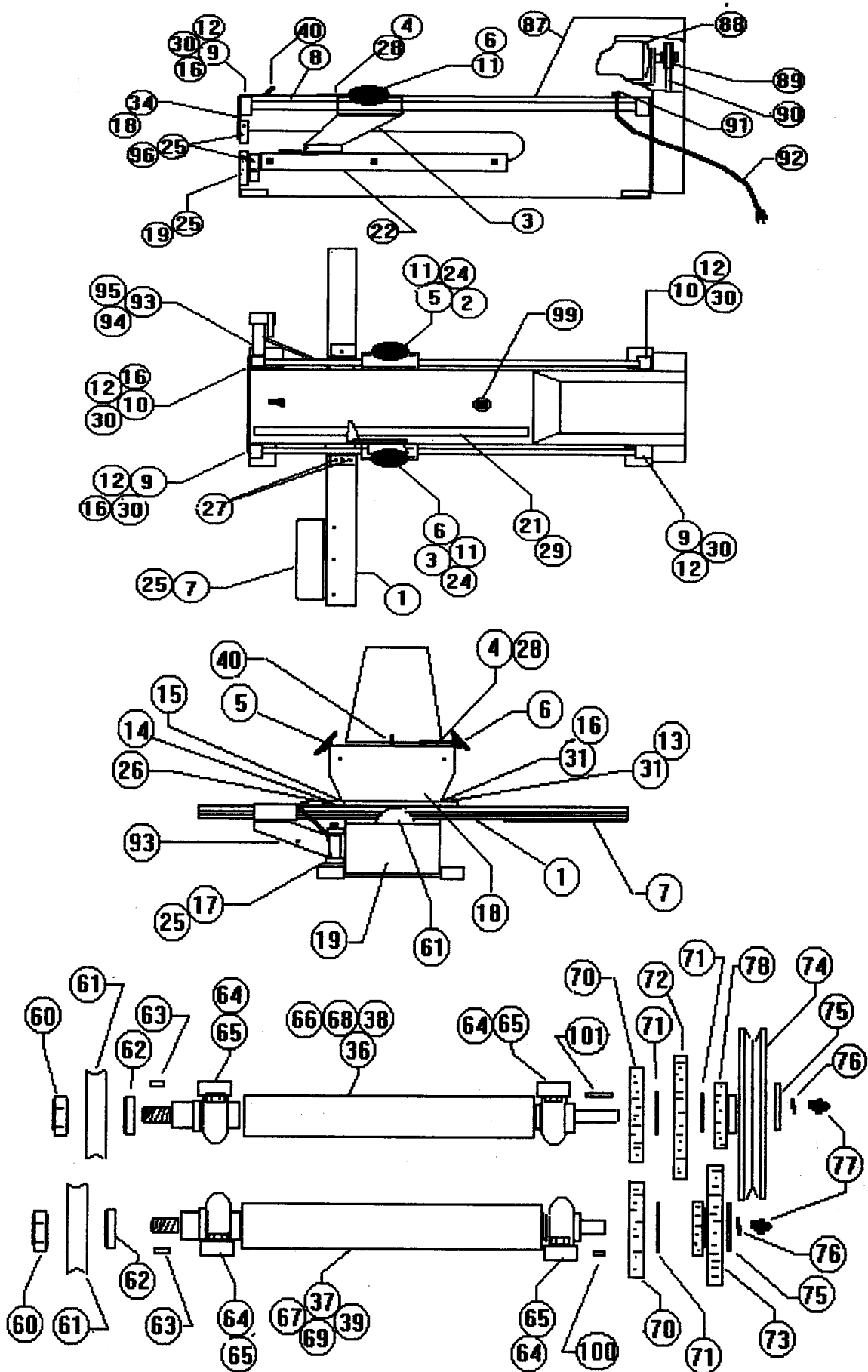
ITEM	PART #	ITEM DESCRIPTION	QTY.	ITEM	PART #	ITEM DESCRIPTION	QTY.
1	22609	* Linear motion Backgauge bar	1	51		* 7/16" flat washers	8
2	22614	(L) Housing arm assy. - 2024/1624	1	52		* 3/8nc x 3/4" carriage bolts	8
2	22633	(L) Housing arm assy. - 1424/1630	1	53		* 3/8nc hex nuts	8
3	22628	(R) Housing arm assy. - 2024/1624	1	54		* 3/8" flat washers	8
3	22647	(R) Housing arm assy. - 1424/1630	1	55		* 1/8" hex keys	1
4	22740	Pointer assembly - 2024	1	56		* 3/16" hex key	1
4	22755	Pointer assembly - 1624/1424/1630	1	57		* 5/32 hex key	1
5	22769	(L) Clamp knob - 2024 [2"]	1	58		* 3mm hex key	1
5	22774	(L) Clamp knob - 1624/1424/1630 [2.5"]	1	59			
6	22769	(R) Clamp knob - 2024 [2"]	1	60	15520	* 3/4nc "Blade" Jam nut	2
6	22774	(R) Clamp knob - 1624/1424/1630 [2.5"]	1	61a	10021	(Std) 4" double edge blades	2
7	22596	Backgauge material shelf - 14"	1	61b	10017	Single edge blades - 4"	2
8	22717	1" guide shafts - 2024/1624 (33")	2	61c	10017-T	Single edge "TRUSS" blades - 4"	2
8	22721	1" guide shafts - 1424 (35")	2	61d	10088	Sheet rock blades	2
8	22736	1" guide shafts - 1630 (41")	2	62	10106	* Blade collars	2
9	22806	(R) shaft blocks - 1624/1424/1630	2	63	15292	* Blade key - 1/4" x 1/2" sq.	2
9	22788	(R) shaft blocks - 2024	2	64	14509	* Shaft main bearings - 1" bore	4
10	22806	(L) shaft blocks - 1624/1424/1630	2	65		* 1/2nc x 1 1/4" hex screws	8
10	22793	(L) shaft blocks - 2024	2	66	13206	(T) 2024 shafts - 1.25" dia.	1
11	22811	* Brass clamp pins	2	67	13230	(B) 2024 shafts - 1.25" dia.	1
12		5/16nc x 1 1/2" hx scrw (1624/1424/1630)	8	68	13329	(T) 1630 shafts - 2.0" dia.	1
12		5/16nc x 1" hex screw (2024)	8	69	13353	(B) 1630 shafts - 2.0" dia.	1
13		* 3/8 x 1" shoulder bolt	1	70	13403	* 48T Equil. gear	2
14		* 3/8 x 1/2" shoulder bolt	1	71	13615	* Gear shims (.0625")	3
15		* 5/16nc x 1" hex screw	1	72	13437	* 66T drive gear	1
16		* 5/16nc x 1 1/2" hex screw	1	73	13460	* Cluster gear assy. 66T x 30T	1
17	22581	* Scrap guide mounting brackets	2	74	13103	* 10" Pulley assy. w/ 30T gear	1
18	22309	2024 (T) blade cover	1	75	15587	* Retainer washer - 1/4" x 1 1/4"	2
18	22328	1624 (T) blade cover	1	76	15605	* 1/4" lock washer	2
18	22347	1424/1630 (T) blade cover	1	77	15643	* 1/4-28 grease fitting	2
19	22314	2024 (B) blade cover	1	78	13530	* Pulley gear - 30T x .100" bore	1
19	22333	1624 (B) blade cover	1	79	13122	* Pulley spacer	1
19	22352	1424/1630 (B) blade cover	1	80	14533	* Pulley bushing - 1" (od) x .75" (id)	1
20				81		* 1/4" x 1 1/2" roll pins	2
21	14002	24" scale	1	82	13506	* 30T gear (.875" bore)	1
21	14017	30" scale	1	83	13475	* 66T gear (.875" bore)	1
22	22366	Material belly pan - 1624/1424	1	84	13615	* Cltr. gear shim (.0625")	1
22	22371	Material belly pan - 1630	1	85	15677	* 1/4" x 7/8" roll pin	2
22	22385	Material belly pan - 2024	1	86	14547	* Cltr. gear bushing - .875" (od) x .75" (id)	1
23				87	12101	2024 motor guard assy.	1
24	22825	* Housing arm bushings - 1.25"(od) x 1"(id)	4	87	12135	1624 motor guard assy.	1
25		* 5/16nc x 5/8" hex screw	13	87	12168	1424/1630 motor guard assy.	1
26		* 1/4nc x 3/4" set screws	4	88	14406	2024 motor - 1/3 hp	1
27		* 1/4nc x 1/2" <i>cant adjustment set screw</i>	2	88	14411	1624/1630 motor - 3/4 hp	1
28		* 1/4nf x 3/8" button head screw	2	88	14425	1424 motor - 1 hp	1
29		* #6 x 1/4" flat phillips screw	3	89	14303	2024 motor pulley (3X900)	1
30		* 3/8nc x 1 1/2" socket cap screw	4	89	14318	1624/1630 motor pulley (3X901)	1
31		* 5/16nc hex nuts	2	89	14360	1424 motor vari-pulley (1X448)	1
32		* 5/16" int. lock washers	3	90	14214	2024 v-belt (4L360)	1
33		* 5/16" SAE flat washers	16	90	14247	1624 v-belt (4L390)	1
34		* 1/4nc x 3/8" button head screw	2	90	14252	1424/1630 v-belt (4L400)	1
35				91	14125	* Rubber grommet	2
36	23207	(T) 1624 shafts - 1.5" dia.	1	92	14055	* 8 ft. supply cord	1
37	23231	(B) 1624 shafts - 1.5" dia.	1	93	12401	* Scrap guide body (only)	1
38	23264	(T) 1424 shafts - 2.0" dia.	1	93	12399	* Scrap guide assy.	1
39	23298	(B) 1424 shafts - 2.0" dia.	1	94	12420	* S.G. Pin	1
40	14021	On/off toggle switch - 2024/1624/1630	1	95	14603	* S.G. Spring	1
40	14069	** Starter/enclosures/heater assy	1	96	12504	Cutting guides - 2024	2
				96	12523	Cutting guides - 1624/1424/1630	2
				97			
41	22277	** SM2 "Premium" stand assy. - 2024/1624	1	98		* Shaft bearing set screws	8
42	22281	** SM2 "Premium" stand assy. - 1424	1	99		* 1/2nc "Lifting point threaded hole"	
43	22296	** SM2 "Premium" stand assy. - 1630	1	100		* 3/16" x 1/2" sq. key	1
44				101		* 3/16" x 1" sq. key	1
45	22262	** SM2 "Premium" stand legs - (Only)	2				
46	22239	** SM2 stand shelf - 2024/1624	1				
47	22243	** SM2 stand shelf - 1424	1				
48	22258	** SM2 stand shelf - 1630	1				
49		* 7/16nc x 1 1/4" hex screw	4				
50		* 7/16nc hex nuts	4				

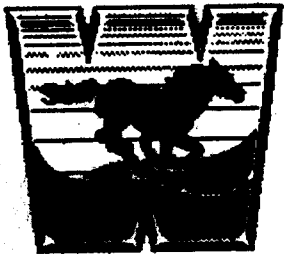
*** ALL MODELS**

**** Not shown in illustration.**

PARTS ILLUSTRATION

SERIAL NUMBERS STARTING FROM #40000 -





WILDER

MACHINERY COMPANY

P.O. Box 1207 SALINAS, CALIFORNIA 93902
1094 HARKINS ROAD, SALINAS, CALIF. 93901

1 (800) 245 - 0714

FAX (408) 424 - 6564