

Preparing the Animal for Clipping

- **Remove the dirt from the hair first.** If this is not done, expect accelerated blade wear and a reduction in animals clipped between blade sharpenings in exact proportion to the amount of dirt present. The benefits of dirt removal prior to clipping cannot be over-emphasized. Example: Those who wash their lambs prior to clipping often clip 20 – 30 club lambs between sharpenings (if the blades have been sharpened properly on a lapping machine). Those who don't and have lambs with sand and soil in the wool often clip less than two lambs between sharpenings.
- **Washing the animal with soap and water removes the most dirt.** If this is not practical, use a high power vacuum or blower to remove as much dirt as possible from the hair or wool.
- **Restrain the animal.** Few animals like the sound of a clipper or the feel of vibration on their skin. When they react to either without warning, accidents can and will happen. Therefore, for the sake of you, your animal and your clipper, restrain the animal properly prior to clipping.

Clipping Machine Lubrication

- **Purpose?** To reduce blade wear, blade heat build-up and the load on the clipper motor.
- **How often?** Most do not lubricate frequently enough—and use too much oil when they do so. Apply three drops of oil every 3 minutes to the tips of the teeth. If the hair, wool or fiber is very dry (e.g. alpaca and llama fibers), the lubrication must be more frequent. If the hair is wet or contains natural oils (e.g. unwashed sheep with lanolin in their wool) the lubrication can be less frequent.
- **Do you need to remove blades to lubricate them?** Not unless they stop cutting.
- **What type of oil should be used?** We supply #10 White Clipping Oil because it is thick enough to lubricate, thin enough not to collect dirt and hair fibers and clear—thus reducing the risk of oil stains on the animal. If you wish to use another oil, be careful not to use oil that is too thick.
- **What about blade washes?** They are rarely needed. It is better to simply oil frequently and use a brush to remove any loose hair that may accumulate on the top of the blades.
- **Warning:** If you use blade wash or dip the blades in an oil bath, be very careful not to tip the clipper upwards until it has run for 5 seconds. Otherwise, lubricant may run backwards through the lubricated head and eventually foul the gears & motor.
- **What about spray-on blade coolants?** They accelerate evaporation from the blade surfaces and thus do cool the blades more rapidly. However, all blade coolants are also excellent solvents—that remove the oil from the blades at the same time. So, if you use a coolant, immediately re-oil after the solvent/coolant has evaporated and before you continue clipping. You also need to check the tension of the blades. If they are becoming hot, the tension is probably too tight and/or the blades need more frequent lubrication with the correct oil.

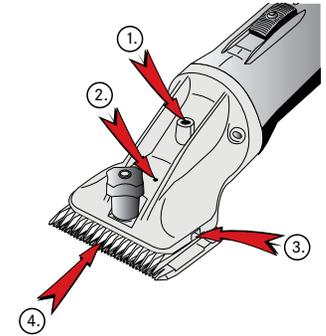
Old Clipping Head heads purchased before June 3, 2009

Oil Points (see diagram to right)

1. Oil the Excenter Shaft
2. Oil the Nylon Bushing
3. Oil Guide Blocks
4. Oil tips of the upper and lower blades with oil—frequently.

Lubrication of clipping head:

Use Premier #10 White Clipping Oil for lubrication on the Premier 1000c, Premier 3000c, and Premier 4000c.



- **Where should the oil be placed?** On to the top of the blades at the front of the head (marked as 4 below—very important to oil frequently). Every 10 minutes (every third blade lubrication), add in the center hole of the head (marked as 2 below) and to the outer tips of the 2 guide blocks of the upper blade (marked as 3 below).

New Clipping Head heads purchased after June 3, 2009

Oil Points (see diagram at right)

1. Oil the Round Drive
2. Oil tips of the upper and lower blades with oil—frequently.
3. Oil Guide Blocks /Stainless Inserts



- **Where should the oil be placed?** On to the top of the blades at the front of the head (2 above)—very important to oil frequently. Every 10 minutes (every third blade lubrication), oil the round drive (1 above). Also on outer tips of the two guide blocks of the upper blade (3 above).