

BASIC INSTRUCTIONS FOR USING THE DEBRIS BLOWER

The debris blower (DB) requires a 2" ball to properly attach it to your vehicle. The tire wheel circumference is 16" and the recommended maximum distance from the ground to the top of the ball on your vehicle is also **16"**. For some vehicles a drop-down receiver will be required.

The DB should be properly attached to your vehicle with the locking pin in place. If you have the 4-pin wiring harness you can attach the cable for the rear lights. Top pulling speed on the road should be **50 mph** or less depending on the road conditions.

The remote control box for in-vehicle use will control the position of the chute, engine speed and a 'kill' switch. The chute can be operated without starting the engine by inserting the key into the ignition and turning it to the RUN position (straight up). You will hear a clicking noise to indicate that power has been activated. Depressing the one of the buttons in the top row will allow the chute to swing right or left.

Always position the rear chute to be perpendicular to the road to eliminate any damage from curbs or other uneven surfaces that you may pass over.

Fill the tank with regular gas but do not overfill. The 5 gallon capacity is adequate to operate the DB for almost 50 miles at low to mid RPMs.

After arriving at your starting point, attach the metal rod with the yellow flag on the left side of the black cage near the TORO plate.

Insert the key into the ignition and move the choke level on the top front of the engine about a third of the distance to the left. Turn the key clockwise to start the engine. If it does not start within a few seconds release the key and try again. Once the engine is started slowly move the choke lever back to the right to deactivate it. Normally you do not need to use the choke when the DB has been in use within a few hours.

You can stop the engine by manually turning the key counter-clockwise or depress the 'stop' button on the remote.

Conditions

It is NOT recommended to use the DB while it is raining or shortly thereafter. Dry debris is easier to remove with satisfactory results.

Trail Operation

The engine speed and driving speed are dependent on the trail conditions. Normally the engine speed does NOT have to be much higher than IDLE to eliminate the blow-back when passing through areas where the tree/vegetation is close to the trail. It is recommended to start at a lower engine speed and increase it when necessary. The same is true of your vehicle speed.

If the debris level is light your vehicle speed can be faster. The cleaning process involves numerous adjustments based on the level of debris. It is not always possible to clean every piece of debris from the pavement on a single pass and you may have to use a second pass to obtain the most effective results when there is a heavy concentration of debris.

To remove nuts from the trail, you may need to use a hand-held blower. When you hear nuts under the wheels, get out of your vehicle and blow off the nuts with the hand-held blower.

Reduce vehicle speed to peel back encroaching turf on the trail edges.

Monitoring the cleaning process requires that the chute always is directed to the left side of your vehicle. Set your door mirror down to a position that allows you to see the cleaning results. The chute should be positioned so the output is directed to the side, not directly down. There are some marks on the chute near where it is attached that can be lined up with the top bolt.

Put the “Volunteer Trail Crew” magnetic sign on the hood of the vehicle and turn on the vehicle’s hazard blinkers. Drive along the right side of the trail near the edge of the pavement.

Pedestrians & Cyclists

The general recommendation is to perform the cleaning process at times when the trail usage is known to be minimal. This includes early morning and late evening. However you may still encounter other humans which should be given priority access.

Here are some techniques which I have implemented:

Pedestrians – If approaching from the rear, signal your approach with your horn. Most of the time they will move off the trail and allow you to pass. If approaching from the opposite direction place your arm out the window and point them to move to the right side. If they do not want to move, stop the vehicle and wait until they pass the DB before moving forward.

Cyclist or Other – If you are traveling slowly and they are approaching from the rear, pull over and let them pass. If approaching from the opposite direction stop the vehicle and wait until they pass the DB before moving forward.

Changing Direction

Unless you are an expert at backing up trailers you can try a few other methods when you have to change direction. Find a location where you can make a complete turn or disconnect the DB, turn your vehicle around and then re-attach the DB.

When exiting the trail to change directions use the remote to set the chute to an upward position and then reset it to the cleaning position when you return to the trail.

Maintenance

If you encounter a section of the trail where the leaf pack is dense you may need to stop periodically to check the cage and remove the leaves that have attached to the sides. Reducing the engine RPM to idle will help pull them away from the blower cage.

Completion

At the completion of your session or if you are stopping for another reason turn off the DB engine and remove the key from the ignition. Before leaving the trail tilt the chute upward to avoid any damage to it during travel.

Advise trail adopters that blowing is completed, and suggest they clean up bridges in their section where vegetation encroaches on the trail and catches leaves.