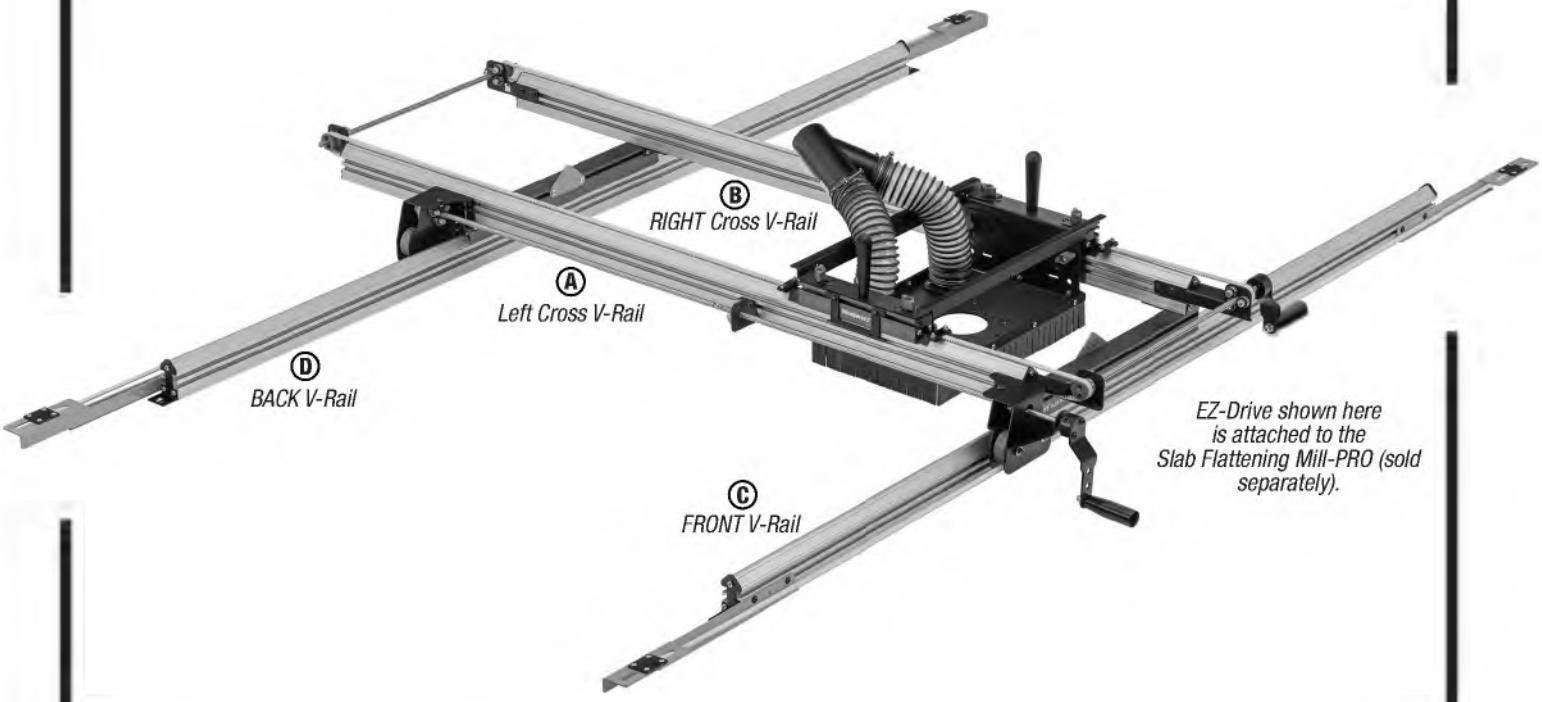
# Woodpeckers®

# EZ•DRIVE

## System for Slab Flattening Mills

OWNER'S MANUAL




*EZ-Drive shown here is attached to the Slab Flattening Mill-PRO (sold separately).*

**BEFORE BEGINNING ASSEMBLY & INSTALLATION,** label the (4) Rails of your Slab Flattening Mill *(sold separately)* - for locating the components, *as illustrated above.* Standing where you typically operate your Slab Flattening Mill, label the Left Cross V-Rail Ⓐ and the RIGHT Cross V-Rail Ⓑ. Label the FRONT V-Rail Ⓒ and the BACK V-Rail Ⓓ. You will need access around all four sides of your Slab Flattening Mill.

**TEST-CUT THE TIMING BELT** before committing to your first length cut *(Section I, Instruction 7, Page 6).* The Timing Belt ㉑ contains reinforcing steel fibers and standard pliers will likely not cut through. Using a good quality pair of aviation snips, test the cut by cutting off the last tooth by cutting 1/4 of the way through the belt at a time.


**DO NOT OPERATE** your EZ-Drive for Slab Flattening Mills without the Safety Stops installed. In the event your router bit hits an unexpected grain change, hidden nail, or other abnormality that would cause the router to jump the carriage, the Safety Stops will safely retain the carriage on the Slab Flattening Mill.

**Scan the QR code above to watch the video or visit woodpeck.com under the video tab towards the bottom of the product page.**

If you think you're missing anything, email us at mailroom@woodpeck.com.
You can also call us at 800-752-0725 from 9:00 a.m. to 4:00 p.m. EST Monday - Friday.

| ITEM NO. | DESCRIPTION | QTY. |
|---|---|---|
| 1 | Long Bearing Plates, Left & Right | 2 |
| 2 | Outer Covers, Left & Right | 2 |
| 3 | Drive Shaft Support | 1 |
| 4 | Base Bearing Plates, Left & Right | 2 |
| 5 | Guide Block End Plate | 4 |
| 6 | Drive Shaft Support Arm | 1 |
| 7 | Drive Shaft Rod, 5 Sizes *See Below* | 7 |
| 8 | UHMW Adhesive-Backed Strip | 1 |
| 9 | Handle | 2 |
| 10 | Crank Arms, Long & Short | 2 |
| 11 | Replacement Curtain, Long & Short | 4 |
| 12 | Idler Wheel (Red) | 4 |
| 13 | Clamp Collar | 6 |
| 14 | Safety Stop | 2 |
| 15 | Crank Arm Adapter, Long & Short | 2 |
| 16 | Tensioners, Left & Right | 2 |
| 17 | Timing Belt Clamp, Large | 4 |
| 18 | Timing Belt Clamp, Small | 4 |
| 19 | Cross V-Rail End Cap | 2 |
| 20 | Spreader Bar | 4 |
| 21 | Timing Belt Roll | 1 |
| 22 | Timing Belt Clamping Arm, Left & Right (Yellow) | 4 |

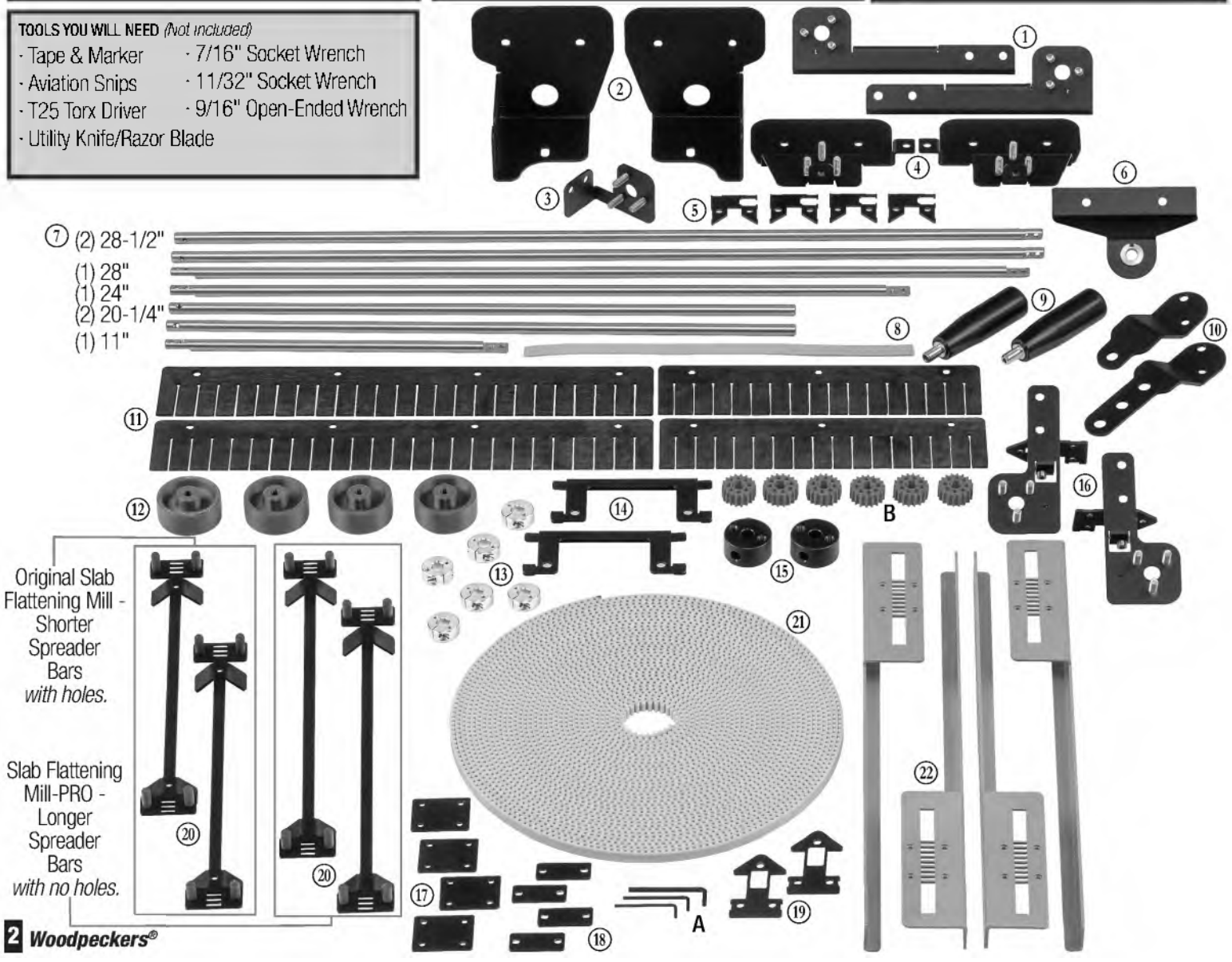
| HARDWARE DESCRIPTION | | QTY. |
|---|---|---|
| A | Hex Key Set - 3/32", 7/64", 5/32", 9/64" | 4 |
| B | Timing Belt Pulley (Red) | 6 |
| | Timing Belt Pulley Flange (Red) | 12 |
| | Washer (Black) | 12 |
| | Bearing | 21 |
| | Screws. 8-32 x 5/16" | 20 |
| | Hex Screw, 8-32 x 1" | 2 |
| | Kep Nut, 8-32 | 8 |
| | Screw, 6-32 x 7/8" | 12 |
| | Screw, 6-32 x 1/2" | 6 |
| | Washer, M3.5 | 6 |
| | Nylon Lock Nut, 1/4-20 | 25 |
| | Button Head Screw & Square Nut, 1/4-20 x 7/16 | ASSORTED BAG |
| | Shoulder Screw, 1/4-20 | 4 |
| | Washer, M6 | 50 |
| | 3/8-16 Nyloc Nut | 2 |

## FULL ASSEMBLY VIDEO

Scan the QR Code when you are ready to assemble your EZ-Drive, you can watch the Full Assembly Video on this product. Or visit woodpeck.com to go to the product page, scroll to the bottom, Video Tab.


**TOOLS YOU WILL NEED** *(Not included)*

- Tape & Marker
- Aviation Snips
- T25 Torx Driver
- Utility Knife/Razor Blade
- 7/16" Socket Wrench
- 11/32" Socket Wrench
- 9/16" Open-Ended Wrench



# I. ASSEMBLY & INSTALLATION

## 1. DRIVE SHAFT SUPPORT

**AT THIS POINT YOU WILL NEED:**

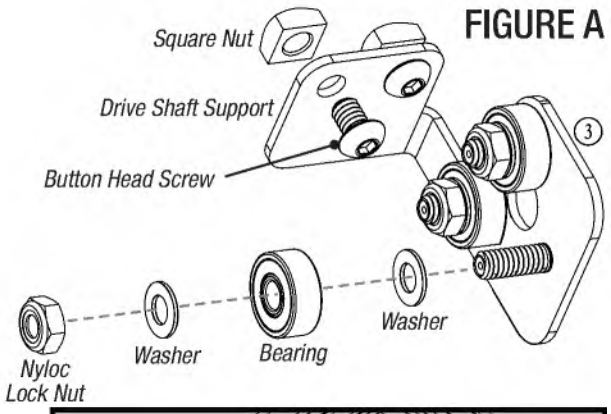
- ③ (1) Drive Shaft Support
- (6) Washer, M6
- (3) Nyloc Lock Nut, 1/4-20
- (3) Bearing
- (2) Button Head Screw & (2) Square Nut, 1/4-20 x 7/16"

A. Install (2) Washers, (1) Bearing, and (1) Nyloc Lock Nut on each of the (3) threaded studs on the ③ Drive Shaft Support using a 7/16" socket or wrench. Tighten the Nyloc Nut. ***FIGURE A.***

B. Loosely thread (2) Square Nuts onto the Button Head Screws through the holes on the flange of the Drive Shaft Support.

C. Guide the Square Nuts into the ***bottom*** track on the ***outside*** of the Ⓐ V-rail. ***FIGURES B & B-1.*** Roughly locate near the center of the rail and leave loose for now.

FIGURE A



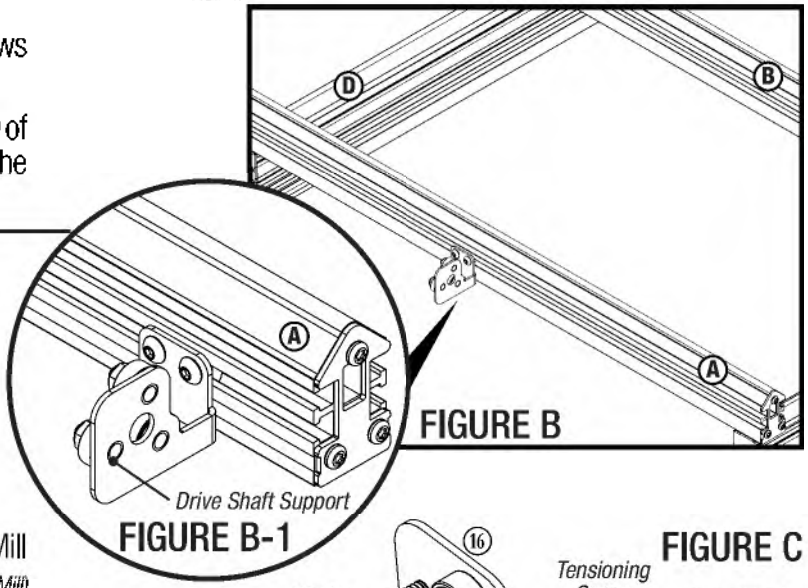




FIGURE B

FIGURE B-1

## 2. TENSIONERS & V-RAIL END PLATES

**AT THIS POINT YOU WILL NEED:**

- ⑯ (2) Tensioner, Left & Right
- ⑲ (2) Cross V-Rail End Cap
- (12) Washer, M6
- (6) Nyloc Lock Nuts, 1/4-20
- (6) Bearing
- (2) Button Head Screw & (2) Square Nut, 1/4-20 x 7/16"

A. Remove all (4) V-rail end caps from the Slab Flattening Mill cross V-rails *(using a T25 Torx Driver originally supplied with the Slab Flattening Mill)* and set Torx screws aside for re-use in Step E.

B. Assemble the ⑯ Tensioner by first installing (2) Washers, (1) Bearings, and (1) Nyloc Lock Nuts onto each of the (3) threaded studs on the Tensioner Plate using a 7/16" socket or wrench. Repeat for the other Tensioner. ***FIGURE C.***

C. Loosely thread (2) Square Nuts onto the Button Head Screws through the holes on the flange of each Tensioner. ***FIGURE C.***

D. Guide the Square Nuts into the ***upper*** track on the ***inside*** of the Right Ⓐ and Left Ⓑ Cross V-Rail on the backside of the V-Rails. Leave loose for now. ***FIGURE D.***

E. Attach the (2) Tensioners using (3) Torx screws from Step A. Impact driver is not recommended, tighten by hand or using an low-torque drill.

F. Attach the (2) Front V-Rail End Plates with (3) Torx screws. ***FIGURE E.***

G. The Tensioning Screw should be fully loosened for later Belt tensioning.

FIGURE C

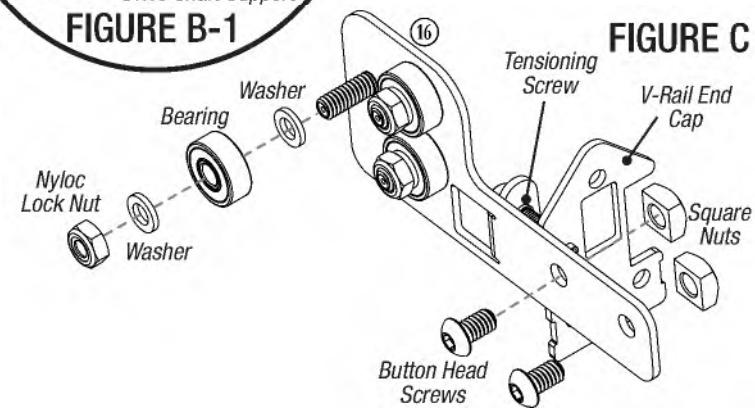



FIGURE D

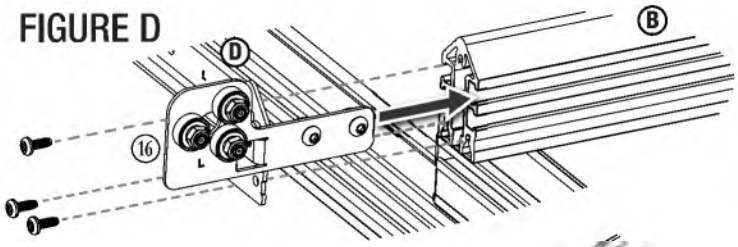
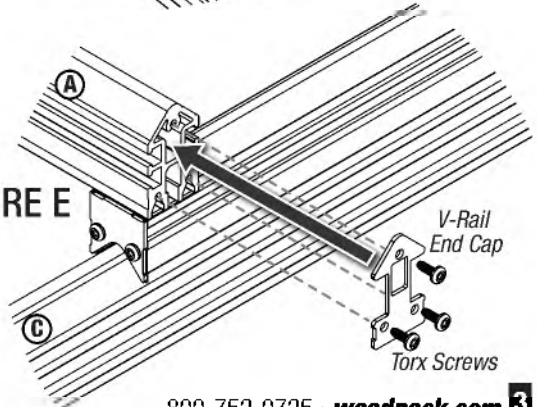



FIGURE E



## 3. BASE BEARING PLATES

**AT THIS POINT YOU WILL NEED:**

④ (2) Base Bearing Plate, Left & Right
-- (12) Washer, M6
-- (6) Nyloc Lock Nut, 1/4-20
-- (6) Bearing
-- (2) Button Head Screw & (2) Square Nut, 1/4-20 x 7/16"

A. Assemble the Base Bearing Plate ④ by installing (6) Washers, (3) Bearings, and (3) Nyloc Lock Nuts on each Base Bearing Plate. Assemble both Left and Right plates. ***FIGURE F.***

B. Loosely thread the Square Nut onto the Button Head Screw through the hole on the flange of the Bearing Plate. ***FIGURE F.***

C. Remove the Guide Block End Plate *(using a T25 Torx Driver* and guide the Square Nut into the *outside* track of the red-anodized Long Guide Block. ***FIGURE G.*** The Left Base Bearing Plate attaches to the Ⓓ Guide Block and the Right attaches to the Ⓒ Guide Block. Align the edge of the Bearing Plate flange to the inside of the Cross V-Rail. ***FIGURE G-1.***

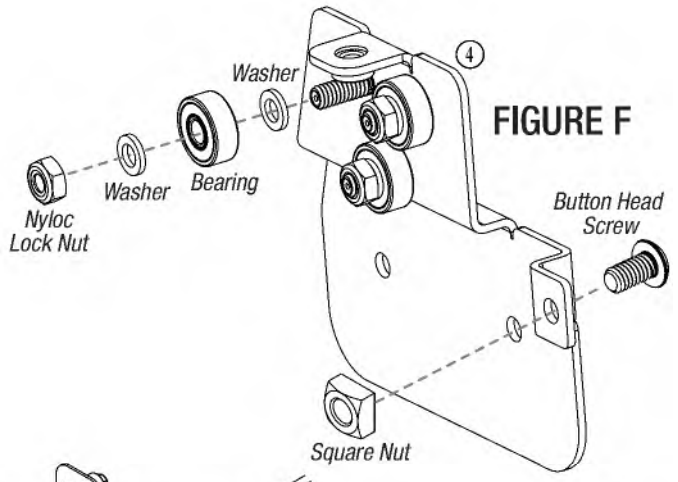



FIGURE F

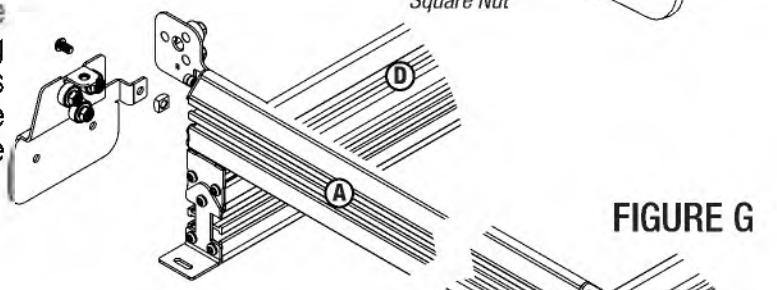



FIGURE G

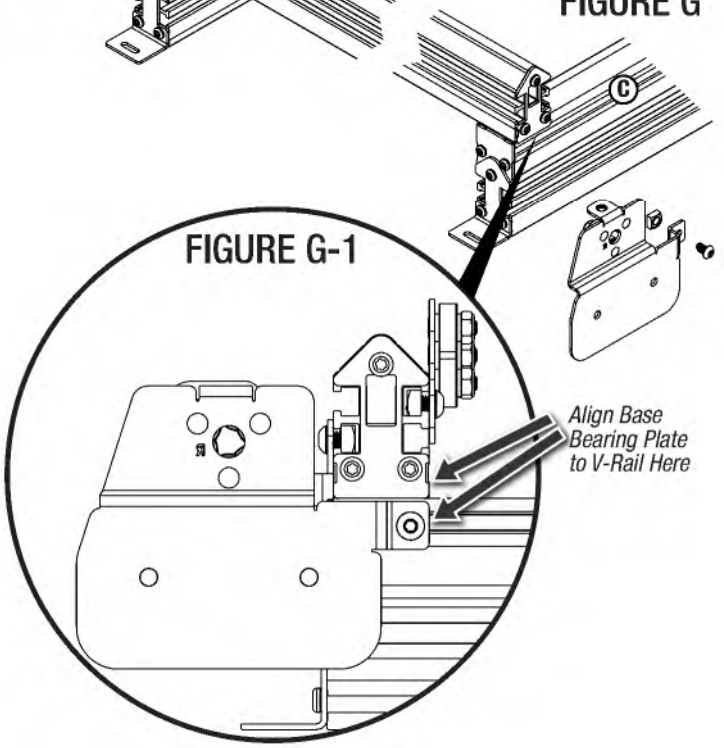



FIGURE G-1

## 4. LONG DRIVE SHAFT

**AT THIS POINT YOU WILL NEED:**

⑦ Drive Shaft Rod, 5 Sizes
– (2 or 4) Hex Screw, 8-32 x 1"
– (2) Screw, 1/4-20 x 7/16"
– (2) Button Head Screw & (2) Square Nut, 1/4-20 x 7/16"

A. The length of the Drive Shaft ⑦ is determined by the overall length of your Slab Flattening Mill's cross V-rail assembly. Decide which length Drive Shaft Rods you need using the table in ***FIGURE H.***

B. Begin by sliding the 28-1/2" Drive Shaft Rod through the Right Bearing Plate and the Drive Shaft Support. Slide the second Rod through the Left Bearing Plate.

C. Join the Rods together installing (2) Screws through the through-holes and into the threaded holes, then tightening. When tightening the screws, flush the connection so the Drive Shaft is not bent. If your assembly includes more than (2) Drive Shaft Rods, locate the shortest Rod in the middle and center the Drive Shaft Support. ***FIGURE I.***

FIGURE H

| Ⓐ Rail Measurement | Quantity of Drive Shaft Rods for Assembly | | | |
|---|---|---|---|---|
| | 28-1/2" | 11" | 24" | 28" |
| 48" | (2) | | | |
| 59" | (2) | (1) | | |
| 72" | (2) | | (1) | |
| 76" | (2) | | | (1) |

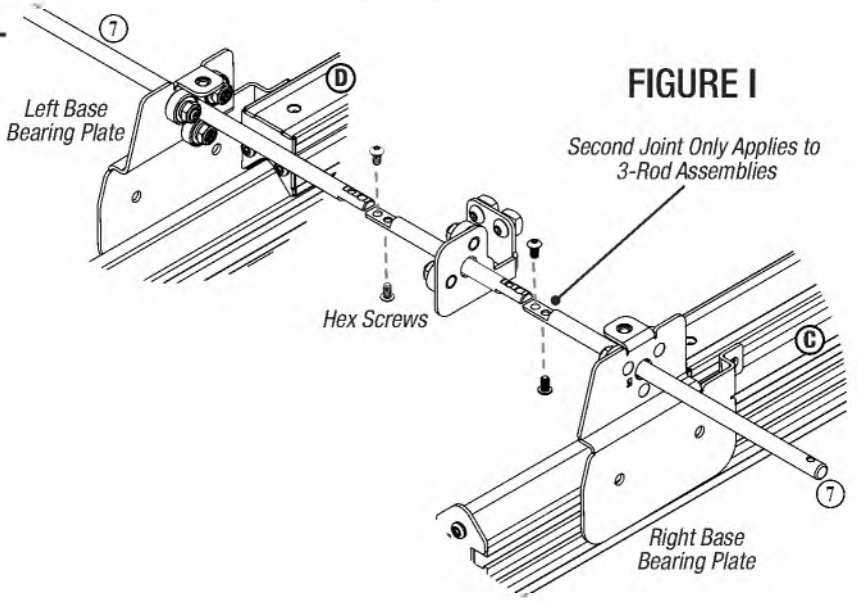



FIGURE I

## 5. PULLEY ASSEMBLY

**AT THIS POINT YOU WILL NEED:**

⑬ (2) Clamp Collar
-- (8) Washer (Black)
-- (4) Timing Belt Pulley Flange (Red)
-- (2) Timing Belt Pulley (Red)
-- (4) Screw, 6-32 x 7/8"
-- (2) Washer, M3.5
-- (2) Screw, 6-32 x 1/2"

A. Locate the Cross Drive Shaft so that at least 6" extends in front of the Right Base Bearing Plate.

B. Assemble the Pulley Assembly with (2) Screws, 6-32 x 7/8" through the Timing Belt Pulley Flange, Timing Belt Pulley, Timing Belt Pulley Flange and into the Clamp Collar ⑬. ***FIGURE J.*** The tapered edges of the Timing Belt Pulley Flange are oriented towards the Timing Belt Pulley.

C. Loosely thread the Screw, 6-32 x 1/2" and Washer, M3.5 into the hole in outside of the Clamp Collar.

D. Install the (4) Washers, Black and the Pulley Assembly onto the Drive Shaft and slide everything against the Base Bearing Plate ④.

E. Adjust the Drive Shaft so that 4" of the Drive Shaft Rod extends past the Pulley Assembly, then tighten the Screw, 6-32 x 1/2" in the Clamp Collar just enough that the assembly stays in place. ***FIGURE J-1.***

F. Repeat Steps B through E for the second Pulley Assembly and install on the backside of the Drive Shaft. **NOTE:** The 4" extension does not apply to backside assembly.

FIGURE J

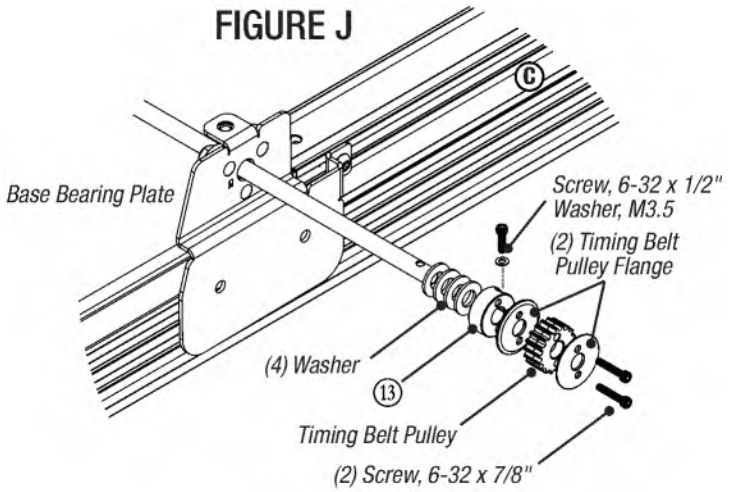
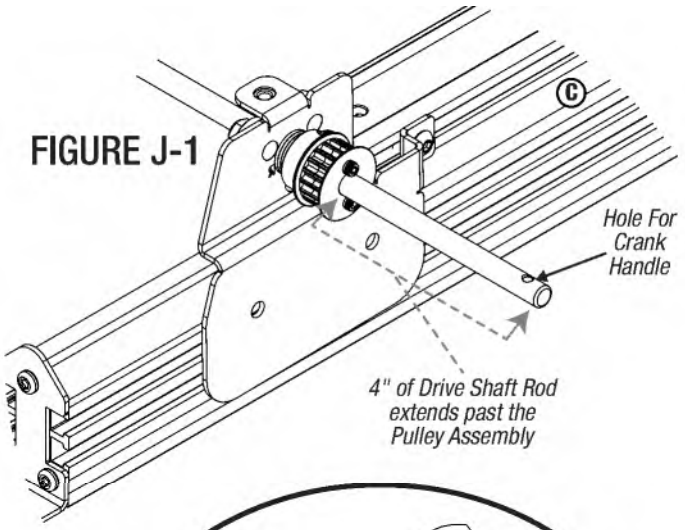



FIGURE J-1




## 6. TIMING BELT CLAMPING ARMS

**AT THIS POINT YOU WILL NEED:**

⑳ (4) Timing Belt Clamping Arm, Left & Right (Yellow)
-- (8) Button Head Screw & (8) Square Nut, 1/4-20 x 7/16"

A. Assemble the Timing Belt Clamping Arms ⑳ by loosely threading the (2) Button Head Screws through the holes in the Timing Belt Clamping Arm and into the Square Nuts. ***FIGURE K-1.***

B. Starting with a Left Timing Belt Clamping Arm, guide the Square Nuts into the *lower* slot on the *outside* of the Long V-Rail.

C. Locate each Timing Belt Clamping Arm roughly 5" away from the end of the V-Rail and leave loose for now. ***FIGURE K.***

D. Repeat for all four Timing Belt Clamping Arms, ensuring the slotted Timing Belt Clamping Arms is always oriented up and away from the V-Rail.

FIGURE K-1

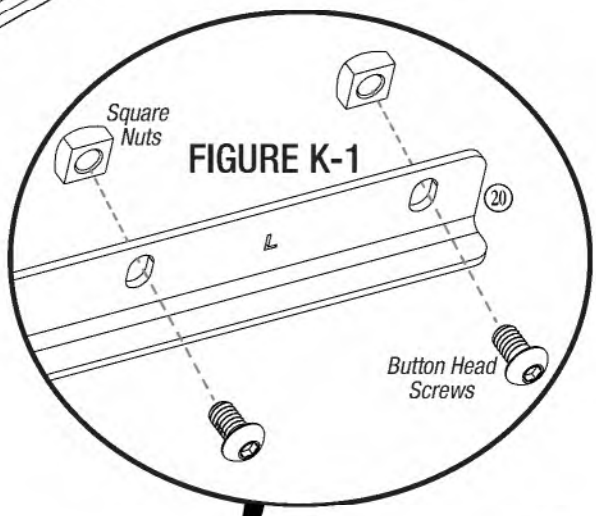
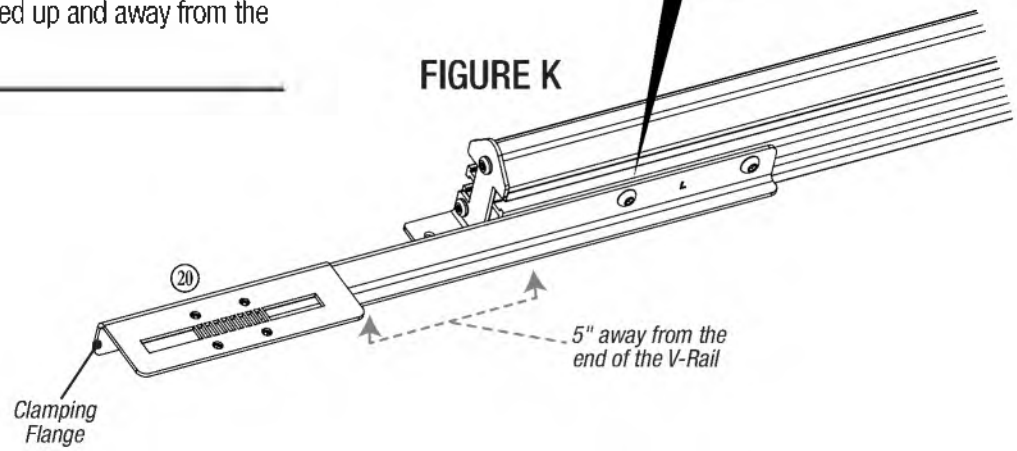



FIGURE K



## 7. DRIVE ASSEMBLY

**AT THIS POINT YOU WILL NEED:**

- ② (2) Outer Covers, Right & Left
- ⑥ (1) Drive Shaft Support Arm
- ⑫ (4) Idler Wheel (Red)
- ⑰ (4) Timing Belt Clamp, Large
- ㉑ (1) Timing Belt Roll
- -- (4) Nyloc Lock Nut, 1/4-20
- -- (8) Washers, M6
- -- (6) Button Head Screw & (4) Square Nut, 1/4-20 x 7/16"
- -- (4) Shoulder Screws, 1/4-20
- -- (4) Screws, 8-32 x 5/16"

A. Begin by moving the carriage to the end of the Long V-Rails, allowing access to the back of the Bearing Plate. ***FIGURE L.***

B. Install the Timing Belt ㉑ into the clamp by feeding the Timing Belt through the Timing Belt Clamping Arm ⑳ and aligning the teeth with the perforations and the end of the Timing Belt flush with the end of the Clamping Arm. ***FIGURE M.***

C. Install the Timing Belt Clamp ⑰ using (4) Screws, 8-32 x 5/16".

D. Loosely drape the Timing Belt over the Pulley Assembly and set the remainder of the Timing Belt on the table for now.

E. With the Outer Cover, Right ② , loosely thread the (2) Button Head Screws through the holes in the small flanges on the Outer Cover and into the (2) Square Nuts. Note the orientation so that each Square Nut will go into separate tracks on the Cross Rail. ***FIGURE N.***

F. Attach the Outer Cover. Right by feeding onto the Drive Shaft and loosely threading the top Button Head Screw. ***FIGURE O.***

G. Holding one Idler Wheel ⑫ and Drive Shaft Support Arm ⑥ in place, install the Shoulder Screw, (2) Washers and Nyloc Lock Nut. Repeat for the second Idler Wheel, ensuring the Timing Belt is fed below the Idler Wheels and in line with the Pulley Assembly.

H. Tighten the (2) Nyloc Lock Nuts until they stop and the wheels can still spin. Tighten the top Button Head Screw, locking the drive assembly in place.

I. Lightly pull the remainder of the Timing Belt to the Right Timing Belt Clamping Arm and clamp in place using the same process as before.

J. Loosen the Button Head Screws connecting the Right Timing Belt Clamp to the V-Rail. Take up the slack so the Timing Belt is taut, but not stretched, and tighten the Button Head Screws to secure the Timing Belt Clamp in place.

K. Cut the Timing Belt flush with the end of the Timing Belt Clamp.

L. Repeat steps A through K for the back side Drive Assembly, omitting the Drive Shaft Support Arm.

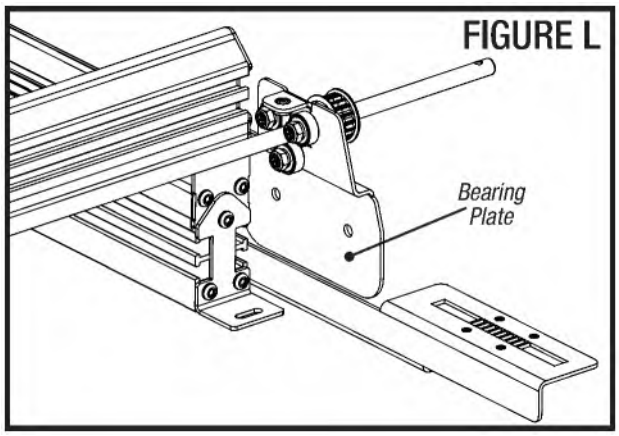


FIGURE L

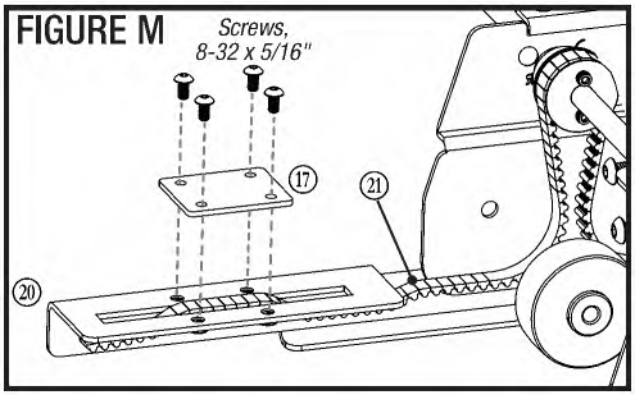


FIGURE M

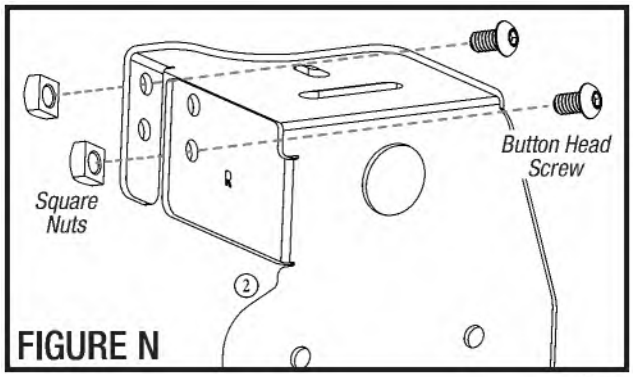


FIGURE N

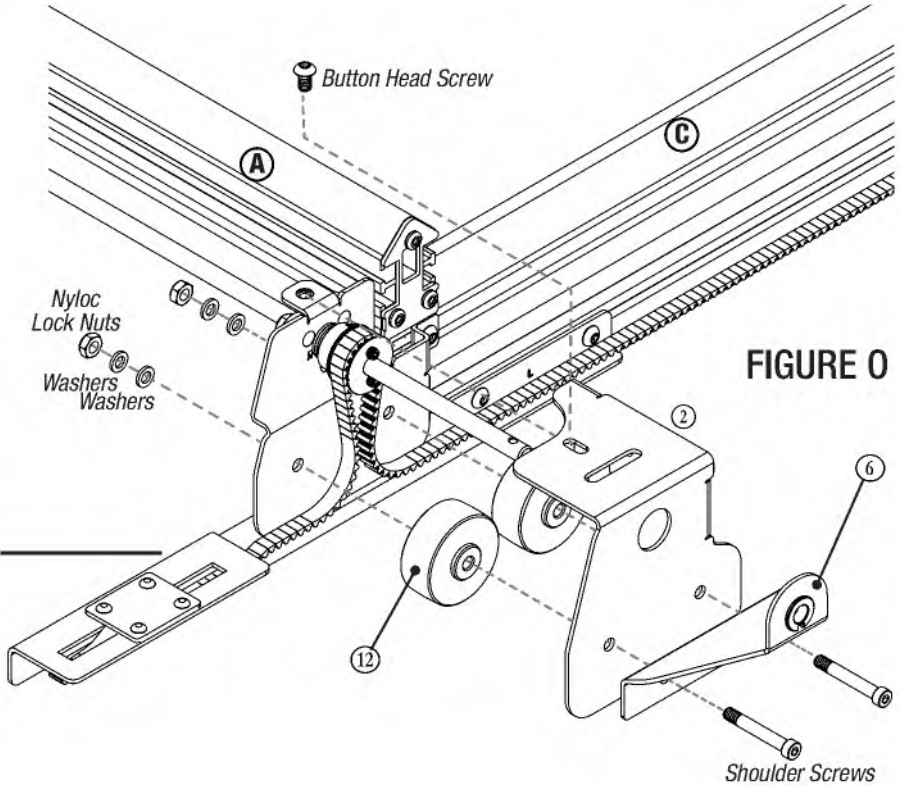


FIGURE O

## 8. INSTALL LONG BEARING PLATES

**AT THIS POINT YOU WILL NEED:**

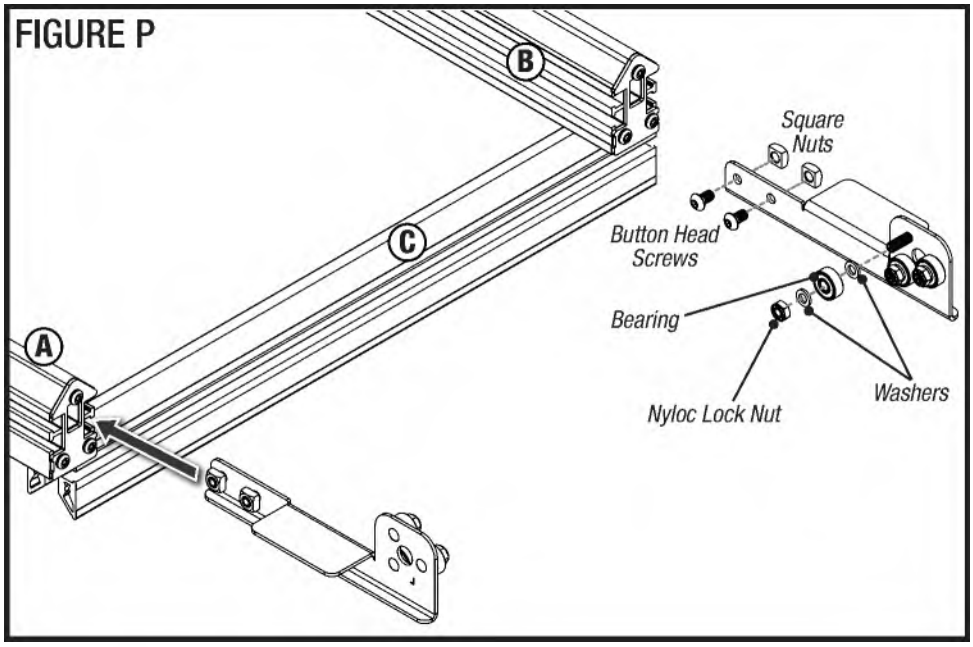
- ① (2) Long Bearing Plate, Left & Right
- -- (12) Washer, M6
- -- (6) Nyloc Lock Nut, 1/4-20
- -- (6) Bearing
- -- (4) Button Head Screw & (4) Square Nut, 1/4-20 x 7/16"

A. Assemble the Long Bearing Plate ① by installing (6) Washers, (3) Bearings, and (3) Nyloc Lock Nuts on the Long Bearing Plate. Repeat for the other Long Bearing Plate. ***FIGURE P.***

B. Loosely thread (2) Square Nuts onto the (2) Button Head Screws through the hole on the flange of the Long Bearing Plate.

C. Guide the Square Nut into the *upper* track on the *inside* of the Cross V-Rails. ***FIGURE P.*** Repeat for both assemblies, taking note of the brackets marked LEFT and RIGHT.

FIGURE P




## 9. INSTALL UPPER DRIVE SHAFT

**AT THIS POINT YOU WILL NEED:**

- ⑦ (2) Drive Shaft Rod, 20-1/4"
- ⑬ (4) Clamp Collar
- -- (4) Washers, Black
- -- (8) Timing Belt Pulley Flange, Red
- -- (4) Timing Belt Pulley, Red
- -- (8) Screw, 6-32 x 7/8"
- -- (4) Washer, M3.5
- -- (4) Screw, 6-32 x 1/2"

A. Install the Drive Shaft by feeding the Drive Shaft Rod ⑦ through the Long Bearing Plate Assemblies. Ensure the Drive Shaft with the threaded hole on one end is on the Right and on the operator side ( Ⓑ & Ⓒ Rails). This will be for installing the Crank later. ***FIGURE Q.***

B. Assemble the Pulley Assembly by threading the (2) Screws, 6-32 x 7/8" through the Timing Belt Pulley Flange, Timing Belt Pulley, Timing Belt Pulley Flange, and into the Clamp Collar. The tapered edges of the Timing Belt Pulley Flange are oriented towards the Timing Belt Pulley.

C. Loosely thread the Screw, 6-32 x 1/2" and Washer, M3.5 into the hole in outside of the Clamp Collar.

D. Assemble the Black Washer and the Pulley Assembly onto the ⑦ Drive Shaft Rod and slide everything against the Bearing Plate. Repeat Steps 2 through 4 on the other side of the Drive Shaft.

E. With 1-3/8" of Drive Shaft extending past the Pulley Assembly at the Ⓑ and Ⓒ Rail (for the Crank), tighten the Screw, 6-32 x 1/2" in the Clamp Collar just enough that the assembly stays in place. ***FIGURE Q-1.***

F. Repeat steps A through E for the other Drive Shaft.

FIGURE Q

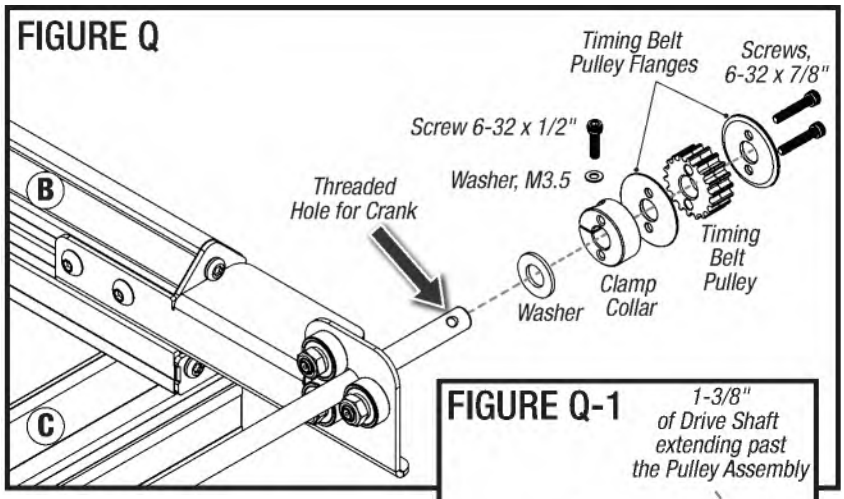
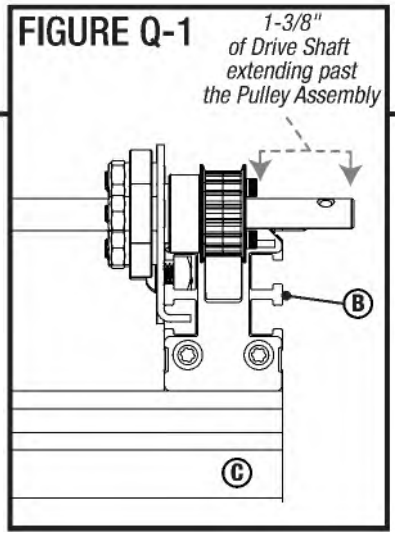



FIGURE Q-1



## 10. INSTALL THE UPPER DRIVE BELT

**AT THIS POINT YOU WILL NEED:**

- ⑧ (1) UHMW Adhesive-Backed Tape
- ⑱ (4) Timing Belt Clamp, Small
- ⑳ (4) Spreader Bar
- ㉑ (1) Timing Belt Roll
- -- (8) Kep Nut, 8-32

A. Choose the correct Spreader Bar ⑳ for your Slab Flattening Mill.
   1. **Slab Flattening Mill-PRO** uses longer Spreader Bars with no holes.
   2. The original **Slab Flattening Mill** uses shorter Spreader Bars with holes.

B. Cut a 2" strip of UHMW Adhesive-Backed Tape ⑧, remove the protective strip, and adhere the strip to the underside of the bent Spreader Bar flanges. Trim any excess with a razor blade. ***FIGURE R.***

C. Place the the Spreader Bars on top of the Cross V-Rails roughly centered. Temporarily stabilize them with some tape.

**D. NOTE: Ensure the Tensioning Brackets are fully loosened and retracted inward. Loosen the Tensioner Screw to retract.**

E. Feed the Timing Belt ㉑ through the hole on one side of the Cross V-Rail with the teeth facing up. ***FIGURE S.***

F. With enough slack pulled through the Cross V-Rail, wrap the Timing Belt around the Pulley and place the free end in the tooth grooves on the end of the Spreader Bar. Clamp the Timing Belt to the Spreader Bar with the Clamping Pad, Small ⑱ and (2) Kep Nuts using an 11/32" socket or wrench. ***FIGURE T.***

G. Place the free side of the Timing Belt on the other end of the Spreader Bar and mark the length just past the Clamping Pad with a marker. Cut the Timing Belt on the mark with your aviation snips.

H. Clamp the free end of the Timing Belt to the Spreader Bar with the Clamping Pad and (2) Kep Nuts.

I. Repeat steps B through G on the other side.

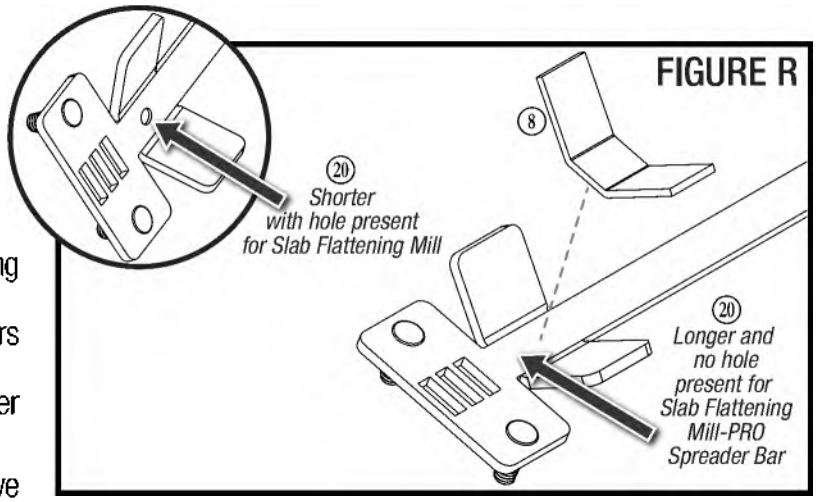


FIGURE R

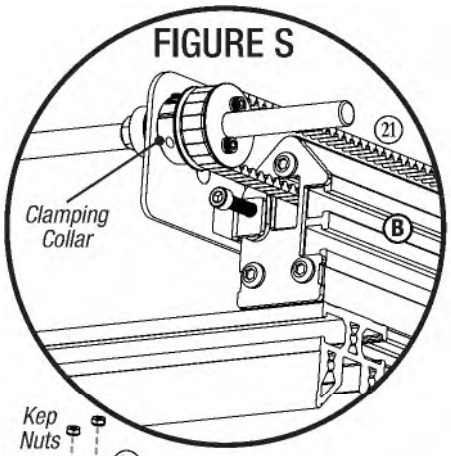


FIGURE S

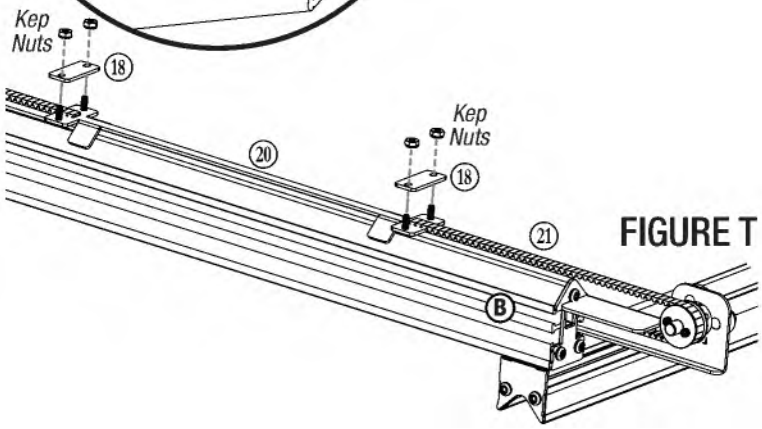


FIGURE T

## 11. UPGRADING & INSTALLING ROUTER CARRIAGE

**AT THIS POINT YOU WILL NEED:**

- ⑪ (4) Replacement Curtain, Long & Short
- ⑤ (4) Guide Block End Plate

If you have the **Slab Flattening Mill-PRO**, we included an upgraded Replacement Curtain, Long & Short ⑪. Replace the original vinyl curtain by removing the screws, aligning the holes in the new Replacement Curtain, and re-using the screws to install new Replacement Curtain.

A. For either model, remove all (4) end plates in the two guide blocks (Red Extrusion). Replace with the new Guide Block End Plates ⑤ by re-using the Torx screws and screwing them in place. ***FIGURE U.***

B. Loosen both Timing Belt Clamps on the Ⓐ Drive Shaft, allowing the Timing Belt to move independent of the Drive Shaft. ***FIGURE T.***

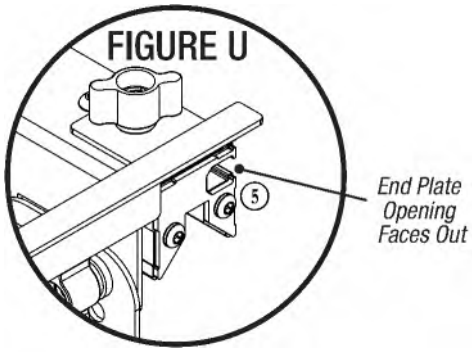


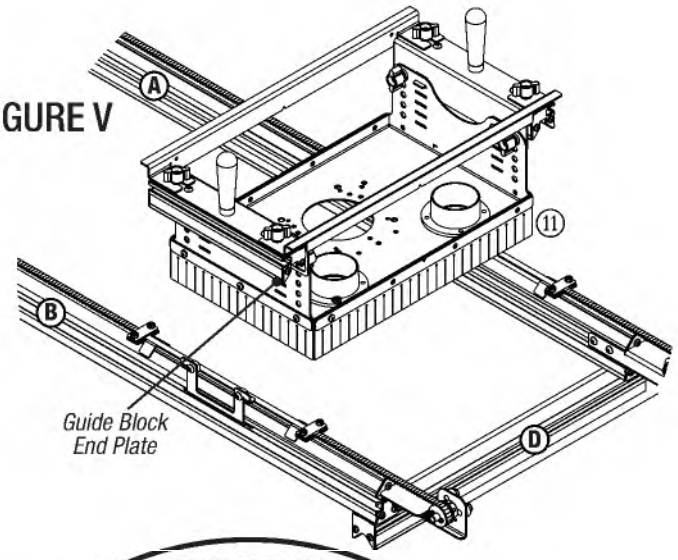
FIGURE U

C. Manually move the Ⓐ Spreader Bar in line with the Ⓑ Spreader Bar.

D. Place the router carriage onto the two Spreader Bars, adjusting the floating Timing Belt so that the carriage rests on the V-Rail in the center of both Spreader Bars. ***FIGURE V.***

E. Re-tighten the Clamp Collars.

FIGURE V




## 12. TENSION THE CLOSED LOOP BELT

A. Loosen the Button Head Screws connecting the Tensioners to the V-Rails. **Do not remove.** ***FIGURE W-1.***

B. Rotate the Tensioner Screw clockwise to tighten the Timing Belt. Tighten the Timing Belt until most of the slack has been removed, then do the same for the other side. ***FIGURE W.***

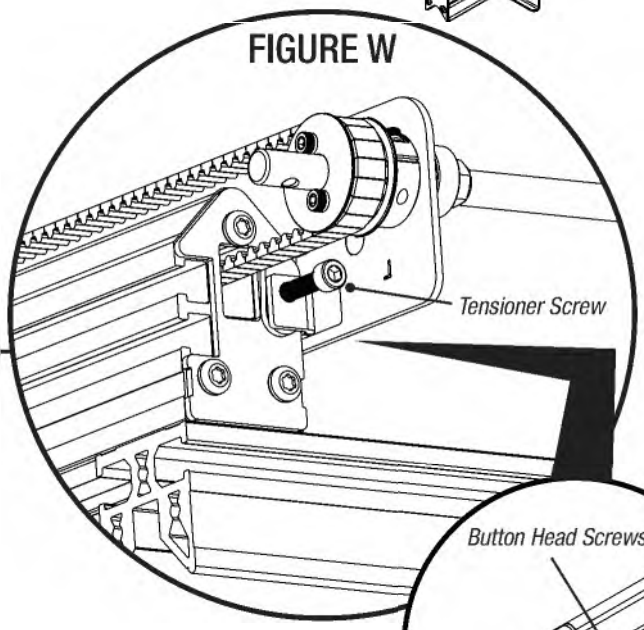
C. With your free hand, jog the carriage back and forth. Next, tighten each Tensioner Screw 1/2 turn at a time and repeat jogging the carriage.

D. Repeat the process until you feel increased resistance or binding, then back off each Tensioner Screw 1/4 turn.

E. Re-tighten the Button Head Screws connecting the Tensioners to the V-Rails.

F. Check the entire length of travel in both directions for smooth operation.

FIGURE W



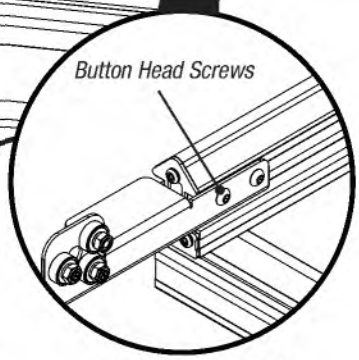




FIGURE W-1

## 13. INSTALLING THE SAFETY STOPS

**AT THIS POINT YOU WILL NEED:**

⑭ (2) Safety Stop

-- (4) Button Head Screw & (4) Square Nut, 1/4-20 x 7/16"

**IMPORTANT NOTE!** Since the EZ Drive removes your hands from the Carriage, we added Safety Stops ⑭ for the unlikely event the router kicks and wants to jump off the V-Rails. **The Safety Stops are required for safe operation of the EZ Drive.**

A. Assemble the Safety Stops ⑭ by loosely threading the (2) Button Head Screws through the holes in the Safety Stop and into (2) Square Nuts. ***FIGURE X.***

B. With the carriage resting on the V-Rails, guide the Square Nuts into the track on the *outside* of the Guide Blocks. The bottom flange should be floating in the Cross V-Rail track. Repeat for the other side. ***FIGURE X-1.***

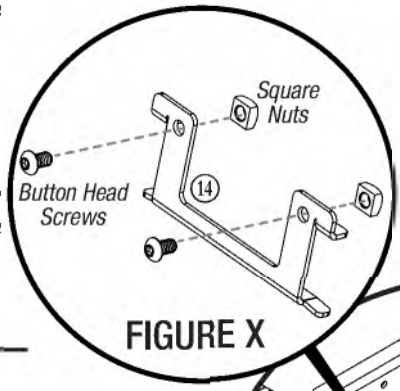



FIGURE X

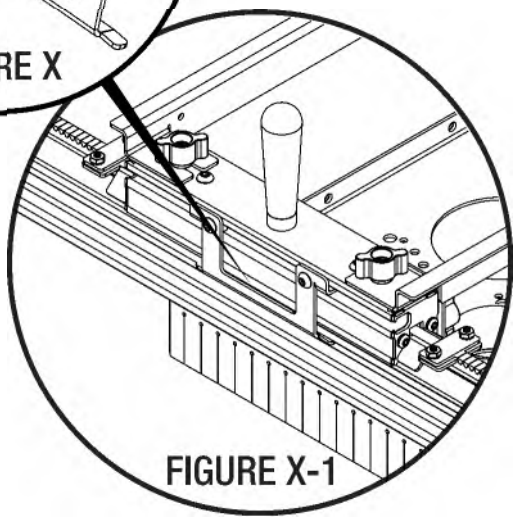


FIGURE X-1

## 14. INSTALL HANDLES

**AT THIS POINT YOU WILL NEED:**

⑨ (2) Handle
⑩ (2) Crank Arm, Long & Short
⑮ (2) Crank Arm Adapter, Long & Short
– (4) Button Head Screw & (4) Square Nut, 1/4-20 x 7/16"
– (2) 8-32 x 1" Screws
– (2) 3/8-16 Nyloc Nut

A. Assemble the Cranks by inserting the threaded end of the Handle ⑨ through the hole and threading on the 3/8-16 Lock Nut. Tighten the Lock Nut by inserting a 5/32" Hex Key into the end of the threaded end of the Handle and tightening the Lock Nut with a 9/16" open-ended wrench. ***FIGURE Y.***

B. Attach the Crank Arm Adapter, Short ⑮ to the flange with (2) Button Head Screws.

C. With the Crank Arm, Short ⑩, locate the through-drilled hole on both the Crank Arm Adapter and the threaded hole in the Upper Drive Shaft . Insert the Crank Arm onto the Drive Shaft and align the two through-drilled holes. Insert the 8-32 x 1" screw into the hole and tighten with a 9/64" Hex Key.

D. Repeat Steps A-C with the Crank Arm, Long and the Crank Arm Adapter, Long for the other Crank and install on the Lower Drive Shaft. ***FIGURE Y-1.***

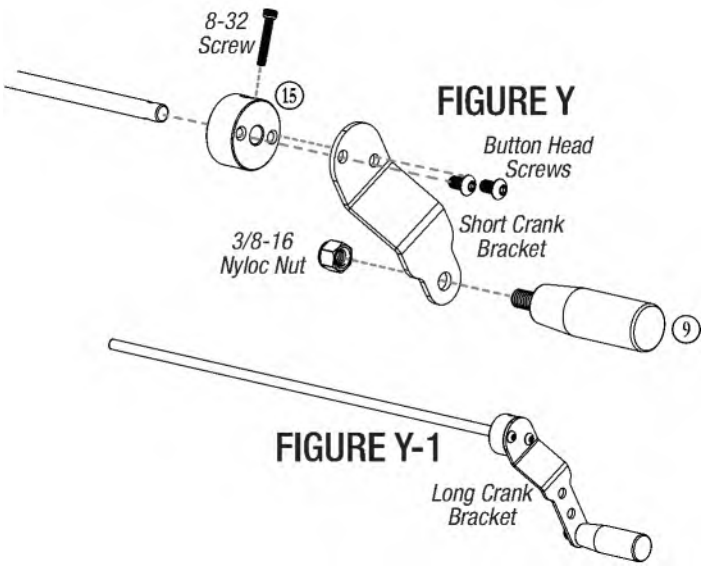



FIGURE Y




FIGURE Y-1

## II. OPERATION

A. You must secure your dust collection hose above the Slab Flattening Mill to ensure it does not rub or interfere with the new Timing Belt. It can be as simple as tying the hose from above to support it above the Drive Assembly.

B. One-half revolution of the crank is just under 2" of movement.

C. See your Slab Flattening Mill instructions for how to operate your Slab Flattening Mill.


*Feed your router across and along your slab with hand crank convenience.*

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**ADDITIONAL ACCESSORIES**

| DESCRIPTION | SKU |
|---|---|
| Basic Slab Flattening Mill | SLBFLT |
| Extended Slab Flattening Mill | SLBFLTXL |
| Slab Flattening Mill-PRO | SLBFPRO-BAS |
| Slab Flattening Mill-PRO Extended | SLBFPRO-XL |
| Slab Clamping Dogs (4-pack) | SLBFLT-CD4 |

**WARNING!** To reduce the risk of injury keep hands away from moving parts. Refer to your owners manual for proper setup and use.

**WARNING!** To reduce the risk of injury, wear safety goggles or glasses with side shields, ear protection & a dust mask.

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