

ASSEMBLY & SET-UP

Thank You

Thank you for purchasing this product. It was carefully engineered to provide excellent performance when properly operated and maintained.

Please read this entire manual prior to operating the equipment. It instructs you how to safely and easily set up, operate and maintain your machine. Please be sure that you, and any other persons who will operate the machine, carefully follow the recommended safety practices at all times. Failure to do so could result in personal injury or property damage.

All information in this manual is relative to the most recent product information available at the time of printing. Review this manual frequently to familiarize yourself with the machine, its features and operation. Please be aware that this Operator's Manual may cover a range of product specifications for various models. Characteristics and features discussed and/or illustrated in this manual may not be applicable to all models. We reserve the right to change product specifications, designs and equipment without notice and without incurring obligation.

If applicable, the power testing information used to establish the power rating of the engine equipped on this machine can be found at www.opei.org or the engine manufacturer's web site.

If you have any problems or questions concerning the machine, phone your local authorized service dealer or contact us directly. Customer Support telephone numbers, website address and mailing address can be found in the separate supplement. We want to ensure your complete satisfaction at all times.

Throughout this manual, all references to *right* and *left* side of the machine are observed from the operating position.

The engine manufacturer is responsible for all engine-related issues with regards to performance, power-rating, specifications, warranty and service. Please refer to the engine manufacturer's Owner's/Operator's Manual, packed separately with your machine, for more information.

Contents of Carton

- Log Splitter
- Tongue Assembly
- Operator's Manual
- Engine Operator's Manual

WARNING

Use extreme caution unpacking this machine. Some components are very heavy and will require additional people or mechanical handling equipment.

NOTE: All references in this manual to the left or right side and front or back of the log splitter are from the operating position only. Exceptions, if any, will be specified.

IMPORTANT: A minimum of two people are recommended to assemble this unit.

Unpacking & Assembling the Log Splitter

TOOLS NEEDED: Safety glasses, leather gloves, wire cutters, pry bar and/or claw hammer.

1. Use a pry bar or claw hammer to loosen and remove the top of the crate.
2. Use a pry bar or claw hammer to remove the sides of the crate, beginning with the short sides (or left and right side of the log splitter). Set the sides of the crate aside to avoid injury.
3. A cable tie attaches the tongue assembly to the inside, front of the crate. Cut the cable tie to remove the tongue.
4. Remove the large plastic cover and discard.

WARNING

Do NOT remove any wood or cut any straps securing the log splitter or its components to the log splitter or the crate at this time. Only remove straps and/or wood when instructed to do so.

5. Inspect the bottom of the crate for any protruding staples or wood splinters and remove.
6. Remove any loose parts included with the log splitter (i.e. Operator's Manual, etc.).
7. Remove the spring clip and clevis pin from the jack stand on the tongue and then pivot the jack stand towards the ground into the operating position. See Figure 2.
8. Secure the jack stand in position with the clevis pin and spring clip. See Figure 2.
9. With the log splitter still secured to the bottom of the crate, remove two hex bolts and hex nuts from the tank bracket and remove the piece of wood inside the tank brackets. See Figure 3.
10. Align the holes in the tongue with the holes in the tank bracket and secure with the hardware just removed. See Figure 3.

NOTE: The high pressure hose, which runs from the gear pump to the bottom of the control valve, must be above the tongue assembly.

11. The log splitter is shipped with the beam in a vertical position. Remove any bolts or straps securing the end plate to the bottom of the crate.
12. Pull out the vertical beam lock, rotate it back, and pivot the beam to the horizontal position until it locks. Be sure to avoid any possible pinch points. See Figure 4.

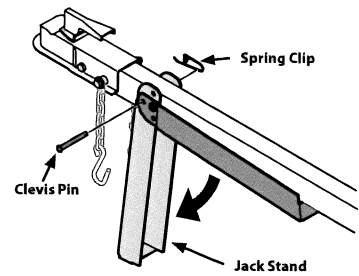


Figure 2

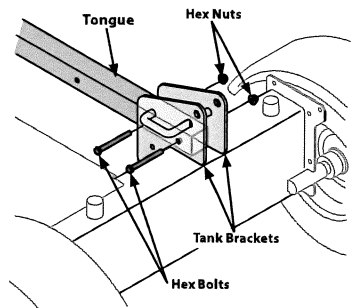


Figure 3

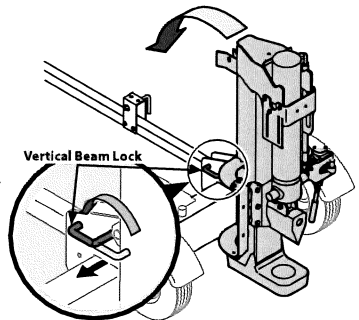


Figure 4

WARNING

Take extra care when raising and lowering the beam as it is heavy. Having a second person assist with raising or lowering the beam is recommended. Be sure to keep hands away from any possible pinch points.

13. Remove the wood between the wedge and the end plate by cutting the cable tie that secures it. Cut the strap near the hose on the front of the cylinder that secures it to the beam weld bracket. Be careful not to damage the hose.
14. Disconnect the dislodger from the beam weld bracket by removing the six hex screws. See Figure 5.

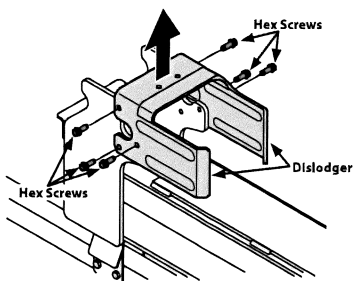


Figure 5

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15. Disconnect the log tray from the beam on the control valve side by removing the two hex washer screws that secure it to the beam weld brackets and the two hex washer screws in the beam. See Figure 6.
16. Lift and slide the cylinder up to the top of beam and into the weld brackets. See Figure 7.
17. Attach the dislodger over the wedge assembly and secure it to the weld brackets with the hardware removed in step 14. See Figure 5.

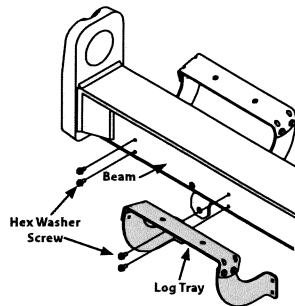


Figure 6

- NOTE:** Lift up on the cylinder when installing the hex screws.
- NOTE:** Once the six hex screws are tightened, there may be a slight gap between the dislodger and the weld brackets. This gap is normal.
18. Reattach the log tray to the control valve side of the beam, aligning the holes in the tray with the holes in the beam and re-installing the hardware removed in step 15. See Figure 8.

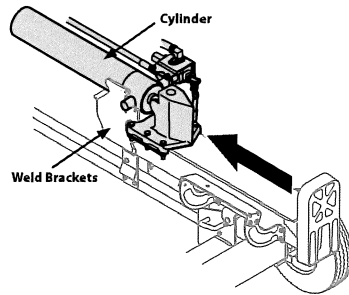


Figure 7

19. Remove any staples on the bottom of the crate that may puncture the tires.
20. Cut the metal strap securing the log splitter to the bottom of the crate and remove the wood under the engine and/or any other wood, then roll the log splitter off the bottom of the shipping crate.
21. The control handle is shipped hanging from the valve on the handle link.
22. Remove the clevis pin and bow-tie cotter pin from the control handle. See Figure 9.
23. Rotate the control handle into the operating position and secure with the clevis pin and bow-tie cotter pin removed in step 22. See Figure 9.

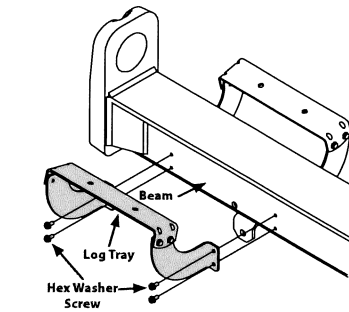


Figure 8

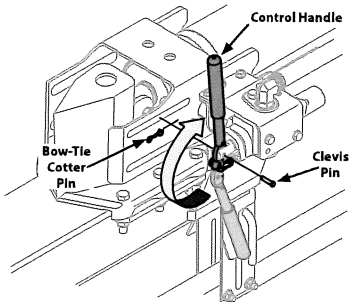


Figure 9

Set-Up

Gas and Oil Fill-Up

Service the engine with gasoline and oil as instructed in the engine manual packed with your log splitter. Read the instructions carefully.

WARNING

Use extreme care when handling gasoline. Gasoline is extremely flammable and the vapors are explosive. Never fuel the machine indoors or while the engine is hot or running.

NOTE: Your log splitter may be shipped with motor oil in the engine. You **MUST** check the oil level before operating. Be careful not to overfill. Gasoline can be added to the engine when the log splitter is in either the horizontal or vertical position. However, it may be easier when the splitter is in the vertical position.

Tire Pressure

The max recommended operating pressure is 30 psi. Do not -- under any circumstances -- exceed the manufacturer's recommended psi. Maintain equal pressure on all tires.

WARNING

Excessive pressure when seating beads may cause tire/rim assembly to burst with force sufficient to cause serious injury.

Preparing the Log Splitter

1. Lubricate the beam area (where the splitting wedge will slide) with engine oil. Do not use grease.
2. Remove the vented reservoir dipstick, which is located next to the hydraulic filter on top of the reservoir tank. See Figure 10.
3. Fill the reservoir tank with approved hydraulic fluid which includes Shell Tellus[®] S2 M 32 Hydraulic Fluid, Dexron[®] III/Mercon[®] Automatic Transmission Fluid, Pro-Select[™] AW-32 Hydraulic Oil or 10WAW-ISO Viscosity Grade 32 Hydraulic Oil. It is not recommended that fluids be mixed.

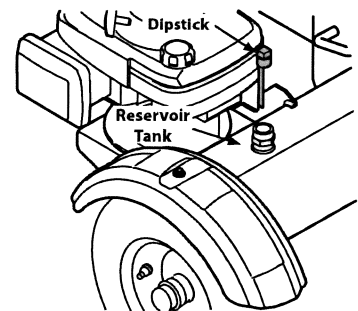


Figure 10

NOTE: The reservoir tank has a capacity of approximately 3 gallons (11.3562 liters) and the entire hydraulic system has a capacity of 4.75 gallons (17.9807 liters).

4. Check the fluid level using the dipstick. Do not overfill.
5. Replace the vented dipstick securely, tightening it until the top of the threads are flush with top of the pipe.
6. Disconnect the spark plug and prime the pump by pulling the recoil starter as far as it will go. Repeat approximately 10 times.
7. Reconnect the spark plug wire and start the engine following the instructions in the Engine Operator's Manual.
8. Use the control handle to engage the wedge to the farthest extended position. Then retract the wedge.
9. Refill the reservoir within range marked on the dipstick. See Figure 11.
10. Extend and retract the wedge 12 complete cycles to remove trapped air in the system (the system is "self-bleeding").

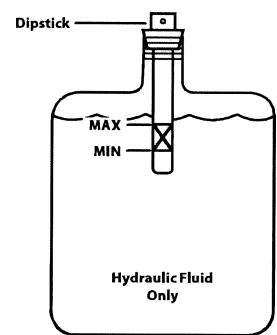


Figure 11

WARNING

Much of the original fluid has been drawn into the cylinder and hoses. Make certain to refill the reservoir to prevent damage to the hydraulic pump. Failure to refill the tank will void the log splitter's warranty.

NOTE: Some fluid may overflow from the vent plug as the system builds heat and the fluid expands and seeks a balanced level. Do not operate the log splitter without the proper amount of hydraulic fluid in the reservoir tank.