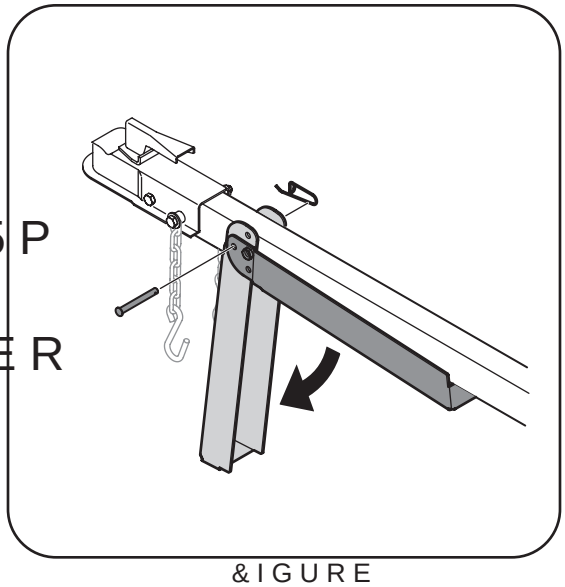
3

3ETTING 5P 9OU,RO G 3PLITTER

7!2.).'

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



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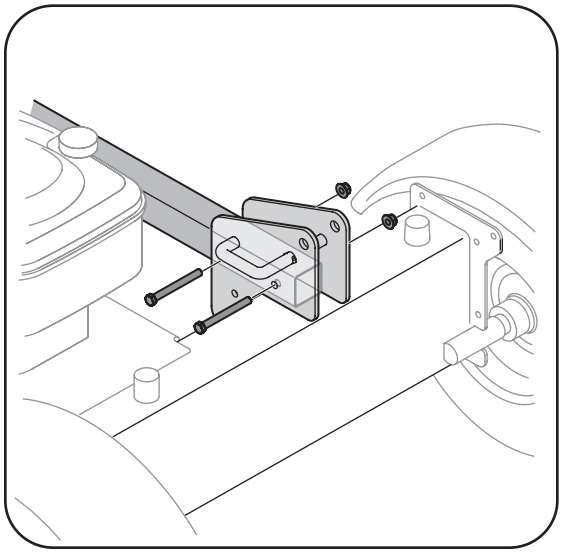

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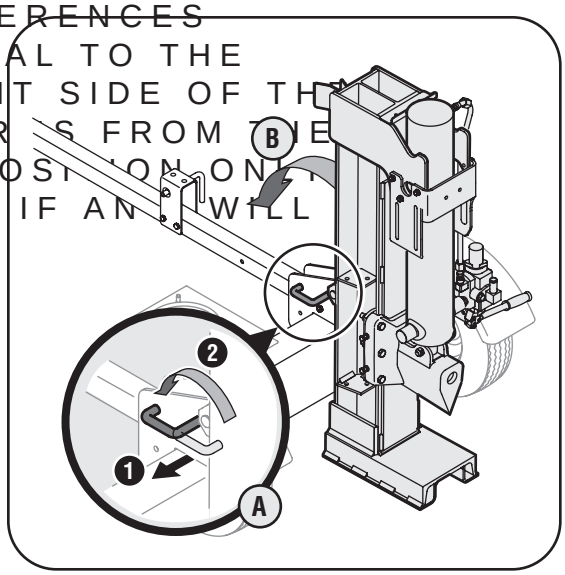
./4% !LL REFERENCES IN THIS MANUAL TO THE LEFT OR RIGHT SIDE OF THE LOG SPLITTER IS FROM THE OPERATING POSITION ONLY %XCEPTIONS IF ANY WILL BE SPECIFIED



&IGURE

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

./4% !LL REFERENCES IN THIS M
SIDE OF THE LOG SPLITTER IS F
%XCEPTIONS IF ANY WILL BE S

!SSEMBLING THE 4ON

!TTACHING THE *ACK 3TAND

4HE JACK STAND IS SHIPPED IN

2EMOVE THE SPRING CLIP AND THE JACK STAND TOWARDS THE POSITION

3ECURE THE JACK STAND IN P AND SPRING CLIP 3EE &IGURE

!TTACHING THE 4ONGUE

7ITH THE LOG SPLITTER STILL HEX BOLTS AND HEX NUTS FRO 3EE &IGURE

!LIGN THE HOLES IN THE TONG BRACKET AND SECURE WITH HA &IGURE

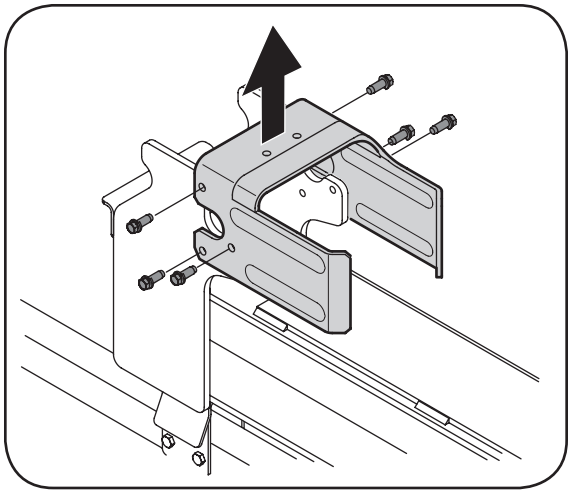
NOTE (IGH PRESSURE HOSE MUST ASSEMBLY

#ONNECTING #YLINDER TO

4HE LOG SPLITTER IS SHIPPED W POSITION

0ULL OUT THE VERTICAL BEAM PIVOT THE BEAM TO THE HORIZ 3EE &IGURE

$ISCONNECT THE DISLODGER BY REMOVING THE SIX HEX SCR

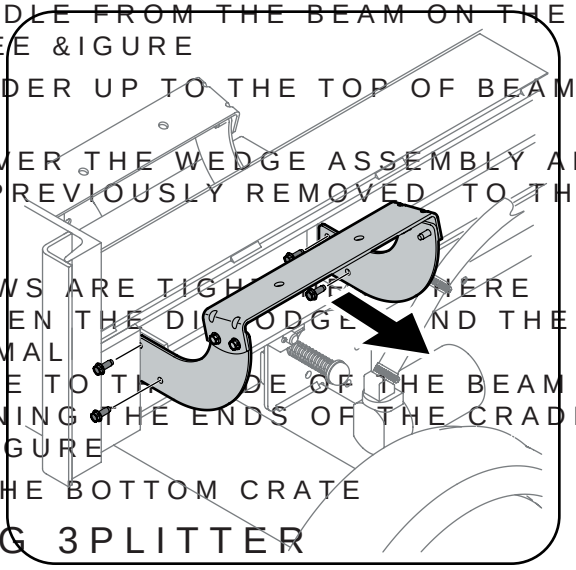


&IGURE

$ISCONNECT THE LOG CRADLE FROM THE BEAM ON THE SIDE OF THE CONTROL VALVE 3EE &IGURE

,IFT AND SLIDE THE CYLINDER UP TO THE TOP OF BEAM AND INTO THE WELD BRACKETS

!TTACH THE DISLODGER OVER THE WEDGE ASSEMBLY AND SECURE WITH HARDWARE PREVIOUSLY REMOVED TO THE WELD BRACKETS 3EE &IGURE



NOTE /NCE THE SIX HEX SCREWS ARE TIGHT THERE MAY BE A SLIGHT GAP BETWEEN THE DISLODGER AND THE WELD BRACKETS 4HIS GAP IS NORMAL

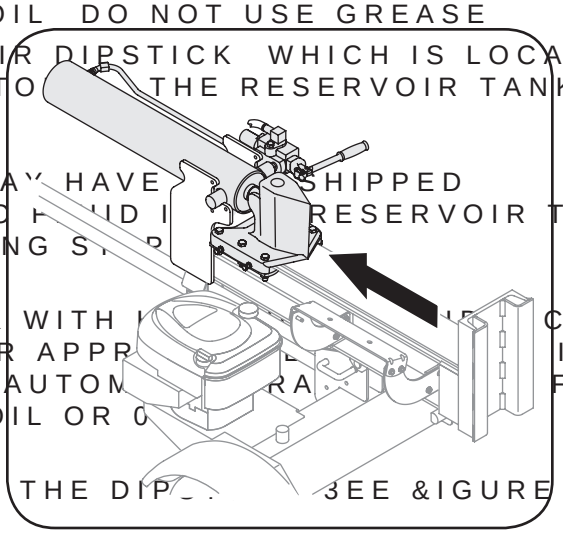
2EATTACH THE LOG CRADLE TO THE SIDE OF THE BEAM WITH THE CONTROL VALVE ALIGNING THE ENDS OF THE CRADLE WITH THE BEAM FLANGES 3EE &IGURE

2OLL LOG SPLITTER OFF THE BOTTOM CRATE

0REPARING THE ,OG 3PLITTER

,UBRICATE THE BEAM AREA WHERE THE SPLITTING WEDGE WILL SLIDE WITH ENGINE OIL DO NOT USE GREASE

2EMOVE VENTED RESERVOIR DIPSTICK WHICH IS LOCATED IN FRONT OF THE ENGINE ON TOP OF THE RESERVOIR TANK 3EE &IGURE



&IGURE

IMPORTANT 4HE LOG SPLITTER MAY HAVE BEEN SHIPPED AND PRIMED WITH HYDRAULIC FLUID IN THE RESERVOIR TANK)F NOT PROCEED WITH THE FOLLOWING STEPS

&ILL THE RESERVOIR TANK WITH INCLUDED WITH THIS UNIT IF EQUIPPED OR APPROVED EQUIVALENT $EXRON®))) -ERCON®))) AUTOMATIC TRANSMISSION FLUID A 7EIGHT !7 HYDRAULIC OIL OR 0 (YDRAULIC /IL

#HECK FLUID LEVEL USING THE DIPSTICK 3EE &IGURE $O NOT OVERFILL

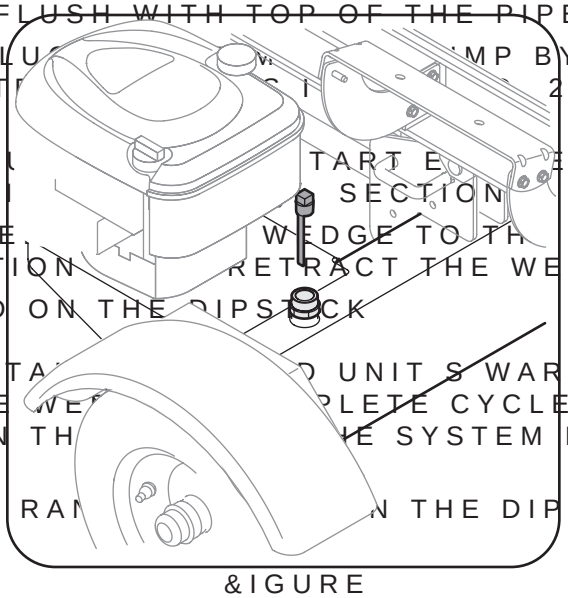
2EPLACE VENTED DIPSTICK SECURELY TIGHTENING IT UNTIL TOP OF THE THREADS ARE FLUSH WITH TOP OF THE PIPE

$ISCONNECT THE SPARK PLUG WIRE TO PRIME PUMP BY PULLING THE RECOIL STARTER HANDLE 2EPEAT APPROXIMATELY TIMES

2ECONNECT THE SPARK PLUG WIRE TO START ENGINE FOLLOWING INSTRUCTIONS IN THE SECTION

5SE CONTROL HANDLE TO EXTEND WEDGE TO THE FARTHEST EXTENDED POSITION RETRACT THE WEDGE

2EFILL TANK AS SPECIFIED ON THE DIPSTICK



&IGURE

NOTE &AILURE TO REFILL THE TANK COULD VOID UNIT S WARRANTY

%XTEND AND RETRACT THE WEDGE COMPLETE CYCLES TO REMOVE TRAPPED AIR IN THE SYSTEM THE SYSTEM IS hSELF BLEEDINGv

2EFILL RESERVOIR WITHIN RANGE SHOWN ON THE DIPSTICK

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.

NOTE 3OME FLUID MAY OVERFLOW FROM THE VENT AS THE SYSTEM BUILDS HEAT AND THE FLUID EXPANDS SEVERAL TIMES AT BEGINNING A BALANCED LEVEL

3

3ETTING 5P 9OUR,OG 3PLITTE

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.

IMPORTANT
4HE LOG SPLIT HAVE BEEN SH PRIMED WITH H FLUID IN THE R TANK)F NOT WITH THE FOLL STEPS

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