

## Contents of Carton

- Log Splitter (1)
- Operator's Manual (1)
- Engine Operator's Manual (1)

**NOTE:** This Operator's Manual covers several models. Features may vary by model. Not all features in this manual are applicable to all models and the model depicted may differ from yours.

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



**WARNING!** Do not remove the beam support or attempt to remove the machine from the crate until after you have completed *all* assembly steps. See Figure 3-1.

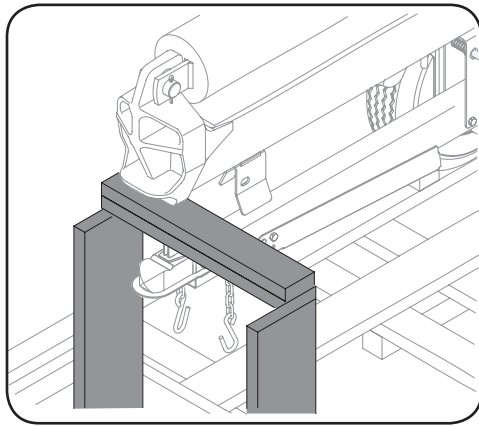


Figure 3-1



**WARNING!** Use extreme caution when unpacking this machine. It is very heavy and may require additional people to assist in removing the log splitter from the crate.

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

## Unpacking & Assembling the Log Splitter

### Tools Required

- Safety Glasses
- Two 9/16" Wrenches (or Adjustable Wrenches)
- Leather Safety Gloves
- Wire Cutters, Tin Snips or Utility Knife
- Pry Bar and/or Claw Hammer
- Hole Punch

### Crate Disassembly

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 four sides of the crate, beginning with the short sides (or front and back side of the log splitter) and then the long sides (or left and right side of the log splitter). Set the sides of the crate aside to avoid injury.
3. Remove the large plastic cover, if present, and discard.



**WARNING!** Do NOT remove any supports or cut any straps securing the log splitter to the crate at this time. Only remove straps and/or supports when instructed to do so.

4. Inspect the bottom of the crate for any protruding staples or wood splinters and remove.
5. Remove and set aside any loose parts included with the log splitter.

### Repositioning the Tongue Tube

For shipping purposes, the tongue tube is secured to the log splitter frame near its center. To reposition it, refer to Figure 3-2 and Figure 3-3 and proceed as follows:

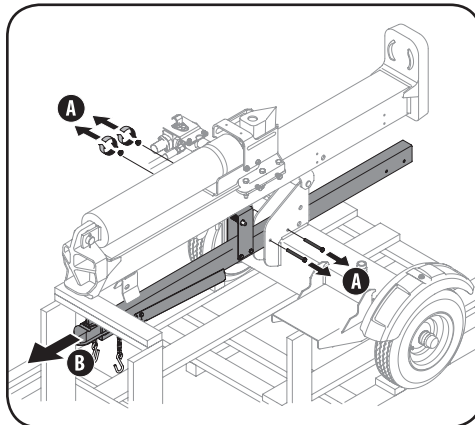


Figure 3-2

1. Cut the straps securing the tongue tube to the beam support.
2. Remove the pair of hex screws and flange nuts securing the tongue tube to the log splitter frame. See A in Figure 3-2.
3. Carefully slide the tongue tube toward the front of the machine. See B in Figure 3-2.
4. Pull the beam lock outward, line it up with the hole in the beam bracket and release the beam lock. See C in Figure 3-3.

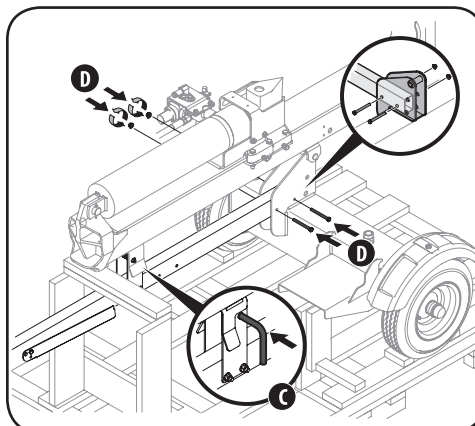


Figure 3-3

**NOTE:** To assist in aligning the holes in the tongue tube with the holes in the beam bracket, a hole punch can be used.

5. Fasten the tongue tube to the frame by reinstalling the two hex screws removed in Step 1 and tightly securing with the two flange lock nuts. See D in Figure 3-3.

### Positioning the Jack Stand



**CAUTION:** Do not attempt to move the log splitter off of the crate base until after the jack stand has been positioned downward.

The jack stand is shipped in the transport position. It must be repositioned prior to fully removing the log splitter from the crate.

1. Remove the spring clip and clevis pin and pivot the jack stand toward the ground into the operating position.
2. Secure the jack stand in position with the clevis pin and the spring clip. See Figure 3-4.

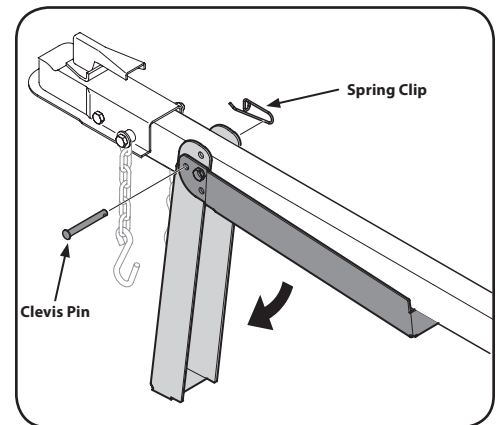


Figure 3-4

3. Carefully pry the small block of wood from the base of the crate and position it beneath the jack stand. See Figure 3-5.

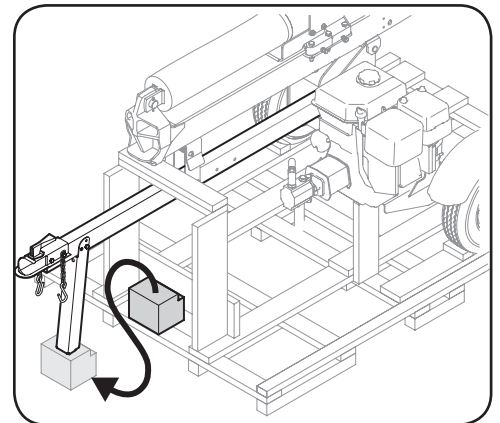


Figure 3-5

## Removing the Supports



**CAUTION:** Do not attempt to move the log splitter off of the crate base until after the crate supports and nylon straps have been removed.

1. Cut the two nylon straps securing the log splitter to the crate, one on each side of the reservoir tank, near each fender. There are also two supports found on the log splitter crate, one beneath the engine and one beneath the beam. Carefully cut and discard each tie-strap and remove and discard each support. See Figure 3-6.

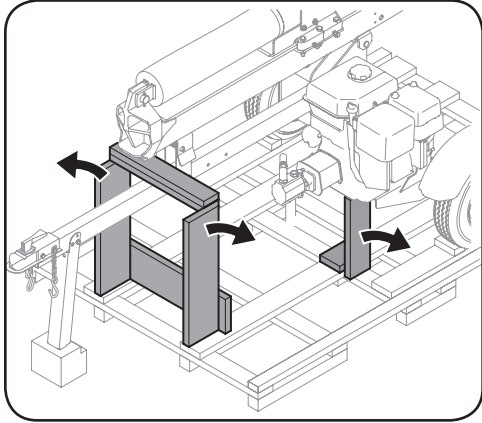


Figure 3-6

**NOTE:** The jack stand will support the weight of the log splitter with the supports removed.



**WARNING!** The next step requires two people to safely remove the log splitter from the base of the crate.

2. Carefully move the log splitter off of the crate by lifting up on the tongue tube, near the hitch coupling, and slowly pushing the machine backwards — over the two rear wheel chucks — and off the back of the crate base. See Figure 3-7.

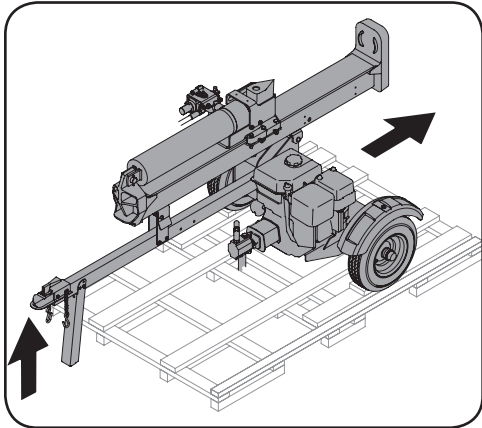


Figure 3-7

## Repositioning the Control Handle

The control handle is shipped hanging from the valve on the handle link.

1. Remove the clevis pin and bow-tie cotter pin from the control handle. See Figure 3-8.

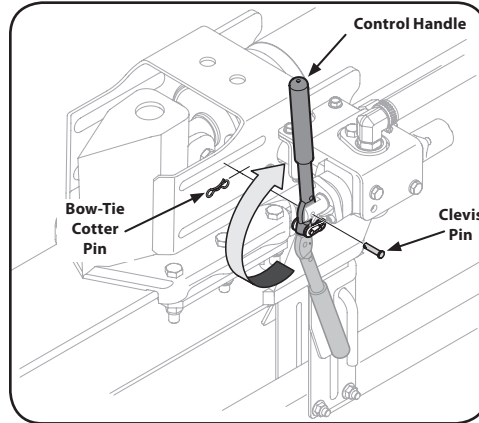


Figure 3-8

2. Rotate the control handle into the operating position and secure with the clevis pin and bow-tie cotter pin removed in step 1. See Figure 3-8.

## Set-Up

### Gas and Oil Fill-Up

Service the engine with gasoline and oil as instructed in the Engine Operator's Manual. 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 is 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 log splitter is in the vertical position.

### Preparing the Log Splitter

1. Lubricate the beam area (where the splitting wedge will slide) with engine oil. Do not use grease.
2. Use a wrench to remove the vented dipstick, which is located in front of the engine on top of the reservoir tank. See Figure 3-9.

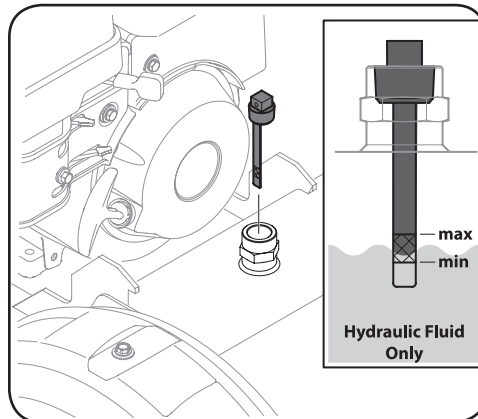


Figure 3-9

**NOTE:** The log splitter is filled to the proper operating level from the manufacturer with Shell Tellus® S2 M 32 Hydraulic Fluid. However, you **MUST** check the fluid level before operating. If not filled, proceed with the following steps:



**Caution:** 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.

3. Check the fluid level using the dipstick. See Figure 3-9. Do not overfill.
 

**NOTE:** Approved fluids include 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. To top off the reservoir tank during initial set-up, use Shell Tellus® S2 M 32 Hydraulic Fluid only.
4. Replace the dipstick securely, tightening it until the top of the threads are flush with the top of the pipe.
5. Disconnect the spark plug and prime the pump by slowly pulling the recoil starter as far as it will go. Repeat approximately 10 times.
 

**NOTE:** Close the fuel shut-off valve (if equipped) before performing Step 5. Remove and set aside any loose parts included with the log splitter to avoid engine flooding.
6. Reconnect the spark plug wire and start the engine following instructions in the Engine Operator's Manual.
7. Use the control handle to engage the wedge to the farthest extended position. Then retract the wedge.
8. Refill the tank as specified on the dipstick if necessary.
 

**NOTE:** Failure to refill the tank will void the log splitter's warranty.
9. Extend and retract the wedge 12 complete cycles to remove any trapped air in the system (the system is "self-bleeding").
10. Refill the reservoir within the range marked on the dipstick if necessary.
 

**NOTE:** Some fluid may overflow from the vent plug as the system builds heat and the fluid expands and seeks a balanced level.

### Tire Pressure

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



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