

# Horizontal/Vertical 45 Ton Log Splitter



Owner/Operator and Safety Manual

- Read all assembly, operating, and safety instructions.
- Complete and return the warranty card to register your log splitter.
- Write the serial number and date-of-purchase in this manual.
- Assemble the log splitter.
- Make sure the oil filter is properly installed. (See “Assembly Procedure” section.)
- Fill the hydraulic tank with the recommended type and quantity of oil. (See “Start-Up Procedure” section.)
- Fill the engine crankcase with the manufacturer’s recommended type and quantity of oil. (See “Start-Up Procedure” section.)
- Fill the engine fuel tank with fresh, clean, lead-free gasoline.(Do not mix oil with gasoline.)
- Bleed the air out of the cylinder before starting the log splitter. (See “Start-Up Procedure” section.)
- Make sure the trailer hitch of the towing vehicle is equipped with a 2 inch ball.

**NOTE:** WE reserve the right to make technical changes for product improvement. This manual may contain illustrations and photographs, for demonstration purposes, which slightly deviate from the actual product design.

**Serial Number** \_\_\_\_\_

**Date-of-Purchase** \_\_\_\_\_

Please enter the serial number and purchase date of your log splitter in the space provided. Keep this manual for future reference.

## WARNING!



To avoid personal injury or death, carefully read and understand all instructions pertaining to the log splitter.

Do not attempt to assemble, operate, or maintain our product without fully understanding all our instructions and safety precautions. Do not operate the log splitter unless you read and understand the instructions and warnings in this manual. If any doubt or question arises about the correct or safe method of performing anything found in this .contact us or call the Sales and Service representatives at our main headquarters. Proper care is your responsibility.

## WARNING!

Accidents can often be avoided by being alert and recognizing potentially hazardous situations. Any individuals operating, maintaining, or repairing products manufactured by our Commercial Products should have the necessary training, skills, and tools required to perform these functions properly and safely. The safety information in this manual serves as a basic guide in an attempt to prevent injury or death.

Our Commercial Products cannot anticipate every possible circumstance that might involve a potential hazard. The warnings in this manual and on

the product itself are therefore not all inclusive. If tools, procedures, work methods, or operating techniques that are not specifically mentioned by us are used, you must satisfy yourself that they are safe for you and for others. Make sure the log splitter will not be damaged or made unsafe by any operation, lubrication, maintenance, or repair procedures that you choose.

DO NOT Proceed if any doubt arises about the correct or safe method of performing anything found in this .Seek out expert assistance from a qualified person before continuing.

### WARNING!

#### CALIFORNIA PROPOSITION 65

Engine exhaust from this product contains chemicals known to the State of California to cause birth defects, or other reproductive harm.

The following is a list of safety rules you must follow in order to use your log splitter safely.

#### **Personal Protection**



To avoid personal injury or death, carefully read understand all instructions pertaining to the log splitter including the engine manufacturer's operating and maintenance instruction manual.



Always wear protective gear, such as safety goggles, tight-fitting gloves without draw strings or loose cuffs, steel-toed shoes, and a protective hearing device.



To prevent injury, make sure all decals are attached to the log splitter and are legible at all times.

### **Worksite Safety**



To avoid tripping, do not leave tools, logs, or other components around the work area.



NEVER operate your log splitter on slippery, wet, muddy, or icy surfaces. The location you choose should be flat, dry, and free from any tall grass, brush, or other interferences.



NEVER operate the engine in an enclosed area. Exhaust fumes contain carbon monoxide that can be deadly when inhaled. Make sure the area is well ventilated.



NEVER attempt to move your log splitter over hilly or uneven terrain without a tow vehicle.



NEVER use your log splitter at night.



ALWAYS operate your log splitter on dry, solid, level ground.



ALWAYS block the wheels to prevent movement of the machine while in operation.

### **Operating Safety**



ALLOW ONLY ONE (1) PERSON TO LOAD AND OPERATE THE LOG SPLITTER.



Allow only adults to operate the log splitter. No one under the age of 18 should be allowed to operate the log splitter.



Always keep bystanders, including children and pets, at least twenty-five (25) feet away from the work area. Only the operator should stand and near the equipment and only within the safe operating area prescribed in this manual (see the photos on safe and unsafe operating zones in the “Operation” section.)



When the ram of the log splitter is in the return mode, keep your hands off the machine-the log splitter is designed to automatically stop when the cylinder is fully retracted.



**ALWAYS** disconnect the spark plug wire when the log splitter is not in operation.



Do not allow any person to operate the log splitter until they have read and understood the safe operating instructions contained in this manual.



Do not, under any circumstances, alter your log splitter. This equipment was designed and engineered to be used in accordance with

the operating instructions. Altering the equipment, or using the equipment in such a way as to circumvent its design capabilities and capacities, could result in serious or fatal injury and **WILL VOID THE WARRANTY.**



NEVER operate, or allow anyone else to operate, this equipment while under the influence of medication, drugs, or alcohol.



NEVER wear loose clothing or jewelry that may get caught or become entangled in the log splitter.



NEVER place hands or feet between log and splitting wedge or between log and ram during the forward or reverse stroke.



**DO NOT STRADDLE OR REACH ACROSS THE SPLITTING AREA WHEN OPERATING THE LOG SPLITTER.**



Do not step over your log splitter when the engine is running, because you may trip or accidentally engage the ram.



NEVER attempt to load your log splitter while the ram is in

motion.



Only use your hand to operate the control lever. NEVER use your foot, knee, a rope, or any other extension device.

### **Log Splitter Safety**



Always keep your fingers away from any cracks that open in the log during the splitting operation.



ALWAYS make sure that both ends of the log you are splitting are cut as square as possible. This will prevent the log from sliding out of position while under pressure. Logs should be 24 inches or shorter in length.



NEVER try to split two logs on top of each other.



Never pile logs to be split in a manner that will cause you to reach across the log splitter.

## Maintenance and Repair



Follow all safety rules, because most accidents involving the operation, maintenance, or repair of products occur because the assembler/owner/operator failed to observe basic safety rules or operating instructions.



ALWAYS inspect your log splitter before each use. Make sure all nuts, bolts, screws, hydraulic fittings, hose clamps, etc. are securely tightened.



ALWAYS check the oil level in the hydraulic oil tank and engine reservoir.



NEVER operate your log splitter when it is in need of repair or is in poor mechanical condition.



NEVER tamper with the engine to run it at excessive speeds. The maximum engine speed is preset and is within safety limits.



NEVER make alterations to your log splitter in any manner.

Such alterations may cause the log splitter to become unsafe and WILL VOID THE WARRANTY.



NEVER attach a rope or extension to the control lever or add width or height to the splitting wedge. Such ALTERATIONS may cause the log splitter to become UNSAFE and WILL VOID THE WARRANTY.



ALWAYS clean the unit after each use. If possible, store the unit inside or cover it completely, if stored outside.

## **Towing**



ALWAYS check before towing to make certain your log splitter is correctly and securely attached to the towing vehicle. Be sure that the ball hitch you are using is the proper size for the hitch coupler on the log splitter(see “Specification” section).Be sure the safety chains are properly hooked to the vehicle leaving enough slack for turning.



ALWAYS allow for added length of the log splitter when turning, parking, crossing intersections, and in all driving situations.



ALWAYS be carefully when backing up. You could jackknife your log splitter if care is not taken.



ALWAYS disconnect your log splitter from your towing vehicle before attempting to use it.



NEVER exceed 45 mph. when towing your log splitter. Obey all state and local regulations when towing on state and local roads and highways. Adjust your speed for speed for terrain and conditions, as needed. Be extra cautious when towing over rough terrain, especially over a railroad crossing.



NEVER tow your log splitter when there is fuel in the engine's tank.



NEVER allow anyone to sit or ride on your log splitter.



NEVER carry any cargo or wood on your log splitter.

## **Refueling**



ONLY refuel the log splitter outdoors in a clear area void of gas fumes or spilled gasoline.



ALWAYS use an approved fuel container to carry gasoline.



ALWAYS replace the log splitter gas cap and the fuel container cap securely.



If gasoline is spilled, move the machine away from the area of the spill and avoid creating any source of ignition until the spilled gasoline has completely evaporated.



Take a class B fire extinguisher with you when operating the log splitter in dry areas as a precautionary measure against possible flying sparks.



Always store gasoline in an approved, tightly sealed container. Store the container in a cool, dry place. Do not store the container in a house or near any heating appliance.



Do not smoke or have open flames when refueling the engine. Do not spill fuel. If fuel should spill, quickly wipe up the spill and allow the excess to evaporate before containing. Make sure gasoline soaked rags are properly disposed of.



**DO NOT** fill the gas tank while the engine is hot or running. Allow time for the engine to cool down before refueling.

### **Preventing Fires**



**NEVER** operate the log splitter near a flame or spark. Oil and gasoline are flammable and can explode.



NEVER smoke while operating or refueling the log splitter. Gasoline, oil, and even gas fumes can explode.

### *Important Notice*

The log splitter is equipped with an internal combustion engine and should not be used on or near any unimproved forest-covered, brush-covered, or grass covered land unless the engine's exhaust system is equipped with a spark arrester meeting local or state laws (if any). If a spark arrester is used, it should be maintained in effective working order by the owner and/or operator.

### **Recommended hydraulic oil**

We recommend the use of the following hydraulic oil for the hydraulic ram:

SHELL TELLUS T55

ARAL VITAM G122

AP ENGERGOL HCP22

MOBIL DTE11

Or equivalent oils

### **Required Tools**

- 10" crescent wrench
- Flat head screwdriver
- Two 1/2" open end wrenches

- Two 9/16" open end wrenches
- Two 3/4" open end wrenches
- Pliers
- Band Cutters

### Shipping List

The following chart contains the list of parts that should be shipped as part of the PTE-45HVFC Log Splitter.

Qty	Description	Qty	Description
1	Base Unit(engine) <sup>1</sup>		<b>Rail to Base Assembly</b>
1	Rail Unit(hydraulic cylinder) <sup>1</sup>	2	Bolts(1/2-13*1-1/2 inch) <sup>2</sup>
1	Oil Filter <sup>2</sup>	2	Lock washers(1/2") <sup>2</sup>
	<b>Hitch Assembly Parts</b>	2	Nuts (1/2-13) <sup>2</sup>
1	Hitch Assembly(2 inch) <sup>2</sup>		<b>Rail Latch Assembly</b>
1	Bolt(3/8-16*3 inch) <sup>2</sup>	1	Rail Latch Assembly
1	Bolt(3/8-16*3-1/2 inch) <sup>2</sup>	2	Bolts(1/2-13*1-1/2 inch) <sup>2</sup>
4	Flat Washers(3/8) <sup>2</sup>	2	Lock washers(1/2") <sup>2</sup>
2	Locknuts(3/8-16) <sup>2</sup>	2	Nuts (1/2-13) <sup>2</sup>
2	Safety Chains <sup>2</sup>		Valve Assembly
1	Safety Link <sup>2</sup>	1	Control Lever(Valve) <sup>2</sup>
	<b>Tongue and Front Leg Assembly</b>	1	Knob (valve lever) <sup>2</sup>
1	Tongue and Front Leg	1	Valve Link <sup>2</sup>

	Weldment <sup>1</sup>		
4	Bolts(1/2-13*1-1/2 inch) <sup>2</sup>	3	Clevis Pins <sup>2</sup>
4	Lock washers(1/2") <sup>2</sup>	3	Cotter Pins <sup>2</sup>
4	Nuts (1/2-13) <sup>2</sup>		Fender Assembly
		2	Fenders <sup>2</sup>
		4	Bolts(5/16-18*3/4 inch) <sup>2</sup>
		4	Locknuts(5/16-18) <sup>2</sup>

1 On the pallet

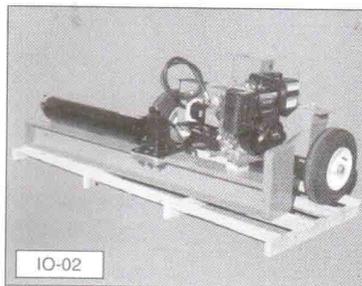
2 In cardboard box

### Unpacking the Crate

1. Cut the metal banding and remove the top, sides, ends, and protective plastic covering of the packing crate. Do not remove the base unit or the rail assembly from the bottom pallet at this time.



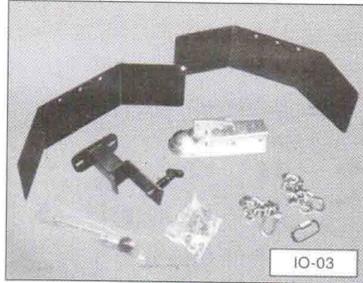
2. Carefully check the larger components on the shipping pallet for



damage.

3. Cut the remaining banding straps, open the cardboard box, and make

sure all the chart in the “Shipping List” section provides a complete list of all the parts shipped with your log



splitter.

**NOTE:** The contents of the cardboard box contains the hitch assembly, two safety chains and safety link, two fenders, valve handle assembly, filter element, and rail rest assembly, Also, included in the box is a plastic bag of miscellaneous hardware and a plastic bag with the valve handle, knob, valve link, clevis pins, and cotter pins.

### **Assembly Procedure**

#### **CAUTION!**

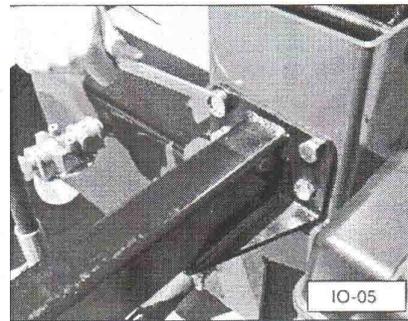
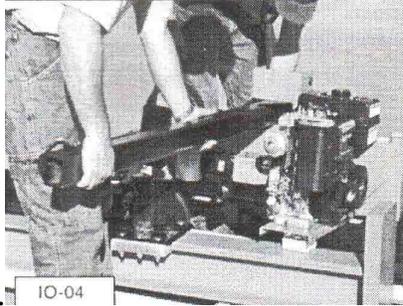


Some components are very heavy and can be damaged if mishandled. Also, to help prevent personal injury, it is strongly recommended that two (2) people work together to uncrate and assemble the log splitter.



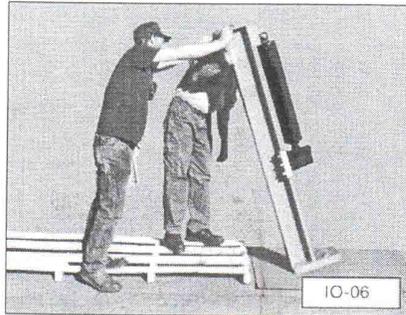
1. Remove and read all instructions and safety recommendations before assembling or operating this log splitter.
2. Before removing the base unit from the pallet, remove the tongue and

front leg assembly and install it to the base unit using four 1/2-13\*1-1/2 inch long hex head bolts, lock washers, and nuts. Tighten the nuts securely. Roll the tongue/base unit off the pallet. Lower the front leg and lock in into



position.

3. Carefully stand the rail assembly in an upright, vertical

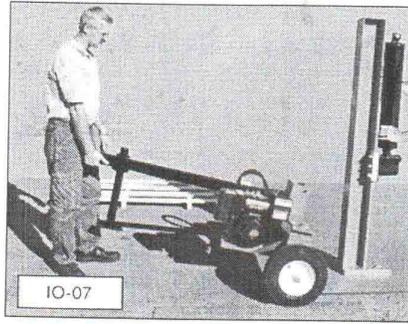


position.

**WARNING!**

Make sure the rail assembly is standing on a flat, level area. If necessary, have a helper steady the rail assembly weighs approximately 300 pounds and will cause bodily injury if it falls on someone.

4. Carefully align the hinge brackets in the base unit with the holes in the



rail assembly.



Have someone hold the rail assembly to prevent it from falling during this part of the assembly.

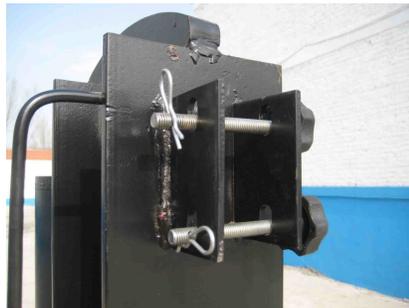
5. Bolt the base unit to the rail assembly using two 1/2-13\*1-1/2 inch long hex head bolts, lock washers, and nuts, as shown. Hand tighten the



nuts.

6. Bolt the rail rest to the rail assembly using two 1/2-13\*1-1/2 inch long hex head bolts, lock washers, and nuts, as shown. Hand tighten the nuts.

Pull the latch mechanism outward and rotate the handle to hold the lock



pin in the unlocked position.

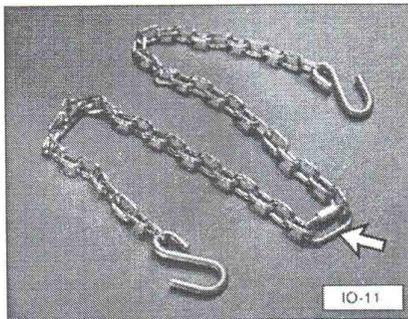
7. Bolt the wheels to prevent the base unit from moving. Carefully lower

the rail assembly to a horizontal position. Securely tighten the nuts holding the base unit to the rail assembly (Step 5) and the nuts holding



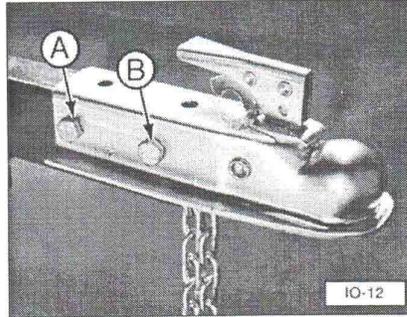
the rail assembly (Step 6).

8. Link the ends of safety chains together with the safety quick-link and tighten the link's locknut securely with a wrench.



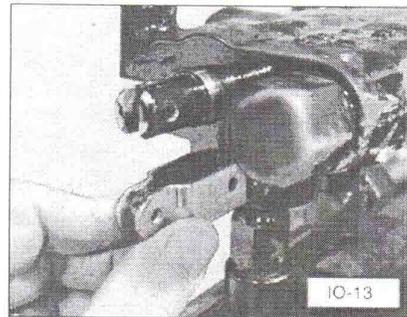
9. Place the hitch over the attachment tube, aligning the bolt holes, and insert the rear 1/2-13\*3 inch bolt (A). Install and tighten the locknut.

Insert the end of quick link into front tube of the rail assembly and insert a 1/2-13\*3 inch bolt (B) through link and hitch. Install and tighten the



locknut.

10. Install the valve link onto the valve body, as shown, using a 1/4\*1 inch long clevis pin. Secure the clevis pin with a cotter pin (bend the



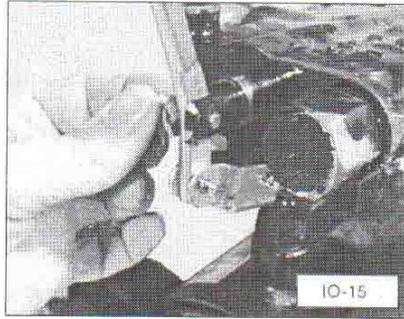
ends of the cotter pin to make it secure).

11. Install the valve handle onto the valve link using a 1/4\*3/4 inch long clevis pin. Secure the clevis pin with a cotter pin (bend the ends of the



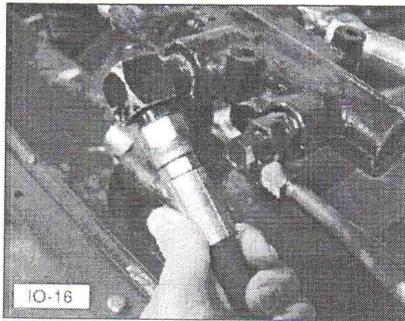
cotter pin to make it secure).

12. Attach the value handle to the valve spool using a 1/4\*1 inch long clevis pin. Secure the clevis pin with a cotter pin (bend the ends of the cotter pin to make it secure). Attach the knob to the valve handle, if



necessary.

13. Attach the high-pressure hose from the filter assembly to the fitting on the side of the valve. Securely tighten the hose



fitting.

**NOTE:** The high-pressure hose is self-sealing and does not require any type of sealing material. Tighten the fitting with a 10 inch crescent wrench.

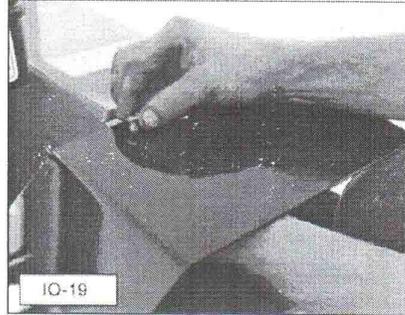
14. Coat the threads of the fitting with a hydraulic pipe sealant and attach the high-pressure hose from the bottom valve fitting to the pump, as



shown. Securely tighten the hose fitting.

15. Bolt the fenders onto the fender brackets using two 5/16-18\*3/4 inch

long hex head bolts and locknuts. The fenders are interchangeable (left or right). Position the fender over the tire with equal spacing in the front



and back.

16. The log splitter is now completely assembled. **Follow the “Start-Up Procedure” in the following section, which adds oil to the engine and hydraulic tank before trying to start the engine.**



#### Important Notice

Do not start the engine. **Follow all of the instructions in the “Start-up Procedure” before operating the log splitter.** Failure to follow this recommendation will result in engine and hydraulic pump damage.

If this log splitter is purchased without an engine, the customer assumes all liabilities that might arise from an engine that is incompatible with the design of the log splitter. Also, any unauthorized changes or modifications to the log splitter will void all warranties.

**IMPORTANT:** The hydraulic system oil filter, for your log splitter, is not factory installed. Make sure the filter is installed before attempting to fill the hydraulic tank or start the engine. (Installation instructions are provided in the “Assembly Instructions” section and are also printed on the side of the filter).

**IMPORTANT:** Before starting the engine, read the engine manufacturer’s operating and maintenance instruction manual. If an engine manual was not supplied with the leg splitter, it is your responsibility to obtain a manual. Start by contacting the store where you purchased the log splitter. If they cannot help you, contact the engine manufacturer.

1. Fill the hydraulic tank with SAE 10W tractor hydraulic oil or automatic transmission fluid, such as Dextron □. The tank is full when the oil level is approximately one inch from the top of the tank. Do not tighten the fill cap at this time.

**NOTE:** The total hydraulic system oil capacity for all units is 9 gallons.

2. Fill the engine’s crank case with the engine manufacturer’s recommended oil.
3. Lubricate the surface of slide rail with grease. This will help to prevent wear between the slide plates and the slide rail.
4. Remove the spark plug wire from the engine. This prevents the engine from starting until the hydraulic pump and cylinder are completely

filled with oil. Make sure the spark plug wire is held away from the spark plug with string or other nonconductive material.

5. Push the valve control handle to the forward position (towards the front of the cylinder) with one hand. Pull the engine starter cord (about 15 times) with the other hand, until the cylinder piston moves forward. (Keep everything away from the splitting wedge during this step.)

**NOTE:** Extending the cylinder draws the hydraulic fluid through the system and expels any trapped air in the cylinder.

6. Check the fluid level in the hydraulic tank and add oil as needed.

### **WARNING!**



Be careful not to spill fuel when filling the engine. If fuel should spill, quickly wipe off and allow the excess fuel to evaporate before continuing.

Fuel and fuel vapors are highly flammable and can cause personal injury or even death when ignited.

### *Important Notice*

If your log splitter is equipped with a factory installed engine, do not mix oil with the gasoline. Using mixed oil/gasoline in a four cycle engine can cause engine damage.

7. Fill the engine's fuel tank with fresh, clean, lead-free automotive gasoline.

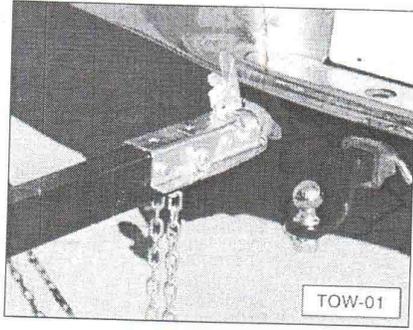
8. Attach the spark plug wire and start the engine per the manufacturer's instructions.
9. With the engine running, push the valve control handle to the retract position and retract the cylinder piston. The cylinder valve will automatically stop the cylinder from retracting when it reaches the end of its stroke. Cycle the log splitter several times.
10. Again, check the fluid level in the hydraulic tank and oil as needed. Replace and tighten the fill cap.
11. Your log splitter is now ready to use.

**WARNING!**

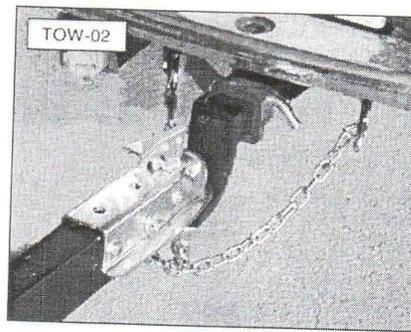
Maximum Speed Limit-45mph

Your log splitter is built on a solid, unsuspended axle. To prevent damage or possible loss of vehicle control, use extreme caution when towing and do not exceed a vehicle speed of 45mph, especially when driving on a bumpy road.

1. Position the hitch coupler of the log splitter over or onto the tow vehicle's tow ball. In some cases, the hitch coupler may not totally engage with the tow ball without raising the jack leg assembly. Pull the latch assembly on the hitch coupler up and into the open position.



2. Release the latch assembly on the hitch coupler and lock the hitch coupler onto the tow ball. Attach the towing safety chains to the tow



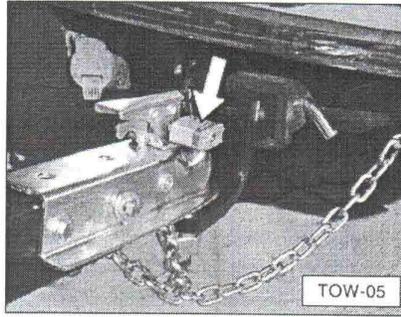
vehicle.

3. Raise the front leg to the towing position by pulling the spring pin. If not already secure, make sure the hitch coupler is properly and



securely attached to the tow ball.

4. Place a customer supplied lock or lock pin into the latch assembly of



the hitch coupler.

### **WARNING!**

Making sure the log splitter is securely attached to the vehicle is the responsibility of the owner/operator. Failure to securely attach the log splitter can cause loss of control of the vehicle or the log splitter being separated from the towing vehicle, resulting in serious injury or death.

### **WARNING!**



Do not attempt to operate the log splitter without fully understanding all our instructions, safety precautions, and/or warnings. If any doubt or question arises about the correct or safe method of performing anything found in this manual, contact dealer or call the Sales and Service representatives at our main headquarters. Proper care is your responsibility.

When operating the log splitter, make sure you are standing in the safe operating area, as shown in these pictures. You must stay in the safe operating area at all times when the splitting wedge is in motion (whether

extending or retracting). Never place any part of your body into a position that causes an unsafe operating condition.

1. Set your log splitter on flat, dry ground. Make sure you read all the recommendations from the “Safety” section before using the log



splitter.

2. Make sure both ends of the log you are splitting are cut as square as possible. This will prevent the log from sliding out of position while under pressure. All logs should be 24 inches long or shorter.

**WARNING!**

Never attempt to split wood across the grain. The log splitter was not designed for cross-grain splitting. Doing so will damage the log splitter and may cause personal injury.



3. Start the engine using the instructions from the engine manual. If the log splitter has not been running (cold engine), warm up the engine and

hydraulic system by running the engine at half throttle for 3 to 4 minutes, then advance the engine throttle control to maximum speed.

### **Operation-Horizontal Position**

#### **WARNING!**



Before loading and operating the log splitter, always wear protective gear, such as safety goggles, face shield, hearing protection, tight-fitting gloves without draw strings or loose cuffs, and steel-toed shoes.

4. Use the following photos for the correct and incorrect methods of splitting logs. Never split a log using an incorrect or unsafe method.

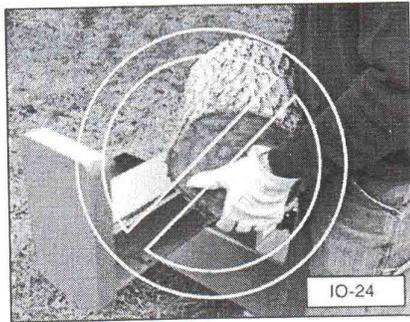
a. Place the log on the log splitter. Grasp the log on the sides near the middle of the block. Center the log, side-to-side, on the rail of the log splitter, making sure that the sawed end is against the large plate (base plate) at the opposite end of the hydraulic control valve control lever.



**CAUTION!**



Do not place your hands on the ends of the log when loading the log splitter. This is a very UNSAFE method and could result in injury to your hands.



b. Only using your hand, push the control lever forward (towards the log). If the log moving, before it is contacted by the splitting wedge, release the control lever and then reposition the log. Operate the log splitter only then standing in the safe operating area, shown in the picture.



**CAUTION!**

Make sure you stand clear from the engine's exhaust is intense and can cause serious injury.

## CAUTION!



If you find must hold the log until the wedge touches it and holds it in place, be very careful not to put your hand between the log and the end plate or the log and the wedge. If you must, hold the log on top and in the middle. Remove your hand immediately when the splitting wedge engages the log. Never use your hip or any extension device to operate the valve control handle.



## WARING!



Do not operate the log splitter by reaching across the rail. This is a very UNSAFE method which could cause personal injury or even death.



## WARNING!



Do not reach or step across the rail while the log splitter is running. This is a very UNSAFE method which could cause personal injury or even death.

c. Hold the control lever, extending the splitting wedge, until the log is split or the cylinder rod stops at its maximum travel position. Stop the log splitter (forward movement), at any point in the splitting process, if you feel an unsafe log splitting condition is occurring. As the log is being split, DO NOT reach forward and attempt to catch the split wood-let it fall to



the ground.

d. Once the wedge reaches its full forward travel, pull back on the lever to the full retract position. The ram of the cylinder will automatically retract into the cylinder. It is not necessary to hold the control lever as the

cylinder retracts. Stop the wedge if the log sticks. Stop the wedge if the log sticks (see caution below). When the cylinder is fully retracted, the control valve will automatically shift to a neutral position.



e. DO NOT load another log or remove split pieces until the wedge has completely stopped and the control handle automatically returns to the neutral position.

### **CAUTION!**

Depending on the type of wood being split, a log may not always break into two pieces and fall to the ground. If a log sticks to the wedge, place the valve handle in the neutral position (stop the wedge from retracting) and carefully remove the log from the wedge. Allowing the log to remain attached to the wedge when it is fully retracted could lead to possible injury and/or damage to the log splitter.

### **Operation-Vertical Position**

### **WARNING!**



Before loading and operating the log

splitter, always wear protective gear, such as safety goggles, face shield, hearing protection, tight-fitting gloves without draw strings or loose cuffs, and steel-toed shoes.

5. Use the following photos for the correct and incorrect methods of splitting logs. Never split a log using an incorrect or unsafe method.

- a. To operate the log splitter in a vertical position, pull the spring-loaded locking lever and twist the locking lever either direction to lock it in the “unlocked” position.

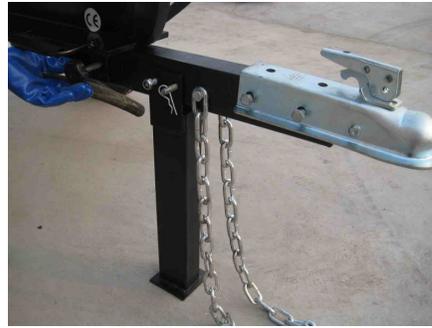


- b. Block the wheels and stand the rail assembly up into a vertical



position.

- c. Turn the spring-loaded locking lever knob until the pin slides into the slot. This allows the plunger to snap into place, securing the rail



assembly in a vertical position.

- d. Move the log under the splitting wedge keeping your hands on the sides of the log near the middle of the block. Center the log making sure that the sawed end is sitting on the large plate (base plate).



### **CAUTION!**

Make sure you stand clear from the engine's exhaust is intense and can cause serious injury.

### **CAUTION!**



Do not place your hands on top of the log when loading the log splitter. This is a very UNSAFE method and could result in injury to your hands.



## CAUTION!



If you find must hold the log until the wedge touches it and holds it in place, be very careful not to put your hand between the log and the end plate or the log and the wedge. If you must, hold the log on top and in the middle. Remove your hand immediately when the splitting wedge engages the log. Never use your hip or any extension device to operate the valve control handle.

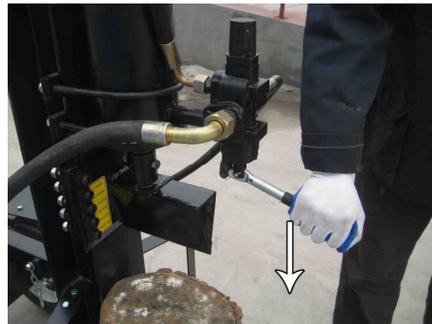


e. Only using your hand, push the control lever forward (towards the log). If the log moving, before it is contacted by the splitting wedge, release the control lever and then reposition the log. Operate the log splitter only then standing in the safe operating area, shown in the



picture.

f. Hold the control lever, extending the splitting wedge, until the log is split or the cylinder rod stops at its maximum travel position. Stop the log splitter (forward movement), at any point in the splitting process, if you feel an unsafe log splitting condition is occurring. As the log is being split, DO NOT reach forward and attempt to catch the split wood-let it fall to



the ground.

g. Once the wedge reaches its full forward travel, pull back on the lever to the full retract position. The ram of the cylinder will automatically retract into the cylinder. It is not necessary to hold the control lever as the cylinder retracts. Stop the wedge if the log sticks. Stop the wedge if the log sticks (see caution below). When the cylinder is fully retracted, the control valve will automatically shift to a neutral



position.

h. DO NOT load another log or remove split pieces until the wedge has completely stopped and the control handle automatically returns to the neutral position.

### **CAUTION!**

Depending on the type of wood being split, a log may not always break into two pieces and fall to the ground. If a log sticks to the wedge, place the valve handle in the neutral position (stop the wedge from retracting) and carefully remove the log from the wedge. Allowing the log to remain attached to the wedge when it is fully retracted could lead to possible injury and/or damage to the log splitter.