



**BRAVE**  
INDUSTRIES, INC.

**SEE IMPORTANT START-UP INSTRUCTION  
INSIDE OF FRONT COVER**

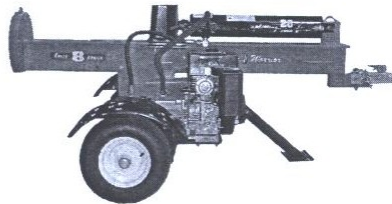
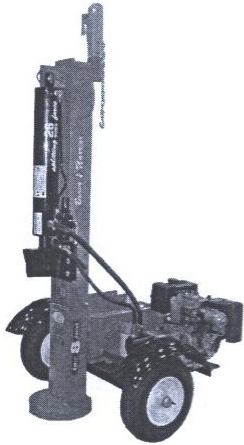
**DENMARK**

**VH 9926-DK**

**Versions 1 & 2**

**26 TON**

**VERTICAL/HORIZONTAL  
LOG SPLITTER**



**OWNER/OPERATOR  
and SAFETY MANUAL**

**Made  
In The  
U.S.A.**

## **IMPORTANT START-UP PROCEDURES**

1. Engine crankcase must be filled with manufacturer's recommended oil.
2. Spark plug wire must be disconnected during the start-up procedure.
3. Fill engine fuel tank with fresh, clean, lead-free gasoline.

## **TO AVOID DAMAGE TO THE HYDRAULIC PUMP**

1. Fill the hydraulic tank to one inch below the top of the tank or to the full mark on the dipstick (if installed). Use a tractor hydraulic oil SAE10w or automatic transmission fluid such as Dextron III. Leave the fill cap loose.
2. With the spark plug wire still removed, pull the valve control handle in a forward position ( towards the front of the cylinder). With your other hand, pull the engine starter handle (about 15 times) until the cylinder piston moves forward.
3. Extending the cylinder piston draws the hydraulic fluid through the system and expels any air in the system.
4. Attach the spark plug wire and start the engine per the manufacturer's instructions. Retract the cylinder piston.
5. With the engine running , cycle the log splitter several time prior to splitting logs.
6. Check hydraulic fluid level and add as needed so the oil level is about one inch below the top of the tank. Tighten the fill cap. The fill cap has a pin hole in it to relieve any excess oil.

**YOUR LOG SPLITTER IS NOW READY**

## **NOTES**

1. The difference between version 1 and version 2 is the type of valves used and their arrangement. Please refer to the valve illustrations and valve parts lists. Version 1 will have a serial number starting with two numbers to indicate the month of the year and then the next two number should be 00. Version 2's third and fourth numbers should be 01.

## BRAVE BUILDS PRODUCTS WITH SAFETY IN MIND

 THE FOLLOWING IS A LIST OF SAFETY RULES  
YOU MUST FOLLOW IN ORDER FOR YOU TO  
USE YOUR LOG SPLITTER SAFELY 

### SAFETY RULES

1. ONLY ONE (1) PERSON MUST LOAD AND OPERATE THE LOG SPLITTER.
2. Do not allow any person to operate the log splitter until they have read and understood the safe operating instructions contained in this manual.
3. Allow only adults to operate the log splitter.
4. 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.
5. Always keep bystanders, including children and pets, at least twenty-five (25) feet away from the work area. Only the operator should stand near the equipment, and the operator should stand only within the safety zone prescribed in this manual (see figures on safe and unsafe operating zones.).
6. Never operate, or allow anyone else to operate, this equipment while under the influence of medication, drugs or alcohol.
7. Never wear loose clothing or jewelry that may get caught or become entangled in the log splitter.
8. Always wear protective gear such as safety goggles, tight-fitting gloves without drawstrings or loose cuffs, steel-toed shoes and a protective hearing device.
9. NEVER place hands or feet between log and splitting wedge or between log and ram during forward or reverse stroke.
10. DO NOT STRADDLE OR REACH ACROSS THE SPLITTING AREA WHEN OPERATING THE LOG SPLITTER.
11. NEVER try to split two logs on top of each other.
12. Do not step over your log splitter when engine is running. You may trip or accidentally engage the ram.
13. NEVER attempt to load your log splitter while ram is in motion.
14. Only use your hand to operate the control lever. NEVER use your foot, knee, or a rope or any other extension device.
15. Always keep fingers away from any cracks that open in the log during splitting operation.
16. When the splitter is in the return mode, keep all hands off the machine -- the auto dent will stop all motion at the proper time.
17. Never pile logs to be split in a manner that will cause you to reach across the splitter.

#### IMPORTANT NOTICE:

This manual must be read and understood and the Warranty Card, contained in this manual, must be completed and returned to the factory in order for the warranty to be registered. No warranty will be honored without the Warranty Card completed and on file at the factory. If for some reason the Warranty Card is missing from your manual, contact your dealer at once, or call the number listed on the warranty listing on the back cover of this manual.

(Refer to specifications chart in the back of this manual).



#### WARNING

##### CALIFORNIA PROPOSITION 65 WARNING:

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

Please enter the serial number of the log splitter in the space provided below if not already entered. Keep this manual handy for future reference.

Manual revision date - January 10, 2001 S/N: \_\_\_\_\_

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## I. ASSEMBLY INSTRUCTIONS

Carefully remove all components from crate and check for shipping damage.



**CAUTION:** Some components are very heavy and can be damaged if handled roughly. It is strongly recommended that two (2) people work together to accomplish this procedure.

Note: All needed hardware is packed in the cardboard box.

### A. TOOLS REQUIRED

1. 10" crescent wrench
2. Flat head screwdriver
3. Two 1/2" open end wrenches
4. Two 9/16" open end wrenches
5. Two 3/4" open end wrenches
6. Funnel
7. 1/4" nut driver
8. Hammer
9. Pipe 2" diameter x 4" long
10. Pliers (needle nose)

### B. MATERIALS REQUIRED

See Specifications Section on page 20 of this manual and the engine manufacturer's manual (if applicable) for capacities and recommended lubricants.

C. HARDWARE BOX CONTENTS

PART #	DESCRIPTION	GRADE	QUANTITY	DISPOSITION
001209	5/16"-18 x 3/4" HH Bolt	G2	4	BAG
001202	5/16"-18 x 1" HH Bolt	G2	4	BAG
001325	5/16" Locknut 2-way zinc		8	BAG
001260	3/8"-16 x 3 1/2" HH Bolt	G5	2	BAG
001400	3/8" Flatwasher		4	BAG
001301	3/8"-16 Locknut 2 Way Zinc		2	BAG
001272	1/2"-13 x 4-1/2" HH Bolt	G2	2	BAG
001321	1/2"-13 Locknut 2-way zinc		2	BAG
001494	Hitch Pin		2	BAG
001761	Hairpin Clip 3/32" x 1 3/4"		2	BAG
004117A	Valve Handle Assembly		1	BOX
007000	Fenders		2	BOX
011324	Fender Strap 1" x 12"		2	BOX
008540	2" Hitch Coupler		1	BOX
008508	Safety Chains w/S-Hook		2	BOX
021224L	9826 Left Fender Brkt. Weldment		1	BOX
021224R	9826 Right Fender Brkt. Weldment		1	BOX

ITEMS IN CLEAR PLASTIC TUBE STRAPPED ON UNIT

Owners manual (Brave)  
Engine Owners Manual

D. FRONT LEG ASSEMBLY

Install jack leg assembly to base by aligning the top rear hole in foot hinge box with the top hole in jack leg. Insert (1) one 1/2"-13 x 4 1/2" hex head bolt through the holes and secure with (1) one 1/2"-13 lock nut.

NOTE: Do not overtighten, this acts as a pivot point for the jack leg

Place the front leg in the down position (the leg will be at a 45° downward angle with the top of the base level. Align the lower front hole in the foot hinge box with the one on the front leg weldment and install the hitch pin through both. Install the hair pin clip through the hitch pin.

To raise the front leg for towing remove the hair pin clip and the hitch pin and raise the front leg weldment. Align the top front hole in the foot hinge box with the one in the front leg weldment and install the bent pin through both. Install the hair pin clip through the hitch pin.

E. RAIL TO BASE

Stand the rail assembly in an upright, vertical position taking caution that it sits on a level area. Have a helper steady the rail to prevent it from tipping over. Carefully back the base assembly (with the tongue/leg in a downward position) to the rail assembly, centering rail between hinge plates on top of base assembly. Insert one 1/2"-13 x 4 1/2" hex head bolt through rear top hole of hinge plate, rail and other side of hinge plate. Secure with 1/2"-13 locknut.

Note: Do not overtighten as this serves as a pivot hinge for the log splitter from vertical to horizontal position.

**CAUTION** ASSEMBLY IS VERY HEAVY.

F. VERTICAL/HORIZONTAL OPERATION

Now that the rail is secured to the base assembly, the rail is ready to be lowered to a horizontal position.

NOTE: Block wheels to prevent movement before proceeding.

Place foot against the jack leg and carefully tilt rail down to a horizontal position. Insert the hitch pin through the top, front hole of the hinge plates, through rail and secure with hair pin clip on the opposite side.

For vertical operation and locking, remove the bent pin and clip, with your foot against the jack leg on tongue and carefully tilt rail to the vertical position. Insert hitch pin into rear, bottom holes of the hinge plates, through the rail and secure with the hair pin clip on the opposite side.

G. HITCH ASSEMBLY

Assemble hitch coupler to end of tongue weldment, by placing a 3/8"-16 x 3" hex head bolt through the back hole on the side of the hitch coupler, and through the tongue. Fasten, but do not tighten, 3/8"-16 locknut. Next place a 3/8" flatwasher on a 3/8"-16 x 3-1/2"

hex head bolt and insert through the end link opposite the hook on the safety chain, then through the front hole of the hitch coupler and tongue, then through the last link of the other safety chain. Secure with a 3/8" flatwasher and 3/8"-16 locknut. Tighten both bolts securely.

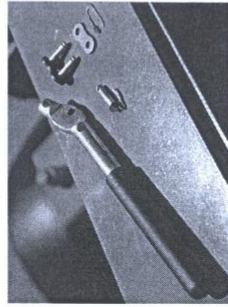
#### H. HOSE ASSEMBLY

Remove the protective caps from the hose ends. Refer to the Valve Illustration in the back of this manual to see the proper hose alignments.

**NOTE:** No sealing material should be applied. Secure with 10" crescent wrench.

Position hose clamp approximately 3/8" from end of hose and tighten with flat head screw driver.

#### I. VALVE HANDLE ASSEMBLY



Pictorial of the handle and components needed to attach the handle to the valve.

**NOTE:** The handle has a flat spot.

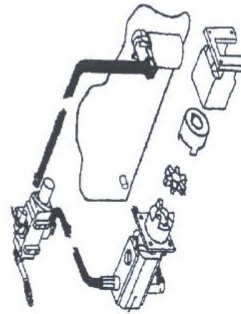
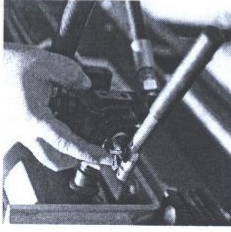
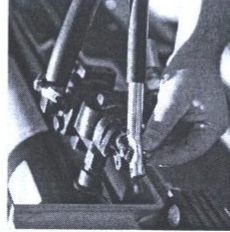


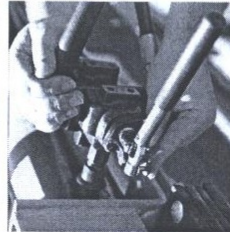
Diagram showing the position of the valve in relationship to the pump and the filter hose connections.



To assemble the handle to the valve place the flat portion of the handle into the slot which is located at the end of the spool on the valve, make sure that the inside hole in the handle lines up with the hole in the slotted portion of the spool, insert one (1) 3/16" x 1" pin through the holes.



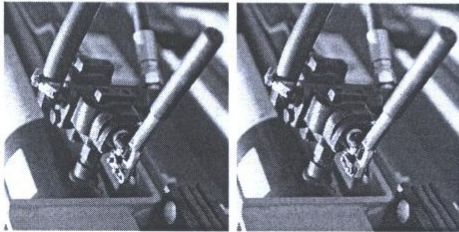
Secure the pin by slipping the cotter pin through the hole in the handle and bend the cotter pin over making it secure.



Take the chain link post and slip it through the hole located on the valve and the end hole located on the handle.



Slip the closing end of the chain link washer over the protruding posts.



Center the chain link clip over one of the protruding posts and align the open end with the groove on the opposing post.

Secure the chain link clip. Insure that the clip is installed in the grooves of the posts. Assembly is now complete.

## J. Fender Assembly

The 90 degree bend on the end of the fender goes to the back of the log splitter end opposite of the hitch. Place the fender on the fender bracket and insert two 5/16" x 1" HH bolts through the fender and through the fender bracket -- secure with two 5/16" locknuts. Repeat this procedure for the other fender.

## II. SAFETY & OPERATION

### A. START UP

**IMPORTANT:** Before starting, read your engine manufacturer's operating and maintenance instructions manual.

Fill the hydraulic oil tank to within 1 1/2" below the fill cap. See the specifications section of this manual for tank capacity and oil recommendations. Fill engine crank case with oil as recommended (see specifications section of this manual and the engine operating and maintenance manual provided).

Disconnect spark plug wire from the spark plug and secure away from spark plug with string or other nonconductive material.

**CAUTION:** Be sure spark plug wire is disconnected.

With one hand, pull the valve control in a forward position, away from the cylinder, and with the other hand, pull the engine starter handle (approximately 15 times) until movement is seen in the cylinder ram.

Using a funnel, fill engine fuel tank with fresh, clean, lead free automotive gasoline, (see specifications section of this manual and the engine operating and maintenance manual provided).

**CAUTION:** Do not spill fuel. If fuel should spill, quickly wipe off and allow excess to evaporate before continuing.

**IMPORTANT:** DO NOT MIX OIL WITH GASOLINE.

Lubricate surface of main beam with grease to prevent wear between slide plate and beam.

Reattach spark plug wire to spark plug.

FOR TECUMSEH ENGINES USE THE FOLLOWING STEPS:

**TO START ENGINE:** Fully engage the choke, located on the side of the carburetor. Set the engine speed lever at the midpoint of the stroke. Grasp the starter handle and pull rapidly. After the engine has started disengage the choke. Allow the engine to warm up 3 to 4 minutes. Once the engine is warm, advance the throttle control to full throttle. (See INSPECT THE HYDRAULIC SYSTEM in this manual for correct, safe procedure.)

**TO STOP ENGINE:** Push the control lever down to stop position.

FOR ALL OTHER ENGINES REFER TO YOUR ENGINE OWNERS MANUAL PROVIDED BY THE MANUFACTURER.

**CAUTION:** Tighten any fittings as required. Replenish hydraulic tank with oil if necessary. Your log splitter is now ready for operation.

## B. OPERATION PREPARATION

### 1. PREPARING THE WORK SITE

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 engine in an enclosed area. Exhaust fumes contain carbon monoxide which can be deadly when inhaled.

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 wheels to prevent movement of machine while in operation.

### 2. PREPARING THE LOG

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. Log should be 24 inches or shorter in length.

### 3. INSPECTING THE LOG SPLITTER

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 inspect your log splitter before each use. Always check that all nuts, bolts, screws, hydraulic fittings, hose clamps, and latches are securely tightened.

ALWAYS check to see that the hydraulic oil tank and engine reservoir are at the correct levels.

ALWAYS disconnect spark plug lead when unit is not in operation.

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

## 4. INSPECTING THE HYDRAULIC SYSTEM

The hydraulic system requires careful inspection along with the mechanical parts. Just because it is not leaking today, does not mean that it will not fail tomorrow. Fluid escaping from a very small hole can be almost invisible. Do not check for leaks with your hand. Escaping fluid under pressure can have sufficient force to penetrate skin, causing serious injury or even death. Leaks can be located by passing a piece of cardboard or wood over the suspected leak and looking for discoloration.

**⚠️ WARNING:** Be sure to replace frayed, kinked, cracked or otherwise damaged hydraulic components with Brave authorized components as specified in this manual. Replacement with parts other than official Brave replacement parts can lead to product damage and/or personal injury, and will void the warranty

**⚠️ WARNING:** If injured by escaping fluid, see a doctor at once. Serious infection or reaction can develop if proper medical treatment is not administered immediately.

Should it become necessary to loosen or remove any hydraulic fitting or line, be sure to relieve all pressure by shutting off the engine, removing spark plug lead, and moving the control handle back and forth several times until no cylinder motion is visible. Do not remove the cap from the hydraulic tank or reservoir while the log splitter is running. Hot oil under pressure could result in serious injury.

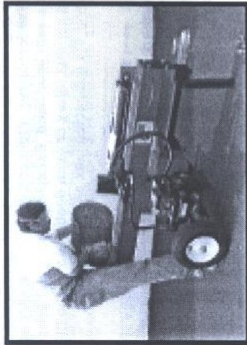
**Make no attempt to alter the system.**

**To do so is dangerous and will void the warranty.**



C. SAFE & UNSAFE OPERATING PICTURES

LOADING LOGS FOR SPLITTING IN THE HORIZONTAL POSITION



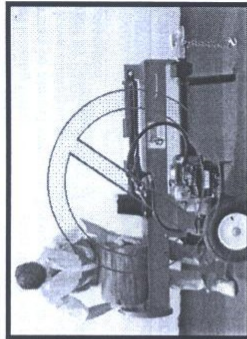
**SAFE**



When splitting logs in the horizontal position, if you find that you must hold the log until the ram is extended enough to catch the log, be very careful not to put your hand between the log and the end-plate or the log and the wedge. Hold the log on top and in the middle. Remove your hand immediately when the wedge engages the log. Never use your hip, or any extension device to operate the valve control handle.



**UNSAFE**



**SAFE**

Operate the log splitter only from the safe area depicted in the picture above. Please note the positioning carefully. It represents the proper place to stand while operating the log splitter.

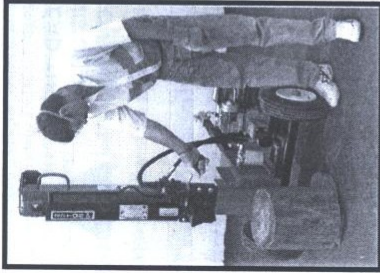


**UNSAFE**



**WARNING** DANGER: The picture above, and directly to the right exemplifies where NOT to stand while operating the log splitter. DO NOT reach across the log splitter.

SPLITTING LOGS IN THE VERTICAL POSITION



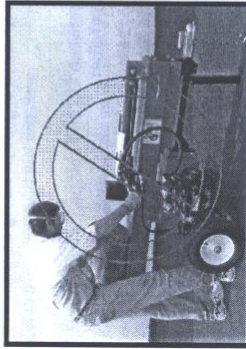
**SAFE**



When splitting logs in the vertical position, if you find that you must hold the log until the ram is extended enough to catch the log, be very careful not to put your hand between the log and the wedge or place your foot under the log to prop or stabilize. Hold the log on side and in the middle. Remove your hand immediately when the wedge engages the log. Never use your leg to prop or stabilize the log. Never use your hip, or any extension device to operate the valve control handle.



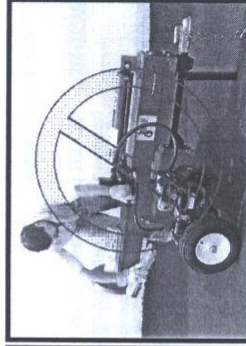
**UNSAFE**



**UNSAFE**



**CAUTION** you must take care to stand to the cylinder side of the exhaust. Heat blowing from the exhaust is intense and can cause serious injury.



**UNSAFE**



**WARNING** Never, under any circumstances, should you reach across the log, or step across the log while the log splitter is running.

## D. SAFE OPERATING PROCEDURE



**CAUTION** IF YOU HAVE NOT READ THE SAFETY RULES AT THE BEGINNING OF THE MANUAL, DO SO NOW BEFORE CONTINUING!



### 1. OPERATING INSTRUCTIONS

**START THE ENGINE.** Let the engine warm up for a minute or more. Place the log on the beam and center it. For large diameter logs, slice cut instead of center cut log.

Attempting to split larger diameter logs with a single center cut will place undue pressure on the cylinder ram, cause log jamming, and reduce your cycle time and splitting output.

Pull the valve control lever toward the log. Hold the lever in this position until the log is split or the cylinder rod stops at its maximum travel position.

If the cylinder rod is fully extended and log is not completely split, retract cylinder rod by pushing back on the control valve lever. Place a second smaller log crosswise directly behind first log and use it as a shim to complete splitting of first log.

**DO NOT** attempt cross splitting of second log! This will place undue pressure on cylinder ram and cause wood fragments to fly in all directions.

**CAUTION** Stand back, do not allow log to fall on you.

**NOTE:** FOR YOUR SAFETY, lever must be held to extend cylinder ram. All movement will stop anytime lever is released from the forward position. Do not alter or circumvent this configuration in any way. Doing so will void the warranty.

**CAUTION** NEVER place hands or feet between log and splitting wedge or between log or ram during operation.

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

**CAUTION** Stand back and to one side to avoid injury when the log drops (see safety zone pictures preceding this section).

### 2. 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 chart on page 22). Be sure the safety chains are properly hooked to the vehicle leaving enough slack for turning.

NEVER exceed 35 m.p.h. when towing your log splitter. Obey all state and local regulations when towing on state and local roads and highways. Adjust your 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 log splitter gas tank.

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

NEVER carry any cargo or wood on your log splitter.

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

ALWAYS be careful 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.

### 3. PREVENT FIRES

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

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

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

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

ALWAYS use approved fuel container.

ALWAYS replace the gas 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.

**NOTE:** 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.

### III. MAINTENANCE

#### A. HYDRAULIC OIL CHANGE (See specification chart).

**CAUTION** NEVER RUN EQUIPMENT WITH A DRY PUMP!!!

1. Drain the cylinder
  - a. Disconnect the return (low pressure) hose from the oil filter and place it in a waste oil container. (Please dispose of the waste oil per local regulations.)
  - b. Remove the spark plug
  - c. Extend the cylinder by holding the valve handle forward and pulling on the engine manual pull start until oil from the return line stops flowing.
2. Drain the tank
  - a. Place waste oil container under the inlet hose.
  - b. Remove inlet hose from tank.
  - c. Once the oil has stopped draining, grasp the tongue and raise the front leg to the tow position. Lower the tongue to the ground to drain the remainder of the oil.
3. Replenish hydraulic system

**CAUTION** Ensure the spark plug is removed.

  - a. Reconnect the inlet hose to the tank.
  - b. Remove hydraulic oil fill cap and fill hydraulic tank reservoir with recommended oil (see specification chart). Then replace the cap.
  - c. Put the valve handle in the return position. Then without holding the handle pull the manual pull start until the rod is fully retracted. The handle will automatically snap to the neutral position at the fully retracted position. This procedure gets oil into the cylinder.
  - d. Reconnect the return hose to the oil filter.
  - e. Replace the spark plug and start the engine.
  - f. Cycle ram 2 or 3 times.
  - g. Retract cylinder and shut off engine.
  - h. Recheck hydraulic tank reservoir to make sure oil is filled within an 1-1/2" from top of fill cap.

NOTE: Insure all hoses, clamps, nuts, bolts, and fittings are secured.

You can help keep your engine in good operating condition during storage by:

1. Change oil prior to storage.
2. Lubricating the piston/cylinder area. This can be done by first removing the spark plug and squirting clean engine oil into the spark plug hole. Then cover the spark plug hole with a rag to absorb oil spray. Next, rotate the engine by pulling the starter handle two or three times. Finally, reinstall spark plug (do not reconnect the spark plug wire during storage).

See your nearest engine dealer service center for engine repairs or warranty.

#### C. STORAGE

To prevent engine damage (if log splitter is not used for more than 30 days) follow the steps below:

NOTE: Gasoline must be removed or treated to prevent gum deposits from forming in tank, filter, hose, and carburetor during storage. Also during storage, alcohol-blended gasoline that uses ethanol or methanol (sometimes called gasohol) attracts water. It acts on the gasoline to form acids which can damage the engine.

To remove gasoline, run engine until tank is empty and engine stops. If you do not want to remove gasoline, "Fuel Stabilizer" may be added to any gasoline left in the tank to minimize gum deposits and acids. If the tank is almost empty, mix stabilizer with fresh gasoline in a separate container and add some to the tank.

**ALWAYS FOLLOW INSTRUCTIONS ON STABILIZER CONTAINER.**

**STORE LOG SPLITTER IN A SAFE PLACE.**

## D. TROUBLESHOOTING

SYMPTOM	POSSIBLE CAUSE	FIXES & HINTS
Won't split wood or slow splitting, engine still runs (1,2,3,6,8,12,16,19,20)	<ol style="list-style-type: none"> <li>Insufficient oil to pump (A)</li> <li>Foaming-air in oil (A,D)</li> <li>Excess pump inlet vacuum (B,C)</li> <li>Shaft seal improperly vented (M)</li> <li>Tank breather through pump check valve (M)</li> <li>Sequence valve setting too high (F,M)</li> <li>Pump high pressure gearset damaged (M)</li> <li>Pump gearsets damaged (M)</li> <li>Pump seized-up (M)</li> <li>Driveshaft broken (M)</li> <li>Internal leakage in directional valve (M)</li> <li>Directional valve damaged (M)</li> </ol>	<ol style="list-style-type: none"> <li>Keep oil reservoir full and clean.</li> <li>Check pump inlet hose for kinks.</li> <li>Use as short and as large a diameter inlet hose as possible.</li> <li>Return tube to tank should be below oil level.</li> <li>Tank must be vented to atmospheric pressure.</li> <li>Do not adjust valves without the proper equipment (pressure gauges).</li> <li>Flush and clean hydraulic system.</li> <li>Do not split logs against the grain.</li> <li>Precise alignment of engine and pump is necessary (do not force).</li> <li>Return component for necessary repairs.</li> </ol>
Engine stalls while splitting (7,17,19,21)	<ol style="list-style-type: none"> <li>Obstruction in directional valve (G,M)</li> <li>Obstruction in hydraulic lines (G)</li> <li>Relief valve setting too low (F)</li> <li>Relief valve set setting too high (F)</li> <li>Relief valve damaged (F,M)</li> <li>Cylinder overloaded (H)</li> <li>Internal leakage in cylinder (M)</li> <li>Weak engine-low horsepower (M)</li> <li>Engine speed too slow (M)</li> <li>Improper engine/pump alignment (L)</li> <li>Shaft coupling loose (L)</li> </ol>	
Slow cylinder travel extending & retracting (1,2,3,9,12,18,20,22)		
Cylinder won't move (1,9,11,13,14,15,18,24)		
Engine won't turn or stalls at no load (10,14,15,21,23)		
Pump shaft seal leaks (4,5,9,11,23)		

## E. SPECIFICATION CHART

Force/Tonnage.....	26.TON
Cylinder Size.....	4.1/2" x 24" Clevis Type
Log Opening.....	24"
Gear Pump.....	25" Maximum
Safety Release Control Valve.....	2.Stage, 16 G.P.M.
Cycle Time.....	Detent, Auto-Return
Fenders.....	Approx. 16 Seconds
Engine.....	Standard
.....	2.H.P. CHORE KING Tecumseh
.....	8.H.P Briggs & Stratton Standard (Optional Engine)
.....	8.H.P Briggs & Stratton Industrial Plus (Optional Engine)
.....	8.H.P Honda (Optional Engine)
Beam.....	3" x 6" Reinforced Rectangular Tubing
Wedge.....	Hi-Carbon Steel, Compound Angle
Hydraulic Tank.....	4.6 Gallon Capacity
Recommended Oil For Hydraulic Tank:	
Tractor Hydraulic Oil SAE 10 W or Automatic Transmission Fluid such as Dextron III	
For Extremely Cold Weather Usage.....	A Lighter Straight Weight (10W)
For Extremely Warm Weather Usage.....	A Heavier Straight Weight (30W)
(Do Not Mix Oils Or Weights)	
Hydraulic Oil Filter (Spin-On 25 Micron Filter On Return Line).....	Standard
Alternate Replacement Filters:	
NAPA.....	1553
FRAM.....	PF.1654
WIX.....	51552
Wheels and Tires.....	Hi-Speed, 4.80 x 8"
Safety Chains.....	Standard
2" Hitch Coupler.....	Standard
Unit Weight.....	560 LBS.
Ship Weight.....	610 LBS.
Wood Shipping Crate Dimensions.....	31.5" Height
.....	28" Width
.....	78" Length