

ASSEMBLY GUIDE

40/65T Log Splitter





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Step 1: Unboxing

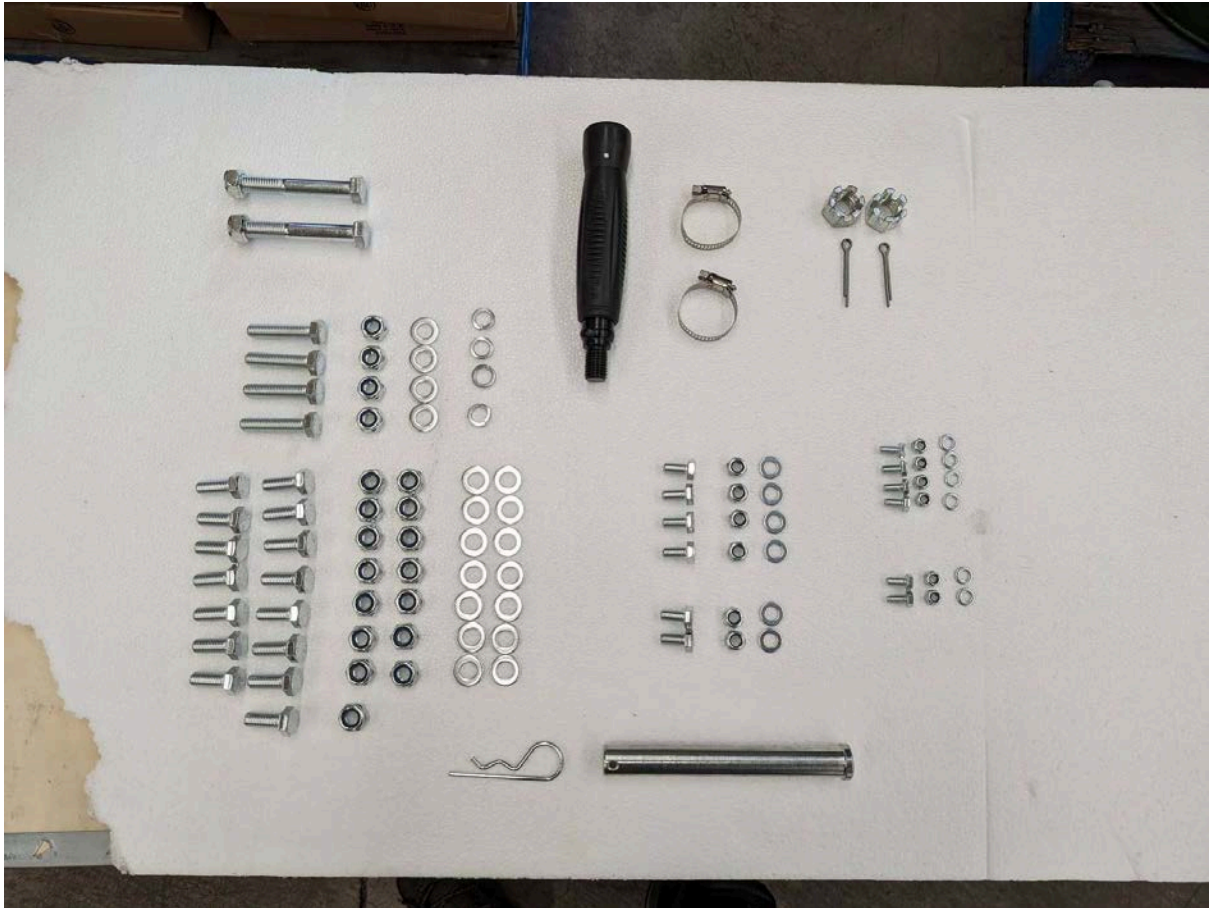
When you first get your log splitter it will be boxed and wrapped in clear wrap, to make sure everything was received the best thing to do is unbox, unwrap, and lay out all the parts for the log splitter.





Step 2: Lay out all bolts, washer, and nuts

When you receive your log splitter all the bolts, washers and nuts will be in one package. To make sure you have received all your bolts, washers and nuts it is best to lay them out, this also makes it easier to find them when assembling.





Step 3: Oil tank and wheels

When assembling your log splitter, the first part you start with is the oil tank. From the oil tank you can attach the wheels, which are attached with a 24mm castle nut and a split pin. Do up the castle nut up firmly and loosen to line up the hole for your split pin and pull through and bend over.





Step 4: Attach tow bar to oil tank

After the wheels have been attached to the oil tank it will try and wheel away on you, to stop this you will need to attach the tow bar. This tow bar is held on with the two longer bolts. Please note You will need to make sure that the square provision for the engine mount is facing forward (towards the tow ball).





Step 5: Attach jockey wheel to tow bar

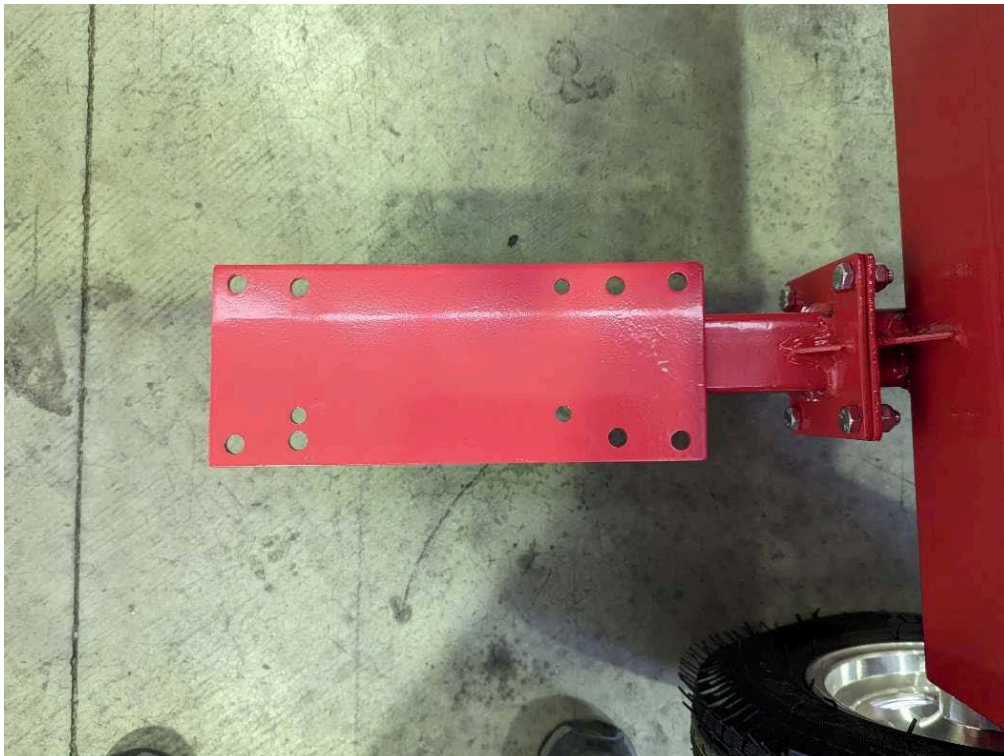
Attaching the jockey wheel to the tow bar is simple and allows the log splitter to take shape and becomes a mobile rolling frame. When attaching the jockey wheel, you will need to unravel the safety chains loosen the mount and slide the jockey wheel in until the top notch lines up with the slot in the bracket, then tighten.





Step 6: Attach engine support bracket to the oil tank

The next thing to do is attach your engine support bracket, this bolts on using 4 bolts to the front of your oil tank.





Step 7: Attach the mud guard over the wheel

The next thing to do is attach the mud guards to the oil tank over the wheels. This is done with two 13mm bolts each side, please make sure to face the reflectors to the rear of the machine.





Step 8: Attach the rear support leg

The next thing to do is attach the rear support leg to the tow bar, this is held in place by one bolt and a pin (this is so it can be folded up and down). Also make sure the pin is in the top side of the bracket so it can pivot into both positions.





Step 9: Attaching the I beam to the tow bar

The I beam is the heaviest part of the log splitter and should be done with care. When attaching the I beam you will need to lift the beam higher than the tow bar and line up a pin at the rear near the support leg and a spring-loaded pin at the front near your jockey wheel.





Step 10: Attaching the control valve

When attaching the control valve, it is important that there is thread tape on the threads of the control valve as this creates a good seal and prevents any seepage of oil. Please note you need to make sure once the log splitter control valve is tight the forward arrow needs to be facing the end plate.





Step 11: Attach your engine to your engine support bracket

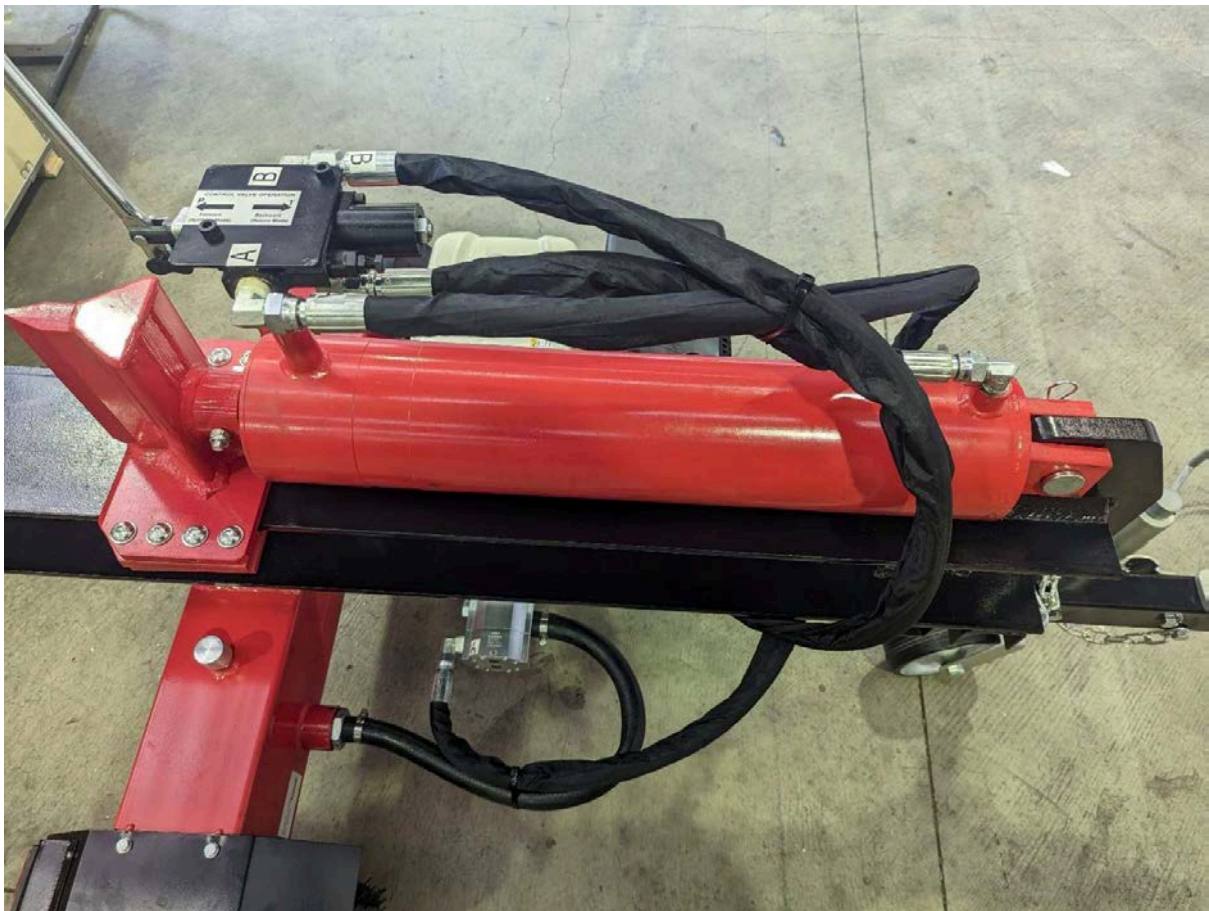
Your engine will sit on your engine support bracket with the pump going under the tow bar. Your engine support bracket has multiple holes in it to account for different engine options. When bolting your engine please be sure to use the 4 long bolt with the spring washers provided.

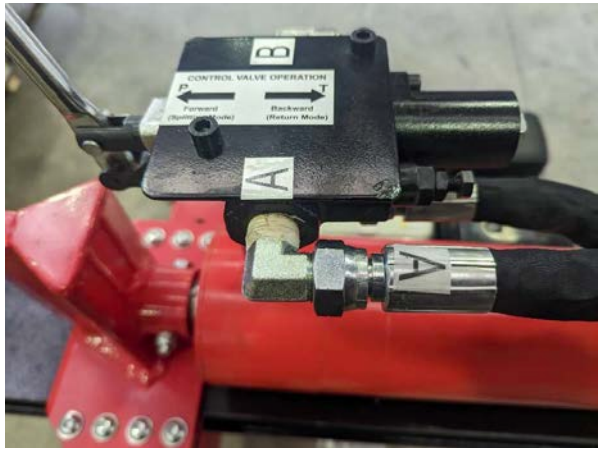
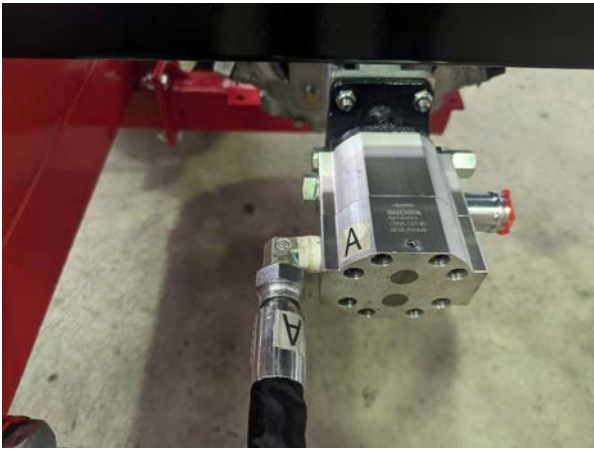




Step 12: Attach the hydraulic hose

Now that you have attached your engine and control valve you have all the outlets and inlets for your hydraulic lines. Your control valve and hydraulic pump should have A and B stickers to show which hose goes where. The short hydraulic line will go from the bottom of the control valve to the rear of the ram. Please note when you run your hydraulic lines you will need to cross them under the I beam but above the tow bar (this is so the log splitter can still be put in a vertical position). You will also need to attach the hydraulic feed line and secure it with the hose clamps provided.







Step 13: (Optional) Attaching your battery box

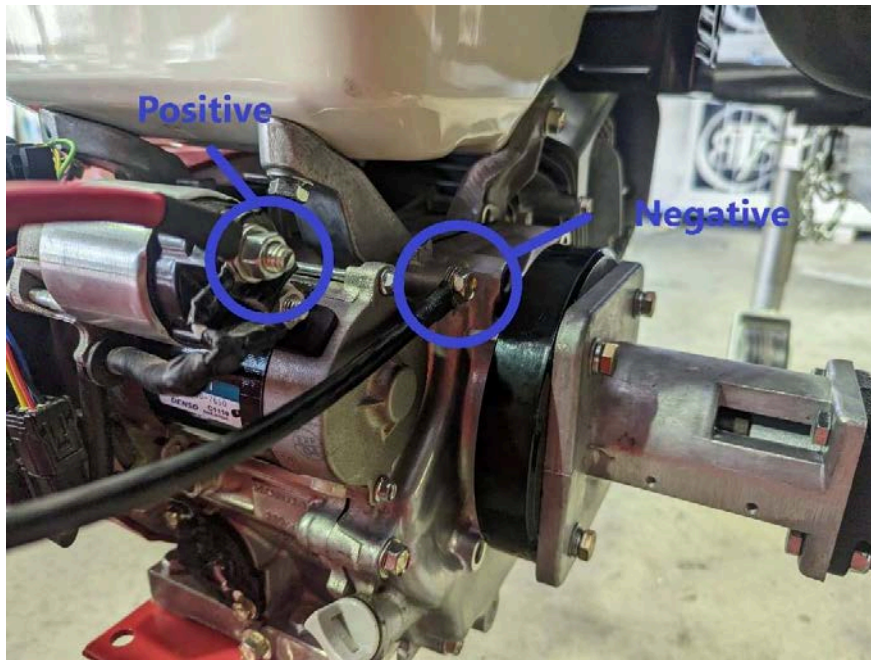
If your log splitter is an electric start model you will need to attach your battery box and battery to your engine. First you will need to attach your battery box with the two leftover 13mm bolts (the same used for the mud guards.) to the rear of the machine. After you have installed your battery box and battery you can install the battery box lid.





Step 14: (Optional) Connecting your battery

After the battery box is attached you can wire up your positive (red) and negative (black) wires. Please note it is best to wire these to your engine first to reduce the risk of shortening. The positive wire will be attached to the positive side of the starters solenoid and the negative will need to be earth the engine block. After this you can attach your leads to your battery.





Step 15: (Optional) Attaching your log tables

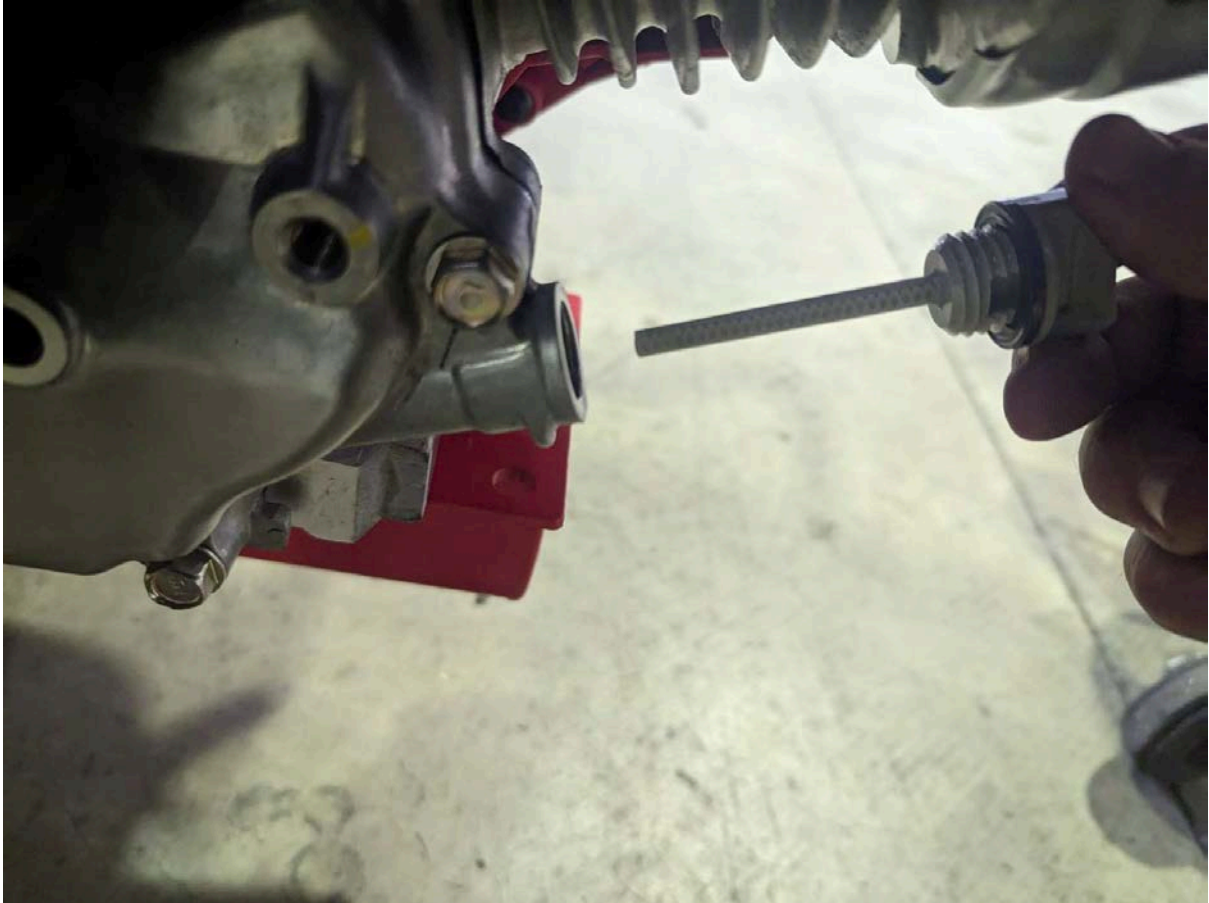
The log tables on your log splitter don't have to be used but can be helpful if you are operating the log splitter by yourself. On one side of the log splitter tables there is a 45-degree set of bars that help to prevent the log rolling off after it has been split, the other side is a table held on by a 45-degree bracket. The bars are held on with 4 bolts to the tabs on the I beam. The table has a bracket held on the same way with the table bolting to the top.





Step 16: Adding oil to your engine

Now that your log splitter is built you will need to add oil to your engine. Depending on your engine option will depend on the oil and amount of oil you need to add to your engine. When adding the oil please make sure you use the jockey wheel, and the engine is sitting level. Please note a good indicator that your engine oil is full is to add it to the level of the threads where the dip stick screws in.





Step 17: Adding hydraulic oil to your machine

After engine oil has been added to your machine you will need to add your hydraulic oil. Our 40/65T log splitter range holds a maximum oil level of 24 liters and a minimum of 18 liters. We recommend 20L as a good level, we also recommend the use of ISO68 hydraulic oil.

Step 18: Fueling and bleeding your log splitter

After your engine oil and hydraulic oil are full you will need to start the machine without the silver hydraulic oil tank cap on and move your ram back and forth using to prime and bleed out any air from your hydraulic system. After this is done reinstall your oil cap and your machine is ready for use. (Please note after your machine is switched off this is a good time to check all your fittings for any hydraulic leaks)