

# DR<sup>®</sup> PREMIER RAPIDFIRE™ LOG SPLITTER

## SAFETY & OPERATING INSTRUCTIONS



Serial No. \_\_\_\_\_

Order No. \_\_\_\_\_

**Original Language**

DR Power Equipment  
Toll-free phone: 1-800-DR-OWNER (376-9637)  
Fax: 1-802-877-1213  
Website: [www.DRpower.com](http://www.DRpower.com)

### **WARNING**

Read and understand this manual and all instructions before operating the DR PREMIER RAPIDFIRE LOG SPLITTER.

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## Conventions used in this manual

### **⚠ WARNING**

This indicates a hazardous situation, which, if not avoided, could result in death or serious injury.

### **⚠ CAUTION**

This indicates a hazardous situation, which, if not avoided, could result in minor or moderate injury.

### **NOTICE**

This information is important in the proper use of your machine. Failure to follow this instruction could result in damage to your machine or property.



Figure 1

### **Serial Number and Order Number**

A Serial Number is used to identify your machine and is located on the Serial Number Label on your machine. An Order Number is used to check and maintain your order history and is located on the upper left portion of your packing slip. For your convenience and ready reference, enter the Serial Number and Order Number in the space provided on the front cover of this manual.

### **Additional Information and Potential Changes**

DR Power Equipment reserves the right to discontinue, change, and improve its products at any time without notice or obligation to the purchaser. The descriptions and specifications contained in this manual were in effect at printing. Equipment described within this manual may be optional. Some illustrations may not be applicable to your machine.

## Chapter 1: General Safety Rules

### **! WARNING**

Read this Safety & Operating Instructions manual before you use the DR RAPIDFIRE LOG SPLITTER. Become familiar with the operation and service recommendations to ensure the best performance from your machine. If you have any questions or need assistance, please contact us at [www.DRpower.com](http://www.DRpower.com) or call toll-free 1-800-DR-OWNER (376-9637) and one of our Technical Support Representatives will be happy to help you.

### Labels

Your DR PREMIER RAPIDFIRE LOG SPLITTER carries prominent labels as reminders for its proper and safe use. Shown below are copies of all the Safety and Information labels that appear on the equipment. Take a moment to study them and make a note of their location on your LOG SPLITTER as you set up and before you operate the unit. Replace damaged or missing safety and information labels immediately.

**RapidFire™ LOG SPLITTER**

**AUTO-RETRACT**

**OPERATING INSTRUCTIONS**

1. Read Safety & Operating Instruction manual before starting.
2. Prepare machine  
**GAS MODEL:** See engine manual for starting instructions. Advance throttle control to maximum speed.  
**ELECTRIC MODEL:** Start motor using switch. If electrical breaker on motor trips, shut off motor power switch and allow to cool prior to pressing reset button and restarting motor.
3. Grab log by sides and place onto rail, against wedge.
4. With one hand, lift and hold the Safety Interlock Lever up. Then RAPIDLY press the Engagement Handle fully forward until it contacts the hard stop and hold firmly until the log is split.
5. Immediately AFTER the log is split, pull and hold the Engagement Handle to the Auto-Retract position to allow the ram to return. If ram stops before the end of the stroke while splitting a tough log, quickly pull Engagement Handle back to the Auto-Retract position.

**SPLIT**

**! WARNING!**  
**AVOID SERIOUS INJURY OR DEATH**  
 Read Safety & Operating Instruction manual completely.  
 Keep hands and body parts away from splitting wedge, ram, parts, split wood, and moving parts.  
 Rotating parts inside can cause severe injury.  
 Do NOT start or operate machine without all guards in place.  
 Shut off the engine and wait 30 seconds for the flywheels to stop spinning to remove any stuck pieces of wood from the wedge, or before performing any actions around the ram or rack of the machine.  
 Wait 5 minutes for engine to cool and flywheels to have stopped spinning before removing any guards.  
 Hold logs by the sides, not the ends or top while loading.  
 Only one person is permitted to load logs and operate the log splitter.  
**GAS MODEL:** Only operate log splitter in a well-ventilated area. Do not refuel a hot or running engine.  
**ELECTRIC MODEL:** Do NOT use if cord is damaged. Use GFI adapter or electric outlet. Use only approved extension cords.  
 Stay in the manufacturer's designated operator zone.  
 Never operate log splitter under the influence of alcohol or drugs.  
 Machine not intended for towing on roadways.

**! CAUTION!**  
 Ram automatically retracts when the engagement handle is disengaged or released.  
 Keep hands and clothing clear of retracting ram.  
 Operate log splitter on flat, level, dry ground. Stay off slopes and slippery surfaces.  
 Never allow children or untrained adults to use log splitter.  
 Keep bystanders, children, and helpers at least 25 ft away.  
 Wear safety glasses, hearing protection, tight fitting work gloves without loose straps or drawstrings, and safety shoes.  
 Never leave log splitter unattended during operation.  
 Split wood in the direction of the grain only.  
**ELECTRIC MODEL:** Inspect electric cord before use. Keep cord away from water, heat, and sharp objects.

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#35185

**NOTICE:**

- Do not exceed maximum 3 MPH while using this machine. 352201
- Jack-knifing or turning too sharply may result in damage to the tow vehicle, tow hitch or other parts.
- Insure all connections between the tow bar and tow vehicle are secure before use.

#35220

**! WARNING**


**PINCH POINT**

#25044

**WARNING: Check Oil**


**Before Starting Engine**

#13758



**TO SPLIT:**

1. Lift safety lever.
2. Push and hold handle forward quickly & forcibly.



**TO RETRACT:**

When ram stops pull handle back quickly & forcibly.

#36545

## Protecting Yourself and Those Around You

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### **WARNING**

This is a high-powered machine, with moving parts operating with high energy. You must operate the machine safely. Unsafe operation can create a number of hazards for you, as well as anyone else in the nearby area. Always take the following precautions when using this machine:

- Keep in mind that the operator or user is responsible for accidents or hazards occurring to other people, their property, and themselves.
  - Always wear protective goggles or safety glasses with side shields while using the Log Splitter to protect your eyes from possible thrown debris.
  - Avoid wearing loose clothing or jewelry, which can catch on moving parts.
  - We recommend wearing gloves while using the Log Splitter. Be sure your gloves fit properly and do not have loose cuffs or drawstrings.
  - Wear shoes with non-slip treads when using your Log Splitter. If you have safety shoes, we recommend wearing them. Do not use the machine while barefoot or wearing open toed sandals.
  - Wear long pants while operating the Log Splitter.
  - Use ear protectors or ear plugs rated for at least 20 dba to protect your hearing.
  - Keep bystanders at least 50 feet away from your work area at all times. Stop the engine when another person or pet approaches.
- 

## Safety for Children and Pets

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### **WARNING**

Tragic accidents can occur if the operator is not alert to the presence of children and pets. Children are often attracted to the machine and the splitting activity. *Never* assume that children will remain where you last saw them. Always follow these precautions:

- Keep children and pets at least 50 feet from the working area and ensure they are under the watchful care of a responsible adult.
  - Be alert and turn the machine off if children or pets enter the work area.
  - Never allow children to operate the Log Splitter.
- 

## Safety with Gasoline - Powered Machines

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### **WARNING**

Gasoline is a highly flammable liquid. Gasoline also gives off flammable vapor that can be easily ignited and cause a fire or explosion. Never overlook the hazards of gasoline. Always follow these precautions:

- Never run the engine in an enclosed area or without proper ventilation as the exhaust from the engine contains carbon monoxide, which is an odorless, tasteless, and deadly poisonous gas.
  - Store all fuel and oil in containers specifically designed and approved for this purpose and keep away from heat and open flame, and out of the reach of children.
  - Replace rubber fuel lines and grommets when worn or damaged and after 5 years of use.
  - Fill the gasoline tank outdoors with the engine off and allow the engine to cool completely. Don't handle gasoline if you or anyone nearby is smoking, or if you're near anything that could cause it to ignite or explode. Reinstall the fuel tank cap and fuel container cap securely.
  - If you spill gasoline, do not attempt to start the engine. Move the machine away from the area of the spill and avoid creating any source of ignition until the gas vapors have dissipated. Wipe up any spilled fuel to prevent a fire hazard and properly dispose of the waste.
  - Allow the engine to cool completely before storing in any enclosure. Never store a machine that has gas in the tank, or a fuel container, near an open flame or spark such as a water heater, space heater, clothes dryer or furnace.
-

## ***Safety with Gasoline - Powered Machines (continued)***

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### **! WARNING**

- Never tamper with the engine's governor setting. The governor controls the maximum safe operation speed and protects the engine. Over-speeding the engine is dangerous and will cause damage to the engine and to the other moving parts of the machine. If required, see your authorized dealer for engine governor adjustments.
  - Keep combustible substances away from the engine when it is hot.
  - Never cover the machine while the muffler is still hot.
  - Do not operate the engine with the air cleaner or the carburetor air intake cover removed. Removal of such parts could create a fire hazard. Do not use flammable solutions to clean the air filter.
  - The muffler and engine become very hot and can cause a severe burn; do not touch.
- 

## ***Safety with Electric - Powered Machines***

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### **! WARNING**

Never overlook the hazards of electricity. Always follow these precautions:

- Never open the switch box or motor cover. Never attempt any electrical repairs yourself. If in doubt, consult a qualified electrician, visit our website at [www.DRpower.com](http://www.DRpower.com) or contact DR Power Equipment for toll-free support at: 1-800-dr-owner (376-9637) for help or information.
  - Never use an extension cord that is not rated for outdoor use.
  - Never operate the Log Splitter if there is an electrical hazard present.
  - Never operate the Log Splitter in wet conditions and always store under cover.
  - Never operate the Log Splitter with a damaged electrical cord or damaged extension cord.
  - Never pull on the electrical cord to move the machine.
  - Always grasp the electrical cord plug when unplugging the cord from the outlet; never pull the plug out by the cord. Make sure your fingers do not touch the metal prongs when plugging or unplugging.
  - Never operate the Log Splitter unless the electrical cord is plugged into a properly grounded GFCI protected electrical outlet, which supplies 110-120v power, and is protected by a 20-amp circuit breaker.
  - Never tamper with safety devices. Check their proper operation regularly.
  - If you are using an extension cord, keep the connection between the electrical cord and the extension cord well away from any water.
  - Never use an extension cord longer than 25 feet and smaller than 12 awg in diameter, or longer than 50 feet and smaller than 10 awg in diameter; the cord will produce a voltage drop that will prevent the motor from supplying full power and may cause damage to the motor. Use of a smaller diameter (larger awg number) extension cord could result in melting of the insulation or even create a fire.
  - Always keep the electrical cord and/or extension cord away from excessive heat, oil, and sharp objects.
- 

## ***Towing***

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### **! WARNING**

- ALWAYS check before towing to make certain your Splitter is correctly and securely attached to the machine you are towing with.
  - ALWAYS allow for added length of the Splitter behind you when turning, parking and in all towing situations.
  - ALWAYS be careful when backing up. You could jackknife your Splitter if care is not taken.
  - NEVER exceed 3 mph. when towing your Splitter.
  - NEVER allow anyone to sit or ride on your Splitter.
  - NEVER carry any cargo on your Splitter.
  - Do travel slowly over rough terrain, on hillsides, and around curves to prevent tipping.
  - Do not tow the Splitter near the edge of a ditch or excavation.
-

## General Safety

### WARNING

Operating this Log Splitter safely is necessary to prevent or minimize the risk of death or serious injury. Unsafe operation can create a number of hazards for you. Always take the following precautions when operating this Log Splitter:

- Your Log Splitter is a powerful tool, not a plaything. Exercise extreme caution at all times. The machine is designed to split logs. Do not use it for any other purpose.
- Know how to stop the Log Splitter quickly; see “stopping the engine” in chapter 3.
- Never operate your unit on a slippery, wet, muddy, or icy surface. Exercise caution to avoid slipping or falling.
- See manufacturer’s instructions for proper operation and installation of accessories. Only use accessories approved by DR Power Equipment.
- Never use the machine without ensuring that all guards and shields are in place.
- Never, under any conditions, remove, bend, cut, fit, weld, or otherwise alter standard parts on the Log Splitter. This includes all shields and guards. Modifications to your machine could cause personal injuries and property damage and will void your warranty.
- Allow only one person to operate the Log Splitter at any time.
- If the machine should start making an unusual noise or vibration, For Gas Engine: Shut down the engine, disconnect the spark plug wire, keeping it away from the spark plug to prevent accidental starting, For Electric Motor: Shut off the Motor, Unplug the Power Cord. Wait 5 minutes for machine to cool down then inspect for damage. Vibration is generally a warning of trouble. Check for damaged parts and clean, repair and replace as necessary.
- Never tamper with safety devices. Check their proper operation regularly.
- Before performing any maintenance or inspection procedure on the Log Splitter, For Gas Engine: Shut down the engine, disconnect the spark plug wire, keeping it away from the spark plug to prevent accidental starting, For Electric Motor: Shut off the Motor, Unplug the Power Cord. Wait 5 minutes for machine to cool down.
- Never allow people who are unfamiliar with these instructions to use the Log Splitter. Allow only responsible individuals who are familiar with these rules of safe operation to use your machine.
- Never overload or attempt to split logs beyond the recommendations listed in this manual. Personal injury or damage to the machine could result.
- While using the Log Splitter, don’t hurry or take things for granted. When in doubt about the equipment or your surroundings, stop the machine and take the time to look things over.
- Never operate the machine when under the influence of alcohol, drugs, or medication.
- Use the machine only in daylight.
- Stay alert for hidden hazards or traffic.
- Keep all nuts and bolts tight and keep the equipment in good operating condition.

### California Proposition 65

#### WARNING

California Proposition 65:

- Engine exhaust and some of its constituents are known to the state of California to cause cancer, birth defects, and other reproductive harm.
- This product contains or emits chemicals known to the state of California to cause cancer, birth defects, and other reproductive harm.

### ***A Note to All Users***

Under California law, and the laws of some other states, you are not permitted to operate an internal combustion engine using hydrocarbon fuels without an engine spark arrester. This also applies to operation on US Forest Lands. All DR PREMIER RAPIDFIRE LOG SPLITTERS shipped to California, New Mexico and Washington State are provided with spark arresters. Failure of the owner or operator to maintain this equipment in compliance with state regulations is a misdemeanor under California law and may be in violation of other state and/or federal regulations. Contact your State Park Association or the appropriate state organization for specific information in your area.

No list of warnings and cautions can be all-inclusive. If situations occur that are not covered by this manual, the operator must apply common sense and operate this DR PREMIER RAPIDFIRE LOG SPLITTER in a safe manner. Contact us at [www.DRpower.com](http://www.DRpower.com) or call 1-800-DR-OWNER (376-9637) for assistance.

## Chapter 2: Setting Up The DR PREMIER RAPIDFIRE LOG SPLITTER

It may be helpful to familiarize yourself with the controls and features of your DR PREMIER RAPIDFIRE LOG SPLITTER as shown in Figure 2 before beginning these procedures. If you have any questions at all, please feel free to contact us at [www.DRpower.com](http://www.DRpower.com).

### DR PREMIER RAPIDFIRE LOG SPLITTER Controls and Features

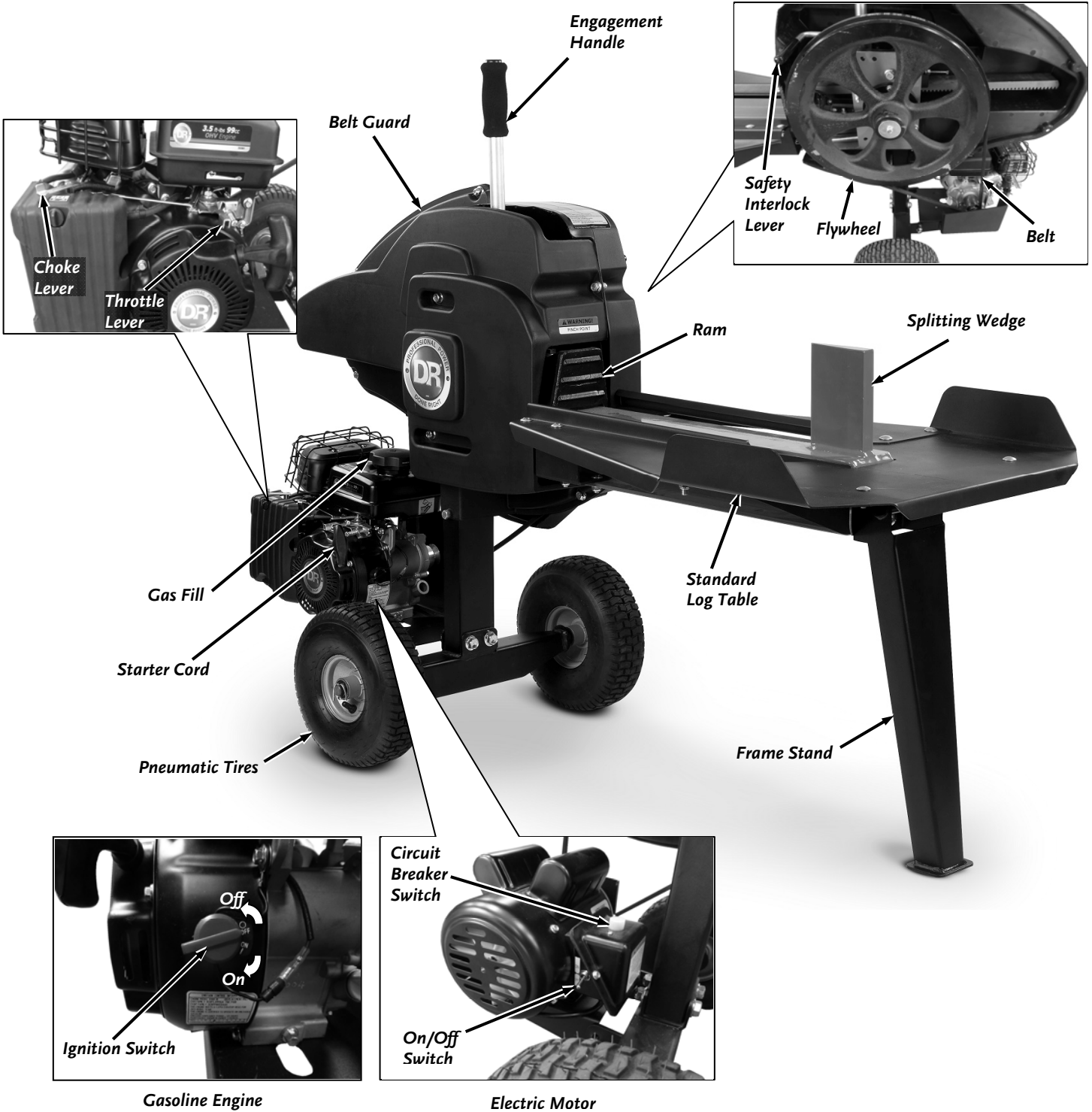


Figure 2



## Specifications

	<b>GAS ENGINE (99CC)</b>	<b>ELECTRIC MOTOR</b>
HP	3	0.5
Output Torque	3.5 ft-lbs (4.7 N-m)	1.47 ft-lbs (2 N-m) @ Full Load
Fuel Capacity	.53 gal / 2.1 qt (2 L)	-
Oil Capacity	.37 qt / 11.8 oz. (0.35L)	-
Voltage	-	115
Full Load Current (Amps)	-	6.7
Power (Watts)	-	360
Hertz		60
Phase	-	1
Overload Protection	-	Thermal Breaker
Outlet Cord	-	11"
Frame Gauge	.25"	.25"
Belt Size	4L-750	4L-750
Ground Clearance	3"	3"
Flywheel Weight (lbs.)	55	55
Flywheel RPM	350 ±50	350 ±50
Maximum Log Length	18"	18"
Maximum Log Diameter	30"	30"
Cycle Time (sec.)	2.5	2.5
Splitting Force	Out splits 22 ton Hydraulic	Out splits 22 ton Hydraulic
Wedge Height	6.2"	6.2"
Wheel size	4x11	4x11
Machine Height	46"	46"
Machine Length w/ Table	80"	80"
Machine Length w/out Table	62"	62"
Machine Width	25"	25"
Weight w/ Table (lbs.)	275	285
Weight w/out Table (lbs.)	225	235

\*The diameter listed is indicative of the maximum suggested size - a small log can be difficult to split when it contains knots, crotches, or has a particularly tough grain fiber. On the other hand, it may not be difficult to split logs with regular fibers even if its diameter exceeds the maximum indicated above.

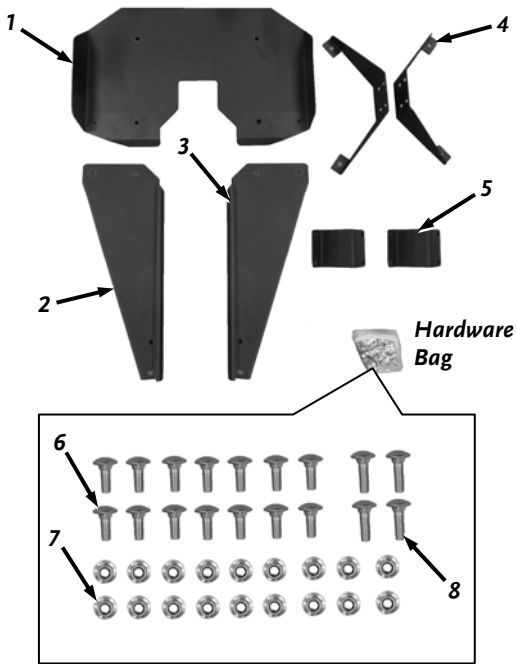


Figure 3

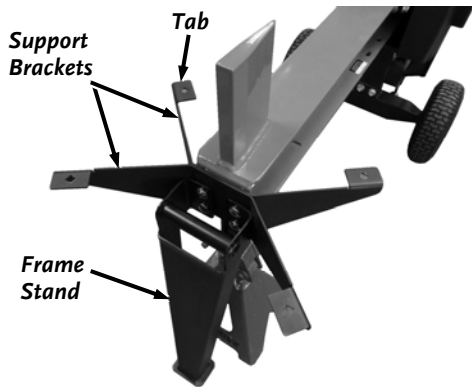


Figure 4

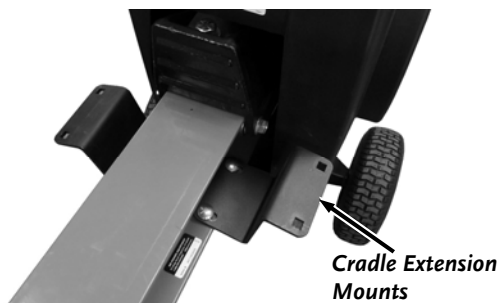


Figure 5

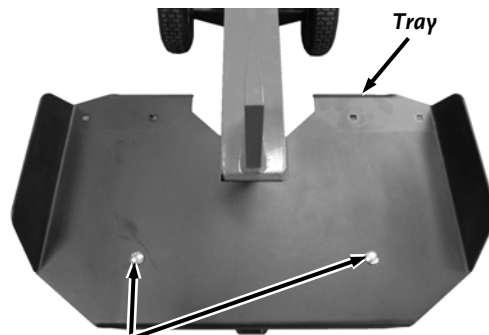


Figure 6

## Installing the Standard Log Table and Frame Stand

**Note:** If you have purchased the Large Log Table Kit, go to “Installing the Large Log Table Kit” section in this Chapter.

### Parts Supplied: (List below and Figure 3)

Item #	Part #	Description	Qty
1	36463	Tray, RapidFire, Medium	1
2	36465	Cradle, Extension, Left	1
3	36466	Cradle, Extension, Right	1
4	36464	Bracket, Support, PP, RapidFire	2
5	36467	Mount, Cradle, Extension	2
6	32104	Bolt, Carriage, 3/8-16 X 1", Gr5, ZP	14
7	33333	Nut, Nylon Lock, Flanged, 3/8-16	18
8	38482	Bolt, Carriage, 3/8-16 X 1.25", Gr5, ZP	4

Compare the contents of the Shipping Box with the “Parts Supplied” list above. If you have any questions please contact us at 1-888-545-6576 for assistance.

### Tools needed:

- Ratchet and Extension with a 9/16" Socket.

1. Support the Beam of the Log Splitter with a Jack Stand or equivalent (**Figure 4**).

**Note:** Use the lower four holes at the end of the Beam to mount the Brackets in the next step.

2. Install the Frame Stand and Support Brackets (tabs on top) with four 3/8-16 X 1.25" Carriage Bolts and 3/8-16 Flanged Locknuts by hand but do not tighten.
3. Install the Cradle Extension Mounts using four 3/8-16 X 1" Flange Bolts and 3/8-16 Flanged Locknuts by hand but do not tighten (**Figure 5**).
4. Position the Tray onto the Support Brackets and secure the front of the Tray to the Brackets with two 3/8-16 X 1" Flange Bolts and 3/8-16 Flanged Locknuts by hand but do not tighten (**Figure 6**).

- Position the right and left side Cradle Extensions and secure to the Tray and Mounts with eight 3/8-16 X 1" Carriage Bolts and 3/8-16 Flanged Locknuts by hand but do not tighten (**Figure 7**). Ensure that the two forward inner Bolts go through the Cradle Extension, Tray and Support Brackets.

### Hardware tightening sequence

- First, tighten the four Bolts and Locknuts that secure the Cradle Extensions to the Tray and Support Brackets using a Ratchet and Extension with a 9/16" Socket (**Figure 8**).
- Second, tighten the two Bolts and Locknuts that secure the Tray to the Support Brackets at the front and the Cradle Extensions to the Mounts at the rear.
- Third, tighten the four Bolts and Locknuts that secure the Cradle Extensions to the Mounts.
- Fourth, tighten the four Bolts and Locknuts that secure the Frame Stand and Support Brackets to the Beam (**Figure 9**).
- Last, tighten the four Bolts and Locknuts that secure the Cradle Extension Mounts to the Beam (**Figure 10**).
- Remove the Jack Stand.
- If this is an aftermarket kit your kit install is complete. If this was a kit install for a new machine setup, return to the Safety and Operating Instructions manual to continue with the setup of the Log Splitter.

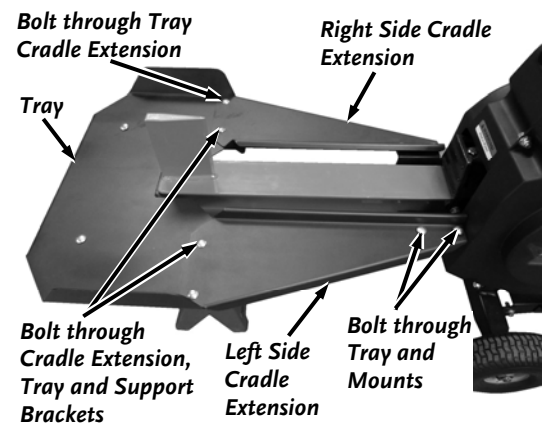


Figure 7

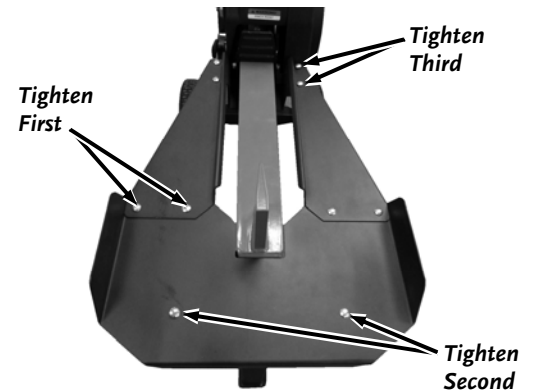


Figure 8

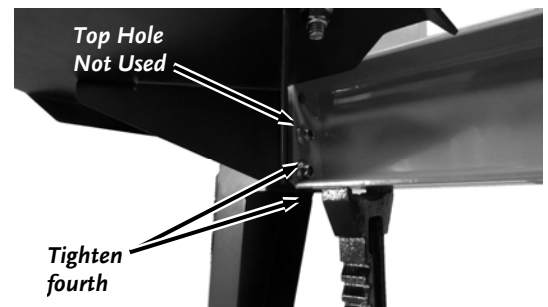


Figure 9

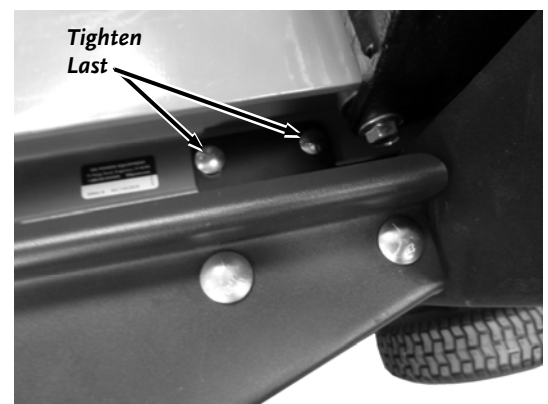


Figure 10

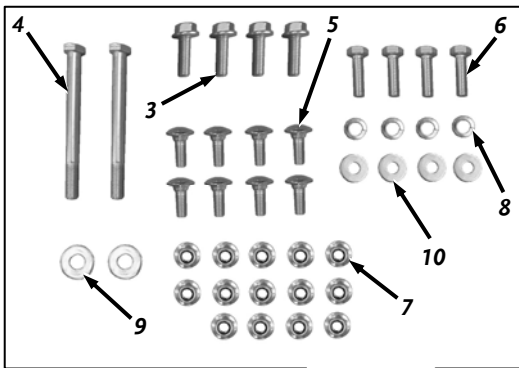


Figure 11

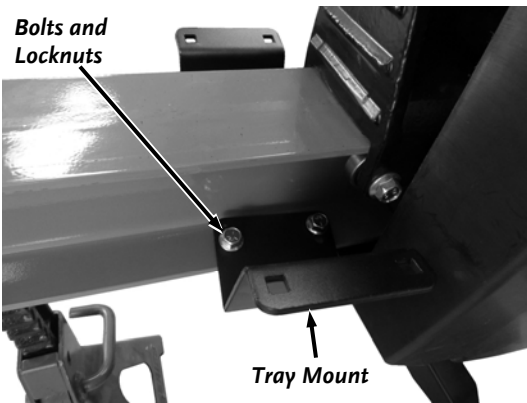


Figure 12

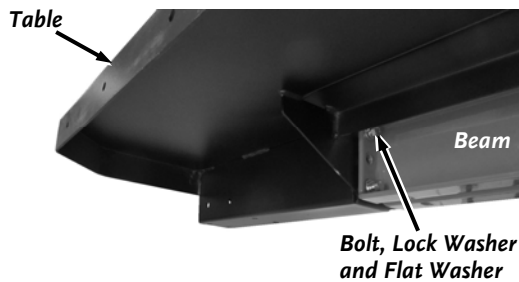


Figure 13

## Installing the Large Log Table Kit #35892

Parts Supplied (Figure 11):

Item #	Part #	Description	Qty
1	34503	Bracket, Log Table	1
2	32105	Mount, Tray	2
3	33351	Bolt, Hex, Flange, 3/8-16 X 1.25"	4
4	22912	Bolt, HHCS, 3/8-16 X 4.5", GR5, ZP	2
5	32104	Bolt, Carriage, 3/8-16 X 1", GR5, ZP	8
6	15043	Bolt, HHCS, 3/8-16 X 1-1/4", ZP	4
7	33333	Nut, Nylon Lock, Flanged, 3/8-16	14
8	18081	Washer, Lock, 3/8"	4
9	11239	Washer, Flat, 3/8", USS	2
10	11241	Washer, Flat, 5/16" USS, ZP	4
Not Shown	31363	Table, Log	1

## Installing the Large Log Table with Support Leg

1. Place a Jack Stand under the Beam to lift it up.
2. Loosely install a Tray Mount on both sides of the Beam with 3/8-16 x 1.25" Flange Bolts and Locknuts using two 9/16" Wrenches (Figure 12).
3. Install the front of the Tray to the Beam with four 3/8-16 x 1-1/4" Bolts, Flat Washers and Lock Washers using a 9/16" Wrench (Figure 13).
4. Install the Table to the Tray Mounts with four 3/8-16 x 1" Carriage Bolts and Locknuts using a 9/16" Wrench (Figure 14).

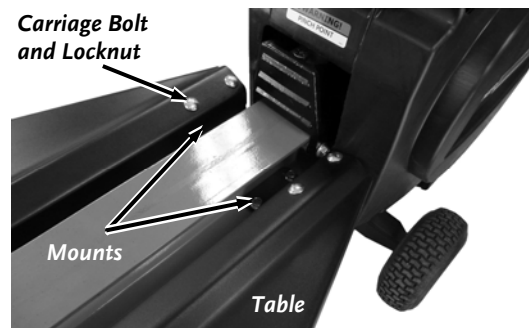


Figure 14

5. Install the Tray Bracket to the Frame Stand with four 3/8-16 x 1" Carriage Bolts and Locknuts using two 9/16" Wrenches (**Figure 15**).
6. Install the Frame Stand onto the Tray with four 3/8-16 x 4.5" Bolts, 3/8" Flat Washers and Locknuts (**Figure 16**).

### Adding Oil and Gasoline (gas engine model)

<b>Engine Oil</b>	See Engine Manual for specific Engine capacities and specifications
<b>Fuel</b>	Unleaded gasoline with no more than 10% Ethanol

**NOTE:** Use only the recommended high detergent engine oil. Other types of oil could cause problems operating your machine. Please refer to your Engine Owner's Manual for detailed oil information.

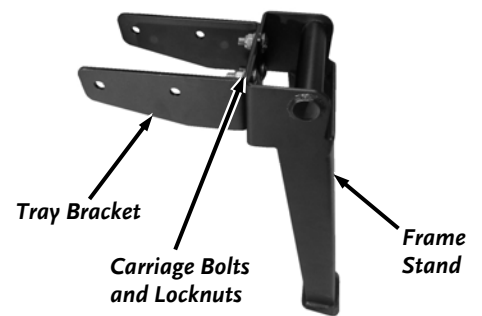


Figure 15

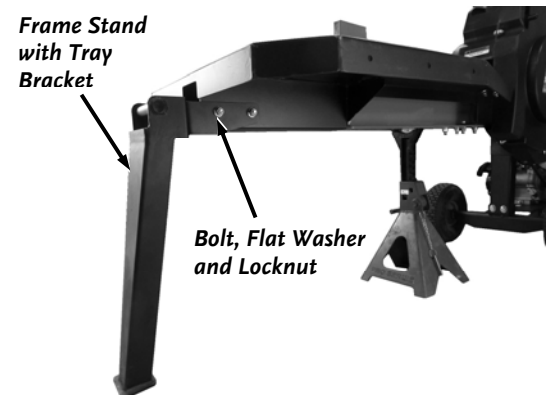


Figure 16

### NOTICE

The Engine must be level to get an accurate reading when adjusting the amount of oil. If the machine is not level, the oil level reading will not be accurate and may cause engine damage.

#### Supplies Needed:

- Clean Rag
  - Engine Oil
1. Position the machine so the Engine is level. Remove the Oil Fill/Dipstick (**Figure 17**) and clean the end of it with a rag.
  2. **Machines are shipped with no oil.** Initially add approx, 8 oz. of the oil recommended by the Engine Manufacturer. Wait one minute for the oil to settle.
  3. Replace the Dipstick, but **DO NOT** screw it in to ensure an accurate reading and then remove it to check the oil level (clean the Dipstick with the clean rag after checking).
  4. Continue adding a few ounces of oil at a time, rechecking the Dipstick until the oil reaches the fill mark. Be careful not to overfill.
  5. Replace the Dipstick and screw all the way down when full.



Figure 17

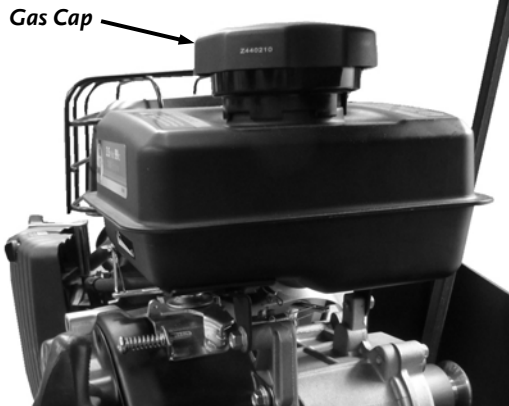


Figure 18

6. Remove the Gas Fill Cap and fill the Gas Tank with fresh, unleaded gas (with a minimum of 85 Octane and no more than 10% Ethanol) to approximately 1" to 1-1/2" below the top of the fill neck to allow for fuel expansion (**Figure 18**). Be careful not to overfill. Install the Gas Fill Cap before starting the engine. See your Engine Owner's Manual for more detailed information.

**NOTE:** To refill the gas tank, turn the engine OFF and let the engine cool at least five minutes before removing the gas fill cap.

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### NOTICE

We highly recommend the use of fuel treatments in your fuel to prevent Carburetor fouling.

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### Check the Tire Pressure

#### Tools Needed:

- Tire Pressure Gauge
- Air Compressor

1. Remove the Valve Stem Protective Cap (**Figure 19**) and check the tire pressure with a Tire Pressure Gauge.
2. Check what the manufacturers recommended pressure is that is stamped on the side of the Tire.
3. If the pressure is too low, add air through the Valve Stem with an air hose.
4. Replace the Valve Stem Protective Cap when finished.

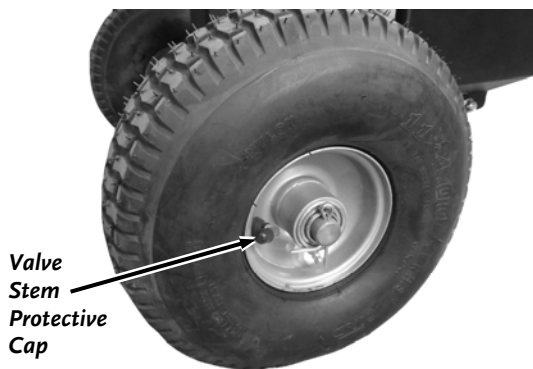


Figure 19

---

### NOTICE

Do not over inflate the tires. Inflate to the manufacturers recommended pressure found on the tires.

---

### Check Belt Tension (see Chapter 4 under Changing and Adjusting the Belt for details)

#### Tools Needed:

- Two 9/16" Wrenches
1. Loosen Pivot and Angle Setting Bolts.
  2. Allow weight of Engine to set belt tension, but push down slightly if necessary.
  3. Retighten all bolts.

---

### NOTICE

Belt tension was properly set at the factory but may have changed during shipping. Please check the belt tension before using the machine.

---

## Chapter 3: Operating The DR PREMIER RAPIDFIRE LOG SPLITTER

It may be helpful to better familiarize yourself with the features of your Log Splitter by reviewing **Figure 1** in Chapter 2 before beginning the steps outlined in this chapter.

### **⚠ WARNING**

- Read and understand all instructions, safety precautions, and/or warnings listed in “Chapter 1 General Safety Rules” before operating this DR PREMIER RAPIDFIRE LOG SPLITTER. If any doubt or question arises about the correct or safe method of performing anything found in this manual, please contact our Customer Service Representatives at our toll free number: 1-800-DR-OWNER (376-9637).
- When operating the Log Splitter, make sure you are standing in the safe operating area (OPERATOR ZONE) as shown in **Figure 20**. You must stay in the safe operating area at all times when the ram is in motion (whether extending or retracting). Never place any part of your body into a position that causes an unsafe operating condition.

### **Gas Engine Model**

#### **Starting the Engine**

**Note:** See the Engine Manual for more detailed and specific information on operating the Engine.

1. Position your Log Splitter on flat, dry ground and chock the Wheels to prevent the Splitter from moving during use.
2. Move the choke control lever to the CHOKE position to the right (should only be needed if the engine is cold) (**Figure 21**).
3. Move the throttle control lever to the FAST “Rabbit” position.
4. Turn the Ignition Switch to the “On” position. Grasp the recoil starter handle and slowly pull until you feel resistance. Let the cord retract a little bit then pull the cord rapidly to start the engine. One or two pulls usually starts the engine.
5. Move the choke control lever (if used for cold engine) slowly back to the RUN position (to the left) when the engine is running well.

**Note:** If the Log Splitter has not been running (cold engine), warm up the engine by running the engine at half throttle for 3 to 4 minutes, then advance the engine throttle control to maximum speed.

#### **Stopping the Engine**

1. Move the Throttle Lever to Idle “Turtle” position ((**Figure 21**)).
2. Turn the Ignition Switch to the “Off” position.

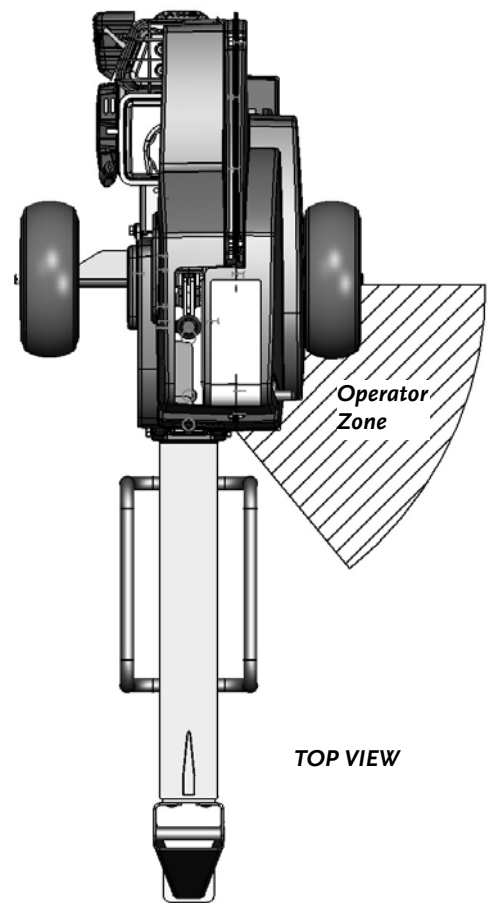


Figure 20

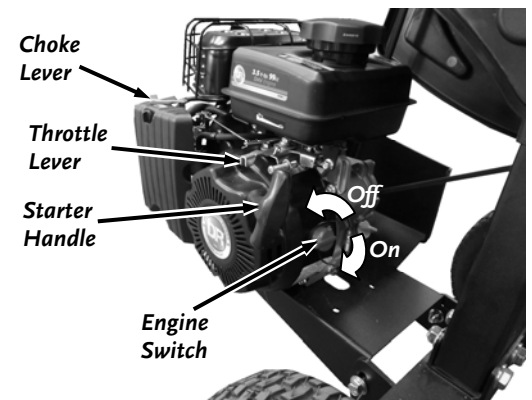


Figure 21

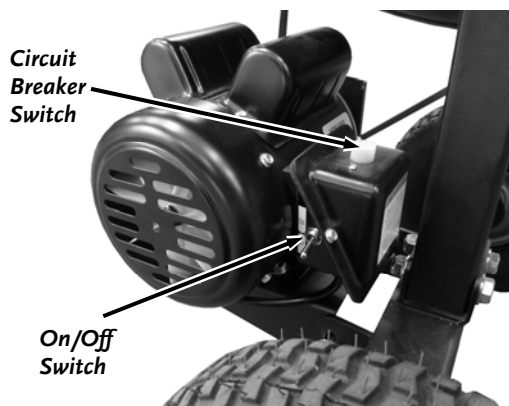


Figure 22



Figure 23



Figure 24



Figure 25

## Electric Motor Model

Refer to the “Safety with Electric - Powered Machines” section in Chapter 1 before using the Electric Motor for safety warnings and specific power and connection requirements.

### Starting the Motor

1. Position your Log Splitter on flat, dry ground and chock the Wheels to prevent the Splitter from moving during use.

### **! WARNING**

Make sure the On/Off Switch is in the OFF (out) position before plugging the cord into the outlet.

2. Plug the Log Splitter Cord into a properly grounded 15 Amp, GFCI protected outlet.
3. Pull the On/Off Switch up to start the Motor (*Figure 22*).

### Stopping the Motor

1. Push the On/Off Switch down to stop the Motor (*Figure 22*).
2. When not using the Splitter unplug the Cord.

### Resetting the Circuit Breaker

If the Motor will not run when the On/Off Switch is turned on and power is connected to the machine, the Circuit Breaker Switch may need resetting. Read all instructions in the “Safety with Electric - Powered Machines” section in Chapter 1 to eliminate the typical causes for Circuit Breaker activation.

1. Push the Circuit Breaker Switch in to reset (*Figure 22*).

## Splitting Logs

**Note:** All logs should be no longer than 18". Refer to the following photos for the correct and incorrect methods of splitting logs. Never split a log using an incorrect or unsafe method.

### **! WARNING**

- 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 (*Figure 23*).
- Do not reach or step across the beam while the Log Splitter is running. This is a very UNSAFE method which could cause personal injury or even death.

### **! CAUTION**

- Never attempt to split wood across the grain. The Log Splitter was not designed for cross-grain splitting. Doing so could damage the Log Splitter and may cause personal injury (*Figure 24*).
- 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 (*Figure 25*).



## NOTICE

THE RAPIDFIRE LOG SPLITTER OPERATES DIFFERENTLY THAN A HYDRAULIC SPLITTER. A RAPIDFIRE LOG SPLITTER DRIVES THE LOG INTO THE WEDGE SIMILAR TO A PERSON SWINGING A SPLITTING MAUL DOWN ONTO A LOG. BOTH USE MOMENTUM, A COMBINATION OF SPEED AND FORCE, RATHER THAN JUST FORCE ALONE. NOT OPERATING THE MACHINE PROPERLY WILL RESULT IN DAMAGE TO THE MACHINE. ALWAYS FOLLOW THESE NOTICES:

- Do not be timid. A rapid movement of the Engagement Handle is necessary for the Rack and Pinion to engage and disengage fully without damage.
- The Engagement Handle should never be stopped or held in any location between the fully forward or fully backward positions.
- Do not hold the Handle in the forward position when the Ram stops moving forward. Always pull the Engagement Handle RAPIDLY to the back (Auto-Retract) position as soon as the Log is split or when the Ram stops moving. The Ram will stop at the end of the stroke or may stop if it encounters a tough log.
- A tough log is one that contains knots, crotches, or has a particularly tough grain fiber regardless of its diameter. Successfully splitting a tough log will likely require MORE THAN ONE stroke or hit with the Ram. See “*Splitting Tough Logs*” below.

1. Place the log on the Log Splitter. Grasp the log on the sides near the middle of the block (**Figure 26**). Center the log, side-to-side, on the rail of the Log Splitter, making sure that one end is against the Splitting Wedge.

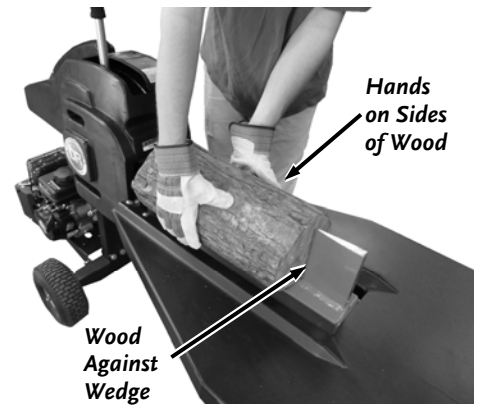


Figure 26

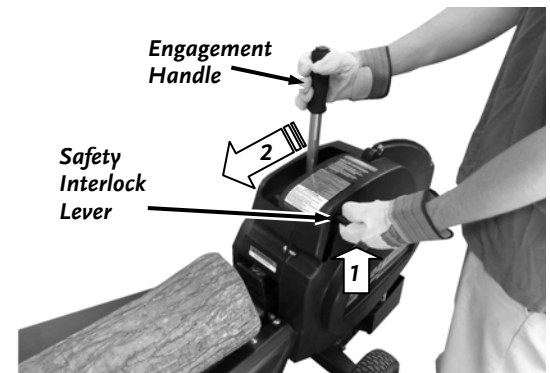


Figure 27

## CAUTION

- The engagement Handle must be held fully forward against the hard stop when splitting. Failure to do so may result in kickback of the Handle.
2. With one hand, lift and hold the Safety Interlock Lever up, then **RAPIDLY** press the Engagement Handle fully forward until it contacts the hard stop and hold firmly until the Log is split (**Figure 27**).
  3. **IMMEDIATELY AFTER** the log is split, pull and hold the Engagement Handle to the Auto-Retract position to allow the Ram to return. If the Ram stops before the end of the stroke while splitting a tough log, quickly pull the Engagement Handle back to the Auto-Retract position.

### **Splitting Tough Logs**

If the Ram stops before the end of the stroke while splitting a tough Log, quickly pull the Engagement Handle back to the Auto-Retract position. Let the Ram return and allow the Flywheels to gain momentum for another full power split.

## Chapter 4: Maintaining The DR PREMIER RAPIDFIRE LOG SPLITTER

Regular maintenance is the way to ensure the best performance and long life of your machine. Please refer to this manual and the engine manufacturer's owner's manual for maintenance procedures. Service intervals listed in the checklist below supersede those listed in the engine manufacturer's owner's manual.

### **⚠ WARNING**

Before performing any maintenance procedure or inspection, stop the engine, wait five minutes to allow all parts to cool. Disconnect the spark plug wire, keeping it away from the spark plug.

### **Regular Maintenance Checklist**

PROCEDURE	BEFORE EACH USE	EVERY 5 HOURS	EVERY 10 HOURS	EVERY 25 HOURS	EVERY 100 HOURS
Check Engine Oil Level	▲				
Check General Equipment Condition	▲				
Perform Rail Maintenance	▲				
Check Belt	▲				
Check the condition of the electrical cord.	▲				
Grease Rack		▲			
Grease Engagement Fittings			▲		
Check Tire Pressure				▲	
Clean Engine Exterior and Cooling Fins				▲	
Change Engine Oil	1 <sup>st</sup> time 5 hours			▲	
Replace Air Filter				▲	
Replace Spark Plug					▲

### **Engine Service**

Refer to the engine manufacturer's manual for engine maintenance.

### **Lubrication**

All Bearings of your Splitter are sealed units and should have sufficient lubricant to last the life of your machine with normal use. Perform machine lubrication per the following instructions.

#### **Greasing the Engagement Fittings**

##### **Tools and Supplies needed:**

- Two 9/16" Wrenches
- 9/16" Socket and Ratchet
- Extended Hose Grease Gun with all Purpose Grease
- Clean Rags

4. Remove the long Flange Bolt and Locknut that secures the lower portion of the Guards to the Frame using two 9/16" Wrenches (**Figure 28**).

5. Remove the five short Flange Bolts and Locknuts that secure the Guard Flanges together using two 9/16" Wrenches and remove the left side Guard from the Splitter.

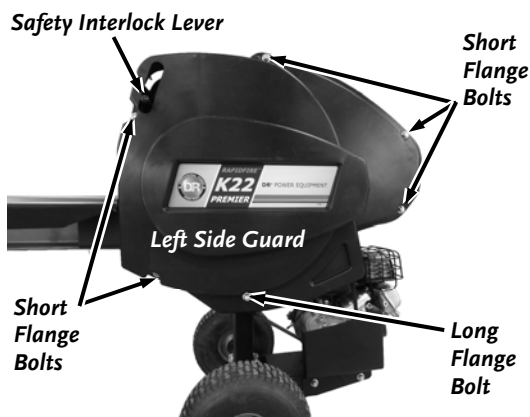


Figure 28

6. Remove the four short Flange Bolts and Locknuts that secure the right side Guard to the Frame using a 9/16" Socket and Ratchet to remove the right side Guard from the Splitter (**Figure 29**).
7. Grease the Engagement Lever Grease Fittings from the front of the machine with a few pumps of All Purpose Grease (**Figure 30**).
8. Grease the Yoke Grease Fittings from the rear of the machine with a few pumps of All Purpose Grease (**Figure 31**).
9. Reinstall the Guards in the reverse order that they were removed.

### **Changing Engine Oil (Gas Engine Model)**

One of the easiest methods to remove oil from this Engine is to use a siphon style Oil Extractor. If you do not have one you can purchase it from us at [www.DRpower.com](http://www.DRpower.com).

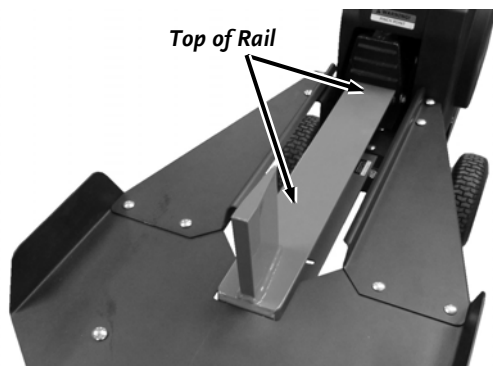
#### **Tools and Supplies needed:**

- Clean Approved Container for used Oil
- 10mm Wrench

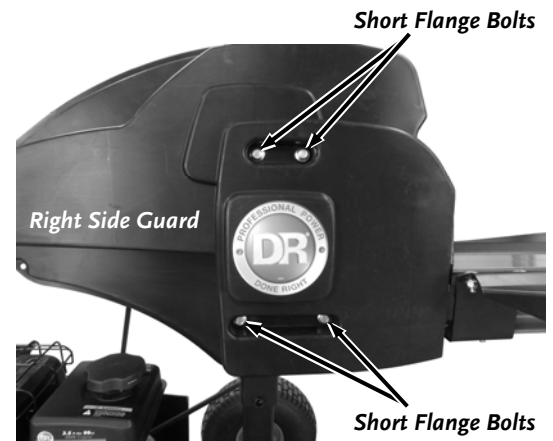
1. Place an approved Container under the Oil Plug.
2. Remove the Oil Drain Plug with a 10mm Wrench to drain the Oil into the Container (**Figure 32**).
3. Reinstall the Oil Drain Plug.
4. Add oil as described in "Adding Oil and Gasoline" in Chapter 2.

### **Rail Maintenance**

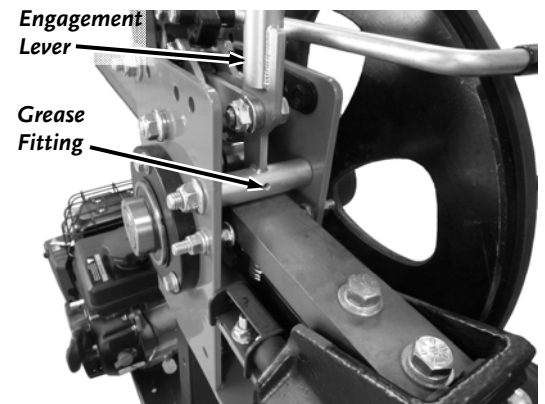
Between each use of the LOG SPLITTER, we recommend applying a rust preventative (Fluid Film or equivalent) to any bare metal areas on the top of the rail (**Figure 33**). This will assure the smoothest return action of the ram.



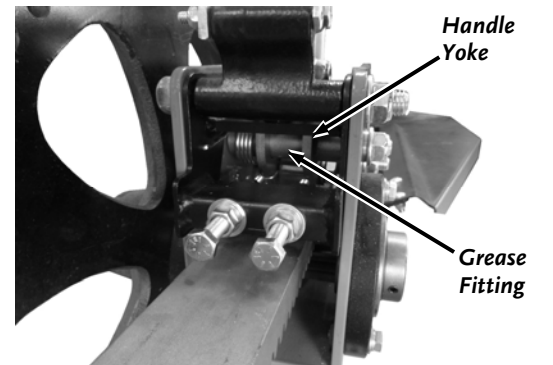
**Figure 33**



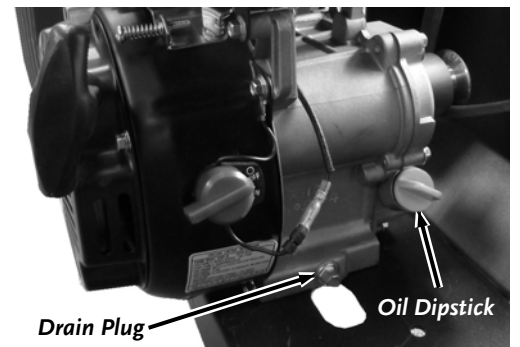
**Figure 29**



**Figure 30**



**Figure 31**



**Figure 32**

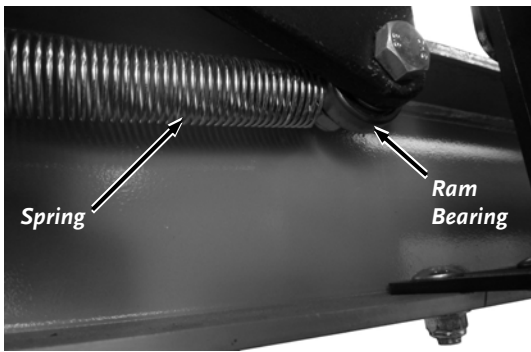


Figure 34



Figure 35

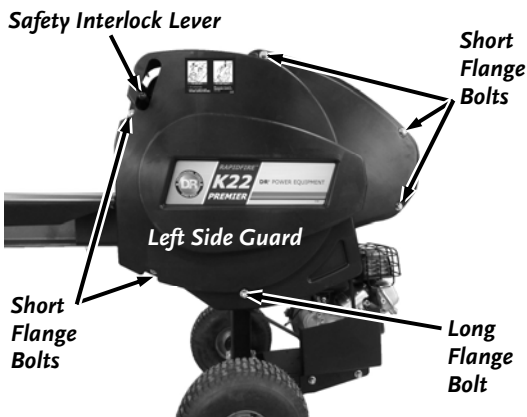


Figure 36

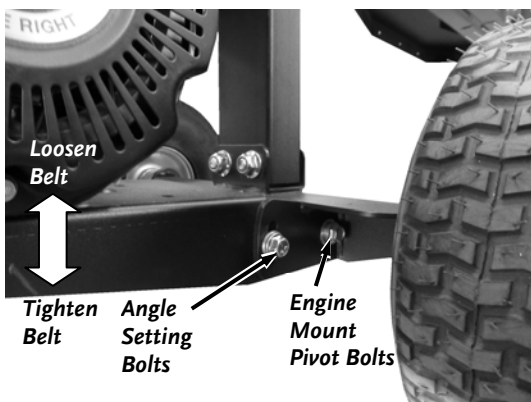


Figure 37

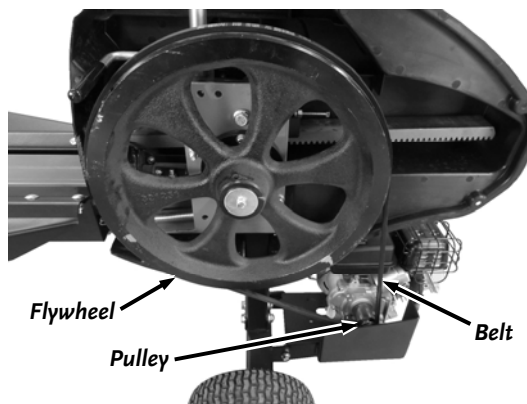


Figure 38

## Greasing the Rack

It is important to grease the Rack every 5 hours for proper operation.

### Tools and Supplies needed:

- General Purpose Lithium Grease
- Clean Rags

1. Pull out the Ram and slide both return Spring ends from the Ram Bearing hardware (**Figure 34**).
2. Pull the Rack out and grease the Teeth (**Figure 35**).
3. Reinstall the Spring ends when finished greasing.

## Changing and Adjusting the Belt

### Tools and Supplies needed:

- Two 9/16" Wrenches
- DR Belt

1. Remove the long Flange Bolt and Locknut that secures the lower portion of the Guards to the Frame using two 9/16" Wrenches (**Figure 36**).
2. Remove the five short Flange Bolts and Locknuts that secure the Guard Flanges together using two 9/16" Wrenches and remove the left side Guard from the Splitter.
3. Loosen the front two Engine Mount Pivot Bolts and Locknuts with two 9/16" Wrenches (**Figure 37**).
4. Loosen the rear two Angle Setting Bolts with Flat Washers using two 9/16" Wrench.
5. Pivot the Mount up slightly and remove the Belt (**Figure 38**).

**Note:** The weight of the Engine should be enough to tension the Belts properly but depending on hardware looseness and cleanliness of Engine Mount pivot area, you may need to push down slightly to aid in proper tension. The Belt performs best with a slight amount of slack to allow for some slippage when the Wedge encounters a tough log. Too much tension may stall the engine or slip the belt on the engine pulley.

6. Install the new Belt and adjust tension as needed (**Figure 38**).
7. Tighten the two Engine Mount Bolts that are at the center of the machine (shown) first and then tighten the outer two Bolts (**Figure 37**).
8. Reinstall the Guard (**Figure 36**).

## Adjusting the Rack Alignment

### Tools needed:

- Two 9/16" Wrenches
- 9/16" Socket and Ratchet

1. Remove the long Flange Bolt and Locknut that secures the lower portion of the Guards to the Frame using two 9/16" Wrenches (**Figure 39**).
2. Remove the five short Flange Bolts and Locknuts that secure the Guard Flanges together using two 9/16" Wrenches and remove the left side Guard from the Splitter.
3. Remove the four short Flange Bolts and Locknuts that secure the right side Guard to the Frame using a 9/16" Socket and Ratchet to remove the right side Guard from the Splitter (**Figure 40**).
4. Disconnect the Return Springs from the Ram Bearing Hardware (**Figure 41**) and pull the Ram out to the Wedge.
5. Center the Rack between the Frame.
6. Loosen the Jam Nuts with a 9/16" Wrench and turn the Carriage Bolts with a 10mm Wrench until they touch the Rack (**Figure 42**).
7. Turn each Carriage Bolt back away from Rack two turns.
8. Tighten the Locknuts against the Frame to lock the Carriage Bolts into place.
9. Replace the Guards in the reverse order that they were removed.

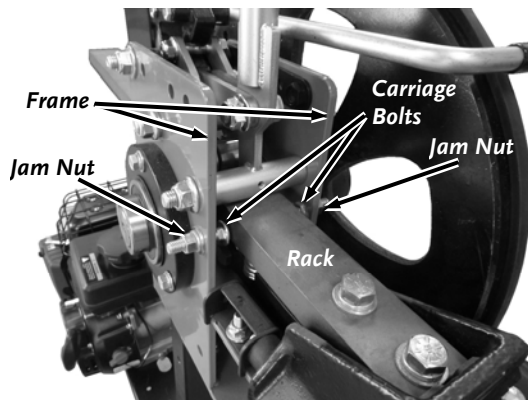


Figure 42

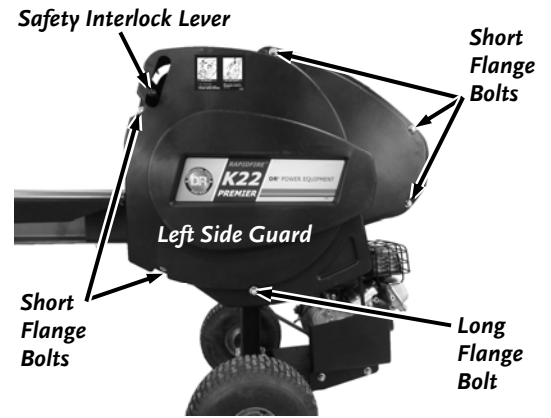


Figure 39

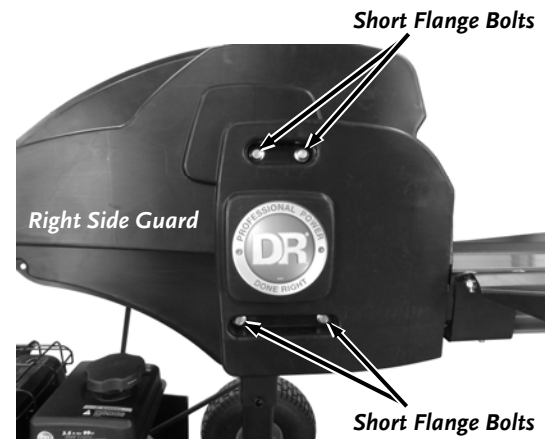


Figure 40

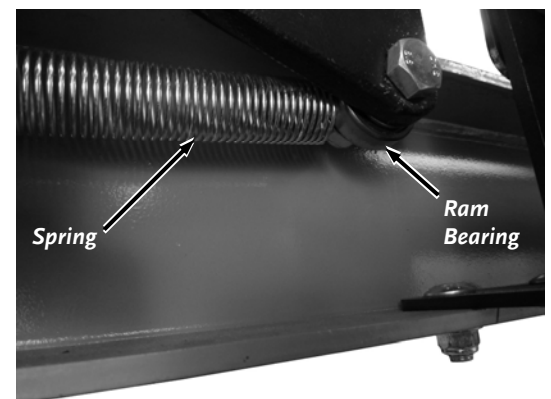


Figure 41

## Adjusting the Steel Bushing Over Center

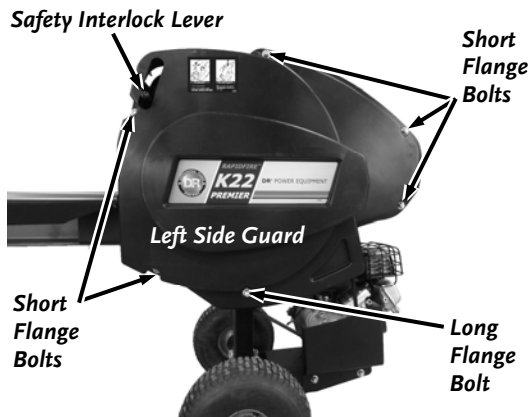


Figure 43

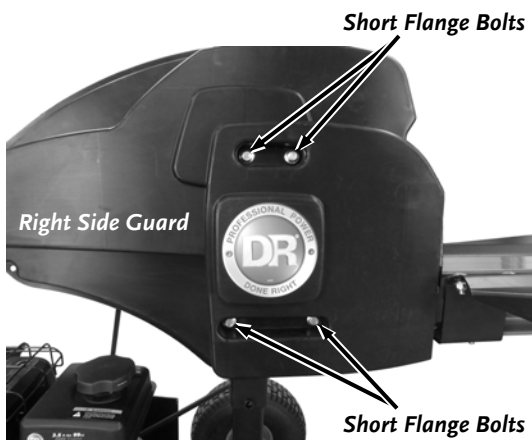


Figure 44

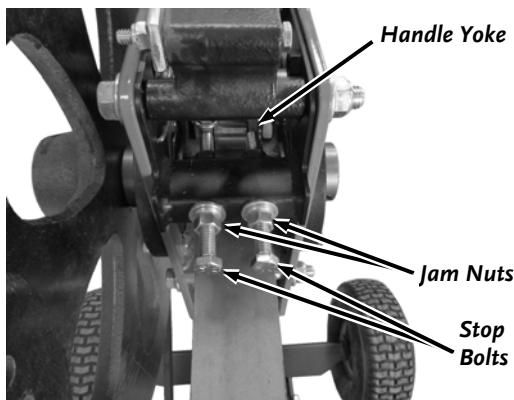


Figure 45

### Tools needed:

- Two 9/16" Wrenches
- 9/16" Socket and Ratchet

1. Remove the long Flange Bolt and Locknut that secures the lower portion of the Guards to the Frame using two 9/16" Wrenches (**Figure 43**).
2. Remove the five short Flange Bolts and Locknuts that secure the Guard Flanges together using two 9/16" Wrenches and remove the left side Guard from the Splitter.
3. Remove the four short Flange Bolts and Locknuts that secure the right side Guard to the Frame using a 9/16" Socket and Ratchet to remove the right side Guard from the Splitter (**Figure 44**).
4. Loosen the Stop Bolt Jam Nuts (**Figure 45**).
5. Lift the Safety Interlock Lever and push the Engagement Handle forward to position the Steel Bushing Yoke as close to vertical as you can and hold it there (**Figure 46**).
6. Rotate the Stop Bolts until they touch the Steel Bushing Yoke. Turn the Bolt back out of the Frame counterclockwise 1-1/4 revolutions. Tighten the Jam Nuts with a 9/16" Wrench to lock the Stop Bolts at this position.

### NOTICE

Do not adjust more than 1-1/4 revolutions when adjusting off center. Adjustment too far off center will not allow the Rack Teeth to engage fully and will cause damage to the Splitter.

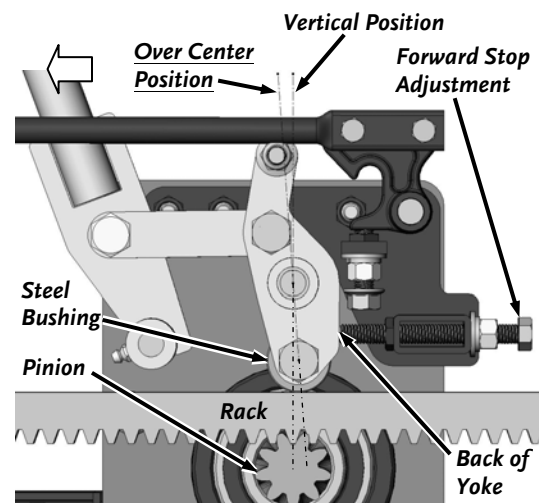


Figure 46

7. Push the Engagement Handle all the way forward to confirm the Steel Bushing Yoke is moving just past center.

## **⚠ WARNING**

The Handle Yoke must move just past center as it contacts the Bolt Stop. If it is at the center position, or off center in the wrong direction, the force of splitting a log will be transferred through the Engagement Handle and could cause injury.

When using the Splitter for the first time after this adjustment, split smaller diameter logs with no knots to verify that the adjustments are correct before trying larger diameter tougher logs.

If you have any questions please contact us at [www.DRpower.com](http://www.DRpower.com) or call 1-800-DR-OWNER (376-9637) for assistance.

## **Replacing the Wheels**

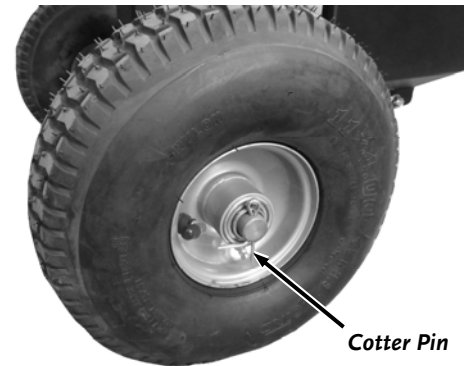
### **Tools and Supplies needed:**

- Pliers
- Jack and Jack Stands

## **⚠ CAUTION**

The Splitter must be supported carefully so it does not tip over when jacking or it could cause Splitter damage or personal injury.

1. Jack the Splitter off the ground and secure with Jack Stands.
2. Straighten the ends of the Cotter Pin with Pliers so the Cotter Pin can be pulled from the hole in the Axle (**Figure 47**).
3. Pull the Wheel assembly from The Axle.
4. Install the new/repaired Wheel Assembly and secure with a new Cotter Pin by bending the ends of the Cotter Pin with Pliers.



**Figure 47**

## Chapter 5: Troubleshooting

Most problems are easy to fix. Consult the Troubleshooting Table below for common problems and their solutions. If you continue to experience problems, contact us at [www.DRpower.com](http://www.DRpower.com) or call toll-free 1-800-DR-OWNER (376-9637) for support.

### **WARNING**

Before performing any maintenance procedure or inspection, stop the engine, wait five minutes to allow all parts to cool. Disconnect the spark plug wire, keeping it away from the spark plug.

### Troubleshooting Table

SYMPTOM	POSSIBLE CAUSE
<p><i>The gas engine won't start.</i></p> <p><i>(Please refer to the engine owner's manual for engine-specific procedures.)</i></p>	<ul style="list-style-type: none"> <li>⇒ Is the ignition switch in the "On" position?</li> <li>⇒ Are you using fresh, clean unleaded gas with no more than 10% Ethanol? If the gas is old, change it. Use a fuel stabilizer if you keep gas longer than 30 days.</li> <li>⇒ Is the spark plug clean? If the spark plug is dirty or cracked, change it. If it's oily, leave it out, hold a rag over the plug hole and pull the recoil cord several times to blow out any oil in the cylinder, then wipe off the plug and reinsert it.</li> <li>⇒ If your engine still won't start, contact us at <a href="http://www.DRpower.com">www.DRpower.com</a> for assistance.</li> </ul>
<p><i>The gas engine lacks power or is not running smoothly.</i></p> <p><i>(Please refer to the engine owner's manual for engine-specific procedures.)</i></p>	<ul style="list-style-type: none"> <li>⇒ Check that the Throttle Lever is in the "Run" position and the Choke is off.</li> <li>⇒ Is the air filter clean? If it's dirty, change it following the procedure in the engine manufacturer's owner's manual.</li> <li>⇒ Is the spark plug clean? If it's fouled or cracked, change it. If it's oily, leave it out, hold a rag over the plug hole and pull your recoil cord several times to blow out any oil in the cylinder, then wipe off the plug and reinsert it.</li> <li>⇒ Are you using fresh, clean unleaded gas with no more than 10% Ethanol? If it's old, change it. Use a fuel stabilizer if you keep gas longer than 30 days.</li> <li>⇒ Does your engine have the right amount of clean oil? If it's dirty, change it following the procedure in the engine manufacturer's owner's manual.</li> <li>⇒ Check the oil level and adjust as needed.</li> <li>⇒ If your engine still lacks power, contact us at <a href="http://www.DRpower.com">www.DRpower.com</a> for assistance.</li> </ul>
<p><i>Gas Engine smokes.</i></p> <p><i>(Please refer to the engine owner's manual for engine-specific procedures.)</i></p>	<ul style="list-style-type: none"> <li>⇒ The choke may still be on; Move the choke lever to the open position.</li> <li>⇒ Check the oil level and adjust as needed.</li> <li>⇒ Check the air filter and clean or replace if needed.</li> <li>⇒ You may be using the wrong oil—too light for the temperature. Refer to your Engine Owner's Manual for detailed information.</li> <li>⇒ Clean the cooling fins if they're dirty.</li> <li>⇒ If the engine still smokes, contact us at <a href="http://www.DRpower.com">www.DRpower.com</a> for assistance.</li> </ul>
<p><i>With Motor running and the handle is pushed, the wedge does not move or is slow to respond.</i></p>	<ul style="list-style-type: none"> <li>⇒ Make sure the voltage at the outlet or extension cord connection to the Splitter is 110-120VAC.</li> <li>⇒ If you are using an extension cord, make sure that the cord is no more than 25 feet long, is not smaller than 12 AWG wire or no more than 50 feet long, and is not smaller than 10 AWG wire.</li> <li>⇒ If the Wedge will still not move or is slow to respond, Visit our website at <a href="http://www.DRPower.com">www.DRPower.com</a>, or call 1-800-DR-OWNER (376-9637) for assistance.</li> </ul>



## Troubleshooting Table (Continued)

### WARNING

Before performing any maintenance procedure or inspection, stop the engine, wait five minutes to allow all parts to cool. Disconnect the spark plug wire, keeping it away from the spark plug.

SYMPTOM	POSSIBLE CAUSE
<i>The Motor does not run</i>	<ul style="list-style-type: none"> <li>⇒ Splitter unplugged; plug Splitter in.</li> <li>⇒ Splitter Cord may be damaged; visit our website at <a href="http://www.DRPower.com">www.DRPower.com</a> or call 1-800-DR-OWNER (376-9637) for assistance.</li> <li>⇒ The motor Reset has tripped; push the Reset Button.</li> <li>⇒ If the above causes are not the problem, a circuit breaker might need to be reset; Reset Circuit Breaker.</li> <li>⇒ If the Motor still does not run, visit our website at <a href="http://www.DRPower.com">www.DRPower.com</a> or call 1-800-DR-OWNER (376-9637) for assistance.</li> </ul>
<i>Log fails to split after multiple Ram strokes or hits.</i>	<ul style="list-style-type: none"> <li>⇒ Incorrect positioning of the log; re-position the log flat on the splitting beam with the end squarely against the Wedge.</li> <li>⇒ Log exceeds permitted dimensions or the wood has tough knots, crotches, or grains that are beyond the capacity of the machine.</li> </ul>
<i>Rack returning very slow or not returning properly.</i>	<ul style="list-style-type: none"> <li>⇒ Check for wood chips or debris between ram bushing plate and beam. Clean beam of built up/caked on debris.</li> <li>⇒ Check rack lift bearing for alignment or damage.</li> <li>⇒ Return spring is unhooked or damaged. Reconnect or replace as needed.</li> </ul>
<i>Operator Lever snapping out of gear or not staying in gear.</i>	<ul style="list-style-type: none"> <li>⇒ Lever not all the way forward when rack comes under full load. Push lever quicker and more forcefully into the full forward position. A hard stop should be felt at the end of the stroke when engaging the handle.</li> <li>⇒ Stop bolts may be bent or not adjusted properly; contact us at <a href="http://www.DRpower.com">www.DRpower.com</a> for assistance.</li> <li>⇒ Ram has been overloaded at lower part of face. Check rack gear for straightness.</li> </ul>
<i>Rack slamming back too fast.</i>	<ul style="list-style-type: none"> <li>⇒ Wedge end of machine too high. Must be almost level with ram end or just slightly higher.</li> <li>⇒ Springs not operating properly. Fix or replace as needed.</li> </ul>
<i>Machine does not seem to have full splitting power.</i>	<ul style="list-style-type: none"> <li>⇒ The belt may be too loose and slipping. Adjust or replace belt as needed.</li> </ul>
<i>Operator Lever not engaging rack with pinion gear.</i>	<ul style="list-style-type: none"> <li>⇒ Clean wood chips or other debris from under rack.</li> <li>⇒ Clean accumulated dirt from frame where carriage assembly rests against rubber bumpers.</li> </ul>
<i>Rack not disengaging from pinion when handle is released</i>	<ul style="list-style-type: none"> <li>⇒ Belt must be loosened to allow for slipping while disengaging</li> </ul>

## Chapter 6: Parts Lists and Schematic Diagrams

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### **Parts List – TRAY, FRAME STAND AND GUARD ASSEMBLY**

*NOTE: Part numbers listed are available through DR Power Equipment.*

<u>Ref#</u>	<u>Part#</u>	<u>Description</u>	<u>Ref#</u>	<u>Part#</u>	<u>Description</u>
1	34497	Stand, Frame	10	36465	Cradle Extension, Left
2	35178	Guard, RH, With Labels	11	33333	Nut, Nylon Lock, Flanged, 3/8-16
3	25044	Label, Warning, Pinch Point, 3.5" X 1"	12	32104	Bolt, Carriage, 3/8-16 X 1", GR5, ZP
4	35187	Label, DR Logo, 5" Diameter	13	34512	Bolt, Hex, Flange, 3/8-16 X .75", GR5, ZP
5	35179	Guard, LH, With Labels	14	34513	Bolt, HCS, 3/8-16 X 8 1/2", GR5, ZP
6	35186	Label, Branding	15	36545	Label, Operating Tips Pictogram
7	35185	Label, Operation, Warning, Caution	16	36467	Mount, Cradle Extension
8	36463	Tray, Medium	17	36464	Bracket, Support
9	36466	Cradle Extension, Right			

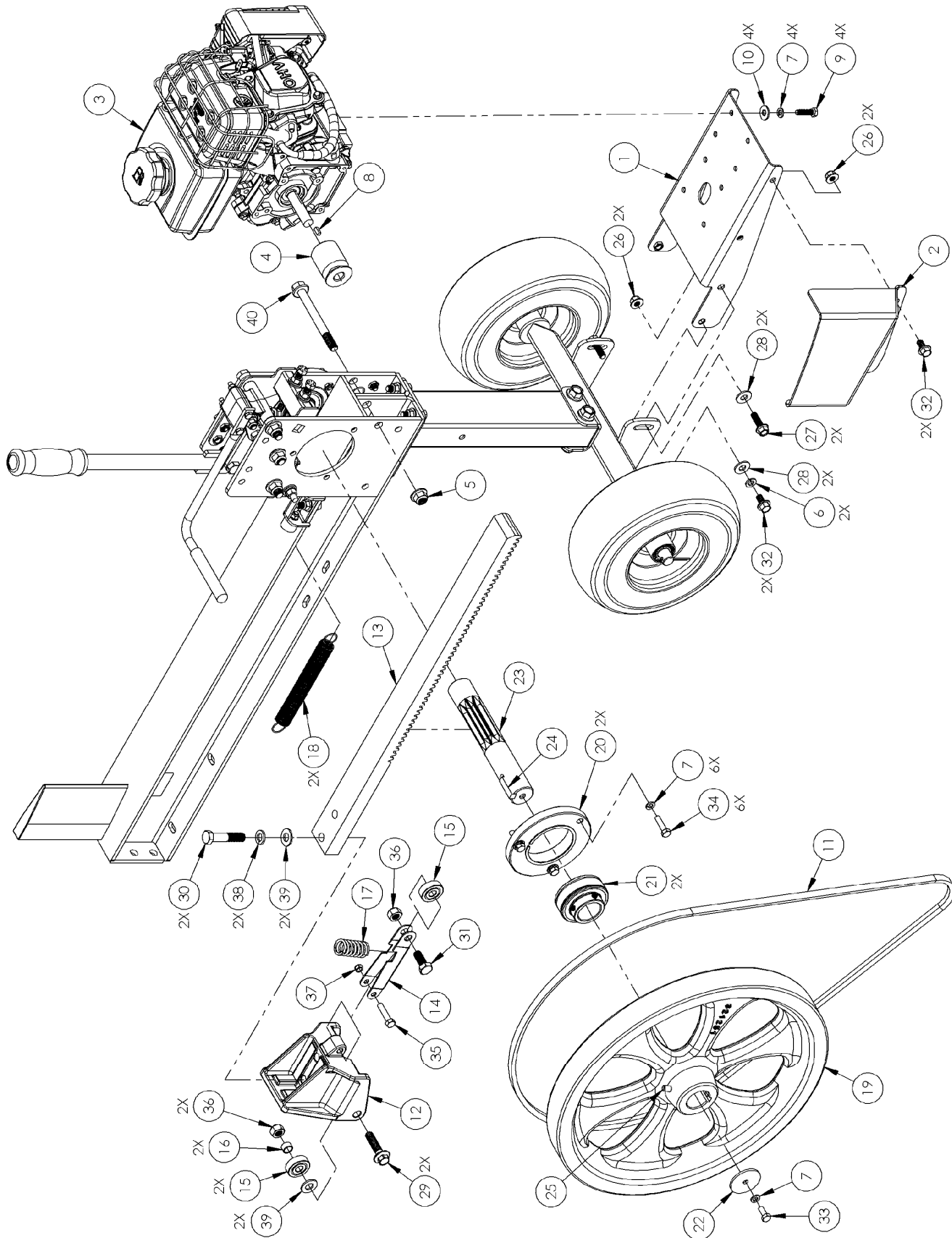


**Parts List – DRIVE ASSEMBLY (See “Parts List and Schematic – ELECTRIC MOTOR” section for Electric Motor Specific Parts)**

**NOTE:** Part numbers listed are available through DR Power Equipment.

<u>Ref#</u>	<u>Part#</u>	<u>Description</u>	<u>Ref#</u>	<u>Part#</u>	<u>Description</u>
1	34493	Mount, Engine	21	29456	Insert Bearing W/ Snap Ring
2	34500	Guard, Belt	22	32122	Washer, 5/16" ID, 2.0" OD, 0.13" t
3	34507	Engine, 3.5tq, 100cc, Rato, Ms, W/ Labels	23	34491	Gear, Pinion
4	34508	Pulley, 4L, 3/16" Keyway	24	29494	Key, Square, 3/8" X 3/8" X 1.5" L
5	33335	Nut, Nylon Lock, Flanged, 1/2-13	25	29493	Screw, Set, Cup Point, 3/8-16 X .5" L
6	18081	Washer, Lock, 3/8"	26	33333	Nut, Nylon Lock, Flanged, 3/8-16
7	11243	Washer, Lock, Split, 5/16"	27	33351	Bolt, Hex, Flange, 3/8-16 X 1.25"
8	10638	Key, Square, 3/16" X 3/16" X 1.5" L	28	112391	Washer, Flat, 3/8", USS
9	30245	Bolt, HHCS, M8-1.25 X 30, Class8 ZP	29	33358	Bolt, Hex, Flange, M12-1.75 X 50, CL 8.8, ZP
10	11241	Washer, Flat, 5/16" USS, ZP	30	31238	Bolt, HCS, 1/2-20 X 2.5", GR8, ZP
11	34505	Belt	31	33354	Bolt, HCS, M12-1.75 X 30, CL 8.8, ZP
12	32107	Ram	32	34512	Bolt, Hex, Flange, 3/8-16 X .75", GR5, ZP
13	34492	Gear, Rack	33	12321	Bolt, HCS, 5/16-18 X 3/4", GR5, ZP
14	32099	Bracket, Rack, Lifter	34	12336	Bolt, HHCS, 5/16-18 X 1.25", GR5, ZP
15	32111	Bearing, 6301, 12mm ID, 37mm OD, 12mm W	35	13443	Bolt, HCS, 5/16-18 X 1-1/2", GR5, ZP
16	33346	Bushing, Bronze, 0.5" ID, 0.625" OD, 0.375" l	36	30253	Nut, Nylon Lock, M12-1.75
17	29468	Spring, Compression, Carriage	37	18755	Nut, Lock, 5/16-18, Thin Nylon Insert
18	35183	Spring, Extension, Carriage, Return	38	11242	Washer, Lock, 0.5"
19	32125	Flywheel, 55lb	39	23499	Washer, SAE Flat, 1/2", ZP
20	29455	Housing, Bearing	40	33349	Bolt, Hex, Flange, 1/2-13 X 5"

# Schematic – DRIVE ASSEMBLY

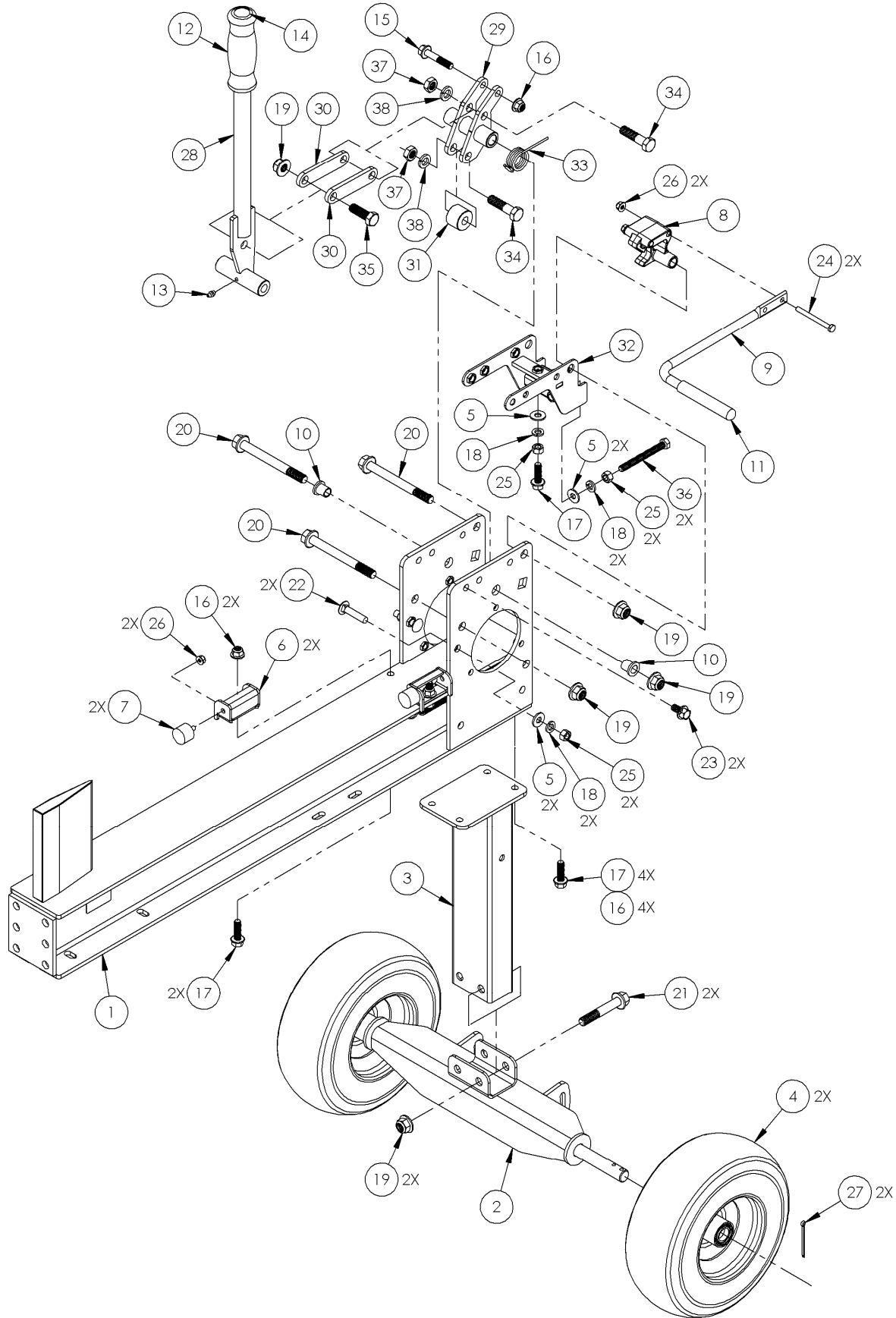


## Parts List – FRAME AND AXLE ASSEMBLY

**NOTE:** Part numbers listed are available through DR Power Equipment.

<u>Ref#</u>	<u>Part#</u>	<u>Description</u>	<u>Ref#</u>	<u>Part#</u>	<u>Description</u>
1	35176	Frame, Main, With Labels	20	33349	Bolt, Hex, Flange, 1/2-13 X 5"
2	34494	Axle	21	34511	Bolt, Hex, Flange, 1/2-13 X 3", GR5, ZP
3	34495	Support, Frame	22	23103	Bolt, Carr, 3/8-16 X 1-3/4", GR5, ZP
4	34501	Wheel, Pneumatic, Turf Saver Tread, 11 X 4	23	34512	Bolt, Hex, Flange, 3/8-16 X .75", GR5, ZP
5	11241	Washer, Flat, 5/16" USS, ZP	24	18085	Bolt, HCS, 1/4-20 X 2.75"
6	32126	Bracket, Return, Stop	25	12683	Nut, 3/8-16, ZP
7	29498	Cylinder, Bumper	26	33331	Nut, Nylon Lock, Flanged, 1/4-20
8	32106	Catch, Handle Engagement	27	25311	Pin, Cotter, 5/32" X 2"
9	32109	Lever, 2 Hand	28	35223	Handle
10	32098	Bushing, Bronze, SAE 954	29	35225	Yoke, Handle
11	11022	Grip, Shift Handle	30	35224	Link, Handle
12	33355	Grip, Foam, 1" Tube, 5.1" Long	31	35237	Bushing, Roller
13	10189	Grease Fitting, 1/4-28 Straight	32	35238	Bracket, Control Interface
14	10948	Cap, Round 1"	33	35240	Spring, Torsion
15	33350	Bolt, Hex, Flange, 3/8-16 X 2"	34	36553	Bolt, HCS, 1/2-13 x 2", Partial Thd, GR8
16	33333	Nut, Nylon Lock, Flanged, 3/8-16	35	22909	Bolt, HCS, 1/2-13 X 1-1/2", GR5, ZP
17	11152	Bolt, HCS, 3/8-16 X 1", GR5, ZP	36	35358	Bolt, Hex Tap Bolt, Fully Threaded, 3/8-16 X 3-1/2", GR8, ZP
18	18081	Washer, Lock, 3/8"	37	35359	Nut, Hex, Jam, 1/2-13, GR5, ZP
19	33335	Nut, Nylon Lock, Flanged, 1/2-13	38	11242	Washer, Lock, 0.5"

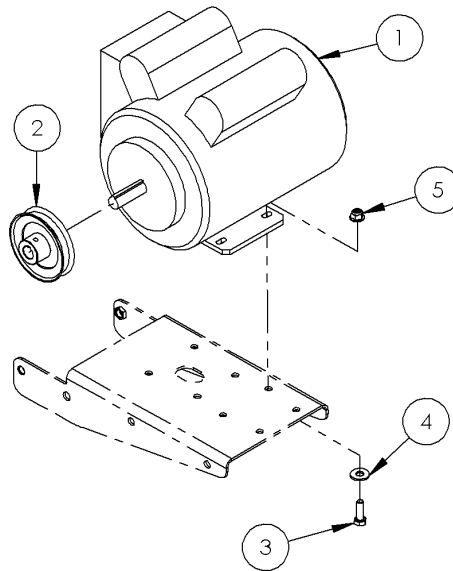
# Schematic – FRAME AND AXLE ASSEMBLY



## Parts List and Schematic – ELECTRIC MOTOR

**NOTE:** Part numbers listed are available through DR Power Equipment.

<u>Ref#</u>	<u>Part#</u>	<u>Description</u>	<u>Ref#</u>	<u>Part#</u>	<u>Description</u>
1	34510	Motor, .5HP, AC	4	11241	Washer, Flat, 5/16", USS
2	30446	Pulley, 3.5" diameter	5	33332	Nut, Nylon Lock, Flanged, 5/16-18
3	11158	Bolt, HCS, 5/16-18 X 1", GR5, ZP			

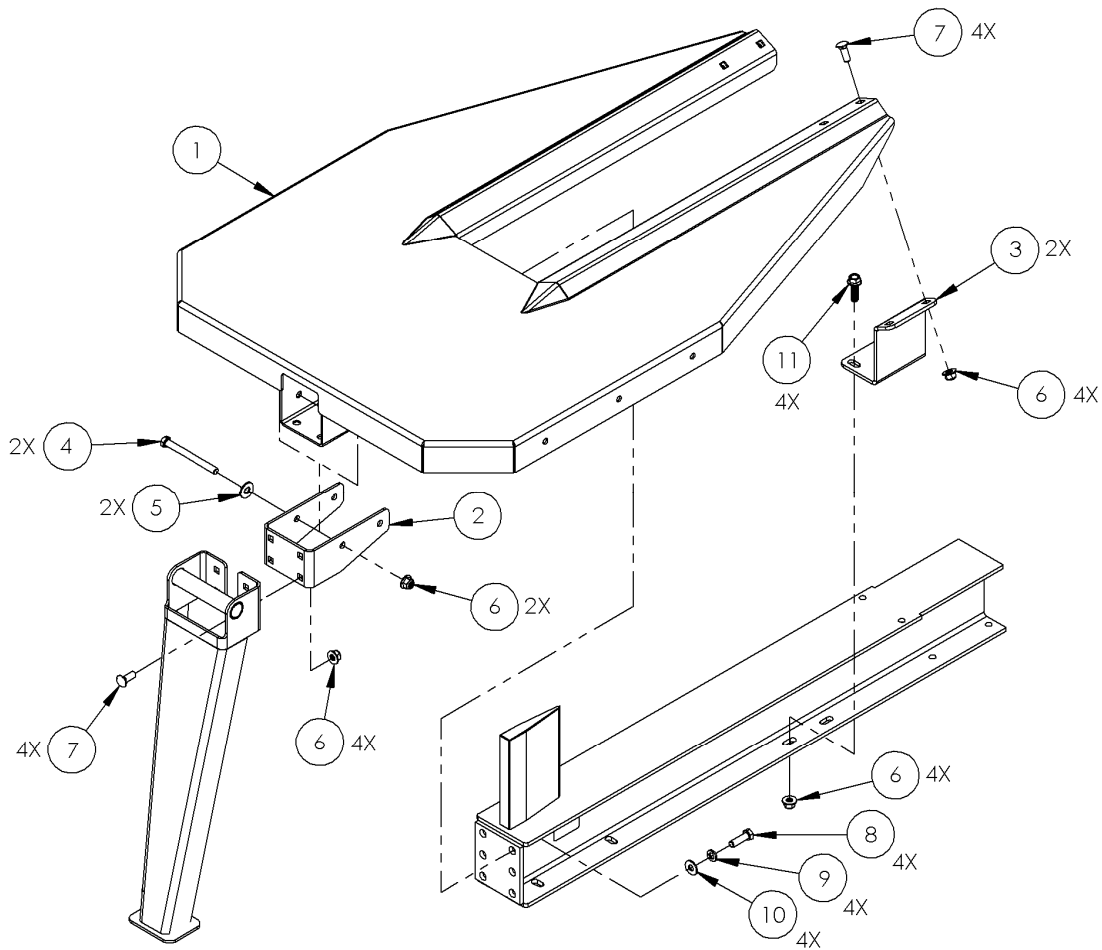




## Parts List – LARGE TRAY KIT ASSEMBLY (optional accessory)

**NOTE:** Part numbers listed are available through DR Power Equipment.

Ref#	Part#	Description	Ref#	Part#	Description
1	31363	Table, Log	7	32104	Bolt, Carriage, 3/8-16 X 1", GR5, ZP
2	34503	Bracket, Log Table	8	15043	Bolt, HHCS, 3/8-16 X 1-1/4", GR5
3	32105	Mount, Tray	9	18081	Washer, Lock, 3/8"
4	22912	Bolt, HHCS, 3/8-16 X 4.5", G5, ZP	10	11241	Washer, Flat, 5/16 USS, ZP
5	11239	Washer, Flat, 3/8, USS	11	33351	Bolt, Hex, Flange, 3/8-16 X 1.25"
6	33333	Nut, Nylon Lock, Flanged, 3/8-16			



**Notes:**

# DR<sup>®</sup> PREMIER RAPIDFIRE™ LOG SPLITTER



## 2-Year Limited Warranty

### Terms and Conditions

The DR<sup>®</sup> PREMIER RAPIDFIRE™ Log Splitter is warranted for two (2) years against defects in materials or workmanship when put to ordinary and normal consumer use; 90 days for commercial use. The engine manufacturer warrants the engine separately.

For the purposes of all the above warranties, "ordinary and normal use" does not include misuse, accidents or damage due to inadequate maintenance.

DR<sup>®</sup> Power Equipment certifies that the DR<sup>®</sup> PREMIER RAPIDFIRE™ Log Splitter is fit for ordinary purposes for which a product of this type is used. DR<sup>®</sup> Power Equipment however, limits the implied warranties of merchantability and fitness in duration to a period of two (2) years in consumer use; 90 days for commercial use.

The 2-Year Limited Warranty on the DR<sup>®</sup> PREMIER RAPIDFIRE™ Log Splitter starts on the date the machine ships from our factory. The 2-Year Limited Warranty is applicable only to the original owner.

The warranty holder is responsible for the performance of the required maintenance as defined by the manufacturer's owner's manuals. The warranty holder is responsible for replacement of normally wearing parts such as the Drive Belts, Air Filter, and Spark Plug. Accessories to the machine are not covered by this warranty.

During the warranty period, the warranty holder is responsible for the machine transportation charges, if required. During the warranty period, warranty parts will be shipped by standard method at no charge to the warranty holder. Expedited shipping of warranty parts is the responsibility of the warranty holder.

SOME STATES DO NOT ALLOW LIMITATIONS ON THE LENGTH OF IMPLIED WARRANTIES, SO THE ABOVE LIMITATIONS MAY NOT APPLY TO YOU.

DR<sup>®</sup> Power Equipment shall not be liable under any circumstances for any **incidental or consequential damages or expenses** of any kind, including, but not limited to, cost of equipment rentals, loss of profit, or cost of hiring services to perform tasks normally performed by the DR<sup>®</sup> PREMIER RAPIDFIRE™ Log Splitter.

SOME STATES DO NOT ALLOW THE EXCLUSION OR LIMITATION OF INCIDENTAL OR CONSEQUENTIAL DAMAGES, SO THE ABOVE LIMITATIONS MAY NOT APPLY TO YOU.

THIS WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS, AND YOU ALSO HAVE OTHER RIGHTS, WHICH VARY FROM STATE TO STATE.

## ***Daily Checklist for the DR PREMIER RAPIDFIRE LOG SPLITTER***

To help maintain your DR PREMIER RAPIDFIRE LOG SPLITTER for optimum performance, we recommend you follow this checklist each time you use your Log Splitter.

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### **! WARNING**

Before performing any maintenance procedure or inspection, stop the engine, wait five minutes to allow all parts to cool. Disconnect the spark plug wire, keeping it away from the spark plug.

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- [ ] Check the Engine Oil and Gas Tank level.
- [ ] Check that Engine is clean of debris.
- [ ] Check the general condition of the Log Splitter, e.g.; Nuts, Bolts, Welds, etc.
- [ ] Check Tire pressure and wear.
- [ ] Check Belt tension.
- [ ] Check the Frame for wear and damage.
- [ ] Check the Wedge for nicks and wear. Sharpen if needed.
- [ ] Apply a rust preventative (Fluid Film or equivalent) to any bare metal areas on the top of the Rail. This will assure the longest possible service life of the Wedge.

## ***End of Season and Storage***

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### **! WARNING**

Before performing any maintenance procedure or inspection, stop the engine, wait five minutes to allow all parts to cool. Disconnect the spark plug wire, keeping it away from the spark plug.

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- Change the Engine Oil.
- Clean or replace the Air Filter.
- Check the Wedge for nicks and wear. Sharpen if needed.
- Apply Grease to the Rack and Pinion Teeth.
- Apply a rust preventative (Fluid Film or equivalent) to any bare metal areas on the top of the Rail.
- If your DR PREMIER RAPIDFIRE LOG SPLITTER will be idle for more than 30 days, we recommend using a gas stabilizer. This will prevent sediment from gumming up the Carburetor. If there is dirt or moisture in the gas or Tank, remove it by draining the Tank. Completely fill the Tank with fresh, unleaded gas with no more than 10% Ethanol and add the appropriate amount of stabilizer or gasoline additive. Run the Engine for a short time to allow the additive to circulate.
- Clean the exterior of the unit to remove all dirt, grease, and any other foreign material. Clean dirt and debris from the Cylinder Head Cooling Fins and Muffler area of the Engine. To prevent rust, touch up painted surfaces that have been scratched or chipped.
- Be sure all Nuts, Bolts, and Screws are securely fastened.
- Remove the Spark Plug and pour about 1 ounce of Motor Oil into the Cylinder hole. Replace the Plug and crank the Engine over a couple of times using the Pull Cord. This will coat the Piston and seat the Valves to prevent moisture buildup.
- If possible, store the Log Splitter in a dry, protected place. If it is necessary to store the Log Splitter outside, cover it with a protective material (especially the Engine).



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