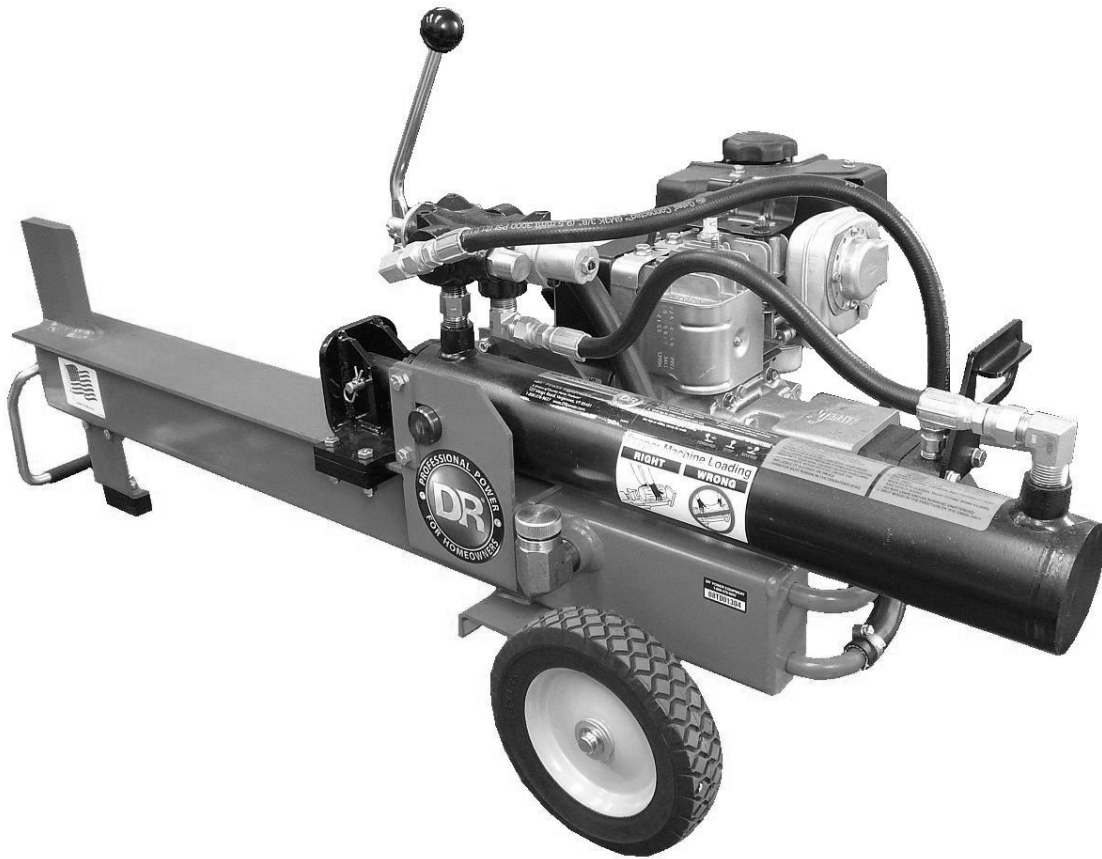


8-TON DR[®] WOOD SPLITTER

SAFETY & OPERATING INSTRUCTIONS



Serial No. _____

Order No. _____

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

WARNING!

READ AND UNDERSTAND THIS MANUAL AND ALL INSTRUCTIONS BEFORE OPERATING THIS 8-TON DR WOOD SPLITTER.

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Conventions used in this manual

 DANGER!

THIS INDICATES A HAZARDOUS SITUATION, WHICH, IF NOT FOLLOWED, WILL RESULT IN DEATH OR SERIOUS INJURY.

 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.

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.

Specifications

MECHANICAL SPECIFICATIONS

Slide Rail.....	4" x 4", reinforced, heavy duty, steel tube
Wedge.....	high-carbon steel, 3/4" thick
Force/Tonnage.....	8 ton
Cylinder Stroke.....	18"
Log Opening.....	18" maximum
Operating Weight.....	138 LBS
Engine.....	475 Power Built series Briggs & Stratton; 4.75 ft. lbs. torque (148cc)

HYDRAULIC SPECIFICATIONS

Cylinder Size.....	3" x 18", trunnion mount cylinder, 1.25" rod
Hydraulic System Capacity (including cylinder, tank, and hoses).....	154 oz. (4.5 liters)
Safety Release Control Valve.....	Detent, auto return
Gear Pump.....	single-stage, 2.7 GPM
Hydraulic Fluid	
Above 30° F.....	Use AW-32, 10W tractor hydraulic oil (non foaming) or ATF Dextron III
Below 30° F.....	Use only ATF Dextron III

SHIPPING SPECIFICATIONS

Shipping Weight.....	148 LBS
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! WARNING!

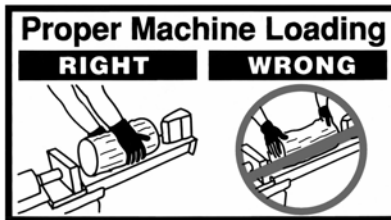
READ THIS SAFETY AND OPERATING MANUAL BEFORE YOU USE THE 8-TON DR WOOD SPLITTER. BECOME FAMILIAR WITH THE SERVICE RECOMMENDATIONS TO ENSURE THE BEST PERFORMANCE FROM YOUR SPLITTER.

DO NOT ATTEMPT TO ASSEMBLE, OPERATE, OR MAINTAIN OUR PRODUCT WITHOUT FULLY UNDERSTANDING ALL OUR INSTRUCTIONS AND SAFETY PRECAUTIONS. DO NOT OPERATE THE WOOD SPLITTER UNLESS YOU READ AND UNDERSTAND THE INSTRUCTIONS AND WARNINGS IN THIS MANUAL. IF YOU ARE EVER UNSURE ABOUT AN ACTION YOU ARE ABOUT TO TAKE, DON'T DO IT. CONTACT US AT WWW.DRPOWER.COM OR CALL DR POWER EQUIPMENTS' TOLL-FREE SUPPORT AT 1-800-DR-OWNER (376-9637) FOR HELP OR INFORMATION.

Labels

Your 8-TON DR WOOD SPLITTER carries prominent labels as reminders for its proper and safe use. Shown below are copies of all the safety and operation labels that appear on the equipment. Take a moment to study them and make a note of their location on your 8-TON DR WOOD SPLITTER as you assemble and before you operate the unit. Replace damaged or missing safety and operation labels immediately.

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Personal Protection

WARNING!

- TO AVOID PERSONAL INJURY OR DEATH, CAREFULLY READ AND UNDERSTAND ALL INSTRUCTIONS PERTAINING TO THE WOOD SPLITTER INCLUDING THE ENGINE MANUFACTURER'S OPERATING AND MAINTENANCE INSTRUCTION MANUAL.
 - ALWAYS WEAR PROTECTIVE GEAR, SUCH AS SAFETY GOGGLES, TIGHT-FITTING GLOVES WITHOUT DRAW STRINGS OR LOOSE CUFFS, STEEL-TOED SHOES, AND A PROTECTIVE HEARING DEVICE.
 - TO PREVENT INJURY, MAKE SURE ALL DECALS ARE ATTACHED TO THE WOOD SPLITTER AND ARE LEGIBLE AT ALL TIMES.
-

Worksite Safety

DANGER!

NEVER OPERATE THE ENGINE IN AN ENCLOSED AREA. EXHAUST FUMES CONTAIN CARBON MONOXIDE THAT CAN BE DEADLY WHEN INHALED. MAKE SURE THE AREA IS WELL VENTILATED.

WARNING!

- TO AVOID TRIPPING, DO NOT LEAVE TOOLS, LOGS, OR OTHER ITEMS LYING AROUND THE WORK AREA.
 - NEVER OPERATE YOUR WOOD SPLITTER ON SLIPPERY, WET, MUDDY, OR ICY SURFACES. THE LOCATION YOU CHOOSE SHOULD BE SOLID, LEVEL, DRY, AND FREE FROM ANY TALL GRASS, BRUSH, OR OTHER INTERFERENCES.
 - NEVER USE YOUR WOOD SPLITTER AT NIGHT.
-

Operating Safety

WARNING!

- ALLOW ONLY ONE (1) PERSON TO LOAD AND OPERATE THE WOOD SPLITTER.
- ALLOW ONLY ADULTS TO OPERATE THE WOOD SPLITTER. NO ONE UNDER THE AGE OF 18 SHOULD BE ALLOWED TO OPERATE THE WOOD SPLITTER.
- 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 ONLY WITHIN THE SAFE OPERATING AREA PRESCRIBED IN THIS MANUAL (SEE THE PHOTOS ON SAFE AND UNSAFE OPERATING ZONES IN THE "OPERATING YOUR WOOD SPLITTER" SECTION IN CHAPTER 4.)

- WHEN THE RAM OF THE WOOD SPLITTER IS IN THE RETURN MODE, KEEP YOUR HANDS OFF THE MACHINE — THE WOOD SPLITTER IS DESIGNED TO AUTOMATICALLY STOP THE RAM WHEN THE CYLINDER IS FULLY RETRACTED.
 - ALWAYS DISCONNECT THE SPARK PLUG WIRE WHEN THE WOOD SPLITTER IS NOT IN OPERATION.
 - DO NOT ALLOW ANY PERSON TO OPERATE THE WOOD SPLITTER UNTIL THEY HAVE READ AND UNDERSTOOD THE SAFE OPERATING INSTRUCTIONS CONTAINED IN THIS MANUAL.
 - DO NOT, UNDER ANY CIRCUMSTANCES, ALTER YOUR WOOD SPLITTER. THIS EQUIPMENT WAS DESIGNED AND ENGINEERED TO BE USED IN ACCORDANCE WITH THE OPERATING INSTRUCTIONS. ALTERING THE EQUIPMENT, OR USING THE EQUIPMENT IN SUCH A WAY AS TO CIRCUMVENT ITS DESIGN CAPABILITIES AND CAPACITIES, COULD RESULT IN SERIOUS OR FATAL INJURY AND WILL VOID THE WARRANTY.
 - NEVER OPERATE, OR ALLOW ANYONE ELSE TO OPERATE, THIS EQUIPMENT WHILE UNDER THE INFLUENCE OF MEDICATION, DRUGS, OR ALCOHOL.
 - NEVER WEAR LOOSE CLOTHING OR JEWELRY THAT MAY GET CAUGHT OR BECOME ENTANGLED IN THE WOOD SPLITTER.
 - NEVER PLACE HANDS OR FEET BETWEEN LOG AND SPLITTING WEDGE OR BETWEEN LOG AND RAM DURING THE FORWARD OR REVERSE STROKE.
 - DO NOT STRADDLE OR REACH ACROSS THE SPLITTING AREA WHEN OPERATING THE WOOD SPLITTER.
 - DO NOT STEP OVER YOUR WOOD SPLITTER WHEN THE ENGINE IS RUNNING, BECAUSE YOU MAY TRIP OR ACCIDENTALLY ENGAGE THE RAM.
 - NEVER ATTEMPT TO LOAD YOUR WOOD SPLITTER WHILE THE RAM IS IN MOTION.
 - ONLY USE YOUR HAND TO OPERATE THE CONTROL VALVE HANDLE.
-

Log Splitting Safety

WARNING!

- ALWAYS KEEP YOUR FINGERS AWAY FROM ANY CRACKS THAT OPEN IN THE LOG DURING THE SPLITTING OPERATION.
 - ALWAYS MAKE SURE THAT BOTH ENDS OF THE LOG YOU ARE SPLITTING ARE CUT AS SQUARE AS POSSIBLE. THIS WILL PREVENT THE LOG FROM SLIDING OUT OF POSITION WHILE UNDER PRESSURE. LOGS SHOULD BE 18 INCHES OR SHORTER IN LENGTH.
 - NEVER PILE LOGS TO BE SPLIT IN A MANNER THAT WILL CAUSE YOU TO REACH ACROSS THE WOOD SPLITTER.
-

Maintenance and Repair

WARNING!

- FOLLOW ALL SAFETY RULES. MOST ACCIDENTS INVOLVING THE OPERATION, MAINTENANCE, OR REPAIR OF PRODUCTS OCCUR BECAUSE THE ASSEMBLER/OWNER/OPERATOR FAILED TO OBSERVE BASIC SAFETY RULES OR OPERATING INSTRUCTIONS.
 - ALWAYS INSPECT YOUR WOOD SPLITTER BEFORE EACH USE. MAKE SURE ALL NUTS, BOLTS, SCREWS, HYDRAULIC FITTINGS, HOSE CLAMPS, ETC. ARE SECURELY TIGHTENED.
 - ALWAYS CHECK THE FLUID LEVEL IN THE HYDRAULIC FLUID TANK AND ENGINE OIL RESERVOIR BEFORE EACH USE.
 - NEVER OPERATE YOUR WOOD 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 WOOD SPLITTER IN ANY MANNER. SUCH ALTERATIONS MAY CAUSE THE WOOD SPLITTER TO BECOME UNSAFE AND WILL VOID THE WARRANTY.
 - ALWAYS CLEAN THE UNIT AFTER EACH USE. IF POSSIBLE, STORE THE UNIT INSIDE OR COVER IT COMPLETELY IF STORED OUTSIDE.
-

Refueling

WARNING!

- ONLY REFUEL THE WOOD SPLITTER OUTDOORS IN A CLEAR AREA VOID OF GAS FUMES OR SPILLED GASOLINE.
 - ALWAYS USE AN APPROVED FUEL CONTAINER TO CARRY GASOLINE.
 - ALWAYS REPLACE THE WOOD SPLITTER GAS CAP AND THE FUEL CONTAINER CAP SECURELY.
 - IF GASOLINE IS SPILLED, MOVE THE MACHINE AWAY FROM THE AREA OF THE SPILL AND AVOID CREATING ANY SOURCE OF IGNITION UNTIL THE SPILLED GASOLINE HAS COMPLETELY EVAPORATED.
 - TAKE A CLASS B FIRE EXTINGUISHER WITH YOU WHEN OPERATING THE WOOD SPLITTER IN DRY AREAS AS A PRECAUTIONARY MEASURE AGAINST POSSIBLE FLYING SPARKS.
 - ALWAYS STORE GASOLINE IN AN APPROVED, TIGHTLY SEALED CONTAINER. STORE THE CONTAINER IN A COOL, DRY PLACE. DO NOT STORE THE CONTAINER IN A HOUSE OR NEAR ANY HEATING APPLIANCE.
 - DO NOT SMOKE OR HAVE OPEN FLAMES WHEN REFUELING THE ENGINE. DO NOT SPILL FUEL. IF FUEL SHOULD SPILL, QUICKLY WIPE UP THE SPILL AND ALLOW THE EXCESS TO EVAPORATE BEFORE CONTINUING. MAKE SURE GASOLINE SOAKED RAGS ARE PROPERLY DISPOSED OF.
 - DO NOT FILL THE GAS TANK WHILE THE ENGINE IS HOT OR RUNNING. ALLOW TIME FOR THE ENGINE TO COOL DOWN BEFORE REFUELING.
-

Preventing Fires

WARNING!

- NEVER OPERATE THE WOOD SPLITTER NEAR A FLAME OR SPARK. OIL AND GASOLINE ARE FLAMMABLE AND CAN EXPLODE.
 - NEVER SMOKE WHILE OPERATING OR REFUELING THE WOOD SPLITTER. GASOLINE, OIL, AND EVEN GAS FUMES CAN EXPLODE.
 - THE WOOD 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.
-

Hydraulic Safety

WARNING!

HIGH FLUID PRESSURES ARE DEVELOPED IN HYDRAULIC LOG SPLITTERS. PRESSURIZED HYDRAULIC FLUID ESCAPING THROUGH A PIN HOLE OPENING CAN PUNCTURE SKIN AND CAUSE SEVERE BLOOD POISONING. THEREFORE, THE FOLLOWING INSTRUCTIONS SHOULD BE HEEDED AT ALL TIMES.

- DO NOT OPERATE THE UNIT WITH FRAYED, KINKED, CRACKED OR DAMAGED HOSES, FITTINGS, OR TUBING. (B) STOP THE ENGINE AND RELIEVE HYDRAULIC SYSTEM PRESSURE BEFORE CHANGING OR ADJUSTING FITTINGS, HOSES, TUBING, OR OTHER SYSTEM COMPONENTS.
 - DO NOT ADJUST THE PRESSURE SETTINGS OF THE PUMP OR VALVE.
 - DO NOT CHECK FOR LEAKS WITH YOUR HAND. LEAKS CAN BE LOCATED BY PASSING CARDBOARD OR WOOD OVER THE SUSPECTED AREA: LOOK FOR DISCOLORATION. IF INJURED BY ESCAPING FLUID, SEE A DOCTOR AT ONCE. SERIOUS INFECTION OR REACTION CAN DEVELOP IF PROPER MEDICAL TREATMENT IS NOT ADMINISTERED IMMEDIATELY.
-

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 8-TON DR WOOD 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.

Chapter 2: Setting Up Your 8-Ton DR Wood Splitter

It may be helpful to familiarize yourself with the controls and features on your Splitter by reviewing the picture in Figure 1 before beginning the steps outlined in this chapter.

8-Ton DR Wood Splitter Controls and Features

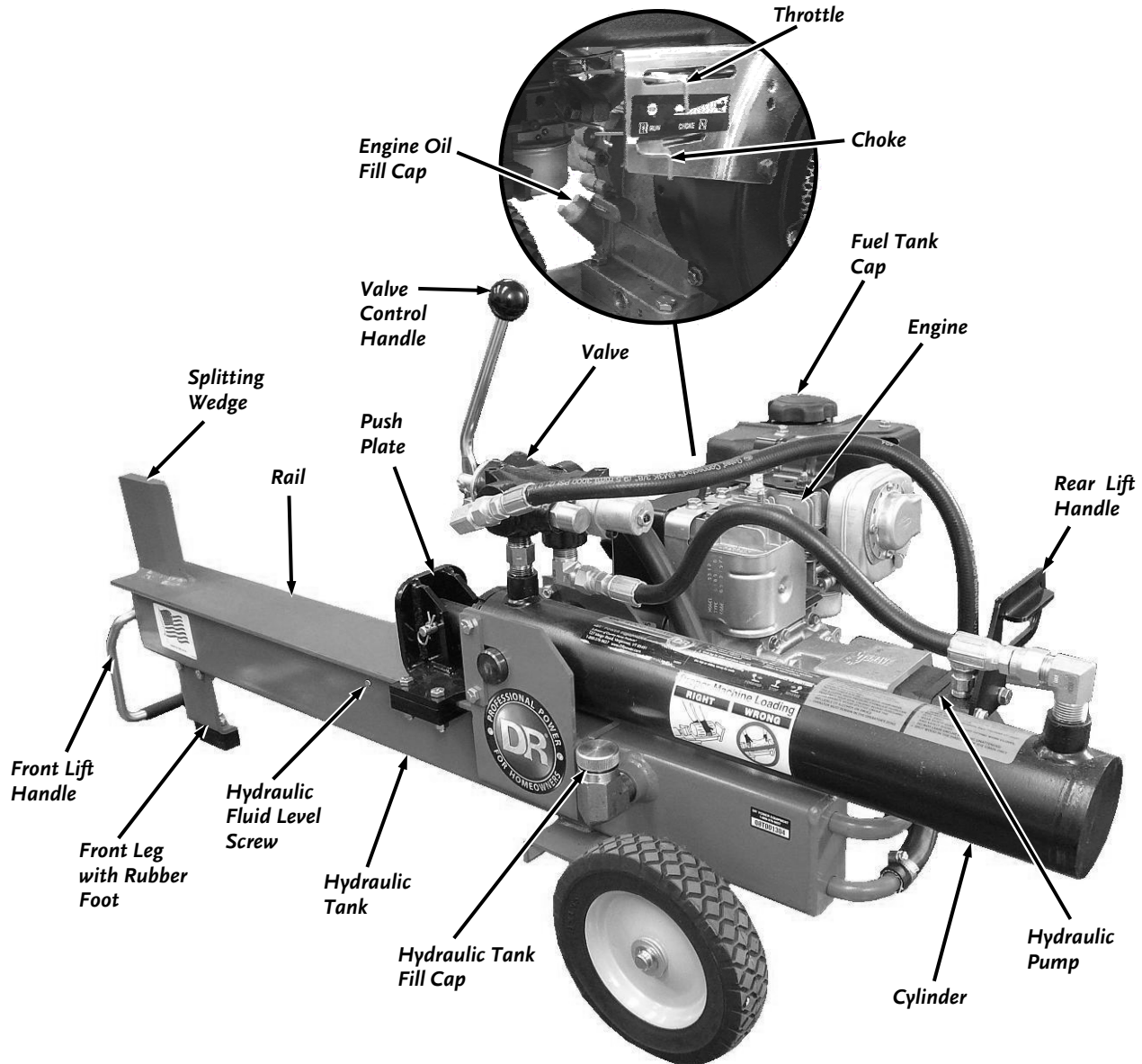


Figure 1

Tools needed:

- 10" crescent wrench
- Flathead Screwdriver
- 7/16" open-end wrenches
- 1/2" open-end wrenches
- Utility Knife
- Hammer
- Long-necked Funnel
- Tin Cutters

Supplies needed:

- Hydraulic fluid (see "Specifications", page 2)
- Engine oil (see engine manual)
- General purpose grease

Shipping List

The following chart lists the parts that are shipped with the 8-TON DR WOOD SPLITTER.

DESCRIPTION	QTY
Base Unit (engine)	1
Cylinder and Push Plate Assembly	1
Parts Box Contents	
Front Leg Assembly	1
Tire, 8"	2
Hardware Bag	1
Hardware Bag Contents	
Bolt (5/16-18 x 1")	1
Bolt (5/16-18 x 3/4")	4
Nut, Push-on	2
Nut, Nylon Lock (5/16")	5
Plate, Cylinder Retainer	2
Washer, Flat (1/2")	4
Users Manual Bag Contents	
Handle Assembly Kit (includes Handle, Knob, Clevis Pins and Hairpin Clips)	1
S & O Manual	1
Engine Users Manual	1

Unpacking the Crate

! CAUTION!

WEAR EYE PROTECTION WHEN CUTTING THE BANDING. THE BANDING MAY HAVE A LOT OF TENSION ON IT AND MAY SNAP AND CUT YOU. ALWAYS STAND TO ONE SIDE WHEN CUTTING THE BANDING.

1. Cut the banding (tin cutters) and pull the box off the pallet.
2. Cut the tape (utility knife) and open the box. Pull out both Support Inserts (*Figure 2*).

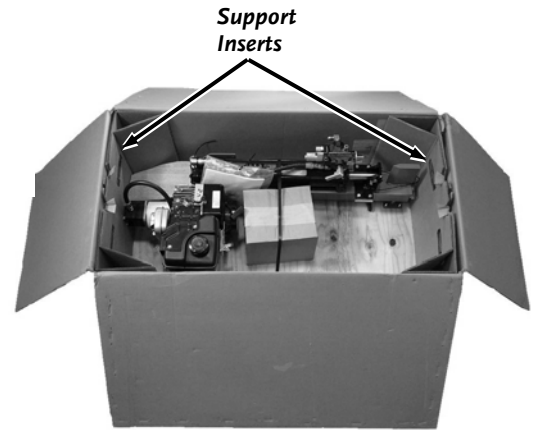


Figure 2

! CAUTION!

THE WOOD SPLITTER WEIGHS APPROXIMATELY 140 LBS. WE RECOMMEND TWO PEOPLE FOR STEP 3.

BE CAREFUL WHEN WORKING NEAR THE SPLITTING WEDGE. THE WEDGE CAN EASILY CUT OR PUNCTURE THE SKIN IF YOU CONTACT IT AT THE POINTED TOP CORNER OR SHARP FRONT EDGE.

3. With a person at each end of the box, lift the plywood base that the Splitter is attached to, out of the box.
4. Cut the remaining banding strap and Cable Ties (tin cutters) (*Figure 3*).
5. Open the Parts box, and make sure all the smaller parts have been shipped (*Figure 4*). The chart in the "Shipping List" (previous page) provides a complete list of all the parts shipped with your Wood Splitter. If you have any questions, please contact us at www.DRpower.com or call DR Power Equipment at 1-800-DR-OWNER (376-9637).

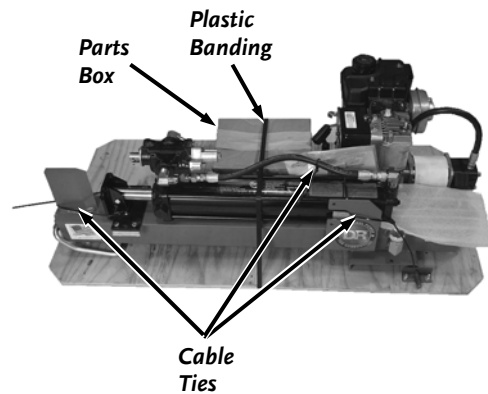


Figure 3

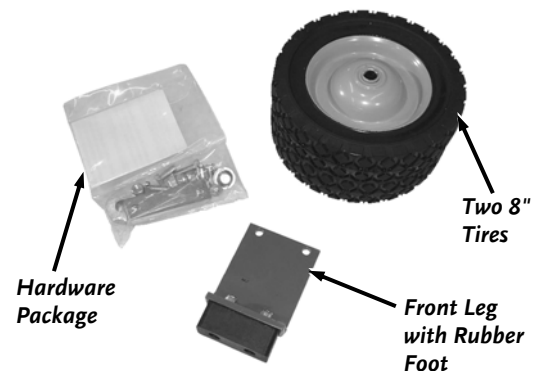


Figure 4

Assembly Procedure

! NOTICE!

READ ALL INSTRUCTIONS AND SAFETY RECOMMENDATIONS BEFORE ASSEMBLING OR OPERATING THIS WOOD SPLITTER.

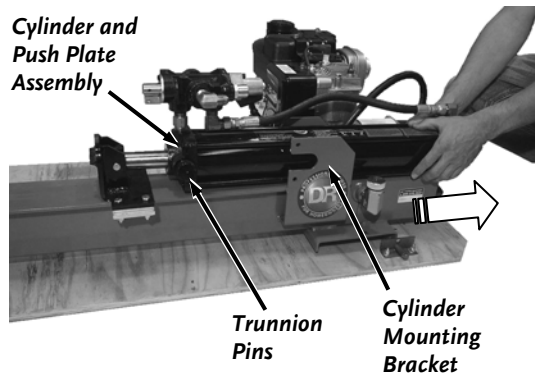


Figure 5

Securing the Cylinder and Push Plate Assembly

- Slide the Cylinder and Push Plate Assembly towards the Engine until the Trunnion Pins on the side of the Cylinder fit into the slots of the Cylinder Mounting Bracket (**Figure 5**).

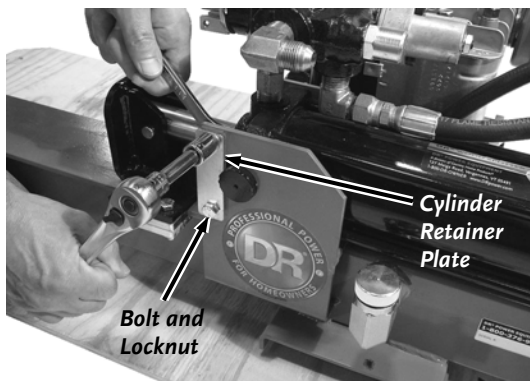


Figure 6

- Install the two Cylinder Retainer Plates using four 5/16 x 3/4 inch long Hex Bolts and Locknuts (**Figure 6**). Tighten the Nuts securely (1/2 inch wrenches).

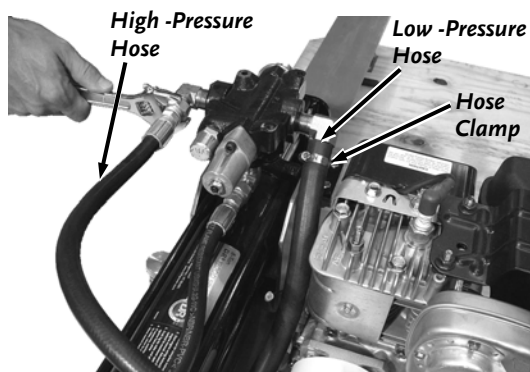


Figure 7

- Push the Low-Pressure Hose onto the Fitting (**Figure 7**).
- Loosen the Hose Clamp (flathead screwdriver) and slide it up over the end of the Low-Pressure Hose and tighten.
- Thread the High-Pressure Hose onto the Control Valve Fitting and tighten (crescent wrench).

Attaching the Valve Control Handle to the Valve

1. Install the Clevis Pin and Hairpin Clip through the bottom hole on the Valve (**Figure 8**).
2. Insert the forked end of the Valve Control Handle over the Clevis Pin.
3. Align the hole in the Handle with the top hole in the Valve and insert the top Clevis Pin and Hairpin Clip.

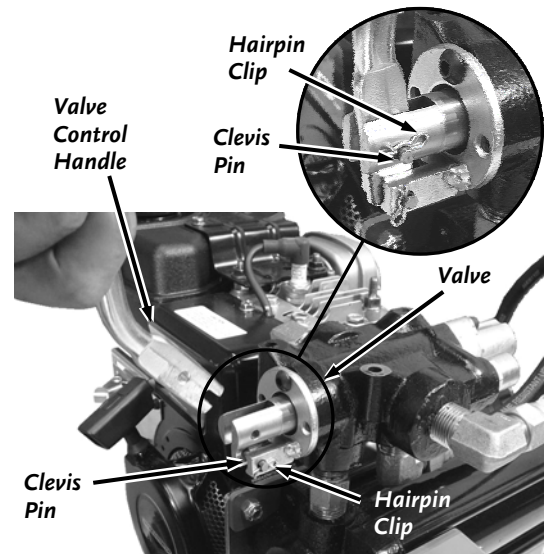


Figure 8

4. Remove the Bolt and Locknut that is securing the wedge end of the Splitter to the shipping Bracket (1/2" wrenches) (**Figure 9**).

NOTE: Set the Bolt and Locknut that was removed in the last step aside to be used when you install the Front Leg.

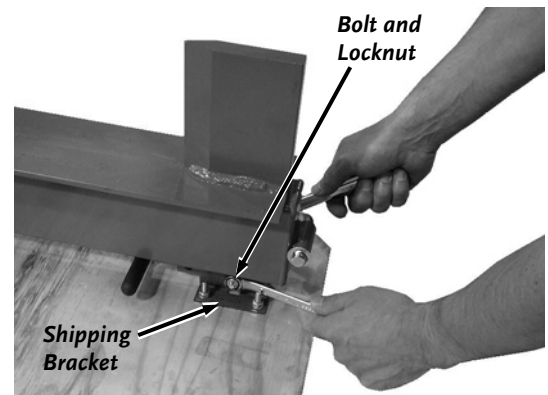


Figure 9

5. Remove the Two Carriage Bolts and Locknuts that secure the Shipping Bracket to the Plywood Base (1/2" wrenches) and remove the Shipping Bracket (**Figure 10**).
6. Slide the Splitter out of the Shipping Bracket that is on the opposite side and set the Splitter on a flat, clean surface.

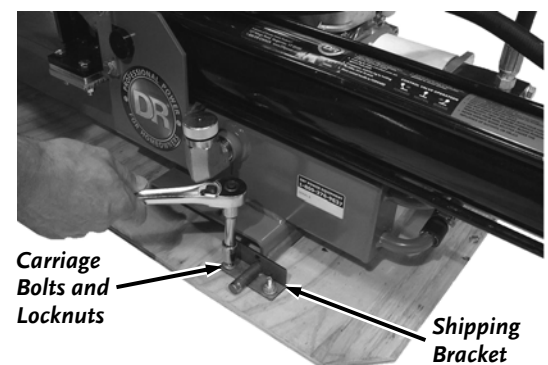


Figure 10

Installing the Tires and Front Leg

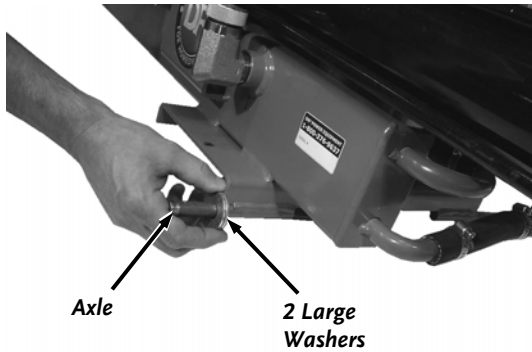


Figure 11

1. Raise one side of the Wood Splitter and slide two Large Washers over the Axle then install a Tire onto the axle (**Figure 11**).

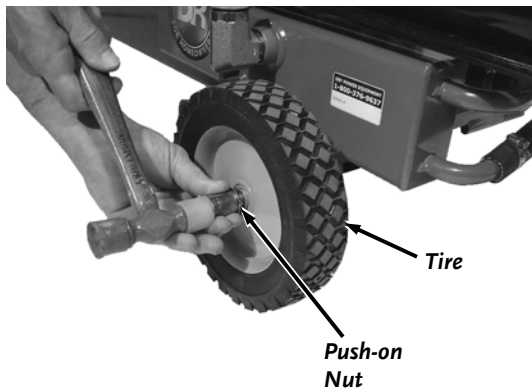


Figure 12

2. Install a Push-on Nut and tap it in place (hammer) (**Figure 12**). Repeat the process for the other wheel.

NOTE: Placing a socket over the push nut and tapping on the socket will make it easier to install the push nut.

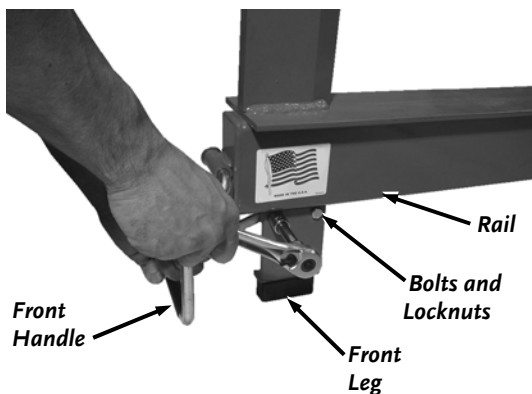


Figure 13

3. Unfold the Front Handle from under the Rail (**Figure 13**).
4. Attach the Front Leg to the Rail using two 5/16" x 1" Hex Bolts and Locknuts. One Bolt/Locknut is in the parts box; the other you already removed from the Rail and the Shipping Bracket.

Your 8-Ton DR Wood Splitter is now fully assembled.

Start-Up Procedure

! NOTICE!

READ AND FOLLOW ALL OF THE INSTRUCTIONS IN THE “START-UP PROCEDURE” BEFORE STARTING THE ENGINE AND OPERATING THE WOOD SPLITTER. FAILURE TO FOLLOW THIS RECOMMENDATION WILL RESULT IN ENGINE AND HYDRAULIC PUMP DAMAGE.

BEFORE STARTING THE ENGINE, READ THE ENGINE MANUFACTURER’S OPERATING AND MAINTENANCE INSTRUCTION MANUAL. IF YOU HAVE ANY QUESTIONS, PLEASE CONTACT US AT WWW.DRPOWER.COM OR CALL OUR CUSTOMER SERVICE REPRESENTATIVES AT OUR TOLL-FREE NUMBER: 1-800-DR-OWNER (376-9637).

NOTE: Place a clean container under Hydraulic Fluid Overflow Screw to catch any overflow of Hydraulic Fluid. Do not allow excess Fluid to spill onto the ground.

1. Ensure that the Splitter is on a flat, level surface and remove the Hydraulic Tank Cap and the Hydraulic Fluid Overflow Screw from the Hydraulic Tank (**Figure 14**).
2. Using a long-neck funnel, slowly pour approximately 114 oz. (3.3 liters) of SAE 10W tractor hydraulic Fluid or automatic transmission fluid, such as Dextron III, into the hydraulic tank. Pour the fluid slowly, allowing air to escape as you fill the tank.
3. When Fluid begins coming out of the Overflow Hole, stop pouring and wait for the Fluid to stop flowing from the hole. reinstall the Hydraulic Fluid Overflow Screw.
4. Screw on the Hydraulic Tank Cap and hand tighten.

NOTE: The total hydraulic system fluid capacity is 154 oz. (4.5 liters), but only add 114 oz. (3.3 liters) for now.

5. Lubricate the underside of the rail with grease (**Figure 15**). This will help to prevent wear between the Slide Plates and the Rail.

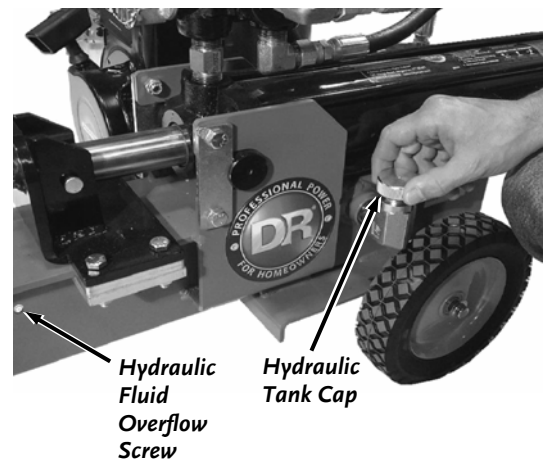


Figure 14

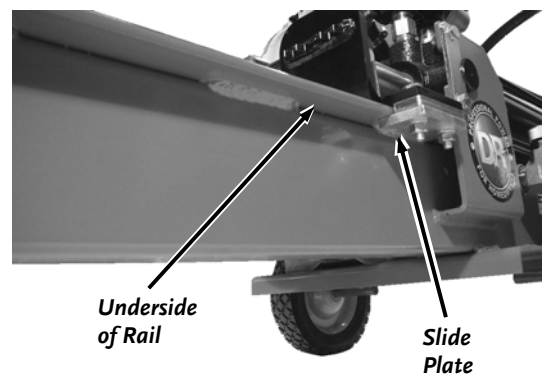


Figure 15

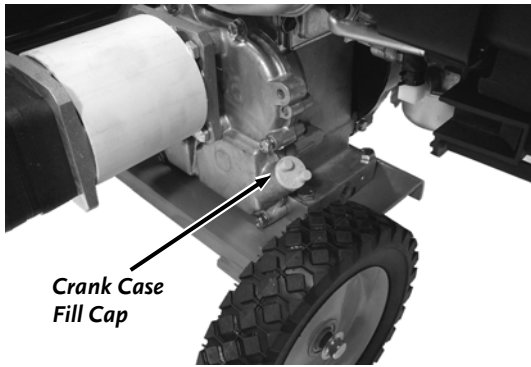


Figure 16

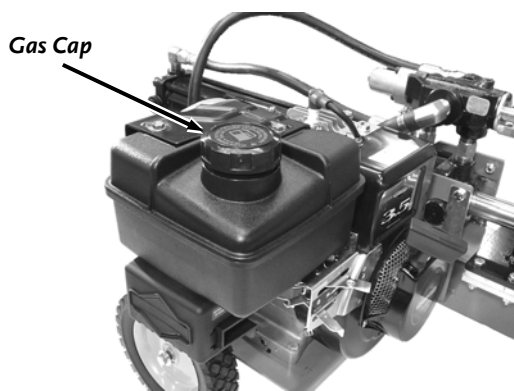


Figure 17

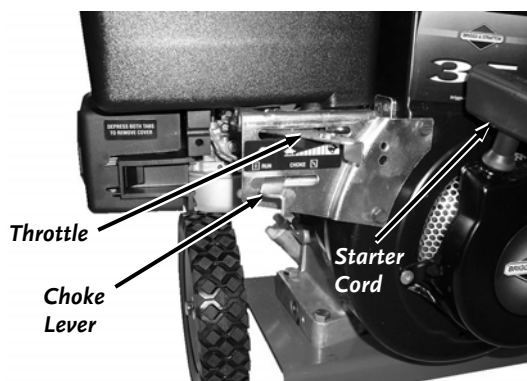


Figure 18

6. Remove the Crank Case Fill Cap (**Figure 16**) and Fill the engine's crankcase with 20 ounces (approximately 2/3 of a quart) of the engine manufacturer's recommended oil. Pour slowly and fill to the point of overflowing. You may want to use a long-neck funnel to help reach the fill opening. 10W 30 is a general purpose motor oil, however refer to the Oil Chart in the engine manual for different viscosities and types to use for different Starting temperatures.
7. Replace the Crank Case Fill Cap.

! WARNING!

BE CAREFUL NOT TO SPILL FUEL WHEN FILLING THE ENGINE. IF FUEL SHOULD SPILL, QUICKLY WIPE OFF AND ALLOW THE EXCESS FUEL TO EVAPORATE BEFORE CONTINUING. FUEL AND FUEL VAPORS ARE HIGHLY FLAMMABLE AND CAN CAUSE PERSONAL INJURY OR EVEN DEATH WHEN IGNITED.

! NOTICE!

DO NOT MIX OIL WITH THE GASOLINE. USING MIXED OIL/GASOLINE IN A FOUR CYCLE ENGINE CAN CAUSE ENGINE DAMAGE.

8. Remove the Gas Cap (**Figure 17**) and fill the engine's fuel tank with fresh, clean, lead-free automotive gasoline to approximately 1-1/2" below top of neck to allow for expansion.
9. Replace the Gas Cap.
10. Move the throttle to FAST and the Choke Lever to CHOKE (**Figure 18**).
11. Pull the starter cord and start the engine.
12. Allow the engine to warm up, then adjust the choke towards the RUN position until the engine runs smoothly.

! WARNING!

KEEP ALL BODY PARTS AWAY FROM THE SLIDE AREA WHEN CYCLING THE CYLINDER.

13. Push the Valve Control Handle, with one hand, to the forward (extend) position (towards the front of the cylinder) (**Figure 19**).

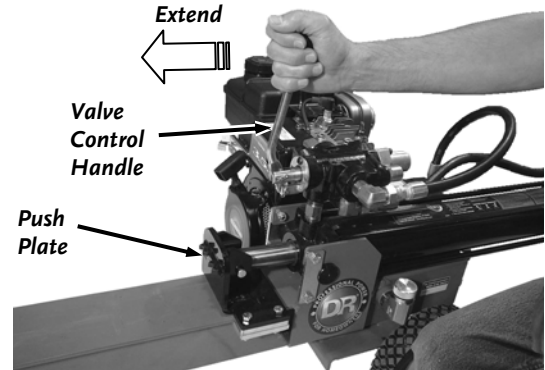


Figure 19

14. When the Push Plate is fully extended, push the Valve Control Handle to the retract position and retract the Cylinder Piston (**Figure 20**). The Cylinder Valve will automatically stop the Cylinder from retracting when it reaches the end of its stroke. Fully cycle the Cylinder 2 to 3 times.

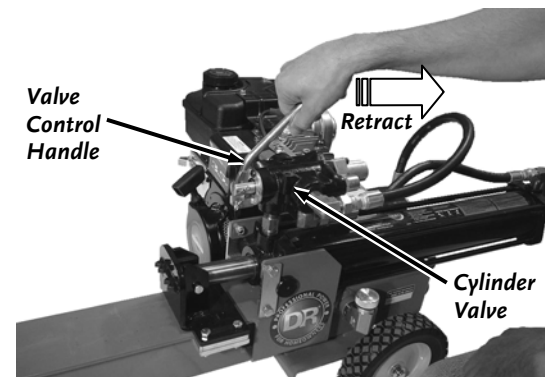


Figure 20

NOTE: Extending and retracting the cylinder piston draws the hydraulic fluid through the system and expels any trapped air from the system.

15. Turn off the engine.
16. Remove the Hydraulic Fluid Overflow Screw from the side of the Tank (**Figure 21**).
17. Remove the Hydraulic Tank Cap and slowly start adding the remaining 40 oz. (1.2 liters) of Hydraulic Fluid until Fluid comes out of the Overflow Screw Hole. **DO NOT OVERFILL THE HYDRAULIC TANK.**
18. Wait until the Fluid stops flowing from the hole and reinstall the Overflow Screw.
19. Screw on and tighten the Hydraulic Tank Cap.
20. Check all fittings and hoses for leaks and tighten as needed.

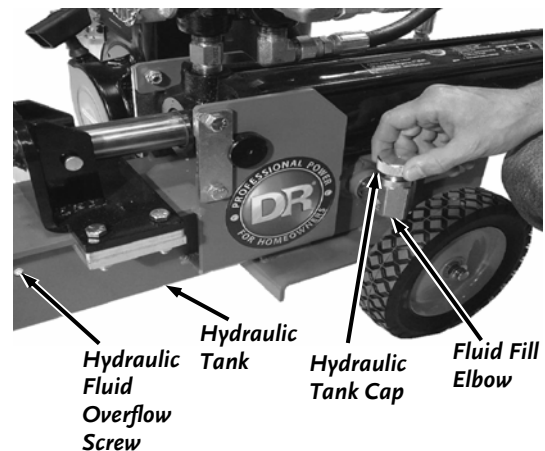


Figure 21

Your 8-Ton DR Wood Splitter is now ready to use.

! WARNING!

DO NOT ATTEMPT TO OPERATE THE WOOD SPLITTER WITHOUT FULLY UNDERSTANDING ALL INSTRUCTIONS, SAFETY PRECAUTIONS, AND/OR WARNINGS. IF ANY DOUBT OR QUESTION ARISES ABOUT THE CORRECT OR SAFE METHOD OF PERFORMING ANYTHING FOUND IN THIS MANUAL, PLEASE CONTACT OUR CUSTOMER SERVICE REPRESENTATIVES AT OUR TOLL FREE NUMBER: 1-800-DR-OWNER (376-9637).

WHEN OPERATING THE WOOD SPLITTER, MAKE SURE YOU ARE IN THE SAFE OPERATING AREA (OPERATOR ZONE) AS SHOWN IN FIGURE 22. YOU MUST STAY IN THE SAFE OPERATING AREA AT ALL TIMES WHEN THE SPLITTING WEDGE IS IN MOTION (WHETHER EXTENDING OR RETRACTING). NEVER PLACE ANY PART OF YOUR BODY INTO A POSITION THAT CAUSES AN UNSAFE OPERATING CONDITION.

BEFORE LOADING AND OPERATING THE WOOD SPLITTER, ALWAYS WEAR PROTECTIVE GEAR, INCLUDING SAFETY GOGGLES, HEARING PROTECTION, TIGHT-FITTING GLOVES WITHOUT DRAW STRINGS OR LOOSE CUFFS, AND STEEL-TOED SHOES.

USE THE FOLLOWING PHOTOS FOR THE CORRECT AND INCORRECT METHODS OF SPLITTING LOGS. NEVER SPLIT A LOG USING AN INCORRECT OR UNSAFE METHOD.

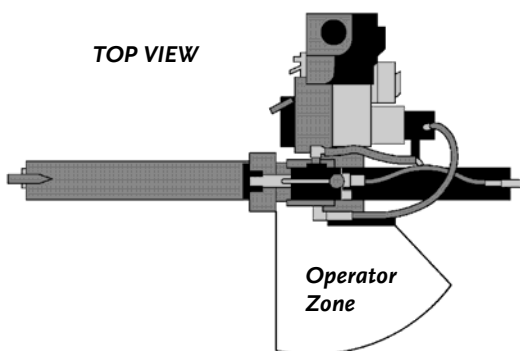


Figure 22

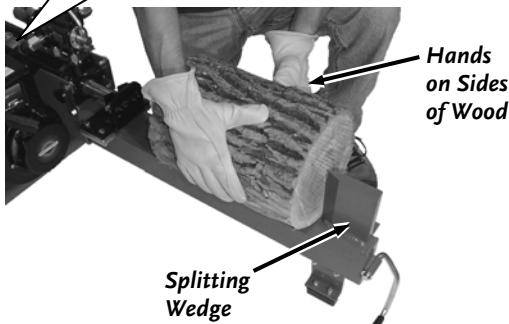
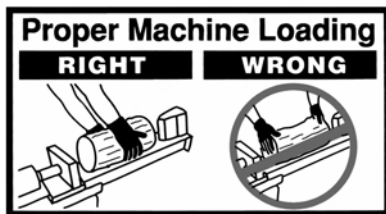


Figure 23

1. Set your Wood Splitter on flat, dry ground. Make sure you read all the recommendations from the “General Safety Rules” in Chapter 2 before using the Wood Splitter.
2. Start the engine using the instructions from the engine manual. If the Wood Splitter has not been running (cold engine), warm up the engine and hydraulic system by running the engine at half throttle for 3 to 4 minutes, then advance the engine throttle control to maximum speed.
3. Place the log on the Wood Splitter. Grasp the log on the sides near the middle of the block (**Figure 23**). Center the log, side-to-side, on the rail of the Wood Splitter, making sure that one end is against the Splitting Wedge.

! WARNING!

DO NOT PLACE YOUR HANDS ON THE ENDS OF THE LOG WHEN LOADING THE WOOD SPLITTER. THIS IS A VERY UNSAFE METHOD AND COULD RESULT IN INJURY TO YOUR HANDS (FIGURE 24).



Figure 24

! WARNING!

DO NOT REACH OR STEP ACROSS THE RAIL WHILE THE WOOD SPLITTER IS RUNNING. THIS IS A VERY UNSAFE METHOD WHICH COULD CAUSE PERSONAL INJURY OR EVEN DEATH (FIGURE 25).



Figure 25

4. Make sure both ends of the log you are splitting are cut as square as possible. This will prevent the log from sliding out of position while under pressure. All logs should be no longer than 18" (Figure 26).

! CAUTION!

NEVER ATTEMPT TO SPLIT WOOD ACROSS THE GRAIN. THE WOOD SPLITTER WAS NOT DESIGNED FOR CROSS-GRAIN SPLITTING. DOING SO WILL DAMAGE THE WOOD SPLITTER AND MAY CAUSE PERSONAL INJURY (FIGURE 27).

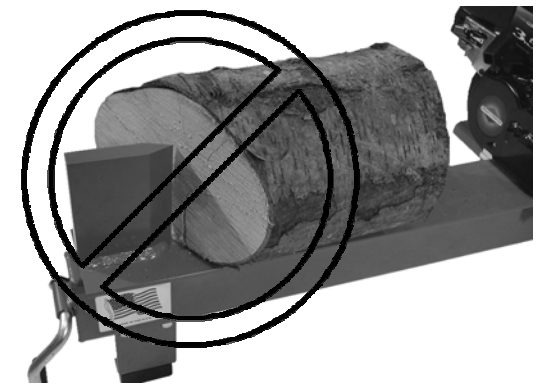


Figure 26

5. Using only your hand, push the Valve Control Handle forward (towards the log) (Figure 28). If the log moves before it is contacted by the Push Plate, release the Valve Control Handle and then reposition the log. Operate the Wood Splitter only when in the safe operating area, as shown in Figure 22.

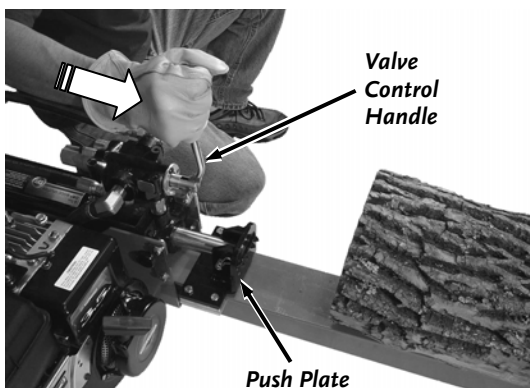


Figure 28



Figure 27

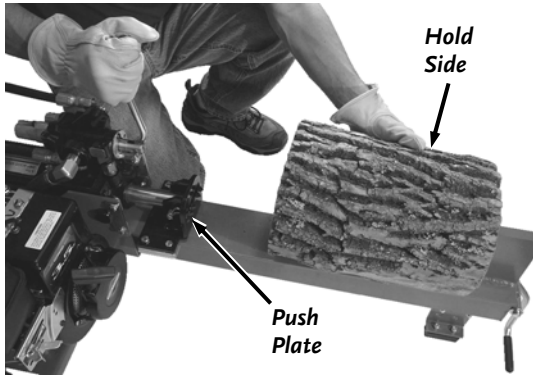


Figure 29

! CAUTION!

IF YOU FIND YOU MUST HOLD THE LOG UNTIL THE PUSH PLATE TOUCHES IT AND HOLDS IT IN PLACE, BE VERY CAREFUL NOT TO PUT YOUR HAND BETWEEN THE LOG AND THE PUSH PLATE OR THE LOG AND THE SPLITTING WEDGE. IF YOU MUST, HOLD THE LOG FROM THE SIDE AND IN THE MIDDLE (FIGURE 29). REMOVE YOUR HAND IMMEDIATELY WHEN THE PUSH PLATE ENGAGES THE LOG. NEVER USE YOUR KNEE OR ANY EXTENSION DEVICE TO OPERATE THE VALVE CONTROL HANDLE.

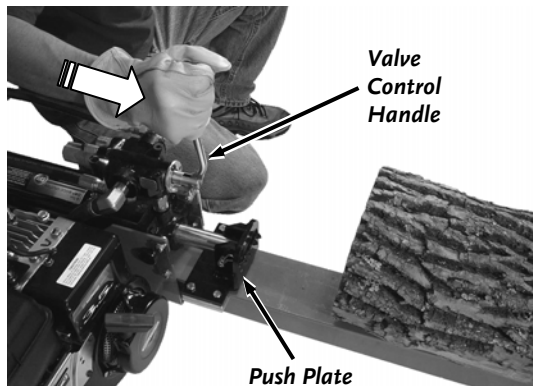


Figure 30

6. Hold the Valve Control Handle, extending the Push Plate (Figure 30), until the log is split or the cylinder rod stops at its maximum travel position. Stop the Wood Splitter (forward movement), at any point in the splitting process, if you feel an unsafe splitting condition is occurring. As the log is being split, DO NOT reach forward and attempt to catch the split wood — let it fall to the ground.

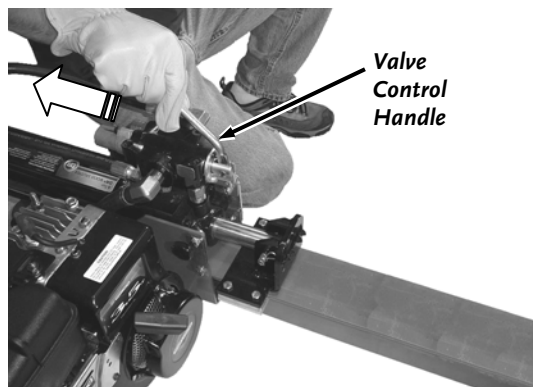


Figure 31

7. Once the Push Plate reaches its full forward travel, pull back on the Valve Control Handle to the full retract position (Figure 31). The ram of the cylinder will automatically retract into the cylinder.

NOTE: It is not necessary to hold the Valve Control Handle as the cylinder retracts (**Figure 32**). Stop the Push Plate if the log sticks (see caution on next page). When the cylinder is fully retracted, the Control Valve will automatically shift to a neutral position.

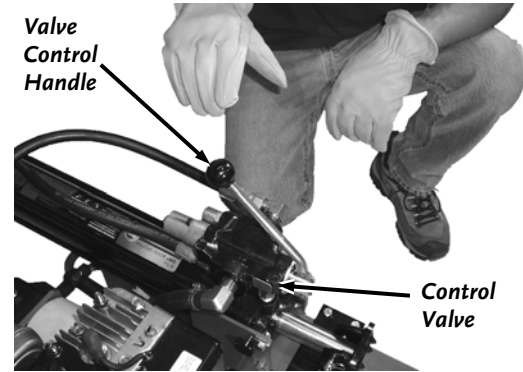


Figure 32

! CAUTION!

DEPENDING ON THE TYPE OF WOOD BEING SPLIT, A LOG MAY NOT ALWAYS SPLIT INTO TWO PIECES AND FALL TO THE GROUND. IF A LOG STICKS TO THE WEDGE OR PUSH PLATE, MOVE THE VALVE CONTROL HANDLE IN THE CENTER (NEUTRAL) POSITION TO STOP THE PUSH PLATE FROM RETRACTING, STOP THE ENGINE, AND CAREFULLY REMOVE THE LOG FROM THE WEDGE OR PUSH PLATE. ALLOWING THE LOG TO REMAIN ATTACHED TO THE PUSH PLATE WHEN IT IS FULLY RETRACTED COULD LEAD TO POSSIBLE INJURY AND/OR DAMAGE TO THE WOOD SPLITTER.

8. **DO NOT** load another log or remove split pieces until the Push Plate has completely stopped and the Valve Control Handle automatically returns to the neutral position.

Splitting Large Logs

When splitting a large log, or one in which the wood is extremely tough or stringy (such as elm), the first pass through the Splitter may not split the log into two sections. If this happens, turn the log and split off small sections. Repeat this process as necessary to split the entire log (**Figure 33**).



Figure 33

Chapter 4: Inspection And Maintenance

This chapter covers regular maintenance procedures that will ensure the best performance and long life of your machine. For engine maintenance, please refer to the engine owner's manual that came with your Splitter. Service intervals listed in the check list below supercede those listed in the engine owner's manual.

Maintenance Kits and Accessories are available through our website at www.DRpower.com.

Regular Maintenance Check List

NOTE: *Service intervals shown are considered maximum under normal operating conditions. Increase frequencies under extremely dirty or dusty conditions.*

Procedure	Before Each Use	Every 25 Hours	Every 100 Hours
Check Hydraulic Fluid Level	▲		
Check Engine Oil Level	▲		
Check General Equipment Condition	▲		
Check Wedge for Sharpness	▲		
Grease Bottom Surface of Slide Rail	▲		
Clean Engine Exterior and Cooling Fins		▲	
Change Engine Oil	1 st time 5 hours	▲	
Replace Air Filter		▲	
Change Hydraulic Fluid			▲
Replace Spark Plug			▲

General Maintenance Check (before operating)

The hydraulic system (hoses, cylinder, and pump) should be carefully inspected before each use. Also, inspect the mechanical parts at the same time. Make sure all clamps, nuts, bolts, fittings, etc. are properly installed and tightened.

! WARNING!

DO NOT CHECK FOR LEAKS WITH YOUR HAND. LEAKS CAN BE LOCATED BY PASSING A PIECE OF CARDBOARD OR WOOD AROUND THE SUSPECTED LEAK AND LOOKING FOR DISCOLORATION. HIGH-PRESSURE FLUID ESCAPING FROM A VERY SMALL HOLE CAN BE ALMOST INVISIBLE. ESCAPING FLUID UNDER PRESSURE CAN HAVE SUFFICIENT FORCE TO PENETRATE SKIN, CAUSING SERIOUS INJURY OR EVEN DEATH. IF FLUID IS INJECTED INTO YOUR SKIN, IT MUST BE TREATED IMMEDIATELY BY A DOCTOR FAMILIAR WITH THIS TYPE OF INJURY.

Always replace frayed, kinked, or cracked hoses and/or other damaged hydraulic components with DR Power Equipments authorized parts and components specified in the “Parts” section (Chapter 8) of this manual. Replacement parts from secondary suppliers (not original DR Power Equipments replacement parts) can lead to product damage and/or personal injury, and will void the warranty.

! CAUTION!

DO NOT REMOVE THE CAP FROM THE HYDRAULIC TANK OR RESERVOIR WHILE THE WOOD SPLITTER IS RUNNING. HOT FLUID, UNDER PRESSURE, COULD BE EXPELLED RESULTING IN SERIOUS INJURY.

Should it become necessary to loosen or remove any hydraulic fitting or line, be sure to relieve all hydraulic pressure by shutting off the engine, removing the spark plug wire, and moving the valve control handle back and forth several times until no cylinder movement is visible.

Engine Service

Refer to the engine manufacturer’s manual for engine maintenance, repair and storage.

Rail Maintenance

Between each use of the WOOD SPLITTER, we recommend applying 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 Slide Plates.

Hydraulic Fluid Change

! NOTICE!

NEVER RUN THE WOOD SPLITTER UNLESS THE HYDRAULIC FLUID TANK IS FULL.

Tools needed:

- Flat Head Screwdriver
- Spark plug socket and Ratchet

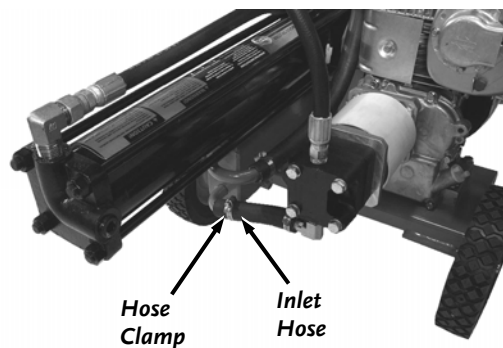


Figure 34

1. Drain the hydraulic tank.

- Place a waste fluid container under the inlet hose.
- Loosen the Hose Clamp on the end of the inlet hose (Flat Head Screwdriver) (**Figure 34**).
- Remove the Inlet Hose from the Tank.
- Completely drain the Tank.
- Reconnect the Inlet Hose to the Tank.
- Tighten the Hose Clamp on the end of the Inlet Hose (Flat Head Screwdriver).

2. Drain the head end of the cylinder.

- Remove the spark plug wire and spark plug to help reduce the back pressure on the engine and to prevent it from starting.

NOTE: *The total amount of hydraulic fluid in the system is 1.5 gallons.*

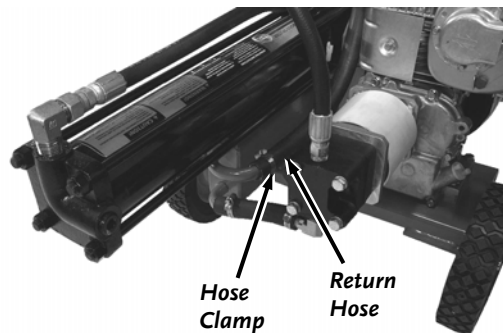


Figure 35

- Loosen the Hose Clamp on the end of the Return Hose (**Figure 35**)
- Disconnect the Return Hose (low pressure) from the Hydraulic Tank and direct it into a waste fluid container. (Please properly dispose of the waste hydraulic fluid per local regulations.)
- Extend the cylinder by holding the Valve Control Handle forward and pulling on the engine's pull start cord until fluid from the return line stops flowing. This step drains the head end of the cylinder.
- Do not replace the Return Hose at this time.

! NOTICE!

DO NOT MIX TRACTOR HYDRAULIC FLUID WITH TRANSMISSION FLUID. USE ONE OR THE OTHER.

3. Refill the hydraulic tank.

- a. Remove the Hydraulic Tank Cap and the Hydraulic Fluid Overflow Screw from the Hydraulic Tank (**Figure 36**).
- b. Using a long-neck funnel, slowly pour approximately 114 oz. (3.3 liters) of SAE 10W tractor hydraulic Fluid or automatic transmission fluid, such as Dextron III, into the hydraulic tank. Pour the fluid slowly, allowing air to escape as you fill the tank.
- c. When Fluid begins coming out of the Overflow Hole, stop pouring and wait for the Fluid to stop flowing from the hole. reinstall the Hydraulic Fluid Overflow Screw.
- d. Screw on the Hydraulic Tank Cap and hand tighten

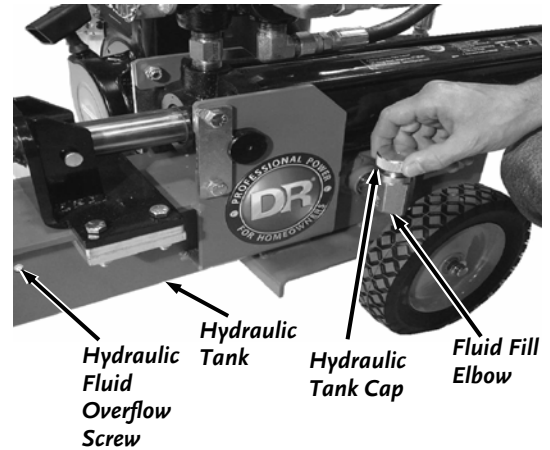


Figure 36

4. Drain and refill the piston end of the cylinder.

- a. Hold the Valve Control Handle in the retract position and pull the engine pull start cord until the cylinder rod is fully retracted. This step removes the old fluid from the piston end of the cylinder.
- b. Reconnect the Return Hose to the Hydraulic Tank (**Figure 35**).
- c. Extend the cylinder by holding the Valve Control Handle forward and pulling on the engine's pull start cord until the cylinder is completely extended. This step refills the piston end of the cylinder.

5. Start the engine and cycle the cylinder.

- a. Replace the spark plug and spark plug wire.
- b. Start the engine and cycle the cylinder several times (see "Operating Your Wood Splitter", Chapter 4).
- c. Retract the cylinder and shut off the engine.
- d. Recheck the Hydraulic Tank to make sure fluid is up to the Hydraulic Fluid Overflow Screw.

Hydraulic Fluid Specifications

Above 30° F AW-32, 10W (non-foaming) or ATF DEXTRON III

Below 30° F use only ATF DEXTRON III

Hydraulic Fluid Capacities

Hydraulic System (including cylinder, tank, and hoses) 154 oz. (4.5 liters)

End of Season and Storage



BEFORE PERFORMING ANY MAINTENANCE PROCEDURE, STOP THE ENGINE AND DISCONNECT THE SPARK PLUG WIRE.

NOTE: Please refer to the engine owner's manual for engine-specific procedures.

- Change the engine oil.
- Remove the spark plug and pour about 1 ounce of motor oil into the cylinder hole. Replace the plug and pull the recoil starter rope until you feel strong resistance. This will coat the piston and seat the valves to prevent moisture buildup.
- Clean/replace the air filter.
- Clean dirt and debris from the cylinder head cooling fins and muffler area of the engine.
- If your 8-TON DR WOOD 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 and add the appropriate amount of stabilizer or gasoline additive. Run the engine for a short time to allow the additive to circulate. Close the fuel shut-off valve to prevent carburetor overflow and leakage.
- Check the wedge for nicks and wear. Sharpen if needed.
- Apply Fluid Film to areas where the paint has worn or chipped off to bare metal.
- If possible, store the unit inside or cover it completely if stored outside.
- Grease bottom surface of Slide Rail.

Chapter 5: Troubleshooting

Most problems are easy to fix. Consult the troubleshooting table for common problems and their solutions. If you continue to experience problems contact us at www.DRpower.com or call DR Power Equipment Toll Free at **1-800-DR-OWNER (376-9637)** for support.

WARNING!

BEFORE PERFORMING ANY MAINTENANCE PROCEDURE, STOP THE ENGINE AND DISCONNECT THE SPARK PLUG WIRE.

Troubleshooting Table

SYMPTOM	POSSIBLE CAUSE
<i>When the valve control handle is pushed forward (extend), the push plate does not move.</i>	<ul style="list-style-type: none">⇒ Check the hydraulic tank to make sure the fluid level is up to the hydraulic fluid overflow screw hole. If the fluid is not up to the overflow hole, fill with hydraulic fluid until it is up to the overflow hole.⇒ If the fluid level is OK then contact us at www.DRpower.com or call 1 (800) DR-OWNER (376-9637) for assistance.
<i>The engine won't start. (Please refer to the engine owner's manual for engine-specific procedures.)</i>	<ul style="list-style-type: none">⇒ Are you using fresh, clean gas? If the gas is old, change it. Use a fuel stabilizer if you keep gas longer than 30 days.⇒ 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.⇒ If your engine still won't start, contact us at www.DRpower.com or call 1(800) DR-OWNER (376-9637) for assistance.
<i>The engine lacks power or is not running smoothly. (Please refer to the engine owner's manual for engine-specific procedures.)</i>	<ul style="list-style-type: none">⇒ Check that the Throttle Lever is in the "Run" position.⇒ Is the air filter clean? If it's dirty, change it following the procedure in the engine manufacturer's owner's manual.⇒ 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.⇒ Are you using fresh, clean unleaded gas? If it's old, change it. Use a fuel stabilizer if you keep gas longer than 30 days.⇒ 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.⇒ Check the oil level and adjust as needed.⇒ If your engine still lacks power, contact us at www.DRpower.com or call 1(800) DR-OWNER (376-9637) for assistance.

SYMPTOM	POSSIBLE CAUSE
<p><i>Engine smokes.</i> <i>(Please refer to the engine owner's manual for engine-specific procedures.)</i></p>	<p>⇒ Check the oil level and adjust as needed.</p> <p>⇒ Check the air filter and clean or replace if needed.</p> <p>⇒ You may be using the wrong oil—too light for the temperature. Refer to your Engine Owner's Manual for detailed information.</p> <p>⇒ Clean the cooling fins if they're dirty.</p> <p>⇒ If the engine still smokes, contact us at www.DRpower.com or call 1(800) DR-OWNER (376-9637) for assistance.</p>
<p><i>The engine stalls when the push plate engages the wood.</i></p>	<p>⇒ The engine may not be properly adjusted. Contact us at www.DRpower.com or call 1(800) DR-OWNER (376-9637) for assistance.</p>
<p><i>The pusher plate moves slowly, but will split wood.</i></p>	<p>⇒ Check the hydraulic fluid level in the hydraulic tank and fill if necessary.</p> <p>⇒ Check the high-pressure hose, fittings, and valve openings for dirt and debris that may have obstructed the openings.</p>
<p><i>The ram will not automatically retract.</i></p>	<p>⇒ Check the slide rail or push plate for damage.</p> <p>⇒ Push the valve control handle to the retract position. If the handle will not stay in this position, contact us at www.DRpower.com or call 1(800) DR-OWNER (376-9637) for assistance.</p>
<p><i>Hydraulic fluid squirts from the fill plug during operation.</i></p>	<p>⇒ The hydraulic fluid tank may be over-filled. Drain fluid down to the overflow screw.</p> <p>⇒ The WOOD SPLITTER is not level. Make sure the WOOD SPLITTER is on level ground.</p>

Chapter 6: Class II Receiver Mount Accessory

The Receiver Mount Accessory mounts to your 8-Ton DR Wood Splitter so that it can be installed on a vehicle with a Class II 2" x 2" Trailer Hitch Receiver. This is a convenient and efficient way to transport your Wood Splitter to the job site for two reasons:

- a. It provides a handy operating position from the back of your vehicle.
 - b. It allows more space in your vehicle for hauling split firewood.
1. Position your Wood Splitter so you can easily access the underside of the engine mount.
 2. Unpack all parts from the shipping box and place the Receiver Attachment Bracket in the orientation shown (**Figure 37**). (the bracket will be mounted under the frame of the Wood Splitter using the same bolts that hold the engine in place.)
 3. Reach under the frame of your Wood Splitter and use a 1/2" wrench to remove the Hex Nuts, Lock Washers, and Flat Washers from the Engine Mount Bolts. Leave the Bolts in place.
 4. Position the Receiver Attachment Bracket under the frame. Align the holes in the Bracket over the ends of the exposed Engine Mount Bolts and install Flat Washers, Lock Washers, and Hex Nuts. Tighten securely.
 5. Make sure you remove the Clip and Clevis Pin from the adjustable Receiver Bar (**Figure 38**), then insert the long straight end of the Bar into the Bracket (**Figure 39**).

NOTE: The end of the Receiver Bar should just go through the other side of the Receiver Attachment Bracket to have room to install the Clevis Pin and Clip.

6. Insert Clevis Pin and Clip into the end of the Receiver Bar.
7. Screw the L-Shaped Tensioning Bolt into the threaded hole in the Receiver Attachment Bracket and tighten by hand.

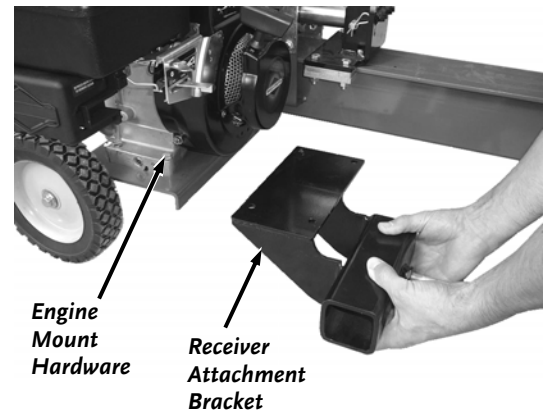


Figure 37

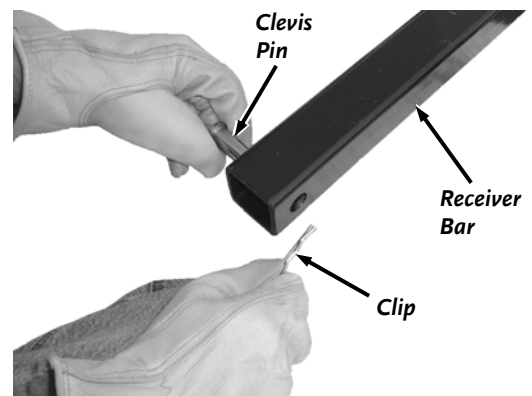


Figure 38

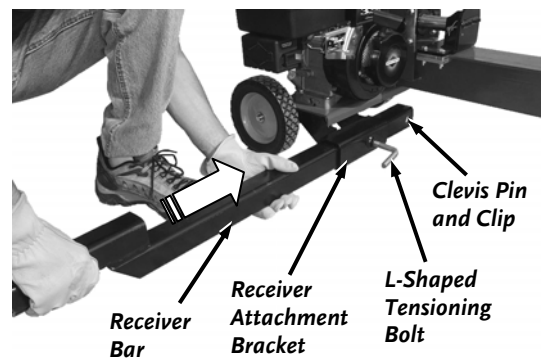


Figure 39

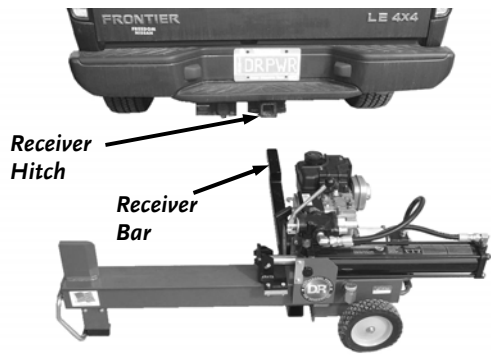


Figure 40

- Position the Wood Splitter behind the vehicle with the engine of your Wood Splitter on the right-hand side (**Figure 40**).

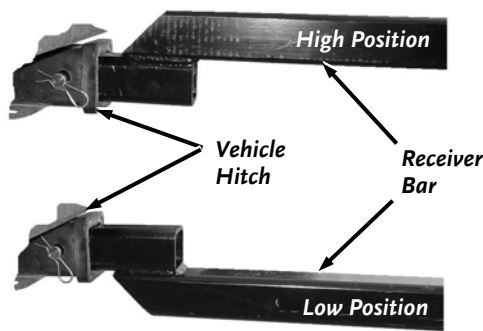


Figure 41

*NOTE: The end of the Receiver Bar that inserts into your vehicle hitch features a dual-height positioner. By turning the Bar 180° (up or down) in the vehicle hitch, your Wood Splitter can be oriented in a high or low position (**Figure 41**). Use the HIGH position when transporting your Wood Splitter, and use either the HIGH or LOW position when splitting wood.*

! CAUTION!

THE WOOD SPLITTER WITH THE RECEIVER MOUNT ACCESSORY WEIGHS APPROXIMATELY 160 LBS. WE RECOMMEND TWO PEOPLE FOR THIS NEXT OPERATION.

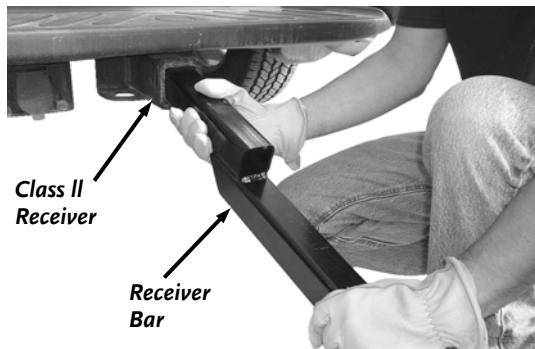


Figure 42

- Lift the end of the Receiver Bar and start it into the Vehicle Hitch (**Figure 42**).

- Pick up your Wood Splitter up and slide the unit forward into the Vehicle Hitch until the Lock Pin holes line up (**Figure 43**). (Due to the weight, we recommend two people for this operation). Lock the Receiver Bar into position with your Vehicle Hitch Lock Pin.

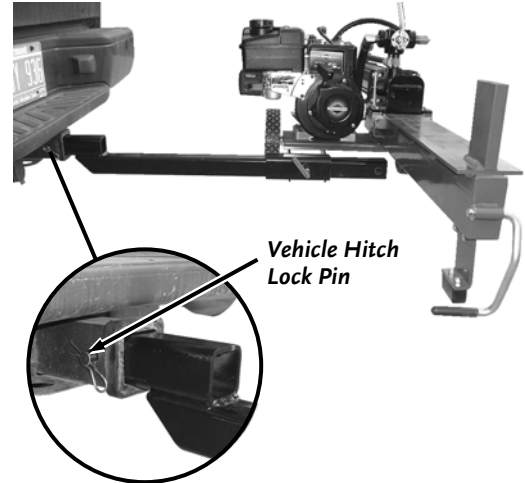


Figure 43

NOTE: When you have the Wood Splitter adjusted to the end of the Receiver Bar (with the Clevis Pin and Clip installed at the end of the Receiver Bar and the L-Shaped Tensioning Bolt is hand tight) you will have room to drop down the tailgate of the vehicle for easy loading (**Figure 44**). This is the operating position. The Wood Splitter should be secured in a stable and level position for best splitting performance. When positioning a heavy log on the Wood Splitter, it may be necessary to support the Front Leg to maintain a level position.

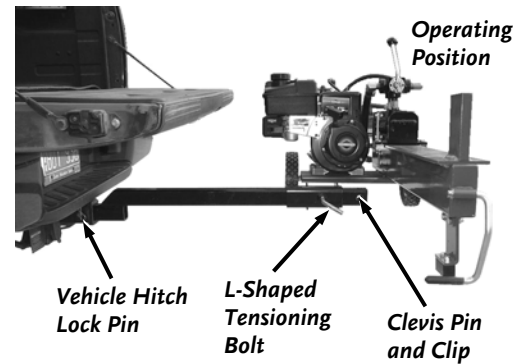


Figure 44

NOTE: When transporting your Wood Splitter, be sure to carry it in the HIGH position (**Figure 41**) and slide it as close to your vehicle as possible without hitting any part of the vehicle. Secure it in position by hand tightening the L-Shaped Tensioning Bolt (**Figure 45**). Always be sure to have the Clevis Pin and Clip inserted into the end of the Receiver Bar.

Observe the posted speed limits when transporting the Wood Splitter with the receiver mount properly installed and the Wood Splitter properly attached. When traveling over rough terrain, drive slowly to prevent undue stress to the Receiver Bar.

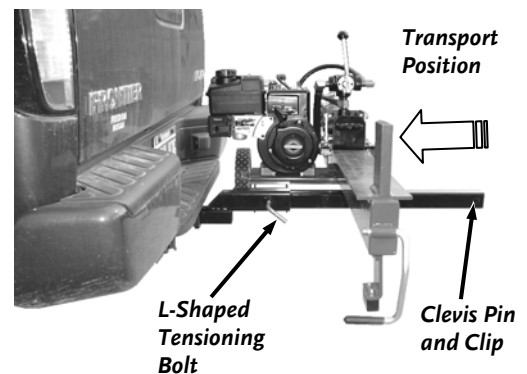
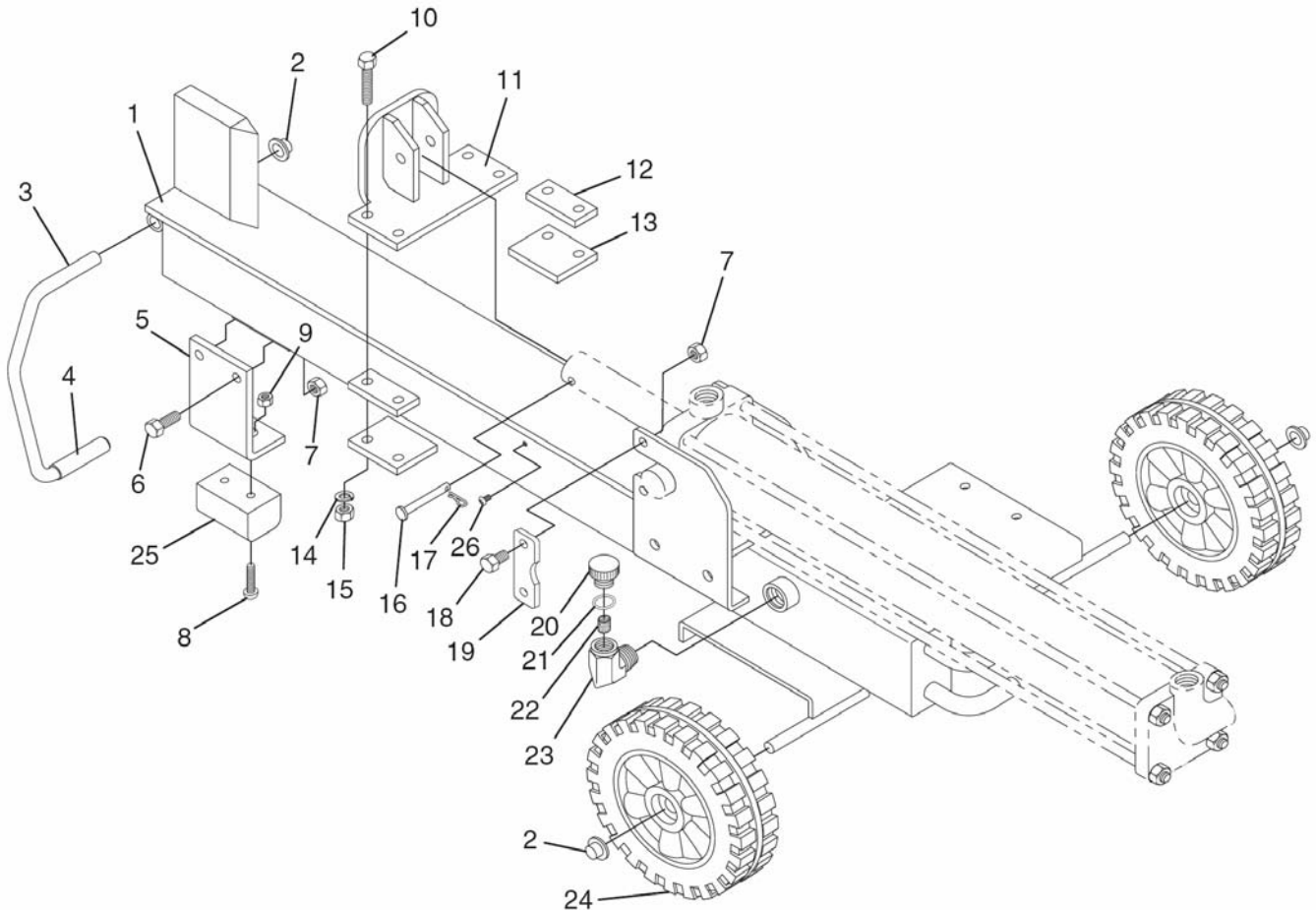


Figure 45

Parts List and Schematic – Base Unit

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	235571	Rail Weldment	14	235701	Lock Washer, 5/16"
2	235581	Nut, Push-On, 1/2"	15	235711	Nut, 5/16-18
3	235591	Handle	16	235721	Clevis Pin, 3/8 x 2-1/2"
4	235601	Black Grip, 1/2" diameter	17	235731	Hairpin Clip, 3/32 x 1-5/8"
5	235611	Front Leg	18	235741	Bolt, 5/16-18 x 3/4"
6	235621	Bolt, 5/16-18 x 1"	19	235751	Cylinder Retainer Plate
7	235631	Locknut, 5/16-18	20	235761	Vented Fill Plug
8	235641	Pan head Screw, 1/4-20 x 1"	21	235771	O-ring for Vented Plug
9	235651	Locknut, 1/4-20	22	235781	Vented Fill Plug Breather
10	235661	Bolt, 5/16-18 x 1-1/2"	23	237911	Fitting, Street Elbow
11	235671	Slide Weldment	24	237921	Tire, 8"
12	235681	Slide Guide Plate	25	237931	Rubber Foot
13	235691	Slide Retainer Plate	26	265951	Screw, Hydraulic Fluid Overflow



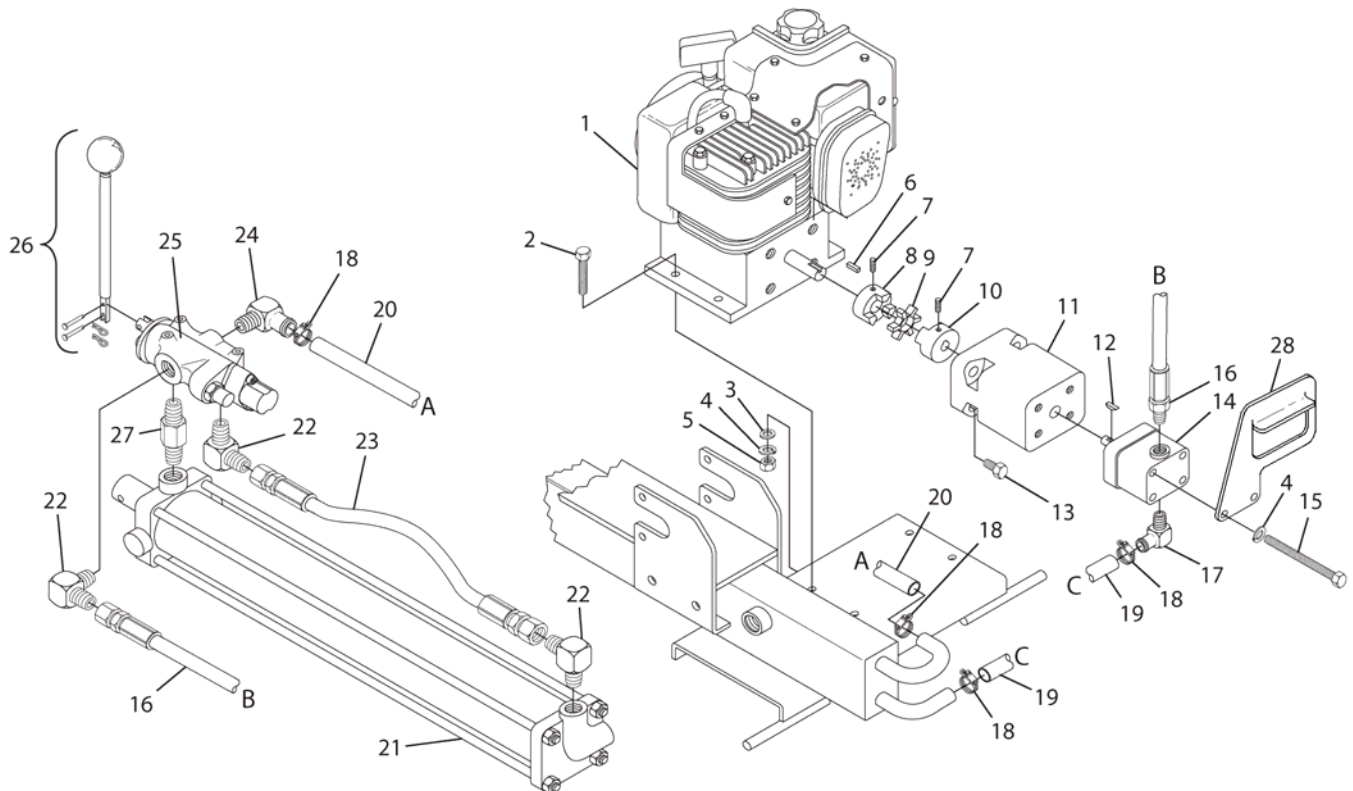
Parts List and Schematic – Pump and Piston Assembly

NOTE: Part numbers listed are available through DR Power Equipment

Ref#	Part#	Description	Ref#	Part#	Description
1	237951	Engine, Briggs, 4.75 ft. lbs. Torque	18	238121	Hose Clamp, 5/8"
2	237961	Bolt, 5/16-18 x 1-3/4"	19	238131	Low-Pressure Hose 5/8" x 5"
3	237971	Washer, 5/16"	20	238141	Low-Pressure Hose 5/8" x 15"
4	237981	Lock Washer, 5/16"	21	238151	Cylinder, 3" x 18"
5	237991	Nut, 5/16-18	22	238161	Elbow, 90 Degree
6	238001	Square Key, 3/16"	23	238171	High-Pressure Hose (cylinder to bottom of valve)
7	238011	Set Screw, 1/4-20 x 1/2"	24	238181	Elbow, 90 Degree
8	238021	Engine Coupling	25	238191	Valve
9	238031	Spider	26	238201	Handle Assembly Kit (includes handle, clevis pins, and hairpin clips)
10	238041	Pump Coupling	27	238211	Straight Fitting
11	238051	Engine Flange	28	265961	Handle, Rear
12	238061	Pump Key			
13	238071	Bolt, 5/16-24 x 3/4"			
14	238081	Hydraulic Pump			
15	238091	Bolt, 5/16-24 x 3-1/2"			
16	238101	High-Pressure Hose (pump to side of valve)			
17	238111	Elbow, 90 Degree			

Safety & Information Labels (not shown)

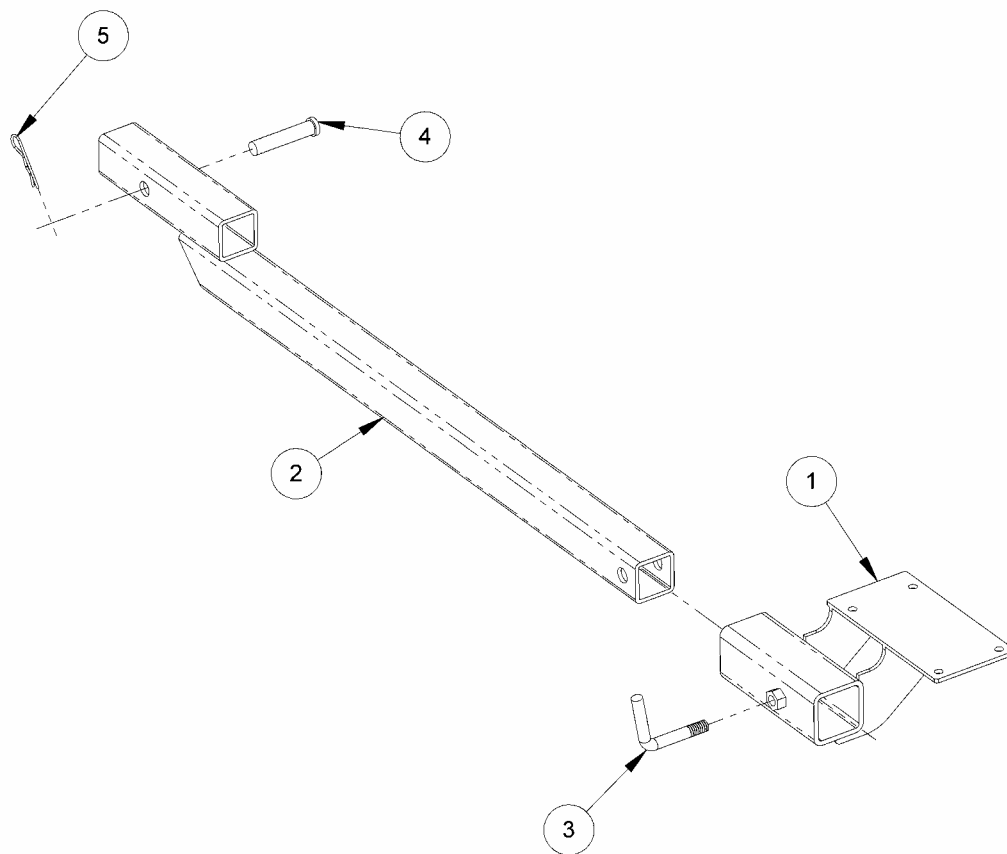
238221	Label, Operator Safety
265941	Label, Proper Machine Loading



Parts List and Schematic – Class II Receiver Hitch Accessory

NOTE: Part numbers listed are available through DR Power Equipment

- | | | |
|---|--------|------------------------------|
| 1 | 240261 | Bracket, Receiver Attachment |
| 2 | 240271 | Bar, Receiver |
| 3 | 240281 | Bolt, Tensioning, L-Shaped |
| 4 | 240291 | Pin, Clevis |
| 5 | 240301 | Clip |



8-TON DR[®] WOOD SPLITTER



2-Year Limited Warranty Terms and Conditions

The 8-TON DR[®] WOOD SPLITTER is warranted for two (2) year against defects in materials or workmanship when put to ordinary and normal consumer use; ninety (90) days for any other use. The engine manufacturer warrants the engine separately.

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

DR Power Equipment certifies that the 8-TON DR[®] WOOD SPLITTER is fit for ordinary purposes for which a product of this type is used. DR Power Equipment however, limits the implied warranties of merchantability and fitness in duration to a period of two (2) year in consumer use, ninety (90) days for any other use.

The 2-Year Limited Warranty on the 8-TON DR[®] WOOD 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 air filter, spark plug, and tires. Attachments and 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 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 8-TON DR[®] WOOD 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 8-TON DR WOOD SPLITTER

To help maintain your 8-TON DR WOOD SPLITTER for optimum performance, we recommend you follow this checklist each time you use your machine.

- [] OIL: With the machine on a level surface, check the engine oil level with the dipstick and add more if necessary (only add oil to the level indicated on the dipstick - DO NOT OVERFILL). Use SAE 10W 30 high detergent motor oil.
- [] GAS: Fill the gas tank with clean, fresh, unleaded gasoline.
- [] HYDRAULIC FLUID: Check hydraulic fluid level and fill as needed.
- [] HYDRAULIC HOSES: Check hydraulic hoses for cracks or wear.
- [] ENGINE AIR COOLING SYSTEM: It is very important to keep the engine clean of debris. Remove wood chips and other built-up materials from the air intake screen before, during and after you run the Splitter. Regularly remove debris from the cooling fins. A dirty engine retains heat and can cause damage to the internal engine parts.
- [] WEDGE: Check the wedge for tightness, nicks and wear.
- [] GENERAL CONDITION: Check the general condition of the machine (e.g.; nuts, bolts, welds etc.).
- [] SLIDE RAIL: 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 wear pads.



DR POWER EQUIPMENT

MEIGS ROAD, P.O. BOX 25, VERGENNES, VERMONT 05491

1-800-DR-OWNER (376-9637) • www.DRpower.com

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