ROTATECH™

ROTATECH 22T LOG SPLITTER

USER MANUAL

CONTENTS

PREFACE

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

Read this manual carefully beforehand in order to familiarise yourself with this product.

Store this instructional manual for future reference.

Failure to follow the proper protocols listed in the manual may cause personal injury to the operator or damage to equipment.

Restrict the use of this power machine to persons who read, understand and follow the warnings and instructions in this manual and on the machine.

Always follow directions on safety labels found on your equipment.

This is the petrol model.

Only use commercial non ethanol pump petrol/fuel in petrol models.

We reserve 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.

Safety and Operation Guidelines

- Read and understand this manual before use.
- Only trained adults may operate the machine; never allow children.
- Be familiar with all controls and know how to stop the machine quickly.
- Use only for splitting wood — never for other purposes.
- Operate alone; keep helpers at least 10 ft (3 m) away.
- Keep bystanders, pets, and children at least 20 ft (6 m) away.
- Maintain clear footing around the operator zone.
- Never ride on or transport cargo with this machine.

Hydraulic Safety

Hydraulic pressure can cause severe injury.
a. Never check for leaks with your hand.
b. Do not use damaged hoses or fittings.
c. Stop the engine and relieve pressure before adjustments.
d. Do not alter pump or valve settings.
- Check for leaks with cardboard or wood (wear gloves and safety glasses).
- If fluid penetrates skin, seek immediate medical attention.

Fire Safety

If using a petrol engine, ensure a spark arrester is fitted and follow all fire safety codes. Carry fire equipment when operating near grass or brush.

Operating Safety

- Always wear safety shoes or heavy boots.
- Always wear safety glasses or goggles.
- Do not wear jewellery or loose clothing that can catch in moving parts.
- Ensure the machine is on a level surface before operation.
- Block or chock the machine to prevent movement; lock it in horizontal or vertical position.
- Operate only from the designated operator zone.
- Cut logs with square ends before splitting.
- Use only in daylight or adequate artificial light.

WARNING
GASOLINE:
Gasoline is a highly flammable liquid. Gasoline also gives off flammable vapour that can be easily ignited and cause a fire or explosion.

A) Never run the engine in an enclosed area or without proper ventilation as the exhaust from the engine contains carbon monoxide, which is an odourless, tasteless, and deadly poisonous gas.
B) 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.
C) Replace rubber fuel lines and grommets when worn or damaged and after 5 years of use.
D) 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.
E) 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 vapours have dissipated. Wipe up any spilled fuel to prevent a fire hazard and properly dispose of the waste.
F) 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.
G) Never make adjustments or repairs with the engine running. Shut down the engine, disconnect the spark plug wire, keeping it away from the spark plug to prevent accidental starting, and wait 5 minutes before making adjustments or repairs.
H) 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 authorised dealer for engine governor adjustments.
I) Keep combustible substances away from the engine when it is hot.
J) Never cover the machine while the muffler is still hot.
K) 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.
L) The muffler and engine become very hot and can cause a severe burn; do not touch.

Maintenance and Safety Checks

• Always stop the engine, disconnect the spark plug, and ground it against the engine before cleaning or inspecting.
• Stop the engine and relieve hydraulic pressure before repairing or adjusting hoses, fittings, or system components.
• Keep the engine and muffler areas free of debris to prevent fires. If equipped with a spark arrester, clean and inspect it regularly; replace if damaged.
• Check all nuts, bolts, hose clamps, and hydraulic fittings regularly to ensure safe operation.
• Ensure all safety guards and shields are in place. Never operate the machine with any protective features removed.
• The pressure relief valve is factory-set - do not adjust it.
• Do not move the machine over uneven or hilly ground without a tow vehicle or proper assistance.
• Replace worn or damaged parts immediately using only OEM replacements.
• Do not modify the machine. Alterations such as extending the control lever or wedge can cause injury.

IMPORTANT NOTE:
List of warnings and cautions cannot cover ever possible scenario. If situations occur that are not covered by this manual, the operator must apply common sense and operate the log splitter in a safe manner. Contact the customer service team for further assistance.

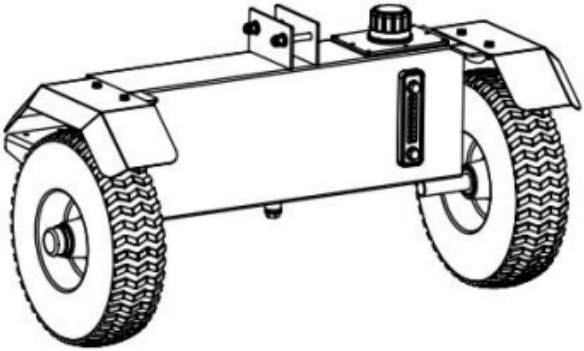
ASSEMBLY

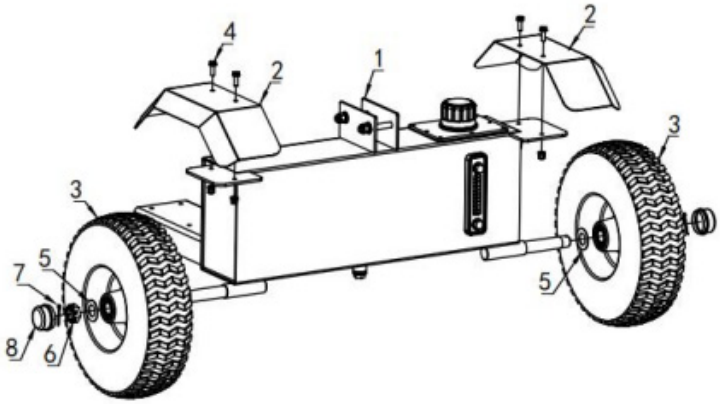
NOTE: 2 people are required to assemble the splitter.

1. Pry the top, sides, and ends off the pallet. Set panels aside to avoid tire punctures or personal injury.
2. Remove any loose parts if included with the unit (i.e. operator's manual, etc.)
3. Cut and remove straps which secure parts to the bottom of the pallet. Unbolt the remaining parts which may be bolted to the bottom of the pallet.

1	Reservoir Tank and Engine Pump Assembly
2	Engine Pump
3	Wedge, Beam and Cylinder Assembly
4	Tongue Assembly
5	Wheels
6	Hitch Assembly
7	Beam Support/Latch Bracket
8	Log Cradle Brackets and Hardware
9	Fenders
10	Stand Assembly

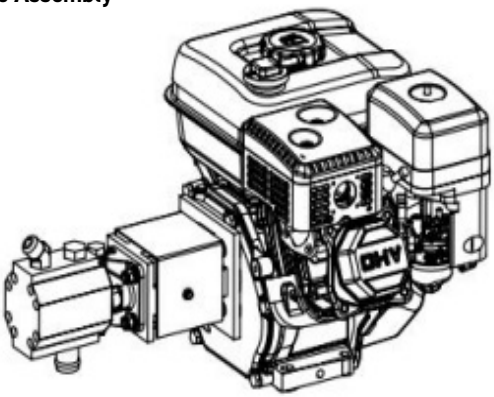
1) Fuel Tank Tyre Assembly

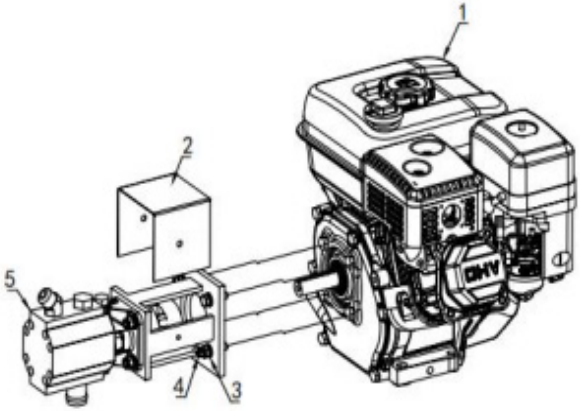




No.	Name	Number	Installation Instructions
1	Oil tank weldment	1	Fix No. 2 on No. 4 and then put 3 handfuls of No. 5 into No. 1 shaft, put the number in and put 5, 6, 7, 8 in order.
2	fender	2	
3	Tire assembly	2	
4	M8X25 hexagonal screw + anti-loosening nut set	4	
5	φ24 gaskets	4	
6	M24X1.5 slot nut	2	
7	φ3.5X35 opening pin	2	
8	Shaft cover	2	

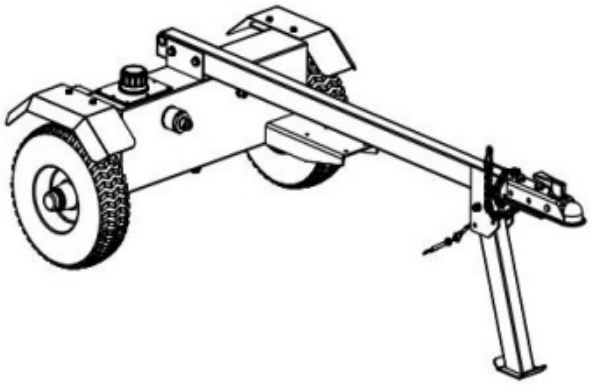
2) Gasoline Engine Assembly



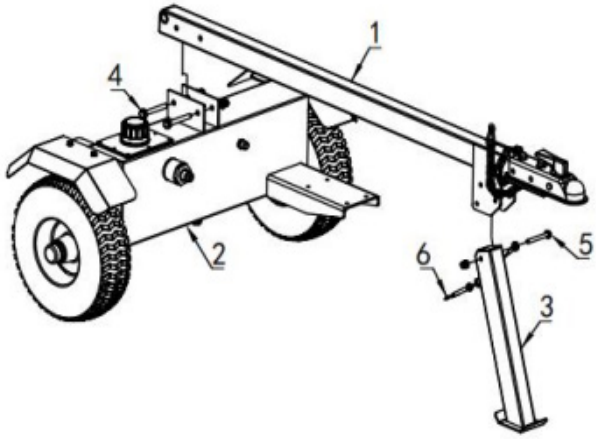


NO.	Name	QTY	Remark
1	Gasoline engine	1	Screw down 2 pieces, take down 2 pieces, use 4 groups, 3 pieces, as shown in Figure 2, and then repeat the operation to reinstall 2 pieces.
2	Oil pump rack cover plate	1	
3	M8X30 hexagonal screw + elastic pad set	4	
4	M5X12 flange screws	2	
5	Oil pump assembly	1	

3) Trailer Rod & Forefoot Installation



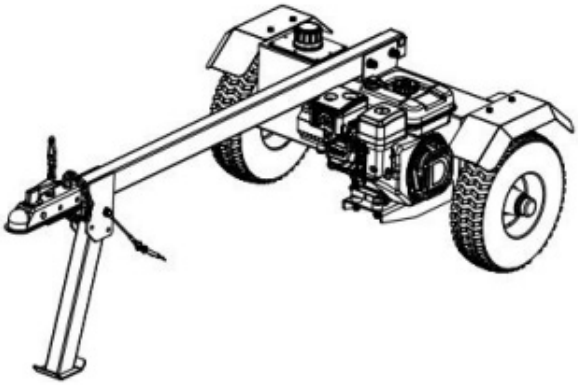
Picture 1



Picture 2

NO	Name	QTY	Remarks
1	Trailer rod assembly	1	Put No. 1 into the corresponding position of No. 2, fix No. 4, put No. 3 into the corresponding hole position of No. 1, and use No. 5 to penetrate No. 6 to fix as shown in the figure
2	Fuel tank tire assembly	1	
3	Forefoot weldment	1	
4	M12X90 hexagonal screw + anti-loosening nut set	2	
5	M10X80 hexagonal screw + anti-loose nut set	1	
6	Φ10 pull-out latch set	1	

4) Gasoline Engine Installation



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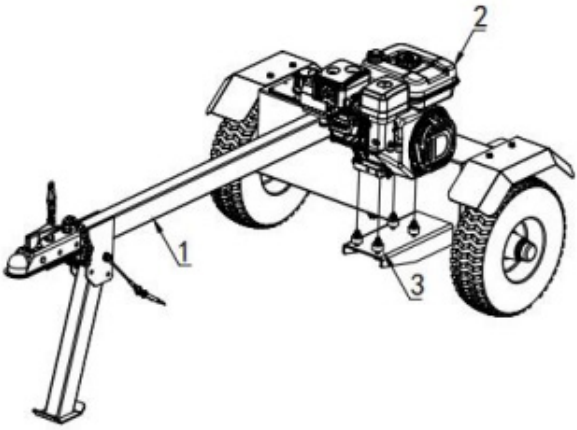
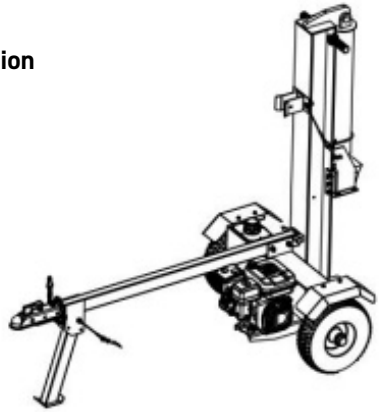


Picture 2

No.	Name	QTY	Remarks
1	Trailer rod and forefoot installation	1	Fix No. 2 with group 4 and 3 on No. 1 as shown in the picture
2	Gasoline engine assembly	2	
3	M8 hexagonal screws + shockproof foot pads	4	

5) Beam Installation



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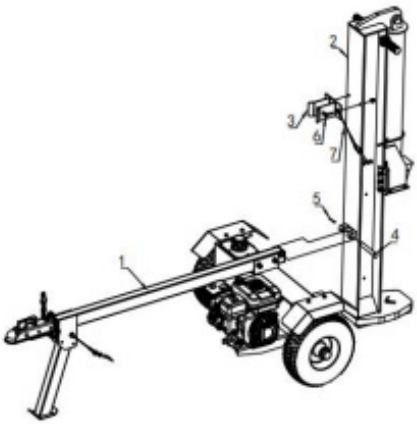
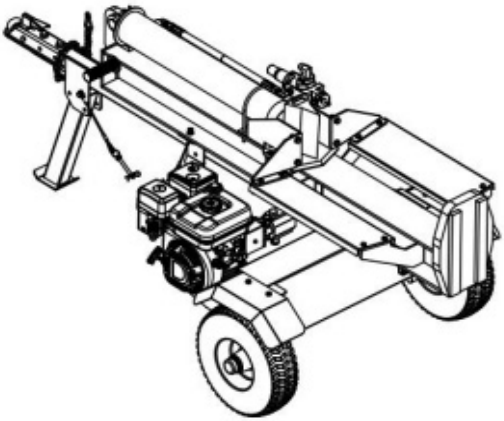


Picture 2

No	Name	QTY	Remark
1	Gasoline engine installation	1	Connect No. 2 into the corresponding hole position of No. 1, use No. 45 limit as shown in Figure 1, insert 3 infants and 2 groups of 6 bacteria into No. 7 national customs
2	Big beam packing	1	
3	Long rod clip weldment	1	
4	19x135 in pin	1	
5	3.5 opening pin	1	
6	M10X35 hexagonal screw + anti-loosening nut set	2	
7	φ10 pull-out latch set	1	

6) Small Table Board Installation



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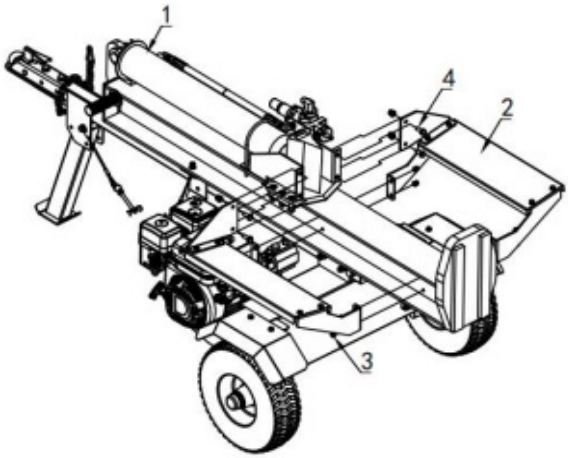
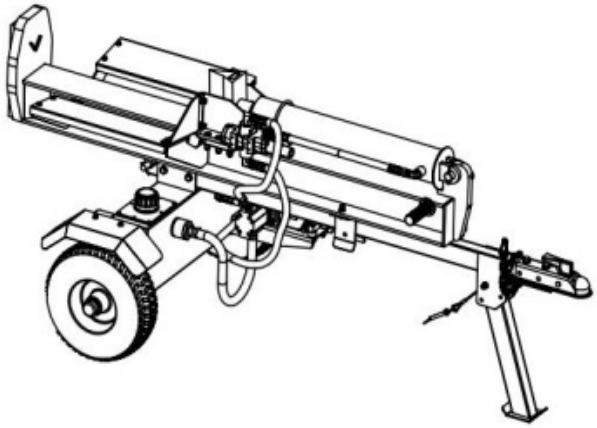


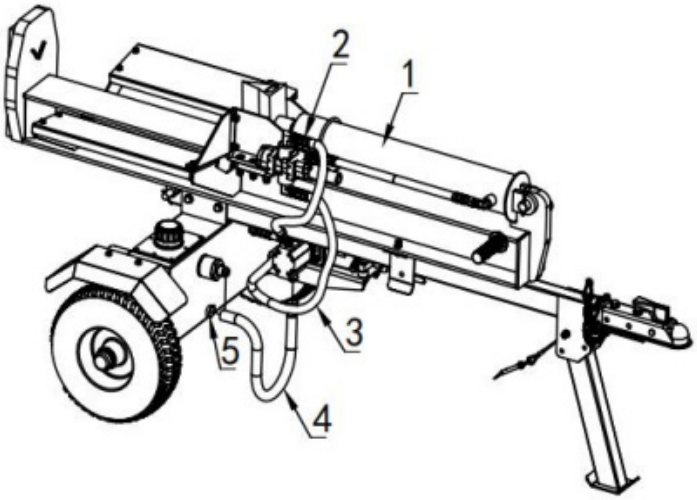
Picture 2

No	Name	QTY	Remark
1	Beam installation	1	Use 4 sets of No. 4 to screw No. 2 into the corresponding position of No. 1 as shown in Figure 2. Use 4 sets of No. 3 to fix No. 2 in the corresponding hole of No. 1 as shown in Figure 2
2	Tabletop package	2	
3	M8X35 hexagon screw + anti-loosening nut set	4	
4	M10X30 hexagon screw + anti-loosening nut set	4	

7) Oil Pipe Installation



Picture 1

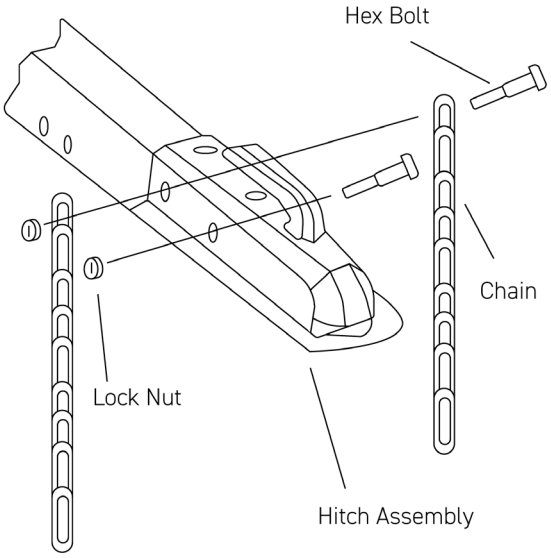


Picture 2

NO	Name	QTY	Remark
1	Small table installation	1	Put the 1st and 2nd shank into the corresponding position and tighten as shown in Figure 2
2	Oil outlet pipe 1.15m	1	
3	Oil return pipe 1.3m	1	
4	Oil suction pipe 60cm	1	
5	1-inch clamp	2	

HITCH ASSEMBLY

1. Remove the hardware from the hitch assembly and place the hitch on the end of the draw bar.
2. Insert hex bolt through flat washer, end of safety chain, spacer, and then rear hitch hole. Pivot the end of the safety chain so it faces the ball end of the hitch.
3. Insert the other spacer, safety chain, and flat washer on the other end of the hex bolt and secure with the hex lock nut.
4. Insert the hex bolt through the front hole of the hitch and secure with a flat washer and hex lock nut.
5. Tighten both hex nuts to 23 ft-lbs.



WHEEL ASSEMBLY

NOTE: The maximum tire pressure under any circumstance is 30 psi. Equal tire pressure should be maintained at all times.

1. Block up / raise the reservoir tank assembly about eight to twelve inches.
2. Place a wheel on each axle with the valve stem facing outward.
3. Place a flat washer on each axle and secure with the hex slotted nut.
4. Tighten the slotted nut until snug and then back off approximately 1/3 turn or until one of the slots on the slotted nut lines up with the hole in the axle.
5. Insert cotter pins through the slots in the nuts and the holes in the axle and secure by bending the ends of the cotter pins in opposite directions.
6. The wheels should spin freely and there should be no side to side movement.
7. Place the hub caps in position on the wheels and tap on to the axle with a soft hammer or mallet.

ATTACH FENDERS

1. Remove the hex nuts, lock washers, flat washers, and hex bolts from the side of the tank.
2. Determine the proper assembly holes in the fenders over the tires against the tank.
3. Insert hex bolts through flat washers, the holes in the fenders, and tank. Secure fender with lock washers and the hex nuts. Tighten securely.

ATTACH BEAM

1. For shipping purposes, the pressure hose is often attached to the pump on the engine and to the control valve on the cylinder.
2. Disconnect the pressure hose from the adapter on the pump.
3. Stand the wedge, beam, and cylinder assembly upright with the cylinder toward the top. An assistant is needed for this process.
4. Remove the cotter pin and the clevis pin from the welded brackets on the beam assembly and move the reservoir tank assembly in position against the beam.
5. Insert the clevis pin just removed through the brackets on the beam and reservoir tank assembly.
Secure with the cotter pin by bending the ends of the pin in opposite directions.

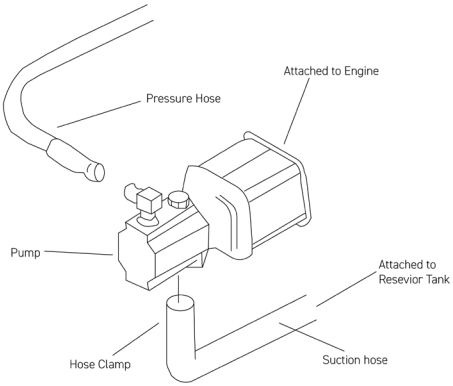
ATTACH PUMP

1. Place the engine and pump assembly in position on the engine mounting bracket with the pump facing out.
2. Align the holes in the base of the engine with the appropriate holes in the engine mounting bracket.
3. Secure the engine and pump assembly with four hex bolts, lock washers, and the hex nuts packed with the manual.
4. Secure with lock washers and hex nuts. Tighten to 14 ft-lbs.

ATTACH HOSES

Suction Hose

1. The suction is attached to the reservoir tank, beneath the engine mounting bracket. Loosen the hose clamp on the free end of the hose.
2. Remove any protective inserts from the end of the hose.
3. Remove the protective cap from the fitting on the bottom of the pump (some oil may flow from pump).
4. Attach the end of the suction hose to the fitting on the bottom of the pump.
5. Place the hose clamp at the base of the fitting and tighten securely.



Pressure Hose

1. The pressure hose is attached to the right side of the control valve.
2. Secure the pressure hose to the top of the pump.
3. Secure the long hose runs to the back of the ram and pushes the ram open, therefore the handle needs to be held on to open the ram/split the wood.
4. The shorter hose runs from the front of the ram - the shaft end, and is the return and/or by-pass the hose. Here the valve handle can be pushed and locked in till the ram is fully retracted and the valve will automatically click back into neutral.

Return Hose

1. Remove any protective inserts from the end of the hose.
2. The return hose is attached to the left side of the control valve.
3. Cut the securing strap.
4. Secure the return hose to the reservoir tank.

PREPERATION

NOTE
Some fluid may overflow from the vented reservoir dipstick as the system builds heat and the fluid expands.
Do not operate the log splitter without the proper amount of oil in the reservoir.

1. Lubricate the beam area where the splitting wedge will slide with engine oil. Do not use grease.
2. Remove the vented reservoir dipstick (hydraulic oil cap), which is located in front of the engine on top of the reservoir tank.
3. Fill the reservoir tank with ISO 46 or similar hydraulic oil.
4. Check the fluid level using the dipstick. The reservoir tank has a capacity of approximately 25 - 30 litres depending on the model. Do not overfill.
5. Replace the vented dipstick securely. Tighten the dipstick until the top of the threads are flush with the top of the pipe.
6. With the engine switch “off”, disconnect the spark plug wire and prime the pump, by pulling the recoil starter to turn the engine over approximately 10 times. Always be prepared for the engine to unexpectedly start.
7. Connect the spark plug wire if not already connected.
8. Start the engine according to the instructions.
9. Use the control handle to engage the wedge to the farthest extended position and then retract it.
10. Refill the tank to within the range specified on the dipstick.
11. Extend and retract the wedge 12 complete cycles to remove trapped air (system is “self-bleeding”).
12. Much of the original fluid has been drawn into the cylinder and hoses. Make certain to refill the reservoir to prevent extreme damage to the hydraulic pump. Failure to refill the tank will void your warranty.

SAFETY FUNCTIONS

Control Handle

The control handle has three positions. Hold the control lever in the direction you wish the splitting wedge to travel. Return to the central position to stop wedge movement.

Stopping the Engine

1. Turn the engine switch to the off position.

2. Turn off the fuel valve.

3. On petrol engines, disconnect the spark plug wire and ground against the engine

to prevent unintended starting.

Horizontal and Verticle Beam Locks

These two locks are used to secure the beam in the horizontal or the vertical position. The vertical beam lock is located next to the oil filter. The horizontal beam lock is located on the beam support latch bracket.

OPERATION

NOTE
To stabilise the log, place your hand only on the sides of the log. Never place your hand on the end between the log and the splitting wedge.

Only one adult should stabilise the log and operate the control handle, so the operator has full control over the log and the splitting wedge.

1. Place the log splitter on level, dry ground.
2. Place the beam in either the horizontal or vertical position and lock in place with the appropriate locking rod.
3. Block/chock the front and back of both wheels.
4. Place the log against the end plate and only split the wood in the direction of the grain.

Control Handle

Hold the control lever in the direction you wish the splitting wedge to travel. Return to the central position to stop wedge movement.

Vertical Position

1. Pull the horizontal beam lock out to release the beam and pivot the beam to the vertical position.
2. To lock the beam in the vertical position, pull out on the vertical beam lock to secure the beam.
3. Stand in front of the unit to operate the control handle and to stabilise the log.

Horizontal Position

1. Pull the vertical beam lock out and rotate it down. Pivot the beam to the horizontal position. The beam will lock automatically in the horizontal position.
2. Stand behind the reservoir tank to operate the control handle and to stabilise the log.

NOTE
Always use the log splitter in the vertical position when splitting heavy logs.

Always:
• Use clean fluid and check the fluid level regularly.
• Use a filter (clean or replace regularly)
• Make sure the pump is mounted and aligned properly.
• Keep the hoses clear and unblocked.
• Bleed air out of the hoses before operating.
• Flush and clean the hydraulic system before restarting after servicing.
• Allow time for warm-up before splitting the wood.
• Split the wood along the grain (lengthwise) only.

Never:
• Use when the fluid is below -7° C or above 50° C.
• Operate through the relief valve for too long.
• Attempt to adjust the unloading or the relief valve settings without pressure gauges.
• Operate with air in the hydraulic system.
• Attempt to cut the wood across the grain.

Control Handle

• Use the control handle to run the wedge up and down the beam 6 to 8 times to circulate the hydraulic fluid, which will warm and thin the fluid.
• Place the log splitter on a firm, level surface.

To raise the beam for vertical operation:

1. Pull out the horizontal beam lock on the draw bar.
2. Pivot the beam lock down to release the beam.
3. Move the beam to the vertical position. Secure it with the beam lock on the reservoir tank assembly.

To lower the beam:

1. Pull out the vertical beam lock on the reservoir tank.
2. Pivot the beam lock down to release the beam.
3. Carefully pull back on the beam and lower it to the horizontal position.
4. Pull out the beam lock on the tongue, pivot it upwards and release it to hold the beam. Make sure it is latched securely.

TRANSPORTATION

Always turn the fuel valve to off position before transporting the log splitter.

1. Lower the beam to its horizontal position. Make certain the beam is locked securely with the horizontal beam lock.
2. Attach hitch coupler to a class I or higher hitch with a suitable ball on the towing vehicle, making sure to latch securely.
    a. If the coupler hitch does not fit on the ball, turn the adjustment nut one turn counter-clockwise.
    b. If the coupler hitch is too loose on the ball,turn the adjustment nut one turn clockwise.
3. Connect the safety chains to the towing vehicle.

NOTE
Do not tow faster than 45km/hr on a smooth surface.

Use caution when reversing. It is recommended to use a spotter outside the vehicle.

ADJUSTMENTS

Wedge Assembly Adjustment

As normal wear occurs and there is excessive "play" between the wedge and beam, adjust the bolts on the side of the wedge assembly to eliminate excess space between the wedge and the beam.

1. Loosen the jam nuts on the two adjustment bolts on the side of the wedge.
2. Turn the adjustment bolts in until snug and then back them off slowly until the wedge assembly will slide on the beam.
3. Tighten the jam nuts securely against the side of the wedge to hold the adjustment bolts in this position.

NOTE
Do not at any time make any adjustments without first stopping the engine, disconnecting spark plug wire, and grounding it against the engine. In the case of a diesel engine, stop the engine and disconnect the high pressure diesel line.

MAINTENANCE

Conditions that Will Void Your Warranty

• Failure to maintain proper fluid level in the reservoir.
• Changing the relief valve setting or pressure adjustment of control valve without proper knowledge and instruction from the factory. Higher pressure could cause the hoses to burst, cylinder to rupture, and intense fluid to be released, which could result in serious personal injury.
• Disassembling the pump.
• Use of incorrect hydraulic fluid.
• Allowing the flexible pump coupler to deteriorate without proper and regular inspection.
• Lack of lubrication or improper lubrication of the beam or unit
• Improper adjustment of splitting wedge.
• Excessive heating of the hydraulic system.
• Attempting to start unit in temperatures under -7°C without pre-heating fluid in the reservoir.
• Unattended leaks in the hydraulic system.

Hydraulic Fluid

• Check the hydraulic fluid level in the log splitter reservoir tank before each use.
• Maintain fluid level within the range specified on the dipstick at all times.
• Change the hydraulic fluid in the reservoir every 100 hours of operation.
• Disconnect the suction hose from the bottom of the reservoir tank and drain the fluid into a suitable
container.
• Since contaminants in fluid may damage the hydraulic components, you will have to drain the fluid and
flush the reservoir tank and hoses with kerosene whenever any repair work is performed on the tank,
hydraulic pump or valve. For this job, contact your nearest service dealer.

Beam and Splitting Wedge

Lubricate both sides of the beam (where it comes into contact with the splitting wedge), before each use, with engine oil. The wedge plate on the log splitter is designed so the gibs on the side of the wedge plate can be removed and rotated and/or turned over for even wear.
Make certain to readjust the adjustment bolts so wedge moves freely, but no excess space exists between the wedge plate and the beam.

Hose Clamps

Check, before each use, if hose clamps on the suction hose (attached to the side of the pump) are tight. Check the hose clamps on the return hose at least once a season.

Tires

See sidewall of tire for recommended pressure. Maximum tire pressure under any circumstances is 30 p.s.i. Maintain equal pressure on all tires.

NOTE
Excessive pressure (over 30 p.s.i.) when seating beads may cause tire/rim assembly to burst with force sufficient enough to cause serious injury.

Please dispose of used hydraulic fluid and engine oil at approved recycling centres only.

STORAGE

Prepare your log splitter for storage at the end of the season or if the log splitter remains unused for 30 days or more.

Never store machine with fuel in the fuel tank inside of building where fumes may reach an open flame or spark, or where ignition sources are present such as hot water and space heaters, furnaces, clothes dryers,stoves, electric motors, etc.

We do not recommend the use of pressure washers or garden hose to clean your unit. These may cause damage to electric components, spindles, pulleys, bearings or the engine. The use of water will shorten life and reduce serviceability.

• Clean the log splitter thoroughly.
• Wipe unit with an oiled rag to prevent rust, especially on the wedge and the beam.
• Drain fuel tank. Always drain fuel into approved container outdoors, away from open flame. Be sure that engine is cool before draining the fuel. Do not smoke while handling fuel.
• Start the engine and let it run until the fuel lines and carburettor are empty.
• Remove spark plug, pour approximately 1/2 ounce (approximately one tablespoon) of engine oil into
cylinder and crank slowly to distribute oil.
• Replace spark plug.
• Do not store fuel from one season to another.
• Replace your fuel can if it starts to rust. Rust and/or dirt in the fuel will cause problems.
• Store unit in a clean, dry area. Do not store next to corrosive materials, such as fertiliser.

If storing in an unventilated or metal storage shed, be certain to rustproof the equipment by coating with a light oil or silicone.

TROUBLESHOOTING

Problem	Possible Cause	Possible Solution
Engine does not start	Spark Plug disconnected	Connect wire to spark plug
	Fuel tank empty or fuel stale	Fill tank with clean fuel
	Fuel shut-off valve closed	Open shut-off valve
	Throttle lever not in correct starting position	Move throttle lever to FAST position
	Choke not in choke-position (petrol only)	Move choke to choke position
	Engine not properly primed	Prime engine
	Blocked fuel line	Clean out fuel line
	Faulty spark plug	Clean, adjust gap and replace
Engine runs erratically	Loose spark plug wire	Connect and tighten spark plug wire
	Unit running on choke	Move choke lever to off position
	Blocked fuel line or stale fuel	Clean fuel line and fill the tank with clean, fresh fuel
	Water or dirt in fuel system	Drain tank and refill with new fuel
	Dirty air cleaner	Clean or replace air cleaner
	Carbueretor not adjusted properly	See authorised service dealer
Engine overheats	Engine oil low	Fill crankcase with proper oil
	Dirty air cleaner	Clean or replace

Problem	Possible Cause	Possible Solution
Engine overheats	Carbueretor not adjusted properly	Clean fuel line and fill the tank with clean, fresh fuel
Cylinder rod will not move	Broken drive shaft	See authorised service dealer
	Set screws in coupling not adjusted properly	Adjust coupling screws.
	Loose shaft coupling	Correct engine/pump alignment
	Gear sections damaged	See authorised service dealer
	Damaged relief valve	See authorised service dealer
	Hydraulic lines blocked	Flush and clean hydraulic system
Extremely slow cylinder shaft speed while extending and retracting	Gear sections damaged	See authorised service dealer
	Excessive pump inlet vacuum	Make certain pump inlet hoses are clear and unblocked. Use short, large diameter inlet hoses
	Slow engine	See authorised service dealer
	Damaged relief valve	See authorised service dealer
	Incorrect oil level	Correct oil level
	Contaminated oil	Replace oil
	Directional valve leaking internally	See authorised service dealer
	Internally damaged cylinder	

Problem	Possible Cause	Possible Solution
Leaking cylinder	Broken seal	See authorised dealer
	Scored seals	See authorised dealer
Engine runs but wood will not split or wood splits extremely slowly	Small gear section damaged	See authorised dealer
	Pump check valve leaking	See authorised dealer
	Excessive pump inlet vacuum	Make certain pump inlet hoses are clear and unblocked
	Incorrect oil level	Check oil level
	Contaminated oil	Drain, clean and refill
	Overloaded cylinder	Do not attempt to split wood against the grain
	Internally damaged cylinder	See authorised dealer
Engine stalls during splitting	Low horsepower/weak engine	See authorised dealer
	Overloaded cylinder	Do not attempt to split wood against the grain
Engine will not turn or stalls under low load conditions	Engine/pump misalignment	Correct alignment as necessary
	Frozen or seized pump	See authorised service dealer
	Low horsepower/weak engine	See authorised service dealer
	Hydraulic lines blocked	Flush and clean hydraulic system
	Blocked directional valve	Flush and clean hydraulic system

Problem	Possible Cause	Possible Solution
Leaking pump shaft seal	Broken drive shaft	See authorised dealer
	Engine/pump misalignment	Correct alignment as necessary
	Gear sections damaged	See authorised service dealer
	Poorly positioned shaft seal	See authorised service dealer
	Plugged oil breather	Make certain reservoir is properly vented

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CUTTING EDGE PERFORMANCE

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