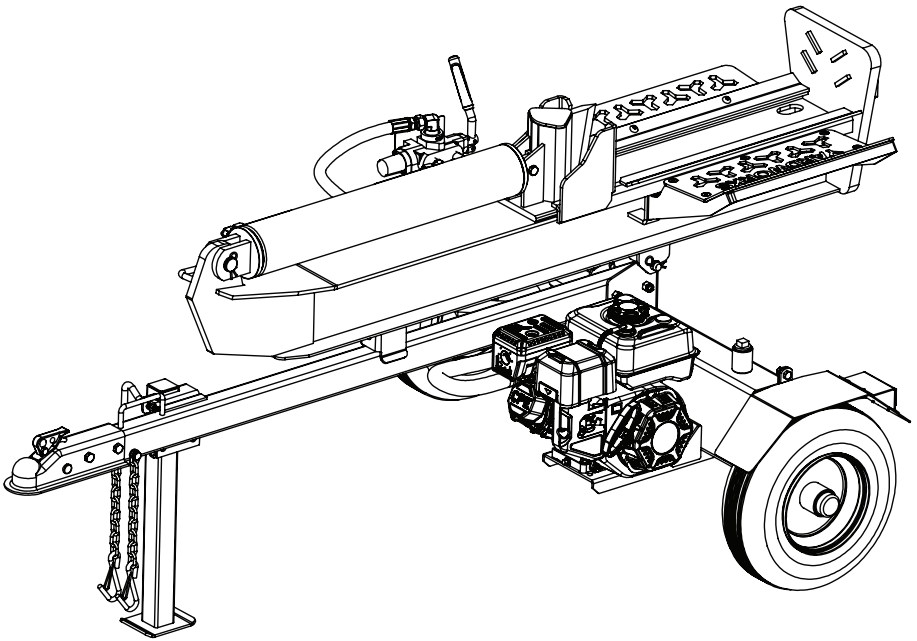




YARDWORKS^{®/MD}

25 Ton Full Beam Log Splitter

model number 060-0550-6 | contact us: 1.866.523.5218



IMPORTANT: Please read this manual carefully before operating this log splitter and save it for reference.

TABLE OF CONTENTS	2
SAFETY INSTRUCTIONS	3
SPECIFICATIONS	18
ASSEMBLY	24
OPERATION	47
MAINTENANCE	52
STORAGE	59
TROUBLESHOOTING	60
WARRANTY	61



For problems or questions, **DO NOT RETURN TO STORE.**
Please contact one of our Customer Service Agents
who would be happy to assist you.



For Customer Assistance Please Call:
1.866.523.5218

SAFETY DEFINITIONS

The purpose of safety symbols is to attract your attention to possible dangers. The safety symbols, and their explanations, deserve your careful attention and understanding. The safety warnings do not by themselves eliminate any danger. The instructions or warnings they give are not substitutes for proper accident prevention measures.

DANGER

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

WARNING

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


CAUTION

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

NOTICE

NOTICE indicates information considered important, but not hazard-related (e.g., messages relating to property damage).


IMPORTANT SAFETY INSTRUCTIONS

 DANGER: Log splitter engine exhaust contains carbon monoxide, a colorless, odorless, poison gas. Breathing carbon monoxide will cause nausea, dizziness, fainting or death. If you start to feel dizzy or weak, get to fresh air immediately.

Operate log splitter outdoors only in a well ventilated area.

DO NOT operate the log splitter inside any building, including garages, basements, crawlspaces and sheds, enclosure or compartment.

DO NOT allow exhaust fumes to enter a confined area through windows, doors, vents or other openings.

 DANGER: Using an engine indoors can kill you in minutes. Engine exhaust contains carbon monoxide. This is a poison you cannot see or smell.

Never use inside a home or garage, even if doors and windows are open.

Only use outside and far away from windows, doors, and vents.



Install battery-operated carbon monoxide alarms or plug-in carbon monoxide alarms with battery back-up according to the manufacturer's instructions.

⚠ DANGER: Rotating parts can entangle hands, feet, hair, clothing and/or accessories. Traumatic amputation or severe laceration can result.

Keep hands and feet away from rotating parts.

Tie up long hair and remove jewelry.

Operate equipment with guards in place.

DO NOT wear loose-fitting clothing, dangling drawstrings or items that could become caught.

⚠ WARNING: Operation of this equipment may create sparks that can start fires around dry vegetation.

A spark arrestor may be required. The operator should contact local fire agencies for laws or regulations relating to fire prevention requirements.

⚠ WARNING: Sparks can result in fire or electrical shock.

When servicing the engine:

Disconnect the spark plug wire and place it where it cannot contact the plug.

DO NOT check for spark with the plug removed.

Use only approved spark plug testers.

⚠ WARNING: Running engines produce heat. Severe burns can occur on contact. Combustible material can catch fire on contact.

DO NOT touch hot surfaces.

Avoid contact with hot exhaust gases.

Allow equipment to cool before touching.

Maintain at least 3 ft. (91.4 cm) of clearance on all sides to ensure adequate cooling.

Maintain at least 5 ft. (1.5 m) of clearance from combustible materials.

⚠ WARNING: Crush Hazard

Wedge can cut through skin and break bones. Keep all limbs away from wedge and endplate.

⚠ WARNING: Projectile Hazard

Pieces of log may be ejected from the splitter while operating. Wear ANSI approved safety glasses when operating. Be alert.

⚠ WARNING: Keep Operator Work Zone Clear

Keep work zone clear of debris while working to ensure safe footing.

⚠ WARNING: Before removing the pin installed into the front support leg make sure hitch is installed onto vehicle. Releasing the pin before will cause support leg to slide up and possibly cause injury.

⚠ WARNING: Skin Injection Hazard. High pressure hydraulic oil can inject under your skin.

Make sure all fittings are tightly secure before applying pressure. Relieve system of pressure before servicing.

⚠ WARNING: Towing Hazard

ALWAYS check all local and state or provincial regulations regarding towing, licensing and lights before towing your log splitter. Review towing safety warnings in your towing vehicle manual.

Drive safely. Be aware of the added length of the log splitter. NEVER ride or transport cargo on the log splitter. DO NOT exceed the maximum 45 MPH (72 KM/H) towing speed.

⚠ WARNING: Rapid retraction of the starter cord will pull hand and arm towards the engine faster than you can let go. Unintentional startup can result in entanglement, traumatic amputation or laceration. Broken bones, fractures, bruises or sprains could result.

When starting engine, pull the starter cord slowly until resistance is felt and then pull rapidly to avoid kickback.

⚠ CAUTION: Parts of the hydraulic circuit (cylinder, pump, valve-body, hoses) can become very hot during operation.

⚠ WARNING: In most states towing on public streets is either prohibited or would require further licensing or modifications. Please check with your local authorities or DMV regarding regulations, restrictions and registration.

⚠ CAUTION: Improper treatment or use of the log splitter can damage it, shorten its life and void your warranty.

Use the log splitter only for intended uses.

Operate only on level surfaces.

DO NOT expose log splitter to excessive moisture, dust, or dirt.

DO NOT allow any material to block the cooling slots.

DO NOT use the engine if:

- Equipment sparks, smokes or emits flames
- Equipment vibrates excessively

FUEL SAFETY

Gasoline and gasoline vapors:

- Gasoline is highly flammable and explosive.
- Gasoline can cause a fire or explosion if ignited.
- Gasoline is a liquid fuel but its vapors can ignite.
- Gasoline is a skin irritant and needs to be cleaned up immediately if spilled on skin or clothes.
- Gasoline has a distinctive odor, this will help detect potential leaks quickly.
- In any petroleum gas fire, flames should not be extinguished unless by doing so the fuel supply valve can be turned OFF. This is because if a fire is extinguished and a supply of fuel is not turned OFF, then an explosion hazard could be created.
- Gasoline expands or contracts with ambient temperatures. Never fill the gasoline tank to full capacity, as gasoline needs room to expand if temperatures rise.

When adding or removing gasoline:

DO NOT light or smoke cigarettes.

Turn the engine off and let it cool for at least two minutes before removing the gasoline cap. Loosen the cap slowly to relieve pressure in the tank.

Only fill or drain gasoline outdoors in a well-ventilated area.

DO NOT pump gasoline directly into the engine at the gas station. Use an approved container to transfer the fuel to the engine.

DO NOT overfill the gasoline tank.

Always keep gasoline away from sparks, open flames, pilot lights, heat and other sources of ignition.

When starting the engine:

DO NOT attempt to start a damaged engine.

Make certain that the gasoline cap, air filter, spark plug, fuel lines and exhaust system are properly in place.

Allow spilled gasoline to evaporate fully before attempting to start the engine.

Make certain that the log splitter is resting firmly on level ground.

When operating the log splitter:

DO NOT move or tip the log splitter during operation.

DO NOT tip the log splitter or allow fuel or oil to spill.

When transporting or servicing the log splitter:

Make certain that the fuel valve is in the OFF position, the gasoline tank is empty.

Disconnect the spark plug wire.

When storing the log splitter:

Store away from sparks, open flames, pilot lights, heat and other sources of ignition.

Do not store log splitter or gasoline near furnaces, water heaters, or any other appliances that produce heat or have automatic ignitions.

⚠ DANGER: Gasoline and gasoline vapors are highly flammable and explosive.

Fire or explosion can cause severe burns or death.

⚠ WARNING: Never use a gasoline container, gasoline tank or any other fuel item that is broken, cut, torn or damaged.

TRAINING

1. Read the Operator's Manual completely before attempting to use this log splitter.
2. Do not allow anyone to operate your log splitter who has not read the Operator's Manual or has not been instructed on the safe use of the log splitter.
3. Never allow children or untrained adults to operate this machine.
4. Many accidents occur when more than one (1) person operates the log splitter. If a helper is assisting in loading logs to be split, never actuate controls until helper is clear of the area.
5. Never allow anyone to ride on the machine.
6. Never transport cargo on the log splitter.
7. 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.
 - 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 detected 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.
8. Keep the operator zone and adjacent area clear for safe, secure footing.
9. Your log splitter is equipped with an internal combustion engine including a spark arrestor but is not intended for use near any unapproved federally controlled forest, brush, or grass covered land. Always be sure you comply with your local municipality, provincial, and federal codes when operating your log splitter. Always take appropriate fire-fighting equipment with you in case of an event.
10. Log splitters should be used only for splitting wood. Do not use for other purposes unless the manufacturer provides attachments and instructions.
11. Only split wood WITH the grain. NEVER split perpendicular to the grain.

PREPARATION

1. Be thoroughly familiar with all controls and with proper use of the equipment.
2. Safety Gear:
 - Always wear safety shoes or heavy boots when operating the machine.
 - Always wear safety glasses or goggles when operating the machine.
 - Never wear jewelry or loose-fitting clothing that might become entangled in moving or rotating parts of the machine.
3. Make sure the splitter is on a level surface. Block tires and ensure support leg is secure to prevent unintended movement of the log splitter during operation.
 - Always operate the splitter from the manufacturer's indicated operator zone.
4. Logs to be split on ram-type units should be cut as squarely as possible.
5. Fuel:
 - Use an approved fuel container.
 - Never add fuel to a running or hot engine.
 - Always fill fuel tank outdoors with extreme care.
 - Replace gasoline cap securely and clean up any spilled fuel.

OPERATION

1. Before starting this log splitter, review all safety rules. Failure to follow these rules may result in serious injury to the operator or bystanders.
2. Be sure to confirm all hose connections and hose clamps are tight before each use. It is possible for connections to vibrate loose over time.
3. Never leave the machine unattended with the engine operating.
4. Never operate the machine when under the influence of alcohol, drugs or medication.
5. The machine owner should instruct all operators in safe log splitter operation.
6. Always operate the log splitter with all safety equipment in place and all controls properly adjusted for safe operation.
7. Always operate the log splitter at manufacturer's recommended speed.
8. Always keep hands and feet clear of moving parts.
9. When loading a ram-type log splitter, place your hands on the sides of the log, not the ends. Never place your hands or any part of your body between a log and any part of the log splitter.
10. On ram-type log splitters, never attempt to split more than one (1) log at a time unless the ram has been fully extended and a second log is needed to complete the separation of the first log.
11. On ram-type log splitters on which the logs are not cut square, the longest portion of the log should be rotated down and the most square end placed against the ram.
12. Only split logs with the grain of the wood.
13. Use only your hand to operate the log splitter controls.
14. Do not refuel the engine until it has cooled for several minutes.

MAINTENANCE AND STORAGE

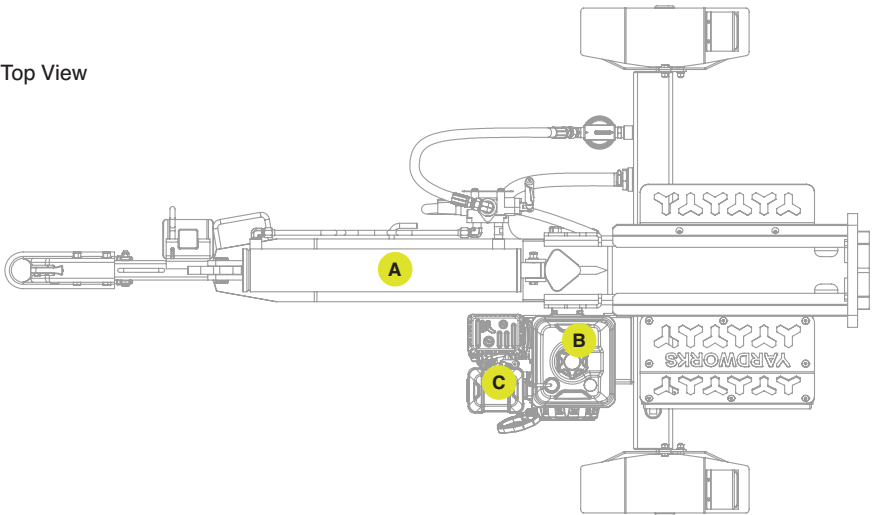
1. Always shut off the engine while repairing or adjusting the splitter except as recommended by the manufacturer.
2. Clean debris and chaff from the engine cylinder, cylinder head fins, recoil starter cover, and muffler areas. The engine is equipped with a spark arrestor muffler, clean and inspect it regularly (follow manufacturer's service instructions). Replace, if damaged.
3. Never store the unit indoors with fuel in the tank. Fumes might reach an open flame spark. Allow the engine to cool before storing in any enclosure.
4. Clear debris from movable parts, but only when the power source is shut off.
5. Check to be sure all nuts and bolts are tight to assure the equipment is in safe working condition.

SAFETY AND DATAPLATE LABELS

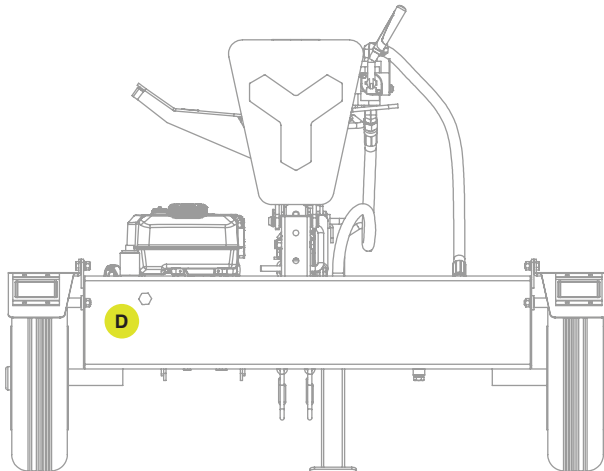
These labels warn you of potential hazards that can cause serious injury. Read them carefully.


If a label comes off or becomes hard to read, contact Technical Support Team for possible replacement.

Top View











Back View











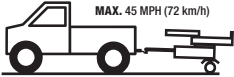
	Label	Description
A		Safety Symbols
B		Fuel
C		Hot Surface
D		Dataplate

SAFETY SYMBOLS

Some of the following symbols may be used on this product. Please study them and learn their meaning. Proper interpretation of these symbols will allow you to more safely operate the product.





Symbol	Meaning
	Read Operator's Manual. To reduce the risk of injury, user must read and understand operator's manual before using this product.
	Eye and Ear Protection. Always wear safety goggles or safety glasses with side shields, and as necessary a full face-shield as well as full ear protection when operating this product.
	Footwear. Always wear safety shoes or heavy boots when operating the machine.
	Gloves. Always wear nonslip, heavy-duty protective gloves when operating this product.
	Safety Alert. Precautions that involve your safety.
	Risk of Fire/Explosion. Fuel and its vapours are extremely flammable and explosive. Fire can cause severe burns or death. Do not add fuel while the product is operating or still hot. Open Flame Alert. Fuel and its vapours are extremely flammable and explosive. Keep fuel away from smoking, open flames, sparks, pilot lights, heat, and other ignition sources.
	Skin Injection Hazard. High pressure hydraulic oil can inject under your skin. Make sure all fittings are tightly secure before applying pressure. Relieve system pressure before servicing.
	Always keep hands away from the wedge and the ram. Moving parts can crush or cut.

Symbol	Meaning
	<p>Always keep feet away from the wedge and the ram. Moving parts can crush or cut.</p>
	<p>Hot Surface. To reduce the risk of injury or damage, avoid contact with any hot surface.</p>
	<p>Risk of Fire. Fuel and its vapours are extremely flammable and explosive. Fire can cause severe burns or death. Do not add fuel while the product is operating or still hot.</p>
	<p>Hold logs on sides when loading. Keep hands and feet away from cylinder, wedge, and partially split logs.</p>
	<p>Never place hands or any part of the body between a log and any part of the log splitter. Do not split logs against the grain. Split logs end to end in the direction of the grain only.</p>
	<p>Toxic Fumes. The engine exhaust from this product contains chemicals known to cause cancer and birth defects and other reproductive harm. Risk of Asphyxiation. This engine emits carbon monoxide, an odourless, colourless poison gas. Breathing carbon monoxide can cause nausea, fainting or death. Use only in a well-ventilated area.</p>
	<p>Clearance. Keep all objects including others at least 10 feet (3m) from this machine. Only one person should operate the log splitter and load the logs</p>
	<p>Never operate on an incline. Make sure the splitter is on a level surface. Block tires and ensure support leg is secure to prevent unintended movement of the log splitter during operation.</p>

Symbol	Meaning
	<p>DO NOT exceed the maximum 45 MPH (72 KM/H) towing speed.</p> <p>Always check all local, state or provincial regulations regarding towing, licensing and lights before towing your log splitter. Review towing safety warnings in your towing vehicle manual.</p> <p>In most states towing on public streets is either prohibited or would require further licensing or modifications. Please check with your local, state, or provincial authorities regarding regulations, restrictions and registration.</p> <p>Any modifications required to meet these laws are the responsibility of the purchaser.</p>

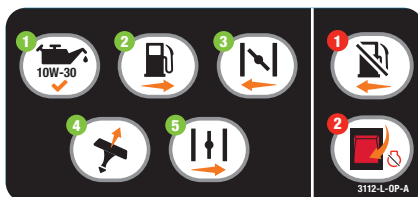
SAFETY SYMBOLS

Some of the following symbols may be used on this product. Please study them and learn their meaning. Proper interpretation of these symbols will allow you to more safely operate the product.

Symbol	Meaning
	<p>STOP or OFF</p>
	<p>Fuel/Gasoline Valve ON/OFF</p>
	<p>Fuel Gauge: Full</p>
	<p>Fuel Gauge: Empty</p>

QUICKSTART LABEL SYMBOLS

Some of the following symbols may be used on this product. Please study them and learn their meaning. Proper interpretation of these symbols will allow you to more safely operate the product.



Starting the Engine

1. Check oil level.
Recommended oil is 10W-30.
2. Turn the fuel valve to “ON” position.
3. Move choke lever to “CHOKE” position.
4. Pull the recoil cord.
5. Move the choke lever to “RUN” position.

Stopping the Engine

In an emergency, turn the engine switch to the “OFF” position.

Under normal operation:

1. Turn the fuel valve to the “OFF” position.
2. Let the engine run until fuel starvation has stopped the engine. This usually takes few minutes.

Important: Always ensure that the fuel valve is in the “OFF” position when the engine is not in use.

LOG SPLITTER

Ram Force	25 Ton
Cycle Time	11 seconds
Hydraulic Tank Capacity	4 gal (15.1 L)
Total Hydraulic Oil System Capacity	4.5 gal (17 L)
Max Log Length	24 in. (61 cm)
Max Log Weight	100 lb (45 kg)
Coupler Ball Size	2 in. (5.1 cm)
Tire Size	16 in. (40.6 cm)
Max Tire Pressure	60 PSI / 410 kPa
Max Towing Speed	45 mph (72 km/h)
Cylinder Size	3.9 × 22.6 in. (10 × 57.5 cm)
Cylinder Rod Size	1 9/16 in. (4 cm)
Gear Pump	2-stage
Max Pressure	3900 PSI
Max Flow Capacity	14 GPM (53 LPM)
Control Valve	Detent (auto-return)
Gross Weight	498.3 lb (226 kg)
Net Weight	430 lb. (195 kg)
Height	39.3 in. (99.8 cm)
Width	51.3 in. (130.2 cm)
Length	86.9 in. (220.8 cm)

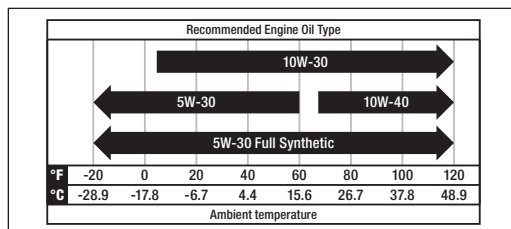
ENGINE

Brand	Champion Power Equipment
Model	R224P / GB225
Displacement	224 cc
Start Type	Recoil

OIL

DO NOT OVERFILL.

Type	See chart below
Capacity	0.5 US qt. (500 ml)



HYDRAULIC OIL SYSTEM

Capacity	4.5 gal (17 L)
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For year round use in warmer climates (always ABOVE 0°C / 32°F):

- ISO 32/SAE10W
- Universal Hydraulic Oil

For year round use in colder climates (BELOW 0°C / 32°F):

- Automatic Transmission Fluid

Replacement filters:

- Fram PH9342
- K&N HP-2008
- Wix 51361

FUEL

Use regular unleaded gasoline with a minimum octane rating of 87 and an ethanol content of less than 10% by volume. DO NOT USE E15 or E85. DO NOT OVERFILL.

Gasoline Capacity	0.8 gal. (3.1 L)
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SPARK PLUG

OEM Type	F6RTC
Replacement Type	NGK BPR6ES or equivalent
Gap	0.028-0.031 in. (0.7-0.8 mm)

VALVE

Intake Clearance	0.0039-0.0059 in. (0.1-0.15 mm)
Exhaust Clearance	0.0059-0.0079 in. (0.15-0.2 mm)

⚠ NOTICE: Weather will affect engine oil and engine performance. Change the type of engine oil used based on weather conditions to suit the engine needs.

⚠ NOTICE: A technical bulletin regarding valve adjustment procedures is available at www.championpowerequipment.com.

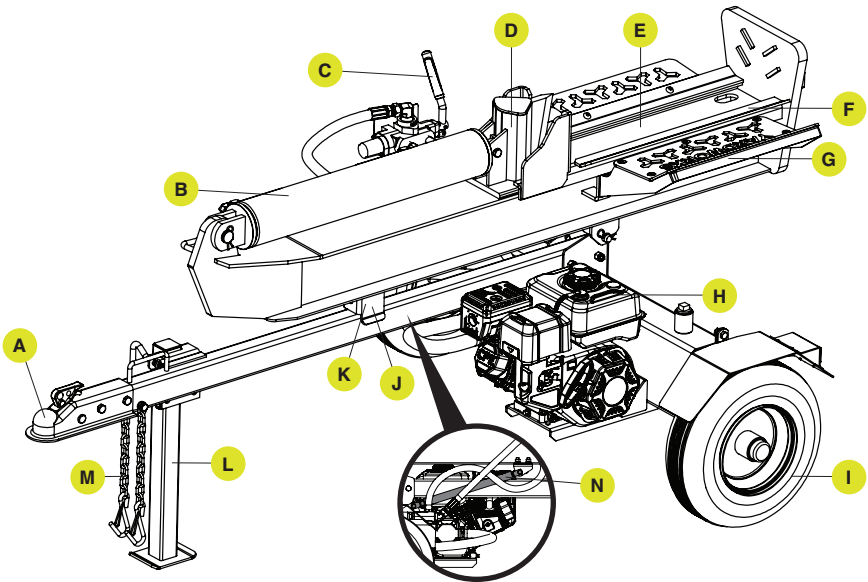
IMPORTANT MESSAGE ABOUT TEMPERATURE

Your product is designed and rated for continuous operation at ambient temperatures up to 40°C (104°F). When your product is needed it may be operated at temperatures ranging from -10°C (2°F) to 50°C (122°F) for short periods of time. If exposed to temperatures outside this range during storage, it should be brought back within this range before operation. In any event, the product must always be operated outdoors, in a well-ventilated area and away from doors, windows and vents.

⚠ NOTICE: When temperature is below 32°F (0°C) use Automatic Transmission Fluid (Dexron-III or similar).

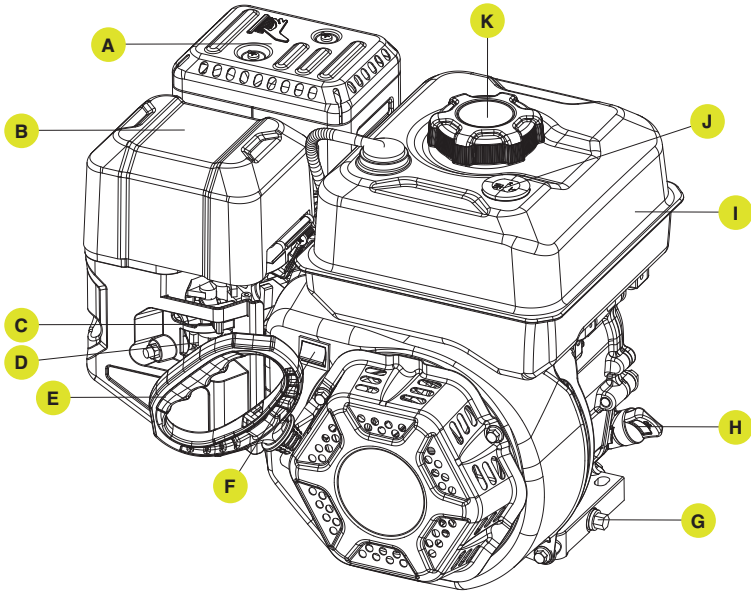
CONTROLS AND FEATURES

Read this operator's manual before operating your log splitter. Familiarize yourself with the location and function of the controls and features. Save this manual for future reference.



Log Splitter

A. 2 in. (5.1 cm) Ball Coupler	For towing the log splitter behind your vehicle.
B. Hydraulic Cylinder	Converts hydraulic pressure into linear force.
C. Control Valve Handle	Controls the movement of the cutting wedge.
D. Wedge	
E. Splitting Beam	
F. Log Cradle	Prevents logs from rolling off beam.
G. Log Catchers	
H. Engine	224cc, OHV.
I. Tires	Maximum travel speed is 45 MPH (72 KM/H).
J. Beam Lock Pin	Secures in either horizontal or vertical position.
K. Beam Bracket	Holds splitting beam in place.
L. Support Leg	Supports log splitter while operating. Raise leg for towing.
M. Safety Chains	For use while towing.
N. Lift Assist	



Engine

A.	Muffler	
B.	Air Filter	Protects the engine by filtering dust and debris from the intake air.
C.	Choke	Used to start the engine.
D.	Fuel Valve	Used to turn fuel supply on and off to engine.
E.	Recoil Starter	Used to manually start the engine.
F.	Engine Switch	Used to STOP the engine.
G.	Oil Drain Bolt	Used to drain the oil from the engine.
H.	Oil Fill Cap/Dipstick	Used to check and fill oil level.
I.	Gasoline Tank	0.8 gal. (3.1 L)
J.	Gasoline Gauge	
K.	Fuel Cap	Remove to add fuel.

PARTS INCLUDED

Part	Part Qty.	Hardware Needed	Hardware Qty.	Tool Needed
Fenders	2	Bolt M10 × 25	4	1 × 16mm wrench or socket
		Nut M10	4	1 × 17mm wrench
		Lock Washer	4	
		Flat Washer	4	
Wheels	2	Castle Nut	2	1 × 30mm open-end wrench
		Cotter Pin Ø4 × 32	2	Needle nose pliers
		Axle Cap	2	Mallet
Tow Bar	1	Bolt M12 × 75	2	1 × 18mm wrench or socket
		Nut M12	2	1 × 19mm wrench or socket
Beam	1	Hitch Pin	1	
		R-Pin	1	
Gas Lift Assist	1	Pin 12 × 30	2	
		R Pin	2	
Engine	1	Bolt M8 × 40	4	1 × 13mm wrench
		Lock Nut M8	4	1 × 14mm wrench
		Flat Washer Ø8	4	
Suction Hose	1	Spring Loaded Hose Clamp	2	Clamp Tool
External Hydraulic Oil Filter Assembly	1			1 × 27mm open-end wrench
High Pressure Hose	1	"O" Ring Ø10 × 2.65	1	1 × 27mm open-end wrench
Oil Return Hose	1			1 × 27mm open-end wrench
Log Catchers	2	Bolt M10 × 20	4	1 × 16mm wrench or socket
		Bolt M10 × 30	2	1 × 6mm allen wrench
		Nut M10	2	1 × 17mm wrench
		Lock Washer	6	
		Flat Washer	6	

Accessories

- Oil Funnel

If your log splitter is already assembled, skip the assembly instructions in this manual.

If unassembled, please read and follow these instructions.

If you have any questions regarding the assembly of your log splitter, call our Technical Support Team at 1.866.523.5218. Please have your serial number and model number available.

OPEN SHIPPING CRATE

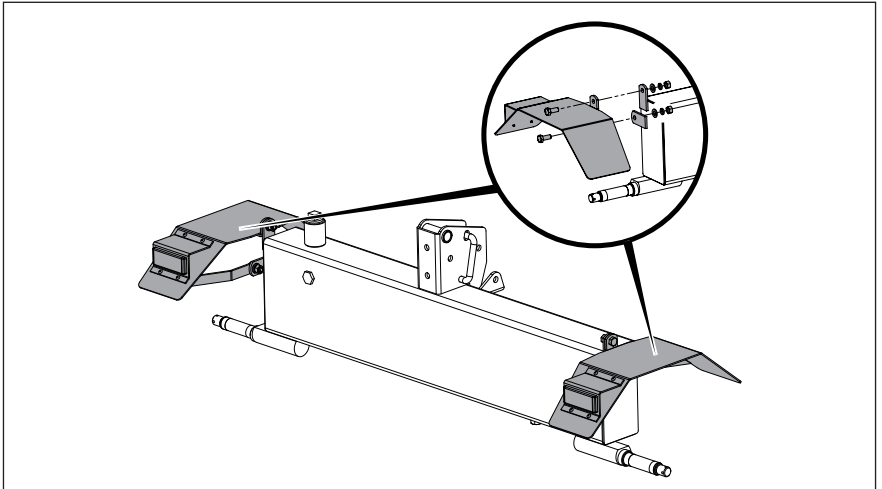
Set the shipping crate on a solid, flat surface

Carefully cut the shipping bands and remove lid of shipping crate.

Locate all hardware before beginning assembly.

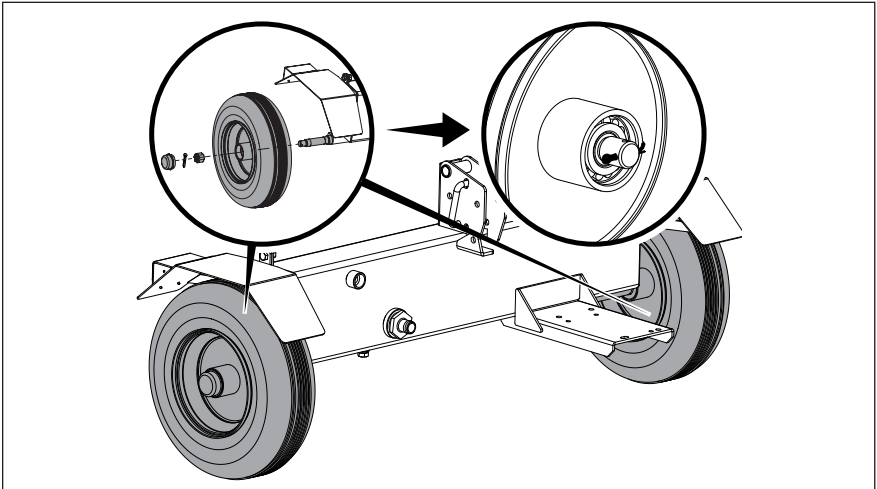
1) INSTALL THE FENDERS

1. Attach the fender to the side of the hydraulic oil tank with an M10 × 25 bolt, M10 washer, M10 lock washer and M10 nut. The safety reflector should be facing the back of the hydraulic oil tank.
2. Repeat with second fender on opposite side.



2) INSTALL THE WHEELS

1. Remove the two plastic shipping caps from the wheel hubs.
2. Slide the wheel onto the axle.
3. Be sure the tire valve stem is facing out.
4. Thread the castle nut on the axle and tighten by hand. Use a wrench to tighten another $\frac{1}{4}$ turn.
5. Spin the wheel to distribute the bearing grease.
6. Loosen the castle nut and re-tighten by hand.
7. Install the cotter pin through the axle and castle nut.
8. Wheel should spin freely but when grasped on both sides, should not move from side to side.
9. Install the axle cap using a soft-faced mallet or hammer and wood block.
10. Repeat for the other wheel.

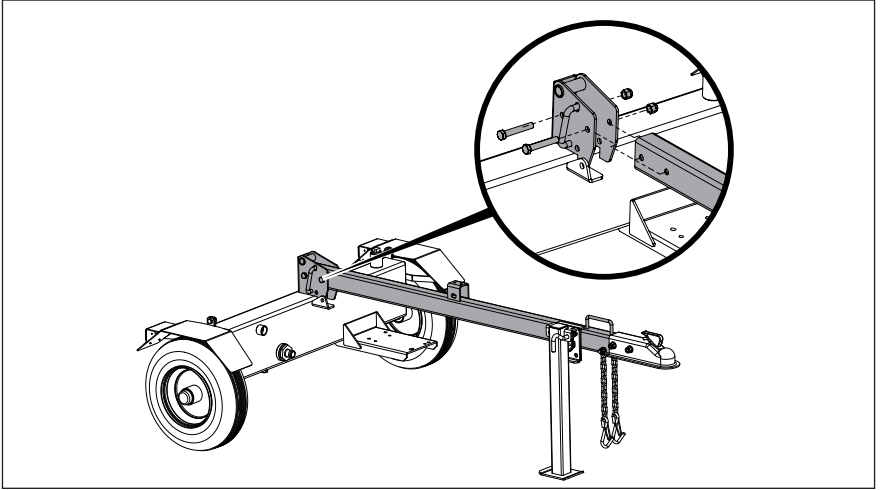


▲ NOTICE: Keep dirt and debris away from the wheel bearings during assembly.

▲ CAUTION: Over-tightening the castle nut will cause the bearings to run hot and fail prematurely.

3) INSTALL THE TOW BAR

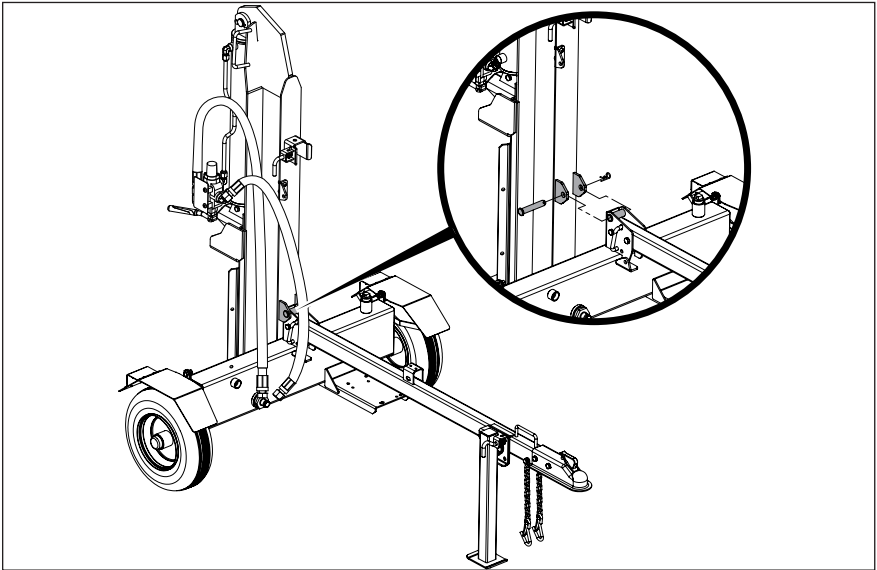
1. Attach the tow bar to the bracket on top of the hydraulic oil tank with two M12 × 75 bolts and M12 lock nuts.



model no. 060-0550-6 | contact us: 1.866.523.5218

4) INSTALL THE BEAM

1. Stand the beam vertical on the foot plate.
2. Roll the tank into position so the pivot holes of the tank and beam are aligned.
3. Insert the Pin and secure it with the R-pin.

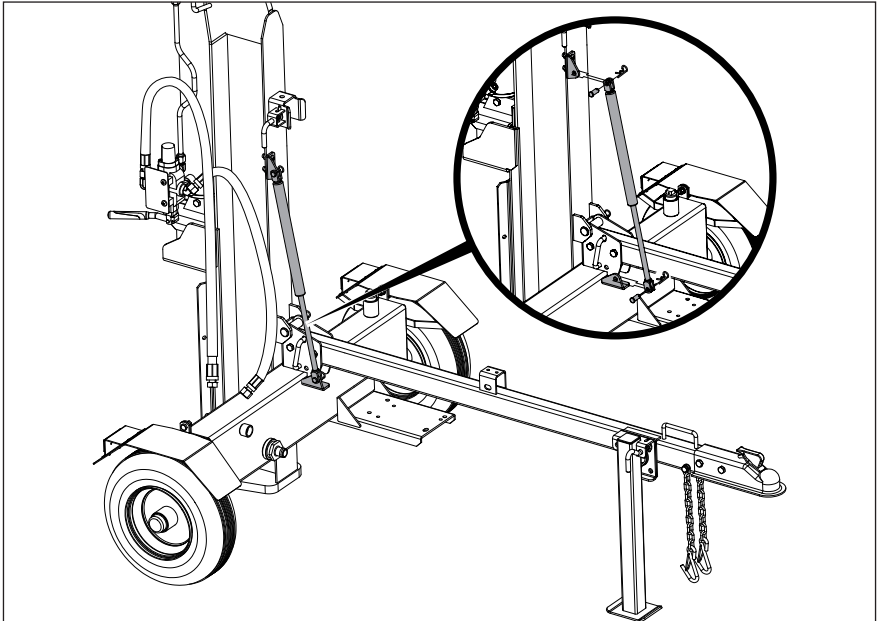


ASSEMBLY

⚠ WARNING: The beam is extremely heavy and should only be handled with 2 or more people. DO NOT try and lift or handle the beam without assistance.

5) INSTALL THE LIFT ASSIST

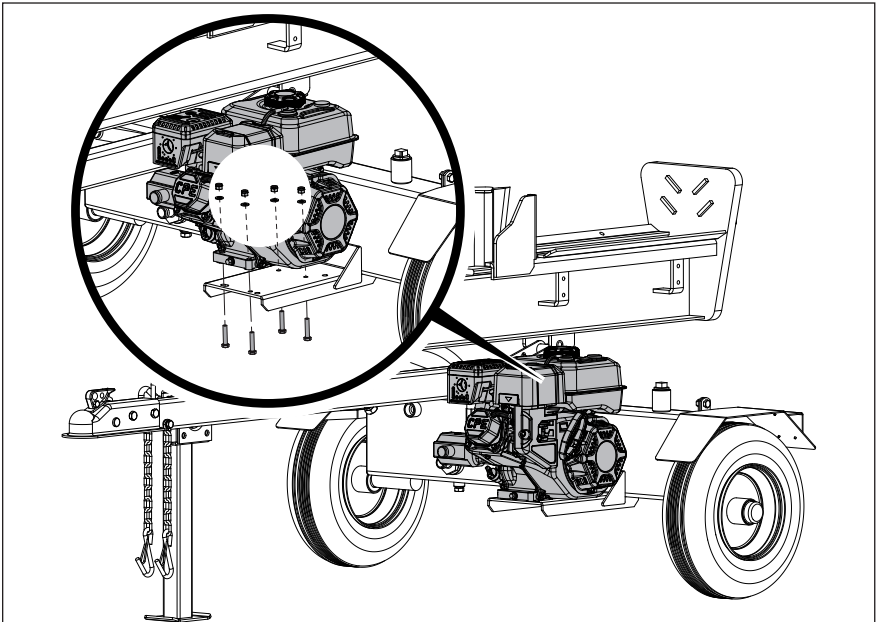
1. Align the holes on the narrow end of the lift assist with the hole on the bracket attached to the hydraulic tank as shown.
2. Insert the 12mm × 30mm pin through the holes on the lift assist and bracket.
3. Insert the R-clip through the small hole on the 12mm × 30mm pin to secure the lift assist to the bracket.
4. Align the holes on the larger end of the lift assist with the hole on the bracket attached to the splitter beam as shown.
5. Insert the 12mm × 30mm pin through the holes on the lift assist and bracket.
6. Insert the R-clip through the small hole on the 12mm × 30mm pin to secure the lift assist to the bracket.



7. Standing along side the hydraulic ram (opposite side from the engine) firmly grasp the handle on the beam and lower it to the horizontal position (Caution, beam is heavy).
8. As the beam comes to rest on the tow bar, the "Auto-Lock" horizontal beam lock will engage and secure the beam into the horizontal position.

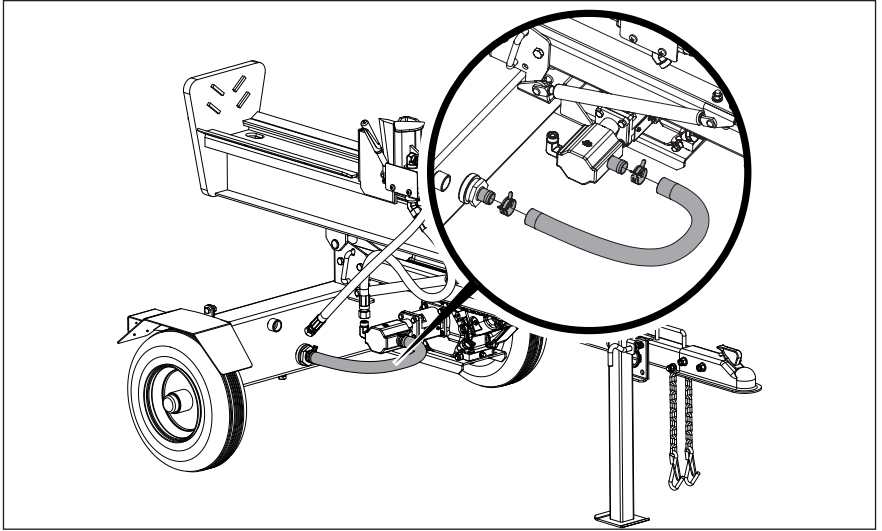
6) INSTALL THE ENGINE

1. Place the engine on the engine mounting platform with the recoil cover facing outward towards the wheel and align the 4 holes on the engine base with the holes in the engine platform.
2. Install a M8 × 40 bolt up through the hole on the engine platform and through the hole on the engine base.
3. Place a washer on the M8 × 40 bolt and thread a M8 nylon lock nut onto the bolt and tighten securely. Tighten to 8.8 lbf-ft - 10.3 lbf-ft (12-14 Nm) or fully, then a 1/4 turn further.
4. Repeat steps 2 and 3 for the remaining bolts, washers and lock nuts.



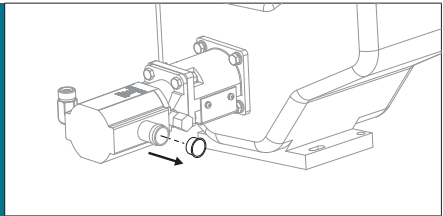
7) INSTALL THE HOSES AND HYDRAULIC FILTER**Suction Hose**

1. Using the provided spring loaded hose clamps, connect one end of the clear oil hose to the hydraulic oil tank and the other end to the pump inlet on the pump. Using a pair of pliers, squeeze the tabs on the spring loaded hose clamps together to open them up and slide over the end of the clear suction hose and mounting fitting and release the pliers to lock the clamps into place.



⚠ CAUTION: Red shipping plugs must be removed from hydraulic pump prior to installing hoses.

Hydraulic pump may contain residual oil from testing procedures during production. We recommend using an oil tray under the pump before removing the shipping plugs.



⚠ NOTICE: Some hoses may be preassembled by the factory, check your hoses per below instructions to ensure proper assembly.

Oil Inlet (High Pressure)

- This hose is black and has a swivel nut on both ends.
- The Oil Inlet Hose sends hydraulic oil from the pump to the control valve/cylinder.
- Hose connections do NOT require thread seal tape. The O-ring seals against the face of the fittings on the pump and hose.

Oil Return Hose (Low Pressure)

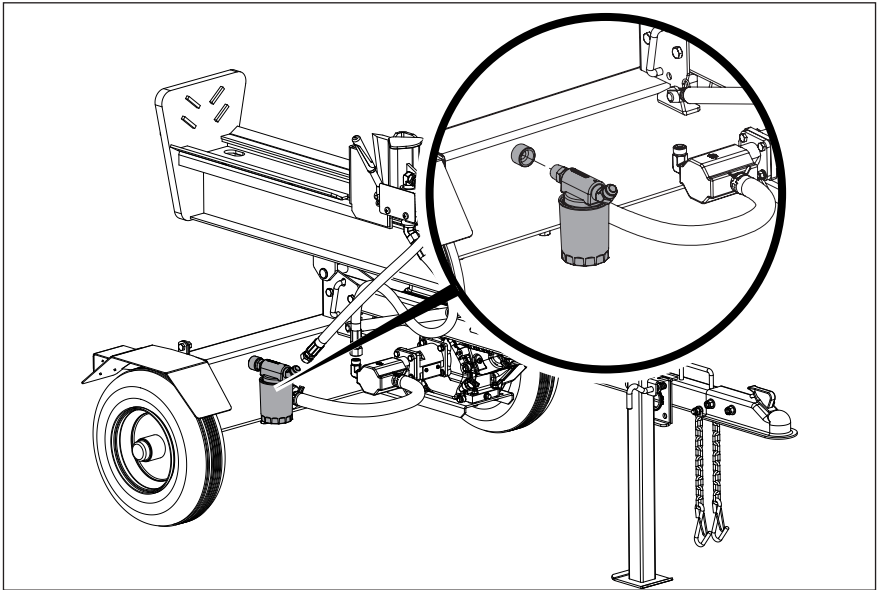
- This hose is black and has a swivel nut on both ends.
- The Oil Return Hose returns hydraulic oil from the control valve/cylinder to the tank.
- Hose connections do NOT require thread seal tape. This hose has a tapered JIC hydraulic fitting that allows the connection to seal when tightened and will only fit on the correct connection.

Suction Hose

- This is the clear hose that connects the hydraulic tank to the pump inlet.
- Secure both ends of hose with spring loaded hose clamps.

Install the Hydraulic Oil Filter

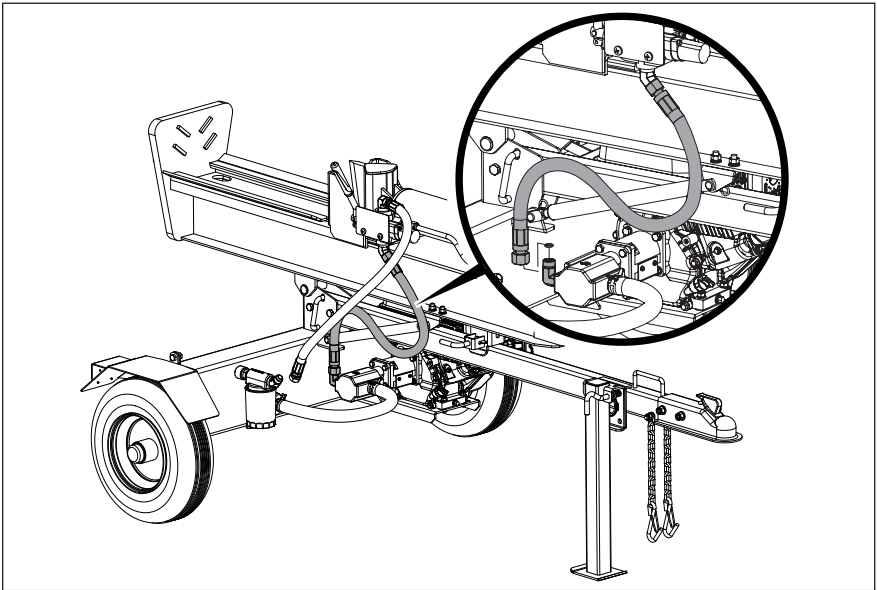
2. Install the oil filter onto the hydraulic oil tank. The barb fitting should be oriented vertically and, once installed, the oil filter should be oriented downward so that it does not extend above the hydraulic oil tank.



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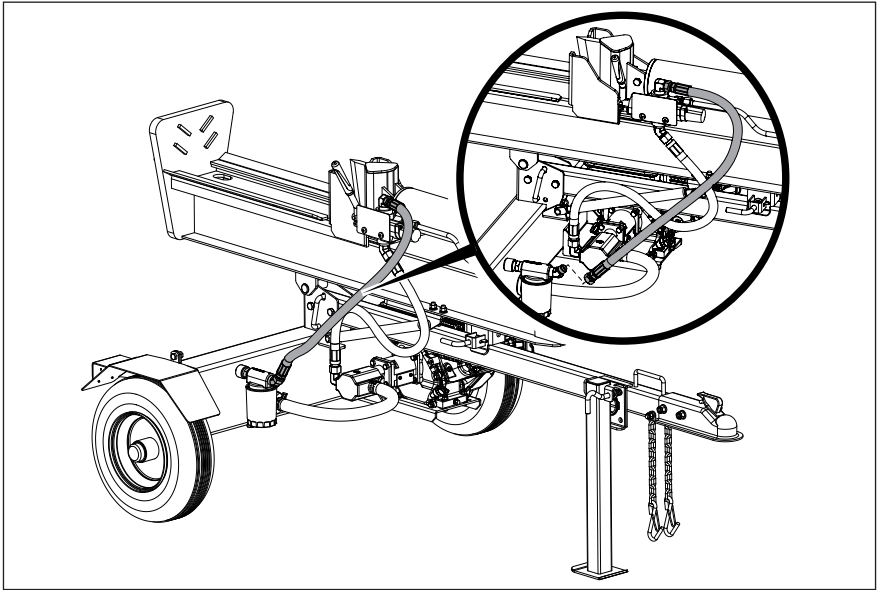
Oil Inlet (High Pressure) Hose

3. Place the provided o-ring into the pump outlet fitting as shown. Make sure the o-ring is properly seated in the inner groove of the fitting.
4. Thread the loose end of the high pressure hydraulic hose onto the pump outlet.
5. Securely tighten the hose fitting with a 27mm wrench. Tighten to 44 lbf-ft - 52 lbf-ft (59.7-70.5 Nm).



Oil Return (Low Pressure) Hose

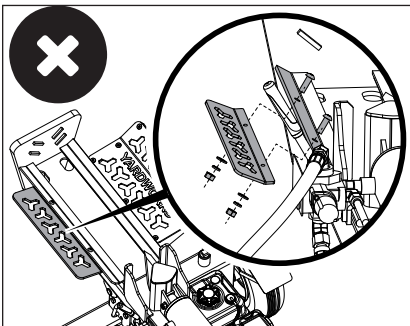
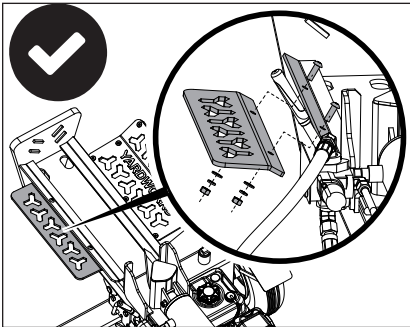
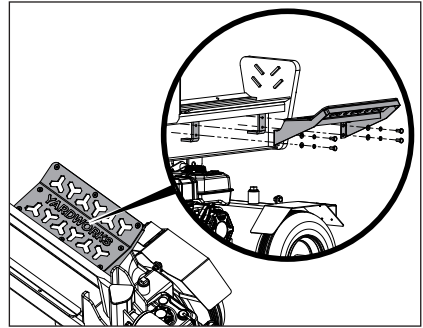
6. Thread the loose end of the low pressure hydraulic hose onto the tapered hydraulic fitting on the hydraulic fluid tank. This hose fitting will only fit on this fitting to ensure correct connection.
7. Securely tighten the fitting with a 27mm wrench. Tighten to 52 lbf-ft - 66 lbf-ft (70.5-89.5 Nm). Make sure the fitting, when fully tightened is angled upward as shown.



8) INSTALL THE LOG CATCHERS

Large Log Catcher (Engine Side)

1. With the log catcher angled upward, align the four holes on the log catcher with the 4 threaded holes on the splitter beam.
2. Place a $\varnothing 10$ flat washers and $\varnothing 10$ lock washers onto the four M10 x 20 bolts and thread them through the holes on the log catcher and into the holes on the splitter beam and tighten securely.



Small Log Catcher (Hydraulic Hose Side)

1. With the log catcher angled downward and under the lip of the splitter beam, align the two holes on the log catcher with the two holes on the beam lip.
2. Place the two M10 x 30 bolts through the holes on the beam and through the holes on the log catcher. Place a $\varnothing 10$ flat washer and a $\varnothing 10$ lock washer onto the bolt from the bottom side and thread the M10 nuts onto the bolts and tighten securely.

⚠ CAUTION: DO NOT attempt to crank or start the engine before it has been properly filled with the recommended type and amount of oil. Damage to the engine as a result of failure to follow these instructions will void your warranty.

⚠ NOTICE: The recommended oil type is 10W-30 automotive oil.

⚠ NOTICE: Once oil has been added, a visual check should show oil about 1-2 threads from running out of the fill hole.

If using the dipstick to check oil level, DO NOT screw in the dipstick while checking.

⚠ NOTICE: Check oil often during the break-in period. Refer to the Maintenance section for recommended service intervals.

⚠ CAUTION: The engine is equipped with a low oil shut-off and will stop when the oil level in the crankcase falls below the threshold level.

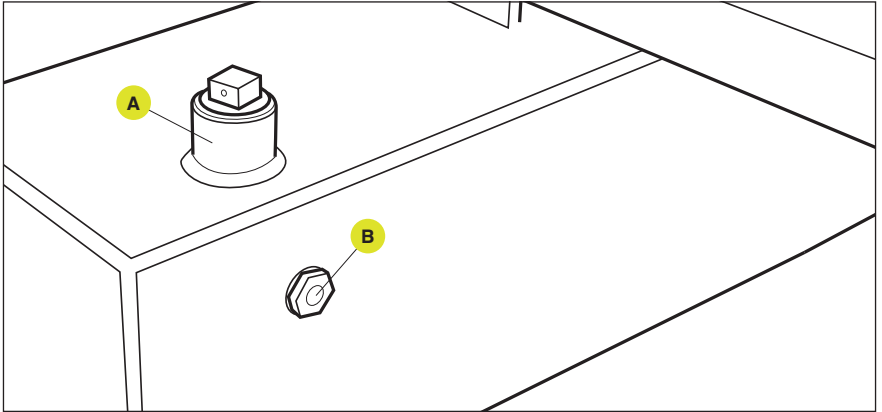
⚠ NOTICE: We consider the first 5 hours of run time to be the break-in period for the engine. During the break in period we recommend using standard automotive non-synthetic blended oils. After the break in period synthetic lubricant can be used but is not required. Adjusting throttle setting will increase/decrease engine speed helping to seat piston rings. Avoid bogging or lugging the engine down and avoid prolonged running at constant RPM. After the 5 hour break-in period, change the oil.

⚠ NOTICE: Synthetic oil may be used after the 5 hour initial break-in period. Using synthetic oil does not decrease the recommended oil change interval. Full synthetic 5W-30 oil will aid in starting in cold ambient < 41° F (5° C).

⚠ NOTICE: Weather will affect engine oil and engine performance. Change the type of engine oil used based on weather conditions to suit the engine needs.

ADD HYDRAULIC OIL

1. Make sure the log splitter is on a flat, level surface.
2. Remove the oil plug from the oil tank (A).
3. Add 4 gal (15.1 L) of hydraulic oil - see specification section for types of acceptable oil.
4. Check the hydraulic oil level using the oil sight glass (B). Oil level should visibly fill the sight glass.
5. Replace and tighten the oil plug (A) and orient the vent hole away from the operator zone.



6. Start engine (see starting the engine section).
7. Extend and retract the wedge to purge air from the hydraulic system. When the wedge motion is smooth, the system is properly purged.
8. Check the hydraulic oil tank sight glass. Add approximately 0.5 gallon (1.9 L) of hydraulic oil to bring the level back up to the sight glass. Do NOT overfill.
9. Check oil level daily and add as needed.

⚠ WARNING: DO NOT remove the hydraulic oil fill cap when the engine is running or hot. Hot oil can escape causing severe burns. Always allow the log splitter to cool completely before removing the hydraulic oil cap.

High fluid pressure and temperatures are created in the hydraulic log splitters. Hydraulic fluid will escape through a pin-size hole opening and can puncture skin and cause severe blood poisoning.

Inspect hydraulic system regularly for possible leaks. Never check for leaks with your hand while the system is pressurized. Seek medical attention immediately if injured by escaping fluid.

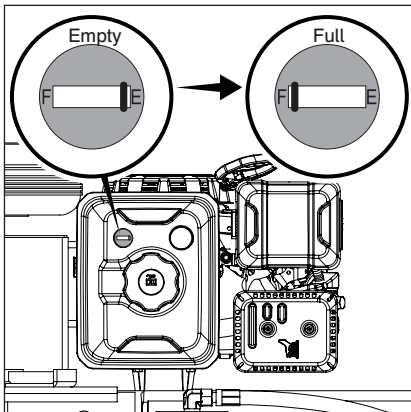
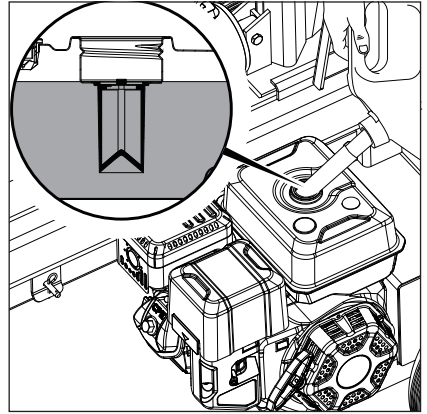
⚠ NOTICE: When the outdoor temperature is below 32°F (0°C), Dexron III transmission fluid can be used. Do not mix hydraulic oil and transmission fluid. Drain all oil or fluid before adding the other one.

See hydraulic oil system specifications section for more details.

⚠ NOTICE: To check oil level, use the oil sight glass on the tank. The oil sight glass has a marker for the acceptable level of oil. If oil is below the marker, add oil as needed. DO NOT OVERFILL.

ADD FUEL

1. Use clean, fresh, regular unleaded gasoline with a minimum octane rating of 87 and an ethanol content of less than 10% by volume.
2. **DO NOT** mix oil with gasoline.
3. Remove the gasoline cap.
4. Slowly add gasoline to the tank. **DO NOT OVERFILL.** Gasoline can expand after filling. A minimum of $\frac{1}{4}$ in. (6.4 mm) of space left in the tank is required for gasoline expansion, although more than $\frac{1}{4}$ in. (6.4 mm) is recommended. Gasoline can be forced out of the tank as a result of expansion if overfilled, and can affect the stable running condition of the log splitter.



5. The approximate fuel level is shown on the fuel gauge on top of the fuel tank.

⚠ CAUTION: Use regular unleaded gasoline with a minimum octane rating of 87 and an ethanol content of less than 10% by volume.

DO NOT light cigarettes or smoke when filling the tank.

DO NOT mix oil and gasoline.

Fill tank to approximately $\frac{1}{4}$ in. (6.4 mm) below the top of the tank to allow for gasoline expansion.

DO NOT pump gasoline directly into the log splitter at the pump. Use an approved container to transfer the gasoline to the log splitter.

DO NOT fill tank indoors.

DO NOT fill tank when the engine is running or hot.

DO NOT overfill the tank.

⚠ WARNING: Pouring gasoline too fast through the fuel screen may result in blow back of gasoline at the operator while filling.

⚠ NOTICE: Our engines work well with 10% or less ethanol blend gasoline. When using ethanol-gasoline blends there are some issues worth noting:

- Ethanol-gasoline blends can absorb more water than gasoline alone.
- These blends can eventually separate, leaving water or a watery goo in the tank, fuel valve and carburetor.
- With gravity-fed supplies, the compromised gasoline can be drawn into the carburetor and cause damage to the engine and/or potential hazards.
- There are only a few suppliers of fuel stabilizer that are formulated to work with ethanol-gasoline blends.
- Any damages or hazards caused by using improper gasoline, improperly stored gasoline, and/or improperly formulated stabilizers, are not covered by manufacturer's warranty.

It is advisable to always shut off the gasoline supply, run the engine to starvation and drain the tank when the equipment is not in use for more than 30 days.

BEFORE EACH USE INSPECT THE LOG SPLITTER

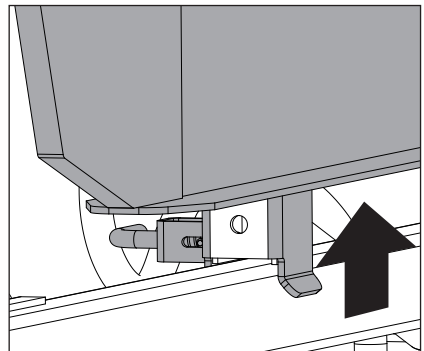
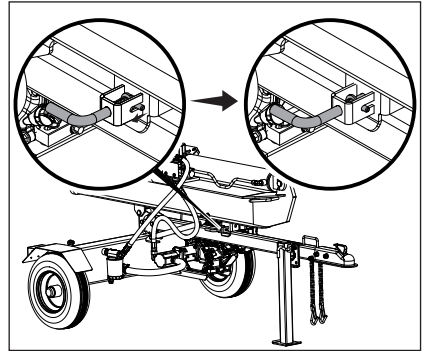
1. Check the hydraulic oil level and visually inspect all hoses, attachments and cylinder for loose fittings, leaks, cracks, fraying or other damage.
2. DO NOT operate the log splitter if there is any indication of damage.
3. Inspect the engine and make sure the oil level is correct before operating. If the engine is equipped with a spark arrestor, clean and inspect it regularly (follow spark arrestor maintenance schedule).
4. The tires need to be fully inflated and in good repair. Reference the tire sidewall for recommended tire pressure.

CHANGING BEAM FROM HORIZONTAL TO VERTICAL ORIENTATION

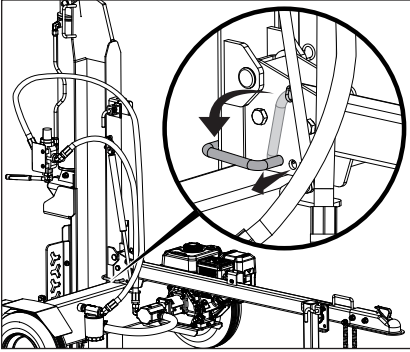
When logs are too heavy to lift, log splitter beam can be moved from horizontal to vertical orientation.

To change from horizontal to vertical orientation:

1. Block the wheels to prevent the unit from rolling.
2. Pull the spring loaded pin out on the horizontal beam lock attached to the tow bar to release the beam. Standing alongside the hydraulic ram, (opposite side from the engine) firmly grasp the handle on the beam and lift upward while pushing the beam back until upright. (Caution, beam is heavy.)

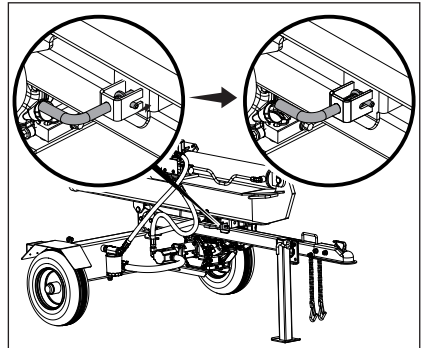
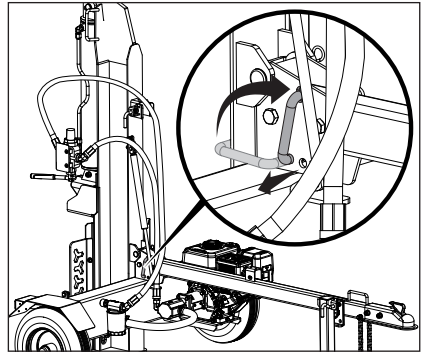


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3. Pull out the spring loaded "Quick-Lock" pin and rotate it around to the 9 o'clock position around the lip on the beam to secure it in the vertical position.

4. To change from vertical to horizontal orientation, reverse the steps. The beam will automatically lock into the "Auto-Lock" on the tow bar when lowered into position.



TOWING LOG SPLITTER SAFETY

1. Always check local, state or provincial regulations regarding towing, licensing and lights before towing your log splitter. Review towing safety warnings in your towing vehicle manual.
2. Before towing make sure the log splitter is correctly and securely attached to the vehicle and the safety chains attached with enough slack to allow for turning.
3. Support leg must be pinned in the “UP” position for towing.
4. Never exceed the maximum travel speed of 45 mph (72 km/h). Towing the log splitter at speeds greater than 45 mph (72 km/h) could result in serious injury or death. Always adjust your towing speed according to the terrain and conditions.
5. Always disconnect the log splitter from the towing vehicle before operating.

⚠ WARNING: DO NOT over inflate tires. Serious injury can result if tires explode.

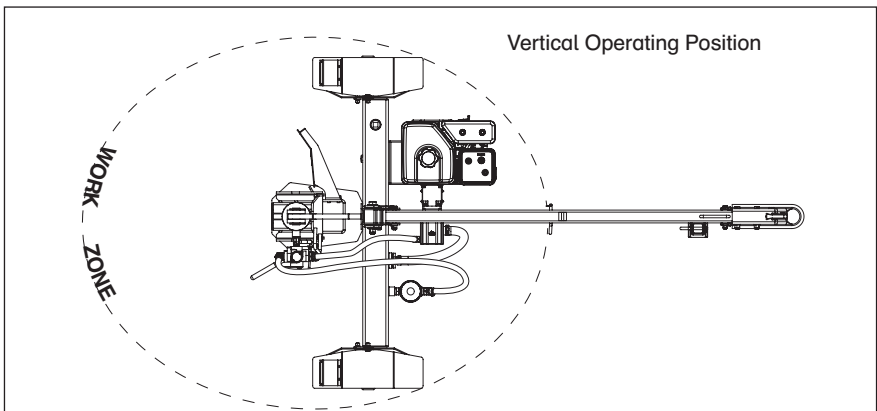
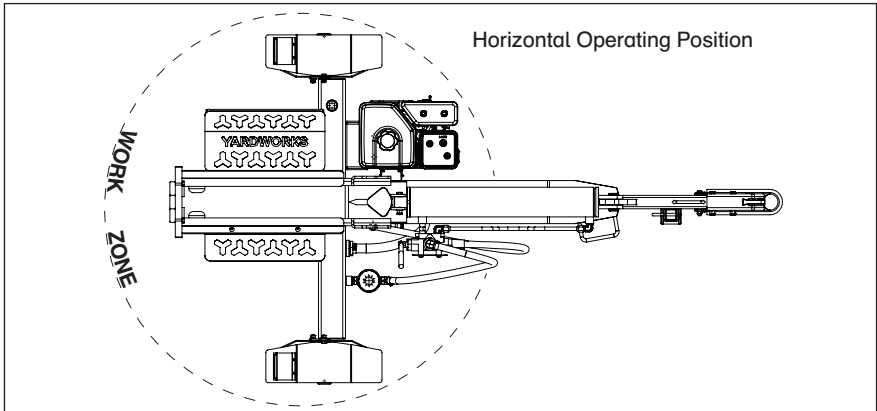
DO NOT tow the log splitter if the tires are worn or will not hold air.

DO NOT exceed the maximum 45 mph (72 km/h) towing speed.

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LOG SPLITTER LOCATION

1. This log splitter must have at least 7' (2.1 m) of clearance from combustible material. Leave at least 3' (0.9 m) of clearance on all sides of the log splitter to allow for adequate cooling, maintenance and servicing. **DO NOT** place the log splitter near vents or intakes where engine exhaust fumes could be drawn into occupied or confined spaces. **ONLY** operate the log splitter outdoors.
2. The log splitter needs to be on a dry, level surface with good footing. **DO NOT** work on mud, ice, tall grass, brush or snow.
3. Only operate log splitter from work zone shown below.



▲ NOTICE: For Vertical Operation:

- Remove the beam lock-pin from the beam bracket.
- Use handle on cylinder to rotate beam to vertical position.
- Insert beam lock-pin in the pivot bracket.

▲ WARNING: ALWAYS use the log splitter for its intended use. The log splitter should only be used to split wood logs, lengthwise with the grain.

NEVER modify, alter or change the log splitter in any way. Modifications will void the warranty.

NEVER attach a rope, cable or other device to the control lever on the log splitter.

DO NOT modify or change the engine and operating speeds or pressure settings. These changes can cause safety issues.

ONLY operate the log splitter in daylight.

NEVER operate, or let anyone else operate, the log splitter while under the influence of alcohol, drugs, or medication.

NEVER leave the log splitter unattended while the engine is running.

DO NOT change the splitting position with the engine running. Contact with the muffler can cause serious burns.

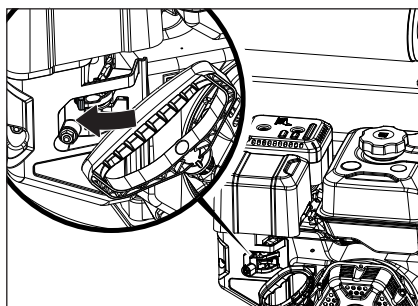
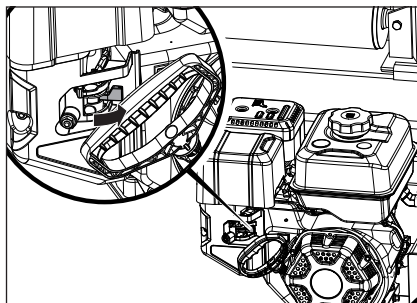
ALWAYS make sure the beam is in the locked position.

DO NOT let the beam drop as it could crush fingers or cause damage to the log splitter.

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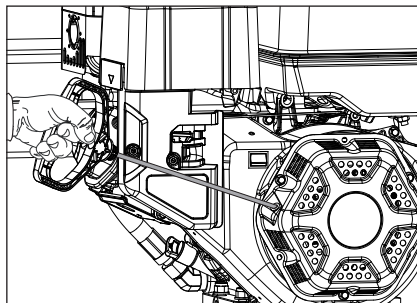
STARTING THE ENGINE

1. Make certain the log splitter is on a flat, level surface.
2. Move the fuel valve to the "ON" position.

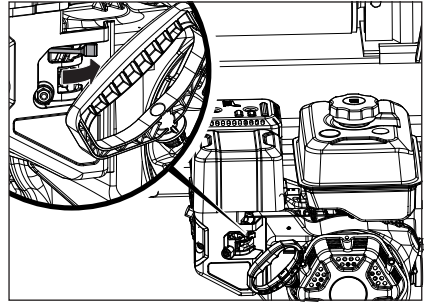


3. Move the choke lever to the "CHOKE" position.

4. Pull the starter cord until resistance is felt and then pull rapidly.



5. As engine warms up, move the choke lever to the run position.

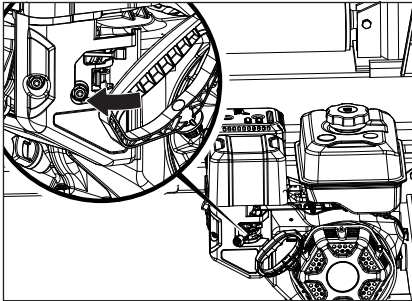
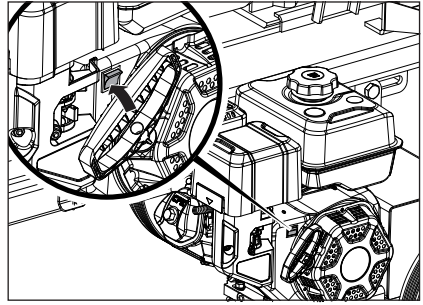


⚠ NOTICE: Keep choke lever in "CHOKE" position for 2 pulls of the recoil starter. After second pull, move choke lever to the "RUN" position for up to the next 3 pulls of the recoil starter. Too much choke leads to spark plug fouling/engine flooding due to the lack of incoming air. This will cause the engine not to start.

⚠ NOTICE: If the engine starts but does not run make certain that the log splitter is on a flat, level surface. The engine is equipped with a low oil sensor that will prevent the engine from running when the oil level falls below a critical threshold.

STOPPING THE ENGINE

In an emergency, turn the engine switch to the “OFF” position.

**Under normal operation:**

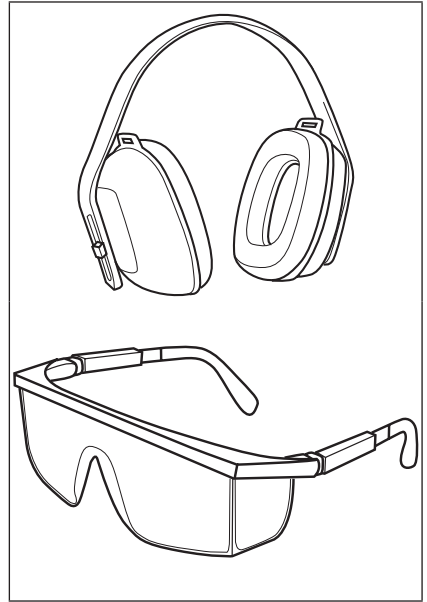
1. Turn the fuel valve to the “OFF” position.
2. Let the engine run until fuel starvation has stopped the engine. This usually takes few minutes.

Important: Always ensure that the fuel valve is in the “OFF” position when the engine is not in use.

⚠ NOTICE: If the engine will not be used for a period of two (2) weeks or longer, please see the Storage section for proper engine and fuel storage.

LOG SPLITTER OPERATION

1. ALWAYS wear ear and eye protection, protective clothing and safety gear.
2. Block tires and ensure support leg is secure to prevent unintended movement of the log splitter during operation.
3. Set log splitter in either the horizontal or vertical position.
4. Load a log onto the beam against the end plate (MAX LOG LENGTH – 24 in. [61 cm]).
5. Make sure all limbs are clear of crush zones.
6. Push the control valve handle forward (towards the end plate) to split the log.
7. Push the auto control valve handle backward to return the wedge to its original position.
8. Clear the split wood from the work zone.



▲ NOTICE: HORIZONTAL position is used for lighter logs that can easily be loaded onto the beam.

VERTICAL position is used for light logs as well as heavy logs that are difficult to load onto the beam.

Back injury can result from lifting logs onto the log splitter if proper lifting techniques are not used.

▲ NOTICE: It is normal for the hydraulic fluid to appear foamy/frothy during operation.

▲ NOTICE: If a log gets stuck, embedded or will not split completely, push the control handle in the reverse direction and allow the splitter to strip the log from the wedge.

ALWAYS keep hands clear of the log and wedge while it is retracting.

▲ NOTICE: The cylinder stroke is designed so the wedge stops approximately 1.5 in. (3.8 cm) from the end plate.

OPERATION AT HIGH ALTITUDE

The density of air at high altitude is lower than at sea level. Engine power is reduced as the air mass and air-fuel ratio decrease. Engine power and log splitter output will be reduced approximately 3½% for every 1000 ft. of elevation above sea level. This is a natural trend and cannot be changed by adjusting the engine. At high altitudes increased exhaust emissions can also result due to the increased enrichment of the air fuel ratio. Other high altitude issues can include hard starting, increased fuel consumption and spark plug fouling.

To alleviate high altitude issues other than the natural power loss, Yardworks can provide a high altitude carburetor main jet. The alternative main jet and installation instructions can be obtained by contacting our Technical Support Team. Installation instructions are also available in the Technical Bulletin area of the Yardworks website.

The part number and recommended minimum altitude for the application of the high altitude carburetor main jet is listed in the table below.

In order to select the correct high altitude main jet it is necessary to identify the carburetor model. For this purpose, a code is stamped on the side of the carburetor. Select the correct high altitude jet part number corresponding to the carburetor code found on your particular carburetor.

Engine Model: R224P

Carb Code	High Alt. Jet Part Number	Min. Altitude
16100-000057	16161-000027	3000 ft. (914 m)
	16161-000025	6000 ft. (1829 m)

Engine Model: GB225

Carb Code	High Alt. Jet Part Number	Min. Altitude
100730983-0002	100092470	3281-9843 ft. (1000-3000 m)

⚠ WARNING: Operation using the alternative main jet at elevations lower than the recommended minimum altitude can damage the engine. For operation at lower elevations, the originally supplied standard main jet must be used. Operating the engine with the wrong engine configuration at a given altitude may increase its emissions and decrease fuel efficiency and performance.

Make certain that the log splitter is kept clean and stored properly. Only operate the unit on a flat, level surface in a clean, dry operating environment. DO NOT expose the unit to extreme conditions, excessive dust, dirt, moisture or corrosive vapors. Inspect all air vents and cooling slots to ensure that they are clean and unobstructed.

Clean spark arrester every 100 hours.

Check and tighten all bolts and nuts before operating the log splitter.

The owner/operator is responsible for all periodic maintenance.

Complete all scheduled maintenance in a timely manner.

Correct any issue before operating the log splitter.

For service or parts assistance, contact our Technical Support Team at 1.866.523.5218

CLEANING THE LOG SPLITTER

Keep exterior surfaces of the engine free from dirt and debris to maintain proper engine cooling and performance.

Use a soft bristle brush or an air compressor nozzle (25 PSI) to clear dirt and debris away from the engine surfaces.

To prevent rust and corrosion on metal parts and after cleaning, use a rust & corrosion inhibitor for preventative maintenance.

⚠ WARNING: Never operate a damaged or defective log splitter.

⚠ WARNING: Improper maintenance will void your warranty.

⚠ NOTICE: For Emission control devices and systems, read and understand your responsibilities for service as stated in the Emission Control Warranty Statement of this manual.

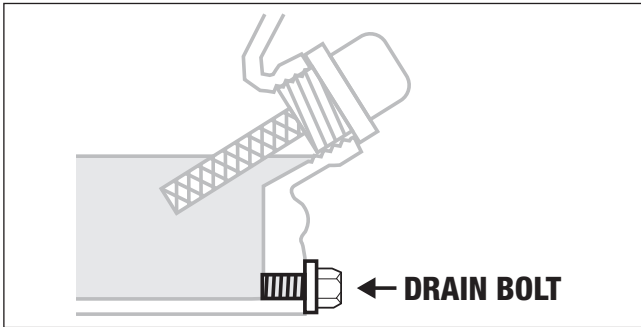
⚠ CAUTION: DO NOT spray engine with water.

Water can contaminate the fuel system and can enter the engine through the cooling slots and damage the engine.

CHANGING THE ENGINE OIL

Change oil when the engine is warm. Refer to the oil specification to select the proper grade for your operating environment.

1. Remove the oil drain bolt with a 10 mm socket (not included) and extension.

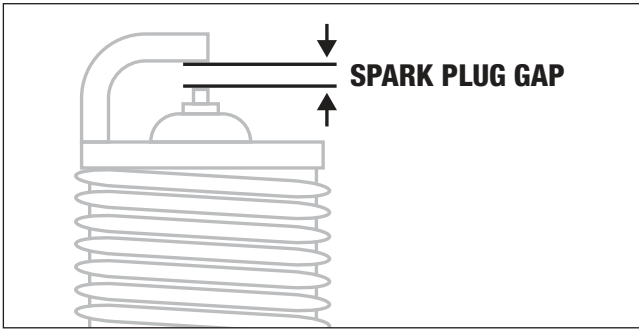


2. Allow the oil to drain completely into an appropriate container.
3. Replace the oil drain plug.
4. Remove the oil fill cap/dipstick to add oil.
5. Add oil according to Add Engine Oil in Assembly section. **DO NOT OVERFILL.** Oil not included for routine maintenance.
6. Dispose of used oil at an approved waste management facility.

⚠ NOTICE: Once oil has been added, a visual check should show oil about 1-2 threads from running out of the fill hole. If using the dipstick to check oil level, **DO NOT** screw in the dipstick while checking.

CLEANING AND ADJUSTING THE SPARK PLUG(S)

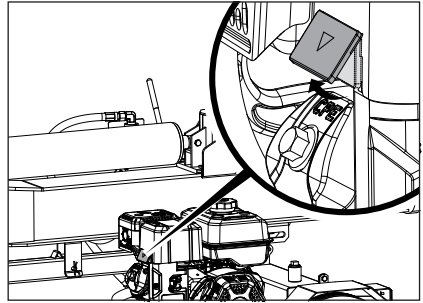
1. Remove the spark plug cable from the spark plug.
2. Use a spark plug socket (not included) to remove the plug.
3. Inspect the electrode on the plug. It must be clean and not worn to produce the spark required for ignition.
4. Make certain the spark plug gap is 0.7 - 0.8 mm (0.028 - 0.031 in.).



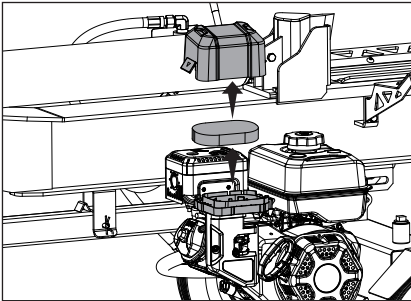
5. Refer to the spark plug section on the Specifications page when replacing the plug.
6. Carefully thread the plug into the engine.
7. Use a spark plug socket (not included) to firmly install the plug.
8. Attach the spark plug wire to the plug.

CLEANING THE AIR FILTER

1. Using your finger, pry the outer tab up slightly and lift the air filter cover above the tab lock position.



2. Remove both air filter cover and air filter element.



3. Wash in liquid detergent and water. Squeeze thoroughly dry in a clean cloth.
4. Saturate in clean engine oil.
5. Squeeze in a clean, absorbent cloth to remove all excess oil.
6. Place the filter in the assembly.
7. Reattach the air filter cover. Attach the side closest to the gas tank then pivot down to close. Make sure air filter cover snaps in place.

CHANGING THE HYDRAULIC OIL AND OIL FILTER

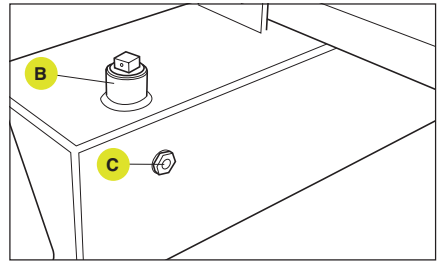
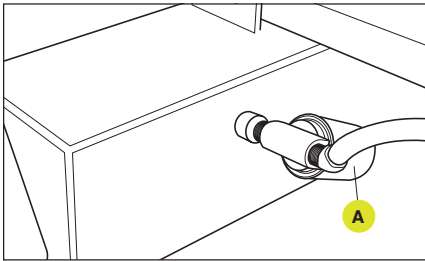
Always shut off the engine, disconnect the spark plug.

Change the hydraulic oil filter after the first 50 hours of use, then every 100 hours or seasonally.

1. Begin with the cylinder retracted and the engine fuel valve in the "OFF" position.
2. Release any stored pressure by moving the valve lever forward and backward several times.
3. Place a container under the hydraulic tank. Make sure it is large enough to hold the contents of the tank. See model specification section of this manual for hydraulic oil capacities.
4. To drain the oil,
 - Place an oil drain container under the drain plug. Unscrew (counter-clockwise) and remove the tank drain plug on the bottom of the hydraulic tank. Allow oil to completely drain from the tank into the container. Re-apply Teflon[®] sealing tape to the drain plug threads, then reinsert and turn (clockwise) in the tank drain plug. Tighten, but do not over tighten.
 - Place an oil drain container under the external oil filter. Unscrew (counter-clockwise) and remove the external hydraulic oil filter and drain any oil in the filter into the container. A strap or oil filter wrench may be needed.
 - Locate an approved replacement filter.
 - Lubricate the gasket of the new filter with a thin film of clean oil.
 - Install a new hydraulic oil filter (A). Screw the new filter on clockwise. Tighten 3/4 - 1 turn after the gasket makes contact.
 - Place an oil drain container under the large clear hose that runs from the tank to the pump.
 - Loosen the hose clamp attached to the fitting on the tank.
 - Disconnect hose from fitting and drain oil into the container.
 - Using a large wrench, unscrew the fitting from the tank to expose the internal tank filter.
 - Check for any debris on the screen. Using a clean towel or air gun, carefully remove any debris.
 - Apply new Teflon[®] sealing tape to threads, reinsert into tank and tighten. Be careful to tighten, but do not over tighten.

model no. 060-0550-6 | contact us: 1.866.523.5218

5. Unscrew and remove the tank fill plug on top of the tank. Using a funnel add approximately 4 gal. (15.1 L) of hydraulic oil to the tank. Wipe up any spilled oil (B).
6. Turn the fuel valve to the “ON” position, and start the engine. Purge the air from the system by extending and retracting the wedge several times until the motion is smooth.
7. Check the hydraulic oil level using the sight glass. Add 0.5 gal (1.9 L) of hydraulic oil, so the oil level is visible in the sight glass (C).
8. Dispose of used oil at approved recycling locations in accordance with Federal, State, Local or Provincial regulations.



▲ NOTICE: When log splitters are not used for extended periods of time and they are exposed to changing temperature conditions, moisture through condensation can build up inside the tank.

▲ NOTICE: The drain plug is sealed with Teflon[®] tape. Add 2-3 wraps of new Teflon[®] tape as needed when replacing the drain plug to prevent oil leak.

▲ NOTICE: Oil will drain from the filter and filter housing.

▲ NOTICE: Install a new hydraulic oil filter each time the hydraulic oil is changed (if your log splitter includes this feature).

▲ NOTICE: Be careful when handling the screen as it can be easily damaged.

▲ WARNING: Always shut off the engine, disconnect the spark plug, and relieve system pressure before cleaning, adjusting, or repairing the splitter. Relieve system pressure by moving split control lever back and forth several times

▲ NOTICE: Refer to Specifications for a list of compatible replacement filters or call Yardworks at 1.866.523.5218 to order a replacement OEM filter.

MAINTENANCE SCHEDULE

Follow the service intervals indicated in the following maintenance schedule.

Service your log splitter more frequently when operating in adverse conditions.

Contact our Technical Support Team at 1.866.523.5218 to locate the nearest Yardworks certified service dealer for your log splitter or engine maintenance needs.

Every 8 hours or daily

- Check engine and hydraulic oil levels
- Clean around air intake and muffler

First 5 hours

- Change oil

Every 50 hours or every season

- Clean air filter
- Change oil if operating under heavy load or in hot environments

Every 100 hours or every season

- Change oil
- Clean/adjust spark plug
- Check/adjust valve clearance*
- Clean spark arrestor
- Clean fuel tank and filter*
- Change hydraulic oil
- Change hydraulic oil filter

Every 250 hours

- Clean combustion chamber*

Every year

- Inspect wheel bearings and repack bearing grease as needed.

Every 3 years

- Replace fuel line*

* To be performed by knowledgeable, experienced owners or Yardworks certified service centers.

LOG SPLITTER STORAGE

1. The log splitter needs to be cool for at least 5 minutes before storing.
2. Clean the log splitter before storage according to the Maintenance section.
3. Retract the wedge to protect the rod from corrosion.
4. Wipe the beam and wedge with an oily rag to prevent rust and corrosion.

ENGINE STORED FOR LESS THAN 30 DAYS

1. Allow the engine to cool completely before storage.
2. Clean engine according to the Maintenance section.
3. To extend the fuel storage life add a properly formulated fuel stabilizer to the tank.
4. Ensure the fuel valve is in the “OFF” position.

ENGINES STORED FOR OVER 30 DAYS

1. Add a properly formulated fuel stabilizer to the tank.
2. Run the engine for a few minutes so the treated fuel cycles through the fuel system and carburetor.
3. Turn the fuel valve to the “OFF” position.
4. Let the engine run until fuel starvation has stopped the engine. This usually takes a few minutes.
5. The engine needs to cool completely before cleaning and storage.
6. Clean the engine according to the maintenance section.
7. Change the oil.
8. Remove the spark plug and pour about 14.8 mL (1/2 ounce) of oil into the cylinder. Using the Recoil, crank the engine slowly to distribute the oil and lubricate the cylinder.
9. Reattach the spark plug.

⚠ WARNING: Never store the log splitter indoors next to appliances where there is a source of heat or open flame, spark or pilot light because they can ignite gasoline vapors.

DO NOT store a log splitter near fertilizer or any corrosive material. Even with an empty gas tank, gasoline vapors could ignite.

Problem	Possible cause	Solution
Engine will not start	No fuel	Add fuel
	Faulty spark plug	Replace spark plug
	Unit loaded during startup	Remove load from unit
Engine starts but runs roughly	Low oil level	Fill crankcase to the proper level
	Choke in the wrong position	Place log splitter on a flat, level surface
	Spark plug wire loose	Adjust choke Attach wire to spark plug
Engine shuts down during operation	Out of fuel	Fill fuel tank
	Low oil level	Fill crankcase to the proper level Place log splitter on a flat, level surface
Engine cannot supply enough power or overheating	Insufficient ventilation	Check for air restriction. Move to a well ventilated area
Wedge movement is slow or erratic	Air in the hydraulic oil system	Purge air by extending and retracting the wedge several times until motion is smooth
	Debris lodged in beam guides	Clear debris from beam
	Low hydraulic oil	Check oil level and add as needed
Oil leak from hose connection	Loose hose clamp or hydraulic fitting	Tighten hose clamp or hydraulic fitting
Oil leak from cylinder	Faulty cylinder rod seal	Contact Customer Service
	Scored or bent cylinder rod	Contact Customer Service
	Loose hydraulic fitting	Tighten hydraulic fitting
	Faulty combination washer seal on cylinder hydraulic fitting	Contact Customer Service
Wedge will not extend or retract	Faulty control valve	Contact Customer Service
	Faulty hydraulic pump	Contact Customer Service
	Low hydraulic oil	Check oil level and add as needed
Wedge does not Auto-Return	Low hydraulic oil	Check oil level and add as needed
	Faulty control valve	Contact Customer Service
Excessive bouncing while towing	Under-inflated tires	Inflate tires to proper pressure. Refer to tire sidewall

2-YEAR LIMITED WARRANTY

For TWO YEARS from the date of purchase within Canada, YARDWORKS CANADA will, at its option, repair or replace for the original purchaser, free of charge, any part or parts found to be defective in material or workmanship.

THIS WARRANTY DOES NOT COVER:

1. Any part that has become inoperative due to misuse, commercial use, abuse, neglect, accident, improper maintenance, or alteration;
2. The unit, if it has not been operated and/or maintained in accordance with the owner's manual;
3. Normal wear, except as noted below;
4. Routine maintenance items such as oil, air filter, spark plug, fuel line; or
5. Normal deterioration of the exterior finish due to use or exposure.

FULL 120-DAY WARRANTY ON NORMAL WEAR PARTS:

Normal wear parts that are warrantied are defined as control valve, wheel bearings, hydraulic pump, high pressure o-ring, swivel fittings, hydraulic or return hoses. These parts are warrantied to the original purchaser to be free from defects in material and workmanship for a period of one hundred twenty (120) days from the date of retail purchase.

HOW TO OBTAIN SERVICE:

Warranty service is available by calling the toll-free helpline at 1.866.523.5218. The factory will not accept the return of a complete unit unless prior written permission has been extended by YARDWORKS CANADA.

TRANSPORTATION CHARGES:

Transportation charges for the movement of the log splitter or accessories are the responsibility of the purchaser. The purchaser must pay transportation charges for any part submitted for replacement under this warranty unless such return is requested in writing by YARDWORKS CANADA.

OTHER WARRANTIES:

All other warranties, express or implied, including any implied warranty of merchantability is limited in its duration to that set forth in this express limited warranty. The provisions as set forth in this warranty provide the sole and exclusive remedy of YARDWORKS CANADA obligations arising from the sale of its products.

Made in China. Imported by Yardworks Canada
Toronto, Canada M4S 2B8

**CHAMPION POWER EQUIPMENT, INC. (CPE)
AND THE UNITED STATES ENVIRONMENTAL PROTECTION AGENCY (U.S. EPA)
EMISSION CONTROL SYSTEM WARRANTY**

Your Champion Power Equipment (CPE) engine complies with U.S. EPA emissions regulations.

YOUR WARRANTY RIGHTS AND OBLIGATIONS:

The US EPA and CPE are pleased to explain the Federal Emission Control Systems Warranty on your 2026 small off-road engine and engine powered equipment. New engines and equipment must be designed, built and equipped, at the time of sale, to meet U.S. EPA regulations for small off-road engines. CPE warrants the emission control system on your small off-road engine and equipment for the period of time listed below, provided there has been no abuse, neglect, unapproved modification, or improper maintenance of your equipment.

Your emission control system may include parts such as the carburetor, fuel-injection system, the ignition system, catalytic converter and fuel lines. Also included may be hoses, belts, connectors and other emission related assemblies. Where a warrantable condition exists, CPE will repair your small off-road engine at no cost to you including diagnosis, parts and labor.

MANUFACTURER'S EMISSION CONTROL SYSTEM WARRANTY COVERAGE:

This emission control system is warranted for two years, subject to provisions set forth below. If, during the warranty period, an emission related part on your engine is defective in materials or workmanship, the part will be repaired or replaced by CPE.

OWNER'S WARRANTY RESPONSIBILITIES:

As the small off-road engine owner, you are responsible for the performance of the required maintenance listed in your Owner's Manual. CPE recommends that you retain all your receipts covering maintenance on your small off-road engine, but CPE cannot deny warranty solely for the lack of receipts or for your failure to ensure the performance of all scheduled maintenance.

As the small off-road engine owner, you should however be aware that CPE may deny you warranty coverage if your small, off-road engine or a part has failed due to abuse, neglect, improper maintenance or unapproved modifications.

You are responsible for presenting your small off-road engine to an Authorized CPE service outlet or alternate service outlet as described in (3)(f.) below, CPE dealer or CPE, Las Vegas, NV, as soon as a problem exists. The warranty repairs should be completed in a reasonable amount of time, not to exceed 30 days.

If you have any questions regarding your warranty rights and responsibilities, you should contact:

Champion Power Equipment, Inc.
Customer Service
6370 S Pioneer Way, Unit 101
Las Vegas, NV 89113
1-877-338-0999
tech@championpowerequipment.com

EMISSION CONTROL SYSTEM WARRANTY

The following are specific provisions relative to your Emission Control System (ECS) Warranty Coverage.

- 1. APPLICABILITY:** This warranty shall apply to 1997 and later model year small off-road engines. The ECS Warranty Period shall begin on the date the new engine or equipment is delivered to its original, end-use purchaser, and shall continue for 24 consecutive months thereafter.
- 2. GENERAL EMISSIONS WARRANTY COVERAGE**

CPE warrants to the original, end-use purchaser of the new engine or equipment and to each subsequent purchaser that the ECS when installed is:

 - 2a. Designed, built and equipped so as to conform to U.S. EPA emissions standards for spark-ignited engines at or below 19 kilowatts.
 - 2b. Free from defects in materials and workmanship that cause the failure of a warranted part to be identical in all material respects to the part as described in the engine manufacturer's application for certification for a period of two years.
- 3. THE WARRANTY ON EMISSION-RELATED PARTS WILL BE INTERPRETED AS FOLLOWS:**
 - 3a. Any warranted part that is not scheduled for replacement as required maintenance in the Operator's Manual shall be warranted for the ECS Warranty Period. If any such part fails during the ECS Warranty Period, it shall be repaired or replaced by CPE according to Subsection "d" below. Any such part repaired or replaced under the ECS Warranty shall be warranted for any remainder of the ECS Warranty Period.
 - 3b. Any warranted, emissions-related part which is scheduled only for regular inspection as specified in the Operator's Manual shall be warranted for the ECS Warranty Period. A statement in such written instructions to the effect of "repair or replace as necessary", shall not reduce the ECS Warranty Period. Any such part repaired or replaced under the ECS Warranty shall be warranted for the remainder of the ECS Warranty Period.
 - 3c. Any warranted, emissions-related part which is scheduled for replacement as required maintenance in the Operator's Manual shall be warranted for the period of time prior to the first scheduled replacement point for that part. If the part fails prior to the first scheduled replacement, the part shall be repaired or replaced by CPE according to Subsection "d" below. Any such emissions-related part repaired or replaced under the ECS Warranty, shall be warranted for the remainder of the ECS Warranty Period prior to the first scheduled replacement point for such emissions-related part.
 - 3d. Repair or replacement of any warranted, emissions-related part under this ECS Warranty shall be performed at no charge to the owner at a CPE Authorized Service Outlet.
 - 3e. The owner shall not be charged for diagnostic labor which leads to the determination that a part covered by the ECS Warranty is in fact defective, provided that such diagnostic work is performed at a CPE Authorized Service Outlet.
 - 3f. CPE shall pay for covered emissions warranty repairs at non-authorized service outlets under the following circumstances:
 - i. The service is required in a population center with a population over 100,000 according to U.S. Census 2000 without a CPE Authorized Service Outlet AND
 - ii. The service is required more than 100 miles from a CPE Authorized Service Outlet. The 100 mile limitation does not apply in the following states: Alaska, Arizona, Colorado, Hawaii, Idaho, Montana, Nebraska, Nevada, New Mexico, Oregon, Texas, Utah and Wyoming.
 - 3g. CPE shall be liable for damages to other original engine components or approved modifications proximately caused by a failure under warranty of an emission-related part covered by the ECS Warranty.
 - 3h. Throughout the ECS Warranty Period, CPE shall maintain a supply of warranted emission-related parts sufficient to meet the expected demand for such emission-related parts.

- 3i. Any CPE Authorized and approved emission-related replacement part may be used in the performance of any ECS Warranty maintenance or repair and will be provided without charge to the owner. Such use shall not reduce CPE's warranty obligation.
- 3j. Unapproved add-on or modified parts may not be used to modify or repair a CPE engine. Such use voids this ECS Warranty and shall be sufficient grounds for disallowing an ECS Warranty claim. CPE shall not be liable hereunder for failures of any warranted parts of a CPE engine caused by the use of such an unapproved add-on or modified part.

**EMISSION-RELATED PARTS INCLUDE THE FOLLOWING:
(using those portions of the list applicable to the engine)**

Systems covered by this warranty	Parts Description
Fuel Metering System	Fuel regulator, Carburetor and internal parts
Air Induction System	Air cleaner, Intake manifold
Ignition System	Spark plug and parts, Magneto ignition system
Exhaust System	Exhaust manifold, catalytic converter
Miscellaneous Parts	Tubing, Fittings, Seals, Gaskets, and Clamps associated with these listed systems.
Evaporative Emissions	Fuel Tank, Fuel Cap, Fuel Lines (for liquid fuel and fuel vapors), Fuel Line Fittings, Clamps, Pressure Relief Valves, Control Valves, Control Solenoids, Electronic Controls, Vacuum Control Diaphragms, Control Cables, Control Linkages, Purge Valves, Gaskets, Liquid/Vapor Separator, Carbon Canister, Canister Mounting Brackets, Carburetor Purge Port Connector

TO OBTAIN WARRANTY SERVICE:

You must take your CPE engine or the product on which it is installed, along with your warranty registration card or other proof of original purchase date, at your expense, to any Champion Power Equipment dealer who is authorized by Champion Power Equipment, Inc. to sell and service that CPE product during his normal business hours. Alternate service locations defined in Section (3)(f.) above must be approved by CPE prior to service. Claims for repair or adjustment found to be caused solely by defects in material or workmanship will not be denied because the engine was not properly maintained and used.

If you have any questions regarding your warranty rights and responsibilities, or to obtain warranty service, please write or call Customer Service at Champion Power Equipment, Inc.

Champion Power Equipment, Inc.
 6370 S Pioneer Way, Unit 101
 Las Vegas, NV 89113
 1-877-338-0999
 Attn.: Customer Service
tech@championpowerequipment.com