

Manual # 510

Machine Type: 02134001 - Star Post Driver - Pneumatic

PICKET POST DRIVER

Instructions

Registered Design No. 126405

Manufactured in Australia

Please take time to read through these instructions & keep in a safe place for future reference.

WARRANTY – 12 Months from date of purchase.

Warranty **does NOT cover** the Striking Dolly (a spare is supplied) or damage due to the following.
If you DRY RUN the DRIVER OFF THE POST – this causes damage to the Driver.

If you don't hold the Driver down and apply pressure on the post while using a counter-weight device in conjunction with the Driver, as this may fracture the cylinder, as the piston will bottom-out at the end of each stroke.

SAFETY PRECAUTIONS:

1. Do not operate the Driver without ear protection.
2. Do not operate the Driver without the dolly resting on a post.
3. For greatest effect, hold the Driver down firmly. This will stop it bouncing on the post.

Always have a firm grip when operating the Driver, particularly when the air pressure is running at 100 PSI or higher.
For normal use, run at 100 PSI. For soft ground reduce PSI.

ABSOLUTE MAXIMUM AIR PRESSURE IS 145 PSI.

4. If you wish to fit a Quick Release Fitting at the compressor, this can hinder the supply of air to the Driver. A Quick release fitting can be used only when it's valve is removed. A Claw coupling can be used as the type used on Jack Hammers. The Driver must have full flow air fittings with no restrictions at the compressor end or when connecting two hoses together.

THE DRIVER requires a minimum hose size of ½" or 12mm unrestricted.

For ease of handling, attach an arm or hook from the side of your vehicle to hang the Driver by the bracket supplied, level with the upper chest. Line up post, tap post into the ground. Lift Driver onto the post, squeeze operating lever while holding Driver down firmly.

OILING:- We recommend using **INOX** to oil the Driver. This product contains an anti-corrosive agent to protect and lubricate the valve. Other oils that can be used **MUST** be a very light oil. If no oil is at hand, diesel can be used or mixed with heavy oil to lighten it. To oil Driver, unclip hose at Driver & place small amount of oil in the top of hose fitting. Replace the hose & operate Driver to blow oil through. If the Driver is being used continually, add oil about every 2 hours.

DO NOT USE HEAVY OIL – SUCH AS ENGINE OIL. This will clog and slow down the Driver.

TROUBLE SHOOTING.

- * Be careful not to use heavy or too much oil as this may cause the Driver to clog up & it may slowdown & stop. If this occurs unclip hose from Driver, fill hose fitting with diesel & reconnect to Driver. Then operate the Driver until the excess oil is blown through. This may need to be done a few times. If this does not help, you may need to dismantle the Driver & clean with diesel. Inline oilers can deliver too much oil & are too far from the Driver to be effective.
- * If the Driver stops OR fails to start after being stored for some time, it is usually due to rust buildup in the valve from condensation while being stored in the shed for some time. If this occurs turn the Driver upside down & bump the head on a log. This will cause the piston to collapse into the valve in the head. Briefly work the operating lever with a "ON/OFF" action, bumping the head of the Driver on the log at the same time. This will create extra pressure in the valve. Also wash out as above with diesel. The Driver should then operate.

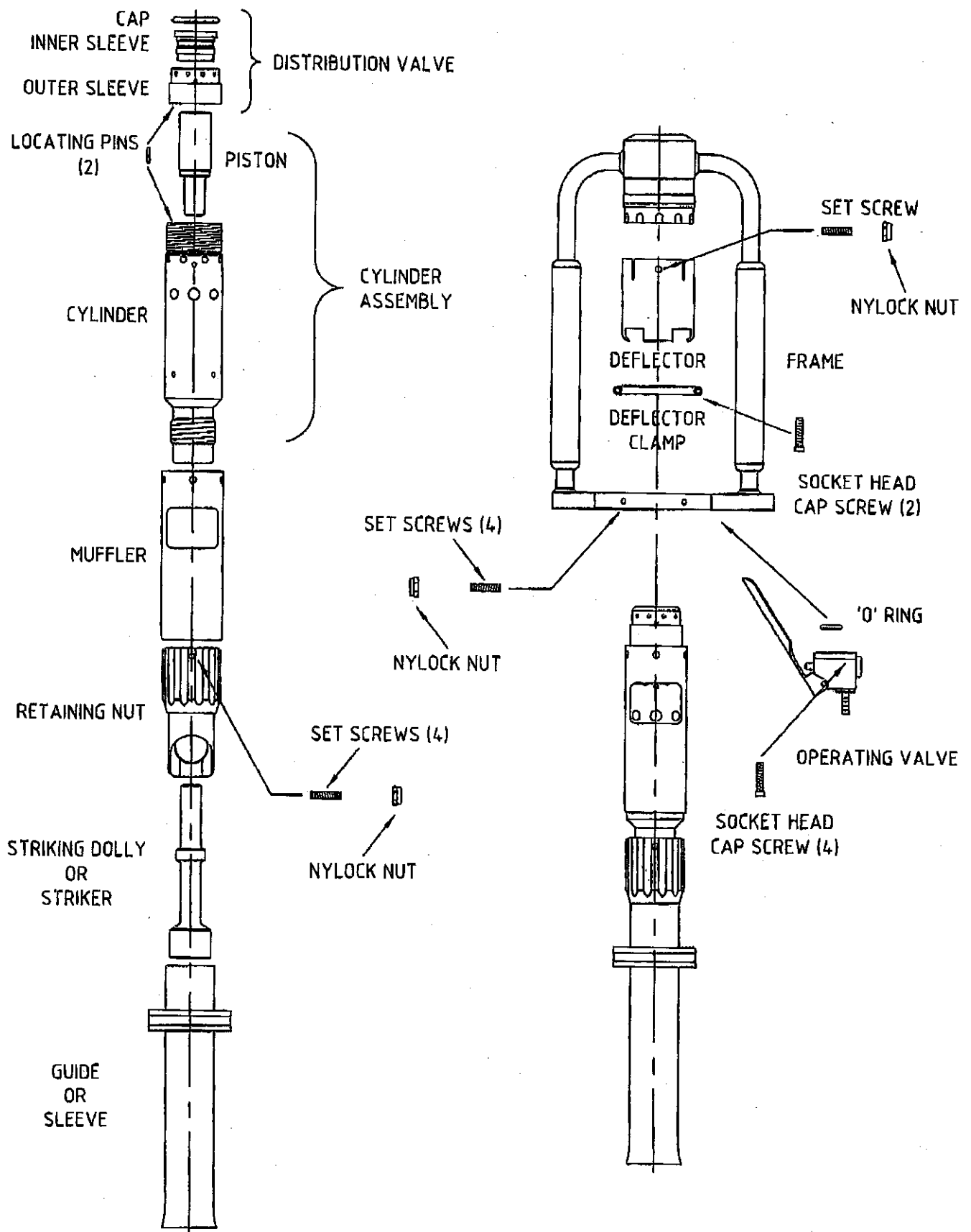
If you have any concerns, please contact manufacturer - Marchant Engineering P/L – 02 9756 2112

SCANNED



PICKET POST DRIVER 102

ASSEMBLY DIAGRAM



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