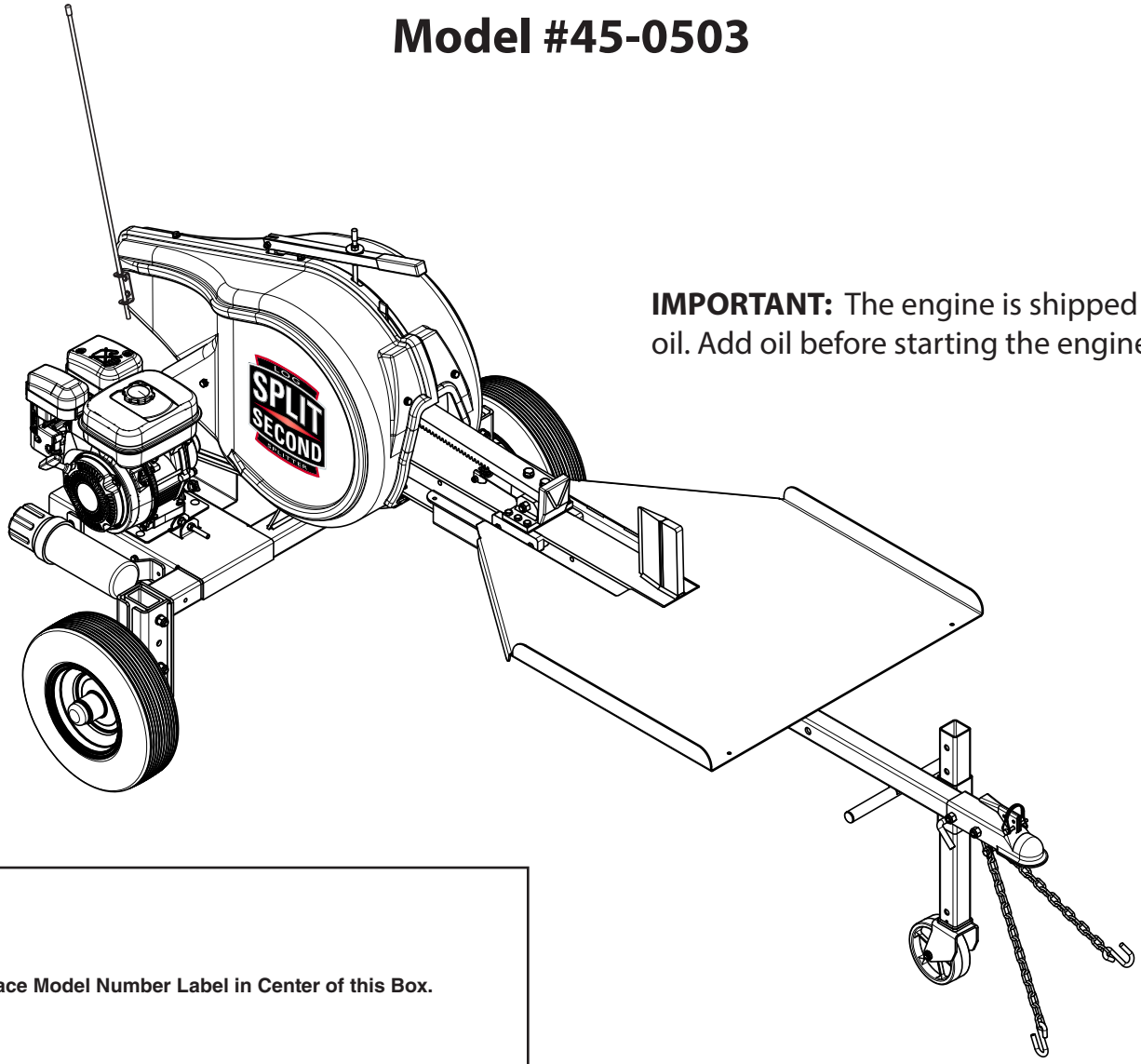
Kinetic Log Splitter

Patents Pending

Owners Manual
Model #45-0503



IMPORTANT: The engine is shipped without oil. Add oil before starting the engine.

Place Model Number Label in Center of this Box.

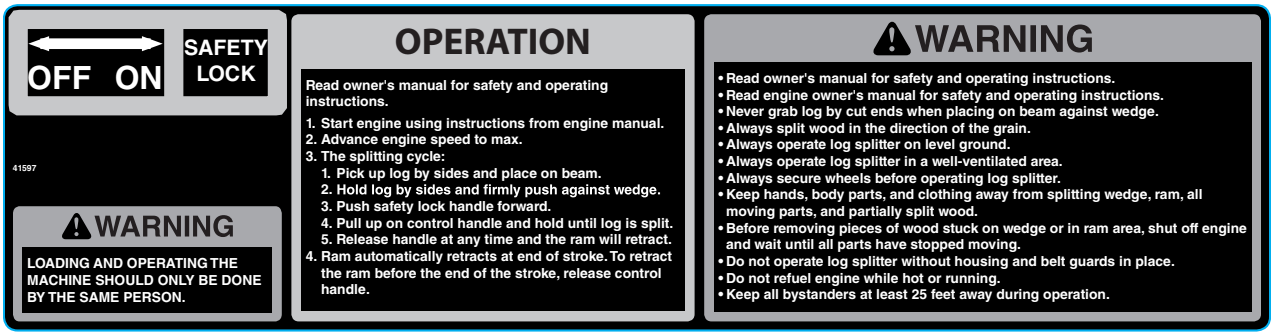
WARNING Before operating your Split Second Log Splitter, read and understand all instructions inside this manual.

French and Spanish language manuals are available to download at *www.splitsecondlogsplitter.com*

Table of Contents

Safety and Operational Labels

This page contains copies of all the Safety and Informational labels that are found on your log splitter. Replace any damaged or missing labels immediately. Order by the part number shown with each label. Refer to the back cover for ordering information.



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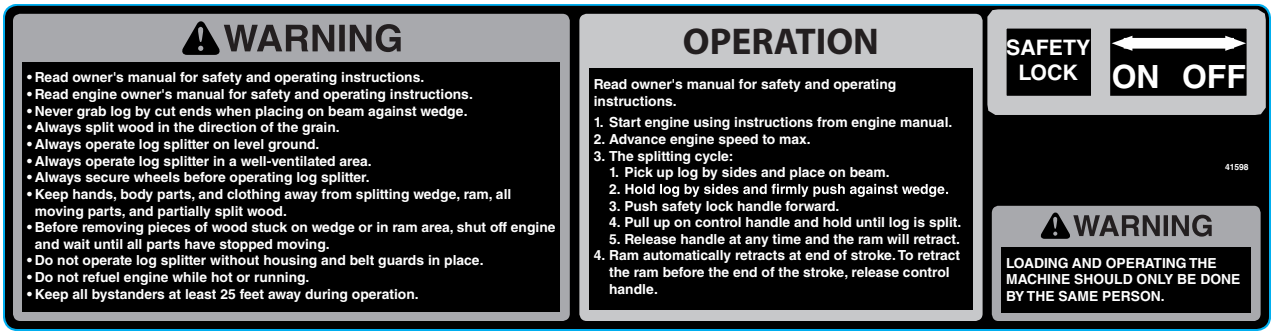

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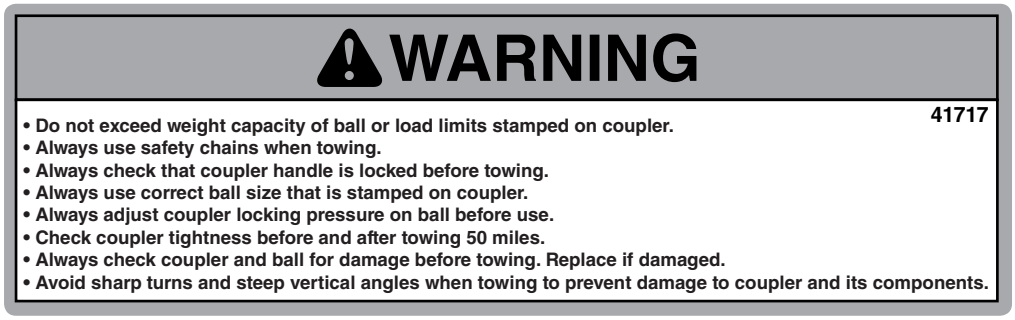

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Safety Rules

WARNING Remember, any power equipment can cause injury if operated improperly of if the user does not understand how to operate the equipment. Exercise caution at all times when using power equipment.

General Safety

- Read and understand the instructions in the owner's manual before operating the log splitter.
- Never allow anyone who has not read and understood these instructions to operate the log splitter.
- Never allow more than one person at a time to use the log splitter. The same person should both load and operate the log splitter.
- Never allow children to operate the log splitter.
- Never allow children in the area while the log splitter is running. Stop the engine if a child approaches.
- Never allow bystanders in the area of operation when the log splitter is running.
- Never operate the log splitter without all guards and covers in place.
- Do not modify the safety controls. Make sure they are operating properly before each use.
- Do not make any modifications to the log splitter.
- Do not use this log splitter for any purpose other than splitting logs.
- Do not exceed the manufacturer's recommended capacity of the log splitter.
- Always check for loose nuts and bolts before each use and tighten any that are found to be loose.
- Always wear safety glasses or goggles while using the log splitter.
- Never wear loose fitting clothing or jewelry while operating the log splitter.
- Wear snug fitting gloves while operating the log splitter.
- Never operate the log splitter while barefoot or while wearing sandals. Always wear protective shoes with non-skid soles while operating the log splitter. Safety toe shoes are recommended.
- Always wear hearing protection when using the log splitter for prolonged periods of time.
- Only operate the log splitter on a flat, level surface with secure footing.
- Always shut off the engine and make sure all moving parts have come to a stop before making adjustments.

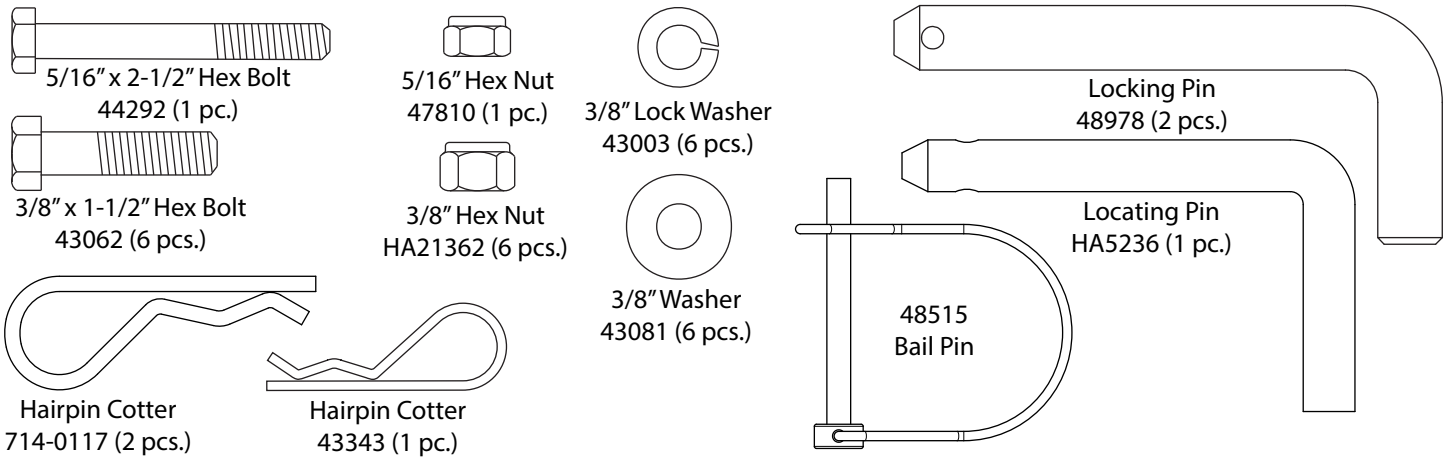
Engine Safety

- Always keep hands away from the engine, belts and pulleys when the engine is running.
- Never run engine in an enclosed area. Adequate ventilation is required to prevent carbon monoxide poisoning.
- Do not fill the fuel tank indoors, or while the engine is running or while the engine is hot. Reinstall the fuel tank cap and wipe off any spilled fuel before starting the engine.
- Do not store the log splitter near an open flame or a heat source when fuel is left in the tank.
- Do not operate engine with air cleaner or cover removed. Removal of these parts could create a fire hazard.
- Never change the engine governor settings.
- Always allow the engine to cool completely before making adjustments or repairs or cleaning.
- Always disconnect the spark plug wire before making adjustments or repairs. Keep the wire away from the plug to prevent accidental starting.
- Always allow the engine to cool completely before covering or storing in an enclosed area.

Towing Safety

- Do not exceed the 45 mph while towing the log splitter.
- Always use safety chains when towing.
- Always check that coupler handle is locked before towing.
- Always use correct ball size that is stamped on coupler.
- Check coupler tightness before towing and after towing 50 miles. Adjust locking pressure as required.
- Always check coupler and ball for damage before towing. Replace if damaged.

Hardware Package Contents



Assembly Instructions

Assemble the Tow Bar – (See Figure 1.)

1. Remove the front strapping from the log splitter, but leave the log splitter on the pallet.
2. Insert the front stand into the tow bar and install the pin through the second hole in the front stand.
3. Slide the tow bar into the receiver tube. Install the pins through the first set of holes in the tow bar.
4. Install a 5/16" x 2-1/2" hex bolt and 5/16" nut in the end hole of the tow bar as a safety catch.
5. Remove the log splitter from the pallet.

Assemble the Tray – (See Figure 2.)

1. Slide the tongue in about half way for clearance.
2. From the front of the log splitter, slide the tray onto the bottom flange of the I-beam. Align the holes in the tray and the I-beam and install six 3/8" x 1-1/2" hex bolts and flat washers down into the holes. Assemble 3/8" lock washers and 3/8" nuts onto the bolts and secure the tray to the I-beam.

Position the Tow Bar

1. Pull the tow bar out to the towing position, or push it in to the working position. Align the holes in the tow bar and the receiver tube and install the two locking pins and hair cotter pins.

Install the Bail Pin

1. Install the bail pin in the trailer hitch coupler.

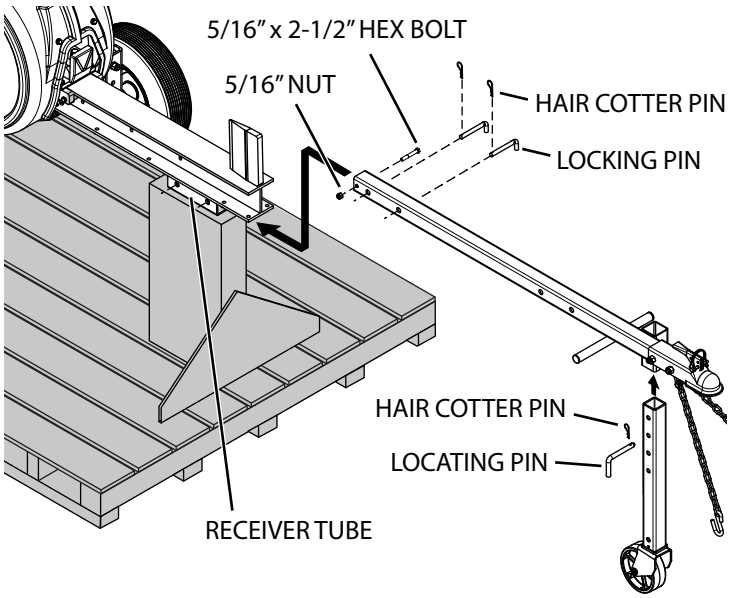


FIGURE 1

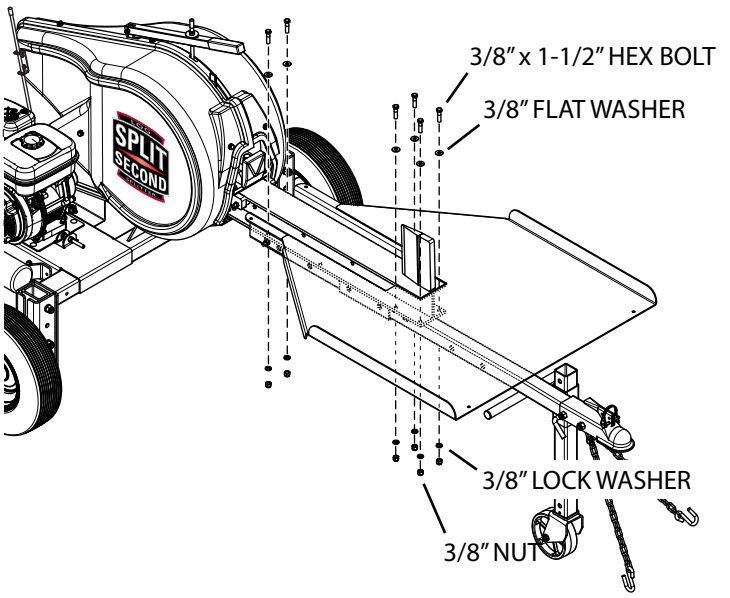


FIGURE 2

Operating Instructions

WARNING

Never allow more than one person at a time to use the log splitter. This log splitter is designed for use by only one person. The same person should both load and operate the log splitter. Use by more than one person at a time creates a risk of injury.

Before Using First Time

1. Place the log splitter on level ground and add oil as instructed in the engine owner's manual.

Before Each Use

1. Check the oil level with the log splitter on flat, level ground. Add oil as instructed in the engine manual.
2. Check the tire pressure. Fill to the recommended pressure that is stamped on the side of the tires.
3. Check for loose fasteners. Tighten any fasteners that are loose.

Adjusting the Log Splitter Height – (See Figure 3.)

1. Use a jack to lift the rear of the log splitter. Place supports under the frame for stability.
2. Remove the bolts from the leg assemblies and move the wheels to one of four height settings.
3. Reinstall the bolts and nuts and tighten securely.
4. Repeat for the other wheel.
5. Remove the supports from under the rear of the splitter frame and lower it using the jack.
6. Adjust the front leg stand so that the front of the splitter is the same height as the rear of the splitter. For the lowest setting, extend the tow bar out to the towing position.

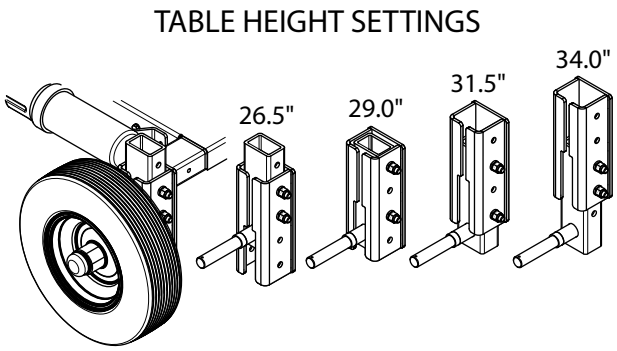


FIGURE 3

Towing the Log Splitter

1. Be sure that you are in compliance with all applicable towing laws and regulations.
2. Adjust the height of the log splitter to approximately match the height of the towing vehicle's hitch.
3. Attach the log splitter to a 2" ball hitch on the towing vehicle.
4. Remove the front leg stand if there is not enough ground clearance in the raised position.
5. Adjust the coupler locking pressure and lock the coupler handle.
6. Attach the log splitter's safety chains to the towing vehicle.
7. Raise the plastic rod at the rear of the splitter, leaving 4" or 5" extended below the rod holder.
8. Do not exceed 45 mph while towing the log splitter.
9. Avoid sharp turns and steep vertical angles when towing the log splitter.

Starting the Engine – (See Figure 4.)

1. Set the Fuel Valve Lever to the "I" (OPEN) position.
2. Turn the Stop Switch to the "I" (ON) position.
3. Set the Speed Control Lever to 1/3 of full speed.
4. Close the Choke Lever by moving it to the left if the engine is cold or the air temperature is low. If the engine is warm or the air temperature is high, close the Choke Lever only halfway or leave it fully open.
5. Pull the starter rope slowly until resistance is felt, then return the rope to its starting position. Pull swiftly on the handle to start the engine.
6. After the engine is running, gradually move the Choke Lever to the right until it is fully opened.

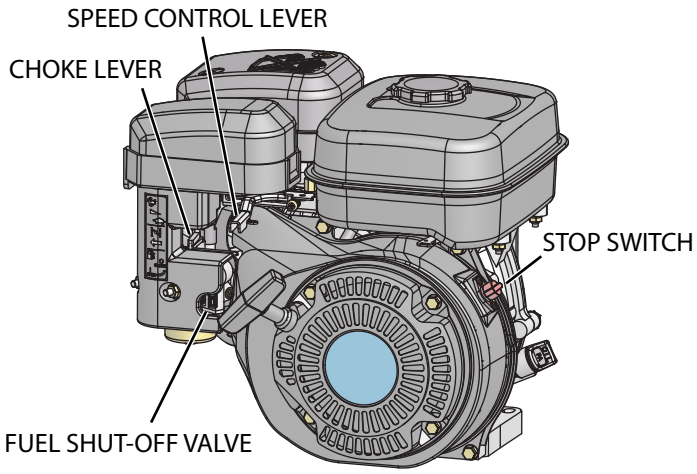


FIGURE 4

WARNING

Never allow more than one person at a time to use the log splitter. This log splitter is designed for use by only one person. The same person should both load and operate the log splitter. Use by more than one person at a time creates a risk of injury.

Using the Log Splitter

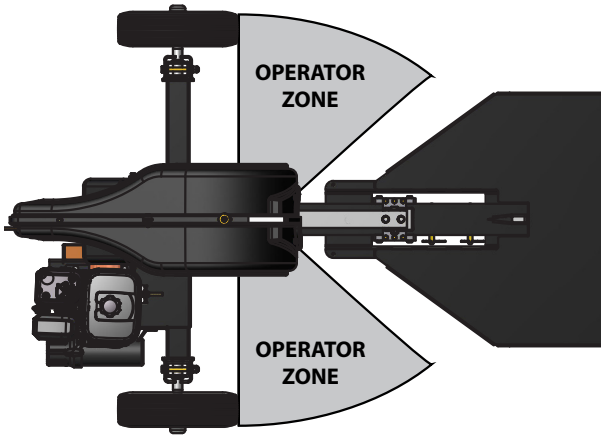


FIGURE 5

WARNING

Always stand in the operator zone when operating the log splitter. Keep your body and hands away from the ram and the wedge while the ram is in motion. (See figure 5.)

1. Select logs for splitting that are cut square on the ends and are no more than 24" long.
2. Place the log splitter on flat, level ground that provides secure footing.
3. Secure the wheels to prevent unexpected movement.
4. Start the engine and set the throttle to "Fast".
5. Grasp a log on the sides and place it on the log splitter, centering it on the I-beam. Push the log firmly against the wedge to help hold it in place. (See Figure 6.)

FIGURE 6

WARNING

Do not grasp the log by the ends when loading it onto the log splitter. (See figure 7.) Doing so may lead to a potentially severe injury. Always grasp logs on the sides when loading.

FIGURE 7

6. If one end of a log is not cut square, position the log so that the slanted end faces toward the wedge and butts against the **bottom** of the wedge. (See figure 8.)

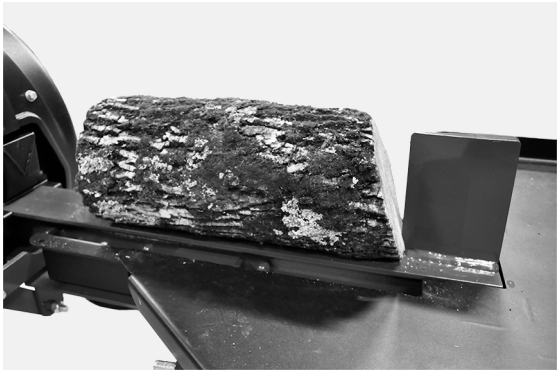


FIGURE 8

WARNING Never attempt to split logs across the grain; damage to the splitter or injury to you could occur. (See Figure 9.) Always split logs end to end, with the grain.

FIGURE 9

7. If a log is forked, split one leg at a time. Do not try to split down the middle of the fork. (See Figure 10.)
8. To activate the ram, place one hand on the lock out lever and the other hand on the engagement handle. Pull forward on the lock out lever and then lift up firmly on the engagement handle. Continue lifting up on the handle until the log is fully split or until the ram reaches the end of its stroke, then release the handle to retract the ram. (See Figure 11.)

NOTE: To retract the ram at any time during the forward stroke, simply release the engagement handle.

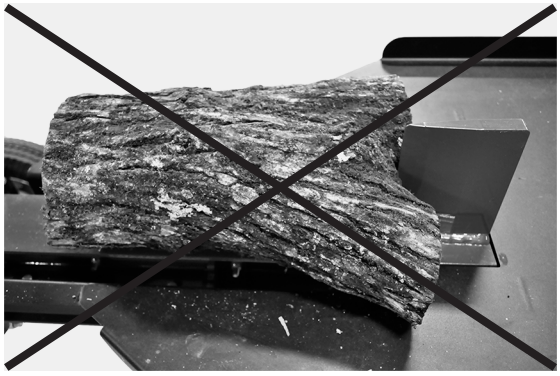


FIGURE 10

WARNING Keep hands away from the log while the ram is in motion.

9. If the ram stops before the log is completely split, release the handle immediately and allow the ram to fully retract. Repeat the splitting cycle until the log is split.

NOTE: Do not allow the gear teeth to grind if the ram stops before the log is split. Release the engagement handle immediately to avoid excessive wear or damage to the gear teeth.

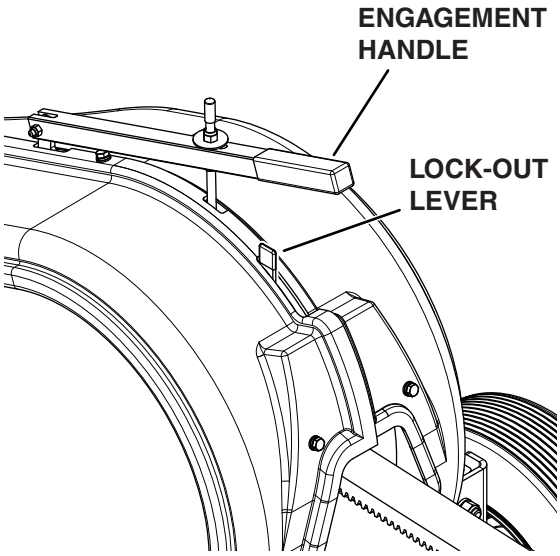


FIGURE 11

10. If the ram becomes stuck in the log and will not retract, immediately strike downward on the engagement handle to disengage the gear teeth and retract the ram.
11. If a log becomes stuck on the wedge, shut off the engine and wait 30 seconds, or until the flywheels stop rotating, before removing the log. Dislodge the log by pulling it straight back, working it straight up and down as necessary, to remove it from the wedge. Do not push the log side to side to remove it.

WARNING Never try to dislodge a stuck log while the engine is running. First shut off the engine and wait 30 seconds, or until the flywheels have stopped rotating.

12. Remove logs from the work table as they are split.
13. Keep the beam dry and scraped clean of build-up during use, to allow the ram to slide freely.

Maintenance Instructions

PROCEDURE	BEFORE EACH USE	AFTER 20 HOURS	EVERY 50 HOURS	EVERY 100 HOURS
Check for loose fasteners	✓			
Check tire pressure	✓			
Check engine oil level	✓			
Change engine oil		✓[1]		✓
Check and clean air cleaner			✓	
Grease Rack			✓	
Grease flywheel bearings				✓
Clean spark arrester				✓
Clean spark plug				✓
Grease wheel bearings				(once a year)
Replace air cleaner				(every 200 hours)

1 - After 20 hours of operation for the first oil change only.

Check For Loose Fasteners

1. Do a visual check and tighten any fasteners which may have worked loose during use.

Check Tire Pressure

1. Check tire pressure before each use, and before towing the splitter on the highway. Fill to the recommended pressure that is stamped on the tire sidewall.

Grease the Rack

1. Wipe a light coat of all purpose grease onto the teeth on the bottom of the rack after every 50 hours of operation or every 5 cords split.

Grease the Flywheel Bearings

1. Lubricate the flywheel bearings every 100 hours. Pump a small amount of No. 2 or 3 lithium base grease into the grease fittings. Wipe off excess grease from bearings. Clean off any grease that falls onto the top surface of the I-beam between the bearings.

Grease the Wheel Bearings – (See Figure 10.)

1. Use a jack to lift the rear of the log splitter. Place supports under the frame for stability.
2. Remove the hub cap and pull the cotter pin from one axle.
3. Unscrew the slotted nut and remove the washer, the loose roller bearing and the wheel from the axle.
4. Remove the seal and the bearing from the other end of the wheel hub by carefully tapping on the back side of the bearing in a circular pattern.
5. Wipe off old grease from the bearings and the inside of the wheel hub. Clean the bearings and wheel hub with kerosene or solvent, then spray with brake cleaner. Allow parts to dry before proceeding.
6. Inspect the bearings and seal for damage. Replace worn or damaged parts.
7. Apply a generous amount of high quality wheel bearing grease to the roller bearings, working it around the rollers and into the bearing until the rollers are coated and the bearing cage is filled.

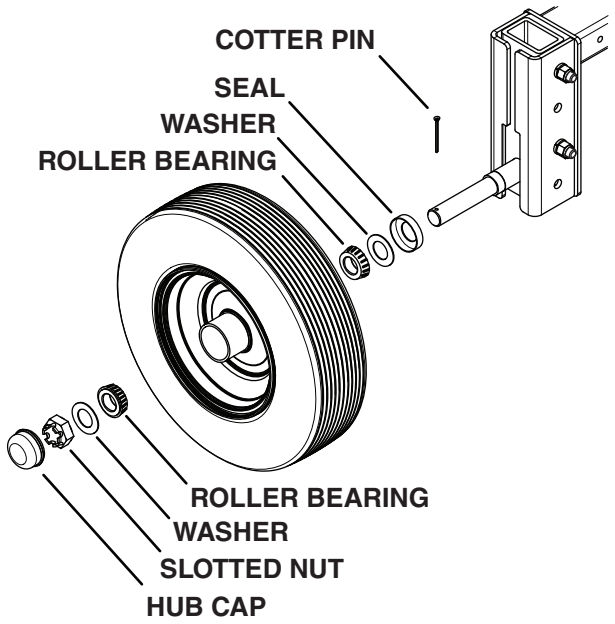


FIGURE 12

8. Apply high quality bearing grease to the bearing races that are pressed into the wheel hub.
9. Assemble a bearing into the inward facing end of the wheel hub, and then carefully tap a seal into the end of the hub.
10. Slide the wheel onto the axle and then install another bearing and a washer into the wheel hub.
11. Thread the slotted nut onto the axle and tighten firmly while spinning the wheel to seat the bearings. Back the nut off until a slot aligns with the hole in the spindle. Make sure that the wheel spins freely but does not have end play or wobble. Readjust the nut as necessary.
12. Install the cotter pin and spread the ends.
13. Install the hub cap.
14. Repeat the same procedure for the other wheel.
15. Remove the supports from under the rear of the splitter frame and lower it using the jack.

Engine Maintenance

NOTE: Refer to the instructions in the engine manual for performing the following procedures.

1. Check oil level before each use. Be sure the log splitter is resting on flat, level ground.
2. Change the oil after the first 20 hours of operation and then after every 100 hours of operation.
3. Service air cleaner every 50 hours under normal conditions. Clean every few hours under extremely dusty conditions. Poor engine performance and flooding usually indicate a dirty air cleaner.
4. The spark plug should be cleaned and the gap checked every 100 hours.
5. Clean the spark arrester every 100 hours.

Cleaning

1. Clean the engine regularly with a cloth or brush. Keep the cooling fins on the engine housing clean to allow proper cooling. Remove all dirt and debris from muffler area.
2. Clean the I-beam, scraping any compacted residue off the top surface.

Storing

1. Clean the log splitter before storing.
2. Store in a dry protected area or cover with a water-resistant cover (optional 45-0509 Cover available).

Service and Adjustments

Adjusting the Belt Tension – (See Figure 11 and 12.)

NOTE: The belt tension is correct when moderate pressure, applied to the belts midway between the two pulleys, results in 1/2" of deflection of the belts.

1. Loosen the nuts on the four round head carriage bolts that secure the motor slide plate to the frame assembly.
2. To increase the belt tension, adjust the two nuts on the end of the tensioning bolt, loosening the outer nut and then tightening the inner nut until 1/2" of belt slack is attained. Tighten the outer nut.
3. To decrease the belt tension, adjust the two nuts on the end of the tensioning bolt, loosening the inner nut until 1/2" of belt slack is attained. Tighten the outer nut.

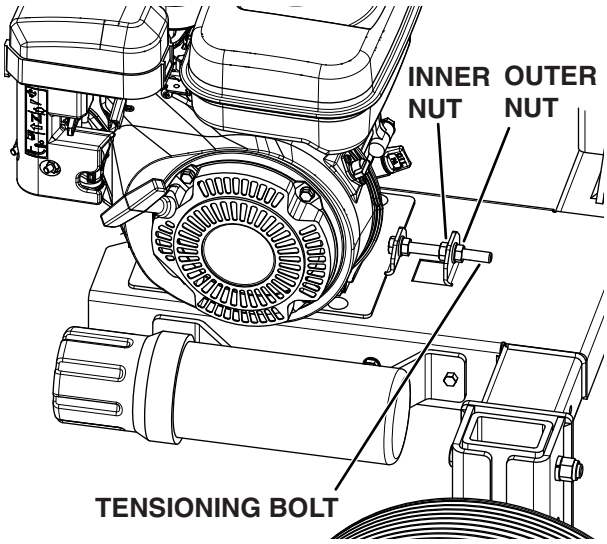


FIGURE 13

Replacing the Belts – (See Figure 11 and 12.)

1. Remove the plastic housing from the log splitter, starting with the left side. (The side away from the engine.)
2. Remove the belt guard from the log splitter.
3. Loosen the nuts on the four round head carriage bolts that secure the motor slide plate to the frame assembly.
4. Loosen the two nuts on the end of the tension adjusting bolt and screw the inner nut as far as possible onto the bolt.
5. Slide the engine forward and remove the belts.
6. Install new belts and adjust the belt tension using the instructions in the "Adjusting the Belt Tension" section.
7. Replace the belt guard.
8. Replace the plastic housing. (It is easiest to replace the right side housing first.)

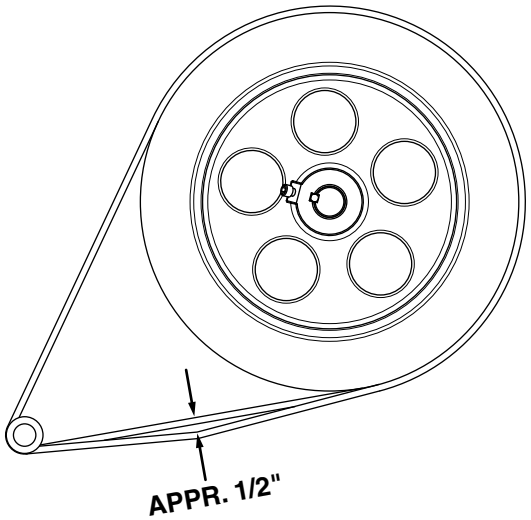


FIGURE 14

Replacing the Centrifugal Clutch – (See Figure 13.)

1. Remove the belt guard from the log splitter.
2. Remove the bolt and washer from the engine shaft.
3. Remove the clutch and the square key from the engine shaft.
4. Install a new centrifugal clutch and the square key that you removed onto the engine shaft.
5. Secure the clutch to the engine shaft with the bolt and washer that were removed.
6. Reattach the belt guard.

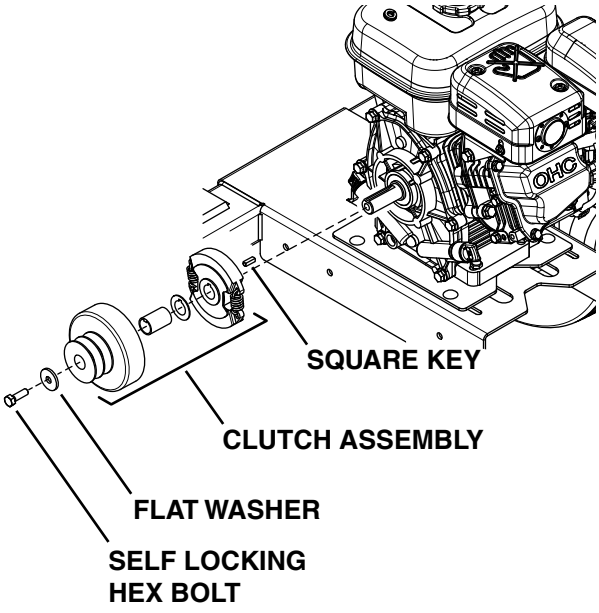


FIGURE 15

Replacing the Wheel Bearings – (See Figure 14.)

1. Use a jack to lift the rear of the log splitter. Place supports under the frame for stability.
2. Remove the hub cap and pull the cotter pin from one axle.
3. Unscrew the slotted nut and remove the washer, the loose roller bearing and the wheel from the axle.
4. Remove the seal and the bearing from the other end of the wheel hub by carefully tapping on the back side of the bearing in a circular pattern.
5. Discard the roller bearings and the seal.
6. Wipe off old grease from the inside of the wheel hub and then wash out with kerosene or solvent. Finish by spraying with brake cleaner. Allow to dry thoroughly.
7. Apply high quality wheel bearing grease to the bearing races that are pressed into the wheel hub.
8. Apply a generous amount of high quality wheel bearing grease to the new roller bearings, working it around the rollers and into the bearing until it the rollers are coated and the bearing cage is filled with grease.

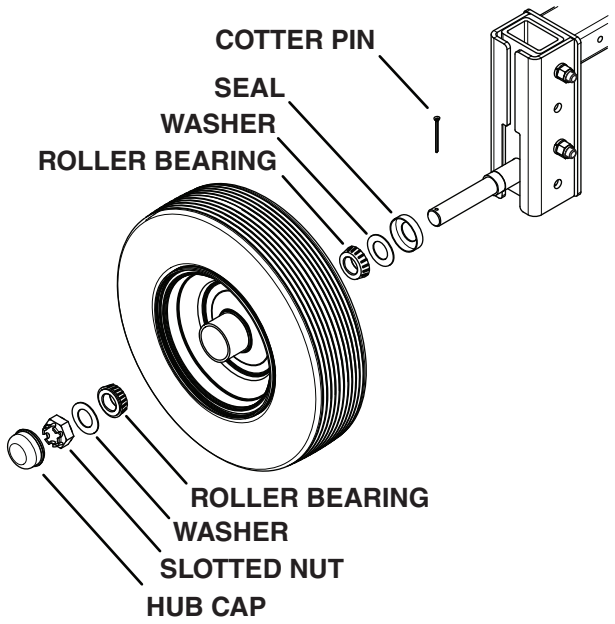


FIGURE 16

9. Assemble a new bearing into the inward facing end of the wheel hub, and then carefully tap a new seal into the end of the hub.
10. Slide the wheel onto the axle and then install another new bearing and a washer into the wheel hub.
11. Thread the slotted nut onto the axle and tighten firmly while spinning the wheel to seat the bearings. Back the nut off until a slot aligns with the hole in the spindle. Make sure that the wheel spins freely but does not have end play or wobble. Readjust the nut if necessary.
12. Install the cotter pin and spread the ends.
13. Install the hub cap.
14. Repeat the same procedure for the other wheel.
15. Remove the supports from under the rear of the splitter frame and lower it using the jack.

Troubleshooting

PROBLEM	POSSIBLE CAUSE(S)	CORRECTIVE ACTION
Engine fails to start	1. Stop switch at OFF position 2. Fuel shut-off valve closed. 3. Fuel tank empty, or stale fuel. 3. Spark plug wire disconnected. 5. Faulty spark plug.	1. Turn switch to ON. 2. Open fuel shut-off valve. 3. Fill tank with clean, fresh fuel. 4. Connect wire to spark plug. 5. Clean, adjust gap or replace.
Engine overheats	1. Engine oil level low. 2. Carburetor not adjusted properly.	1. Fill crankcase with proper oil. 2. Adjust carburetor.*
Loss of power; operation erratic	1. Spark plug wire loose 2. Unit running on CHOKE. 3. Blocked fuel line or stale fuel. 4. Water or dirt in fuel system. 5. Carburetor out of adjustment. 6. Dirty air cleaner. 7. Loose or worn belts. 8. Worn clutch.	1. Connect and tighten spark plug wire. 2. Move choke lever to OFF position. 3. Clean fuel line; fill tank with clean fresh gasoline. 4. Disconnect fuel line at carburetor to drain fuel tank. Reconnect fuel line and refill with fresh fuel. 5. Adjust carburetor.* 6. Service air cleaner.* 7. Adjust belt tension or replace belts. 8. Replace clutch.
Rack won't retract completely	1. Dirty beam 2. Machine not level - wedge end too low. 3. Worn return springs. 4. Broken return springs. 5. Worn or damaged rack support bearing.	1. Scrape off top of beam, then wipe off loose dirt. 2. Place on more level ground. 3. Hook ends of springs on next notch. 4. Replace springs. 5. Replace bearing.
Gear teeth won't stay engaged	1. Engagement engagement handle has not been pulled up quickly enough or with enough force. 2. Rack gear bent from overloading.	1. Pull up on the handle more quickly and with more force. 2. Replace the rack gear.

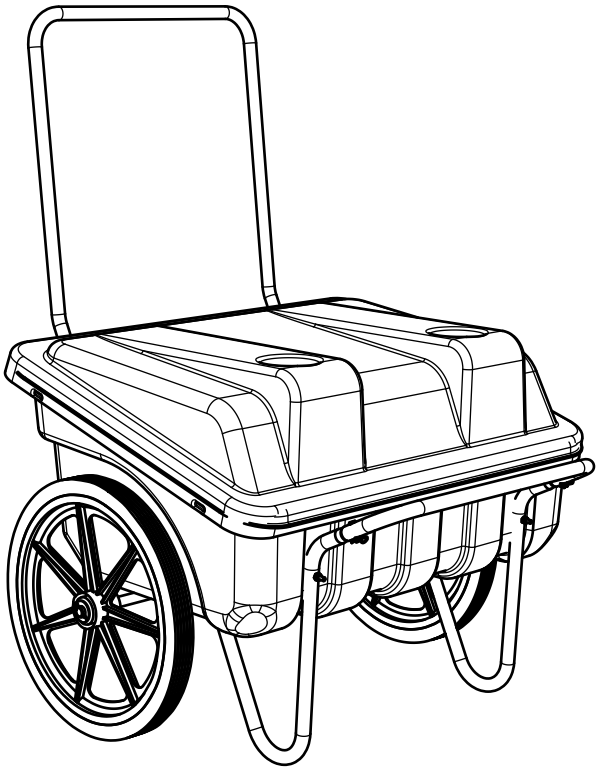
-Refer to the engine manual packed with your unit.

Specifications

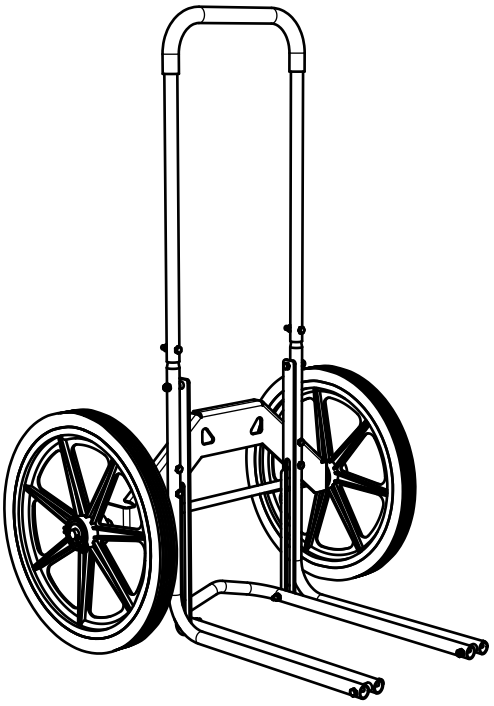
Wheels/Tires	Highway rated at 45 MPH
Hitch Type	2" Ball Hitch
Towbar	Retractable
Max Log Diameter	30 in
Max Log Length	24 in
Cycle Time	3 seconds
Rack Width	2.25 in.
Pinion Shaft Diameter	1.5 in.
Ram Carriage	4 Heavy Duty Sealed Bearings
Flywheel Diameter	18.25 in.
Flywheel Weight	2 at 90 lbs. each
Flywheel Max RPM	365
Splitter Beam Height	Adjustable Range 26.5 in. to 34 in.
Splitter Length	112 in.
Splitter Width	55.0 in.
Table Dimensions	33.0 in. x 40.0 in. long
Wedge Height	7.0 in
Wedge Length	5.0 in.
Wedge Thickness	0.75 in.
Weight	570 lbs.
Engine	Subaru SP170
Starting Type	Recoil
Engine Displacement	169 cc
Horsepower	6 HP

Accessories for the Log Splitter

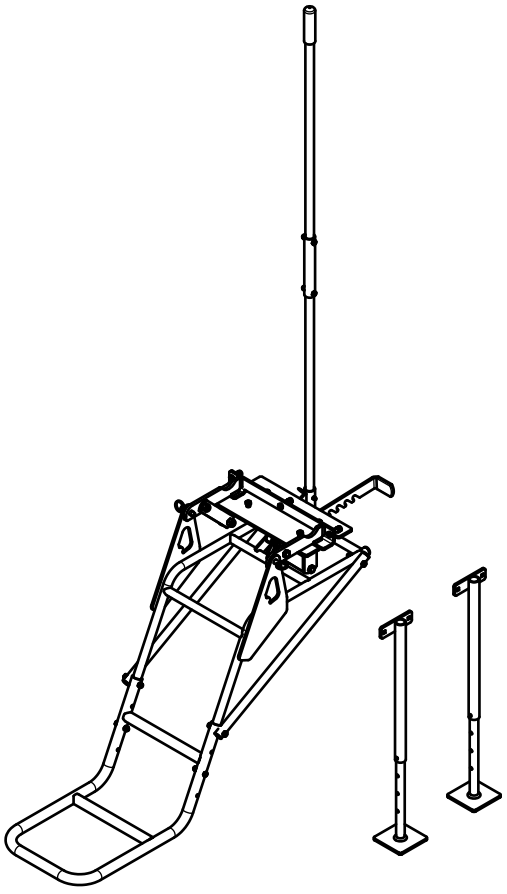
45-02312 FIRE WOOD CART



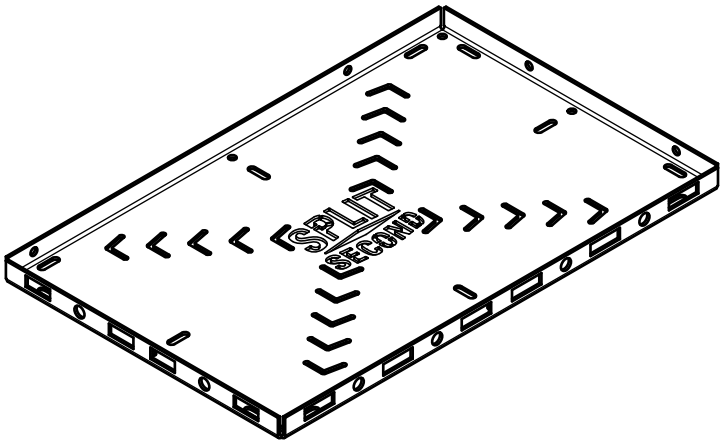
45-0506 LOG DOLLY



45-0507 LOG LIFT ATTACHMENT



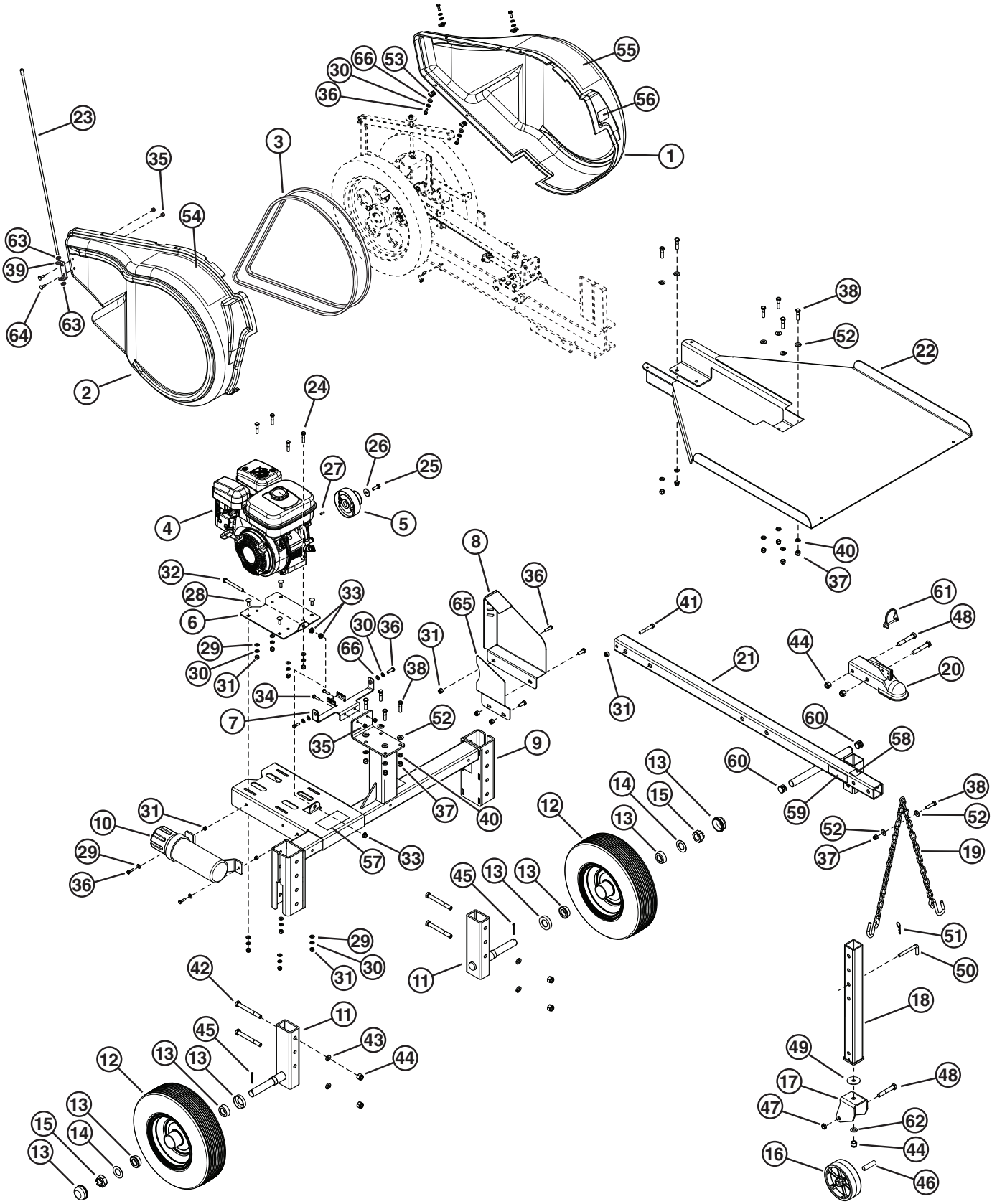
45-0505 TOOL TRAY



45-0509 COVER

Not Shown

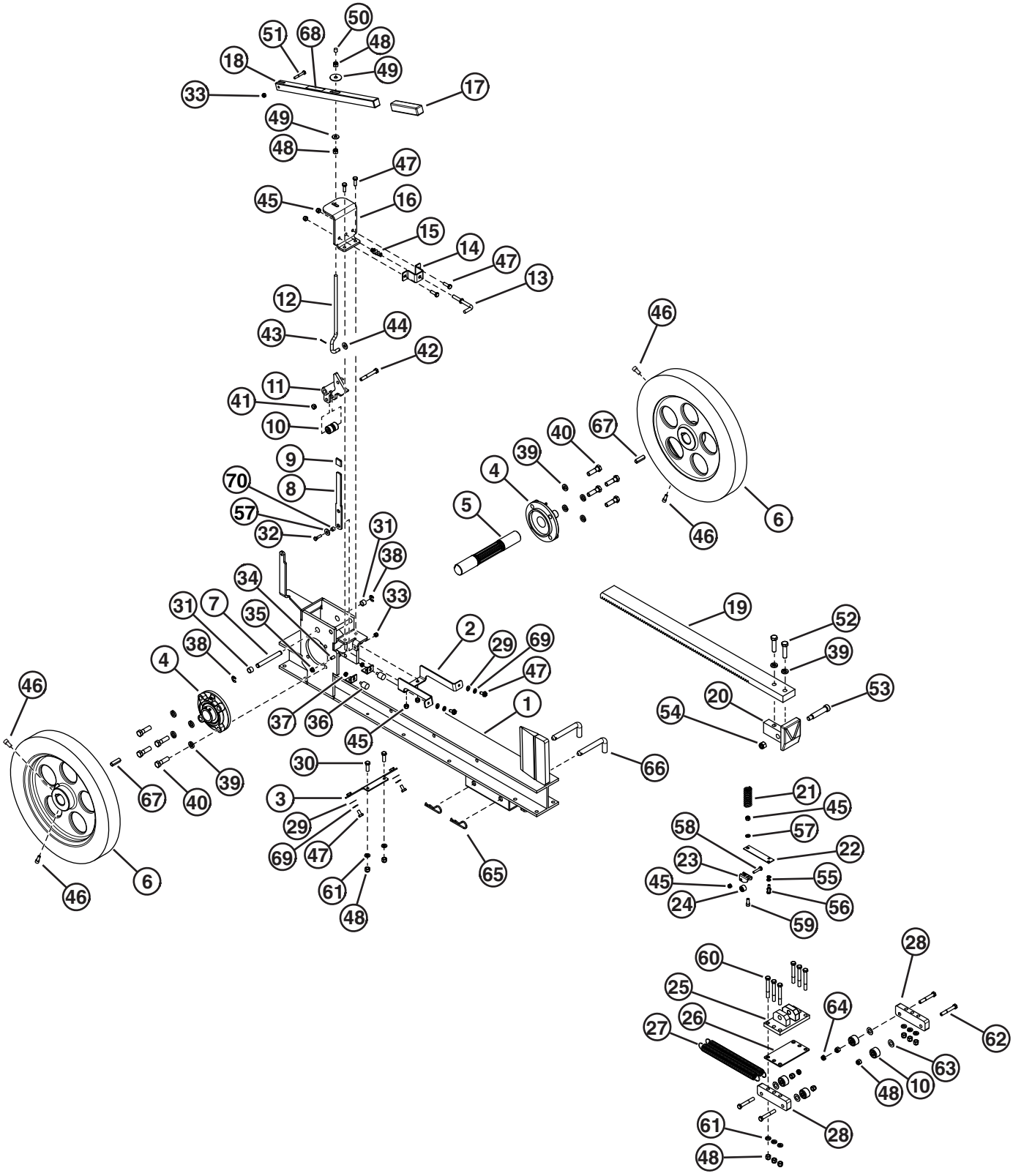
45-0503 Repair Parts Illustration



45-0503 Repair Parts List

REF	QTY	PART NO	DESCRIPTION	REF	QTY	PART NO	DESCRIPTION
1	1	42920	Housing	34	1	43661	Hex Bolt, 1/4-20 x 1"
2	1	42916	Housing	35	4	47189	Hex Nut, 1/4-20 Nylock
3	2	42901	V-Belt	36	11	43063	Hex Bolt, 5/16-18 x 1"
4	1	42900	Engine	37	11	HA21362	Hex Nut, 3/8-16 Nylock
5	1	42927	Clutch	38	11	43062	Hex Bolt, 3/8-16 x 1-1/2"
6	1	27623	Plate, Motor Slide	39	1	27828	Bracket, End Marker
7	1	68234	Bracket, Rear Housing	40	10	43003	Lock Washer, 3/8"
8	1	27648	Cover, Clutch	41	1	44292	Hex Bolt, 5/16-18 x 2-1/2"
9	1	67952	Frame Assembly	42	4	47024	Hex Bolt, 1/2-13 x 4-1/2"
10	1	41628	Manual Container	43	4	43353	Lock Washer, 1/2"
11	2	68029	Leg Assembly	44	7	41657	Hex Nut, 1/2-13 Nylock
12	2	68284	Wheel and Tire Assembly	45	2	43501	Cotter Pin, 9/64" x 1-1/2"
13	2	68285	Bearing Kit (includes one seal,	46	1	27746	Spacer
			one hub cap, two bearings,	47	1	48115	Hex Nut, 1/2-13 Jam Nylock
			and one item #45 cotter pin)	48	3	46286	Hex Bolt, 1/2-13 x 3"
14	2	43601	Washer, 1.59 x 1.03 x .06	49	1	42980	Washer, Plastic
15	2	41636	Nut, Slotted 1-14 2A	50	1	HA5236	Locating Pin, 1/2"
16	1	42891	Wheel	51	1	43343	Hairpin Cotter, 3/32"
17	1	27722	Bracket, Front Wheel	52	12	43081	Washer, 3/8"
18	1	68005	Front Stand	53	4	41633	U-Nut, 5/16-18 Tinnerman
19	1	42935	Safety Chain W/Hooks	54	1	41598	Label, Warning/Operation RH
20	1	42928	Trailer Hitch Coupler	55	1	41597	Label, Warning/Operation LH
21	1	68024	Tow Bar	56	1	41647	Label, Danger
22	1	67953	Work Table	57	1	41648	Label, Danger
23	1	42759	End Marker	58	1	41599	Label, Warning/Towing Safety
24	4	43085	Hex Bolt, 5/16-18 x 1-1/2"	59	1	41717	Label, Warning/Maximum MPH
25	1	47600	Hex Bolt, 5/16-24 Self Lock	60	2	49449	Plug
26	1	736-0231	Washer, .344" x 1.125" x .12"	61	1	48515	Bail Pin
27	1	41635	Key	62	1	1540-59	Washer, .52" x 1.062" x .09"
28	4	44326	Carriage Bolt, 5/16-18 x 1"	63	2	41726	Grommet, Rubber
29	10	43088	Washer, 5/16"	64	2	44950	Carriage Bolt, 1/4-20 x 3/4"
30	14	43086	Lock Washer, 5/16"	65	1	27829	Cover, Front Clutch
31	14	47810	Hex Nut, 5/16" Nylock	66	6	41730	Plastic Washer, Black
32	1	44071	Hex Bolt, 3/8-16 x 3-1/2"		1	41595	Owners Manual
33	3	44072	Hex Nut, 3/8-16 Whizlock				

45-0503 Repair Parts Illustration - Continued



45-0503 Repair Parts List - Continued

REF	QTY	PART NO	DESCRIPTION	REF	QTY	PART NO	DESCRIPTION
1	1	67948	I-Beam Assembly	36	2	42925	Bumper Stop
2	1	68232	Upper Housing Bracket	37	2	46978	Hex Nut, 1/4-20 SIMS
3	1	68233	Lower Housing Bracket	38	2	1650-1	Retaining Ring
4	2	42922	Bearing	39	10	43353	Lock Washer, 1/2"
5	1	42864	Spur Shaft	40	8	R74780828	Hex Bolt, 1/2-13 x 1-3/4"
6	2	42800	Flywheel, 90 LB.	41	1	43082	Hex Lock Nut, 3/8-16 2-Way
7	1	27640	Spindle Shaft	42	1	43509	Hex Bolt, 3/8-16 x 2-3/4
8	1	27703	Lever, Lock Out	43	1	44101	Cotter Pin, 3/32" x 3/4"
9	1	41669	Grip	44	1	43081	Washer, 3/8"
10	6	42924	Bearing	45	6	47810	Hex Nut, 5/16-18 Nylock
11	1	67956	Ram Engagement Assembly	46	4	41638	Skt. Hd. Cap Bolt, 3/8-16 x 1"
12	1	42911	Engagement Rod	47	8	43063	Hex Bolt, 5/16-18 x 1"
13	1	42923	Lock Out Pin	48	14	HA21362	Hex Nut, 3/8-16 Nylock
14	1	27702	Bracket, Lock Out	49	2	HA4506	Washer, .406" x 1.5"
15	1	HA19445	Spring	50	1	41655	Grip
16	1	27643	Bracket, Pin Support	51	1	1509-69	Hex Bolt, 1/4-20 x 1-3/4"
17	1	42915	Handle Grip	52	2	41596	Hex Bolt, 1/2-13 x 2"
18	1	42914	Engagement Handle	53	1	42934	Shoulder Bolt, Socket Head
19	1	42863	Rack	54	1	41657	Hex Nut, 1/2-13 Nylock
20	1	67954	Ram Head Assembly	55	2	43177	Lock Washer, 1/4"
21	1	42918	Spring, Rack Support	56	2	43866	Hex Bolt, 1/4-20 x 5/8"
22	1	27645	Plate, Rack Support	57	2	43088	Washer, 5/16"
23	1	27646	Bracket, Bearing Holder	58	1	43840	Hex Bolt, 5/16-18 x 1-1/4"
24	1	42919	Bearing	59	1	41634	Skt. Hd. Bolt, 5/16-18 x 1-1/4"
25	1	67955	Ram Head Slider Assembly	60	6	43574	Hex Bolt, 3/8-16 x 3"
26	1	27639	Plate, Brass Slider	61	8	43003	Lock Washer, 3/8"
27	2	42917	Spring, Rack Return	62	4	43432	Hex Bolt, 3/8-16 x 2-1/2"
28	2	27638	Bracket, Bearing Support	63	4	44137	Washer, .518" x 1" x .02"
29	4	41730	Plastic Washer, Black	64	2	42210	Hex Nut, 3/8-16 Jam Nylock
30	2	43062	Hex Bolt, 3/8-16 x 1-1/2"	65	2	714-0117	Hair Cotter Pin, 5/32"
31	2	41646	Bearing, Needle	66	2	48978	Pin
32	1	43661	Hex Bolt, 1/4-20 x 1"	67	2	42926	Key, 3/8" Square
33	2	47189	Hex Nut, 1/4-20 Nylock	68	1	41649	Label, Control Handle
34	2	43069	Carriage Bolt, 3/8-16 x 1-1/2"	69	4	43086	Lock Washer, 5/16"
35	2	44072	Hex Nut, 3/8-16 Whizlock	70	1	41735	Spacer

We truly appreciate your purchase of the Split Second Log Splitter. After you have split a few thousand pieces of firewood, please take a picture and send us an e-mail. We would enjoy seeing you with your pile of firewood.

Best Regards,

Mike Cohan
President
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Sullivan, Illinois

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