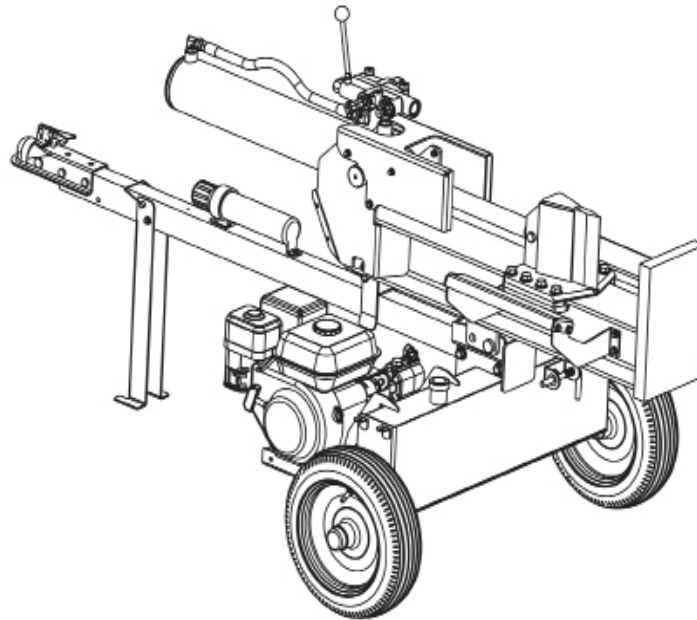




30-TON GAS LOG SPLITTER



Model # 56230
bit.ly/WENvideo


IMPORTANT:

Your new tool has been engineered and manufactured to WEN's highest standards for dependability, ease of operation, and operator safety. When properly cared for, this product will supply you years of rugged, trouble-free performance. Pay close attention to the rules for safe operation, warnings, and cautions. If you use your tool properly and for intended purpose, you will enjoy years of safe, reliable service.



NEED HELP? CONTACT US!

Have product questions? Need technical support?
Please feel free to contact us at:

 **800-232-1195** (M-F 8AM-5PM CST)

 techsupport@wenproducts.com

 WENPRODUCTS.COM

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LOG SPLITTER IDENTIFICATION

If assistance for information or service is required, please contact the Customer Service Help Line by calling 800-232-1195; customer will be asked to provide log splitter information when calling. Keep a copy of your receipt for any future warranty service.

DATE OF PURCHASE: _____

PURCHASED FROM: _____

LOG SPLITTER MODEL NUMBER: _____

SERIAL NUMBER: _____

SERVICE RECORD

Record Service Dates:

	Date	Date	Date	Date	Date	Date
Change Oil						
Change Spark Plug						
Clean Fuel Tank						
Clean Air Cleaner						

INTRODUCTION

Thank You for Purchasing a WEN® Product. This manual provides information regarding the safe operation and maintenance of this product. Every effort has been made to ensure the accuracy of the information in this manual. WEN® reserves the right to change this product and specifications at any time without prior notice.

Please keep this manual available to all users during the entire life of the log splitter.



This manual contains special messages to bring attention to potential safety concerns, log splitter damage as well as helpful operating and servicing information. Please read all the information carefully to avoid injury and machine damage.

QUESTIONS? PROBLEMS?

In order to answer questions and solve problems in the most efficient and speedy manner, contact Customer Service at (800) 232-1195, M-F 8-5 CST

NOTICE REGARDING EMISSIONS

Engines that are certified to comply with U.S. CARB emission regulations for SORE (Small Off Road Equipment), are certified to operate on regular unleaded gasoline, and may include the following emission control systems: (EM) Engine Modifications and (TWC) Three-Way Catalyst (if so equipped).

SAFETY INFORMATION

Before operating this log splitter read and observe all warnings, cautions, and instructions in this Owner's Manual.

NOTE: The following safety information is not meant to cover all possible conditions and situations that may occur. Read the entire Owner's Manual for safety and operating instructions. Failure to follow instructions and safety information could result in serious injury or death.

This safety alert symbol is used to identify safety information about hazards that can result in personal injury.



A signal word (**DANGER**, **WARNING**, or **CAUTION**) is used with the alert symbol to indicate the likelihood and the potential severity of injury. In addition, a hazard symbol may be used to represent the type of hazard.

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

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

CAUTION indicates a hazard, which, if not avoided, might result in minor or moderate injury.

CAUTION when used without the alert symbol, indicates a situation that could result in damage to the engine.

GENERAL SAFETY PROCEDURES

For any questions regarding the hazard and safety notices listed in this manual or on the product, please call (800) 232-1195 M-F 8-5 CST before using the log splitter.

DANGER: CARBON MONOXIDE

Using a engine indoors **CAN KILL YOU IN MINUTES**. Engine exhaust contains carbon monoxide (CO). This is a poison gas you cannot see or smell. If you can smell the engine exhaust, you are breathing CO. But even if you cannot smell the exhaust, you could be breathing CO.

NEVER use a engine inside homes, garages, crawl spaces, or other partly enclosed areas. Deadly levels of carbon monoxide can build up in these areas. Using a fan or opening windows and doors does **NOT** supply enough fresh air. **ONLY** use a engine outside and far away from windows, doors, and vents. These openings can pull in engine exhaust.

Even if you use a engine correctly, CO may leak into the home. **ALWAYS** use a battery-powered or battery-backup CO alarm in the home. If you start to feel sick, dizzy, or weak after the engine has been running, move to fresh air **RIGHT AWAY**. See a doctor. You may have carbon monoxide poisoning.



WARNING: The exhaust from this product contains chemicals known to the State of California to cause cancer, birth defects, or other reproductive harm.



WARNING: This engine may emit highly flammable and explosive gasoline vapors, which can cause severe burns or even death if ignited. A nearby open flame can lead to explosion even if it isn't directly in contact with gasoline.

- Do not operate near open flame.
- Do not smoke near engine.
- Always operate on a firm, level surface.
- Always turn engine off before refueling. Allow engine to cool for at least 2 minutes before removing fuel cap. Loosen cap slowly to relieve pressure in tank.
- Do not overfill fuel tank. Gasoline may expand during operation. Do not fill to the top of the tank. Allow for expansion.
- Always check for spilled fuel before operating.
- Empty fuel tank before storing or transporting the log splitter.



WARNING: Do not use the log splitter for any purpose other than other than splitting wood. Any other use is unauthorized and may result in serious injury or death.

PERSONAL PROTECTIVE EQUIPMENT

When operating this log splitter, it is essential that you wear safety gear including goggles or safety glasses, steel-toed shoes and tight-fitting gloves (no loose cuffs or draw strings). Always wear ear plugs or sound deafening headphones to protect against hearing loss when operating this log splitter.

GENERAL SAFETY PROCEDURES



WARNING: The engine produces heat when running. Temperatures near exhaust can exceed 150° F (65° C).

Do not touch hot surfaces. Allow engine to cool down after use before touching any areas of the log splitter that become hot during use (such as the engine).

CAUTION: Misuse of this log splitter can damage it or shorten its life.

Only use log splitter for its intended purposes. Operate only on level surfaces. Allow engine to run for several minutes before using the log splitter. Turn the engine switch to the “OFF” position when the engine is not running.

IMPORTANT SAFETY INSTRUCTIONS

SAFETY WHILE MOVING:

Horizontal position. Make sure the log splitter is secured in the horizontal position before moving the log splitter. **DO NOT** move the log splitter when it is in the vertical position because it will be unstable and could tip. **Turn engine off.** Never move the log splitter with its engine running.

SAFETY DURING TOWING:

1. **Securely attach** the log splitter to the towing vehicle before towing.
2. **Be sure the tires are fully inflated** and in good condition before towing the log splitter. When adding air to the tires, do not over-inflate, as this could result in serious injury if the tire explodes.
3. **Never tow this log splitter** over 45 mph. Faster speeds may result in loss of control.
4. **Rough terrain:** be extra cautious and drive slowly when traveling over rough terrain.
5. **Stay sober:** never tow this splitter while under the influence of alcohol, drugs, or medication.
6. **If towing on a public road,** make sure to comply with all local, state, and federal towing requirements. It is the sole responsibility of the purchaser to obtain licensing, trailer lights, safety chains, signage, or any other legal requirements needed in the area of towing.
7. **Turn off the towing vehicle** before leaving the splitter unattended.
8. **Disconnect before operating.** Do not use the log splitter while it is connected to the towing vehicle.

SAFETY DURING USE

1. **Always block the wheels** to prevent unintended movement of the log splitter.
2. **Safety equipment/controls:** always operate the log splitter with all safety equipment in place and in good working order, and all controls properly adjusted for safe operation.
3. **Know how to stop:** be thoroughly familiar with all controls and with the proper use of the equipment. Know how to stop the log splitter and relieve system pressures quickly if needed.
4. **Daylight only:** Only use the log splitter in daylight so you can see what you are doing.
5. **Smoking/sparks:** never smoke while operating the log splitter, and never operate near sources of sparks or flames.
6. **Hot muffler:** if you are starting a warm engine, stay clear of muffler. It may still be hot enough to burn you.
7. **Never leave the machine unattended** while the engine is running.
8. **Stay sober:** never operate the log splitter while under the influence of alcohol, drugs, or medication.
9. **Other exhaust dangers.** Engine exhaust, some of its constituents, and certain vehicle components contain or emit chemicals known to the State of California to cause cancer, birth defects, or other reproductive harm. Avoid excess inhalation of exhaust.

IMPORTANT SAFETY INSTRUCTIONS

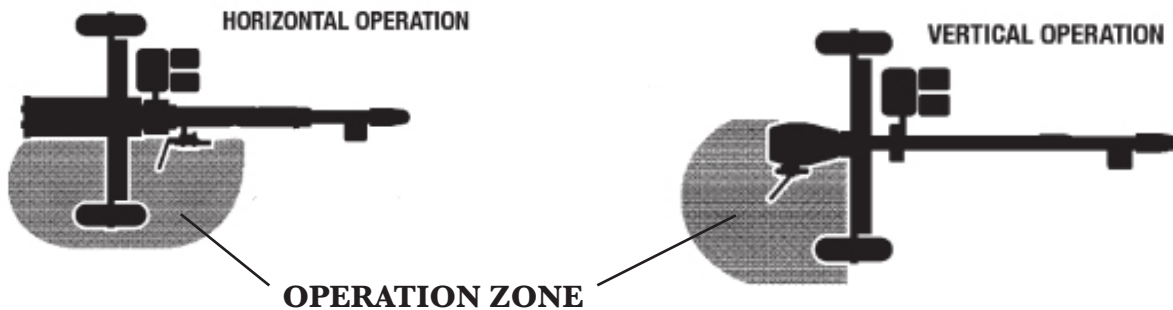
10. Only uses square log ends: logs that are not cut square can slide out while splitting and become a safety hazard or cause excessive force to log splitter components. Use a chain saw to cut logs square on each end before attempting to split them.

11. Single log: never attempt to split more than one log at a time. Pieces of log can unexpectedly be thrown from the machine causing serious injury.

12. Split along grain: do not use the log splitter to split logs across the grain. Doing so will damage the log splitter and can also cause pieces of log to be thrown, injuring the operator or bystanders.

13. Keep hands clear: ALWAYS keep hands and feet away from the end plate, wedge, and partially split logs while loading, operating and unloading the log splitter.

14. Operator position: ALWAYS operate the log splitter from the operation zone as shown below. Other positions are unsafe because they can increase the risk of injury from crushing, cutting, flying objects, or burns.



15. Never straddle, reach across or step over the beam while the engine is running and the log splitter is in the horizontal position. You could trip, actuate the controls, and get seriously injured.

16. Avoid using a second person during operation: many accidents occur when there is more than one person involved in loading and operating the log splitter. Only one person should operate the controls. If a second person is assisting in loading logs, the operator must NEVER actuate the Split Control Lever until the assistant and all bystanders are at least 10 feet away. NEVER allow an assistant to hold the log in place while the operator actuates the Split Control Lever.

17. NEVER load or unload logs while the wedge is moving.

18. Keep hands clear: remove both hands from log before activating Split Control Lever.

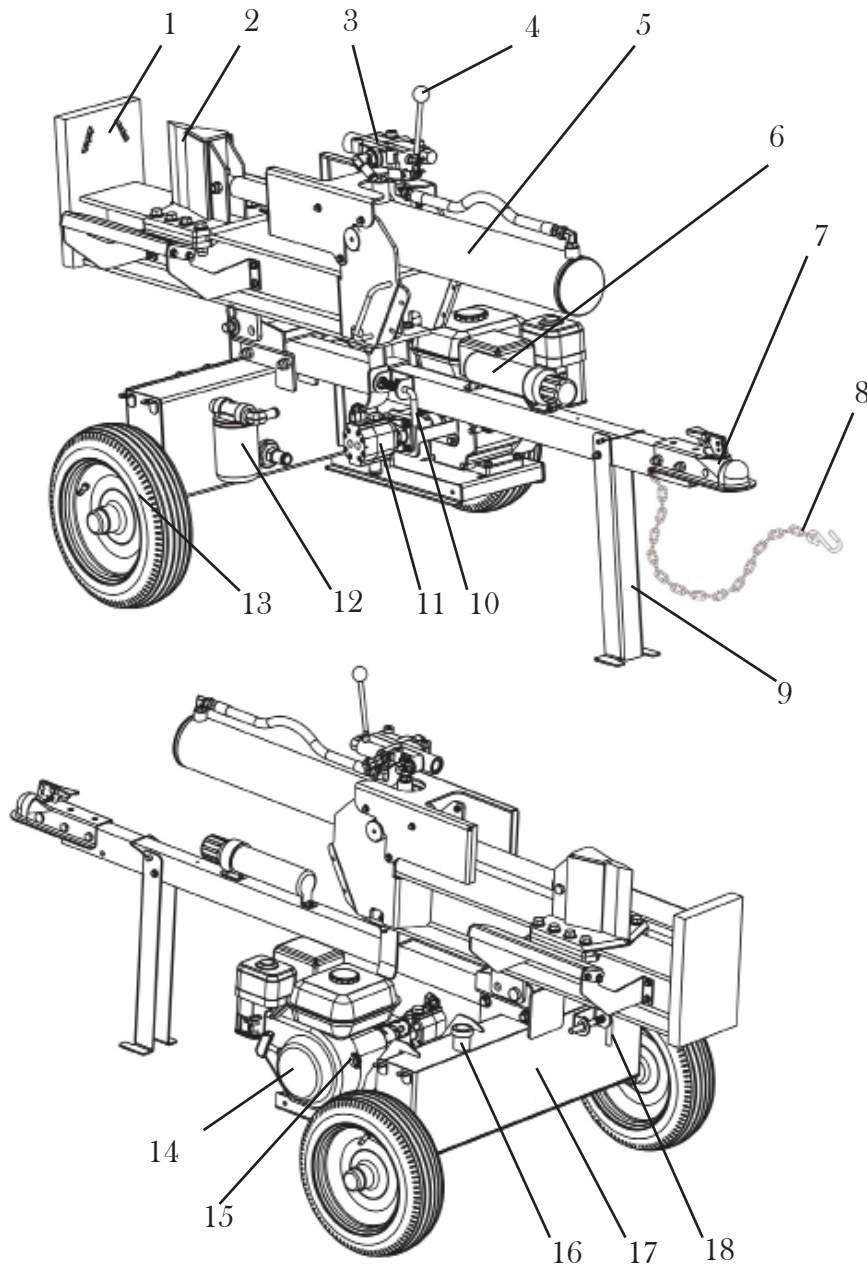
19. Only use your hands to operate the Split Control Lever. Never use any other body part, a rope, cable, or other remote device to actuate the control.

20. Returning wedge: once the control valve is actuated in the return direction, the wedge is designed to keep returning by itself completely and then stop automatically. Stay clear while the wedge is returning. It is still powerful enough on the return stroke to cause serious injury.

21. For stuck logs: if a log does not split completely and becomes stuck on the wedge, follow the instructions below to remove the log. A log can become stuck to the wedge if the wedge becomes embedded in the log and the log doesn't split and separate. This can happen if the log is too stringy or tough to split completely. A stuck log will move back with the wedge on the initial attempt to retract the wedge. If this happens, retract the wedge completely to allow the splitter to strip the log from the wedge. Keep hands clear of log and wedge while wedge is retracting.

LOG SPLITTER COMPONENTS

Use the illustrations below to become familiar with the locations and functions of the various components and controls of this log splitter.

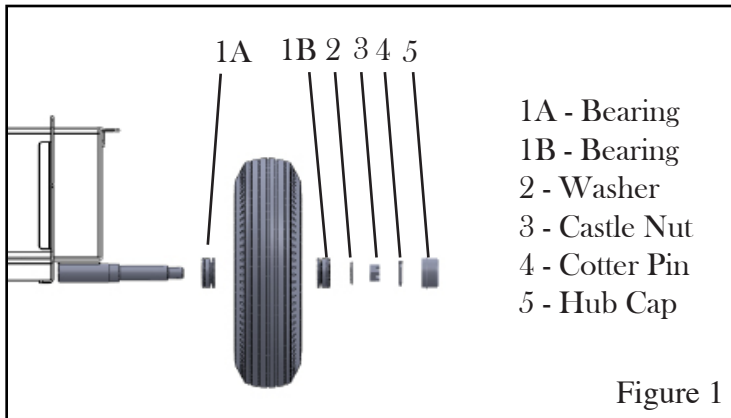


1	End Plate
2	Wedge
3	Control Valve
4	Split Control Lever
5	Cylinder
6	Manual Tube
7	2" Ball Coupler
8	Safety Chain
9	Support Leg
10	Horizontal Lock
11	Pump
12	Return Line Filter
13	Tire
14	Engine
15	Engine ON/OFF Switch
16	Hydraulic Dipstick
17	Hydraulic Tank
18	Vertical Lock

Closely inspect all log splitter components

If you have missing or damaged components, please contact WEN Customer Service at 1-800-232-1195.

ASSEMBLY



STEP 1 - ATTACHING THE TIRES TO THE HYDRAULIC TANK (FIGURE 1)

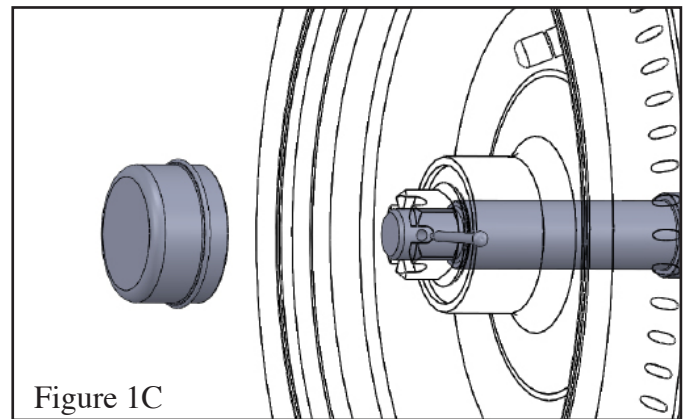
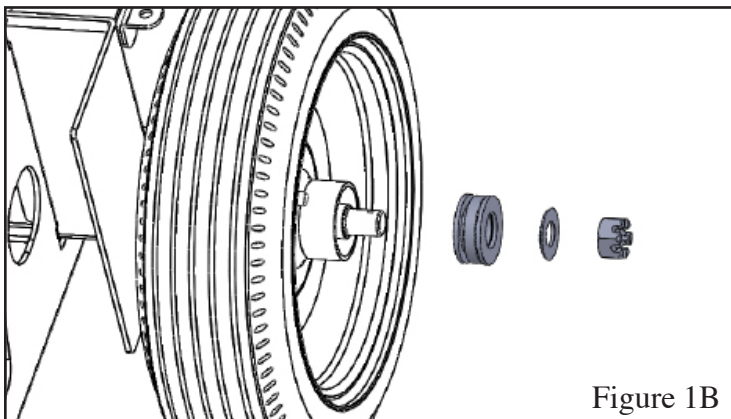
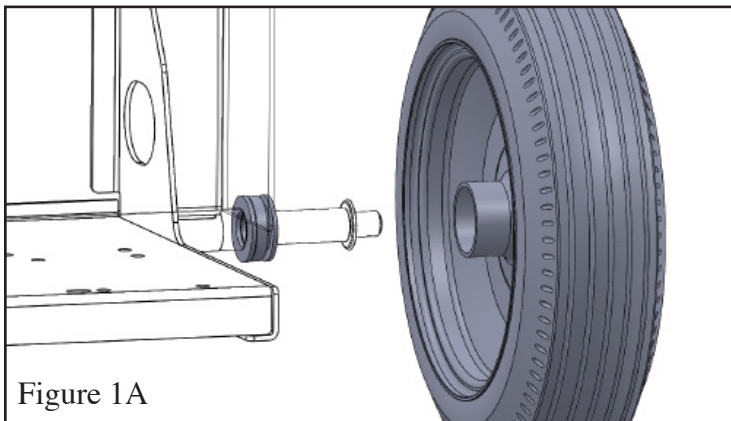
1. Slide a bearing (1A) and the tire onto axle with the valve stem (valve for inflation) facing out (Figure 1A) (bearings 1A and 1B may already be mounted on the tire).

2. Slide the other bearing (1B), a washer (2) and the slotted castle nut (3) onto the axle. Using a wrench, tighten the nut. Turn hub to ensure the bearings are seated properly. Make sure the tire spins freely (Figure 1B)

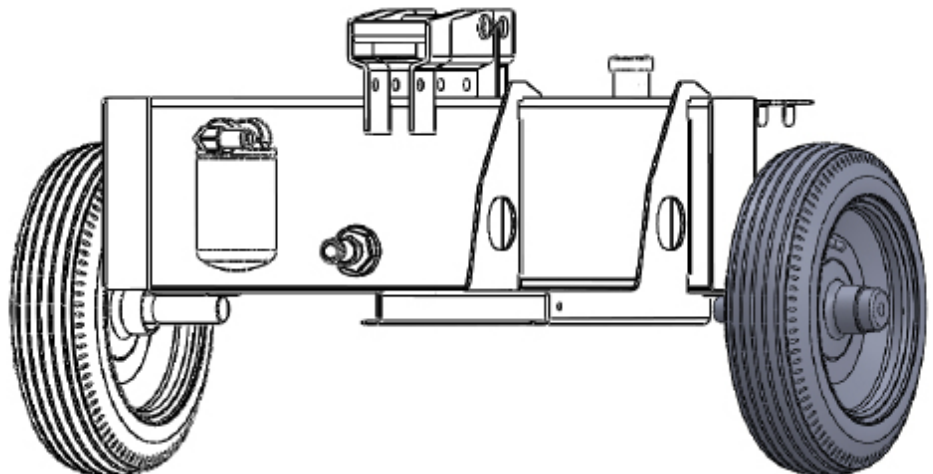
3. Insert cotter pin (4) through the hole in the slotted castle nut (3) and axle. Bend and spread prongs in opposite directions so the axle nut will not come off (Figure 1C).

4. Install the hub cap (4). Gently tap on the hub cap with a hammer to drive the hub cap into place (Figure 1C).

5. Repeat these steps to install the other tire.



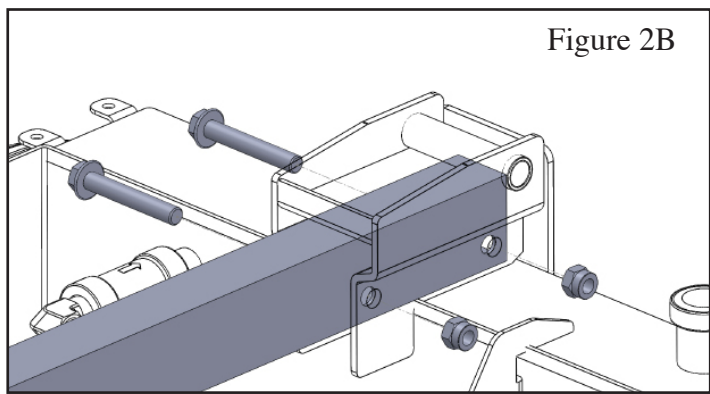
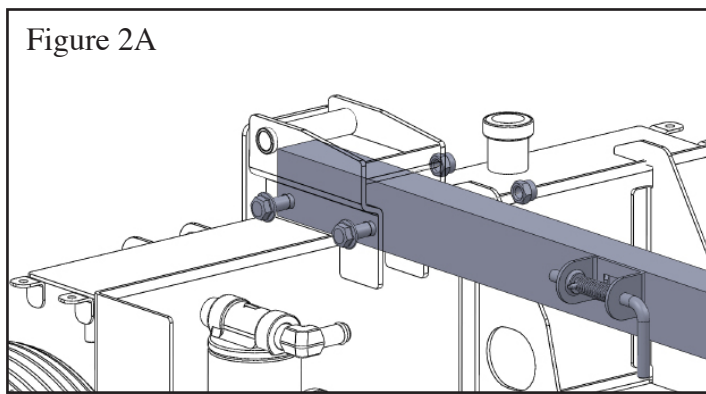
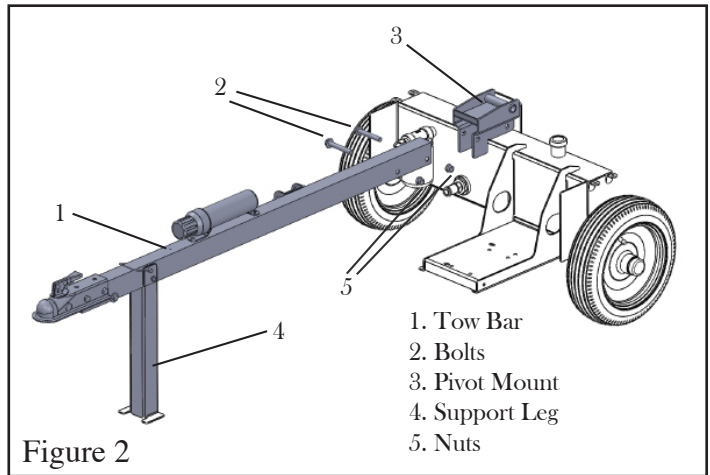
Caution: Heavy lifting required. Some of the components in these assembly instructions are heavy and cannot be safely lifted by one person. Please plan on assembling this product when another person can be available to help out.



ASSEMBLY

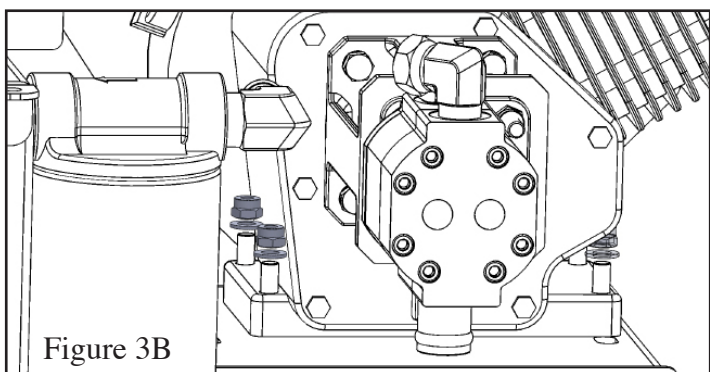
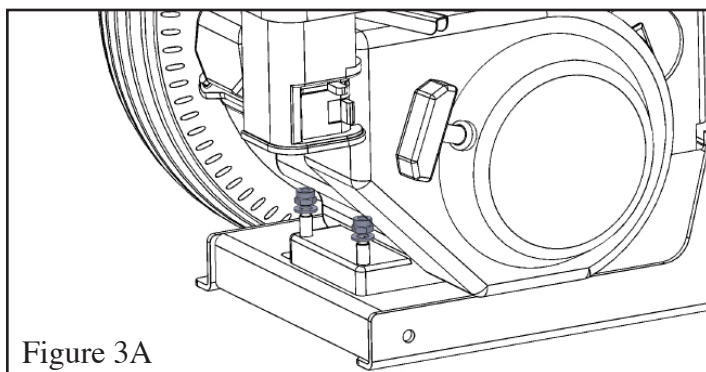
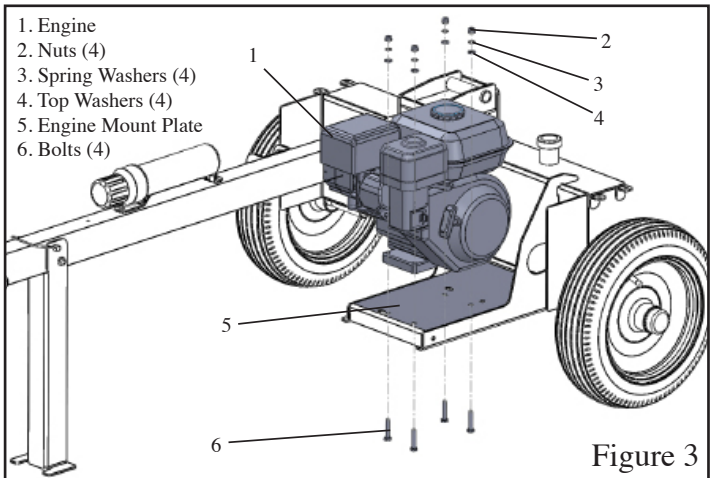
STEP 2 - ATTACHING THE TOW BAR TO THE HYDRAULIC TANK (FIGURE 2)

1. Lock the support leg (4) in its downward position before starting.
2. Slide the tow bar (1) into the pivot mount (3). Fasten it in place using the included bolts (2) and nuts (5) as shown in Figures 2A and 2B.



STEP 3 - ATTACHING THE ENGINE TO THE HYDRAULIC TANK (FIGURE 3)

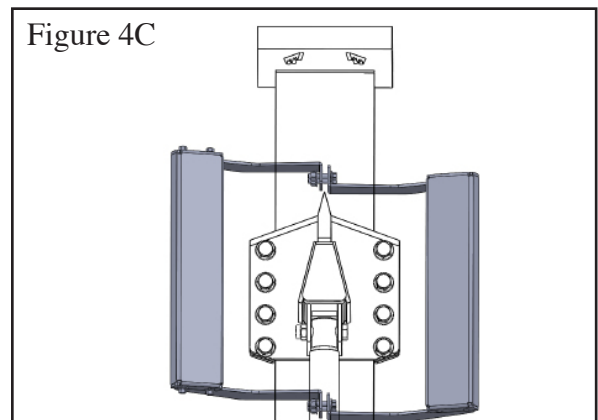
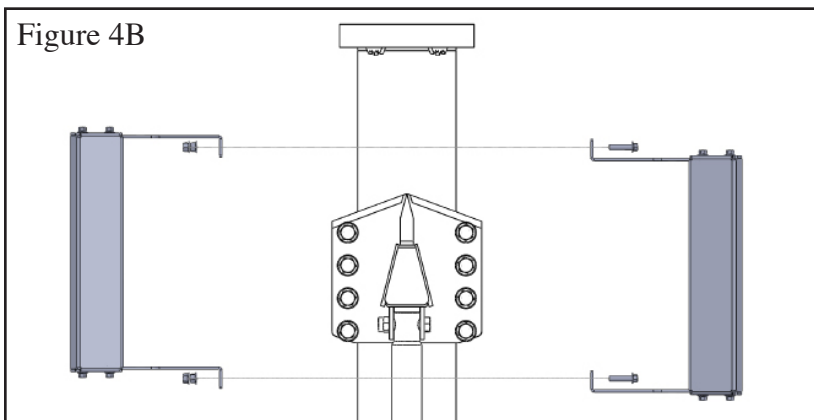
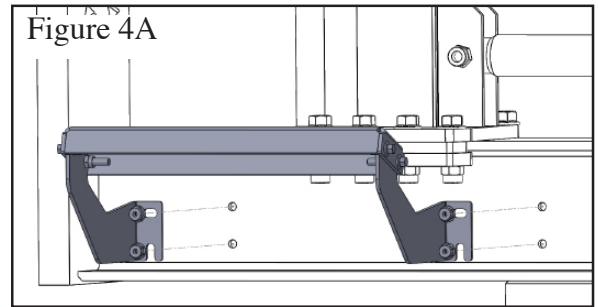
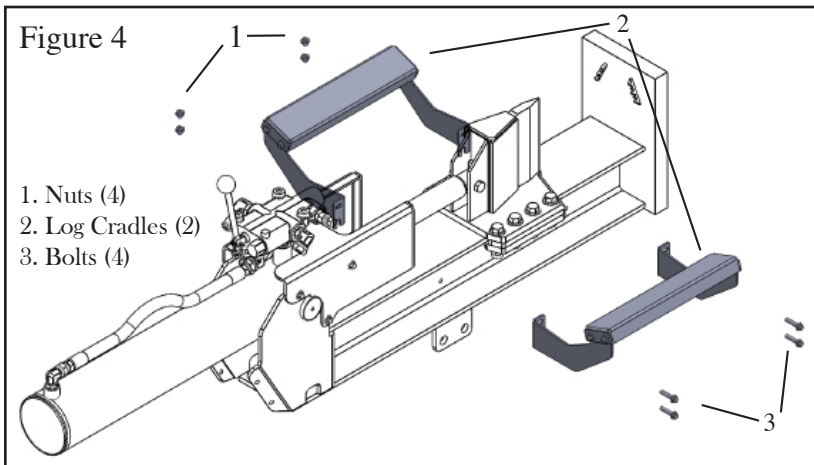
1. Place the engine (1) as shown in position on top of the engine mount plate (5).
2. Install the engine to the engine mount plate using bolts, washers and nuts. Make sure to insert the bolt from the bottom side of the engine mount plate as shown in Figure 3.



ASSEMBLY

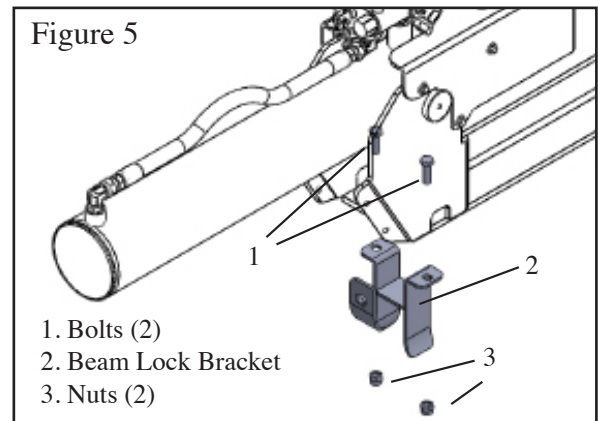
STEP 4 - ASSEMBLING THE LOG CRADLES (FIGURE 4)

Attach the two log cradles (2) to beam using four bolts (3) and four locknuts (1).



STEP 5 - ASSEMBLE THE BEAM LOCK BRACKET (FIGURE 5)

1. Run the two hoses emerging from either side of the control valve to the underside of the log splitter as shown in Figure 5A (next page).
2. Fasten the beam lock bracket using the included bolts and nuts. Make sure that the bracket encloses the two hoses as shown in Figure 5B (next page).



STEP 6 - ATTACHING THE ASSEMBLED BEAM TO THE HYDRAULIC TANK (FIGURE 6)

1. Stand the assembled beam (4) onto its end plate in the vertical position with the pivot bracket (5) facing the pivot mount (1) (Figure 6, next page). Make sure an associate helps hold the beam assembly in place to prevent it from tipping over and inflicting injury.
2. Align the beam pivot bracket (5) with the pivot mount (1). Insert the pivot pin (2) (Figure 6A & 6B, next page).
3. Insert the cotter pin (3) through the hole in the beam pivot pin (4). Spread and bend the prongs of the cotter pin in opposite directions to secure it in place. Once the pin is secure, lower the assembly beam into the horizontal position with the help of your associate (final horizontal position should look similar to Figure 7C).

ASSEMBLY

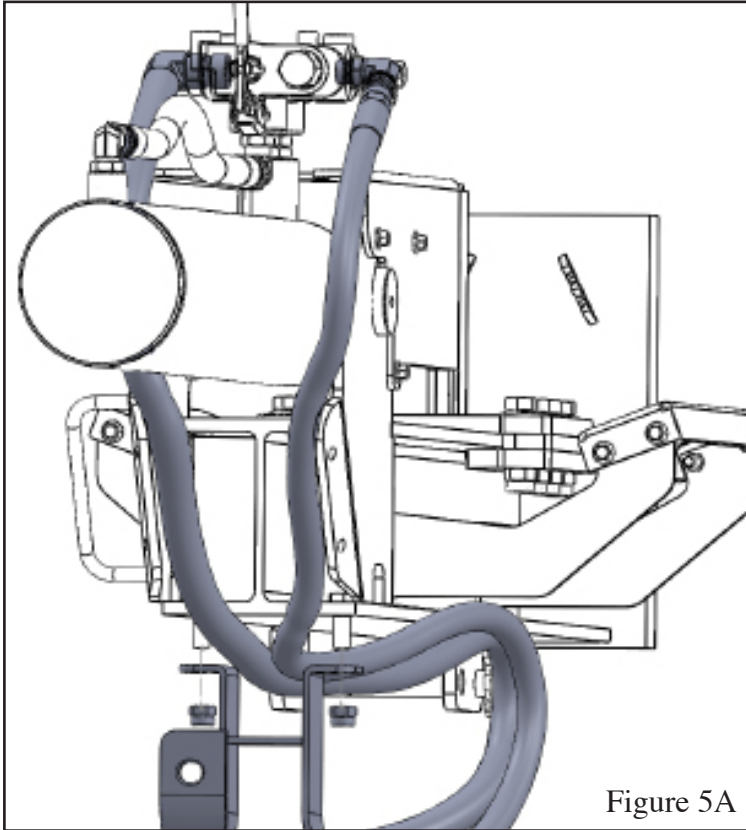


Figure 5A

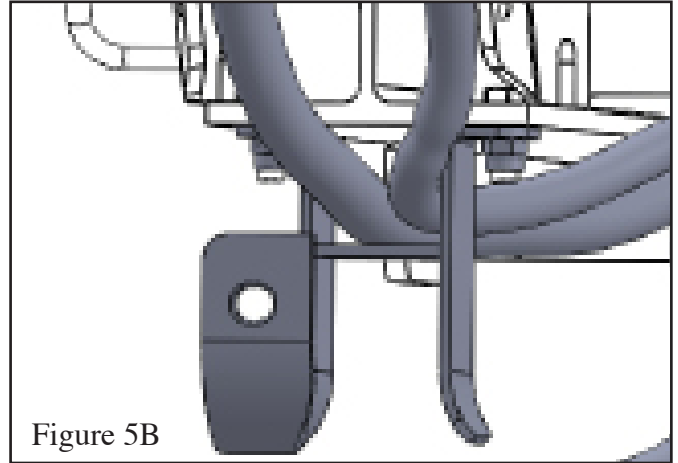


Figure 5B

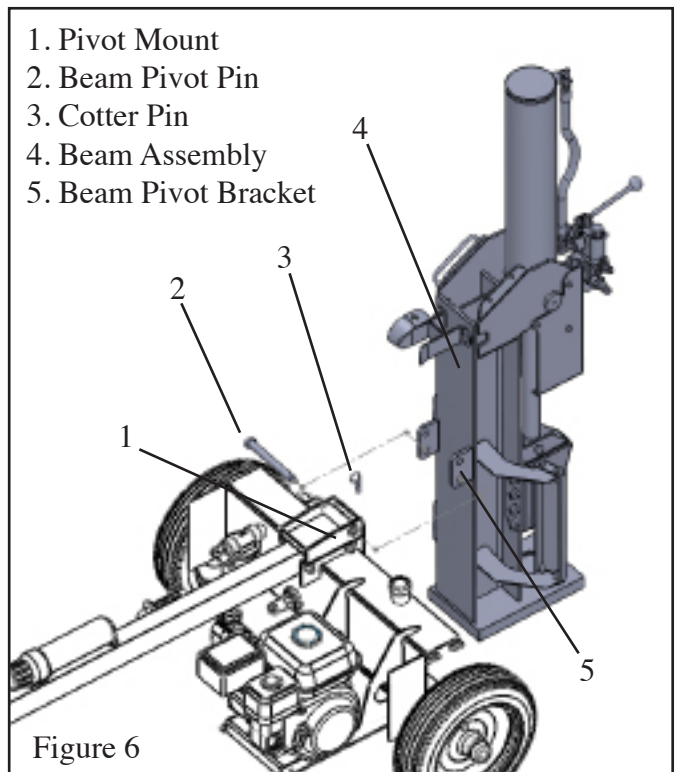


Figure 6

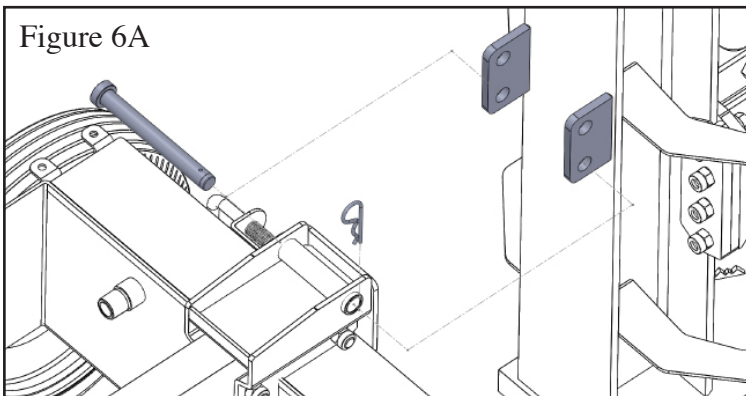


Figure 6A

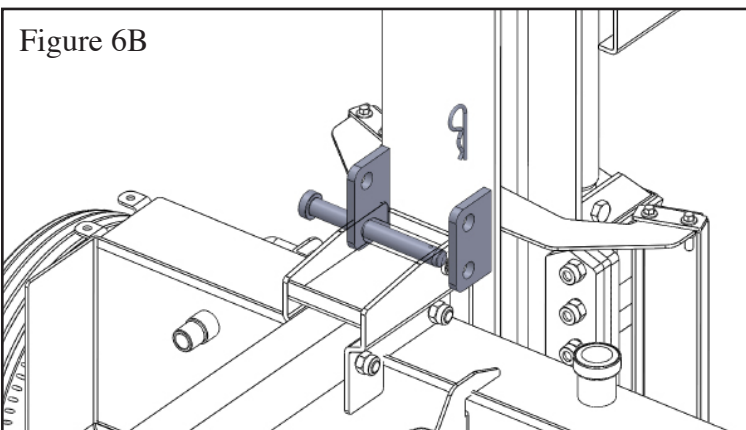


Figure 6B

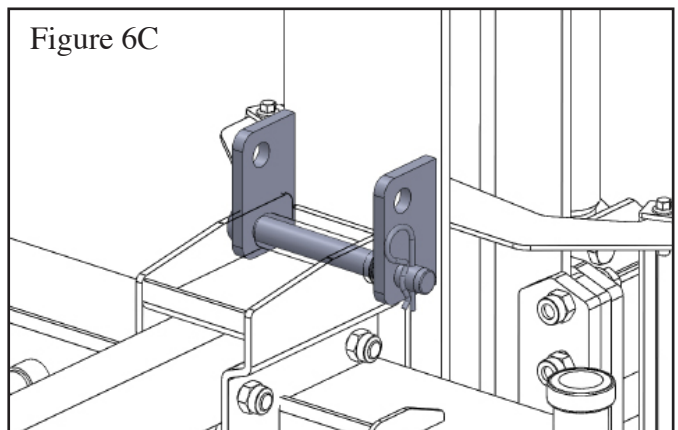


Figure 6C

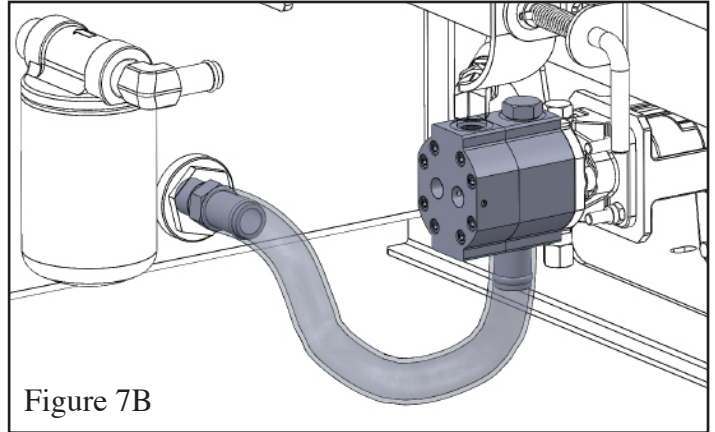
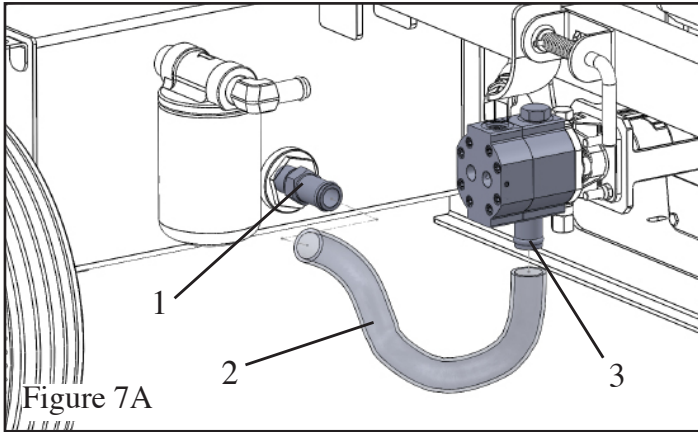
ASSEMBLY

STEP 7 - CONNECTING THE HOSES

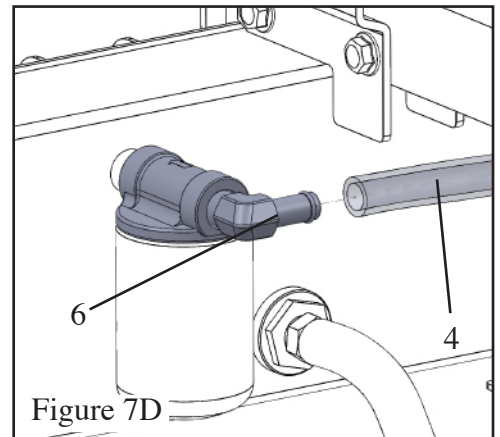
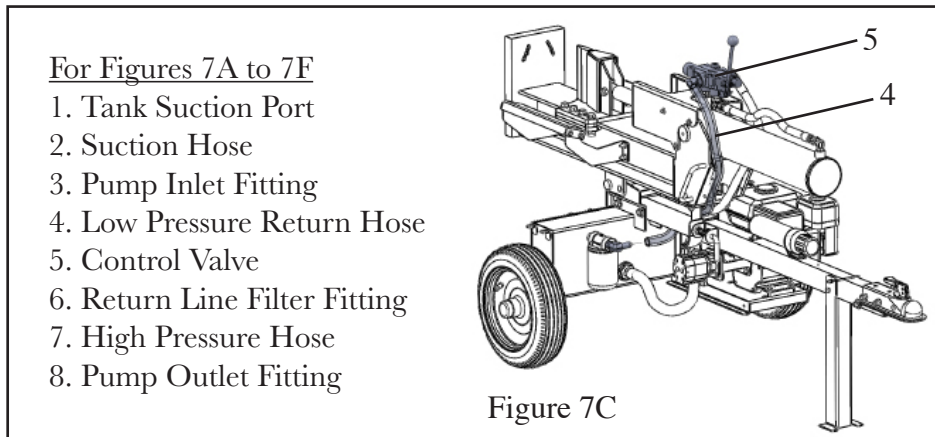


WARNING: Be extremely careful when connecting the hoses. Connecting the hose to the wrong port could quickly ruin your log splitter and also runs the risk of inflicting an unwanted injury. Double check that the hoses are running to the correct inlets and outlets before starting the log splitter.

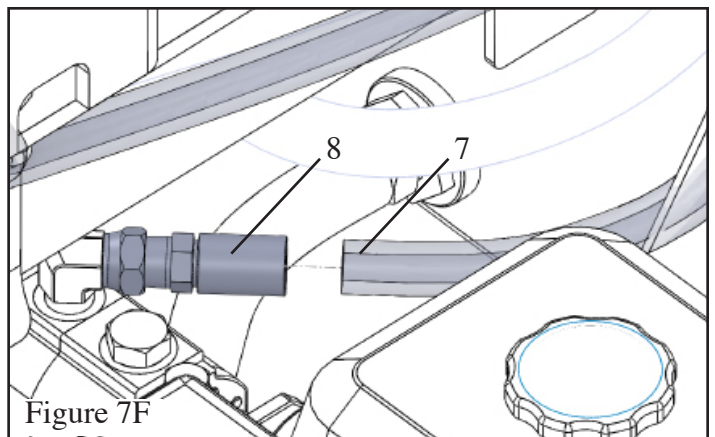
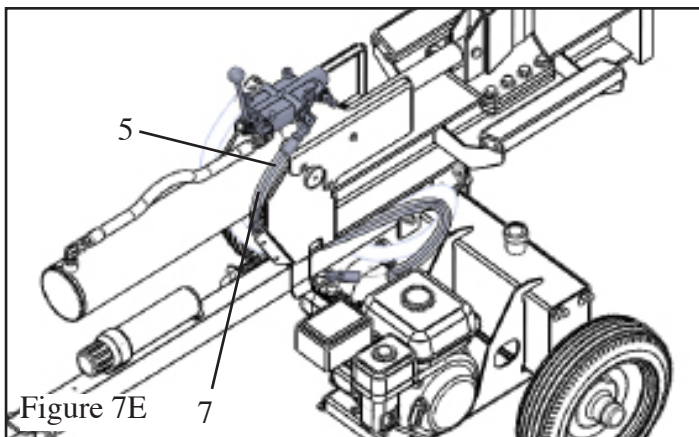
1. Connect one end of the suction hose (2) to the tank suction port (1) and the other end to the pump inlet (3) as shown in Figure 7A. Tighten the supplied hose clamps on both sides (torque to 75 in.-lb.) (Figure 7A)



2. Grab the low pressure return hose (4) emerging from the side of the control valve (5) opposite of the engine. Attach the free end to the return line filter fitting (6). Torque to 75 in.-lb. (Figure 7C and 7D).

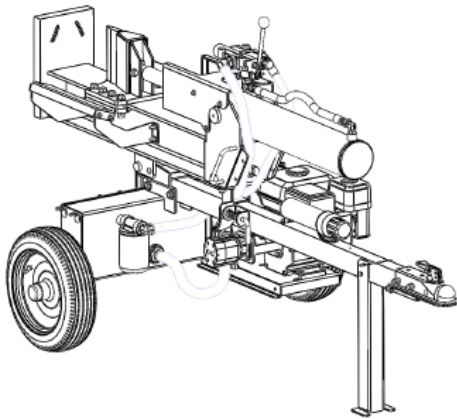


3. Route the high pressure hose (7) emerging from the engine-side of the control valve (5) down to the pump's outlet fitting (8). Wrench tighten three to five turns past hand tight.



LOG SPLITTER PREPARATION

USING THE LOG SPLITTER FOR THE FIRST TIME



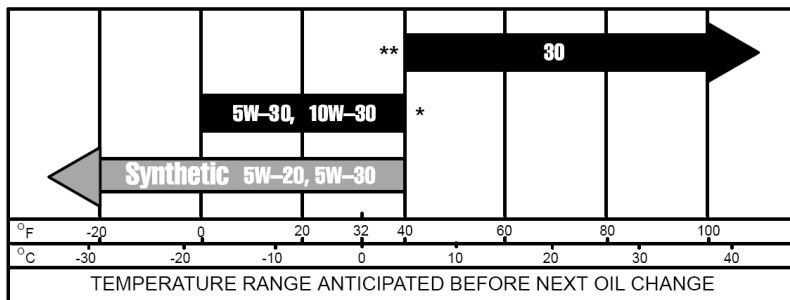
The following section describes steps necessary to prepare the log splitter for use. If after reading this section, you are unsure about how to perform any of the steps please call (800) 232-1195 M-F 8-5 CST for customer service. Failure to perform these steps properly can damage the log splitter or shorten its life.

Step 1 - ADD OIL

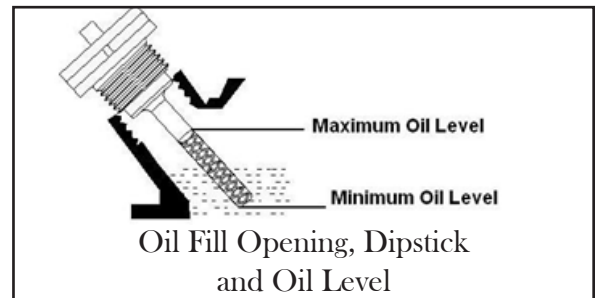
The log splitter is shipped without oil. User must add the proper amount of oil before operating the log splitter for the first time. The oil capacity of the engine crankcase is 20 fluid oz. For general use (above 40° F), we recommend 30W, 4-stroke engine oil.

ENGINE OIL RECOMMENDATIONS

Select good quality detergent oil bearing the American Petroleum Institute (API) service classifications SJ, SL, or SM. (Synthetic oils may be used.) Use the ASE viscosity grade of oil from the following chart that matches the starting temperature anticipated before the next oil changes.



Engine Oil Recommendations



To add oil, follow these steps:

1. Make sure the log splitter is on a level surface.
2. Remove the dipstick from the engine.
3. Add oil slowly to bring level to full.
4. To check the oil level: wipe the dipstick with a clean rag. Insert the dipstick into the oil fill opening without screwing in. Remove the dipstick to check the oil mark.
5. Slowly add more oil and repeat step 4 until the oil mark reaches to the top of the dipstick. Do not overfill the crankcase. The log splitter is equipped with a low oil sensor and will not start if the amount of oil is insufficient.
6. Check for oil leaks. Tighten dipstick.



LOG SPLITTER PREPARATION

Step 2 - ADD GASOLINE



WARNING: The engine may emit highly flammable and explosive gasoline vapors, which can cause severe burns or even death if ignited. A nearby open flame can lead to explosion even if not directly in contact with gasoline.

Use fresh (within 30 days from purchase) lead-free gasoline with a minimum of 87 octane rating. Do not mix oil with gasoline.

To add gasoline, follow these steps:

1. Make sure the log splitter is on a level surface.
2. Unscrew fuel cap and set aside. **NOTE:** The fuel cap may be tight and hard to unscrew.
3. Slowly add unleaded gasoline to the fuel tank. Be careful not to overfill. The capacity of the fuel tank is 1 gallon. **NOTE:** Do not fill the fuel tank to the very top. Gasoline will expand and spill over during use even with the fuel cap in place.
4. Reinstall fuel cap and wipe clean any spilled gasoline with a dry cloth.

IMPORTANT:

- Never use an oil/gasoline mixture.
- Never use old gasoline.
- Avoid getting dirt or water into the fuel tank.
- Gasoline can age in the tank and make starting difficult. Never store fuel in the tank for extended periods of time.

Step 3 - ADD HYDRAULIC FLUID

The log splitter is shipped without hydraulic fluid. Users must add the proper amount of hydraulic fluid before operating the log splitter for the first time. The hydraulic fluid capacity of the log splitter is 6.5 gallons. 5 gallon of hydraulic fluid is the minimum required to operate. After putting in fluid for the first time, run the log splitter a few times. Afterwards, add more fluid if needed.



WARNING: High fluid pressures and temperatures are developed in hydraulic log splitters. Hydraulic fluid escaping through a pin-hole sized opening can burn or puncture skin, resulting in wounds that could cause blood poisoning, infection, disability, gangrene, amputation, or death. Therefore, the following instructions should be heeded at all times when inspecting or servicing the hydraulic components of the log splitter.

NEVER check for leaks with your hand. Leaks can be located by holding a piece of cardboard or wood (at least two feet long) with your hand at one end and passing the other end over the suspected area (wear eye protection). Look for discoloration of the cardboard or wood.

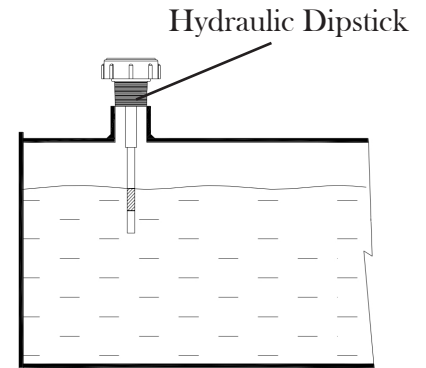
NEVER adjust the pressure of the pump or valve.

If injured by escaping fluid, no matter how small the wound is, see a doctor at once. A typical injection injury may be a small wound that does not look serious. However, severe infection or reaction can result if proper medical treatment is not administered immediately by a doctor who is familiar with injection injuries.

LOG SPLITTER PREPARATION

HOW TO ADD HYDRAULIC FLUID

1. Remove hydraulic dipstick.
2. Fill hydraulic tank with 10 wt AW32, ASLE H-150, or ISO 32 oil. Use a funnel if need.
3. Remove hydraulic dipstick and check the level. Note: Do not screw in dipstick when checking levels.
3. Start engine and use split control lever to extend and retract wedge five times to remove air from the hydraulic system.
4. With wedge retracted, check oil level again.



NOTE: After completing the above preparation, the log splitter is ready to be started.

STARTING THE LOG SPLITTER

Before starting the log splitter, make sure you have read and performed the steps in the “Assembly” and the “Log Splitter Preparation” section of this manual. If you are unsure about how to perform any of the steps in this manual please call (800) 232-1195 M-F 8-5 CST for customer service before attempting to start the log splitter.



DANGER: CARBON MONOXIDE.

Using a log splitter indoors **CAN KILL YOU IN MINUTES.**

Log splitter exhaust contains carbon monoxide (CO). This is a poison gas you cannot see or smell. If you can smell the log splitter exhaust, you are breathing CO. Even if you cannot smell the exhaust, you may be breathing CO.

NEVER use a log splitter inside homes, garages, crawl spaces, or other partly enclosed areas. Deadly levels of carbon monoxide can build up in these areas. Using a fan or opening windows and doors does **NOT** supply enough fresh air.

ONLY use a log splitter outside and far away from windows, doors, and vents. These openings can pull in log splitter exhaust. Even if you use a log splitter correctly, CO may leak into the home. **ALWAYS** use a battery-powered or battery-backup CO alarm in the home.

If you start to feel sick, dizzy, or weak after the log splitter has been running, move to fresh air **RIGHT AWAY**. See a doctor. You may have carbon monoxide poisoning.

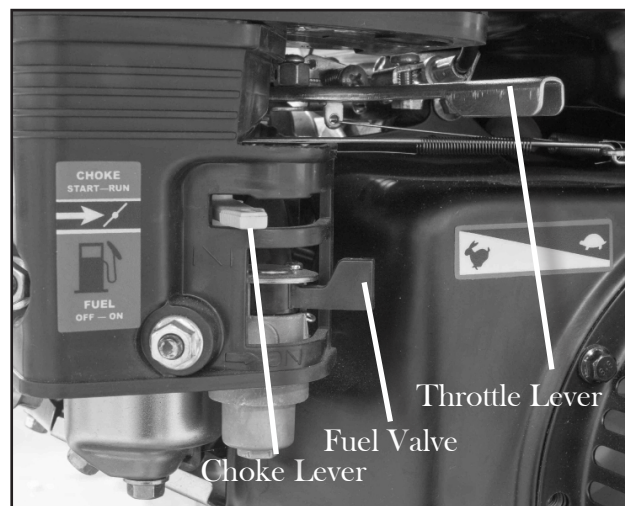
STARTING THE LOG SPLITTER

STARTING THE ENGINE

To start the engine, perform the following steps:

1. Check the oil, fuel and hydraulic fluid levels.
2. Push the Fuel Valve to “ON” position, moving the fuel valve over to the right as shown.
3. Move the Choke Lever to “START” position by sliding it over to the left.
4. Set the engine switch to the “ON” position.
5. Slide the Throttle Lever 1/3 away from the SLOW position (the turtle).
6. Pull on the recoil starter handle slowly until a slight resistance is felt. Then pull quickly to start the engine. Return cord gently into the machine. Never allow the cord to snap back.
7. If engine fails to start, repeat step 9. NOTE: After repeated failed attempts to start the engine, please call (800) 232-1195 M-F 8-5 CST.
8. Once the engine has started, slowly return the choke lever all the way to the “RUN” position by moving the choke lever back to the right.
9. Allow the engine to run for several minutes at no load. This allows the engine to stabilize its speed and temperature.
10. Adjust the throttle as needed.

Allow the engine to run for several minutes before using the log splitter. This allows the log splitter to stabilize its speed and temperature.



STOPPING THE LOG SPLITTER

TO TURN OFF THE LOG SPLITTER



WARNING: Allow the engine to cool for several minutes before touching areas that become hot during use.



CAUTION: Allowing gasoline to sit in the fuel tank for long periods of time can make it difficult to start the engine in the future. Never store the log splitter for extended periods of time with fuel in the fuel tank.

1. Retract the wedge completely to keep the rod protected from corrosion.
2. Turn the engine ON/OFF switch to the OFF position to shut down the engine.
3. Slide the fuel valve to the OFF position (slide to the left).
4. Return the log splitter to horizontal position.

SUBSEQUENT STARTING OF THE LOG SPLITTER



If this is not the first time using the log splitter, the user should take the following steps to prepare it for operation.

IMPORTANT: At this point the user should be familiar with the procedures described in the section titled “Log Splitter Preparation.” If the user has not yet read this section, go back and read it now.

Step 1 - CHECK THE OIL

Oil consumption is normal during log splitter use. The engine is equipped with a low-oil pressure shutoff to protect it from damage. The oil level of the engine should be checked before each use to ensure that the engine crankcase contains sufficient lubricant.

To check or add oil, follow these steps:

1. Place the log splitter on a level surface.
2. Clean around oil fill hole. Remove dipstick and wipe the dipstick with a clean rag. Insert the dipstick into the oil fill opening without screwing it in. Remove the dipstick to check the oil mark. Add oil if the oil mark covers less than one half of the dipstick.
3. Slowly add more oil and repeat step 2 until the oil mark reaches to the top of dipstick. Do not over fill the crankcase.
4. Tighten dipstick firmly before starting the engine.

Step 2 - CHECK THE FUEL LEVEL

Before starting the log splitter, check to see that there is sufficient gasoline in the fuel tank. Add additional gasoline as necessary but leave sufficient room in tank for expansion.

SUBSEQUENT STARTING OF THE LOG SPLITTER



WARNING: This engine may emit highly flammable and explosive gasoline vapors, which can cause severe burns or even death if ignited. A nearby open flame can lead to explosion even if not directly in contact with fuel.

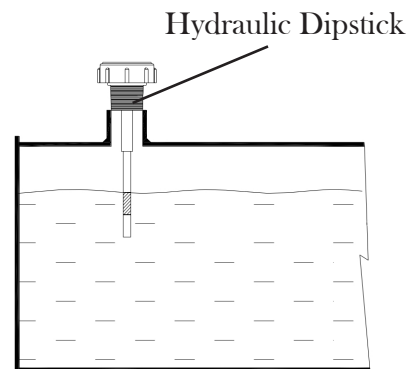
- Do not operate near open flame.
- Do not smoke near log splitter.
- Always operate on a firm, level surface.
- Always turn log splitter off before refueling. Allow engine to cool for at least 2 minutes before removing fuel cap. Loosen cap slowly to relieve pressure in tank.
- Do not overfill fuel tank. Gasoline may expand during operation. Do not fill to the top of the tank. Allow for expansion.
- Always check for spilled fuel before operating. Clean up any spilled fuel before starting.
- Empty fuel tank before storing or transporting the log splitter.
- Before transporting, turn fuel valve to the off position.

IMPORTANT:

- Use only UNLEADED gasoline.
- Do not use old gasoline.
- Never use an oil/gasoline mixture.
- Avoid getting dirt or water into the fuel tank.

Step 3 - CHECK THE HYDRAULIC FLUID LEVEL

1. Remove hydraulic dipstick and check the hydraulic fluid level. Note: Do not screw in dipstick when checking oil level.
2. If needed, add additional hydraulic fluid.



USING THE LOG SPLITTER



WARNING: It is important to select an appropriate work site and properly set up the log splitter in order to minimize the risk of slips and falls, equipment rolling or tipping over, carbon monoxide poisoning, and accidental fires.

SELECT LOCATION

Make sure to find a dry level surface with good footing for operation. Stay clear of areas with mud, ice, tall grass, weeds, brush, or snow. Always use the log splitter outdoors, away from air intakes.

Muffler should be at least seven feet from any combustible objects during operation. Hot exhaust fumes from the engine could cause a fire. Also, hydraulic oil leaking or spraying on the hot engine can result in a fire.



WARNING: The running engine gives off carbon monoxide, a poisonous gas that can kill you. You CANNOT smell it, see it, or taste it. ONLY run the log splitter OUTDOORS and away from air intakes. NEVER run the log splitter inside homes, garages, sheds, or other buildings or semi-enclosed spaces.

These spaces can trap poisonous gases, EVEN if you run a fan or open windows.

If you start to feel sick, dizzy, or weak while using the log splitter, shut off the engine and get to fresh air RIGHT AWAY. See a doctor. You may have carbon monoxide poisoning.

FIRE PRECAUTIONS

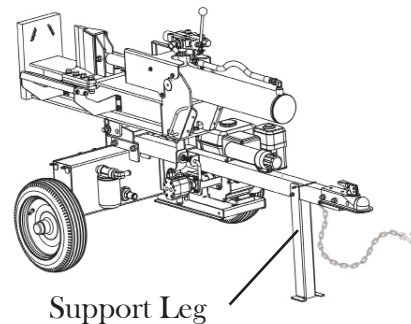
Make sure you comply with applicable local, state and federal codes.

Keep a fire extinguisher available (classified for both ordinary combustibles & flammable liquids) as a precautionary measure when operating the log splitter in dry areas.

LOCK DOWN SUPPORT LEG & BLOCK WHEELS

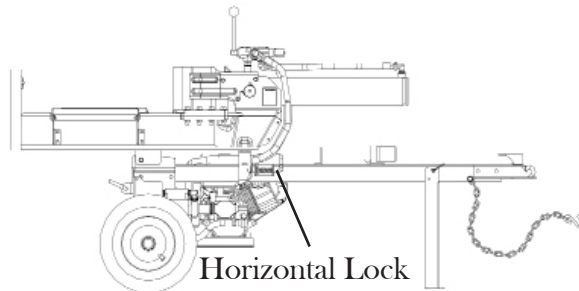
Lock the support leg in the DOWN position.

Block the wheels to prevent unintended movement of the log splitter.



SET TO HORIZONTAL POSITION

Make sure the beam is locked securely in the horizontal position by checking the horizontal lock.



USING THE LOG SPLITTER

SET TO VERTICAL LOCK

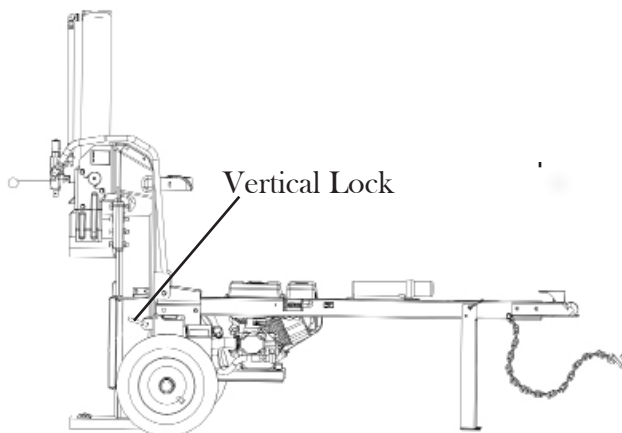
Pull out horizontal lock latch rod, grasp and lift beam until it rotates into vertical position.



WARNING: Crush hazard. The beam is heavy - do not let it just drop. It could crush fingers or cause damage to the splitter.

Lock in vertical position using latch rod through the vertical lock.

To return to horizontal position, unlock vertical latch rod, grasp and lower beam carefully in a controlled manner until it rests on the tow bar then lock beam in the horizontal position with latch rod.



LOAD LOG

Load log onto beam with a cut end against the end plate - positioned for a lengthwise cut.

CAUTION: The log splitter is designed only for cutting lengthwise with the grain—NOT for cutting across the grain. This log splitter is designed for cutting logs only up to a maximum of 14" in diameter and 25" long. Larger diameter logs could get stuck on the wedge and longer logs will not fit on the beam.

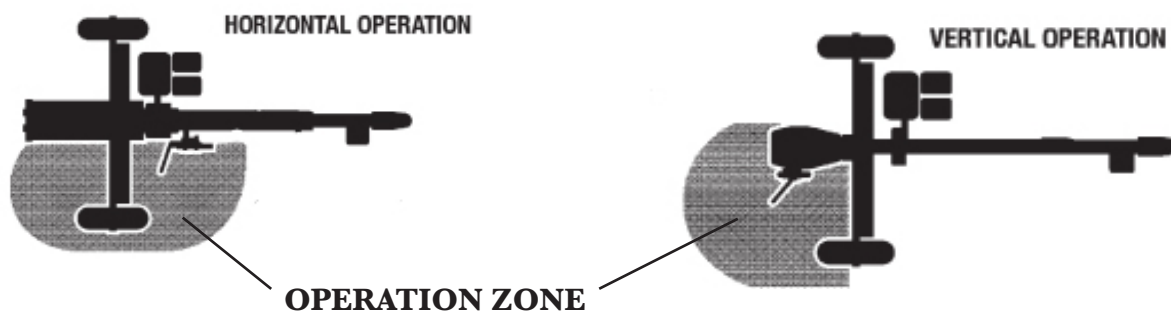


WARNING: Always keep hands and feet away from the end plate, wedge, and partially split logs while loading, operating and unloading the log splitter.

For vertical position loading: place the log on the end plate and turn it until it leans stably against the beam. If the log is too big or oddly shaped, stabilize the log with wooden shims between the log and end plate or ground. **DO NOT** use your leg or knee to stabilize the log. **NEVER** stabilize the log by placing your hand on top of the log.

OPERATOR POSITION

ALWAYS operate the log splitter from the operation zone as shown below. Other positions are unsafe because they can increase the risk of injury from crushing, cutting, flying objects, or burns. Keep bystanders away.



USING THE LOG SPLITTER

EXTENDING AND RETURNING THE WEDGE

CAUTION: Remove both hands from log before activating Split Control Lever. Use only your hand to operate the Split Control Lever. Never use any other body part, or a rope, cable, or other remote device to actuate the control.

Many accidents occur when there is more than one person involved in loading and operating the log splitter. Only one person should operate the controls. If a second person is assisting in loading logs, the operator must NEVER actuate the Split Control Lever until the assistant and all bystanders are at least 10 feet away. NEVER allow an assistant to hold the log in place while the operator actuates the Split Control Lever.

Move the Split Control Lever towards the end plate to extend the wedge and split the log. Release Split Control Lever to stop wedge movement and return the wedge once the log has been split. Once the Split Control Lever has been returned to its return position, the wedge is designed to continue returning by itself completely until it retracts all the way back and stops automatically.

MAINTENANCE & CARE

Proper routine maintenance of the log splitter will help prolong the life of the machine. Please perform maintenance checks and operations according to the schedule outlined in the chart below.

If there are any questions about the maintenance procedures listed in this manual, please call (800) 232-1195 M-F 8-5CT.

CAUTION: Never perform maintenance operations while the engine is running.

Recommended Maintenance Schedule		Each 8 hours or daily	First 8 hours	Every 25 hours	Every 3 months or 50 hours	Every 6 months or 100 hours	Every year	As Necessary
Engine oil	Check level	x						
	Replace		x	x*	x*			x
Air cleaner cartridge	Check			x		x		
	Clean					x		
Spark plug	Check/clean					x		
	Change						x	x
Hydraulic Fluid	Check lever	x						
	Replace					x		
Fuel tank	Check level	x						
	Clean						x	

Recommended maintenance schedule

* Clean/change more often under dusty conditions or when operating under heavy load.

MAINTENANCE & CARE

CLEANING THE LOG SPLITTER

Never clean the log splitter when it is running! Never clean with a bucket of water or a hose.

If the log splitter becomes dirty, clean the exterior with a damp cloth, a soft brush, a vacuum or pressurized air.

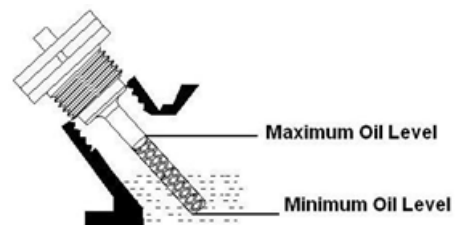
CHECKING THE OIL

Check the oil level of the engine according to the Recommended Maintenance Schedule (page 22). The engine is equipped with an automatic shutoff to protect it from running on low oil. The engine should be checked before each use for proper oil level. This is a critical step for proper engine starting. To check the oil level:

1. Make sure the log splitter is on a level surface.
2. Remove dipstick and wipe the dipstick with a clean rag. Insert the dipstick into the oil fill opening without screwing it in. Remove the dipstick to check the oil mark. Add oil if the oil mark covers less than one half of the dipstick.
3. Slowly add more oil and repeat step 2 until the oil mark reaches the top of the dipstick. Do not overfill the crankcase.
4. Reinstall oil dipstick.



Oil Dipstick



Oil Fill Opening, Dipstick and Oil Level

CHANGING/ADDING OIL

Change the oil according to the Recommended Maintenance Schedule. Change the oil when the engine is warm. This will allow for complete drainage. Change oil more often if operating under heavy load or high ambient temperatures. It is also necessary to drain the oil from the crankcase if it has become contaminated with water or dirt. The oil capacity of the engine is 20 fl.oz. Add oil when the oil level is low. For proper type and weight of oil refer to “Step 1 - Add Oil” portion of the “Log Splitter Preparation” section.

Drain the oil from the engine according to the following steps.

1. Place the log splitter on a level surface.
2. Unscrew the drain bolt from the engine and set aside.
3. After draining, install the drain bolt and tighten it securely.
4. Fill the crankcase with fresh oil and reinstall the dipstick. Clean any oil spillage.



Drain Bolt

MAINTENANCE & CARE

To refill the crankcase with oil, follow these steps:

1. Make sure the log splitter is on a level surface.
2. Remove the dipstick from the engine.
3. Using a funnel or appropriate dispenser, add the correct amount of oil into the crankcase. The engine is equipped with a low-oil pressure sensor and will not start if the amount of oil is insufficient.
4. Reinstall dipstick.

NOTE: Never dispose of used motor oil in the trash or down a drain. Please call a local recycling center or auto garage to arrange oil disposal.

AIR CLEANER MAINTENANCE

Routine maintenance of the air cleaner helps maintain proper airflow to the carburetor. Occasionally check that the air cleaner is free of excessive dirt. Refer to Recommended Maintenance Schedule.

1. Remove the wing nut and the air cleaner cover. Remove the element and separate them. Carefully check element for holes or tears and replace if damaged.
2. Clean element with household detergents and warm water. Rinse thoroughly. Allow the element to dry completely.
3. Soak element in clean engine oil and squeeze out the excess oil. Engine will smoke if too much oil is left on foam.
4. Reinstall the filter element and air cleaner housing.

CAUTION: running the engine with dirty, damaged or missing air cleaner element will cause the engine to wear out prematurely.

CHECK TIRES

Make sure tires are fully inflated and in good repair.



Warning: Do not over-inflate tires. Serious injury can occur if tires explode.

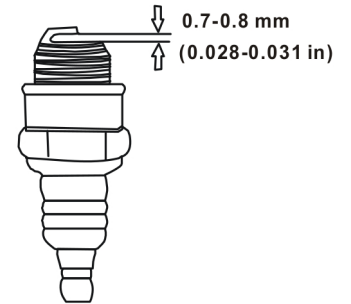
After any repair to the tire, do not exceed 30 PSI when filling with air. Pressures higher than 30 PSI can cause the tire and wheel to rupture and explode.

MAINTENANCE & CARE

SPARK PLUG MAINTENANCE

The spark plug is important for proper engine operation. A good spark plug should be intact, free of deposits, and properly gapped. Refer to Recommended Maintenance Schedule. To inspect the spark plug:

1. Remove spark plug boot. Be careful not to tear insulation or wire.
2. Unscrew the spark plug from the engine using the spark plug wrench provided. There is limited space for the wrench to turn. Use both rows of holes in the spark plug wrench to gain leverage to loosen the plug.
3. Visually inspect the spark plug for cracks or excessive electrode wear. Replace as necessary.
4. Measure the plug gap with a wire gauge. The gap should be 0.6-0.7 mm (0.024-0.028 in).
5. If re-using the spark plug, use a wire brush to clean any dirt from around the spark plug base then re-gap the spark plug.
6. Screw the spark plug back into the spark plug hole using the spark plug wrench. Do not over-tighten spark plug. Recommended tightening of spark plug is $\frac{1}{2}$ to $\frac{3}{4}$ of a turn after spark plug gasket contacts spark plug hole. Reinstall the spark plug boot.



HYDRAULIC SYSTEM MAINTENANCE

1. Visually inspect all hoses, tubing, clamps/fittings, pump, and cylinders for cracks, fraying, kinks, or other damage.
2. Check all components for oily residue, as this may indicate a leak.

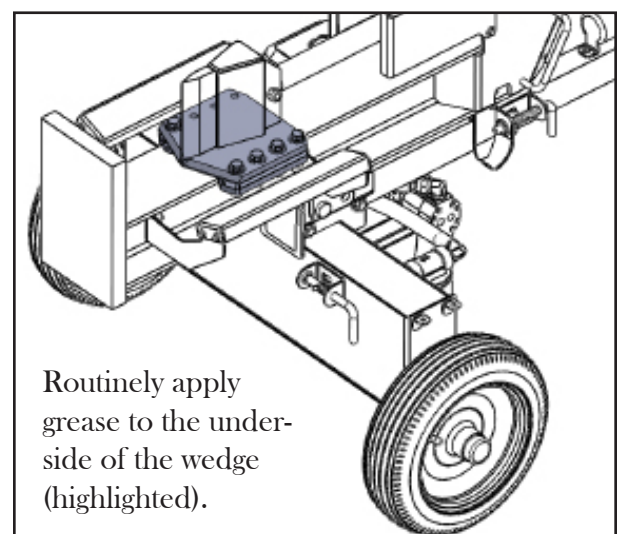
CAUTION: Do NOT operate the log splitter if there is any indication of damage or oily residue. Small leaks in hydraulic lines can cause severe injuries and can also be an indication of catastrophic failure in the near future. The life of hydraulic hoses may be from a few months to a few years, depending on use and storage patterns.



Warning: High fluid pressures and temperatures are developed in hydraulic log splitters. Hydraulic fluid escaping through a pin-hole sized opening can burn or puncture skin, resulting in wounds that could cause blood poisoning, infection, disability, gangrene, amputation, or death.

APPLY GREASE

Routinely apply grease to the beam. This will help prevent wear between the wedge and beam.



STORAGE & TRANSPORT

Return to horizontal. If in the vertical position, turn off engine and return log splitter to the horizontal position for greater stability during transportation. Avoid contact with the muffler and the surrounding area, as these parts may be hot.

Remove engine debris. Debris on a hot engine can be a fire hazard. With the engine off, clear debris and chaff from engine cylinder head, cylinder head fins, blower housing rotating screen, and muffler areas. Avoid contact with hot muffler.

Let engine cool before storing. Let the engine cool for at least five minutes before storing. A hot engine can be a fire hazard.

Storage location. Store the log splitter in a location away from sources of heat, open flames, sparks or pilot lights - such as water heaters, space heaters, furnaces, clothes dryers, or other gas appliances. Even if the log splitter's gas tank is empty, residual gasoline vapors could ignite.

Gasoline storage. Store extra gasoline in a cool, dry place in a UL listed, tightly-sealed container. Gasoline vapors can ignite if they collect inside an enclosure.

SPECIFICATIONS

Engine

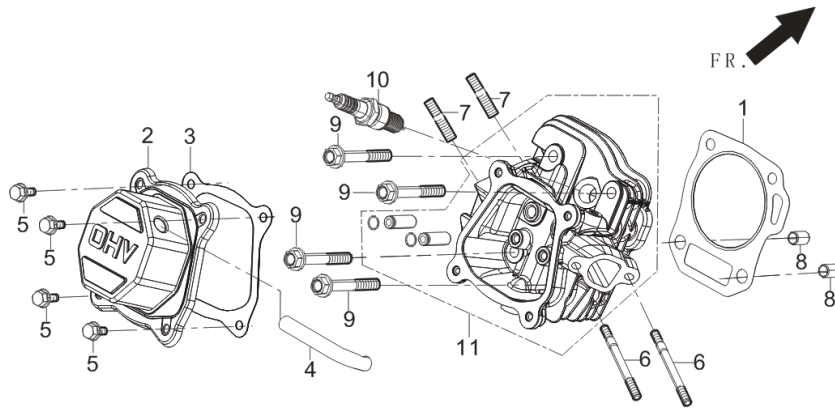
Engine type	4 stroke, OHV, single cylinder with forced air cooling system
Spark plug gap	0.6 - 0.7 mm (0.024 - 0.028 in)
Spark plug torque	1/2 - 3/4 turn after gasket contacts base or 15 ft.lb
Displacement	212 cc
Fuel tank capacity	1 gallon 87 octane minimum
Oil capacity	0.37 quarts (0.35 liters)
Lubrication system	Splash lubrication
Run time on 50% load	4 hours
Noise rating	63 dB at 22 feet
Spark plug	A5RTC

Log Splitter

Model	56230
Ram Force	30 Ton
Continuous Force	28 Ton
Max. Log Length	25"
Max. Log Width	14" Diameter.
Pressure	3500 PSI
Cylinder	4.5" Dia. x 24" Stroke
Hydraulic Fluid Capacity	7 Gallons
Hydraulic Fluid Type	10wt AW32, ASLE H-150, or ISO32
Pump	12 GPM, 2 Stage
Valve	Auto Return with Adjustable Detent
Cycle Time	14 Seconds
Wedge	7" High, Heat-Treated Steel
Coupler	2" Ball
Max. Towing Speed	45 MPH
Wheel	16"
Weight (No Oil)	442 lbs

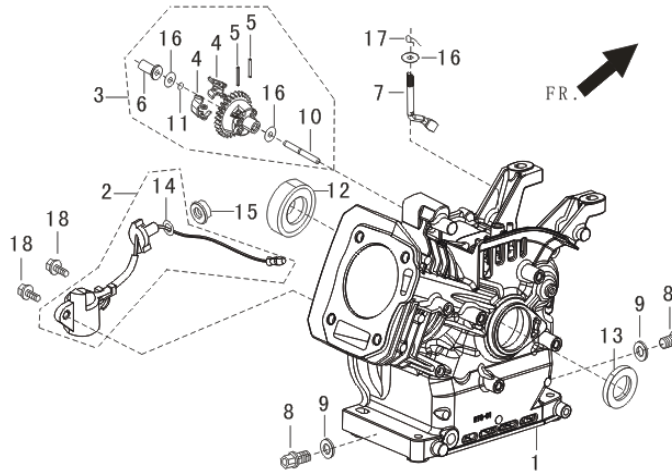
ENGINE EXPLODED VIEW AND PARTS LIST

FIG.1 CYLINDER HEAD ASSEMBLY



ITEM	STOCK #	DESCRIPTION	QTY
Fig01-1	56212-0101	GASKET, CYLINDER HEAD	1
Fig01-2	56212-0102	COVER, CYLINDER HEAD	1
Fig01-3	56212-0103	GASKET, CYLINDER HEAD COVER	1
Fig01-4	56212-0104	TUBE, BREATHER	1
Fig01-5	56212-0105	BOLT	4
Fig01-6	56212-0106	STUD	2
Fig01-7	56212-0107	STUD	2
Fig01-8	56212-0108	PIN	2
Fig01-9	56212-0109	BOLT, CYLINDER HEAD	4
Fig01-10	56212-0110	PLUG, SPARK	1
Fig01-11	56212-0111	HEAD ASSEMBLY, CYLINDER	1

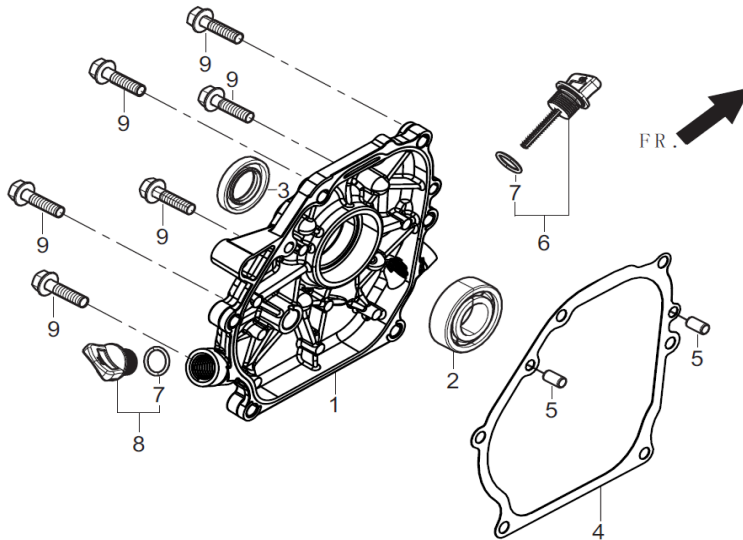
FIG.2 CRANKCASE ASSEMBLY



ITEM	STOCK #	DESCRIPTION	QTY
Fig02-1	56212-0201	CRANKCASE ASSEMBLY	1
Fig02-2	56212-0202	SENSOR, ENGINE OIL	1
Fig02-3	56212-0203	GEAR ASSEMBLY, GOVERNOR	1
Fig02-7	56212-0207	ARM, GOVERNOR	1
Fig02-8	56212-0208	BOLT, DRAIN PLUG	2
Fig02-9	56212-0209	WASHER	2
Fig02-12	56212-0212	BEARING	1
Fig02-13	56212-0213	SEAL, OIL	1
Fig02-15	56212-0215	NUT	1
Fig02-16	56212-0216	WASHER	1
Fig02-17	56212-0217	PIN	1
Fig02-18	56212-0218	BOLT	2

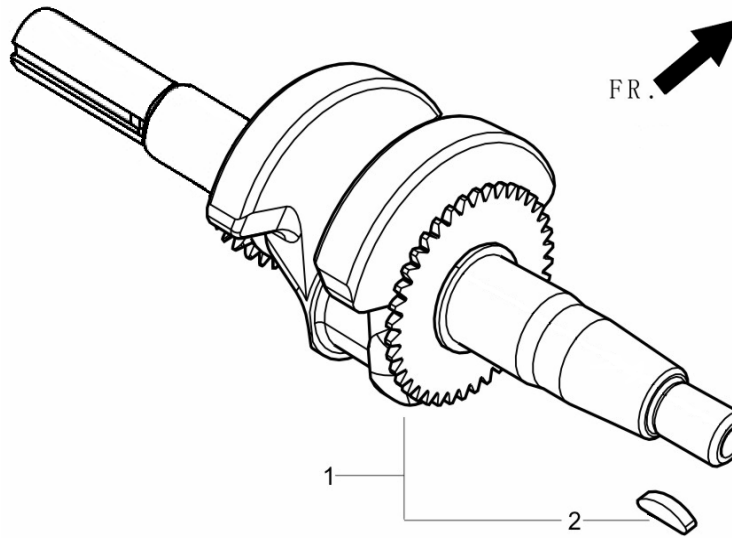
ENGINE EXPLODED VIEW AND PARTS LIST

FIG.3 CRANKCASE COVER



ITEM	STOCK #	DESCRIPTION	QTY
Fig03-1	56212-0301	COVER, CRANKCASE	1
Fig03-2	56212-0302	BEARING	1
Fig03-3	56212-0303	SEAL, OIL	1
Fig03-4	56212-0304	GASKET, CRANKCASE	1
Fig03-5	56212-0305	PIN	2
Fig03-6	56212-0306	DIPSTICK ASSEMBLY, OIL	1
Fig03-8	56212-0308	PLUG ASSEMBLY, ENGINE OIL	1
Fig03-9	56212-0309	BOLT	6

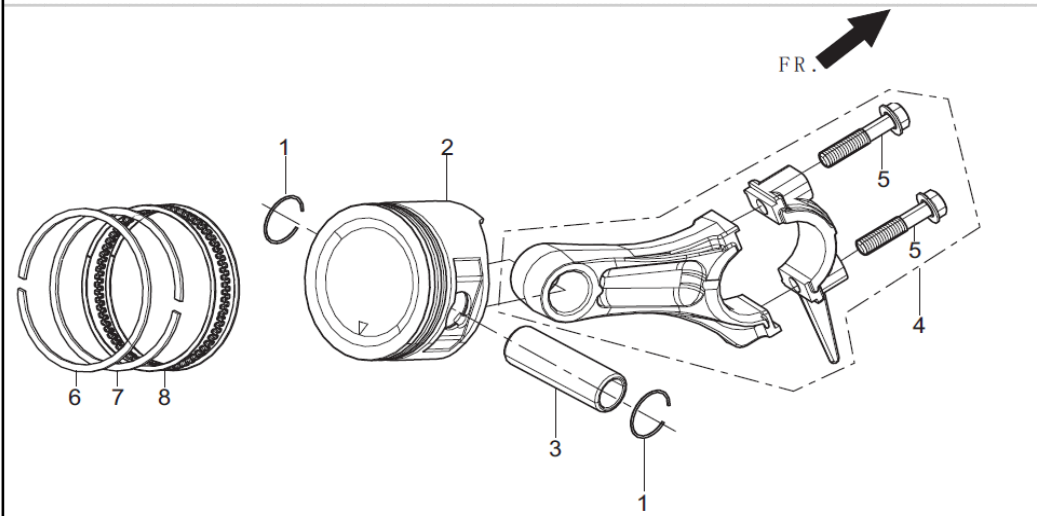
FIG.4 CRANKSHAFT



ITEM	STOCK #	DESCRIPTION	QTY
Fig04-1	56212-0401	CRANKSHAFT ASSEMBLY	1

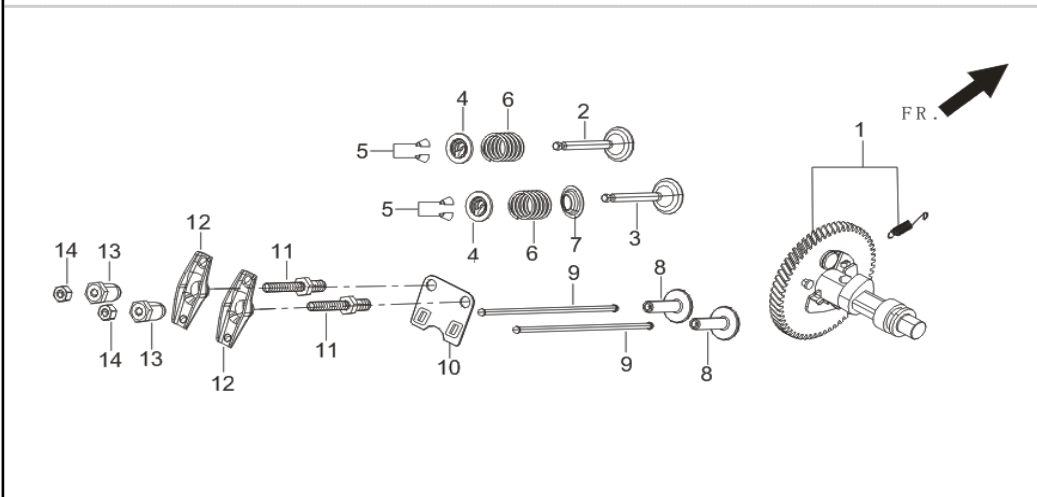
ENGINE EXPLODED VIEW AND PARTS LIST

FIG.5 PISTON & CONNECTING ROD



ITEM	STOCK #	DESCRIPTION	QTY
Fig05-1	56212-0501	CLIP, PISTON PIN	2
Fig05-2	56212-0502	PISTON	1
Fig05-3	56212-0503	PIN, PISTON	1
Fig05-4	56212-0504	ROD, CONNECTING	1
Fig05-6	56212-0506	RING, THE FIRST	1
Fig05-7	56212-0507	RING, THE SECON	1
Fig05-8	56212-0508	RING SET, OIL	1

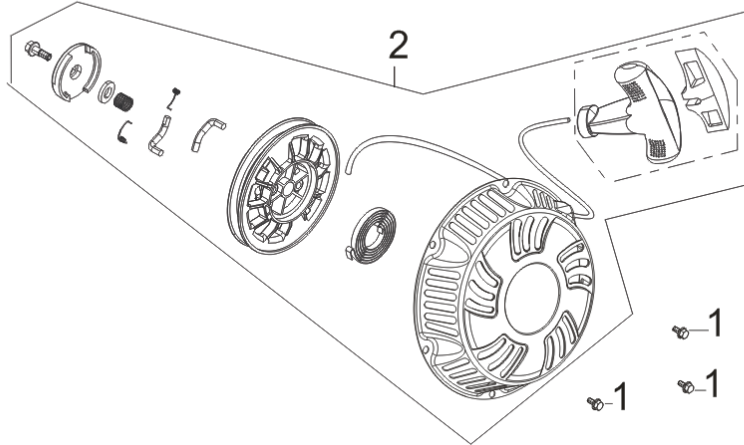
FIG.6 VALVE ASSEMBLY



ITEM	STOCK #	DESCRIPTION	QTY
Fig06-1	56212-0601	CAMSHAFT ASSEMBLY	1
Fig06-2	56212-0602	VALVE, EXHAUST	1
Fig06-3	56212-0603	VALVE, INTAKE	1
Fig06-4	56212-0604	SEAT, VALVE SPRING	2
Fig06-5	56212-0605	VALVE LOCK	4
Fig06-6	56212-0606	SPRING, VALVE	2
Fig06-7	56212-0607	GUIDE, SEAL	1
Fig06-8	56212-0608	TAPPET, VALVE	2
Fig06-9	56212-0609	LIFTER, VALVE	2
Fig06-10	56212-0610	PLATE ASSEMBLY, LIFTER STOPPER	1
Fig06-11	56212-0611	BOLT, VALVE ADJUSTING	2
Fig06-12	56212-0612	ROCKER, VALVE	2
Fig06-13	56212-0613	NUT, VALVE ADJUSTING	2
Fig06-14	56212-0614	NUT, VALVE LOCK	2

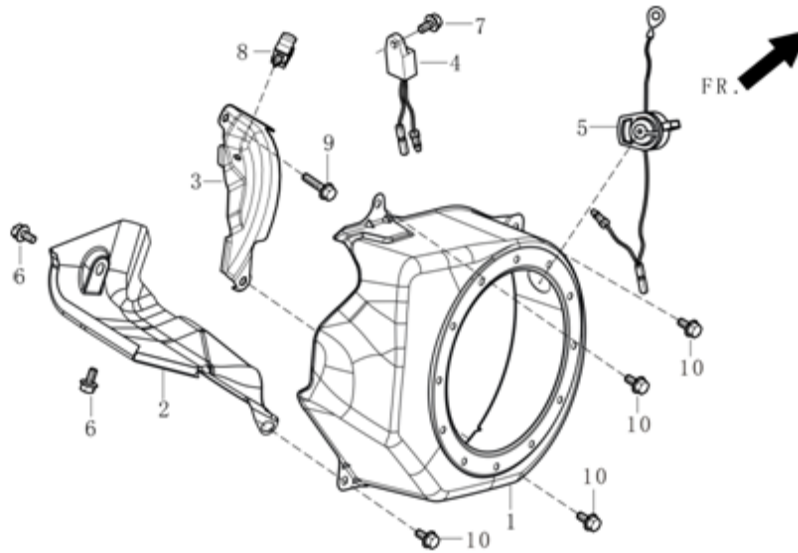
ENGINE EXPLODED VIEW AND PARTS LIST

FIG.7 RECOIL STARTER



ITEM	STOCK #	DESCRIPTION	QTY
Fig07-1	56212-0701	BOLT	3
Fig07-2	56212-0702	STARTER ASSEMBLY, RECOIL	1

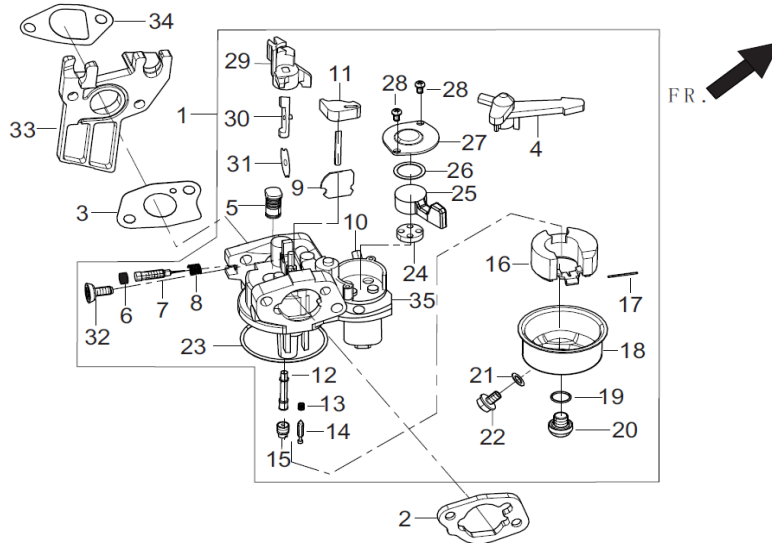
FIG.8 SHROUD



ITEM	STOCK #	DESCRIPTION	QTY
Fig08-1	56212-0801	SHROUD	1
Fig08-2	56212-0802	SHROUD, CYLINDER BODY	1
Fig08-3	56212-0803	SHIELD, LOWER	1
Fig08-4	56212-0804	PROTECTOR, OIL	1
Fig08-5	56212-0805	ENGINE SWITCH	1
Fig08-6	56212-0806	BOLT	2
Fig08-7	56212-0807	BOLT	1
Fig08-8	56212-0808	COLLAR	1
Fig08-9	56212-0809	BOLT	1
Fig08-10	56212-0810	BOLT	4

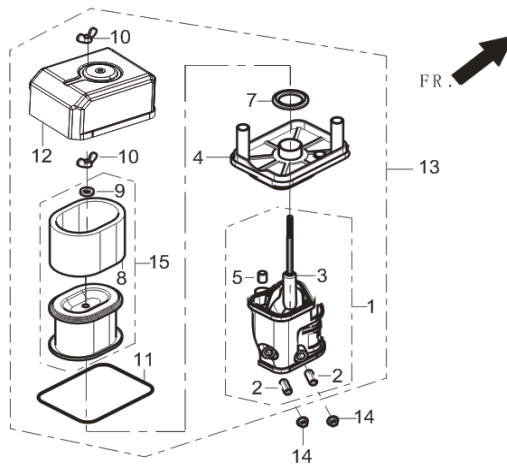
ENGINE EXPLODED VIEW AND PARTS LIST

FIG.9 CARBURETOR



ITEM	STOCK #	DESCRIPTION	QTY
Fig09-1	56212-0901	CARBURETOR ASSEMBLY	1
Fig09-2	56212-0902	GASKET, AIR CLEANER	1
Fig09-3	56212-0903	GASKET, CARBURETOR	1
Fig09-33	56212-0933	PLATE, CARBURETOR INSULATOR	1
Fig09-34	56212-0934	GASKET, CARBURETOR INSULATOR	1

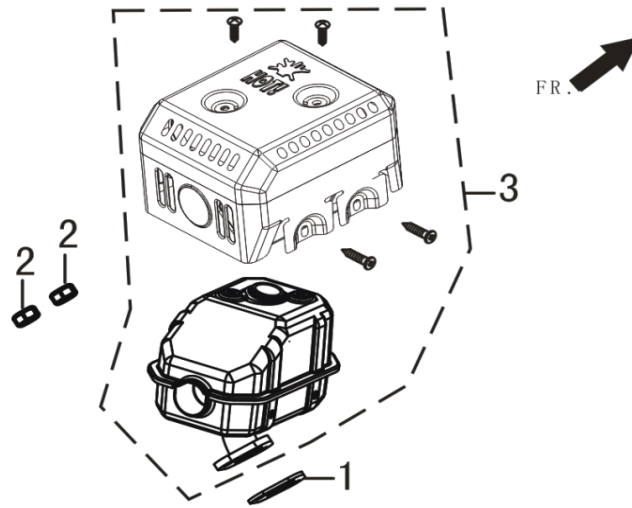
FIG.10 AIR CLEANER



ITEM	STOCK #	DESCRIPTION	QTY
Fig10-13	56212-1013	CLEANER, AIR	1
Fig10-14	56212-1014	NUT	2

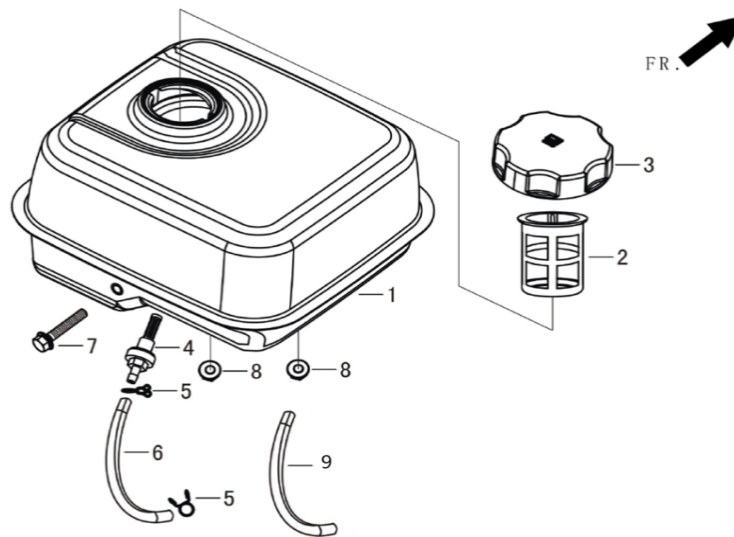
ENGINE EXPLODED VIEW AND PARTS LIST

FIG.11 MUFFLER ASSY



ITEM	STOCK #	DESCRIPTION	QTY
Fig11-1	56212-1101	GASKET, EXHAUST OUTLET	1
Fig11-2	56212-1102	NUT	2
Fig11-3	56212-1103	MUFFLER ASSEMBLY	1

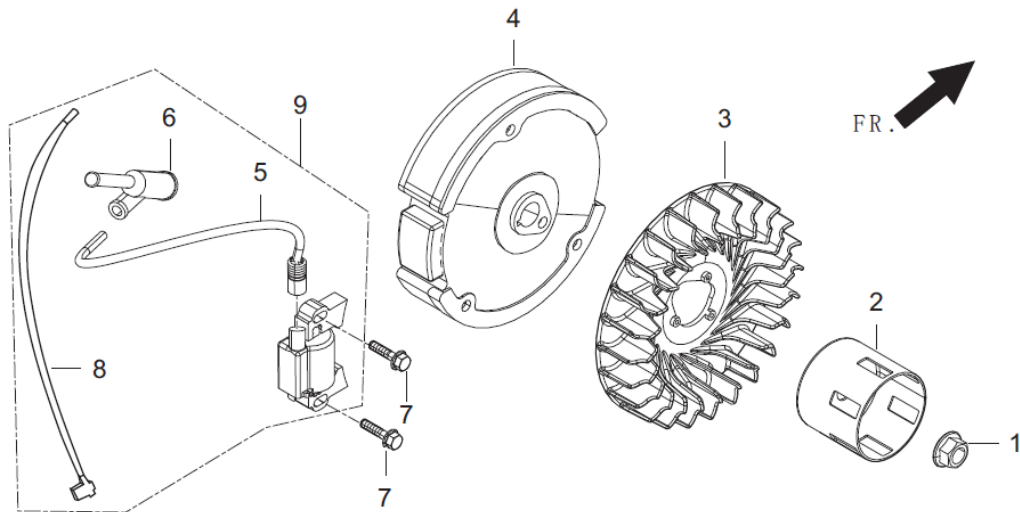
FIG.12 FUEL TANK



ITEM	STOCK #	DESCRIPTION	QTY
Fig12-1	56212-1201	TANK, FUEL	1
Fig12-2	56212-1202	STRAINER, FUEL	1
Fig12-3	56212-1203	COVER, FUEL TANK	1
Fig12-4	56212-1204	OUTLET ASSEMBLY, FUEL TANK OIL	1
Fig12-5	56212-1205	COLLAR	2
Fig12-6	56212-1206	TUBE, FUEL	1
Fig12-7	56212-1207	BOLT	1
Fig12-8	56212-1208	NUT	2
Fig12-9	56212-1209	JACKET, RUBBER	1

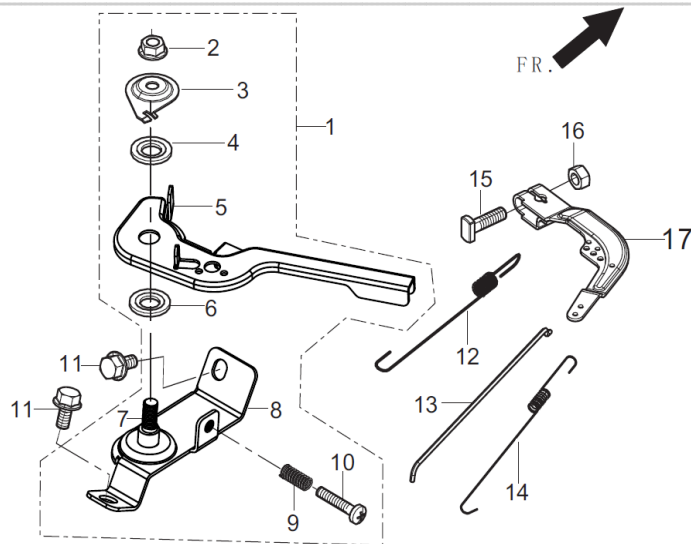
ENGINE EXPLODED VIEW AND PARTS LIST

FIG.13 FLYWHEEL & IGNITION COIL



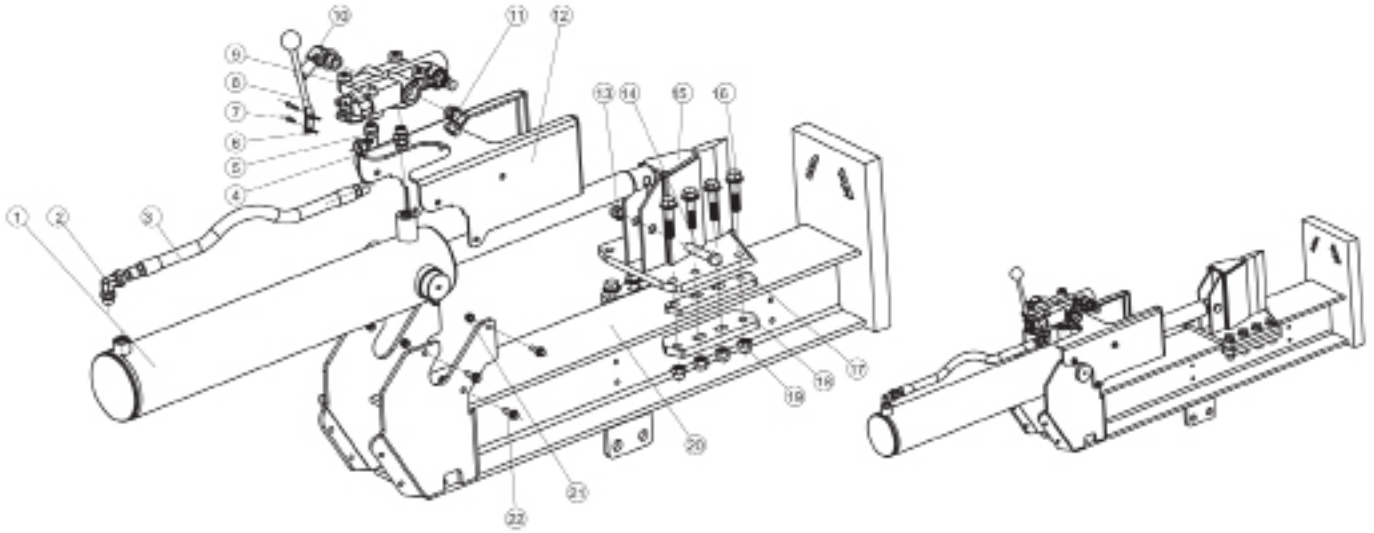
ITEM	STOCK #	DESCRIPTION	QTY
Fig13-1	56212-1301	NUT, FLYWHEEL	1
Fig13-2	56212-1302	PULLEY, STARTER	1
Fig13-3	56212-1303	IMPELLER	1
Fig13-4	56212-1304	FLYWHEEL ASSEMBLY	1
Fig13-7	56212-1307	BOLT	2
Fig13-9	56212-1309	COIL, IGNITION	1

FIG.14 THROTTLE CONTROL



ITEM	STOCK #	DESCRIPTION	QTY
Fig14-1	56212-1401	CONTROL ASSEMBLY, THROTTLE	1
Fig14-11	56212-1411	BOLT	2
Fig14-12	56212-1412	SPRING, GOVERNOR	1
Fig14-13	56212-1413	ROD, GOVERNOR	1
Fig14-14	56212-1414	SPRING, THROTTLE VALVE RETURNING	1
Fig14-15	56212-1415	BOLT, GOVERNOR SUPPORT	1
Fig14-16	56212-1416	NUT	1
Fig14-17	56212-1417	SUPPORT ASSEMBLY, GOVERNOR	1

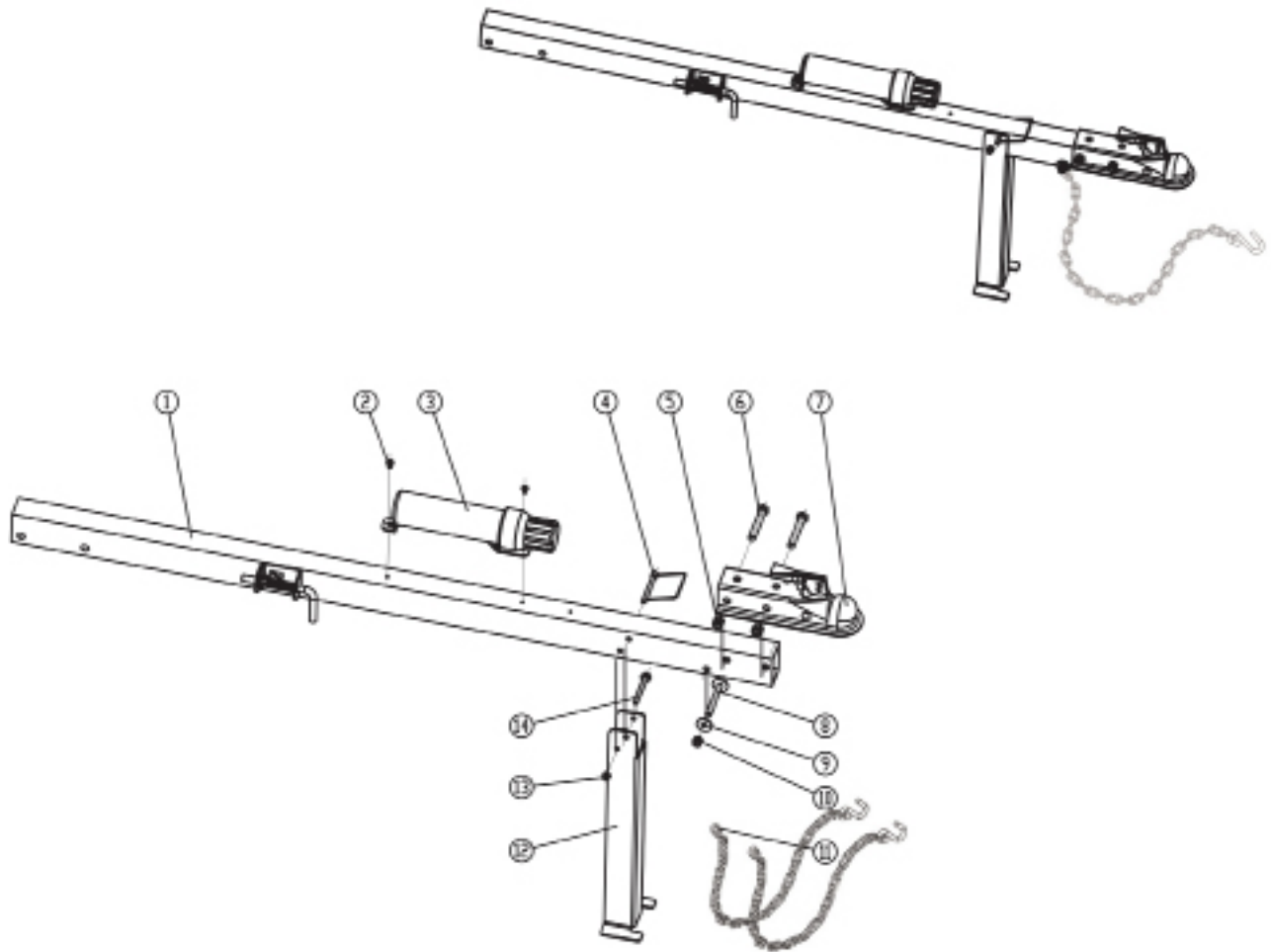
LOG SPLITTER EXPLODED VIEW AND PARTS LIST



BEAM ASSEMBLY

ITEM	STOCK#	DESCRIPTION	QTY
1	56227-0101	CYLINDER ASSEMBLY	1
2	56222-0102	HIGH PRESSURE FITTING FOR CYLINDER	1
3	56222-0103	HIGH PRESSURE HOSE FOR CYLINDER	1
4	56222-0104	VALVE MOUNT FITTING	1
5	56222-0105	HIGH PRESSURE FITTING FO CYLINDER	1
6	56222-0106	VALVE HANDLE COTTER PIN	2
7	56222-0107	VALVE HANDLE PINES	2
8	56222-0108	VALVE HANDLE	1
9	56222-0109	CONTROL VALVE	1
10	56222-0110	RETURN FITTING FOR VALVE	1
11	56222-0111	OIL-IN HIGH PRESSURE FITTING FOR VALVE	1
12	56222-0112	LOG STRIPPER COVER	1
13	56222-0113	NUT M14	1
14	56222-0114	BOLT M14X70	1
15	56222-0115	WEDGE	1
16	56222-0116	BOLT M14X60	8
17	56222-0117	SPACER FOR WEDGE	2
18	56222-0118	BASE PLATE FOR WEDGE	2
19	56222-0119	NUT M14	8
20	56222-0120	BEAM WELDMENT	1
21	56222-0121	NUT M8	6
22	56222-0122	BOLT M8X25	6

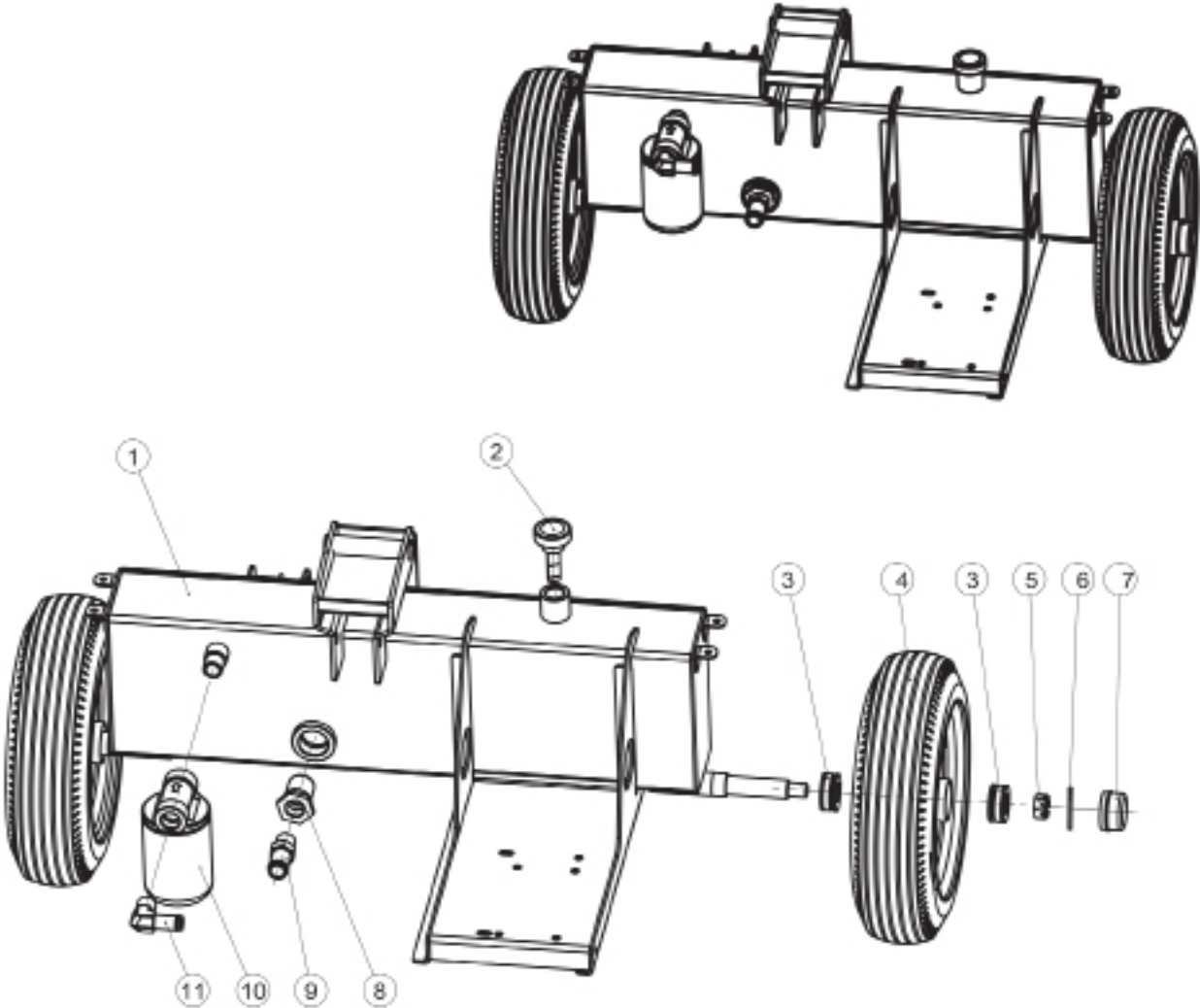
LOG SPLITTER EXPLODED VIEW AND PARTS LIST



TOW BAR ASSEMBLY

ITEM	STOCK #	DESCRIPTION	QTY
1	56222-0201	TONGUE	1
2	56222-0202	BOLT M6X15	2
3	56222-0203	MANUAL TUBE	1
4	56222-0204	PIN CATCH	1
5	56222-0205	NUT M12	2
6	56222-0206	BOLT M12X80	2
7	56222-0207	BALL COUPLER ASSEMBLY	1
8	56222-0208	BOLT M10X90	1
9	56222-0209	WASHER M10	2
10	56222-0210	NUT NYLOCK M10	1
11	56222-0211	SAFETY CHAIN	2
12	56222-0212	SUPPORT LEG	1
13	56222-0213	NUT NYLOCK M8	1
14	56222-0214	BOLT M8X75	1

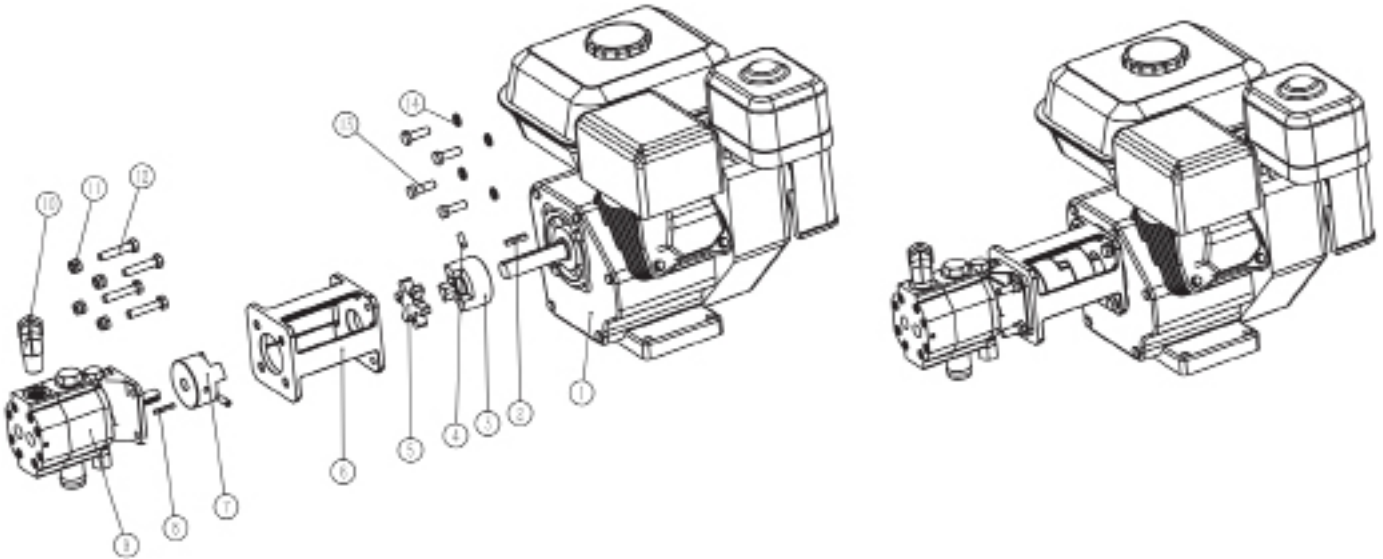
LOG SPLITTER EXPLODED VIEW AND PARTS LIST



HYDRAULIC TANK & TIRE ASSEMBLY

ITEM	STOCK #	DESCRIPTION	QTY
1	56222-0301	TANK	1
2	56222-0302	VENT CAP ASSEMBLY	1
3	56222-0303	FLAT WASHER	2
4	56222-0304	TIRE ASSEMBLY 4.8X 8	2
5	56222-0305	NUT	2
6	56222-0306	COTTER PIN	2
7	56222-0307	HUB CAP	2
8	56222-0308	SUCTION STRAINER	1
9	56222-0309	SUCTION FITTING	1
10	56222-0310	RETURN LINE FITTER ASSEMBLY	1
11	56222-0311	RETURN LINE ELBOW FITTING	1

LOG SPLITTER EXPLODED VIEW AND PARTS LIST



ENGINE & PUMP ASSEMBLY

ITEM	STOCK#	DESCRIPTION	QTY
1	56222-0401	ENGINE	1
2	56222-0402	BAR, KEY STOCK FOR ENGINE	1
3	56222-0403	JAW COUPLER 3/4-INCH BORE	1
4	56222-0404	SET SCREW M6X12	2
5	56222-0405	JAW SPIDER COUPLER	1
6	56222-0406	PUMP MOUNT	1
7	56222-0407	JAW COUPLER, 1/2-INCH BORE	1
8	56222-0408	BAR, KEY STOCK FOR PUMP	1
9	56227-0409	PUMP 2 STAGE 12 GPM	1
10	56222-0410	HIGH PRESSURE FITTING FOR PUMP	1
11	56222-0411	NUT M8	4
12	56222-0412	BOLT M8 X 30	4
13	56222-0413	BOLT	4
14	56222-0414	WASHER M8	4

WARRANTY STATEMENT

Remember to save the receipt and to accurately fill out and mail the product registration card. Proof of purchase is required for all warranty work.

WEN® Log Splitters are under warranty to be free from defects in materials and workmanship for a period of two (2) years from date of original purchase. Log Splitters used for Commercial or Rental use have a warranty period of 90 days from date of original purchase. Keep purchase receipt and mail in the product registration card for proof of purchase.

WEN® will repair or replace, at its discretion, any part that is proven to be defective in materials or workmanship under normal use during the two (2) years warranty period. Warranty repairs or replacements will be made without charge for parts or labor. Parts replaced during warranty repairs will be considered as part of the original product and will have the same warranty period as the original product.

To exercise the warranty, **DO NOT RETURN TO RETAILER**. Instead, call the toll free Customer Service number at (800) 232-1195 and you will be instructed on where to take the log splitter for warranty service. Take the log splitter and proof of purchase (the receipt) to the repair facility recommended by the Customer Service Representative. To make a claim under this Limited Warranty, you must make sure to keep a copy of your proof of purchase that clearly defines the Date of Purchase (month and year) and the Place of Purchase. Place of purchase must be a direct vendor of Great Lakes Technologies, LLC. Third party vendors such as garage sales, pawn shops, resale shops, or any other secondhand merchant void the warranty included with this product. Contact techsupport@wenproducts.com or 1-800-232-1195 to make arrangements for repairs and transportation.

When returning a product for warranty service, the shipping charges must be prepaid by the purchaser. The product must be shipped in its original container (or an equivalent), properly packed to withstand the hazards of shipment. The product must be fully insured with a copy of the warranty card and/or the proof of purchase enclosed. There must also be a description of the problem in order to help our repairs department diagnose and fix the issue. Repairs will be made and the product will be returned and shipped back to the purchaser at no charge.

THIS LIMITED WARRANTY DOES NOT APPLY TO ACCESSORY ITEMS THAT WEAR OUT FROM REGULAR USAGE OVER TIME INCLUDING BELTS, BRUSHES, BLADES, ETC.

The warranty does not extend to log splitters damaged or affected by fuel contamination, accidents, neglect, misuse, unauthorized alterations, use in an application for which the product was not designed and any other modifications or abuse.

WEN® is not liable for any indirect, incidental or consequential damages from the sale or use of this product. Any implied warranties are limited to two (2) years as stated in this written limited warranty. Some states do not allow the exclusion or limitation of incidental or consequential damages. Some states do not allow limitation on the length of an implied warranty. This warranty gives you specific legal rights, and you may have other rights that vary from state to state.

Thanks for remembering

