

CHAMPION

POWER EQUIPMENT™

OWNER'S MANUAL



22 Ton LOG SPLITTER



MODEL NUMBER

100121

SAVE THESE INSTRUCTIONS
Important Safety Instructions
are included in this manual.

MADE IN CHINA
REV 100121-20160411

12039 Smith Ave.
Santa Fe Springs CA 90670
USA / 1-877-338-0999
www.championpowerequipment.com

Have questions or need assistance?

Do not return this product to the store!

WE ARE HERE TO HELP!

Visit our website:

www.championpowerequipment.com

for more info:

- Product Info & Updates
- Tech Bulletins
- Frequently Asked Questions
- Product Registration

– or –

Call our Customer Care Team Toll-Free at:

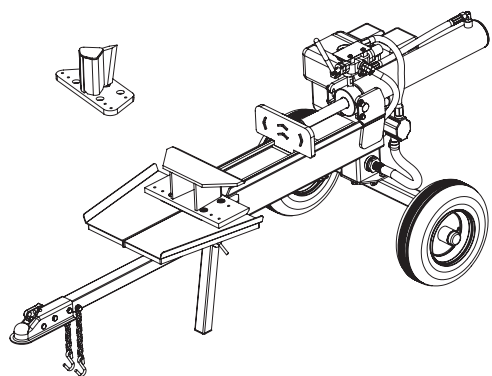
1-877-338-0999

Parts Ordering:

Mon – Fri 8:30 AM – 5:00 PM (PST/PDT)

Toll Free: 1-877-338-0999

*We are always working to improve our products. Therefore, the enclosed product may differ slightly from the image on the cover.



22 Ton LOG SPLITTER

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INTRODUCTION

Congratulations on your purchase of a Champion Power Equipment product. Champion Power Equipment and Champion Engine Technology designs, builds, and supports all of our products to strict specifications and guidelines. With proper product knowledge, safe use, and regular maintenance, this product should bring years of satisfying service.

Every effort has been made to ensure the accuracy and completeness of the information in this manual, and we reserve the right to change, alter and/or improve the product and this document at any time without prior notice.

Since CPE/CET highly value how our products are designed, manufactured, operated and are serviced, and also highly value your safety and the safety of others, we would like you to take the time to review this product manual and other product materials thoroughly and be fully aware and knowledgeable of the assembly, operation, dangers and maintenance of the product before use. Fully familiarize yourself, and make sure others who plan on operating the product fully familiarize themselves too, with the proper safety and operation procedures before each use. Please always exercise common sense and always err on the side of caution when operating the product to ensure no accidents, property damage, or injury occurs. We want you to continue to use and be satisfied with your CPE/CET product for years to come.

Record the model and serial numbers as well as date and place of purchase for future reference. Have this information available when ordering parts and when making technical or warranty inquiries.

Champion Power Equipment Support
1-877-338-0999
Model Number
100121
Serial Number
Date of Purchase
Purchase Location
For Oil Type see 'Add Engine Oil' section. For Fuel Type see 'Add Fuel' section.

This manual uses the following symbols to help differentiate between different kinds of information. The safety symbol is used with a key word to alert you to potential hazards in operating and owning power equipment.

Follow all safety messages to avoid or reduce the risk of serious injury or death.

 **DANGER**

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

 **WARNING**

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

 **CAUTION**

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

CAUTION

CAUTION used without the safety alert symbol indicates a potentially hazardous situation which, if not avoided, **may** result in property damage.

 **NOTE**

If you have questions regarding your log splitter, we can help. Please call our help line at **1-877-338-0999**

SAFETY RULES

WARNING

Read this manual thoroughly before operating your log splitter. Failure to follow instructions could result in serious injury or death.

DANGER

Log Splitter engine exhaust contains carbon monoxide, a colourless, odourless, poison gas. Breathing carbon monoxide will cause nausea, dizziness, fainting or death. If you start to feel dizzy or weak, get to fresh air immediately.

Operate log splitter outdoors only in a well ventilated area. DO NOT operate the log splitter inside any building, enclosure or compartment. DO NOT allow exhaust fumes to enter a confined area through windows, doors, vents or other openings. **DANGER CARBON MONOXIDE**, using a log splitter indoors **CAN KILL YOU IN MINUTES**.

DANGER

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

Keep hands and feet away from rotating parts. Tie up long hair and remove jewelry. Operate equipment with guards in place. DO NOT wear loose-fitting clothing, dangling drawstrings or items that could become caught.

WARNING

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

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

WARNING

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

DANGER

Sparks can result in fire or electrical shock.

When servicing the engine:

Disconnect the spark plug wire and place it where it cannot contact the plug. DO NOT check for spark with the plug removed. Use only approved spark plug testers.

WARNING

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

DO NOT touch hot surfaces. Avoid contact with hot exhaust gases. Allow equipment to cool before touching. Maintain at least 91.4 cm (3 ft.) of clearance on all sides to ensure adequate cooling. Maintain at least 1.5 m (5 ft.) of clearance from combustible materials.

WARNING

Crush Hazard

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

WARNING

Projectile Hazard

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

WARNING

Keep Operator Work Zone Clear

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

⚠ DANGER

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

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

⚠ WARNING**Towing Hazard**

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

Drive safely. Be aware of the added length of the log splitter. NEVER ride or transport cargo on the log splitter. Choose a level surface to operate the log splitter.

NEVER EXCEED MAX. Towing Speed 72 km/h (45 mph)

⚠ WARNING

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

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

⚠ CAUTION

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

⚠ DANGER

Fuel and fuel vapours are highly flammable and extremely explosive. Fire or explosion can cause severe burns or death. Unintentional startup can result in entanglement, traumatic amputation or laceration.

When adding or removing fuel:

Turn the engine off and let it cool for at least two minutes before removing the fuel cap. Loosen the cap slowly to relieve pressure in the tank. Only fill or drain fuel outdoors in a well-ventilated area. DO NOT pump gas directly into the engine at the gas station. Use an approved container to transfer the fuel to the engine. DO NOT overfill the fuel tank. Always keep fuel away from sparks, open flames, pilot lights, heat and other sources of ignition. DO NOT light or smoke cigarettes.

When starting the engine:

DO NOT attempt to start a damaged engine. Make certain that the gas cap, air filter, spark plug, fuel lines and exhaust system are properly in place. Allow spilled fuel to evaporate fully before attempting to start the engine.

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

When operating the log splitter:

DO NOT move or tip the log splitter during operation.

DO NOT tip the log splitter or allow fuel or oil to spill from the engine. Block the wheels to prevent unintended movement.

When transporting or servicing the log splitter:

Make certain that the fuel shutoff valve is in the off position and the fuel tank is empty.

Disconnect the spark plug wire.

When storing the log splitter:

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

⚠ CAUTION

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

Use the log splitter only for intended uses. Operate only on level surfaces. DO NOT expose log splitter to excessive moisture, dust, or dirt.

DO NOT allow any material to block the cooling slots. DO NOT use the engine if:

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

SAFETY RULES

Training

1. Read the Operator's Manual completely before attempting to use this log splitter.
2. Do not allow anyone to operate your log splitter who has not read the Operator's Manual or has not been instructed on the safe use of the log splitter.
3. Never allow children or untrained adults to operate this machine.
4. Many accidents occur when more than one (1) person operates the log splitter. If a helper is assisting in loading logs to be split, never actuate controls until helper is clear of the area.
5. Never allow anyone to ride on the machine.
6. Never transport cargo on the log splitter.
7. High fluid pressures are developed in hydraulic log splitters. Pressurized hydraulic fluid escaping through a pin hole opening can puncture skin and cause severe blood poisoning. Therefore, the following instructions should be heeded at all times.
 - a. Do not operate the unit with frayed, kinked, cracked or damaged hoses, fittings, or tubing.
 - b. Stop the engine and relieve hydraulic system pressure before changing or adjusting fittings, hoses, tubing, or other system components.
 - c. Do not adjust the pressure settings of the pump or valve.
 - d. Do not check for leaks with your hand.
Leaks can be detected by passing cardboard or wood over the suspected area. Look for discoloration. If injured by escaping fluid, see a doctor at once. Serious infection or reaction can develop if proper medical treatment is not administered immediately.
8. Keep the operator zone and adjacent area clear for safe, secure footing.
9. This log splitter is equipped with an internal combustion engine, if you are using it near unimproved forest, brush, or grass covered land, the engine exhaust should be equipped with a spark arrestor. Make sure you comply with local, state, and federal codes. Take appropriate fire-fighting equipment with you.
10. Log splitters should be used only for splitting wood. Do not use for other purposes unless the manufacturer provides attachments and instructions.

Preparation

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

Operation

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

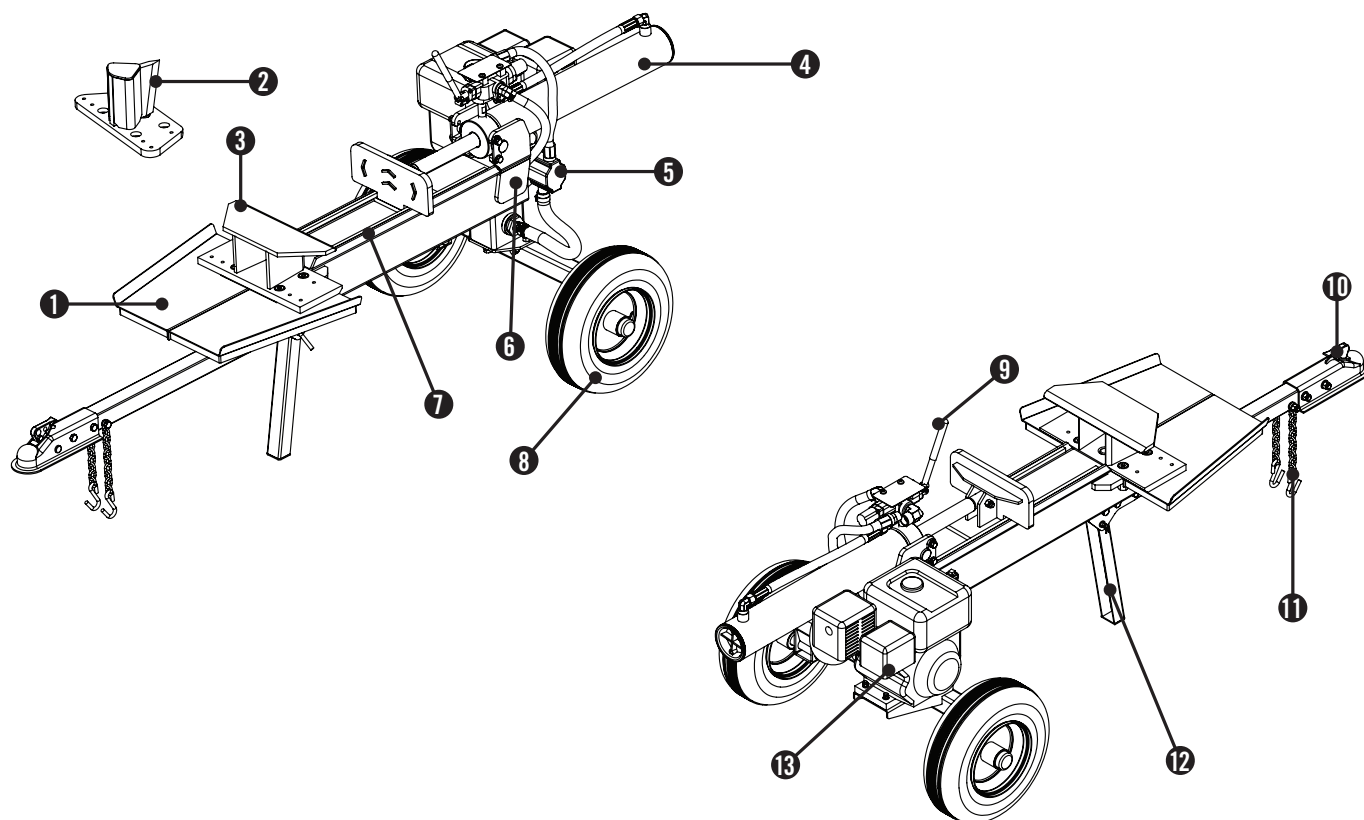
Maintenance and Storage

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

CONTROLS AND FEATURES

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

Log Splitter



- (1) **Log Catchers**
- (2) **Single-split Wedge**
- (3) **Multi-split Wedge**
- (4) **Hydraulic Cylinder** – Converts hydraulic pressure into linear force.
- (5) **Gear Pump**
- (6) **Mounting Plates** – Holds hydraulic cylinder in place.
- (7) **Splitting Beam and Hydraulic Oil Tank**
- (8) **Tires**
- (9) **Control Valve Handle** – Controls the movement of the thrust plate.
- (10) **5.1 cm (2 in.) Ball Coupler** – For towing the log splitter behind your vehicle.
- (11) **Safety Chains** – For use while towing.
- (12) **Support Leg** – Supports log splitter while operating. Raise leg for towing.
- (13) **Engine** – 196cc, OHV, 4-stroke, air cooled.

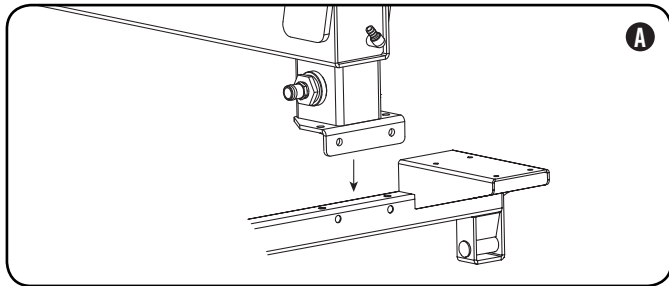
Your log splitter does require some assembly. If you have any questions regarding the assembly of your log splitter, call our help line at 1-877-338-0999. Please have your serial number and model number available.

Open Shipping Crate

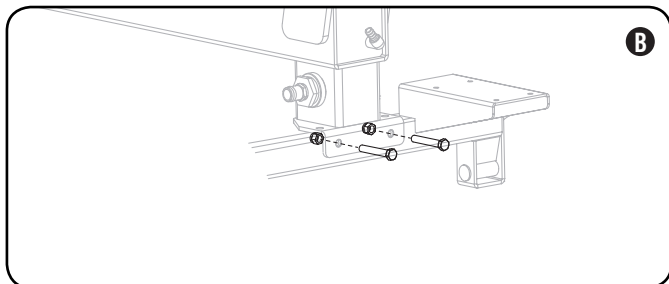
1. Set the shipping crate on a solid, flat surface
2. Carefully cut the shipping bands and remove lid of shipping crate.
3. Locate all hardware before beginning assembly.

1) Attach Beam to Axle Assembly

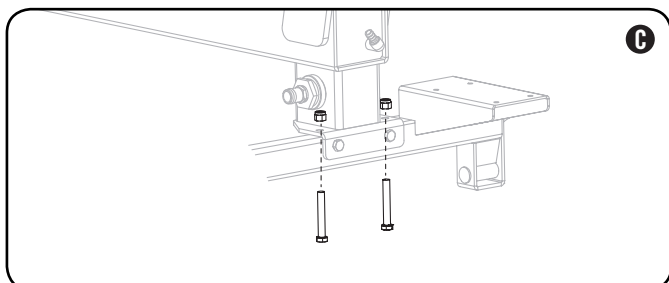
1. Align the holes in the splitting beam/hydraulic tank to the holes in the axle. (A)



2. Attach the splitting beam to the axle by inserting two M12x75 bolts into the back of the axle and through the base plate on the bottom of the hydraulic oil tank. Secure with two M12 lock nuts. Tighten. Do not overtighten. (B)

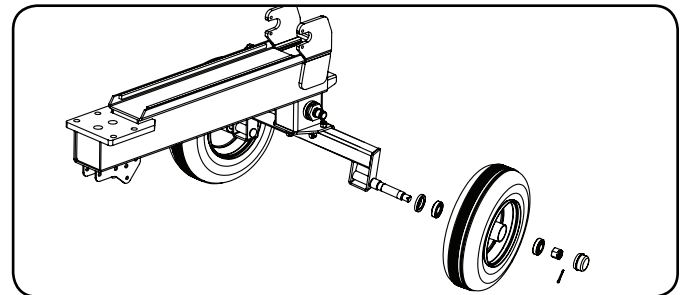
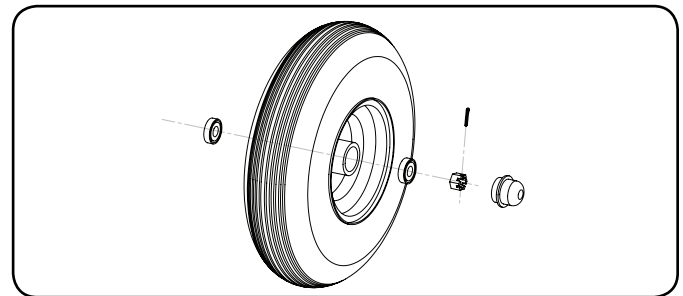


3. Secure the splitting beam to the axle by inserting two M12x80 bolts into the bolt holes on the bottom of the axle and through the base plate on the bottom of the hydraulic oil tank below the splitting beam. Secure with two M12 lock nuts. Tighten. Do not overtighten. (C)



2) Install Wheels

1. Place bearings in the wheel hub.
2. Slide the wheel over the axle.
3. Install the castle nut and tighten by hand. Tighten another $\frac{1}{4}$ turn with a wrench to seat the bearing.
4. Spin the wheel to distribute grease.
5. Loosen the castle nut and re-tighten by hand.
6. Install the cotter pin through the castle nut and axle to prevent the nut from backing off. Flair/separate ends of cotter pin.
7. Place axle cap over castle nut and axle.
8. Repeat steps 1-7 for the other wheel.



CAUTION

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

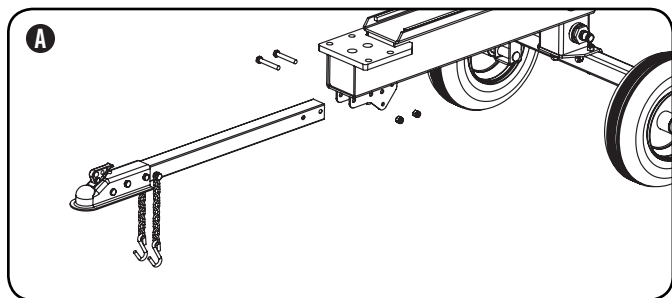
NOTE

Keep the wheel hub clean and free from debris during assembly.

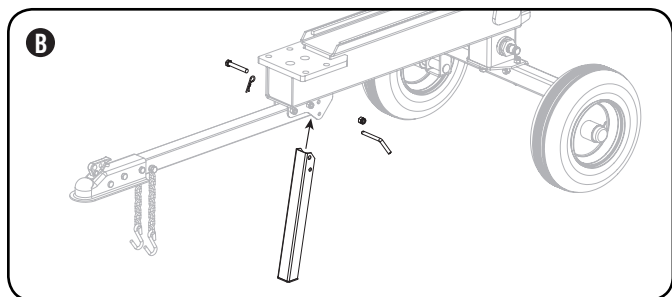
ASSEMBLY

3) Install the Tow Bar and Support Leg

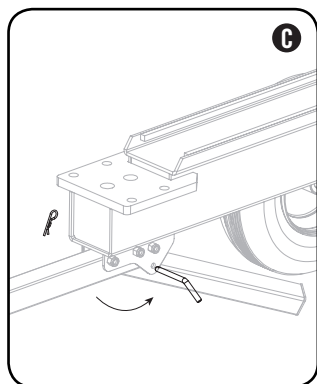
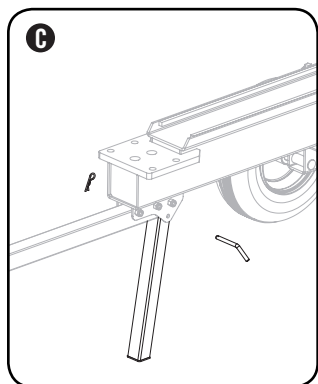
1. Attach the tow bar to the bracket on the bottom of the splitting beam opposite the axle. Secure with two (2) M12x80 bolts and M12 lock nuts. (A)



2. Attach the support leg to the same bracket on the bottom of the splitting beam. Secure with one M12x80 bolt and M12 lock nut. (B)



3. Secure the support leg in the vertical/horizontal position by inserting the L-pin through the bracket and support leg and securing with hair pin clip. (C)

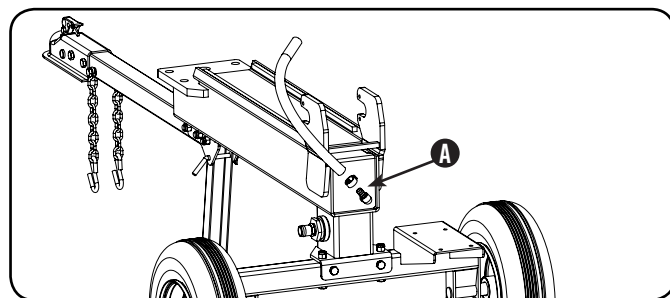


⚠ WARNING

Do not tow with support leg in the down position or if loose. The support leg must be locked in the upright position before towing. Towing the unit with the support leg in the down position or loose may cause property damage and/or injury.

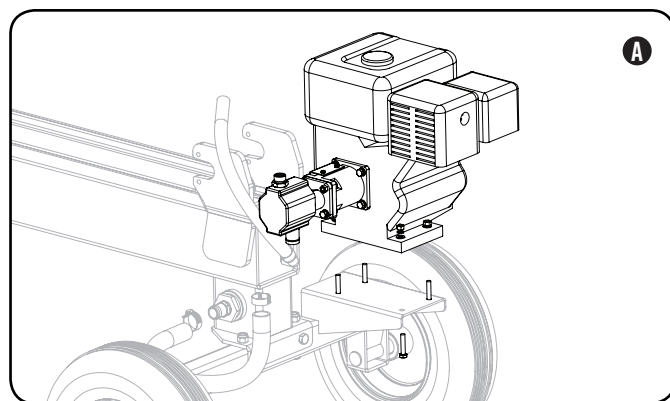
4) Install the Hydraulic Hose (Tank)

1. Using a clamp d25, connect and secure the hydraulic hose to the back of the beam/base of the tank. (A)
2. Leave the other end of hose unconnected at this time.

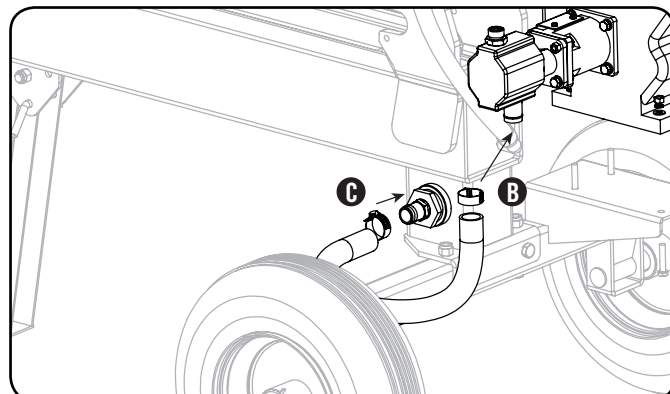


5) Install the Engine and Hydraulic Hose (pump)

1. Place the engine on the engine bracket with the pump facing the cylinder. (A)
2. Line up the holes in the base of the engine and secure the engine with four M8x40 bolts, M8 washers, M8 lock washers and M8 nuts. Tighten to 18 ft-lb. (A)

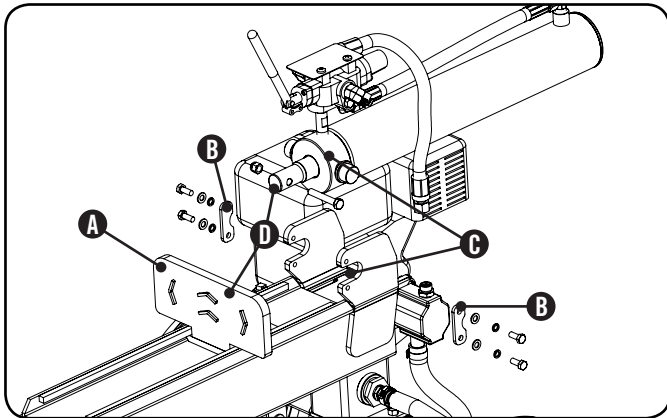


3. Connect the oil pipe to the connection on the bottom of the pump. Secure with the d25 clamp. (B)
4. Connect the other end of the oil pipe to the connection on the base of the beam/tank. Secure with the d25 clamp. (C)



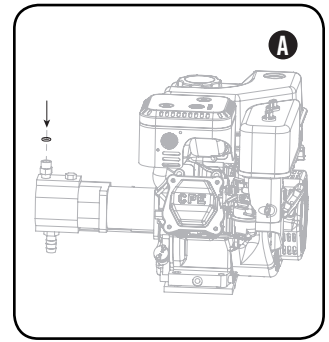
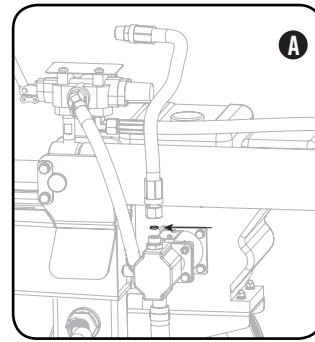
6) Install the Thrust Plate and Cylinder

1. Slide the thrust plate under the rails on the beam and push it to the front of the beam to make room for the cylinder. (A)
2. Remove the two cylinder retainer plates, M10x25 bolts, M10 washers and M10 lock washers on each side. (B)
3. Place the hydraulic cylinder into the mounting slots on the beam and slide all the way into the slots. (C)
4. Secure the cylinder by re-installing both cylinder retainer plates with the M10x25 bolts, M10 washers and M10 lock washers on each side.
5. Tighten. Do not overtighten.
6. Attach thrust plate to cylinder rod with M12x75 bolt and M12 lock nut. (D)
7. Tighten. Do not overtighten.

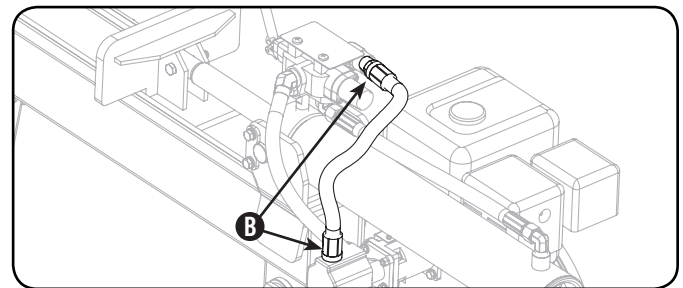


7) Install the Hydraulic Hoses

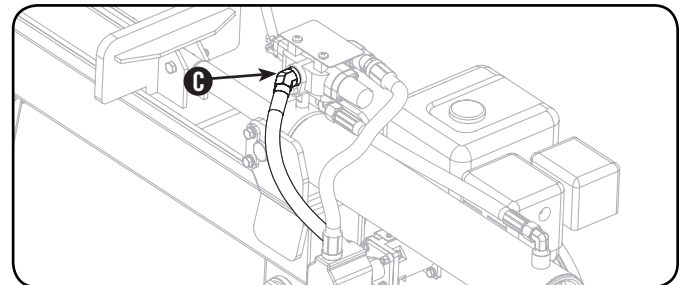
1. Place the O-ring into the counterbore in the pump outlet fitting. (A)



2. Connect the high pressure hose from the inlet on the control valve to the pump outlet fitting. (B)



3. Connect the oil return hose from the beam to the barbed fittings on the control valve. Secure with hose clamps. (C)



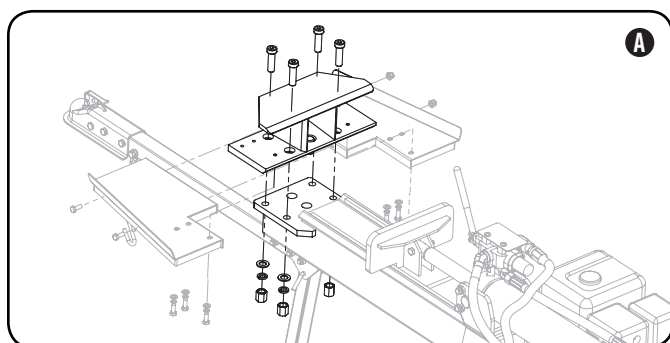
NOTE

The pump outlet connection does NOT require teflon tape. The o-ring seals against the face of the fittings on the pump and hose. Tighten to approximately 12 ft-lb. Overtightening can damage the pump.

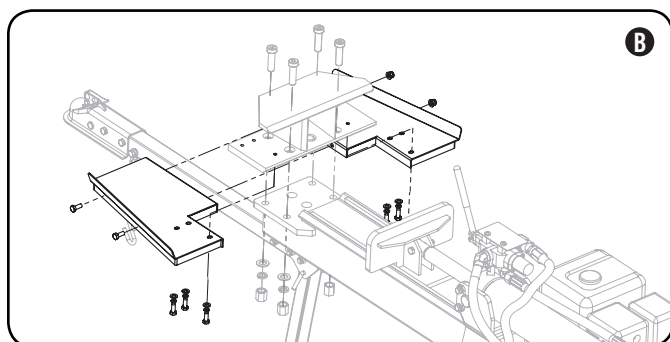
ASSEMBLY

8) Install the Multi-Wedge and Log Catchers

1. Align the larger sized holes in the base of the of multi-wedge with the larger sized holes in the end of the beam. (A)
2. Secure the multi-wedge with four (4) M18x62 hex socket head bolts, \varnothing 18 washers, \varnothing 18 lock washers and M18 nuts. (A)
3. Tighten. Do not overtighten.



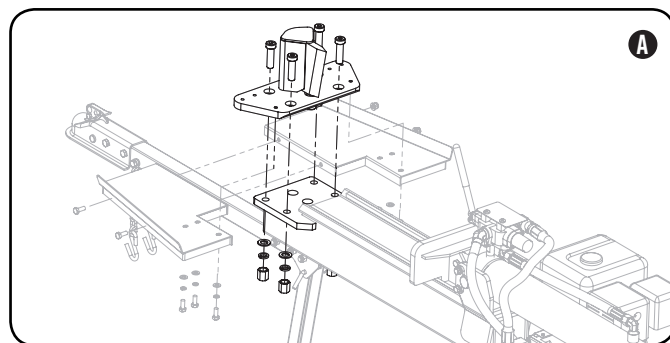
4. Once the multi-wedge has been secured to the beam, the log catchers can be attached to it.
5. Align the smaller holes in the left side of the multi-wedge with the small holes in the left log catcher. (B)
6. Secure the left log catcher to the multi-wedge using the M10x25 bolts, M10 lock washers and \varnothing 10 washers. (B)
7. Screw the M10x25 bolt directly into the threaded holes of the multi-wedge from underneath the unit going upwards. (B)
8. Tighten. Do not overtighten.
9. Repeat steps 5-7 for the right side log catcher.



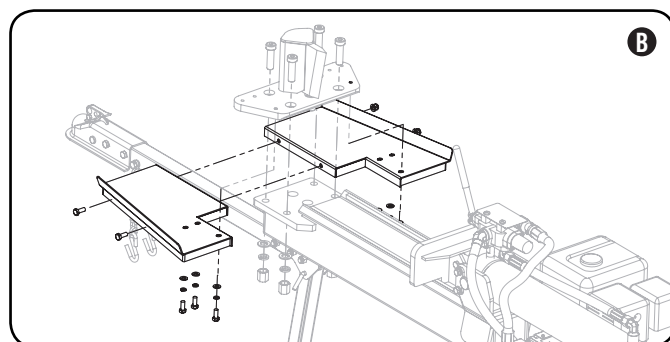
10. Once the log catchers have been secured to the multi-wedge, secure the log catchers together, on the bottom side, with the two (2) M10x25 bolts, \varnothing 10 washers, and M10 nuts.
11. Tighten. Do not overtighten.

9) Install the Single Wedge and Log Catchers

1. Align the larger sized holes in the base of the of single wedge with the larger sized holes in the end of the beam. (A)
2. Secure the single wedge with four (4) M18x62 hex socket head bolts, \varnothing 18 washers, \varnothing 18 lock washers and M18 nuts. (A)
3. Tighten but do not overtighten.



4. Once the single wedge has been secured to the beam, the log catchers can be attached to it.
5. Align the smaller holes in the left side of the single wedge with the small holes in the left log catcher. (B)
6. Secure the left log catcher to the single wedge using the M10x25 bolts, M10 lock washers and \varnothing 10 washers. (B)
7. Screw the M10x25 bolt directly into the threaded holes of the single wedge from underneath the unit going upwards. (B)
8. Tighten. Do not overtighten.
9. Repeat steps 5-7 for the right side log catcher.



10. Once the log catchers have been secured to the single wedge, secure the log catchers together, on the bottom side, with the two (2) M10x25 bolts, \varnothing 10 washers, and M10 nuts.
11. Tighten. Do not overtighten.

Add Engine Oil

! CAUTION

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

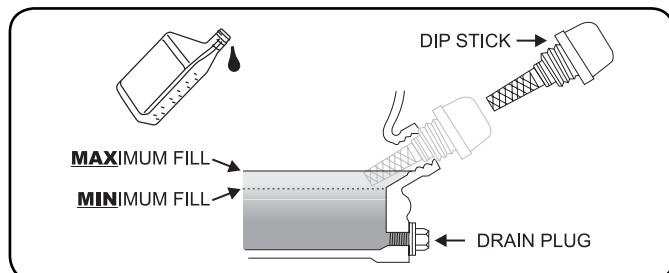
NOTE

The recommended oil type is 10W-30 automotive oil.

1. Place the log splitter on a flat, level surface.
2. Remove oil fill cap/dipstick to add oil.
3. Using a funnel add up to 600 mL (0.6 qt.) of oil and replace oil fill cap/dipstick. **DO NOT OVERFILL.**
4. Check engine oil level daily and add as needed.

NOTE

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



NOTE

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

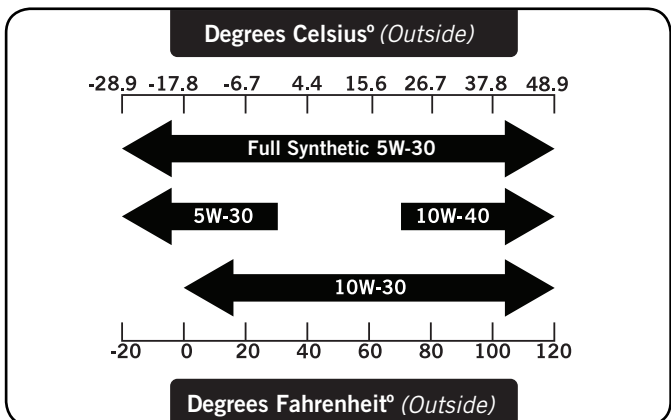
Add Engine Oil Cont'd.

CAUTION

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

NOTE

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



NOTE

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

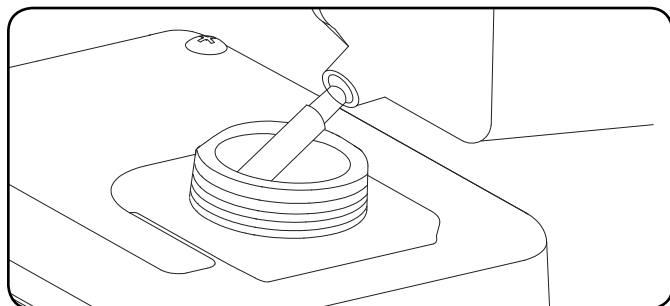
ASSEMBLY

Add Fuel

1. Use clean, fresh, regular unleaded fuel with a minimum octane rating of 85 and an ethanol content of less than 10% by volume.
2. DO NOT mix oil with fuel.
3. Clean the area around the fuel cap.
4. Remove the fuel cap.

Slowly add fuel to the tank. DO NOT OVERFILL.

Fuel can expand after filling. A minimum of 6.4 mm (¼ in.) of space left in the tank is required for fuel expansion, more than 6.4 mm (¼ in.) is recommended. Fuel can be forced out of the tank as a result of expansion if it is overfilled, and can affect the stable running condition of the product. When filling the tank, it is recommended to leave enough space for the fuel to expand.



5. Screw on the fuel cap and wipe away any spilled fuel.

WARNING

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

Add Fuel Cont'd.

CAUTION

Use regular unleaded gasoline with a minimum octane rating of 85.

Do not mix oil and gasoline.

Fill tank to approximately 6.4 mm (¼ in.) below the top of the tank to allow for fuel expansion.

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

DO NOT fill fuel tank indoors.

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

DO NOT overfill the fuel tank.

DO NOT light cigarettes or smoke when filling the fuel tank.

NOTE

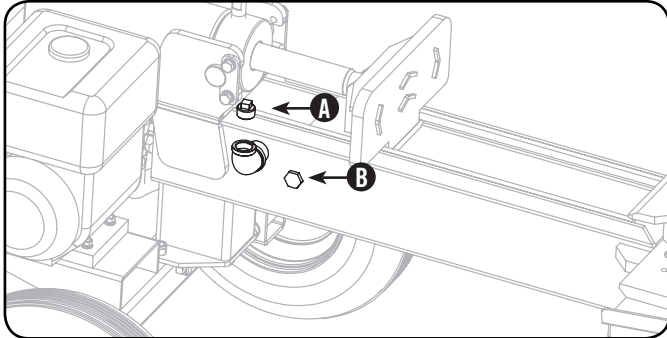
Our engines work well with 10% or less ethanol blend fuels. When using blended fuels there are some issues worth noting:

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

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

Add Hydraulic Oil

1. Make sure the log splitter is on a flat, level surface.
2. Remove the R3/4 screw from the reducing elbow 25x20 on the side of the beam. (A)



3. Using a funnel, add up to 7.9 L (2.1 gal.) of hydraulic oil - 10W AW32, ASLE H-150, or ISO 32.
4. Check the hydraulic oil level using oil sight glass on the side of the beam. (B)
5. Replace and tighten the R3/4 screw. Do not overtighten.
6. Start Engine. Extend and retract the cylinder to purge air from the hydraulic system. Cylinder motion should be smooth and continuous.
7. Check the hydraulic oil tank oil sight glass. Add additional hydraulic oil if needed. Do not overfill.
8. Check oil level daily and before each use, and add oil as needed.

Add Hydraulic Oil Cont'd.

⚠ WARNING

DO NOT remove the R3/4 screw when the engine is running or hot. Hot oil can escape causing severe burns. Always allow the log splitter to cool completely before removing the hydraulic oil screw. High fluid pressure and temperatures are created in the hydraulic log splitters. Hydraulic fluid will escape through a pin-size hole opening and can puncture skin and cause severe blood poisoning. Inspect hydraulic system regularly for possible leaks. Never check for leaks with your hand while the system is pressurized. Seek medical attention immediately if injured by escaping fluid.

NOTE

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

NOTE

To check oil level, use the oil sight glass on the side of the beam. The oil sight glass has a marker for the acceptable level of oil. If oil is below the marker, add oil as needed.

OPERATION

Before Each Use Inspect the Log Splitter

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

WARNING

DO NOT over inflate tires. Serious injury can result if tires explode.
DO NOT tow the log splitter if the tires are worn or will not hold air.
DO NOT exceed the maximum 72 km/h (45 mph) towing speed.

Towing Log Splitter Safety

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

CAUTION

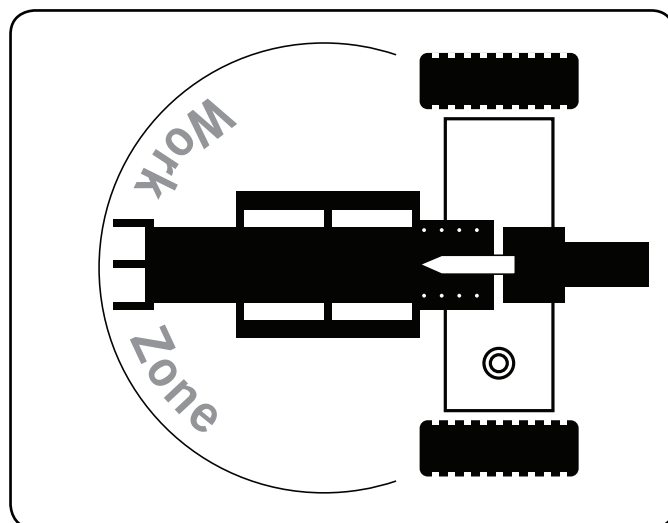
When backing up, use caution. Because of the short distance between the ball hitch and tires, the log splitter can turn sharply / abruptly and come in contact with your towing vehicle

Log Splitter Location

This log splitter must have at least 2.1 m (7 ft.) of clearance from combustible material. Leave at least 91.4 cm (3 ft.) of clearance on all sides of the log splitter to allow for adequate cooling, maintenance and servicing. DO NOT place the log splitter near vents or intakes where engine exhaust fumes could be drawn into occupied or confined spaces. **Always operate the log splitter outdoors.**

The log splitter needs to be on a dry level surface with good footing. DO NOT work on mud, ice, tall grass, brush or snow.

Only operate log splitter from work zone shown below.



Log Splitter Location Cont'd.

WARNING

ALWAYS use the log splitter for its intended use. The log splitter should only be used to split wood logs, length wise with the grain.

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

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

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

ONLY operate the log splitter in daylight.

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

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

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

Always make sure the beam is in the locked position.

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

Starting the Engine

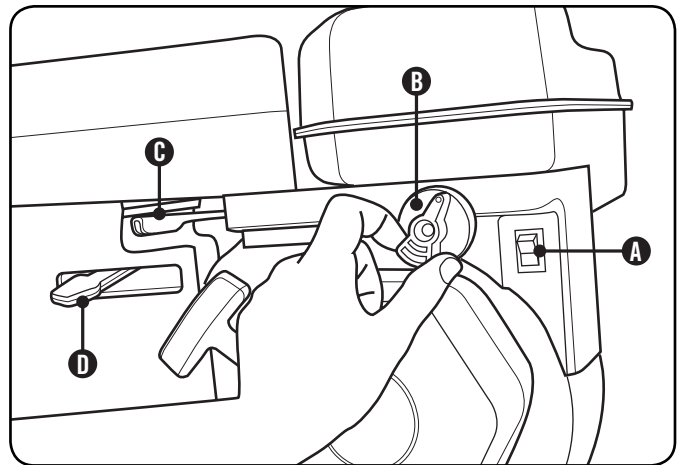
1. Make certain the log splitter is on a flat, level surface.
2. Flip engine switch to "ON" position (Item A).
3. Rotate the fuel valve to the "ON" position (Item B).
4. Move the throttle lever (Item C) to the "Fast" position.
5. Move the choke lever (Item D) to the "Choke" position.
6. Pull the starter cord slowly until resistance is felt and then pull rapidly. **SEE NOTE BELOW.**

NOTE

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

7. As engine warms up, move the choke lever (Item D) to "Run."

Starting the Engine Cont'd.

**NOTE**

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

The hydraulic oil needs to be above -12 °C (10 °F) before starting the engine. Cold hydraulic oil can damage the hydraulic pump.

If outdoor air temperature is below 0 °C (32 °F) allow the log splitter to warm up by extending and returning the wedge several times before splitting wood.

Stopping the Engine

1. Turn the fuel knob to the "Off" position. (B)
2. Let the engine run until fuel starvation has stopped the engine. This usually takes a few minutes.
3. Turn the engine switch to the "Off" position. (A)

Important: Always ensure that the Fuel Valve and the Engine Switch are in the "OFF" position when the engine is not in use.

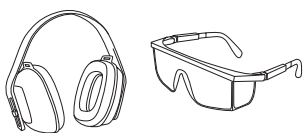
NOTE

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

OPERATION

Log Splitter Operation

1. ALWAYS wear ear and eye protection, protective clothing and safety gear.



2. Block tires and ensure support leg is secure to prevent unintended movement of the log splitter during operation.
3. Load a log onto the beam against the thrust plate.

⚠ CAUTION

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

4. Make sure all limbs are clear of crush zones.
5. Push and hold the control valve handle forward (towards the wedge) to split the log. The thrust plate will stop when the control valve handle is released, or when the cylinder reaches the end of stroke.
6. Push the control valve handle backward and release to return the wedge to its original position. The control valve handle will return to the neutral position when the wedge is fully retracted.
7. Clear the split wood from the work zone. If log becomes stuck in the wedge; retract the thrust plate, load another piece of wood and extend thrust plate to push the stuck piece through the wedge.

⚠ WARNING

DO NOT attempt to unstick wood by hand. NEVER stick hands inbetween ram and wedge, when ram is active and engine is running.

⚠ CAUTION

Do not hold auto control valve in return position. It will damage the stop block or beam.

🗨 NOTE

It is normal for the hydraulic fluid to become foamy or frothy during operation.

🗨 NOTE

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

The owner/operator is responsible for all periodic maintenance.

WARNING

Never operate a damaged or defective log splitter.

WARNING

Improper maintenance will void your warranty.

NOTE

For service or parts assistance, contact our help line at **1-877-338-0999**.

Complete all scheduled maintenance in a timely manner. Correct any issue before operating the log splitter.

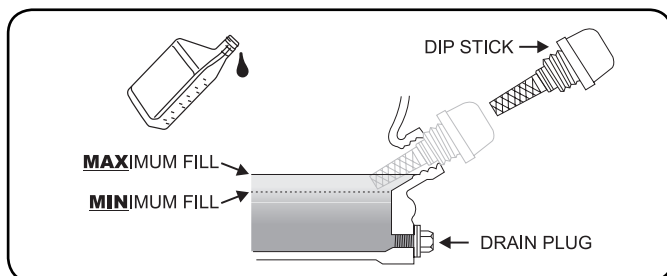
Engine Maintenance

To prevent accidental starting, remove and ground spark plug wire before performing any service.

Oil

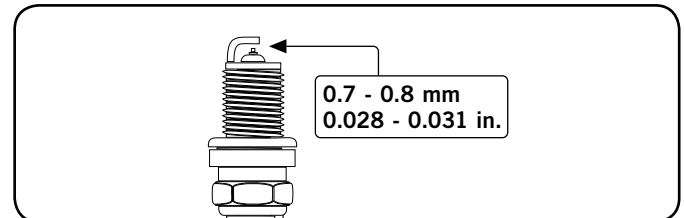
Change oil when the engine is warm. Refer to the oil specification to select the proper grade of oil for your operating environment.

1. Remove the oil drain plug with a 12 mm socket and extension.
2. Allow the oil to drain completely.
3. Replace the drain plug.
4. Remove oil fill cap/dipstick to add oil.
5. Using a funnel, add up to 600 mL (0.6 qt.) of oil and replace oil fill cap/dipstick.
6. Dispose of used oil at an approved waste management facility.



Spark Plugs

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



4. Refer to the spark plug recommendation chart when replacing the plug.
5. Carefully thread the plug into the engine.
6. Use a spark plug socket (not included) to firmly install the plug.
7. Attach the spark plug wire to the plug.

Air Filter

1. Unscrew wing nuts to remove the air filter cover.
2. Remove the foam element.
3. Wash in liquid detergent and water. Squeeze thoroughly dry in a clean cloth.
4. Saturate in clean engine oil.
5. Squeeze in a clean, absorbent cloth to remove all excess oil.
6. Place the filter in the assembly.
7. Reattach the air filter cover and using your fingers, tighten wing nuts. Screw until tight. Be sure not to over tighten.

Log Splitter Maintenance

Make certain that the log splitter is kept clean and stored properly. Only operate the unit on a flat, level surface in a clean, dry operating environment. DO NOT expose the unit to extreme conditions, excessive dust, dirt, moisture or corrosive vapours.

Inspect all air vents and cooling slots to ensure that they are clean and unobstructed.

Clean spark arrester every 100 hours (if equipped).

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

MAINTENANCE AND STORAGE

Cleaning

Clear the debris from the beam, wedge and end plate.

Use a damp cloth to clean exterior surfaces of the engine and log splitter.

Use a soft bristle brush to remove excess dirt and oil. Use an air compressor (25 PSI) to clear dirt and small debris.

Wipe all metal parts with an oily rag to help prevent rust and corrosion.

⚠ CAUTION

DO NOT use a garden hose to clean the engine or log splitter.

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

Maintenance Schedule

Follow the service intervals indicated in the schedule below. Service your log splitter more frequently when operating in adverse conditions. Contact our help line at **1-877-338-0999** to locate the nearest Champion Power Equipment authorized service dealer for your log splitter or engine maintenance needs.

Every 8 hours or daily	
	Check engine and hydraulic oil levels
	Clean around air intake and muffler
First 5 Hours	
	Change engine oil
Every 50 hours or every season	
	Clean air filter
	Change engine oil if operating under heavy load or in hot environments
Every 100 hours or every season	
	Change engine oil
	Clean/Adjust spark plug
	Check/Adjust valve clearance*
	Clean fuel tank and filter*
	Change hydraulic oil
	Change hydraulic oil filter
Every year	
	Inspect wheel bearings and repack bearing grease as needed.
Every 3 years	
	Replace fuel line

*To be performed by knowledgeable, experienced owners or Champion Power Equipment certified dealers.

Storage

Refer to the Maintenance section for proper cleaning instructions.

Log Splitter Storage

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

Engine Stored for Less than 30 Days

1. Allow the engine to cool completely before storage.
2. Clean engine according to the Maintenance section.
3. To extend the fuel storage life add fuel stabilizer.
4. Turn the fuel valve to the off position.

Engines Stored for Over 30 Days

1. Run the engine with the fuel valve in the "Off" position until the engine stops.
2. The engine needs to cool completely before storage.
3. Clean engine according to the Maintenance section.
4. Drain all fuel completely from the fuel line and carburetor to prevent gum from forming.
5. Add a fuel stabilizer into the fuel tank.
6. Change the oil.
7. The fuel valve needs to be in the off position.
8. Remove the spark plug and pour about 14.8 mL (1/2 ounce) of oil into the cylinder. Crank the engine slowly to distribute the oil and lubricate the cylinder.
9. Reattach the spark plug.

⚠ WARNING

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

DO NOT store a log splitter near fertilizer or any corrosive material.

Even with an empty gas tank, gasoline vapours could ignite.

Hydraulic Oil

1. Change hydraulic oil when the log splitter is warm. Change after first 50 hours, then every 100 hours.
2. Place a collection pan under the tank.
3. Remove drain plug on the bottom of the tank and allow oil to drain completely.
4. Replace oil drain plug.
5. Remove R3/4 screw and add up to 7.9 L (2.1 gal.) of hydraulic oil.
6. Replace R3/4 screw.
7. Start engine and purge air from hydraulic system.

Log Splitter Specifications

- Ram Force 22 tons
- Cycle Time, Max 15 seconds
- Hydraulic Tank Capacity 7.9 L (2.1 gal.)
- Total Hydraulic System Capacity . . . 12.1 L (3.2 gal.)
- Max Log Length 55.9 cm (22 in.)
- Max Log Weight 45 kg (100 lb.)
- Coupler Ball Size 5.1 cm (2 in.)
- Tire Size 40.6 cm (16 in.)
- Max towing speed 72 km/h (45 mph)
- Engine 196 cc, OHV, 4 stroke
- Cylinder size 10 cm x 53.3 cm (3.9 in. x 21 in.)
- Cylinder rod size 4 cm (1.6 in.)
- Gear Pump 2-stage
- Max pressure 3600 psi
- Max flow 41,6 LPM (11 GPM)
- Control Valve Detent (auto-return)
- Gross Weight 180 kg (396.8 lb.)
- Net Weight 160 kg (352.7 lb.)
- Height 98.5 cm (38.8 in.)
- Width 93.6 cm (36.9 in.)
- Length 242.8 cm (95.6 in.)

Engine Specifications

- Model YF168F-2-000
- Displacement 196 cc
- Type 4-Stroke OHV
- Start Type Recoil

Spark Plugs

OEM spark plug: NHSP F6RTC

Replacement spark plug: NGK BPR6ES or equivalent

Make certain the spark plug gap is 0.7 - 0.8 mm or (0.028 - 0.031 in.).

Maintenance Valve Clearance

- Intake: 0.13 – 0.17 mm (0.005 – 0.007 in.)
- Exhaust: 0.18 – 0.22 mm (0.007 – 0.009 in.)

Note: Tech bulletin regarding the valve adjustment procedure is on www.championpowerequipment.com.

Hydraulic Oil System

Oil capacity is 12.1 L (3.2 gal.).

Use types 10W AW32, ASLE H-150, ISO32 or universal hydraulic fluid.

NOTE

When temperature is below 0 °C (32 °F) use universal tractor/transmission fluid.

Fuel

Fuel capacity is 3.4 L (0.9 gal.). Use regular unleaded gasoline with a minimum octane rating of 85 and an ethanol content of less than 10% by volume.

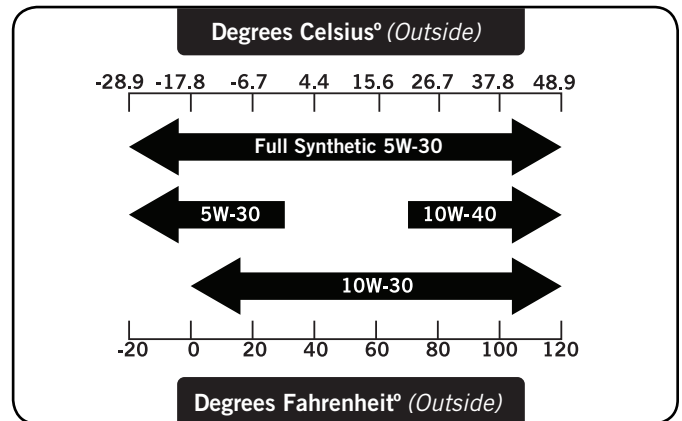
Engine Oil

Use 10W-30 automotive oil.

Oil capacity is up to 600 mL (0.6 qt.).

DO NOT OVERFILL.

Please reference the following chart for recommended oil types for use in the log splitter.

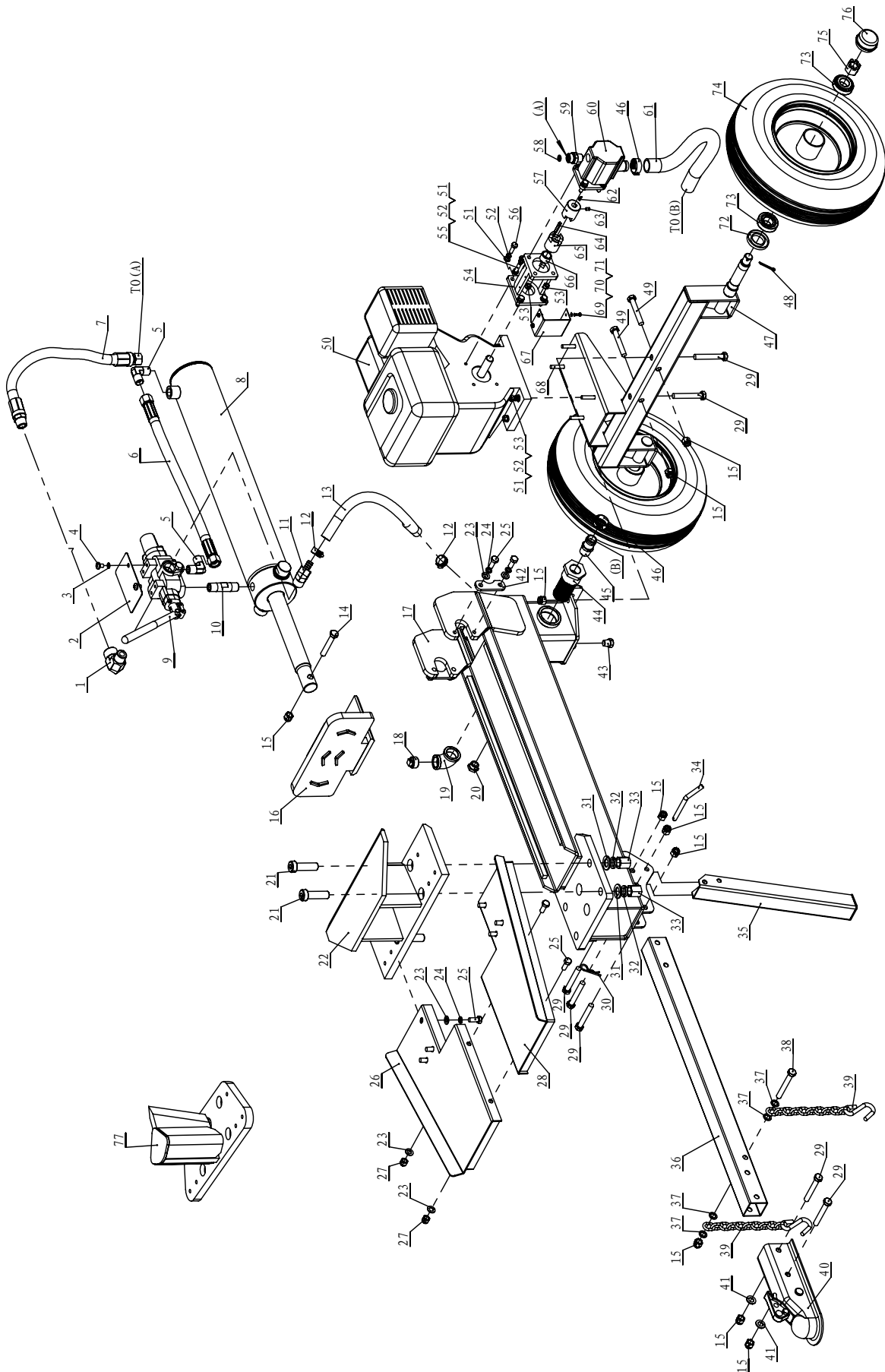


NOTE

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

SPECIFICATIONS

Parts Diagram

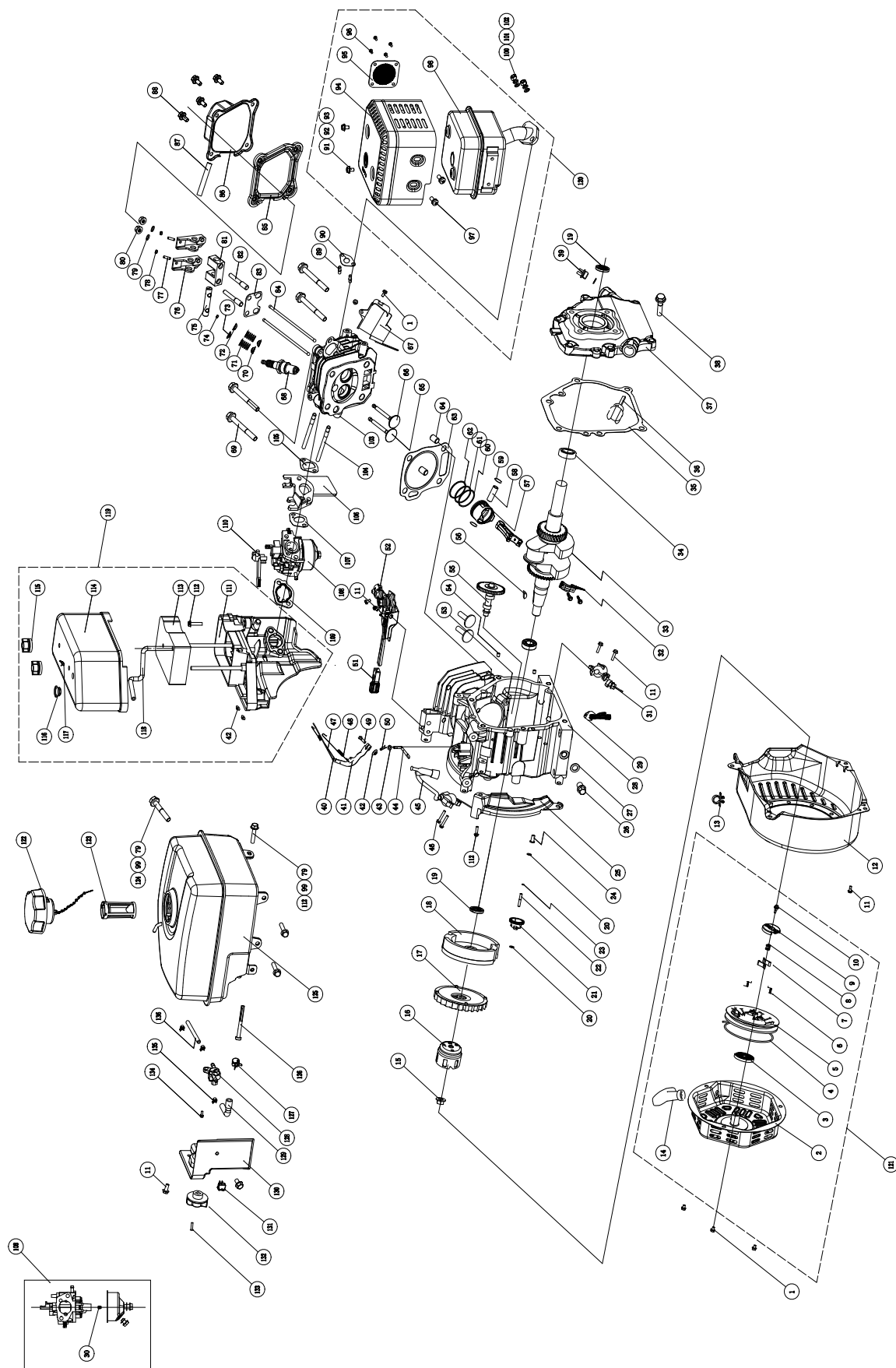


#	Part number	Description	Qty
1	PMJ22G-51	Control Valve "IN" Connector	1
2	PMJ22J-19	Plate	1
3	GB/T 859-1987(Ø8)	Washer Ø8	2
4	GB/T 818-2000 (M8X12)	Bolt M8x12	2
5	PMJ7-15	Right Angle Joiner	2
6	PMJ22D-21	Hydraulic Hose(Valve-Cylinder)	1
7	PMJ15-12	Hydraulic Hose(Valve-Pump)	1
8	PMJ22D-08-00	Cylinder	1
9	PMJ22J-12	Control Valve	1
10	PMJ7-22	Through Joiner	1
11	PMJ22G-49	Control Valve "OUT" Connector	1
12	JB/T 8870 1999(d25)	Clamp d25	2
13	PMJ22D-13	Hydraulic Hose(Valve-Oil Tank)	1
14	GB/T 5782-2000 (M12x75)	Bolt M12x75(12.9)	1
15	GB/T 889.1-2000 (M12)	Lock Nut M12	11
16	PMJ22D-03	Thrust Plate	1
17	PMJ22D-01	Beam	1
18	PMJ22D-11	Screw R 3/4	1
19	GB 3287-2000 (25x20)	Reducing Elbow 25x20	1
20	GB 1160.2-89	Oil Scale	1
21	PMJ22D-12	Hex Socket Head Bolt M18x62(Non-Standard)	4
22	PMJ22D-02	Multi-Wedge	1
23	GB/T 95-2000 (Ø10)	Washer Ø10	12
24	GB/T 93-1987 (Ø10)	Lock Washer Ø10	10
25	GB/T 5781-2000(M10X25)	Bolt M10x25	12
26	PMJ22D-30	Left Log Catcher	1
27	GB/T 889.1-2000 (M10)	Lock Nut M10	2
28	PMJ22D-31	Right Log Catcher	1
29	GB/T 5782-2000 (M12x80)	Bolt M12x80	7
30	PMJ22G-30	R Pin	1
31	GB/T 95-2000 (Ø18)	Washer Ø18	4
32	GB/T 93-1987 (Ø18)	Lock Washer Ø18	4
33	GB/T 56-1988 (M18)	Nut M18	4
34	PMJ15-16	Pin	1
35	PMJ22D-07	Front Support Leg	1
36	PMJ22D-06	Base Tube	1
37	GB/T 848-2002 (Ø12)	Washer Ø12	4
38	GB/T 5782-2000(M12X90)	Bolt M12x90	1

#	Part number	Description	Qty
39	PMJ22G-41	Safety Chain With Hook	2
40	PMJ22G-40	2 in. Coupler	1
41	GB/T 95-2000 (Ø12)	Washer Ø12	2
42	PMJ15-05	Cylinder Fixed Plate	2
43	PMJ22G-19	Oil Plug	1
44	PMJ22Q-20	Internal Oil Filter	1
45	PMJ22Q-22	Filter Connector	1
46	JB/T 8870-1999 (d32)	Clamp d32	2
47	PMJ22D-04	The wheel frame	1
48	GB/T 91-2000 (Ø4x32)	Cotter Pin Ø4x32	2
49	GB/T 5782-2000 (M12X75)	Bolt M12x75	2
50	26.110	Engine	1
51	GB/T 95-2000 (Ø8)	Washer Ø8	12
52	GB/T 93-1987 (Ø8)	Lock Washer Ø8	12
53	GB/T 6170-2000 (M8)	Nut M8	8
54	PMJ22G-27	Gear Pump Stand	1
55	GB/T 5783-2000 (M8X30)	Bolt M8x30	4
56	ASME B18.2.1 1996	Bolt 5/16 in. - 24x1 in.	4
57	PMJ22G-26	Gear Pump Connector	1
58	GB/T 3452.1-92 (Ø10x2.65)	"O" Ring Ø10x2.65	1
59	PMJ22G-21	Outlet Connector Of Pump	1
60	PMJ22J-14	Gear Pump	1
61	PMJ15-14	Oil Pipe	1
62	GB/T 1099-1979 (3x3)	Flat key 3x3	1
63	GB/T 77-2000 (M6X10)	Screw M6x10	1
64	GB/T 1096-1979 (5x36)	Flat Key 5x36	1
65	PMJ22G-28	Engine Connector	1
66	PMJ22G-29	Engine Bushing	1
67	PMJ22G-32	Connector Cover	1
68	GB/T 5782-2000 (M8X40)	Bolt M8x40	4
69	GB/T 818-2000 (M4X10)	Bolt M4x10	4
70	GB/T 859-1987 (Ø4)	Lock Washer Ø4	4
71	GB/T 848-1985 (Ø4)	Washer Ø4	4
72	PMJ22J-05-01	Cased Seal	2
73	L44643 LYC DS	Tapered Bearing	2
74	PMJ22D-05-03	Wheel	2
75	GB/T 9459-1988(M20X1.5)	Slotted Nut M20x1.5	2
76	PMJ22J-05-02	Axle Cap	2
77	PMJ22D-09	Single Wedge	1

SPECIFICATIONS

Engine Parts Diagram



#	Part Number	Description	Qty
1	1.5789.0608	Flange Bolt M6x8	5
2	22.061100.00.2	Recoil Starter Cover, Black	1
3	21.061005.00	Recoil Starter Spring	1
4	2.10.003	Rope (Ø5x1550)	1
5	21.061001.01	Recoil Starter Reel	1
6	45.060003.00	Spring, Ratchet	2
7	45.060002.00	Starter Ratchet (Iron)	2
8	45.060009.00	Spring, Ratchet Guide	1
9	45.060007.00	Ratchet Guide	1
10	45.060008.00	Screw, Ratchet Guide	1
11	1.5789.0612	Flange Bolt M6x12	10
12	24.080100.01.48	Fan Cover, Yellow	1
13	2.05.002	Clamp (Ø9.5x5)	1
14	21.061300.00	Recoil Handle	1
15	2.02.006	Nut M14x1.5	1
16	21.060001.01	Pulley, Starter	1
17	23.080001.00	Cooling Fan	1
18	24.120100.06	Flywheel	1
19	2.11.001	Oil Seal (Ø25xØ41.3x6)	2
20	2.03.020.1	Washer (Ø6.2xØ15x0.5), Black	2
21	21.110100.00	Gear, Governor	1
22	21.110013.00	Shaft, Governor Gear	1
23	21.110011.00	Clip, Governor Gear	1
24	21.110012.01	Bushing, Governor Gear (Iron)	1
25	23.080600.00	Air Guide, Right Side	1
26	2.08.037	Bolt, Drain (M10x1.25x25)	2
27	2.03.016	Washer, Drain Bolt (Ø10xØ16x1.5)	2
28	26.030100.00	Crankcase	1
29	21.120400.01	Diode Assembly	1
30	26.131017.00	Standard Main Jet	1
31	21.127000.02	Oil Level Sensor	1
32	23.050200.00	Connecting Rod	1
33	25.050100.03	Crankshaft, Straight	1
34	1.276.6205	Bearing 6205	2
35	24.030008.00	Gasket, Crankcase Cover	1
36	22.031000.00.48	Oil Dipstick Assembly, Yellow	1
37	24.030007.00	Cover, Crankcase	1
38	1.5789.0832.0.8	Flange Bolt M8x32	6
39	22.031000.01.48	Plug, Oil Assembly, Yellow	1
40	23.110005.01	Spring, Throttle Return	1
41	21.110003.00	Arm, Governor	1
42	1.6177.06	Flange Nut M6	3
43	2.03.021.1	Washer (Ø6.4xØ13x1), Black	1
44	21.110001.00	Shaft, Governor Arm	1
45	22.123000.02	Ignition Coil (Shield EPA)	1
46	1.5789.0625	Flange Bolt M6x25	2
47	23.110006.00	Rod, Governor	1
48	23.110007.00	Spring, Governor	1
49	2.08.040	Bolt, Governor Arm (M6x21)	1
50	21.110008.00	Pin, Shaft	1
51	24.111008.01	Grip Sheath, Speed Governor	1
52	24.111000.01	Control Assembly	1
53	25.040013.00	Lifter, Valve	2
54	2.04.001	Dowel Pin (Ø9x14)	2
55	26.041000.01	Camshaft	1
56	2.14.012	Woodruff Key (4x7.5x19)	1
57	26.050005.00	Piston	1
58	23.050003.00	Pin, Piston	1
59	2.09.001	Circlip (Ø18xØ1)	2
60	26.050303.00	Ring, Oil	1
61	26.050302.00	Ring, Second Piston	1
62	26.050301.00	Ring, First Piston	1
63	26.030009.00	Gasket, Cylinder Head	1
64	2.04.003	Dowel Pin (Ø10x14)	2
65	23.040002.00	Valve, Intake	1
66	23.040006.00	Valve, Exhaust	1
67	26.080400.00	Air Guide, Lower	1
68	2.15.002(F6RTC)	Spark Plug (F6RTC)	1
69	1.5789.0855	Flange Bolt M8x55	4

#	Part Number	Description	Qty
70	23.040017.00	Oil Seal, Valve	2
71	21.040003.00	Spring, Valve	2
72	21.040007.00	Retainer, Exhaust Valve Spring	1
73	21.040001.00	Retainer, Intake Valve Spring	1
74	21.040008.00	Rotator, Exhaust Valve	1
75	24.040202.00	Shaft, Rocker Arm	1
76	22.040009.00	Rocker Arm	2
77	22.040012.00	Screw, Valve Adjustment	2
78	21.040021.00	Nut, Lock (M6x0.5)	2
79	1.97.1.06	Washer Ø6	6
80	1.6177.1.06	Flange Lock Nut M6	2
81	24.040201.00	Retainer, Rocker Arm	1
82	23.040010.00	Bolt, Rocker Arm	2
83	24.040004.00	Guide Plate, Push Rod	1
84	23.040005.00	Push Rod	2
85	21.020002.01	Gasket, Cylinder Head Cover	1
86	24.021000.00	Cylinder Head Cover (CPE)	1
87	21.020001.00	Breather Tube	1
88	1.5789.0615	Flange Bolt M6x15	4
89	2.01.010	Stud Bolt M8x35	2
90	26.100001.00	Gasket, Exhaust	1
91	1.16674.0510	Flange Bolt M5x10	2
92	1.848.05	Washer Ø5	2
93	1.93.05	Lock Washer Ø5	2
94	24.101202.00	Muffler Protector	1
95	46.101300.05	Spark Arrester	1
96	1.818.0406	Bolt M4x6	4
97	1.9074.4.0510	Screw/Washer Assembly M5x10	2
98	24.101100.00	Muffler	1
99	1.93.06	Lock Washer Ø6	6
100	1.6175.08	Nut M8	2
101	1.848.08	Washer Ø8	2
102	1.93.08	Lock Washer Ø8	2
103	26.010100.00	Cylinder Head	1
104	2.01.009	Stud Bolt M6x110	2
105	24.130002.00	Gasket, Insulator	1
106	23.130001.00	Insulator, Carburetor	1
107	22.130003.00	Gasket, Carburetor	1
108	26.131000.00	Carburetor	1
	26.131000.02		
109	21.130004.00	Gasket, Air Cleaner	1
110	21.130100.00	Choke Handle	1
111	24.091100.01	Base, Air Cleaner	1
112	1.5789.0620	Flange Bolt M6x20	5
113	24.091003.02	Element, Air Cleaner	1
114	24.091200.02	Cover, Air Cleaner	1
115	24.091600.01	Screw Cap, Air Clean Cover	2
116	2.12.001	Buffer (Ø7.5x7.5)	1
117	2.06.006	Clamp (Ø7xØ1)	1
118	24.070014.02	Pipe, Reversal Valve	1
119	24.091000.02	Air Cleaner Assembly	1
120	24.101000.00	Muffler Assembly	1
121	22.061000.00	Recoil Assembly	1
122	24.070100.02	Fuel Tank Cap	1
123	81.070301.00	Fuel Filter	1
124	1.5789.0633	Flange Bolt M6x33	1
125	24.071000.01	Fuel Tank	1
126	111.070300.01	Inline Fuel Filter Assembly	1
127	2.06.018	Clip (Ø10.5xb8)	1
128	24.070400.00	Fuel Valve	1
129	24.070011.01	Pipe (Fuel Tank To Fuel Valve)	1
130	24.070010.00	Fuel Tank Veil	1
131	5.1010.003.3	Ignition Switch, Red	1
132	24.070001.00	Fuel Valve Knob	1
133	1.818.0412	Bolt M4x12	1
134	1.16674.0512.2	Flange Bolt M5x12	1
135	2.06.007	Clamp (Ø8xb6)	3
136	24.070011.00	Pipe (Fuel Valve To Carburetor)	1

TROUBLESHOOTING

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

For further technical support:

Technical Service

Mon – Fri 8:30 AM – 5:00 PM (PST/PDT)

Toll Free: 1-877-338-0999

tech@championpowerequipment.com

WARRANTY

WARRANTY*

CHAMPION POWER EQUIPMENT
2 YEAR LIMITED WARRANTY

Warranty Qualifications

Champion Power Equipment (CPE) will register this warranty upon receipt of your Warranty Registration Card and a copy of your sales receipt from one of CPE's retail locations as proof of purchase. Please submit your warranty registration and your proof of purchase within ten (10) days of the date of purchase.

Repair/Replacement Warranty

CPE warrants to the original purchaser that the mechanical and electrical components will be free of defects in material and workmanship for a period of two years (parts and labor) from the original date of purchase and 180 days (parts and labor) for commercial and industrial use. Transportation charges on product submitted for repair or replacement under this warranty are the sole responsibility of the purchaser. This warranty only applies to the original purchaser and is not transferable.

Do Not Return The Unit To The Place Of Purchase

Contact CPE's Technical Service and CPE will troubleshoot any issue via phone or e-mail. If the problem is not corrected by this method, CPE will, at its option, authorize evaluation, repair or replacement of the defective part or component at a CPE Service Center. CPE will provide you with a case number for warranty service. Please keep it for future reference. Repairs or replacements without prior authorization, or at an unauthorized repair facility, will not be covered by this warranty.

Warranty Exclusions

This warranty does not cover the following repairs and equipment:

Normal Wear

Products with mechanical and electrical components need periodic parts and service to perform well. This warranty does not cover repair when normal use has exhausted the life of a part or the equipment as a whole.

Installation, Use and Maintenance

This warranty will not apply to parts and/or labor if the product is deemed to have been misused, neglected, involved in an accident, abused, loaded beyond the product's limits, modified, installed improperly or connected incorrectly to any electrical component. Normal maintenance is not covered by this warranty and is not required to be performed at a facility or by a person authorized by CPE.

Other Exclusions

This warranty excludes:

- Cosmetic defects such as paint, decals, etc.
- Wear items such as filter elements, o-rings, etc.
- Accessory parts such as starting batteries, and storage covers.
- Failures due to acts of God and other force majeure events beyond the manufacturer's control.
- Problems caused by parts that are not original Champion Power Equipment parts.

When applicable, this warranty does not apply to products used for prime power in place of a utility.

Limits of Implied Warranty and Consequential Damage

Champion Power Equipment disclaims any obligation to cover any loss of time, use of this product, freight, or any incidental or consequential claim by anyone from using this product. THIS WARRANTY AND THE ATTACHED U.S. EPA, CARB and/or ECCC EMISSION CONTROL SYSTEM WARRANTIES (WHEN APPLICABLE) ARE IN LIEU OF ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE.

A unit provided as an exchange will be subject to the warranty of the original unit. The length of the warranty governing the exchanged unit will remain calculated by reference to the purchase date of the original unit.

This warranty gives you certain legal rights which may change from state to state or province to province. Your state or province may also have other rights you may be entitled to that are not listed within this warranty.

Contact Information

Address

Champion Power Equipment, Inc.
Customer Service
12039 Smith Ave.
Santa Fe Springs, CA 90670 USA
www.championpowerequipment.com

Customer Service

Mon – Fri 8:30 AM – 5:00 PM (PST/PDT)
Toll Free: 1-877-338-0999
info@championpowerequipment.com
Fax no.: 1-562-236-9429

Technical Service

Mon – Fri 8:30 AM – 5:00 PM (PST/PDT)
Toll Free: 1-877-338-0999
tech@championpowerequipment.com
24/7 Tech Support: 1-562-204-1188

*Except as otherwise stipulated in any of the following enclosed Emission Control System Warranties (when applicable) for the Emission Control System: U.S. Environment Protection Agency (EPA), California Air Resources Board (CARB) and/or Environment and Climate Change Canada (ECCC).

**Champion Power Equipment, Inc (CPE) and Environment and Climate Change Canada (ECCC)
Emission Control System Warranty**

Your Champion Power Equipment (CPE) engine complies with Environment and Climate Change Canada (ECCC) emission regulations.

YOUR WARRANTY RIGHTS AND OBLIGATIONS:

CPE is pleased to explain the Emission Control Systems Warranty on your 2016 small off-road engine. New engines must be designed, built and equipped, at the time of sale, to meet ECCC regulations for small non-road engines. CPE must warrant the emission control system on your small off-road engine for the period of time listed below, provided there has been no abuse, neglect, unapproved modification, or improper maintenance of your small off-road engine.

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

MANUFACTURER'S EMISSION CONTROL SYSTEM WARRANTY COVERAGE:

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

OWNER WARRANTY RESPONSIBILITIES:

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

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

You are responsible for presenting your small off-road engine to an Authorized CPE service outlet, CPE dealer or CPE, Santa Fe Springs, CA., USA as soon as a problem exists. The warranty repairs should be completed in a reasonable amount of time, not to exceed 30 days.

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

Champion Power Equipment, Inc.
Customer Service
12039 Smith Ave.
Santa Fe Springs, CA 90670
USA
Tel: 1-877-338-0999
tech@championpowerequipment.com

EMISSION CONTROL SYSTEM WARRANTY

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

Emission Control System Warranty (ECS Warranty):

1. APPLICABILITY: The ECS Warranty Period shall begin on the date the new engine or equipment is delivered to its original, end-use purchaser, and shall continue for 24 consecutive months thereafter.

2. GENERAL EMISSIONS WARRANTY COVERAGE

CPE warrants to the original, end-use purchaser of the new engine or equipment and to each subsequent purchaser that each of its small off-road engines is:

a. Designed, built and equipped so as to conform at the time of sale with applicable regulations under the Canadian Environmental Protection Act, 1999 (CEPA 1999).

b. Free from defects in materials and workmanship that cause the failure of a warranted part to be identical in all material respects to the part as described in the engine manufacturer's application for certification for a period of two years.

3. THE WARRANTY ON EMISSION-RELATED PARTS WILL BE INTERPRETED AS FOLLOWS:

a. Any warranted part that is not scheduled for replacement as required maintenance in the Owners Manual shall be warranted for the ECS Warranty Period. If any such part fails during the ECS Warranty Period, it shall be repaired or replaced by CPE according to Subsection "d" below. Any such part repaired or replaced under the ECS Warranty shall be warranted for any remainder of the ECS Warranty Period.

b. Any warranted, emissions-related part which is scheduled only for regular inspection as specified in the Owners Manual shall be warranted for the ECS Warranty Period. A statement in such written instructions to the effect of "repair or replace as necessary", shall not reduce the ECS Warranty Period. Any such part repaired or replaced under the ECS Warranty shall be warranted for the remainder of the ECS Warranty Period.

c. Any warranted, emissions-related part which is scheduled for replacement as required maintenance in the Owner's Manual shall be warranted for the period of time prior to the first scheduled replacement point for that part. If the part fails prior to the first scheduled replacement, the part shall be repaired or replaced by CPE according to Subsection "d" below. Any such emissions-related part repaired or replaced under the ECS Warranty, shall be warranted for the remainder of the ECS Warranty Period prior to the first scheduled replacement point for such emissions-related part.

d. Repair or replacement of any warranted, emissions-related part under this ECS Warranty shall be performed at no charge to the owner at a CPE Authorized Service Outlet.

e. The owner shall not be charged for diagnostic labour which leads to the determination that a part covered by the ECS Warranty is in fact defective, provided that such diagnostic work is performed at a CPE Authorized Service Outlet.

f. CPE shall be liable for damages to other original engine components or approved modifications proximately caused by a failure under warranty of an emission-related part covered by the ECS Warranty.

g. Throughout the ECS Warranty Period, CPE shall maintain a supply of warranted emission-related parts sufficient to meet the expected demand for such emission-related parts.

h. Any CPE Authorized and approved emission-related replacement part may be used in the performance of any ECS Warranty maintenance or repair and will be provided without charge to the owner. Such use shall not reduce CPE's warranty obligation.

i. Unapproved add-on or modified parts may not be used to modify or repair a CPE engine. Such use voids this ECS Warranty and shall be sufficient grounds for disallowing an ECS Warranty claim. CPE shall not be liable hereunder for failures of any warranted parts of a CPE engine caused by the use of such an unapproved add-on or modified part.

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

Systems covered by this warranty	Parts description
Fuel Metering System	Fuel regulator, carburetor and internal parts
Air Induction System	Air cleaner, intake manifold
Ignition System	Spark plug and parts, magneto ignition system
Exhaust System	Exhaust manifold, catalytic converter
Miscellaneous Parts	Tubing, fittings, seals, gaskets, and clamps associated with these listed systems.
Evaporative Emissions	Fuel tank, fuel cap, fuel line, fuel line fittings, clamps, pressure relief valves, control valves, control solenoids, electronic controls, vacuum control diaphragms, control cables, control linkages, purge valves, vapour hoses, liquid/ vapour separator, carbon canister, canister mounting brackets, carburetor purge port connector

TO OBTAIN WARRANTY SERVICE:

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

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

**Champion Power Equipment, Inc.
12039 Smith Ave.
Santa Fe Springs, CA 90670
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1-877-338-0999
Attn: Customer Service
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