

# Picket Post Driver

Registered Design No. 126405

Warranty - 12 months from the date of purchase.

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

## SAFETY PRECAUTIONS:

1. Do not operate the Driver without **ear protection**.
2. Do not operate the Driver without the dolly **resting on a post**.
3. **DO NOT RUN THE DRIVER OFF THE POST - this causes damage to the driver.**
4. If using a counter-weight device in conjunction with Driver, ensure the **whole** weight of driver is bearing on the post. If it isn't, this will fracture the cylinder as the piston will bottom-out at the end of each stroke.
5. For greatest effect, hold Driver down firmly. This will stop it bouncing on the post.
6. Always have a firm grip when operating the Driver, particularly when the air pressure is running at 100 PSI or higher. For normal use, run at 100 PSI. For soft ground run at 80 PSI. For hard ground run at 125 PSI. **Absolute Maximum air pressure is 145 PSI.**
7. If you wish to fit a quick release attachment at the compressor, this can hinder the velocity of air except for the type used on Jack Hammers (claw coupling). It must have full flow air fittings with no restrictions at the compressor end or when connecting two hoses together.  
**The Driver requires a minimum hose size of 1/2" or 12mm unrestricted.**
8. For ease of handling, attach an arm or hook from the side of the vehicle and hang the Picket Post Driver by the handles level with the upper chest. Line up post, jab it into the ground, lift driver off arm onto post, depress trigger to drive in the post.

## **OILING:**

Apply six drops of very light oil e.g. auto transmission oil, sewing machine oil, air tool oil. If no oil is at hand, use diesel. To do this, unclip hose at driver & place oil in top of hose fitting. Replace hose & operate driver. If the Driver is being used continually, add oil about every 2 hours.

**DO NOT USE HEAVY OILS SUCH AS ENGINE OIL.**

## **Trouble Shooting:-**

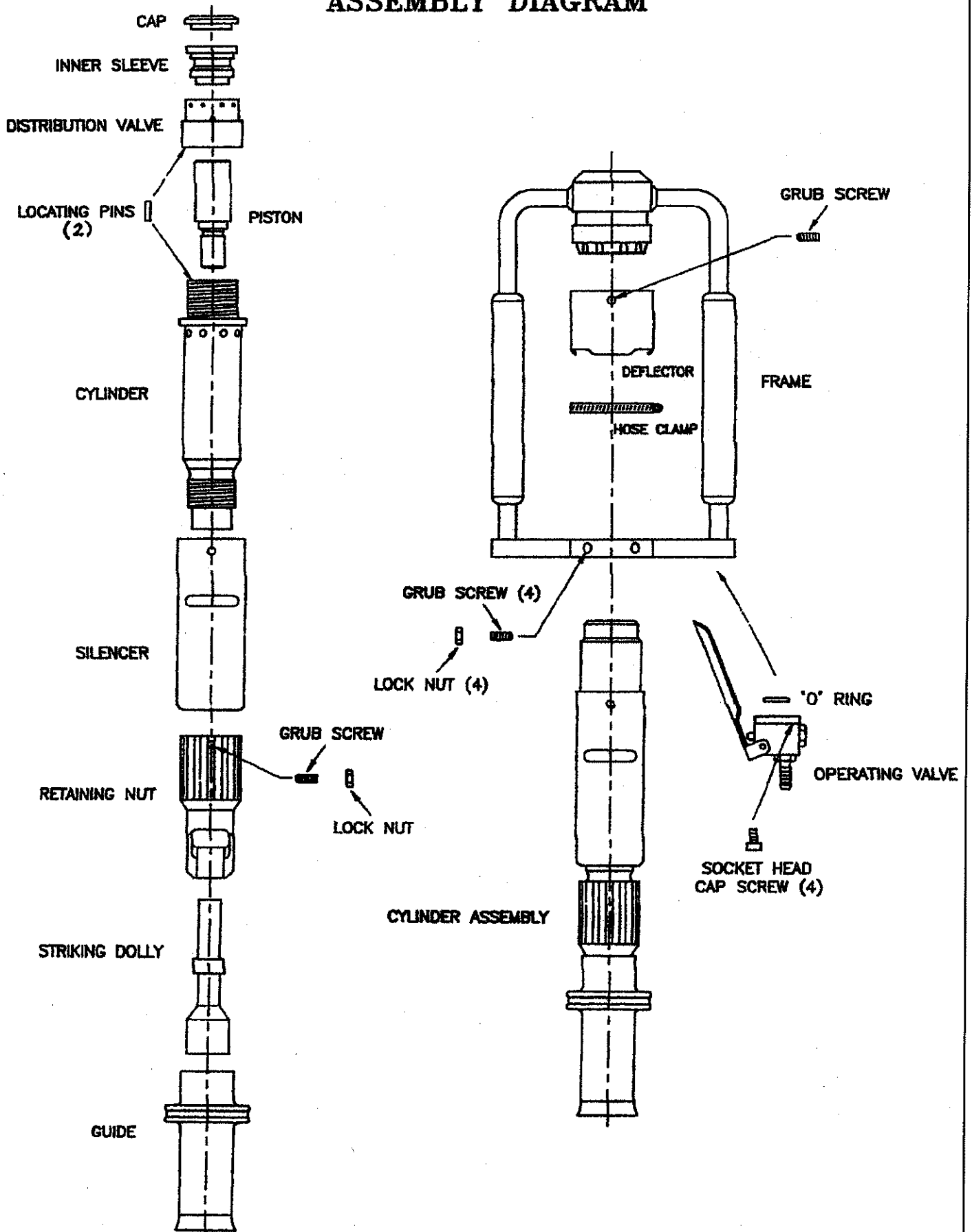
If Driver stops OR fails to start after being stored for some time, it usually is due to rust buildup or over oiling:-

**Be careful not to apply too much oil as this may cause the Driver to clog up & it may slowdown & stop.** If this occurs unclip hose from driver, fill hose fitting with diesel & reconnect to Driver. Then operate the Driver until the excess oil is blown through. This may need to be done a few times. You may have to dismantle driver & clean with diesel. Inline oilers deliver too much oil for the Picket Post Driver.

The valve in the head can get a rust buildup due to condensation while being stored in the shed for some time. If this occurs turn the Driver upside down & bump the head on a log. This will cause the piston to collapse into the valve in the head. Briefly work the operating lever with a "ON/OFF" action, bumping the head of the Driver on the log at the same time. This will create extra pressure in the valve. Also wash out as above with diesel. The Driver should then operate.

**If you need to dismantle the Driver** for cleaning purposes take care to realign the air holes in the top of the cylinder with the air holes in the valve. Two dowels locate the valve on the top of the cylinder. Tighten the cylinder firmly into the frame, lining up the grub screw hole with a slot into the head. Then position the muffler and deflector with the aligned grub screw hole. Apply a small amount of Loctite to grub screw and tighten into hole, passing through the deflector then the muffler.

# PICKET POST DRIVER ASSEMBLY DIAGRAM



CYLINDER ASSEMBLY

MARCHANT ENGINEERING PTY LTD

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