

THE BIG-GIANT LOG SPLITTER
3008-B - 3008-K - 4808-B - 4808-K
3010-B - 4810-B - 3014-K - 4814-K

Your Big-Giant Log Splitter comes complete in one crate with the necessary parts. Inspect your unit for any damage that might have occurred in shipping. If any is found, save the packing container and IMMEDIATELY notify the Transport Carrier who delivered your machine as he is responsible for the damage and is the only one to make any adjustments. Before leaving our plant, all components were completely inspected. All manufacturing dimensions are held to close tolerances, and thus, you will have little difficulty in assembling your Log Splitter if you follow these steps.

ASSEMBLY: Remove unit from steel crate. Be sure to save nuts and bolts from crate as you will need these to assemble the unit. After removing from crate - securely block main frame off the ground, high enough to install retractable wheels, Reference #15. Bolts should head in towards main frame. Securely fasten two (2) lock nuts together and install top pin. Next, lower the front of frame to the ground, then assemble rear jack holder and jack together, Reference #48 & 11. Then install to main frame. Next, front hitch, Reference #29, install on front part of main frame. Be sure to use lockwasher supplied. Install filter holder, Reference #41, onto top of oil tank with the out position down. Be sure to use teflon sealant and turn until secure and resembling angle in schematics. Next, install low pressure hose, Reference #49, onto filter holder. Next, install high pressure hose, Reference #46, to outside of pump, Reference #36. Be sure NOT to overtighten this fitting as it could result in pump damage. Separate instructions on pump in manual. Read first before installing. Next, install gas tank onto engine. CAUTION: READ ATTACHED TO START ENGINE. PLEASE READ MOTOR INSTRUCTIONS, AS WELL AS, HYDRAULIC OIL PUMP SECTION.

MOTOR INSTRUCTIONS: You have received a complete engine manual with your machine. Especially note instructions on OILING. Fill out the Warranty Card IMMEDIATELY and send it to the engine manufacturer and not to Giant-Vac. Consequently, if any difficulties exist, please contact them, rather than us, as much time will be saved as they would be the only ones to make any adjustments. If you will check the yellow pages in your telephone book, you will find the local engine servicing dealer.

CAUTION BEFORE STARTING ENGINE

- A. THE HYDRAULIC PUMP CAN BE DAMAGED IF RUN BEFORE THE HYDRAULIC SYSTEM HAS BEEN SERVICED.
- B. Please follow the engine manual on type of oil and grade of gasoline to be used.
- C. Do not run engine until hydraulic system has been serviced with 16 quarts of Quaker State Dextron 2 or equivalent type automatic transmission fluid.
- D. Securely install the 2 inch ball hitch on the front of main frame. Next, check to see that all nuts and bolts and hoses are securely tightened.

OPERATING INSTRUCTIONS

CYCLING RAM: Cycle the ram 15 to 20 full strokes to eliminate any trapped air in the hydraulic system. If the ram seems to lunge or moves in surges, some air is still trapped in the system. Continue to cycle the ram through the full stroke until a steady forward and return stroke is obtained.

RAM MOVEMENT AND STROKE CONTROL

OPERATING LEVER: Ram movement forward, neutral and reverse is completely controlled by the lever. Pushing the lever forward or towards the wedge will cause the ram to move forward. When the lever is in the center, the ram will not move. Pull the lever for reverse. The lever may be pushed into forward or into reverse at any time during the forward or return stroke.

RETRACT WHEELS: Your Big-Giant Log Splitter may be retracted to the ground for convenient operating. First, the front support stand should be pinned in the up position. Next, lower the back support jack to the ground. Next, remove each axle pin on each wheel axle. Then bring the back support up and they will lower to the ground.

PROPER RAM PRESSURE: If unit does not reach proper pressure, remove acorn nut next to operating handle on valve, and turn the threaded plug in one turn at a time. Proper pressure is approximately 3000 lbs. PSI.

CAUTION - DO NOT OVER TIGHTEN THE THREADED PLUG.

Big-Giant Log Splitter has a patented two stage hydraulic pump that will switch from high to low speed when under pressure - automatically.

LOG SIZE: Your Big-Giant Log Splitter provides over 18 ton ram pressure and is designed to split most wood 30 inches long by 36 inches in diameter. To split large tough logs, always place the log on the splitter so as to split first, a side section. Continue to slab split the large log until a medium sized piece remains, then split it down the center.

MAINTENANCE:

- A. Please follow your Engine Manual on type of oil and when to change it.
- B. The oil and oil filter in the hydraulic system should be changed every 40 hours of operation under normal conditions, and more frequently under dusty conditions. To change the oil in the hydraulic system, the RAM should be in returned position, then simply remove the plug located under the tank. Refill with 16 quarts of Quaker State Dextron 2 or equivalent - after replacing plug on bottom of tank. To check oil level run the ram out all the way and there should be 3 inches oil level in the oil tank.
- C. Keep the top platen where the log and ram travel free from oil and dirt. The guide shoes under the ram will last longer. Dirt mixed with oil acts as an abrasive compound and quickly wears down the ram shoes and top platen.

FOR MACHINES BUILT AFTER JANUARY 1, 1984.

WARRANTY: Within 90 days from the purchase date, GIANT-VAC MFG. INCORPORATED will replace free of charge for the ORIGINAL PURCHASER, any part or parts returned to the factory at South Windham, Connecticut, and found by us to be defective in material and/or workmanship.

APRIL 4, 1984

CHECK ALIGNMENT BEFORE STARTING PUMP

The single common cause of pump failure on start up (AND IS NOT WARRANTED) is failure to correctly mount the flexible coupling on the pump shaft end and/or misaligning the pump/coupling/motor or/engine drive.

1. Don't force or pound the pump coupling half over the pump shaft. End thrust could damage the pump internally.

2. The flexible coupling is not a universal joint. Coupling - shaft misalignment acts directly on the shaft seal, shaft bearing, and precision-fitted internal parts. Before the initial start up and after mounting pump and piping is complete, take enough time for a final check with a straight edge that the coupling halves are not parallel or angular misaligned (see sketch) or too close and introducing an end thrust to the pump.

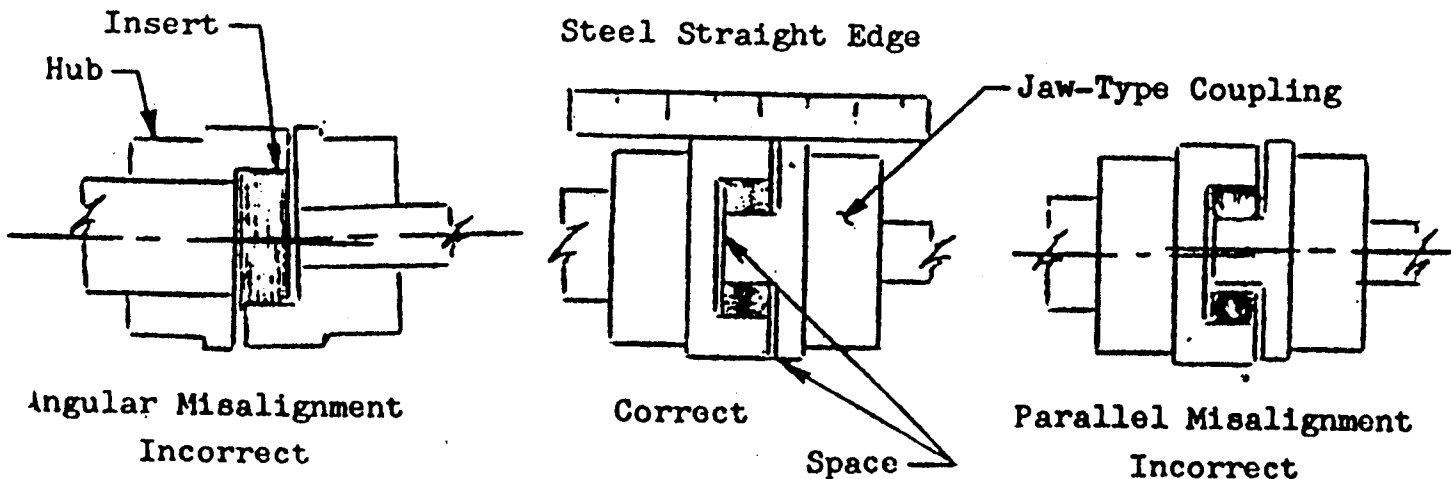
SOME MORE CAUTIONS

If you use teflon tape on your fittings - use only 1½ wraps and none on the first two threads. Special care should be taken to avoid over-tightening pipe connections. Due to the excellent lubricity of the teflon tape the wrench tightening "feel" is different than when the fitting is dry or pipe doped. You can screw a fitting in and crack the port or distort the casting without getting a "snugged up" feel. A good rule of thumb is to turn the connector (example 3/8 NPTF steel tubing fitting) in about 2½ turns by hand then 1½ turns by wrench into a 3/8 NPTF tapped port hole in cast iron. Remember it is usually easier and cheaper to snup up a leaking joint than to replace a component.

Starting the hydraulic pump properly for the first time can save you trouble of a quick failure. -- jog the pump several times (alternately start and stop) until pump is primed and full flow begins.

Use the recommended CLEAN oil. If pump is noisy it may be an indication of a starving pump, an air leak in the inlet line fittings, too thick oil, or a clogged inlet filter.

If the pump is equipped with an internal relief valve - the pump should not be operated at pressures greater than 80% of the full by-pass setting (ie 80% of 2000 PSI = 1600 PSI). Otherwise, it will recirculate hot oil internally overheating the pump and thinning the oil and eventually fail the pump.



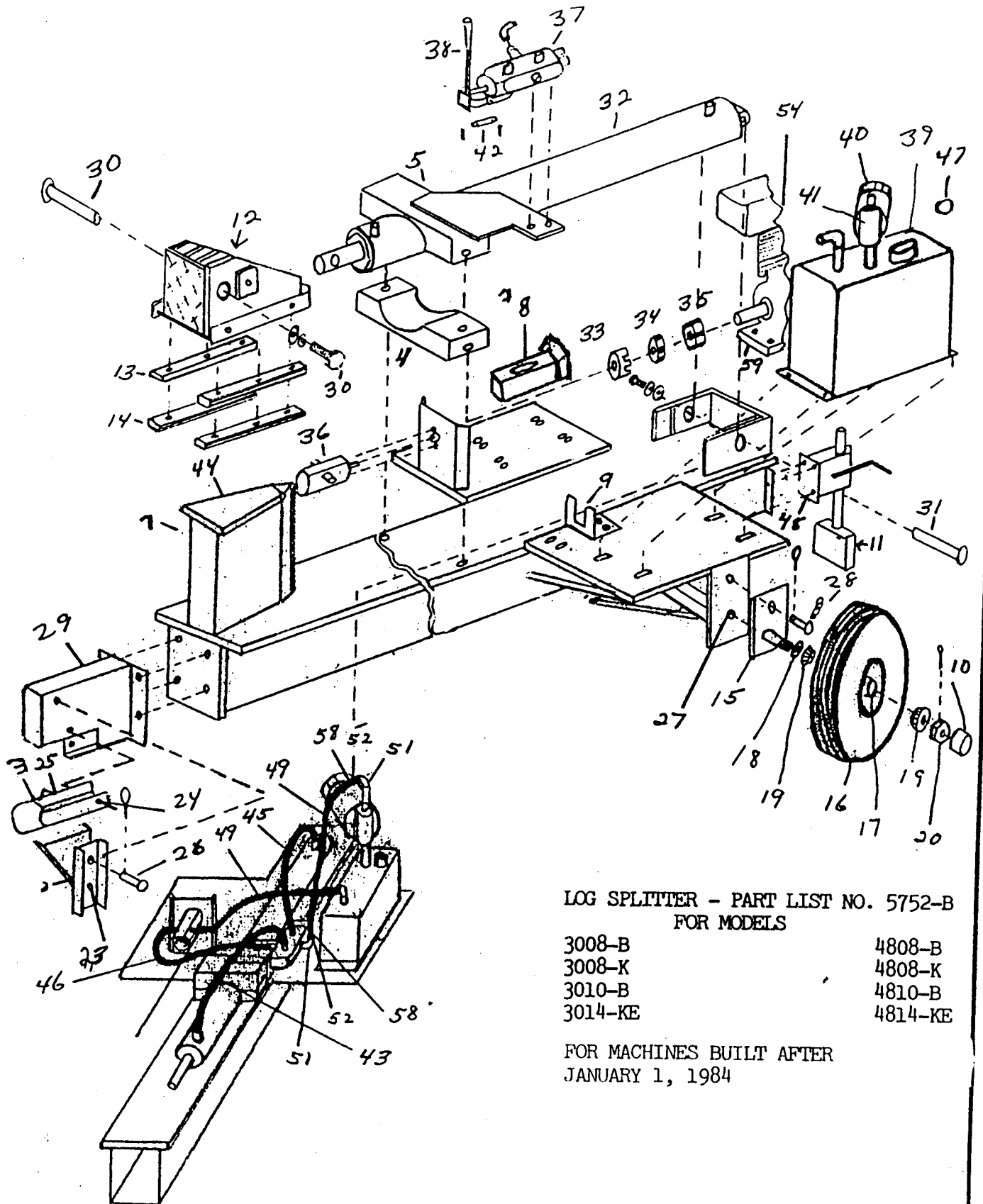
PARTS LIST NO. 5752-B

REF. NO.	PART NO.	DESCRIPTION	3008-B	4808-B	3010-B	4810-B	3014-B	4814-K
			3008-K	4808-K				
1	10068	Main Frame	1					
1	10084	Main Frame		1				
1	10085	Main Frame			1			
1	10086	Main Frame				1		
1	10087	Main Frame					1	
1	10088	Main Frame						1
2	27120	Front Support	1	1	1	1	1	1
3	38013	Ball Hitch 2"	1	1	1	1	1	1
4	27121	Bottom Cylinder Support	1	1	1	1	1	1
5	27122	Top Cylinder Support	1	1	1	1	1	1
8	27145	Pump Mount			8HP Kohler Models Only			
9	23060	Stroke Control Lower Support	1	1	1	1	1	1
10	33055	Dust Cap	2	2	2	2	2	2
11	33098	Back Support Jack	1	1	1	1	1	1
12	27123	Ram Head	1	1	1	1	1	1
13	27124	Side Ram Guide	2	2	2	2	2	2
14	27125	Lower Ram Guide	2	2	2	2	2	2
15	33083	Retractable Axle	2	2	2	2	2	2
16	33037	Wheel 16" O.D.	2	2	2	2	2	2
17	33058	Hub	2	2	2	2	2	2
18	33057	Seal	2	2	2	2	2	2
19	33056	Bearing	4	4	4	4	4	4
20	31151	Axle Nut	2	2	2	2	2	2
21	31236	3/8 x 1" Bolt, Nut Washer	11	11	11	11	11	11
22	31237	1/2 x 1 1/4" Bolt, Nut & Washer	6	6	6	6	6	6
23	31238	Support Pin Front	1	1	1	1	1	1
24	31240	1/2 x 4" Bolt, Nut & Washer	1	1	1	1	1	1
25	31239	1/2 x 1 3/4" Bolt, Nut & Washer	2	2	2	2	2	2
26	31241	1/2 x 2 1/4" Bolt, Nut & Washer	1	1	1	1	1	1
27	31242	Axle, Bolt & Locknut	2	2	2	2	2	2
28	31243	Axle Pin	2	2	2	2	2	2
29	33099	Front Hitch	1	1	1	1	1	1
30	31245	Front Ram Pin	1	1	1	1	1	1
31	31246	Back Ram Pin	1	1	1	1	1	1
32	61000	Cylinder 30"	1		1		1	
32	61033	Cylinder 48"		1		1		1
33	31247	Coupling Pump Half	1	1	1	1	1	1

REF. NO.	PART NO.	DESCRIPTION	3008-B 3008-K	4808-B 4808-K	3010-B	4810-B	3014-K	4814-K
34	31248	Insert Spider	1	1	1	1	1	1
35	31249	Coupling Engine Half	1	1	1	1	1	1
36	61001	Two Stage Pump	1	1	1	1	1	1
37	61002	Valve	1	1	1	1	1	1
38	23062	Valve Control Lever	1	1	1	1	1	1
39	61036	Tank	1	1	1	1	1	1
40	61037	Filter	1	1	1	1	1	1
41	61038	Filter Holder	1	1	1	1	1	1
42	23063	Control Lever Holder	1	1	1	1	1	1
43	61006	1/2 x 23" HI Pressure Hose	1	1	1	1	1	1
44	27144	Wedge Only	1	1	1	1	1	1
45	61008	1/2 x 35" HI Pressure Hose	1		1		1	
45	61034	1/2 x 53" HI Pressure Hose		1		1		1
46	61009	1/2 x 32" HI Pressure Hose	1	1	1	1	1	1
47	61035	Oil Tank Cap	1	1	1	1	1	1
48	33100	Back Jack Stand Holder	1	1	1	1	1	1
49	61012	Low Pressure Hose 20"	2	2	2	2	2	2
51	61013	3/4" Street Elbow	3	3	3	3	3	3
52	61014	3/4" Hose Connector	4	4	4	4	4	4
54	35000	Throttle Control	1	1	1	1	1	1
55	23064	Rod 1/2" x 6 3/4"	1	1	1	1	1	1
58	34039	1" Hose Clamp	4	4	4	4	4	4
59	31342	Motor Spacer 8HP Kohler Only	2	2				
	39002	8HP B&S Engine						
	39007	8HP Koh Engine						
	39029	10HP B&S						
	39028	14HP Koh. Elec.						

FOR MACHINE BUILT AFTER JANUARY 1, 1984.

APRIL 4, 1984



LOG SPLITTER - PART LIST NO. 5752-B
FOR MODELS

3008-B	4808-B
3008-K	4808-K
3010-B	4810-B
3014-KE	4814-KE

FOR MACHINES BUILT AFTER
JANUARY 1, 1984