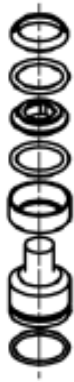




OPERATION AND SAFETY GAS POWERED POST DRIVER



DRY FIRE EXPLANATION AND EXAMPLES



DAMPER WASHER *NOTE IN DRY FIRE, THE STEM OF THE BOTTOM HAMMER IS NOT SUFFICIENTLY ABOVE THE DAMPENING

DAMPER ORING

HAMMER GUIDE RING

DAMPER ORING

DAMPER CUP

BOTTOM HAMMER * NOTE THE STEM OF THIS BOTTOM HAMMER IS WHAT NEEDS TO BE ABOVE THE DAMPENING

ORING ON BOTTOM HAMMER

IN PROPER OPERATION; THE DAMPENING SYSTEM IS DESIGNED TO PROTECT & ASSIST THE HAMMERING ACTION/MOVEMENT. THE STEM OF THE BOTTOM HAMMER GOES UP INTO, AND ABOVE THE DAMPENING SYSTEM. THE TOP HAMMER THEN HITS THE STEM OF THE BOTTOM HAMMER CAUSING THE STRIKING ACTION OF THE BOTTOM HAMMER ON THE ITEM BEING DRIVEN.

DOWNWARD PRESSURE ON THE MACHINE IS REQUIRED TO INSURE THIS BOTTOM HAMMER HAS ENOUGH PRESSURE TO "BOUNCE" FULLY BACK UP INTO THE DAMPENING SYSTEM SO THE STEM IS ABOVE THE DAMPER FOR THE TOP HAMMER TO ONCE AGAIN STRIKE IT DOWN. THIS HAPPENS 1720 TIMES PER MINUTE INSIDE THE MACHINE.

DRY-FIRE HAPPENS WHEN THERE IS NOT SUFFICIENT DOWNWARD PRESSURE FOR THE BOTTOM HAMMER TO "BOUNCE" BACK INTO IT'S PROPER POSITION, THUS THE STEM OF THE BOTTOM HAMMER IS NOT ABOVE THE DAMPENING SYSTEM. WHEN THIS HAPPENS; THE TOP HAMMER WILL SIMPLY BE HITTING THE TOP OF THE DAMPENING SYSTEM (BECAUSE THE STEM OF THE HAMMER IS NOT UP THERE). YOUR MACHINE WILL LOSE POWER WHEN THIS IS HAPPENING, AND THE HAMMERING SOUNDS DIFFERENT. REPEATED DRY FIRE WILL CAUSE THE TOP HAMMER TO MOVE THE DAMPENING SYSTEM, WHICH INCREASES THE TOLERANCES IN THE MACHINE. SOMETHING HAS TO GIVE FROM THIS ABNORMAL PRESSURE. IN THE REDICLASSIC52 MODEL IT IS THE GUIDE TUBE WHICH WILL BE PUSHED OUT OF THE BOTTOM HOUSING. IN THE REDIBOSS78 MODEL IT IS THE 4 BOTTOM HOUSING BOLTS THAT WILL SHEAR OFF. THIS DAMAGE IS EXCLUSIVE TO DRY FIRE & IS CAUSED FROM THIS TYPE OF MIS-OPERATION.

DRY FIRE CAN & WILL OCCASIONALLY HAPPEN; IT SHOULD NEVER CAUSE DAMAGE TO THE MACHINE IF RECOGNIZED AND CORRECTED EACH TIME. TO MOVE THE STEM OF THE BOTTOM HAMMER BACK IN PROPER POSITION; YOU SIMPLY PICK THE MACHINE UP AND SLAM IT DOWN ON YOUR POST AS IF YOU WERE GOING TO HAND DRIVE WITH IT. THIS FORCE WILL KNOCK THE STEM OF THE BOTTOM HAMMER BACK INTO PROPER POSITION AND YOU CAN THEN CONTINUE NORMAL DRIVING.

OTHER TIPS: DO NOT ENGAGE THE THROTTLE UNLESS THE DRIVER IS ON YOUR POST AND READY TO START DRIVING. AVOID ACCIDENTAL THROTTLE OF THE HAMMER DURING LOADING AND UNLOADING OF THE MACHINE.

DO NOT LET THE GUIDE TUBE OF THE DRIVER BE IN CONTACT WITH THE GROUND; AS THIS WILL NOT ALLOW DOWNWARD PRESSURE TO BE MAINTAINED.



CORRECT POSITION OF THE BOTTOM HAMMER STEM FROM MAINTAINING THE DOWNWARD PRESSURE ON THE MACHINE



INCORRECT POSITION OF THE BOTTOM HAMMER STEM FROM NOT MAINTAINING DOWNWARD PRESSURE ON THE MACHINE



Safe starting



- Start and operate the REDI Driver Post Driver unit outdoors, and in a ventilated area
- Never wrap the Honda GX35 pull starter rope around the hand
- Do not quick release the Honda GX35 starter grip, guide the starter rope back slowly to permit the rope to rewind properly
- Failure to observe instructions regarding the pull starter may result in injury to the operator's hand and damage to the starter
- DO NOT USE THE THROTTLE LOCK WHEN DRIVING; you will not have full throttle.

Ensure the ground is firm or select a solid surface, in an open well-ventilated area.

Maintain good balance and secure footing on both feet, with feet as far apart as the shoulders.

Place the REDI Driver Post Driver, resting on guide tube on firm ground with the top handle in left hand to stabilize machine.

Prime the fuel bulb and switch stop switch to on, engage the choke.

Grasp the Honda GX35 engine pull starter grip and pull up and out. Excessive force or speed is not required.

Guide the starter rope back slowly to permit the rope to rewind properly.

- Should the engine not start easily, or the pull starter offer resistance, refer to the Troubleshooting section.

Driving posts



- Ensure there is plenty of clearance behind and next to the Honda GX35 engine, to allow for the escape of hot and toxic exhaust fumes
- Only operate the REDI Driver Post Driver in daylight conditions with good visibility

Ensure the operator and all other persons nearby wear, at a minimum, the following PPE:

- Class 4 hearing protection, greater than 22dB attenuation
- Safety glasses to AS/NZS1337 medium impact rating
- Gloves suited to manual handling - leather or other abrasion resistant material, anti-vibration gloves are recommended
- Steel capped boots





Driving in a Post

1. Start motor safely as described in *Safe starting*.

Stand the post in the required position by lightly tapping the post into the ground with a hammer. Ensure the post is stable enough to take the weight of the REDI Driver Post Driver.

- Where many posts are to be driven, doing this in batches will save time.

Lift the REDI Driver Post Driver post driver up and on to the post.

Ensure the post is in a vertical position and the Post Driver is on in a parallel plane to the post.

- Correct alignment is depicted on the safety label on the guide tube.

Ensure the operator maintains a stable standing position with feet as far apart as the width at shoulders. Keep body weight balanced.

Pull down on the Post Driver with equal downwards pressure on each handle.

- This is mandatory to ensure the internal hammer mechanism is engaged in the correct operating position, and reduce unexpected movement while driving.

Gently pull the throttle trigger until the hammer action is felt. **DO NOT USE THE THROTTLE LOCK!**

Once the post has been observed as being driven into the ground, then fully depress the throttle trigger and drive the post to the desired depth.

- If the post does NOT drive into the ground cease driving, remove the post and move along a short distance and retry.
- ! Never drive a post to the point the guide tube touches the ground.

Once the desired depth is reached, release the throttle fully so the Honda GX35 Engine is idling, and the hammer action has stopped.

- ! Never operate the throttle unless the Post Driver is on a post, and sufficient downward force is exerted on both the handles.

Move to the next post and repeat.

Refuelling



Warning: Fuel vapors are extremely flammable and can cause severe injury or death, if ignited by a spark or excessive heat from a hot motor.



OPERATION AND SAFETY GAS POWERED POST DRIVER



REDI driver Post Driver Safety and Operating Instructions

- Always switch off the Honda GX35 engine, and allow adequate time for it to cool down before refueling.
- Use regular unleaded fuel only.
- Fill the tank on level ground avoiding spilling fuel on the motor. Allow any spilt fuel to evaporate before restarting the motor.
- Ensure fuel cap is tightened adequately before restarting the motor.