

Troubleshooting Your Gas Powered Post Pounder



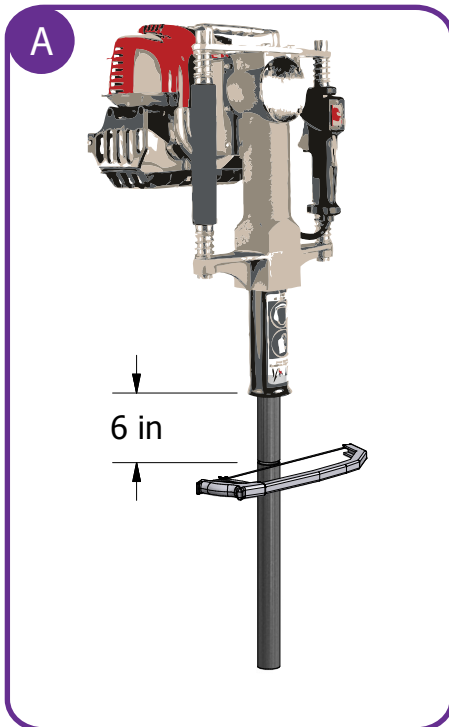
1. If your driver sounds like it is running fine but the striker is not hammering as it should be, make sure the striker is fully engaged. There is a safety feature that disengages the striker if it is dry fired or mis-fired. To re-engage the striker, simply pick the driver up off the post and then place it back down on the post with a bit of force to hit the striker against the post. **AVOID REPEATED DRY FIRE** by maintaining 10-12lbs of down pressure at all times!
2. Only use the recommended EP 0 grease. This is low viscosity grease for machinery with rapid moving parts that produce a lot of friction. If you use a different type of grease, you will inhibit the performance of your driver and possibly cause damage to the driver or engine. If you have greased your driver with the wrong grease, you will need to follow the instructions in the maintenance section for replacing grease in the crank housing area.
3. If your post pounder is over-greased it will cause a reduced performance of the machine and put undue stress on the engine and the operations of the gears/piston in the machine. There should be approximately 4-5 tbsp of grease visible in the crank housing. There has to be room for freedom of movement for the parts.
4. If your pounder is low on grease it will cause a reduced performance of the machine. Open the crank housing cover to visually check the amount of grease in your driver. You should always see a bit of grease residue moving throughout the machine. You may even see grease left on the posts which is a good thing. This means your machine is self-lubricating.
5. If you feel that the striker or hammer of the machine is not moving as freely as it should, you can spray WD-40 up into the barrel to lubricate and cleanse this area. Occasionally you will get bits of debris which chip off the posts and then make their way into the striker area.
6. If your engine seems to be overheating and not wanting to operate as it should, it may be starving for air. You can remedy this by a simple puncture hole in the breather of your gas cap. Unscrew the gas cap and remove the black plastic top to reveal a rubber gasket in the white liner part of the gas cap. Use a paperclip or similar small sharp item to puncture a hole in the black rubber in the middle of the breather hole. Re-install the black plastic top cover and screw the gas cap back into place.

Important Note: DO NOT use oil and gas mix to fuel engine. Use only straight gasoline.

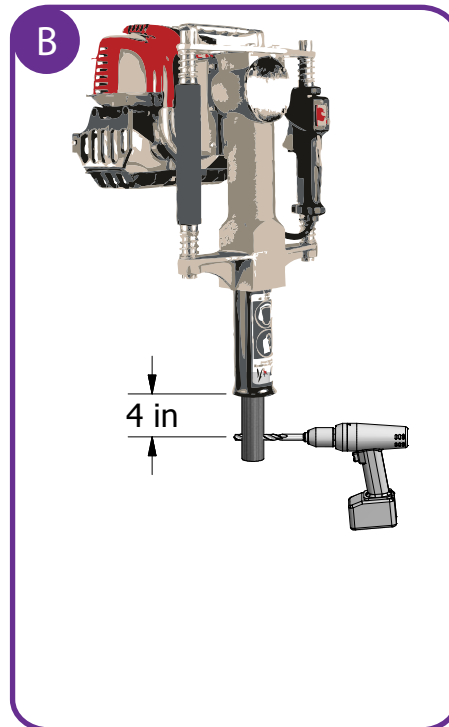
Please call WamBam Fence at 877-778-5733 if you need any assistance.

Warning! What to do if pounder gets locked on top of pipe

Because the top of your pipe can mushroom during extreme impact (rocky or hard ground), the gas pounder can get locked on to the top of the pipe. Please check the top of your pipe frequently to avoid this problem. This problem mainly occurs on our small pipe anchors for vinyl fence.



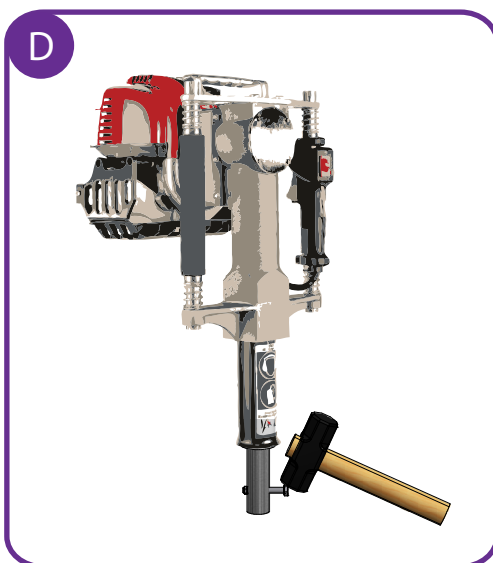
A - Cut the pipe off about 6" below the bottom of the barrel on gas pounder.



B - You will need to drill a 1/2" hole about 4" down from the bottom of the barrel on gas pounder.



C - Insert a steel bolt or pin through the hole



D - Using a 5lb sledge hammer, hit the bolt downwards to free the pipe.

Tips to avoid in the future:

1. Check top of pipe every 6 to 8" initially when driving to assess how much the top of your pipe is mushrooming.
2. Use a 5lb sledge hammer to re-form the top of the pipe back into some of its original shape (the top edge should be soft enough to do this).
3. Trim the top off with reciprocating saw or hack saw.