



***panther***

**owners manual**

**DIDIER MFG.**  
8630 Industrial Dr.  
Franksville, Wisconsin, U.S.A. 53126

PLACE  
STAMP  
HERE

**IMPORTANT!**  
YOUR RECORD OF WARRANTY  
RETAIN THIS PORTION!

**DIDIER**  
**MFG.**





# RULES FOR SAFE OPERATION

- Read this manual completely before using your log splitter.
- This machine should be used solely for splitting wood.
- Never allow children or adults lacking proper instruction to operate your log splitter.
- Take fire fighting equipment with you when operating the log splitter in dry areas as a precautionary measure against possible flying sparks.
- Do not operate near flame.
- Handle fuel with care. Turn the engine off and let log splitter cool before refueling your log splitter. Do not smoke while operating or refueling your log splitter. Refuel your log splitter outdoors in a clear area.
- Wipe your log splitter clean of any spilled oil or fuel and move it away from the fueling area before starting your engine.
- Do not run engine in an enclosed area. Exhaust gasses contain carbon monoxide. This odorless gas can be deadly when inhaled.
- Operating an engine at excessive speeds increases the hazard of personal injury. Do not tamper with parts which may increase the governed speed. Do not run engine at excessive speeds.
- Always remove the spark plug before working on the engine or log splitter. Or remove wire from spark plug and insert terminal end in V-notch in engine head cover. This will prevent accidental starting of engine.
- Make a periodic check that all nuts, bolts, and screws are tight.
- Completely drain fuel tank prior to storage. This guards against accumulation of fuel fumes which could result in a fire hazard.
- Make sure your log splitter is in a level position before operating. This avoids a spillage of gas from tank and maintains proper engine crank-case oil level.
- Always make sure the coupling shield is securely in place before operating the unit. This prevents any object from becoming entangled in the coupler which could cause personal injury or damage to the coupler.
- When operating log splitter, never place hands between log and splitting wedge or between log and plunger block.
- Always wear safety shoes or heavy boots. A dropped log can seriously injure your foot.
- Always wear safety glasses while operating this equipment.
- Keep work area clear of split wood to assure safe footing.
- Keep observers at a distance from log splitter when in operation.
- Use only your hand to operate the control lever.
- Never split more than one log at a time.

## CAUTION!!

Escaping fluid under pressure can have sufficient force to penetrate skin, causing serious personal injury. Before disconnecting lines, be sure to relieve all pressure. Before applying pressure to the system, be sure all connections are tight and that lines, pipes and hoses are not damaged. Fluid escaping from a very small hole can almost be invisible. Use a piece of cardboard or wood rather than hands to search for suspected leaks.

If injured by escaping fluid, see a doctor at once. Serious infection or reaction can develop if proper medical treatment is not administered immediately.



# ASSEMBLY INSTRUCTIONS

## TOOL LIST (not supplied)

- Needle Nose Pliers
- Crescent Wrench
- Open End Wrenches - 9/16", 11/16", 5/8", 3/4", 7/8", and 1/2"

## MATERIAL LIST (not supplied)

- Funnel
- Engine Crankcase Oil (see Spec., pg. 1)
- Low Lead or Leaded "Regular" Grade Automotive Gasoline
- Hydraulic Fluid - 7 Quarts (see Spec., pg. 1)

Remove log splitter from cartons and check to see that no transportation damages have occurred. Remove control valve from engine mounting channel where it was secured for shipping. Depending on the model of your splitter, your parts kit may contain extra items. These may be discarded.

**Step 1)** Assemble control valve hand lever to valve spool and valve body. Secure with cotter pins. (Fig. 1A & 1B)

**Step 2)** Block engine mounting channel to prevent tipping. Place the main beam on top of the engine channel so that the log splitter is in the shape of a "T". Align the four holes in the bottom back end of the main beam with the four holes in the top front of the engine channel. Assemble them using the four 3/8-16 x 1" bolts and lock nuts provided. Do not tighten at this time. (Fig. 2)

**Step 3)** Your hydraulic log splitter comes equipped with a vibration strap which is bolted to the engine on one end. This strap end is fastened to the engine with a 5/16 split lock washer, and 5/16-18 nut. The other end of vibration strap is fastened to the left side of the beam. It will be necessary to rotate the engine air cleaner to properly attach the vibration strap. The vibration strap is secured to the beam by a 5/16"-18 bolt, flat washer, lock washer, and nut. (Fig. 3) After vibration strap is secure, tighten hardware from Step 2.

**Step 4)** Position control valve on mounting plate. Install hardware as shown. Do not tighten. (Fig. 4A & 4B)

**Step 5)** Install four 90° male elbow fittings in cylinder ports to approximate positions shown. (Fig. 5)

**IMPORTANT: DO NOT OVERTIGHTEN!!!** Overtightening can crack housing.

**Step 6)** Assemble short steel tube to fittings in front ports of control valve and cylinder. Assemble long

steel tube to fittings in rear ports of control valve and cylinder. Hold flared ends of tubes against flared ends on fittings. If they do not line up, use a wrench to adjust fittings until they line up with tubes. Slide cap nuts over ends of tubes and thread onto fittings. (Fig. 5)

**IMPORTANT:** Be careful not to cross thread. Tighten cap nuts securely.

**Step 7)** Securely tighten the three bolts holding the control valve to mounting plate (see step 4).

**Step 8)** Connect pressure hose from pump to fitting on valve. Tighten securely.

**Step 9)** Secure clamp over return hose as shown in Figure 6 (page 5) and attach coupling shield to rear of beam.

**Step 10)** Attach coupling bracket and ball hitch to end of beam. (See items 1, 8, 20, 21, 22 & 23 on pg. 14.)

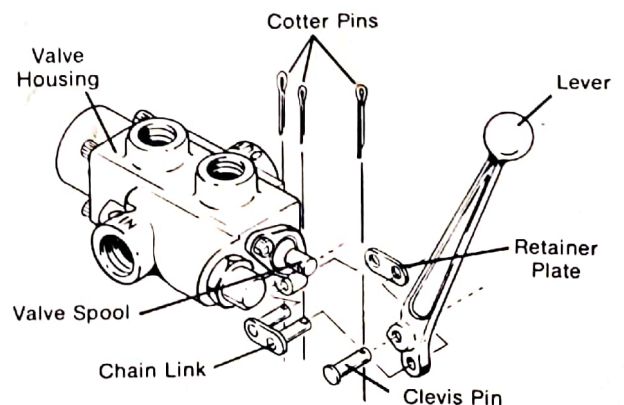


Figure 1A

# ASSEMBLY INSTRUCTIONS (cont.)

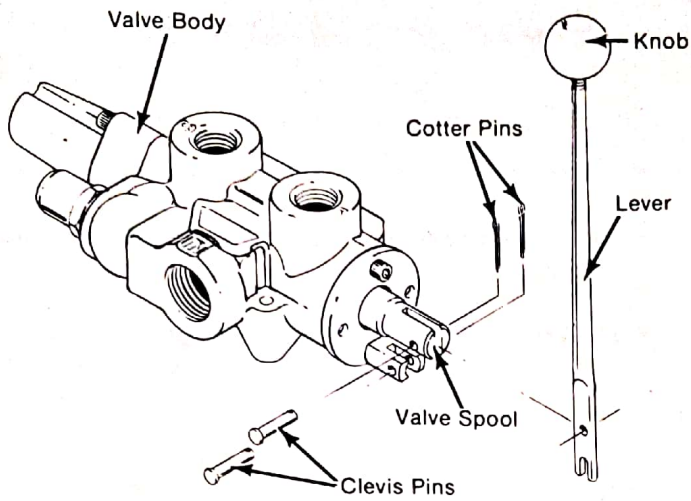


Figure 1B

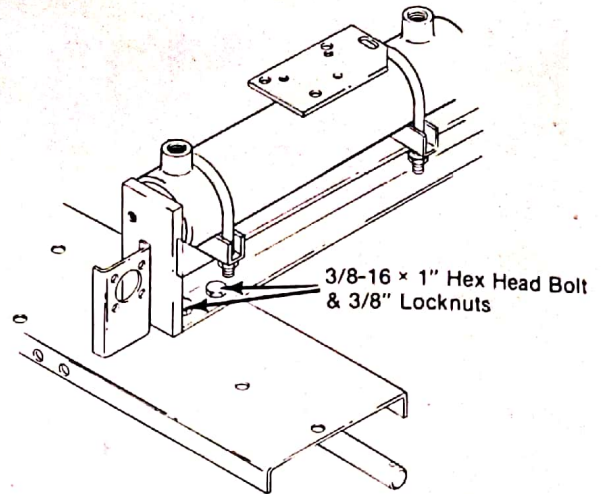


Figure 2

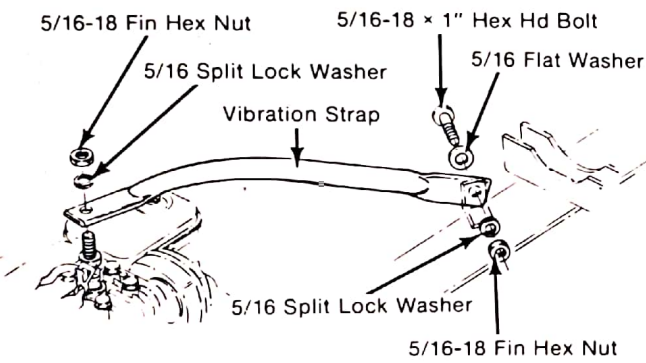


Figure 3

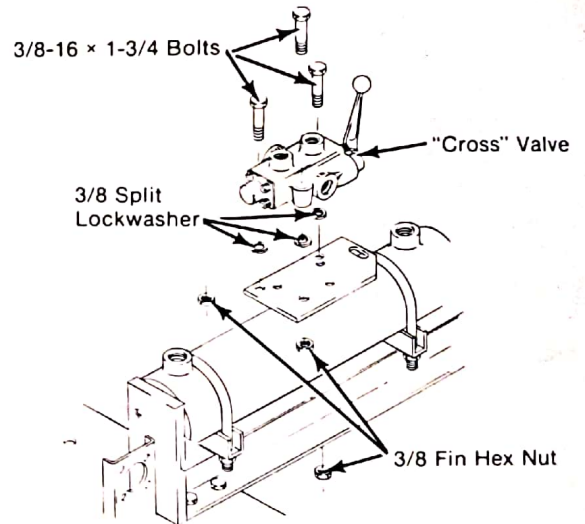


Figure 4A

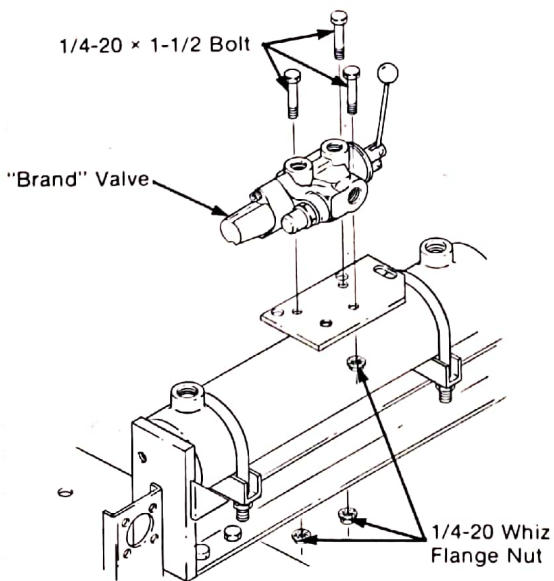


Figure 4B

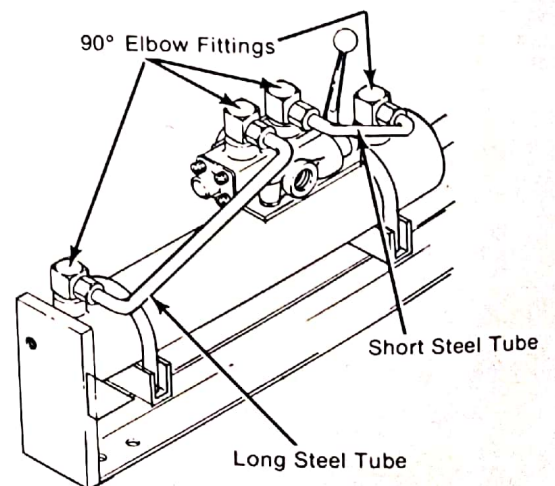


Figure 5



# PREPARATION

**Step 1)** Block main beam so log splitter is level. Remove oil filler plug. (Fig. 6)

**Step 2)** Using oil in accordance with temperature, (see "Specifications", page 1) fill crankcase slowly to overflowing. Crankcase capacity is 1-1/4 pints. Replace oil filler plug securely and wipe any spillage clean!

**Step 3)** Fill engine fuel tank using fresh, clean, low lead or leaded "regular" grade automotive gasoline. (Fig. 7)

**IMPORTANT: DO NOT MIX OIL WITH GASOLINE. Do not overfill or spill. Wipe up any spills immediately. Install fuel tank cap securely.**

**NOTE:** The hydraulic system oil capacity is 7 quarts when filled to within 1-1/2" of top of filler neck.

**Step 4)** Pour 4 quarts of oil into reservoir. Replace reservoir cap, but leave loose to allow air to escape from the hydraulic system. (Fig. 8)

**Step 5)** Lubricate top surface area of main beam with engine crankcase oil or any type of lubrication oil. (Fig. 9)

**Step 6)** (not illustrated) Start the engine (see "Starting the Engine" page 6). Push control lever forward in a slow pulsating manner. This should be

done until cylinder rod has moved forward approximately 12". Shut off engine.

**Step 7)** Add 2 more quarts of oil to reservoir. Replace reservoir cap loosely.

**Step 8)** Start engine. Push control lever forward again, in a slow pulsating manner. This should be done until cylinder rod has been completely extended. Now, pull back on control lever in the same manner. This will cause cylinder rod to retract. Repeat this same cycle at least (4) four times to make sure all air is forced out of the system. Retract cylinder rod completely. Shut off engine. Check oil level in reservoir. It should be 1-1/2" from top of filler neck. **Maintain this level at all times.** Replace reservoir cap and tighten securely.

**NOTE:** Check oil level only when engine is shut off and cylinder rod is completely retracted.

**IMPORTANT: The equipment you have purchased does not have a spark arrestor muffler. Some states, such as California, require that this spark arrestor be attached to the exhaust system in effective working order when operating internal combustion, engine equipped machinery or devices. Know your state's regulations before operating this equipment on any forest-covered, brush-covered or grass-covered land. See page 12 for ordering information.**

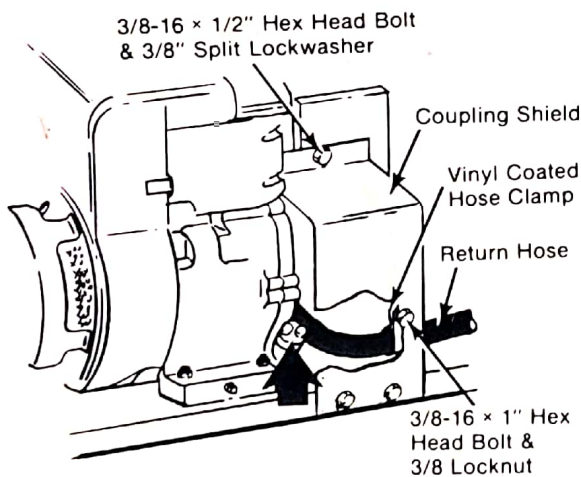


Figure 6

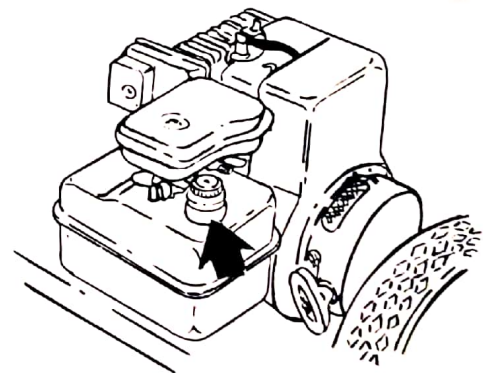


Figure 7

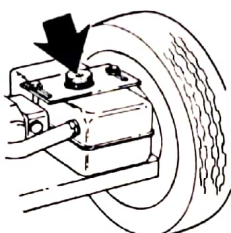


Figure 8

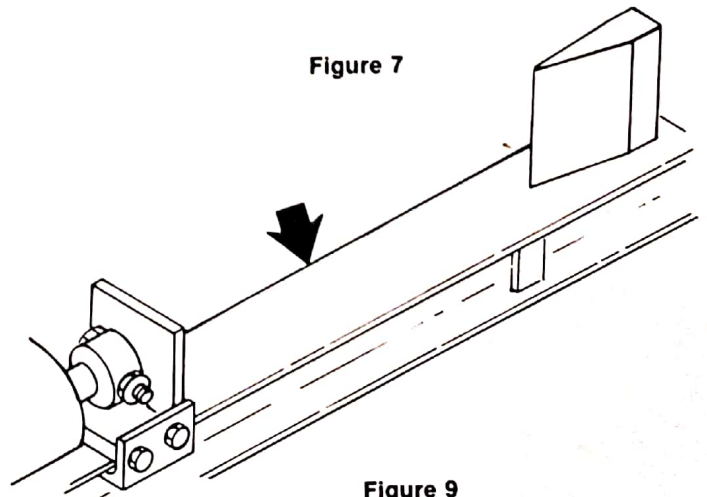


Figure 9



# STARTING THE ENGINE

**Step 1)** Choke engine. Be sure stop switch is away from spark plug. Pull choke as illustrated. **(Fig. 10)**

**Step 2)** To start engine. Grasp starter handle and pull out cord rapidly. Repeat if necessary. When engine starts, close choke gradually.

**Step 3)** To stop engine. Push the stop switch against the end of spark plug. **(Fig. 10)**

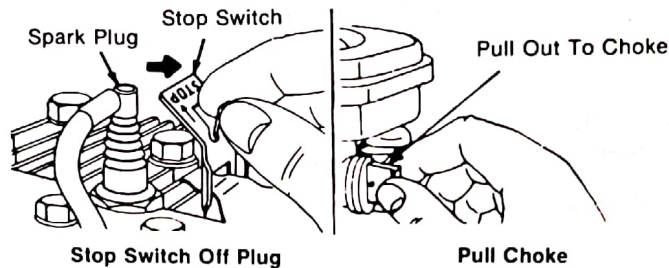


Figure 10

**COLD WEATHER STARTING:** In extremely cold weather, below 0°F, special procedures should be followed to avoid damage to the engine and hydraulic components if the unit is stored outside. The hydraulic pump and the engine should be disengaged, until the engine is warmed up.

**Step 1)** Remove coupling shield.

**Step 2)** Loosen the two set screws on the coupling hubs and pull the hubs apart until the engine and pump are no longer engaged. Tighten the set screws. **(Fig. 11)**

**Step 3)** Start the engine as usual and allow it to run for several minutes.

**Step 4)** After the engine is sufficiently warmed up, turn it off and reassemble the coupling hubs leaving approximately 1/32" gap on either side of rubber spider. This will re-engage the engine and pump.

**Step 5)** Replace the coupling shield.

**Step 6)** Warm up the hydraulic fluid. This can be done with an automotive type block heater, portable space heater, etc. **DO NOT USE A PROPANE TORCH OR OTHER OPEN FLAME.** Remove the reservoir cap while heating. Heat fluid to 20°F. Run the unit through at least six complete cycles before attempting to split wood.

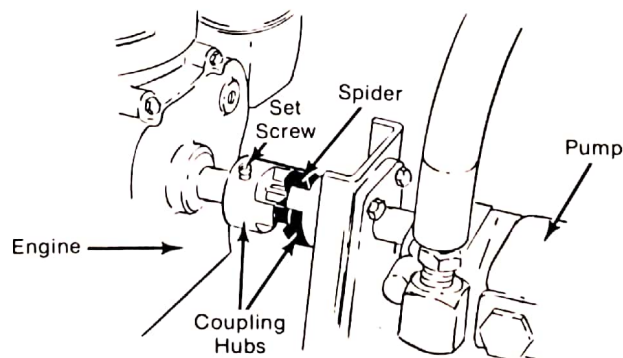


Figure 11

# OPERATING INSTRUCTIONS

**Step 1)** Your log splitter should not be operated in a tilted position. Make sure it is level before you begin.

**Step 2)** Start the engine (See "STARTING THE ENGINE"). Let the engine warm up for a minute or more.

**Step 3)** Retract the cylinder rod completely by pulling the control valve hand lever back away from the splitting wedge.

**Step 4)** Place the log on the beam between the wedge and plunger block. Center one end of the log with the wedge and the other end with the plunger block. (Fig. 12)

**Step 5)** Push forward (toward the log) on the control valve lever. Hold the lever in this position until the log is split or the cylinder rod stops at its maximum travel.

**Step 6)** If cylinder rod is fully extended and log is not completely split, retract cylinder rod. Place a second log between plunger block and first log. Extend cylinder rod until log is completely split and continue on to split second log. (Fig. 13)

- If a log becomes stuck on the wedge, retract cylinder rod. Force a wooden wedge under back end of log, raising it up. Continue doing this with larger size pieces of wood until plunger block will slide under log. Extend cylinder rod completely forcing plunger block under log, rolling it up off the wedge. Rotate log and split it in a different area, splitting only one-third of the cross section. (Fig. 14 & 15)

- For logs up to sixteen inches in diameter, the log should be centered with the wedge and the plunger.

- For logs larger than sixteen inches in diameter, split approximately one third of the cross section at a time.

- Oil may occasionally foam out over the filler cap. This occurs when the oil level is high and the unit is not sitting level. The oil will eventually find its own level. Draining some oil will help.

**NOTE:** For your safety, when the lever is released it automatically returns to the center or "hold" position and the cylinder rod travel automatically stops.

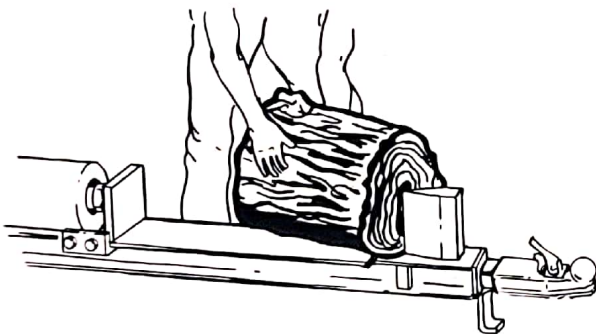


Figure 12

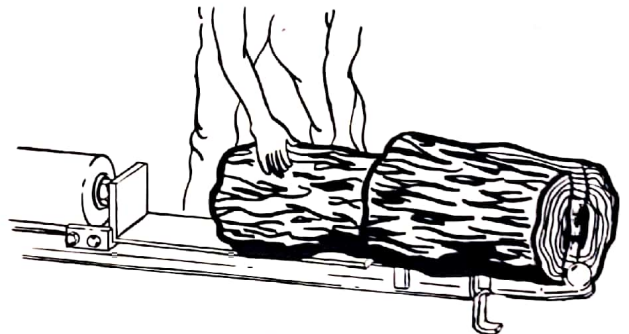


Figure 13

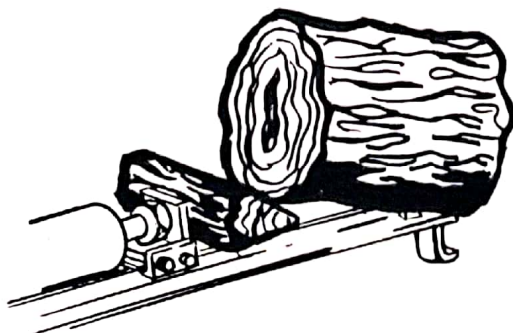


Figure 14

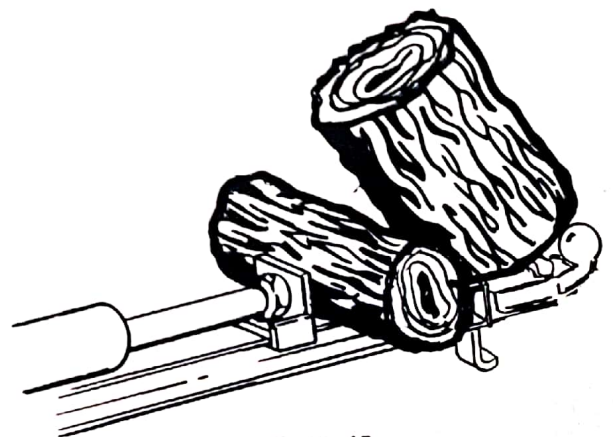


Figure 15



# MAINTENANCE

**NOTE: Major engine repairs should not be attempted unless you have the proper tools and a thorough knowledge of internal combustion engines.**

- The wedge is heat-treated. The cutting edge can be sharpened by touching it up with a grinder or hand file.
- Remove all nicks in top of main beam with a file or grinder. This will eliminate damage to side bars.
- It is advisable to periodically lubricate the top of main beam (every several hours of use). Any type of lubricating oil can be used.
- Change engine oil after first 5 hours of operation. Thereafter, change oil every 25 hours of operation. Remove drain plug and drain oil while engine is warm. Replace drain plug. Remove oil filler cap and refill with new oil of proper grade. Replace filler cap. (Fig. 16)
- (Take care to remove dirt around filler plug). Be sure oil level is maintained FULL TO POINT OF OVER FLOWING. (Fig. 16)

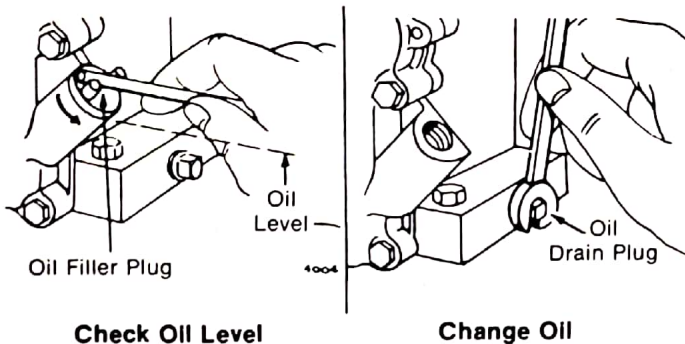


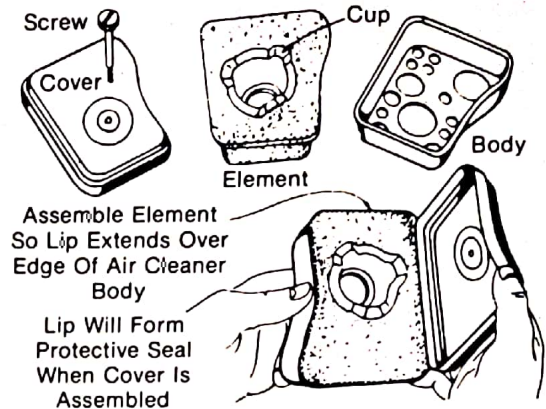
Figure 16

- Clean engine air cleaner and re-oil element every 25 hours under normal conditions. The capacity of the "Oil-Foam" air cleaner is adequate for a full season's use without cleaning in average service. (Clean every few hours under extremely dusty conditions.) (Fig. 17)

1. Remove screw.
2. Remove air cleaner carefully to prevent dirt from entering carburetor.
3. Take air cleaner apart.
4. A. Wash foam element in kerosene or liquid

detergent and water to remove dirt.

- B. Wrap foam in cloth and squeeze dry.
- C. Saturate foam in engine oil. Squeeze to remove excess oil.
- D. Assemble parts. Fasten to carburetor with screw.



Clean Air Cleaner

Figure 17

- Continued operation with a clogged cooling system causes severe overheating and possible engine damage. Remove blower housing and clean regularly. (Fig. 18)
- Clean spark plug and reset gap at .030" every 100 hours of operation. (Fig. 19)
- Minor carburetor adjustment may be required to compensate for differences in fuel, temperature, altitude and load.

**Initial Carburetor Adjustment:** Close needle valve (turn clockwise), then open 1-1/2 turns (turn counter-clockwise). This will permit the engine to be started and warmed up before making final adjustment. (Fig. 20)

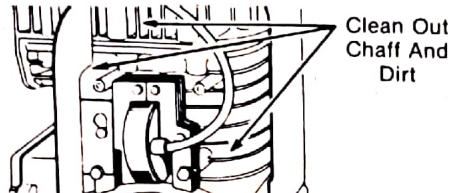
**Final Carburetor Adjustment:** With engine running at normal operating speed (approximately 3300 RPM without load) close the needle valve (turn clockwise) until engine begins to lose speed (lean mixture). Then slowly open needle valve (turn counter-clockwise) past the point of smoothest operation until engine just begins to run unevenly. This mixture should be rich enough for best



## MAINTENANCE (cont.)

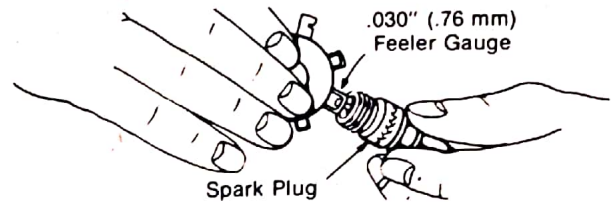
performance under load. Test the engine under full load. If engine tends to stall or die out, it usually indicates that the mixture is slightly lean, and it

may be necessary to open the needle valve slightly to provide a richer mixture. This richer mixture may cause a slight unevenness in idling.



Clean Cooling System

Figure 18



Clean and Reset Spark Plug

Figure 19

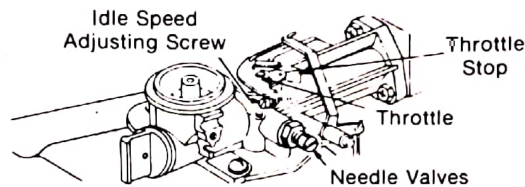


Figure 20

## CHANGING HYDRAULIC FLUID IN SYSTEM

Hydraulic fluid specifications are given on page 1

### NEVER RUN PUMP DRY!

1. Run ram completely forward.
    - (a.) Disconnect rear cylinder tube from control.
    - (b.) Position tube over empty container.
    - (c.) Return ram completely to rear position. (This will drain rear of cylinder)
    - (d.) Reconnect cylinder tube to control.
  2. Remove reservoir cap and lower suction hose from reservoir (tank). Drain tank & reconnect hose to tank with new clamp.
  3. Disconnect front cylinder tube.
    - (a.) Position empty container under fitting.
    - (b.) Fill reservoir with new oil (use hydraulic fluid).
    - (c.) Run ram forward 1/2 the way.
    - (d.) Refill reservoir (tank).
    - (e.) Complete forward ram movement (this will drain front of cylinder completely).
    - (f.) Replace cap loosely.
    - (g.) Reconnect front cylinder tube.
  4. Return ram to back of stroke.
  5. Fill reservoir to within 1-1/2" from top of cap. Replace cap loosely.
  6. Cycle unit several times to remove air from system.
  7. Recheck reservoir — should be filled to within 1-1/2" from top of cap.
  8. Retighten reservoir cap. Unit is now ready for use.
- System should be changed every 100 hours of operating time, or every 6 months, whichever comes first.

# STORAGE INSTRUCTIONS

Engines to be stored over 30 days should be completely drained of fuel to prevent gum deposits forming on essential carburetor parts, fuel filter, fuel lines and tank.

- a. All fuel should be removed from fuel tank. Run the engine until it stops from lack of fuel. The small amount of remaining fuel should be absorbed with a clean dry cloth.
- b. While engine is still warm, drain oil from crankcase. Refill with fresh oil.
- c. Remove spark plug, pour one ounce (2 or 3 tablespoons) of engine oil into cylinder and crank slowly to distribute oil. Replace spark plug.
- d. Clean dirt from cylinder, cylinder head fins and blower housing.
- e. Store log splitter with cylinder rod in retracted position to prevent rust and abuse.

## TROUBLE SHOOTING

Symptom	Problem	Correction	Page
Engine fails to start.	Stop switch contacting spark plug.	Flip switch away from spark plug.	6
	Spark plug wire loose or disconnected.	Secure good connection.	—
	Spark plug improperly gapped.	Regap spark plug.	9
	Hydraulic oil too stiff in extreme cold weather.	Disconnect pump from engine.	6
Engine falters or stalls.	Air cleaner dirty or plugged.	Clean and re-oil element.	8
Engine overheats.	Crankcase oil level low.	Keep oil at proper level.	8
	Cooling fins dirty or plugged.	Clean cooling fins.	9
Engine running erratically.	Carburetor adjustment required for variations in fuel, temperature, or altitude.	Adjust carburetor.	9
Hydraulic control lever will not stay in neutral "HOLD" position.	Control valve centering spring screw loose.	Remove end cap and tighten centering screw.	18
Engine running — no hydraulic pressure.	Pump not driven — coupling hubs separated or keys broken or missing in pump or engine hub.	Reassemble coupling — replace keys.	6
Hydraulic cylinder operation slow or erratic.	Oil level low.	Maintain proper oil level.	5
	Air entering hydraulic system.	Make sure all hydraulic connections are tight.	—
	Cylinder packings leaking.	See your dealer or distributor.	—
	Defective pump.	See your dealer or distributor.	—
Hydraulic cylinder pressure low.	Cylinder packings leaking.	See your dealer or distributor.	—
	Worn pump.	See your dealer or distributor.	—
	Relief valves leaking or off seat.	See your dealer or distributor.	—



# CYLINDER INFORMATION

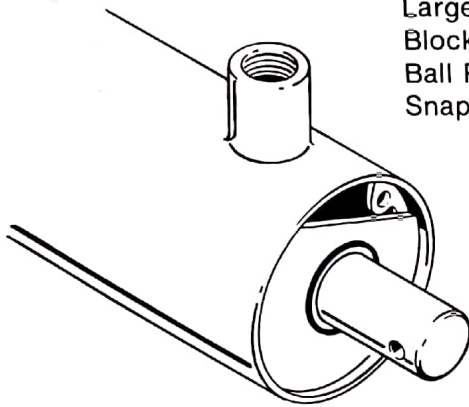
- Your log splitter may be supplied with any one of the cylinders illustrated below.
- If the entire cylinder needs replacing, order by the part number and "Type" of cylinder.
- If your cylinder should begin to leak, you must order the packing seal kit that is appropriate for the "Type" cylinder installed on your log splitter.

- Always refer to cylinder type and the kit number when ordering seal kits.
- Your seal kit will include complete instructions on how to change the seals in the cylinder. However, the tools required are listed below with each illustration.

## TYPE "CH"

Kit No.  
200954

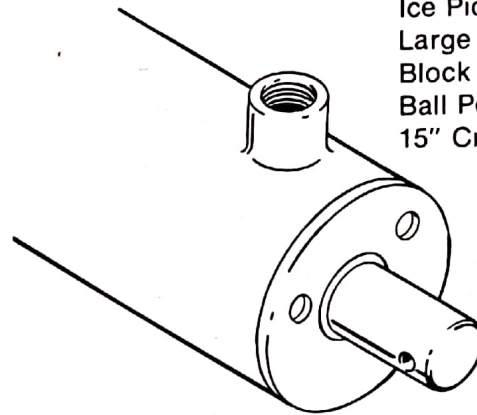
Tools Required  
Ice Pick or Awl  
Large Table Vice  
Block of Wood  
Ball Peen Hammer  
Snap-Ring Pliers



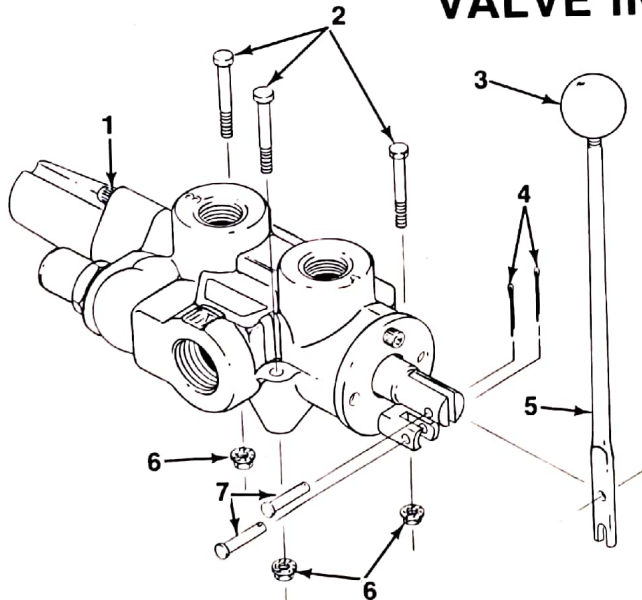
## TYPE "H"

Kit No.  
200889

Tools Required  
Spanner Wrench  
Ice Pick or Awl  
Large Table Vice  
Block of Wood  
Ball Peen Hammer  
15" Crescent Wrench

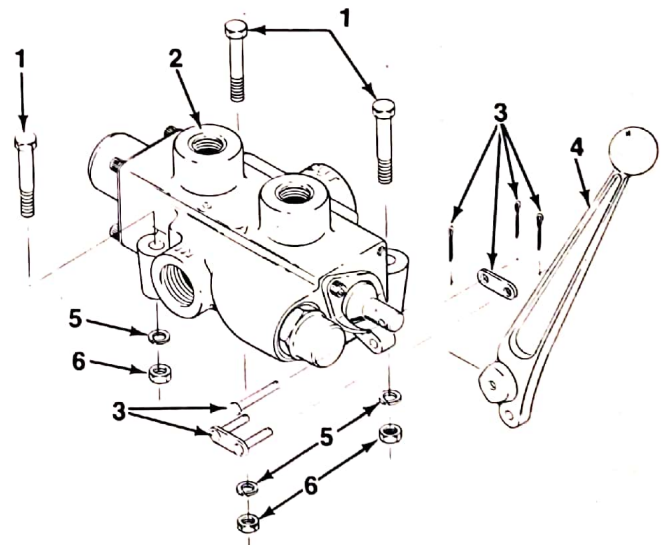


# VALVE INFORMATION



**Brand Control Valve**

- |           |                                 |
|-----------|---------------------------------|
| 1. 200847 | Brand Control Valve (Automatic) |
| 1. 200849 | Brand Control Valve (Regular)   |
| 2. 900006 | 1/4-20 × 1-1/2 Hex Bolt         |
| 3. 200854 | Knob                            |
| 4. 200852 | Cotter Pin                      |
| 5. 200853 | Handle                          |
| 6. 900075 | 1/4-20 Whiz Lock Nut            |
| 7. 200851 | Clevis Pin                      |



**Cross Control Valve**

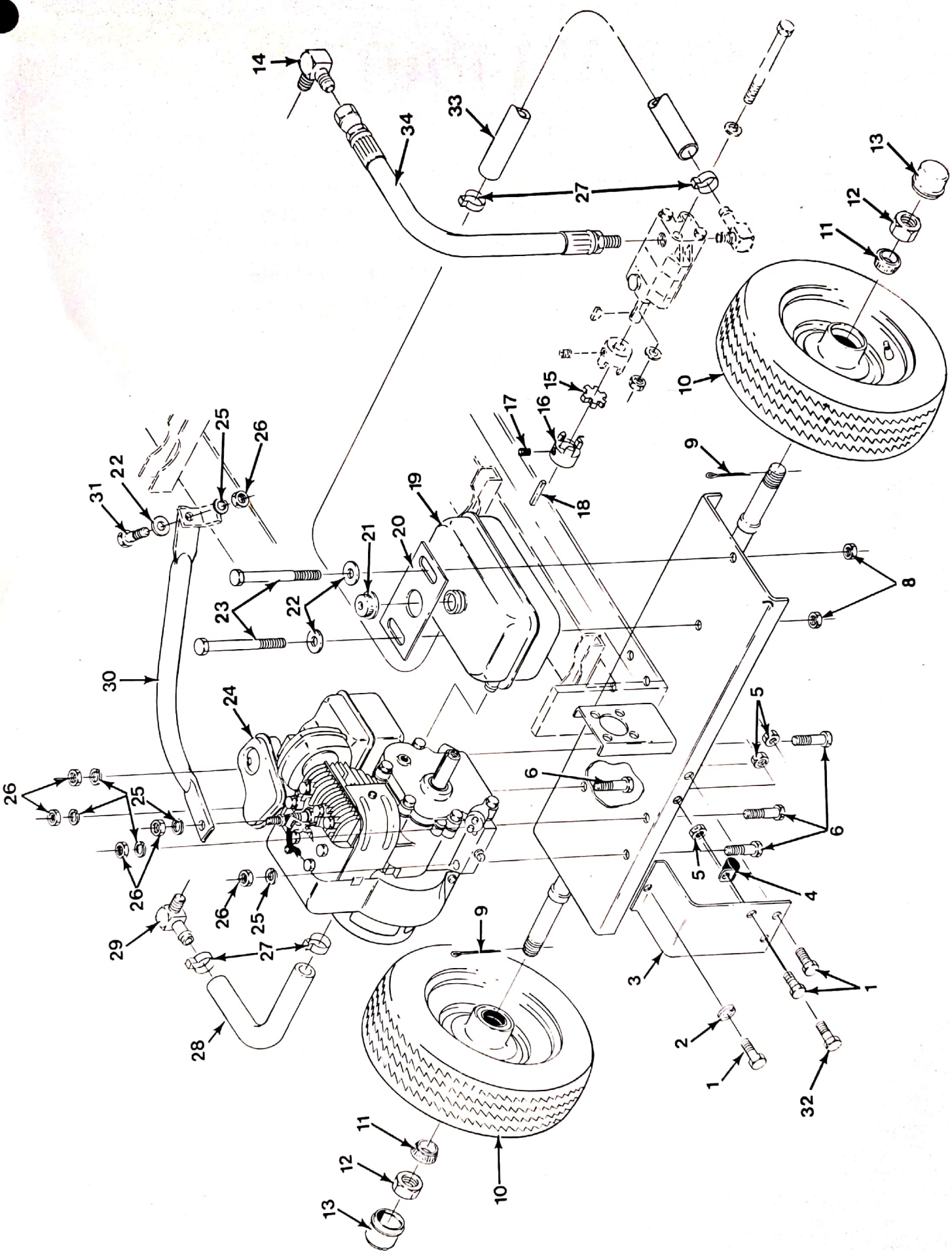
- |           |                                 |
|-----------|---------------------------------|
| 1. 900014 | 3/8-16 × 1-3/4 Hex Bolt         |
| 2. 200142 | Cross Control Valve (Automatic) |
| 2. 200032 | Cross Control Valve (Regular)   |
| 3. 200855 | Pin Kit                         |
| 4. 200856 | Handle                          |
| 5. 900015 | 3/8 Lock Washer                 |
| 6. 900017 | 3/8-16 Hex Nut                  |



# MODEL PC-26M PC-26A ENGINE CHANNEL ASS'Y.

## REPAIR PARTS

Key No.	Part No.	Description	Key No.	Part No.	Description
1	900035	Hex Head Bolt (3/8-16 X 1/2) (3 used)	18	900032	Key (3/16 Sq. X 1")
2	900015	Split Lock Washer (3/8)	19	100109	Oil Reservoir
3	200819	Coupling Shield	20	200157	Reservoir Mounting Plate
4	200862	Vinyl Coated Clamp	21	200156	Reservoir Filler Cap
5	900039	Hex Lock Nut (3/8-16) (3 used)	22	900026	Flat Washer (5/16) (3 used)
6	900034	Hex Head Bolt (5/16-18 X 1-1/2) (4 used)	23	900033	Hex Head Bolt (3/8-16 X 5-1/2) (2 used)
7	200008	Engine Channel	24	200022	5 H.P. Engine
8	900017	Hex Nut (3/8-16) (2 used)	25	900012	Split Lock Washer (5/16) (6 used)
9	900071	Cotter Pin (2 used)	26	900027	Hex Nut (5/16-18) (6 used)
10	200012	Tire & Wheel Assy.	27	100119	Hose Clamp (4 used)
11	200152	Bearing	28	100237	Return Hose
12	900072	Hex Slotted Nut (1"-14)	29	200210	90° Male Elbow (3/4 NPT X 5/8 Hose)
13	200155	Dust Cap	30	200479	Vibration Strap
14	200043	90° Male Elbow (3/4 NPT X 3/4-16 JIC)	31	900010	Hex Head Bolt (5/16-18 X 1)
15	200025	Rubber Spider	32	900036	Hex Head Bolt (3/8-16 x 1)
16	200024	Coupling Hub (3/4 Bore)	33	200033	Suction Hose
17	900042	Set Screw (1/4-20 X 5/16)	34	200038	Pressure Hose Ass'y.
			(Not Shown)	200518	Spark Arrestor Kit

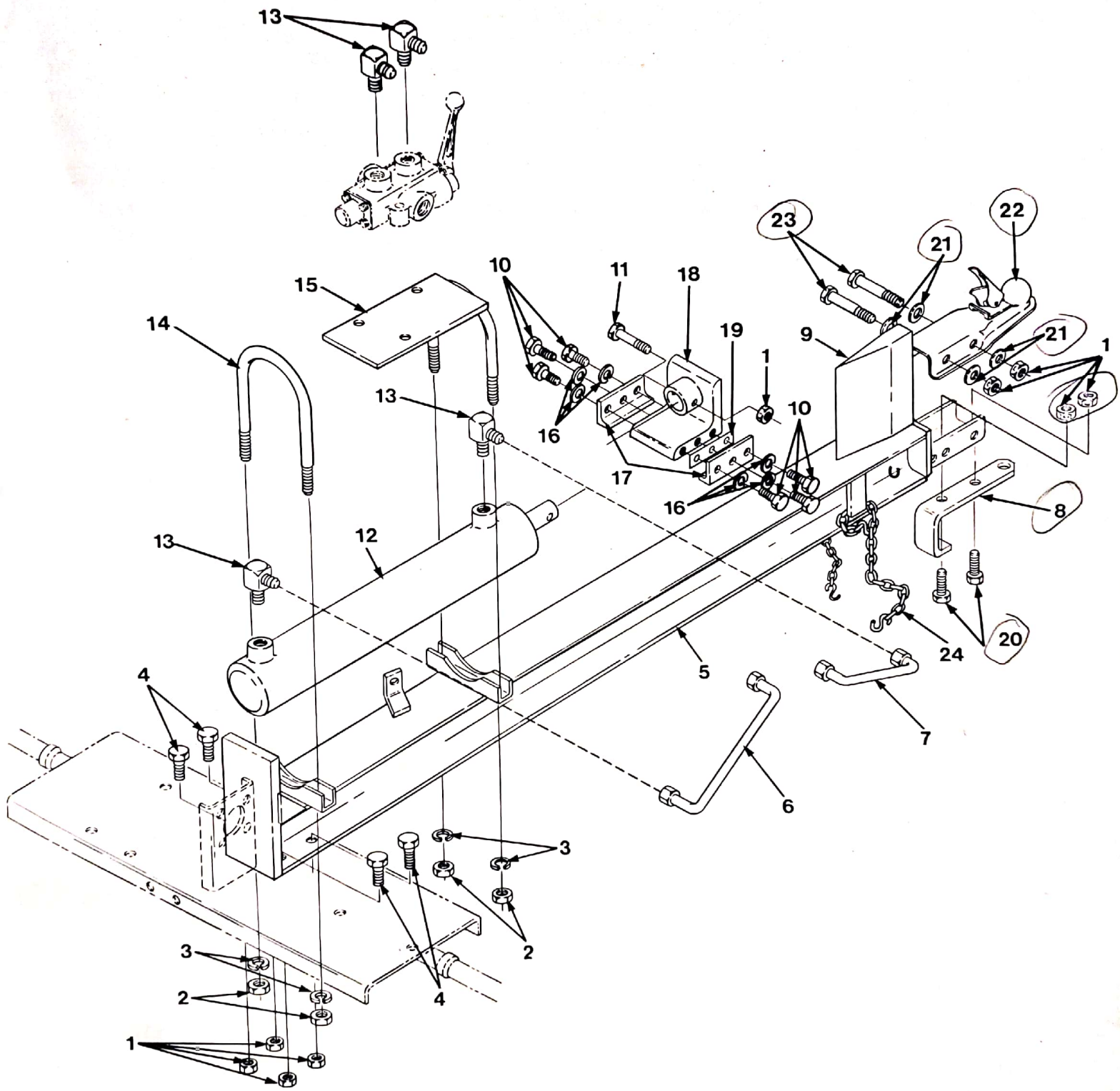


# MODEL PC-26M PC-26A BEAM ASS'Y.

## REPAIR PARTS

Key No.	Part No.	Description
1	900039	Hex Lock Nut (3/8-16) (9 used)
2	900022	Hex Nut (1/2-13) (4 used)
3	900021	Split Lock Washer (1/2) (4 used)
4	900036	Hex Head Bolt (3/8-16 × 1) (4 used)
5	400002	Main Beam
6	200128	Long Steel Tube
7	200127	Short Steel Tube
8	201137	Coupler Bracket
9	200003	Wedge
10	900074	Hex Head Bolt (3/8-16 x 1-1/4) (6 used) GR 8
11	900077	Hex Head Bolt (3/8-16 × 2-1/2)
12	200880	Hydraulic Cylinder (3½ × 24)
13	200063	90° Male Elbow Fitting (4 used)
14	200014	U-Bolt
15	200266	Valve Mtg. Plate Ass'y.
16	900015	Split Lock Washer (3/8) (6 used)
17	200868	Side Bar (2 used)
18	200866	Plunger Block Ass'y.
19	200402	Shim (use as required)
20	900013	Hex Head Bolt (3/8-16 × 1-1/4) (2 used) GR 5
21	900026	Flat Washer (5/16) (4 used)
22	200582	Trailer Hitch Ass'y.
23	900076	Hex Head Bolt (3/8-16 × 3-3/4) (2 used) GR 5
24	200665	Safety Chain

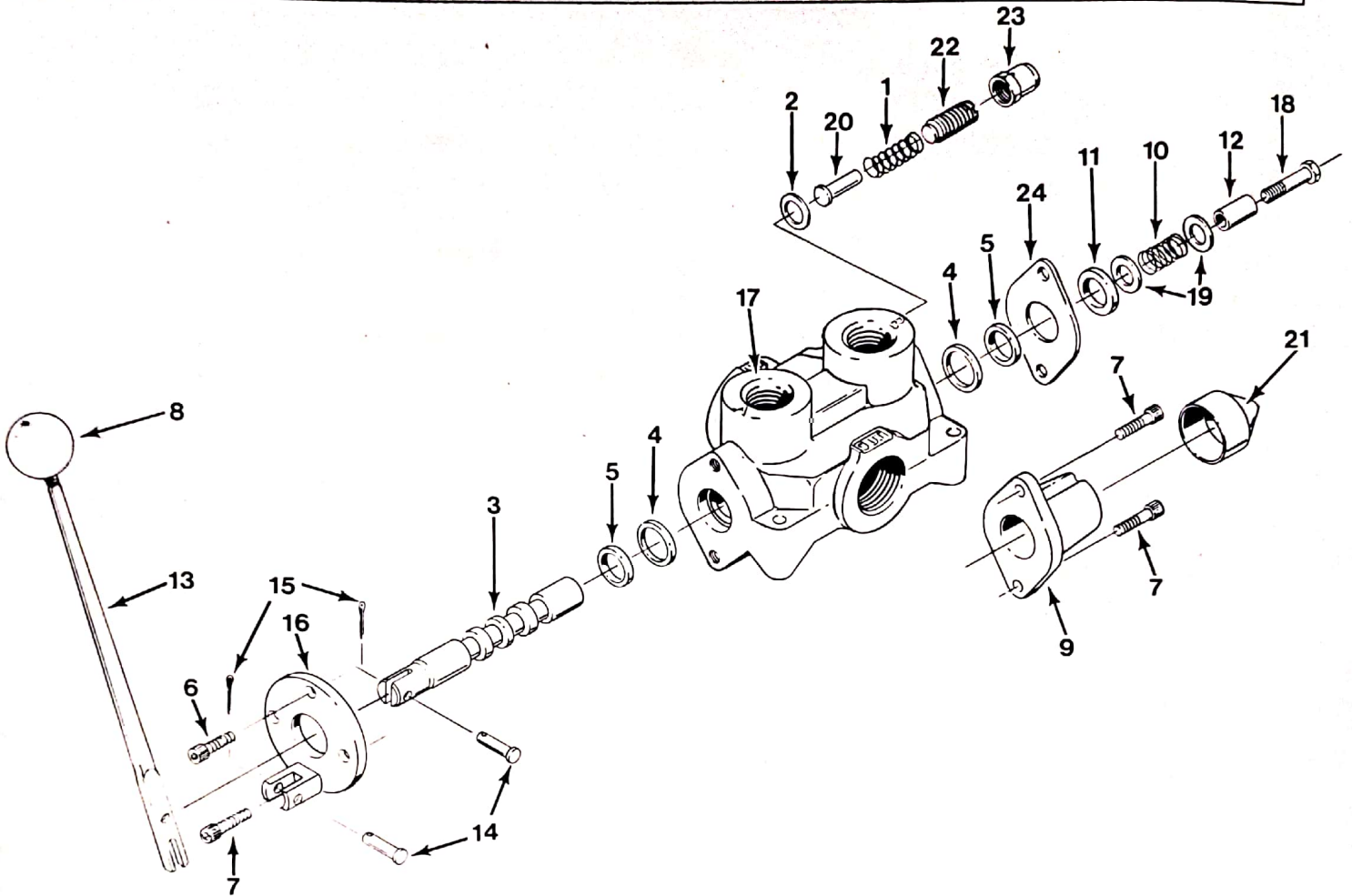




MODEL PC-26M PC-26A

# BRAND VALVE W/O ACV

## REPAIR PARTS



Key No.	Part No.	Description	Key No.	Part No.	Description
1	920000	Spring Relief	13	200853	Handle
2	920001	Washer	**14	200851	Pin
3	920038	Spool	**15	200852	Cotter Pin
4	920005	Quad Ring 1" O.D. x 1/8	16	920026	Retainer Assem.
5	920006	Wiper	*17	920033	Body
6	920007	Cap Screw 1/4-20 x 5/8	18	920034	Bolt 5/16-18 x 1-1/2
7	920008	Cap Screw 1/4-20 x 3/4	19	920035	Washer
8	200854	Knob	20	920020	Poppet
9	920029	End Cap	21	920036	Dust Cover
10	920030	Spring	22	920021	Adj. Screw
11	920031	Spacer	23	920022	Cap Screw
12	920032	Spring Guide	24	920037	Seal Retainer

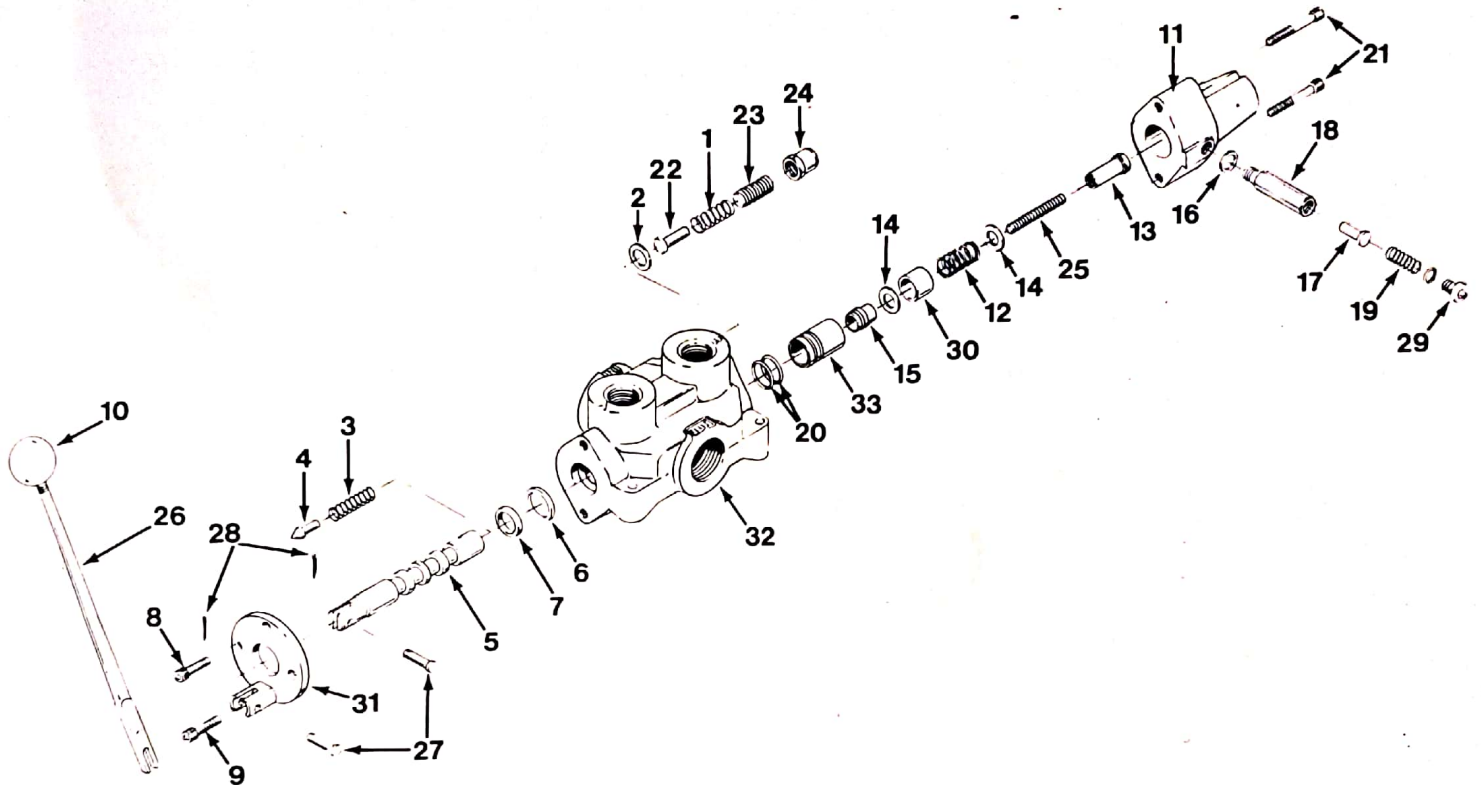
\*The Select-Fit Honing Process at the factory, which fits a spool to an individual valve body eliminates the possibility of ordering the valve body or spool as separate items.

\*\*These items are available in a kit containing two of each part. To order use Didier part number 201135.



# BRAND VALVE W/ACV

# REPAIR PARTS



Key No.	Part No.	Description	Key No.	Part No.	Description
1	920000	Spring Relief	18	920016	Detent Housing
2	920001	Alum Washer	19	920017	Spring Detent
3	920002	Spring	20	920018	"O" Ring 1" O.D. x 1/16
4	920003	Poppet	21	920019	Cap Screw 1/4-20 x 1-7/8"
5	920004	Spool	22	920020	Poppet
6	920005	Quad Ring 1" OD x 1/8	23	920021	Adj. Screw
7	920006	Wiper	24	920022	Cap
8	920007	Cap Screw 1/4-20 x 5/8	25	920023	Adj. Screw
9	920008	Cap Screw 1/4-20 x 3/4	26	200853	J Handle
10	200854	Knob	**27	200851	Pin
11	920009	Cap	**28	200852	Cotter Pin 1/16 x 1/2
12	920010	Spring Spool	29	920024	Plug Assembly
13	920011	Sprg. Ctr. Bolt	30	920025	Spacer
14	920012	Washer	31	920026	Retainer Assembly
15	920013	Detent Sleeve	*32	920027	Casting
16	920014	Seal Alum.	33	920028	Seal Retainer
17	920015	Detent Pawl			

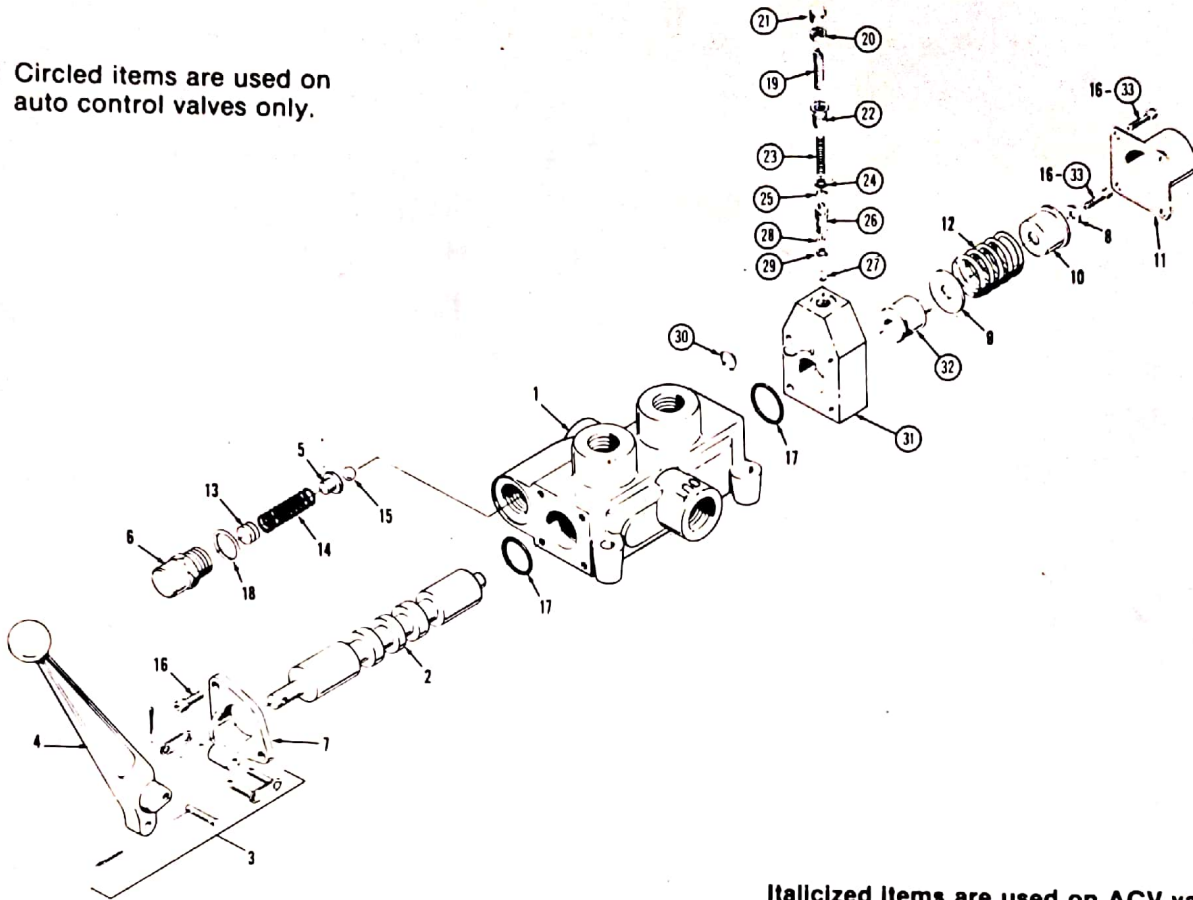
\*The Select-Fit Honing Process at the factory, which fits a spool to an individual valve body eliminates the possibility of ordering the valve body or spool as separate items.

\*\*These items are available in a kit containing two of each part. To order use Didier part number 201135.

# CROSS VALVE

## REPAIR PARTS

**NOTE:** Circled items are used on auto control valves only.



*Italicized Items are used on ACV valves only.*

Key No.	Part No.	Description	Key No.	Part No.	Description
1	910000	*Valve Housing (1 Spool w/relief)	19	910016	<i>Adjustment Screw</i>
2	910001	*4-Way Spool (Open Center)	20	910017	<i>Nut</i>
3	200855	Pin Kit	21	910018	<i>Acorn Nut</i>
4	200856	Handle	22	910019	<i>Piston Stop</i>
5	910002	Relief Spring Plug	23	910020	<i>Detent Spring</i>
6	910003	Relief O-Ring Guide	24	910021	<i>Upper O-Ring Back-Up</i>
7	910004	Handle Bracket	25	910022	<i>Upper Piston O-Ring</i>
8	910005	Centering Spring Washer	26	910023	<i>Pressure Detent System</i>
9	910006	Stop Washer	27	910024	<i>Ball (1/4 Steel)</i>
10	910007	Stop Collar	28	910025	<i>Lower Piston O-Ring</i>
11	910008	End Cap	29	910026	<i>Lower O-Ring Back-Up</i>
12	910009	Light Centering Spring	30	910027	<i>Housing O-Ring</i>
13	910010	Shim	31	910028	<i>Detent Housing Assembly</i>
14	910011	Relief Spring (1750-2250 psi)	32	910029	<i>1 Pos. Detent Sleeve "In"</i>
15	910012	Ball (7/16 Steel)	33	910030	<i>Machine Screw</i>
16	910013	Machine Screw			
17	910014	Spool Seal			
18	910015	Relief Plug O-Ring			

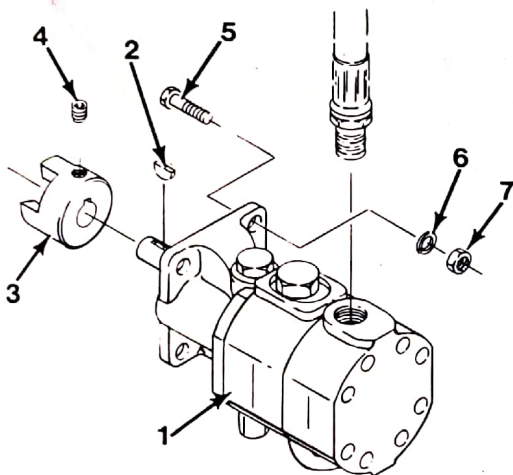
\*The Select-Fit Honing Process at the factory, which fits a spool to an individual valve body eliminates the possibility of ordering the valve body or spool as separate items.



# PUMP INFORMATION

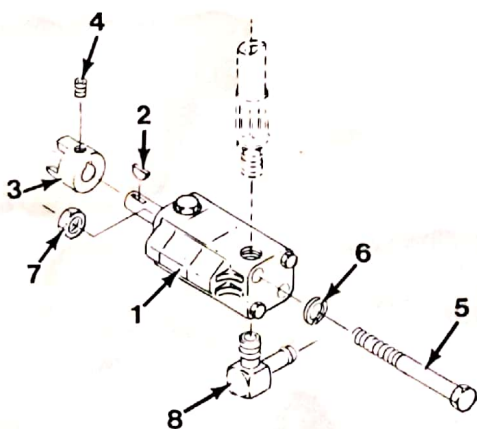
## Ordering Instructions For Pump Replacement

- Your log splitter may be supplied with any one of the pumps illustrated below.
- Always state pump part number and include color.
- If substituting a different pump for the original pump, you must also order any additional hardware or items that differ for each style pump.



Style "B" Pump Callouts

Key No.	Part No.	Description	Qty.
1.	200879	2-stage pump	1
2.	900078	Key (1/8")	1
3.	200026	Hub-coupling (1/2")	1
4.	900042	Set-screw (1/4-20 x 5/16)	1
5.	900010	Hex head bolt (5/16-18 x 1", gr. 8)	4
6.	900012	Split lock washer (5/16)	4
7.	900027	Fin. hex nut (5/16-18)	4



Style "M" Pump Callouts

Key No.	Part No.	Description	Qty.
1.	200325	2-stage pump	1
2.	900044	Key (3/32)	1
3.	200226	Hub-coupling (7/16)	1
4.	900042	Set-screw (1/4-20 x 5/16)	1
5.	900058	Hex head bolt (5/16-18 x 6)	2
6.	900012	Split lock washer (5/16)	2
7.	900027	Fin. hex nut (5/16-18)	2
8.	200209	90° elbow (1/2 NPT x 5/8)	1

# HYDRAULIC LOG SPLITTER

The Model Number of your LOG SPLITTER will be found beneath pump on engine mounting channel. Always mention the Model Number when requesting service or repair parts for your Log Splitter.

Log Splitter parts listed herein may be ordered from your dealer or distributor.

## **WHEN ORDERING REPAIR PARTS, ALWAYS GIVE THE FOLLOWING INFORMATION:**

1. PART NUMBER
2. PART DESCRIPTION
3. MODEL NUMBER
4. NAME of ITEM

### **LIMITED WARRANTY — 180 DAY (ALL MODELS)**

DIDIER MFG. WARRANTS EACH NEW PRODUCT TO BE FREE OF DEFECTS IN MATERIAL AND WORKMANSHIP FOR A PERIOD OF 180 DAYS FROM THE DATE OF DELIVERY TO THE ORIGINAL RETAIL PURCHASER, OR DATE OF FIRST RENTAL.

#### **LIMITATIONS**

1. The dealer must get authorization from Didier Mfg. before providing any warranty service.
2. Obligation under this warranty is limited to repair or replacement of parts which the manufacturer determines to be defective.
3. Some component parts including but not limited to engine tires and purchased components are warranted separately by their respective manufacturers.
4. Products which have been operated improperly, subjected to abuse, negligence, accident, or upon which unauthorized repairs or alterations have been made, are not covered by warranty.
5. Didier Mfg. is not liable for warranty service transportation expenses incurred between the customer and dealer.
6. Parts may not be returned without authorization.
7. In keeping with our policy of constant improvement, we reserve the right to change our specifications or design at any time.
8. Didier warranty form must be received by Didier Mfg. within 30 days of the date of warranty service to be considered for warranty.
9. This warranty is void if filters are not properly maintained.

**DIDIER**  
**MFG.**

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