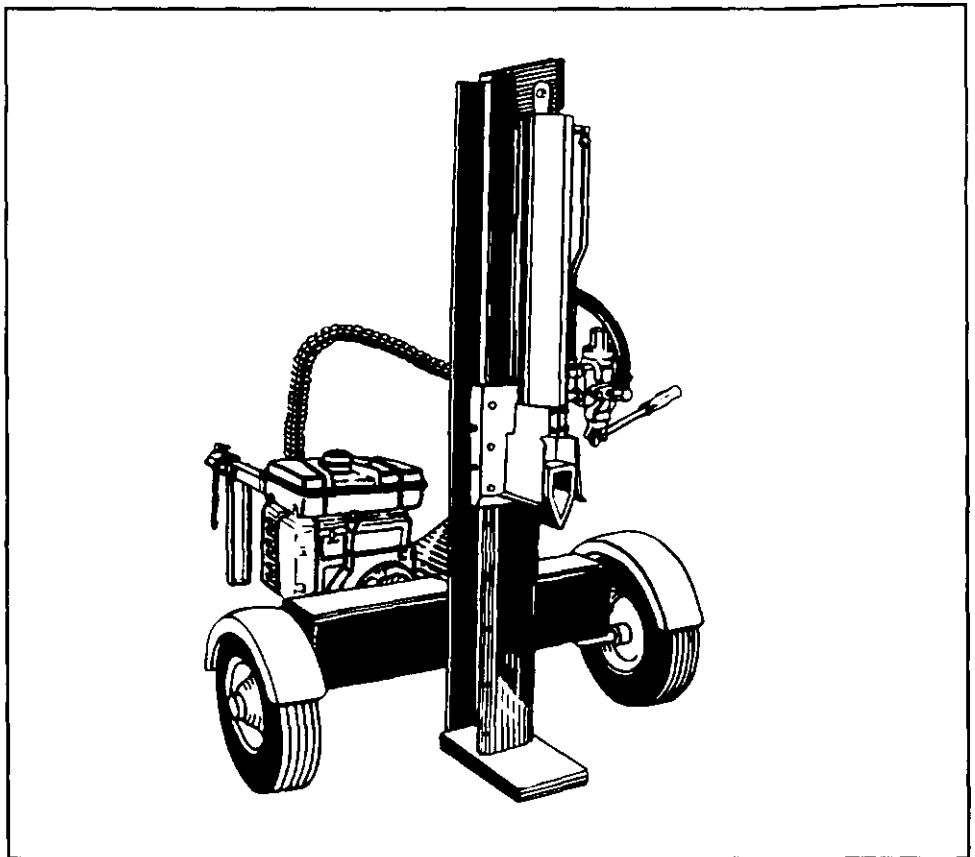


SEARS

**OWNER'S
MANUAL**

**MODEL NO.
247.346250**

**Caution:
Read and Follow
All Safety Rules
and Instructions
Before Operating
This Equipment**



CRAFTSMAN®


**5.0 HORSEPOWER
25.5 TON
HYDRAULIC LOG SPLITTER**

**Assembly
Operation
Customer Responsibilities
Service and Adjustment
Repair Parts**

SEARS, ROEBUCK AND CO., Chicago, IL 60684 U.S.A.

IMPORTANT

SAFETY RULES

THIS SYMBOL POINTS OUT IMPORTANT SAFETY INSTRUCTIONS WHICH, IF NOT FOLLOWED, COULD ENDANGER THE PERSONAL SAFETY AND/OR PROPERTY OF YOURSELF AND OTHERS. READ AND FOLLOW ALL INSTRUCTIONS IN THIS MANUAL BEFORE ATTEMPTING TO OPERATE YOUR LOG SPLITTER. FAILURE TO COMPLY WITH THESE INSTRUCTIONS MAY RESULT IN PERSONAL INJURY. WHEN YOU SEE THIS SYMBOL—  HEED ITS WARNING.



DANGER

Your log splitter was built to be operated according to the rules for safe operation in this manual. As with any type of power equipment, carelessness or error on the part of the operator can result in serious injury. If you violate any of these rules, you may cause serious injury to yourself or others.



TRAINING

1. Before operating this splitter, read and understand this manual completely. Become familiar with it for your own safety. To fail to do so may cause serious injury. Do not allow anyone to operate your splitter who has not read this manual. Keep this manual in a safe place for future and regular reference and for ordering replacement parts.
2. Never use your splitter for any other purpose than splitting wood. It is designed for this use and any other use may cause an injury. Your log splitter is a precision piece of power equipment, not a toy. Therefore, exercise extreme caution at all times.
3. Never allow children to operate your log splitter. Do not allow adults to operate it without proper instruction. Only persons well acquainted with these rules of safe operation should be allowed to use your log splitter.
4. Only the operator is to be near your log splitter during use. Keep all others, including pets and children, a minimum of 20 feet away from your work zone. Flying wood can be hazardous. If a helper is assisting in loading logs, never activate the control until the helper is clear of the area. More accidents occur when more than one person operates the log splitter than at any other time.
5. No one should operate this unit while intoxicated or while taking medication that impairs the senses or reactions. A clear mind is essential for safety. Never allow a person who is tired or otherwise not alert to use your splitter.



PREPARATION

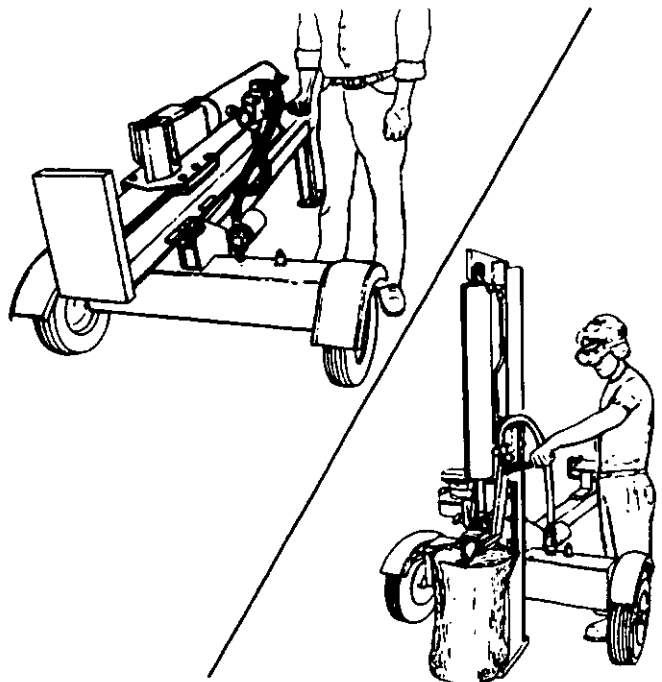
1. Never wear loose clothing or jewelry that can be caught by moving parts of your log splitter and pull you into it. Keep clothing away from all moving parts of your log splitter.
2. Wear proper head gear to keep hair away from moving parts. Always wear protective hearing devices as needed.
3. Always wear safety shoes. A dropped log can seriously injure your foot.
4. Always wear safety glasses or goggles while operating your splitter. A piece of splitting log could fly off and hit your eyes.
5. If you wear gloves, be sure they are tight fitting without loose cuffs or draw strings.
6. Use your log splitter in daylight, or under good artificial light.
7. Never operate your splitter on slippery, wet, muddy or icy surfaces. Safe footing is essential in preventing accidents. Never operate your splitter while attached to a towing vehicle.

8. Only operate your splitter on level ground and not on the side of a hill. It could tip, or rolling logs or poor footing could cause an accident. Operating the splitter on level ground also prevents the spillage of gasoline from the fuel tank.
9. Never attempt to move the log splitter over hilly or uneven terrain without a tow vehicle or adequate help.
10. Always block the wheels to prevent movement of log splitter while in operation.
11. Check the fuel before starting the engine. Gasoline is an extremely flammable fuel. Do not fill the gasoline tank indoors, when the engine is running, or while the engine is still hot. Replace gasoline cap securely and wipe off any spilled gasoline before starting the engine as it may cause a fire or explosion.
12. Both ends of each log must be cut as square as possible to help prevent the log from riding out of the splitter during operation.



OPERATION

1. Stand behind the reservoir tank when operating. See illustrations.



2. Know how to stop the unit and disengage the controls.
3. Never place hands or feet between log and splitting wedge or between log and end plate during forward or reverse stroke. To do so may result in crushed or amputated fingers or toes, or worse, you may lose an arm or foot.
4. Do not straddle the splitter when using it. A slip in any position could result in a serious injury.
5. Do not step over your log splitter when the engine is running. You may trip or accidentally activate the splitting wedge if you step over. If you need to get to the other side, walk around.
6. Never try to split two logs on top of each other. One may fly out and injure you.
7. When loading the log splitter, place your hands on the side of the log, not at the ends. Never attempt to load your splitter while the splitting wedge is in motion. You may get caught by the wedge and injured.
8. Only use your hand to operate the splitting wedge or control lever. Never use your foot or a rope or any other extension device. This could result in your inability to stop your splitter quickly enough to avoid injury.
9. Always keep fingers away from any cracks that open in the log during splitting operation. They can quickly close and pinch or amputate your fingers.
10. Never attempt to split woods across the grain. Some types of wood may burst or fly out of your splitter and result in injury to you or a bystander.
11. For logs that are not cut square, the longest portion of the log should be rotated down and the most square end placed against the splitting wedge.
12. Keep your work area clean. Immediately remove split wood around your splitter so that you do not stumble over it. Clean chips and dirt off end plate (wood platform) after each log is split, or whenever necessary to maintain flat contact between wood and end plate (platform).
13. Never move the log splitter while the engine is running.
14. Never leave your log splitter unattended with the engine running. Shut off the engine if you are leaving your splitter, even for a short period of time. Someone could accidentally activate the splitting wedge and be injured.
15. Do not run engine in an enclosed area. Exhaust gases contain carbon monoxide. This odorless gas can be deadly when inhaled.
16. Be careful not to touch the muffler after the engine has been running. It will be HOT!
17. If the equipment should start to vibrate abnormally, stop the engine and check immediately for the cause. Vibration is generally a warning of trouble.
18. When cleaning, repairing or inspecting, make certain all moving parts have stopped. Disconnect the spark plug wire and keep the wire away from the plug to prevent accidental starting.
3. Replace all damaged or worn parts such as hydraulic hoses and fittings immediately with manufacturer approved replacement parts.
4. Do not change the engine governor settings or overspeed the engine. This increases the hazard of personal injury. The maximum engine speed is preset by the manufacturer and is within safety limits.
5. Do not alter your splitter in any manner such as attaching a rope or extension to the control lever or adding to the width or height of the wedge. Such alterations may cause your splitter to be unsafe.
6. Perform all recommended maintenance procedures before you use your splitter.
7. Do not service or repair your log splitter without disconnecting the spark plug wire and moving it away from the spark plug.
8. Never store the equipment with gasoline in the tank inside of a building where ignition sources are present, such as hot water and space heaters, clothes dryers and the like. Allow the engine to cool before storing in any enclosure.
9. Always store gasoline in an approved, tightly sealed container. Store the container in a cool, dry place. Do not store in a building where ignition sources are present.
10. To reduce fire hazard, keep engine free of grass, leaves, wood chips, and excessive grease and oil.
11. The hydraulic system of your log splitter requires careful inspection, along with the mechanical parts. Be sure to replace frayed, kinked, or otherwise damaged hydraulic components.
12. Fluid escaping from a very small hole can be almost invisible. Do not check for leaks with your hand. Escaping fluid under pressure can have sufficient force to penetrate skin, causing serious personal injury. Leaks can be located by passing a piece of cardboard or wood over the suspected leak and looking for discoloration.
13. Should it become necessary to loosen or remove any hydraulic fitting or line, be sure to relieve all pressure by shutting off the engine and moving the control handle back and forth several times.
14. Do not remove the cap from the hydraulic tank or reservoir while your log splitter is running. Hot oil under pressure could cause injury.
15. The pressure relief valve on your splitter is preset at the factory. Do not adjust the valve. Only a qualified service technician should perform this adjustment.
16. Completely drain fuel tank prior to storage. This guards against accumulation of fuel fumes which could result in a fire hazard.
17. Never store log splitter outside without a waterproof cover. Rain will cause rust on the inside of the cylinder.



CUSTOMER RESPONSIBILITIES

1. Do not operate your splitter in poor mechanical condition or when in need of repair.
2. Periodically check that all nuts, bolts, screws, hose clamps and hydraulic fittings are tight to be sure equipment is in safe working condition. Where appropriate, check all safety guards and shields to be sure they are in the proper position. Never operate your splitter with safety guards, shields or other protective features removed. These safety devices are for your protection.



TOWING

1. This unit should not be towed on any street, highway or public road without checking the existing federal, local or state vehicle requirements. Any licensing or modifications such as tail-lights, etc., needed to comply with the existing federal, local or state vehicle requirements is the sole responsibility of the purchaser.
2. Before towing, be certain the log splitter is correctly and securely attached to the towing vehicle, and the safety chains are in place. Leave slack in chains for turning allowance.
3. Do not allow anyone to sit or ride on your splitter. They can easily fall off and be seriously injured.

CONGRATULATIONS on your purchase of a Sears Craftsman log splitter. It has been designed, engineered and manufactured to give you the best possible dependability and performance.

Should you experience any problem you cannot easily remedy, please return the lawn mower to the nearest Sears Service Center/Department in the United States. We have competent, well-trained technicians and the proper tools to service or repair this unit.

Please read and retain this manual. The instructions will enable you to assemble and maintain your log splitter properly. Always observe the "SAFETY RULES."

| |
|--|
| MODEL NUMBER 247.346250 |
| SERIAL NUMBER _____ |
| DATE OF PURCHASE _____ |
| THE MODEL AND SERIAL NUMBERS WILL BE FOUND ON A LABEL ATTACHED TO THE FRAME. |
| YOU SHOULD RECORD BOTH SERIAL NUMBER AND DATE OF PURCHASE AND KEEP IN A SAFE PLACE FOR FUTURE REFERENCE. |

CUSTOMER RESPONSIBILITIES

- Read and observe the safety rules.
- Follow a regular schedule in maintaining, caring for and using your log splitter.
- Follow the instructions under "Customer Responsibilities" and "Storage" sections of this Owner's Manual.

PRODUCT SPECIFICATIONS

| | |
|------------------------------|--------------------------------|
| Horsepower: | 5.0 |
| Displacement: | 12.57 cu. in. |
| Fuel Capacity: | 1 Gallon (Unleaded) |
| Spark Plug (Gap .030 in.): | Champion J19LM (or Equivalent) |
| Magnetron® Ignition Air Gap: | .0125 in. |
| Tire Pressure | 12-15 p.s.i. |

MAINTENANCE AGREEMENT

A Sears Maintenance Agreement is available on this product. Contact your nearest Sears store for details.

WARNING: This unit is equipped with an internal combustion engine and should not be used on or near any unimproved forest-covered, brush-covered or grass-covered land unless the engine's exhaust system is equipped with a spark arrester meeting applicable local or state laws (if any). If a spark arrester is used, it should be maintained in effective working order by the operator.

In the State of California the above is required by law (Section 4442 of the California Public Resources Code). Other states may have similar laws. Federal laws apply on federal lands. A spark arrester for the muffler is available through your nearest Sears Authorized Service Center. (See the REPAIR PARTS section of this manual.)

ONE YEAR LIMITED WARRANTY ON CRAFTSMAN LOG SPLITTER

For one year from the date of purchase, when this Craftsman Log Splitter is maintained and lubricated according to the instructions in the owner's manual, Sears will repair, free of charge, any defect in material and workmanship.

If this Craftsman log splitter is used for commercial purposes, this warranty applies for only 30 days from the date of purchase.

This warranty does not cover:

- Expendable items which become worn during normal use, such as air cleaners and spark plugs.
- Repairs necessary because of operator abuse or negligence, including the failure to maintain the equipment according to the instructions contained in the owner's manual.

WARRANTY SERVICE IS AVAILABLE BY RETURNING THE CRAFTSMAN LOG SPLITTER TO THE NEAREST SEARS SERVICE CENTER/DEPARTMENT IN THE UNITED STATES. THIS WARRANTY APPLIES ONLY WHILE THIS PRODUCT IS IN USE IN THE UNITED STATES.

This warranty gives you specific legal rights, and you may also have other rights which may vary from state to state.

SEARS, ROEBUCK AND CO., D/817WA, Hoffman Estates, IL 60179

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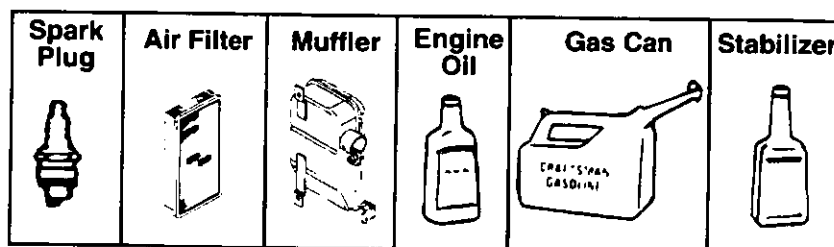
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LOG SPLITTER ACCESSORIES

These accessories were available when the log splitter was purchased. They are also available at most Sears retail outlets, catalog and service centers. Most Sears stores can order repair parts for you, when you provide the model number of your log splitter.



ASSEMBLY INSTRUCTIONS

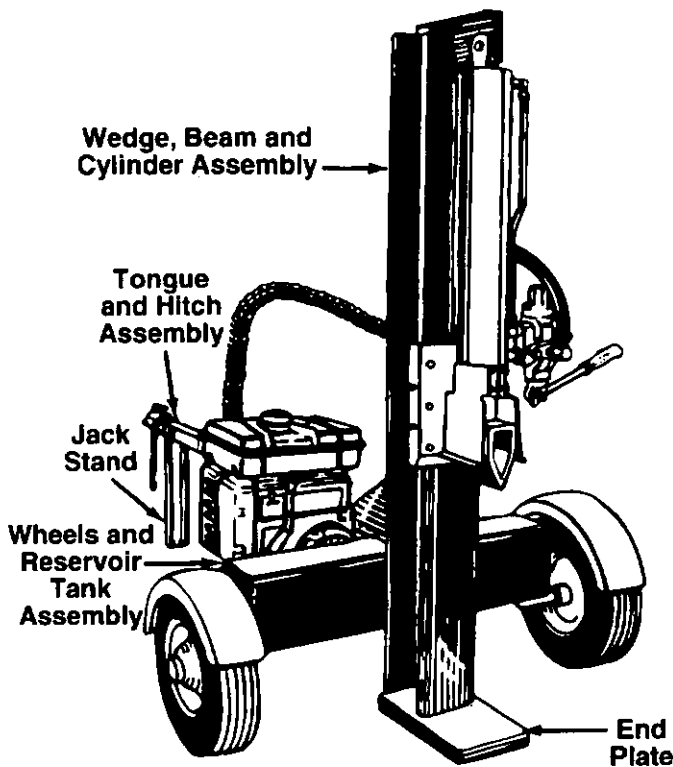


FIGURE 1.

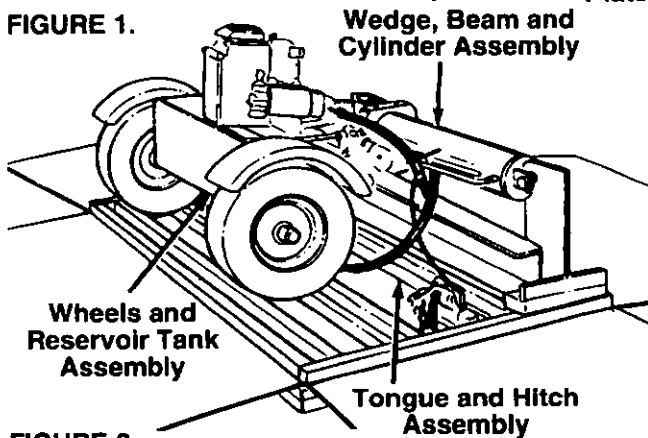


FIGURE 2.

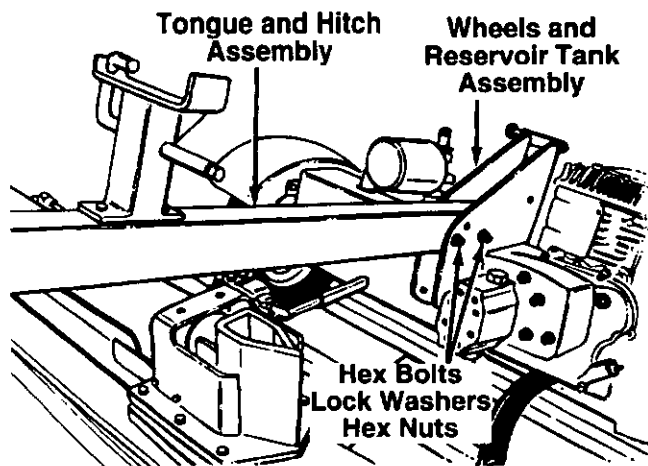


FIGURE 3.

IMPORTANT: This unit has been shipped without gasoline or oil in the engine. Be certain to service engine with gasoline and oil before operating your log splitter.

TOOLS REQUIRED FOR ASSEMBLY

- (1) Knife
- (1) Cutters
- (2) 9/16" Wrenches*
- (1) Screwdriver
- (1) Pliers

*Adjustable Wrenches may be used.

OTHER MATERIALS REQUIRED

Engine Oil (Provided in Carton)

Unleaded Gasoline

Approximately 7.6 Gallons of Dexron II Automatic Transmission Fluid or 10W Non-Foaming Hydraulic Fluid

UNPACKING

- Remove staples in top flaps of carton. Remove top panel.
- Cut carton down along each corner. Lay carton down flat. See figure 2.
- Cut and remove the bands holding the unit in place.

NOTE: All hardware needed for assembly has been placed in position on the various parts of the log splitter.

← PARTS IN CARTON (See figure 2)

- Wheels and Reservoir Tank Assembly
- Wedge, Beam and Cylinder Assembly
- Tongue and Hitch Assembly
- Bottle of Engine Oil (Not Shown)

ASSEMBLING YOUR LOG SPLITTER

- Remove the hex nuts, lock washers and hex bolts from the middle of the wheels and reservoir tank assembly.
- Place the end of the tongue and hitch assembly in between the brackets on the wheels and reservoir tank assembly. Secure with hardware just removed. See figure 3.
- Roll the wheels and reservoir tank assembly off the packing material.
- Rotate the wedge, beam and cylinder assembly 90° so the end plate (refer to figure 1) is off the wooden pallet. Stand the wedge, beam and cylinder assembly upright, with cylinder to the top.



WARNING: USE EXTREME CAUTION AS ASSEMBLY IS VERY HEAVY.

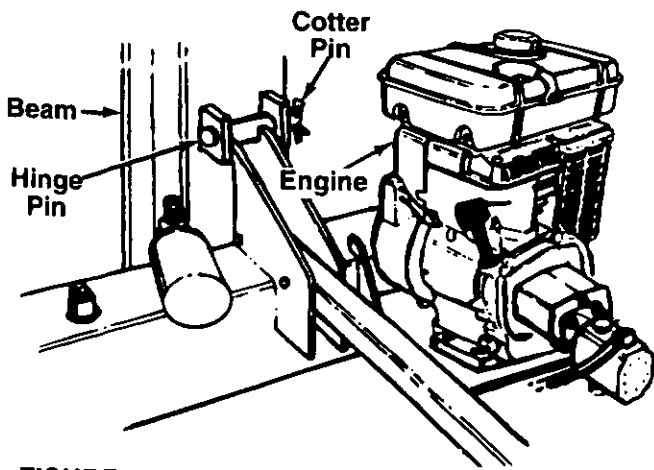


FIGURE 4.

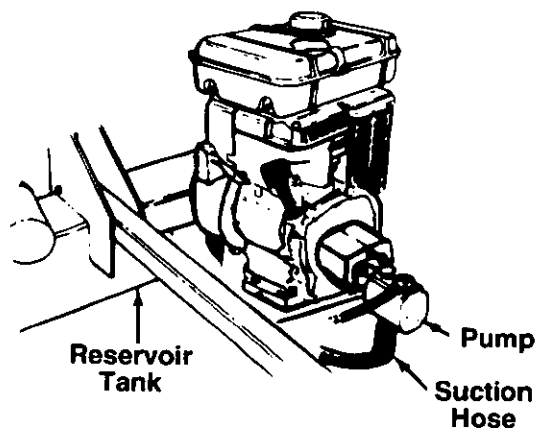


FIGURE 5.

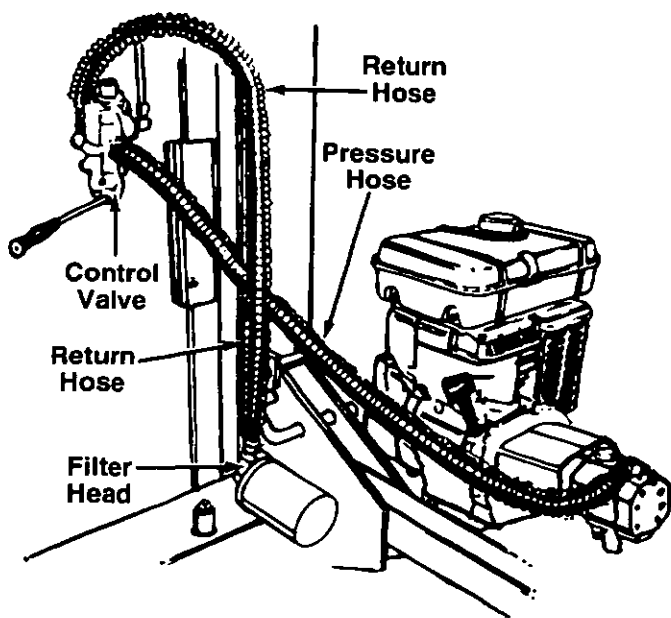


FIGURE 6.

- Turn the wedge, beam and cylinder assembly around 180° degrees so the wheels and reservoir tank assembly can be easily attached to it.
- Remove the cotter pin and the hinge pin, located on top of the reservoir tank assembly. Move the reservoir tank assembly in position against the beam. See figure 4. Line up holes by lifting hitch end of assembly.
- Insert hinge pin just removed through welded brackets on beam and reservoir tank assembly. Secure with cotter pin, bending the ends of the pin in opposite directions.
- Tilt the log splitter and roll off the packing materials.
- The jack stand is attached to the tongue, and is in the transport position. Remove the spring pin and clevis pin. Pivot the jack stand to the operating position (90°), and secure with the clevis pin and spring pin. Refer to figure 1.

ATTACHING THE HOSES

IMPORTANT: REMOVE ANY PLASTIC PROTECTIVE CAPS ON HOSE ENDS AND FITTINGS BEFORE ATTACHING HOSES.

SUCTION HOSE

- The suction hose is attached to the reservoir tank, beneath the engine mounting bracket. See figure 5. Cut off the securing strap. Loosen the hose clamp on the free end of the hose using a screwdriver.
- Remove the protective cap from the fitting on the bottom of the pump (some oil may flow from pump). Attach the end of the suction hose to the fitting on the bottom of the pump. Place the hose clamp at the base of the fitting, and tighten securely.

RETURN HOSE

NOTE: The return and pressure hoses are protected by wire hose guards. It may be necessary to push hose guards back to install hoses to the log splitter.

- The return hose is attached to the top of the control valve. Loosen the hose clamp on the free end of the hose using a screwdriver. Cut off the securing strap.
- Remove the protective cap from the fitting on top of the filter head. Attach the end of the return hose to the fitting on top of the filter head. See figure 6. Place the hose clamp at the base of the fitting, and tighten securely.

PRESSURE HOSE

- The pressure hose is attached to the top of the pump. Route the hose as shown in figure 6. Secure the pressure hose to the bottom of the control valve, using an adjustable wrench.

FINAL ASSEMBLY

- Make certain all hose clamps are tightened securely.
- The tires may have been over-inflated for shipping purposes. Recommended pressure is between 12 and 15 p.s.i. Check tire pressure and reduce if necessary.

OPERATION

KNOW YOUR LOG SPLITTER

READ THIS OWNER'S MANUAL AND SAFETY RULES BEFORE OPERATING YOUR LOG SPLITTER. Compare the illustrations with your log splitter to familiarize yourself with the location of various controls and adjustments. Save this manual for future reference.

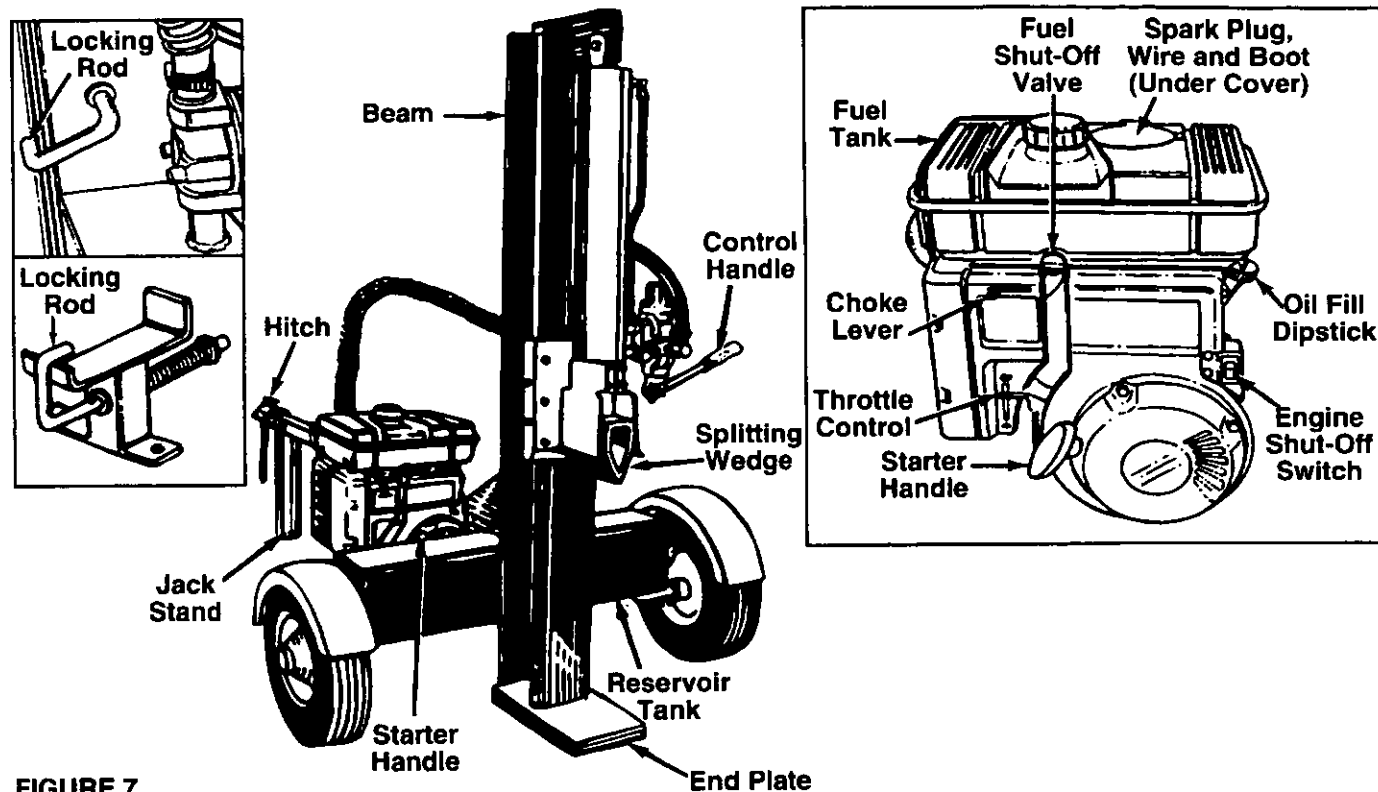


FIGURE 7.

MEETS ANSI SAFETY REQUIREMENTS

Sears log splitters conform to the safety standard B71.7-1985 of the American National Standards Institute.

OPERATING CONTROLS (See figure 7)

LOCKING RODS—Located on the tongue and reservoir tank assemblies. They are used to secure the beam in the horizontal or vertical position.

CHOKE LEVER—Used to enrich the fuel mixture in the carburetor when starting a cold engine.

STARTER HANDLE—Used to manually start the engine.

ENGINE SHUT-OFF SWITCH—Used to stop the engine.

FUEL SHUT-OFF VALVE—Used to stop the flow of fuel into the carburetor.

THROTTLE CONTROL—Permits selection of fast or slow engine speed.



WARNING: NEVER STAND NEXT TO THE SPLITTING WEDGE WHEN OPERATING THE LOG SPLITTER. ALWAYS STAND BEHIND THE RESERVOIR TANK.

BEFORE USING YOUR LOG SPLITTER, AGAIN REFER TO THE "SAFETY RULES" AS SHOWN ON PAGE 2 OF THIS MANUAL. ALWAYS BE CAREFUL.



The operation of any log splitter can result in foreign objects being thrown into the eyes, which can result in severe eye damage. Always wear safety glasses or eye shields before starting power tool operation or while performing any adjustments or repairs. We recommend Wide Vision Safety Mask for over spectacles or standard safety glasses available at Sears Retail or Catalog Stores.

TO STOP ENGINE

- Move throttle control lever to SLOW position.
- Move engine shut-off switch to OFF position. See figure 7.
- Disconnect spark plug wire and move away from spark plug to prevent accidental starting while equipment is unattended.
- Close fuel shut-off valve when equipment is not in use to prevent fuel leakage.

HOW TO USE YOUR LOG SPLITTER

RAISING AND LOWERING BEAM

- Place log splitter on a firm, level surface. To raise the beam for vertical operation, pull the locking rod on the tongue out and pivot it down to release the beam. Place the beam in the vertical position. Secure it with the locking rod on the reservoir tank assembly. See figure 7.
- To lower the beam, pull out on the locking rod and pivot it down to release the beam. Carefully pull back on beam and lower it to the horizontal position. Pull the locking rod on the tongue out, pivot it up and release it to hold the beam. Make certain it is latched securely.

USING THE CONTROL HANDLE

The control handle has three positions:

FORWARD—Push the control handle down for vertical operation, push it forward for horizontal operation—Splitting wedge moves toward the end plate. Control handle will return to neutral position as soon as handle is released.

NEUTRAL (Middle position)—Splitting wedge stops in place.

REVERSE—Push the control handle upward for vertical operation, push it toward the rear for horizontal operation—Splitting wedge returns. The control handle will lock in the reverse position, and will return to neutral automatically when the reverse stroke is complete.

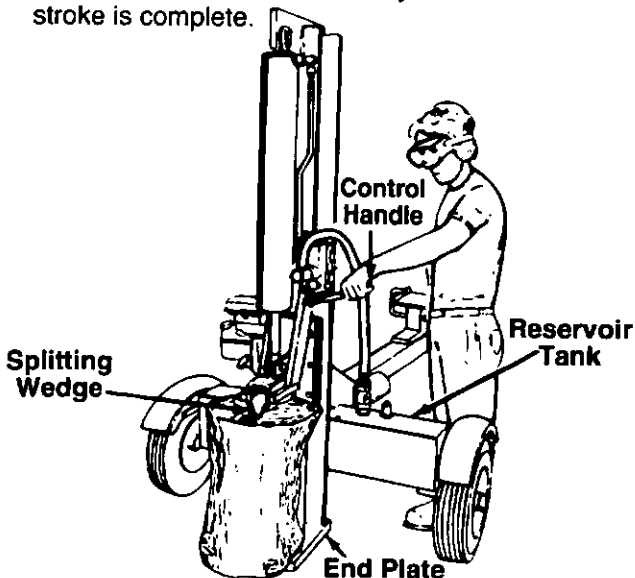


FIGURE 8.—Vertical Operation

SPLITTING WOOD

Use the log splitter only on a level, hard surface. Never stand next to the splitting wedge when operating the log splitter. Always stand behind the reservoir tank. See figures 8 and 9. Never attempt to cut a log in half sideways. Always split the log lengthwise. Maximum length of log to be split is 24".



WARNING: ALWAYS USE THE LOG SPLITTER IN THE VERTICAL POSITION ONLY WHEN SPLITTING HEAVY LOGS.

- Set throttle at maximum speed (3450-3600 RPM).
- Place the log upright, on top of end plate for vertical operation, and on top of beam for horizontal operation.
- Push the control handle to forward position until the splitting wedge just contacts the log. Release the control handle.
- **Step behind the reservoir tank** (see figures 8 or 9) and push the control handle in forward position until the log is split.
- Move the control handle to reverse position to return the splitting wedge.

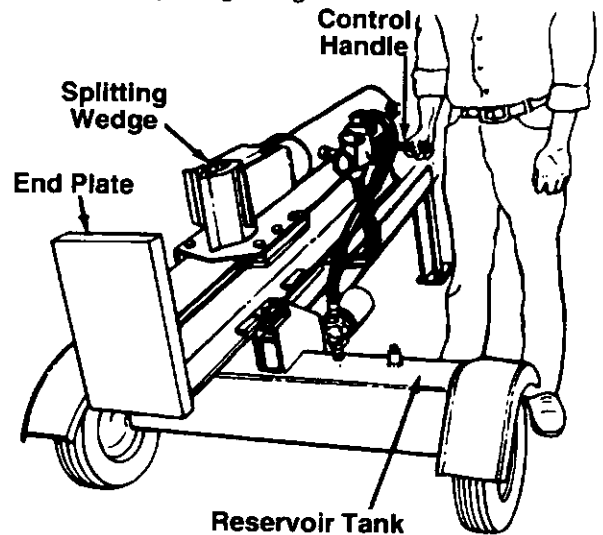


FIGURE 9.—Horizontal Operation



WARNING: IF THE FLUID BECOMES EXCESSIVELY HOT AT ANY TIME DURING OPERATION, STOP THE UNIT AND ALLOW THE FLUID TO COOL DOWN. MAXIMUM PERFORMANCE WILL NOT BE OBTAINED FROM THE LOG SPLITTER IF THE FLUID IS TOO HOT. USE EXTREME CAUTION AS CONTACTING SURFACES CONTAINING HOT FLUID COULD RESULT IN SERIOUS PERSONAL INJURY.

TRANSPORTING LOG SPLITTER

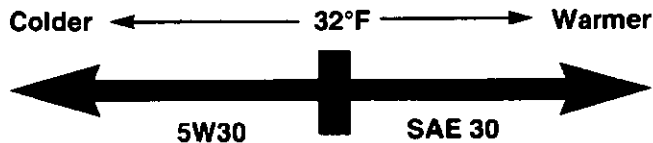
- Lower the beam to its horizontal position. Make certain the beam is latched securely with the locking rod.

- Remove the quick release pin which secures the jack stand. Support the tongue, and pivot the jack stand up against the tongue. Secure with the quick release pin.
- Attach the hitch to a towing vehicle, making certain to latch securely. Attach the safety chains to the towing vehicle.

GAS AND OIL FILL-UP

OIL

Only use high quality detergent oil rated with API service classification SG. Select the oil's viscosity grade according to your expected operating temperature.



NOTE: Although multi-viscosity oil (5W30, 10W30, etc.) Improve starting in cold weather, these multi-viscosity oils will result in increased oil consumption when used above 32°F. Check your oil level more frequently to avoid possible engine damage from running low on oil.

- Fill engine with oil as follows. Remove oil fill dipstick. See figure 10. With log splitter level, use a funnel to fill engine with oil to FULL mark on dipstick. Capacity is approximately 1-1/4 pints. Be careful not to overfill. Check oil level. Refill to FULL mark on dipstick if necessary. Replace dipstick and tighten.

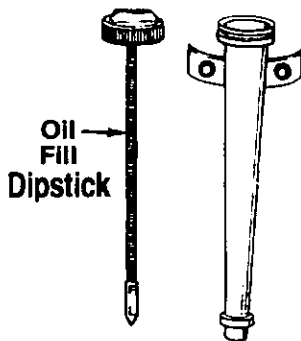


FIGURE 10.

GAS

- Remove fuel cap and fill fuel tank with about one gallon of clean, fresh, lead-free grade automotive gasoline. DO NOT use Ethyl or high octane gasoline. Be certain container is clean and free from rust or foreign particles. Never use gasoline that may be stale from long periods of storage in the container. Replace fuel cap.



WARNING: DO NOT FILL CLOSER THAN 1/2 INCH OF TOP OF FUEL TANK TO PREVENT SPILLS AND TO ALLOW FOR FUEL EXPANSION. IF GASOLINE IS ACCIDENTLY SPILLED, MOVE LOG SPLITTER AWAY FROM AREA OF SPILL. AVOID CREATING ANY SOURCE OF IGNITION UNTIL GASOLINE VAPORS HAVE DISAPPEARED.

WARNING: EXPERIENCE INDICATES THAT ALCOHOL BLENDED FUELS (CALLED GASOHOL OR USING ETHANOL OR METHANOL) CAN ATTRACT MOISTURE WHICH LEADS TO SEPARATION AND FORMATION OF ACIDS DURING STORAGE. ACIDIC GAS CAN DAMAGE THE FUEL SYSTEM OF AN ENGINE WHILE IN STORAGE. TO AVOID ENGINE PROBLEMS, THE FUEL SYSTEM SHOULD BE EMPTIED OR TREATED WITH FUEL STABILIZER BEFORE STORAGE FOR 30 DAYS OR LONGER. USE FRESH FUEL NEXT SEASON. SEE "STORAGE" SECTION FOR ADDITIONAL INFORMATION.

NEVER USE ENGINE OR CARBURETOR CLEANER PRODUCTS IN THE FUEL TANK OR PERMANENT DAMAGE MAY OCCUR.

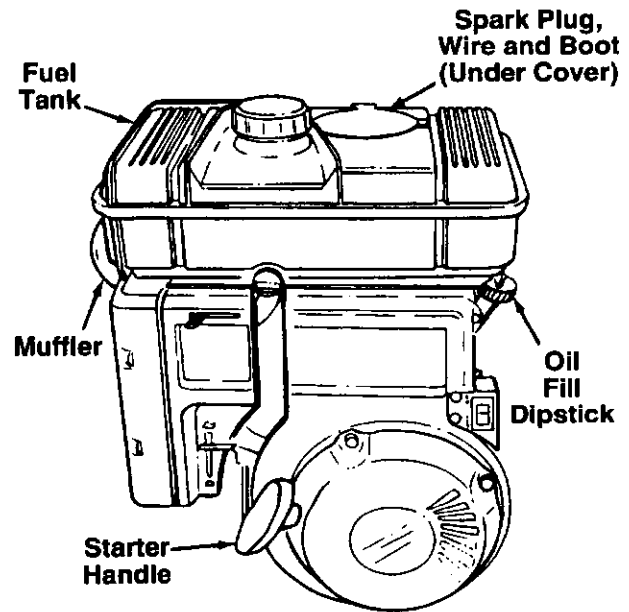


FIGURE 11.

BEFORE EACH USE

Before each use, check the following:

- Place log splitter on a firm, level surface. For vertical operation, pull the locking rod out and pivot it down to release the beam. Place the beam in the vertical position. See figure 7.
- Remove the vent plug and **check the fluid level.** See figure 12. Fluid level should be 1-1/2" to 2" from the top of the tank.

NOTE: Before initial use or first time use after storage, be certain to fill the reservoir as instructed in next section.

IMPORTANT: Reservoir tank **must** be full as instructed. Low fluid level will damage the pump and void your warranty.

- Lubricate the beam area where the splitting wedge will slide with engine oil (DO NOT USE GREASE). Make certain to oil both front and back of the beam face.
- Fill fuel tank as instructed previously.
- Attach spark plug wire and cover to spark plug. See figure 11.

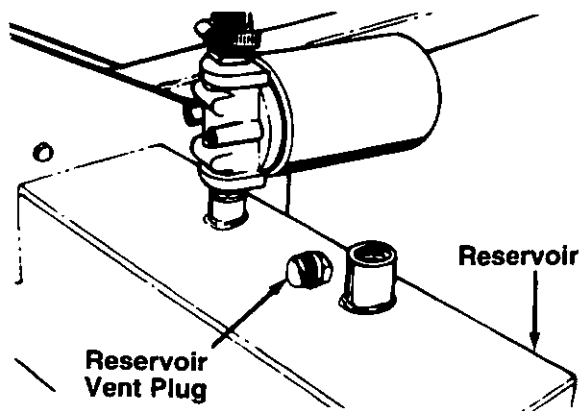


FIGURE 12.



WARNING: DO NOT OPERATE THE LOG SPLITTER WITHOUT THE PROPER AMOUNT OF TRANSMISSION FLUID IN THE RESERVOIR TANK.

BEFORE INITIAL USE

Fill the reservoir tank as follows.

- Remove reservoir vent plug. See figure 12. Using Dexron II automatic transmission fluid, fill reservoir to the top. Replace vent plug securely.

NOTE: Total capacity of system is approximately 4 gallons.

- Disconnect the spark plug wire. **Prime the pump by pulling the recoil starter, to turn the engine over, approximately 10 times.** Reconnect the spark plug wire.
- Start engine. Use the control handle to extend the wedge to the far extended position. Leave the wedge in this position (do not retract).
- Refill tank to within 1-1/2" to 2" from the top of the tank.
- Now retract the wedge. Extend and retract the wedge fully 10 to 12 complete cycles to remove trapped air in the system (system is "self-bleeding").
- **Refill the reservoir** to within 1-1/2" to 2" from the top of the tank. Much of the original fluid has been drawn into the cylinder and hoses. **Make certain to refill the reservoir, to prevent extreme damage to the hydraulic pump. Failure to refill the tank will void your warranty.**

NOTE: Some fluid may overflow from the vent plug as the system builds heat and the fluid expands and seeks its own level.

TO START ENGINE

- Open cover (on top of fuel tank) and attach spark plug wire and rubber boot to spark plug if necessary. See figure 11.
- Open fuel shut-off valve by turning in direction of arrow. See figure 13.
- Place the throttle control lever in FAST position. See figure 13.

NOTE: If the throttle control lever fails to stay in the desired position or if it is hard to move, refer to the service and adjustment section.

- Move choke lever down to CHOKE position.
- Place the engine shut-off switch in ON position. See figure 13.
- Grasp starter handle (see figure 11) and pull rope out slowly until engine reaches start of compression cycle (rope will pull slightly harder at this point). Let the rope rewind slowly.
- Pull rope with a rapid, continuous, full arm stroke. Keep a firm grip on starter handle. Let rope rewind slowly. Do not let starter handle snap back against starter.
- Repeat preceding two instructions until engine fires. When engine starts, move choke lever on engine halfway between CHOKE and RUN.

NOTE: If engine does not fire after three attempts, move choke lever halfway between CHOKE and RUN position and try again. See figure 13.

- Run wedge up and down beam 6 to 8 times to circulate the hydraulic fluid, which will warm and thin the fluid.

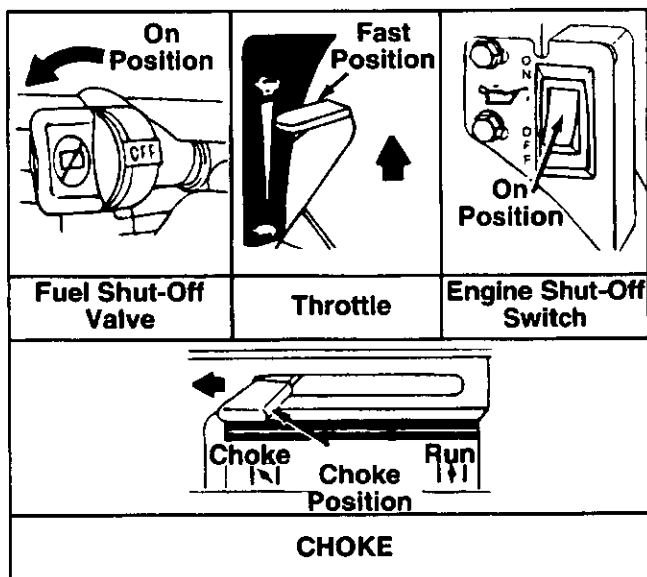


FIGURE 13.

TO STOP ENGINE

- Move throttle control lever to SLOW position.
- Move engine shut-off switch to OFF position. See figure 13.
- Disconnect spark plug wire and move away from spark plug to prevent accidental starting while equipment is unattended.
- Close fuel shut-off valve when equipment is not in use to prevent fuel leakage.

CUSTOMER RESPONSIBILITIES

| MAINTENANCE SCHEDULE FILL IN DATES AS YOU COMPLETE REGULAR SERVICE | | SERVICE DATES | | | | | | | | | | | | | | | | | | |
|---|--------------------------|-----------------|------------------|----------------|----------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| | | BEFORE EACH USE | FIRST FIVE HOURS | EVERY 25 HOURS | EVERY 50 HOURS | | | | | | | | | | | | | | | |
| PRODUCT | Check Reservoir Fluid | √ | | | | | | | | | | | | | | | | | | |
| | Lubricate Beam and Wedge | √ | | | | | | | | | | | | | | | | | | |
| | Change Hydraulic Filter | | | | √ | | | | | | | | | | | | | | | |
| ENGINE | Check Engine Oil | √ | | | | | | | | | | | | | | | | | | |
| | Change Engine Oil | | √ | √ | | | | | | | | | | | | | | | | |
| | Service Air Cleaner | | | √ | | | | | | | | | | | | | | | | |
| | Clean Engine | √ | | | | | | | | | | | | | | | | | | |
| | Spark Plug | | | √ | | | | | | | | | | | | | | | | |
| | Muffler | | | | √ | | | | | | | | | | | | | | | |

√ CHECK

GENERAL RECOMMENDATIONS



WARNING: ALWAYS STOP THE ENGINE AND DISCONNECT THE SPARK PLUG WIRE BEFORE PERFORMING ANY MAINTENANCE OR ADJUSTMENTS.

Check all nuts, bolts and hose clamps periodically to make certain they are tightened securely.

LOG SPLITTER

RESERVOIR FLUID

Check the hydraulic fluid level in the log splitter reservoir tank before each use. Fluid level should be 1-1/2" to 2" from the top of the tank.

Change the hydraulic fluid in the reservoir every 100 hours of operation. Disconnect the suction hose from the bottom of the reservoir tank, and drain the fluid into a suitable container. Refill using only Dexron II automatic transmission fluid, as instructed in the BEFORE INITIAL USE section of this manual. Also, make certain to change the hydraulic filter.

NOTE: Drain the fluid and flush the reservoir tank and hoses with kerosene whenever any repair work is performed on the tank, hydraulic pump or valve. Contaminants in the fluid will damage the hydraulic components (should be performed by your SEARS Service Center).



WARNING: USE EXTREME CAUTION WHEN WORKING WITH KEROSENE, AS IT IS AN EXTREMELY FLAMMABLE FLUID.

BEAM AND SPLITTING WEDGE

Lubricate both sides of the beam where it contacts the splitting wedge with engine oil before each use to obtain years of service. However, normal wear will occur. Periodically adjust the bolts on the side of the wedge plate as follows to eliminate the excess space between the wedge plate and the beam. See figure 14.

- Loosen the three hex bolts on top of the wedge plate (beneath the splitting wedge).
- Loosen the lock nuts on the two adjustment bolts on the side of the gib plate, located beneath the splitting wedge. Turn the adjustment bolts in until snug, then back them off **slowly** until the wedge assembly will slide on the beam.
- Tighten the lock nuts securely against the gib plate to hold the adjustment bolts in this position.
- Retighten the three hex bolts on top of the wedge plate.

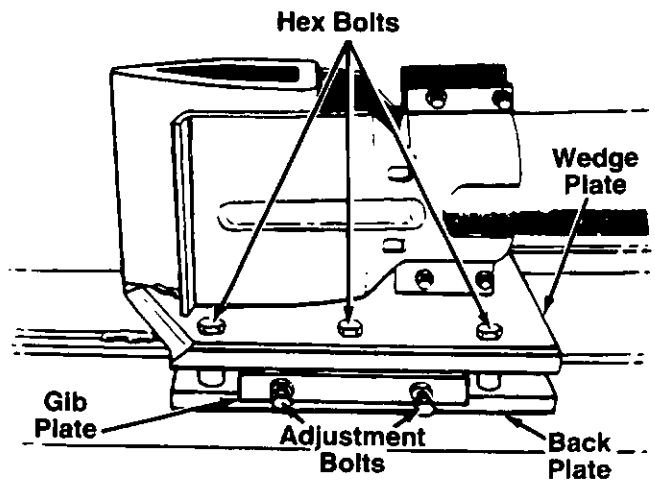


FIGURE 14.

Periodically remove and replace the "gibs" (spacers) between the wedge plate and the back plate as follows.

NOTE: If desired, the gibs may be rotated and/or turned over for even wear.

- Remove the center bolt on top of the wedge plate. Slide the gib plate out. See figure 14.
- Remove and replace the gibs. Reassemble the gib plate, making certain flat washer is in place under the gib plate.
- Readjust the bolts on the side of the wedge plate as instructed previously.

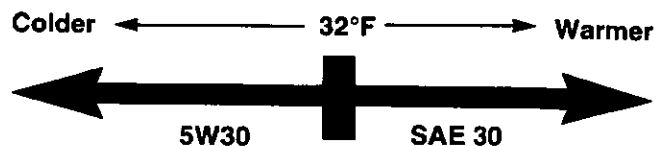
HYDRAULIC FILTER

Change the hydraulic filter every 50 hours of operation. Use only a 10 micron hydraulic filter. Order part number 723-0405.

ENGINE

ENGINE OIL

Only use high quality detergent oil rated with API service classification SG. Select the oil's viscosity grade according to your expected operating temperature.



NOTE: Although multi-viscosity oil (5E30, 10W30, etc.) improves starting in cold weather, these multi-viscosity oils will result in increased oil consumption when used above 32° F. Check your oil level more frequently to avoid possible engine damage from running low on oil.

Your four-cycle engine will normally consume some oil; therefore, check engine oil level regularly—approximately every five hours of operation and before each usage. Stop engine and wait several minutes before checking oil level. With engine level, the oil must be to the FULL mark on dipstick (refer to figure 11). Change engine oil after the first five hours of operation, and every twenty-five hours thereafter.

To Drain Oil:

- Drain oil while engine is warm.
 - a. Remove oil drain plug. Catch oil in a suitable container.
 - b. When engine is drained of all oil, replace drain plug securely.
- Refill with fresh oil. Refer to GAS AND OIL FILL-UP section.
- Replace dipstick.

AIR CLEANER

The air cleaner prevents damaging dirt, dust, etc., from entering the carburetor and being forced into the engine and is important to engine life and performance.

Never run your engine without air cleaner completely assembled.

To Service Air Cleaner:

Service pre-cleaner after every 25 hours of use, or at least once a season. Service cartridge every 100 hours of use, or at least once a season. Service pre-cleaner and cartridge more often under dusty conditions.

- Loosen air cleaner cover screws. Remove cover and air cleaner assembly from base. See figure 15.
- Remove air cleaner assembly from inside cover and disassemble.
- To service foam pre-cleaner: Remove pre-cleaner. Wash in liquid detergent and water. Squeeze dry in a clean cloth. Saturate in engine oil. Squeeze in a clean, absorbent cloth to remove all excess oil. If pre-cleaner is very dirty, replace it.
- To service cartridge: Clean by tapping gently on a flat surface. If very dirty, replace. Do not oil cartridge.

NOTE: Do not use petroleum solvents (e.g. kerosene) or pressurized air to clean cartridge. They will cause cartridge to deteriorate.

- Reassemble retainer on pre-cleaner and cartridge (screen side of pre-cleaner toward cartridge pleats). Place assembly into cover.
- Insert tabs on cover into slots in base and tighten cover screws securely.

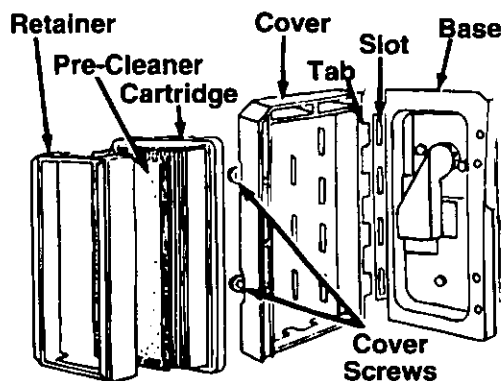


FIGURE 15.

CLEAN ENGINE

Clean engine periodically. Remove dirt and debris with a cloth or brush. Cleaning with a forceful spray of water is not recommended as water could contaminate the fuel system.

Yearly or every 25 hours, whichever occurs first, remove the blower housing and clean the areas shown in figure 16 to avoid overspeeding, overheating and engine damage. Clean more often if necessary.



WARNING: PERIODICALLY CLEAN MUFFLER AREA TO REMOVE ALL GRASS, DIRT AND COMBUSTIBLE DEBRIS.

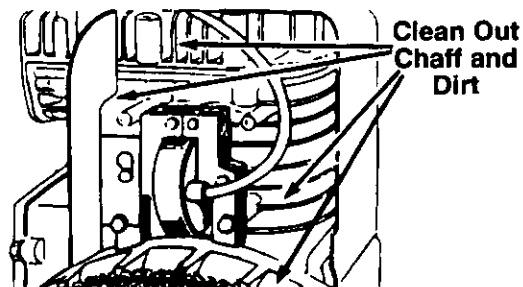


FIGURE 16.

SPARK PLUG

The spark plug should be cleaned and the gap reset to .030" at least once a season or every 50 hours of operation. See figure 17. Spark plug replacement is recommended at the start of each season. Refer to engine parts list for correct spark plug type.

NOTE: Do not sandblast spark plug. Spark plug should be cleaned by scraping or wire brushing and washing with a commercial solvent.

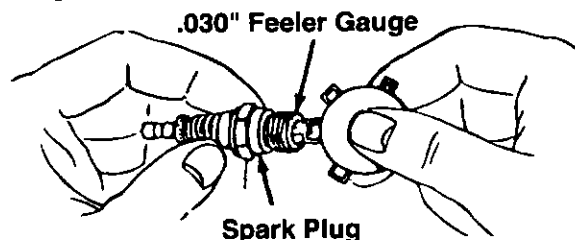


FIGURE 17.

MUFFLER

Do not operate the log splitter without a muffler or tamper with the exhaust system. Damaged mufflers or spark arresters could create a fire hazard. Inspect periodically, and replace if necessary. If your engine is equipped with a spark arrester screen assembly, remove every 50 hours for cleaning and inspection. Replace if damaged.

STORAGE

Prepare your log splitter for storage at the end of the season or if the log splitter will not be used for 30 days or more.



WARNING: NEVER STORE MACHINE WITH FUEL IN THE FUEL TANK INSIDE OF BUILDING WHERE FUMES MAY REACH AN OPEN FLAME OR SPARK, OR WHERE IGNITION SOURCES ARE PRESENT SUCH AS HOT WATER AND SPACE HEATERS, FURNACES, CLOTHES DRYERS, STOVES, ELECTRIC MOTORS, ETC.

NOTE: A yearly check-up by your local Sears Service Center is a good way to make certain your log splitter will provide maximum performance for the next season.

LOG SPLITTER

- Clean the log splitter thoroughly.
- Wipe unit with an oiled rag to prevent rust, especially wedge and beam.
- The tongue can be removed and reattached in an upright position as shown in figure 18 to take less space when storing.

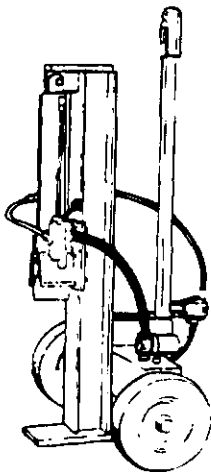


FIGURE 18.

ENGINE

IMPORTANT: IT IS IMPORTANT TO PREVENT GUM DEPOSITS FROM FORMING IN ESSENTIAL FUEL SYSTEM PARTS SUCH AS CARBURETOR, FUEL FILTER, FUEL HOSE, OR TANK DURING STORAGE. ALSO, EXPERIENCE INDICATES THAT ALCOHOL BLENDED FUELS (CALLED GASOHOL OR USING ETHANOL OR METHANOL) CAN ATTRACT MOISTURE WHICH LEADS TO SEPARATION AND FORMATION OF ACIDS DURING STORAGE. ACIDIC GAS CAN DAMAGE THE FUEL SYSTEM OF AN ENGINE WHILE IN STORAGE.

- Drain the fuel tank.
- Start the engine and let it run until the fuel lines and carburetor are empty.
- Never use engine or carburetor cleaner products in the fuel tank or permanent damage may occur.
- Use fresh fuel next season.

NOTE: Fuel stabilizer is an acceptable alternative in minimizing the formation of fuel gum deposits during storage. Add stabilizer to gasoline in fuel tank or storage container. Always follow the mix ratio found on stabilizer container. Run engine at least 10 minutes after adding stabilizer to allow the stabilizer to reach the carburetor. Do not drain the gas tank and carburetor if using fuel stabilizer.

- Drain all the oil from the crankcase (this should be done after the engine has been operated and is still warm) and refill the crankcase with fresh oil.
- If you have drained the fuel tank, protect the inside of the engine as follows. Remove spark plug, pour approximately 1/2 ounce (approximately one tablespoon) of engine oil into cylinder and crank slowly to distribute oil. Replace spark plug.

OTHER

- Do not store gasoline from one season to another.
- Replace your gasoline can if your can starts to rust. Rust and/or dirt in your gasoline will cause problems.
- Store unit in a clean, dry area.

NOTE: If storing in an unventilated or metal storage shed, be certain to rustproof the equipment by coating with a light oil or silicone.

SERVICE AND ADJUSTMENTS

FLEXIBLE PUMP COUPLER

The flexible pump coupler is a nylon "spider" insert, located between the pump and engine shaft. Over a period of time, the coupler will harden and deteriorate. Replacement is needed if you detect vibration or noise coming from the area between the engine and the pump. If the coupler fails completely, you will experience a loss of power. For a replacement flexible pump coupler, order part number 717-0891.



WARNING: NEVER HIT THE PUMP SHAFT IN ANY MANNER, AS ANY BLOW WILL CAUSE PERMANENT DAMAGE TO THE PUMP.

When replacing the flexible pump coupling, proceed as follows. Follow the instructions carefully as the alignment is very critical.

- Disconnect the spark plug wire from the spark plug, and secure it away from the spark plug.
- Using a 1/2 inch wrench, remove three nuts and lock washers which secure the pump to the coupling shield. Two nuts are at the bottom corners and one is in the top center.
- Remove the pump.
- Rotate the engine by pulling starter handle until engine coupling half set screw is at bottom. Loosen set screw using 7/64 inch Allen wrench. Slide coupling half off of engine shaft.
- Loosen set screw on pump coupling half, and remove coupling half.
- Slide new engine coupling half onto the engine shaft until the end of the shaft is flush with the inner portion of the coupling half. (There must be space between end of engine support bracket and coupling half.) Tighten set screw.
- Install pump coupling half and key on pump shaft. Rotate coupling half until set screw faces down. Do not tighten set screw.
- Install nylon "spider" onto engine coupling half.
- Align pump coupling half with nylon "spider" by rotating engine using starter handle. Slide coupling half into place while guiding three mounting bolts through holes in pump support bracket.
- Secure with nuts and washers removed earlier.
- Set .010 to .060 inch clearance between the nylon "spider" and the engine coupling half and moving pump coupling half as needed. Secure pump coupling half with set screw.

NOTE: Make certain proper clearance is obtained before tightening set screw.

- Reattach spark plug wire to spark plug.

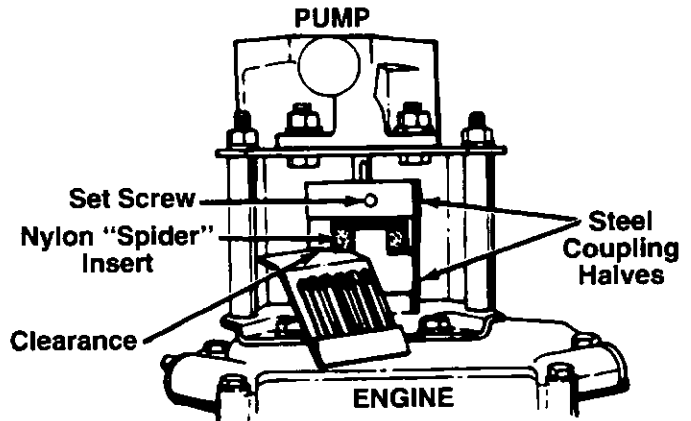


FIGURE 19.—BOTTOM VIEW

THROTTLE ADJUSTMENT

To adjust throttle control lever, loosen or tighten wing nut until throttle control lever moves with some resistance and still remains in desired position when engine is running. See figure 20.



FIGURE 20.

CARBURETOR ADJUSTMENT



WARNING: IF ANY ADJUSTMENTS ARE MADE TO THE ENGINE WHILE THE ENGINE IS RUNNING (E.G. CARBURETOR), KEEP CLEAR OF ALL MOVING PARTS. BE CAREFUL OF HEATED SURFACES AND MUFFLER.

Minor carburetor adjustment may be required to compensate for differences in fuel, temperature, altitude or load.

NOTE: A dirty air cleaner will cause engine to run rough. Be certain air cleaner is clean and attached to the carburetor before adjusting carburetor. Do not make unnecessary adjustments. Factory settings are satisfactory for most applications and conditions.

Never attempt to change maximum engine speed. It is pre-set at the factory and should be changed only by a qualified service technician who has the necessary equipment.

The carburetor may need re-adjusting if engine lacks power or does not idle properly. If adjustments are needed, proceed as follows.

- Close idle mixture valve (see figure 21) clockwise (↻) finger tight only. Forcing may cause damage. Then open 1-1/2 turns counterclockwise (↺).
- Start engine and allow to warm for five minutes.
- Move throttle control lever to IDLE position.
- Rotate throttle counterclockwise (↺) and hold against idle speed adjusting screw. Turn idle speed adjusting screw until engine is running at 1750 RPM.
- Turn idle mixture valve clockwise (↻) (lean mixture) until engine JUST starts to slow. Then turn it counterclockwise (↺) (rich mixture) until engine starts to run unevenly. Set at midpoint between rich and lean mixture.
- Recheck idle RPM and readjust if necessary.
- Move throttle control lever to FAST position. Engine should accelerate without hesitation or sputtering. If it does not, carburetor should be readjusted, usually to a slightly richer mixture.

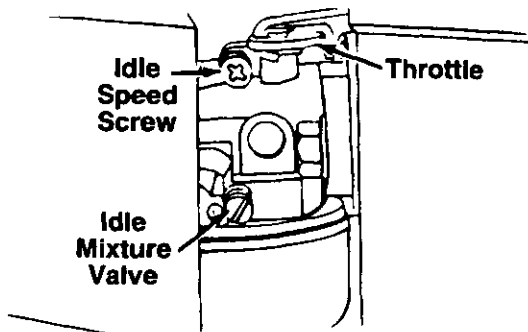


FIGURE 21.

ENGINE SPEED

Your engine speed has been factory set. Do not attempt to increase engine speed or it may result in personal injury. If you believe the engine is running too fast or too slow, take your log splitter to the nearest SEARS Service Center for repair and adjustment.

TIRES

Recommended operating tire pressure is 12 to 15 p.s.i. (sidewall of tire may give tire manufacturer's recommended pressure). Maximum tire pressure under any circumstances is 30 p.s.i. Equal tire pressure should be maintained on all tires.

When installing a tire to the rim, be certain rim is clean and free of rust. Lubricate both the tire and rim generously. Never inflate to over 30 p.s.i. to seat beads.



WARNING: EXCESSIVE PRESSURE (OVER 30 p.s.i.) WHEN SEATING BEADS MAY CAUSE TIRE/RIM ASSEMBLY TO BURST WITH FORCE SUFFICIENT TO CAUSE SERIOUS INJURY.

TROUBLE SHOOTING

| PROBLEM | POSSIBLE CAUSE(S) | CORRECTIVE ACTION |
|----------------------------------|--|---|
| Engine fails to start | <ul style="list-style-type: none"> • Engine shut-off switch OFF. • Fuel shut-off valve closed. • Fuel tank empty, or stale fuel. • Spark plug wire disconnected. • Faulty spark plug. | <ul style="list-style-type: none"> • Move switch to ON position. • Open fuel shut-off valve. • Fill tank with clean, fresh fuel. • Connect wire to spark plug. • Clean, adjust gap or replace. |
| Loss of power; operation erratic | <ul style="list-style-type: none"> • Spark plug wire loose. • Unit running on CHOKE. • Blocked fuel line or stale fuel. • Water or dirt in fuel system. • Carburetor out of adjustment. • Dirty air cleaner. | <ul style="list-style-type: none"> • Connect and tighten spark plug wire. • Move choke lever to OFF position. • Clean fuel line; fill tank with clean fresh gasoline. • Disconnect fuel line at carburetor to drain fuel tank. Refill with fresh fuel. • Adjust carburetor or contact your SEARS Service Center. • Service air cleaner. See Customer Responsibilities section of this manual. |
| Engine overheats | <ul style="list-style-type: none"> • Carburetor not adjusted properly. • Engine oil level low. • Air flow restricted. | <ul style="list-style-type: none"> • Adjust carburetor or contact your SEARS Service Center. • Fill crankcase with proper oil. • Remove blower housing and clean. |
| Will not split logs | <ul style="list-style-type: none"> • Reservoir fluid level low. | <ul style="list-style-type: none"> • Check and fill reservoir tank as instructed in Operation section of this manual. |

NOTE: For repairs beyond the minor adjustments listed above, please contact your nearest SEARS Service Center.

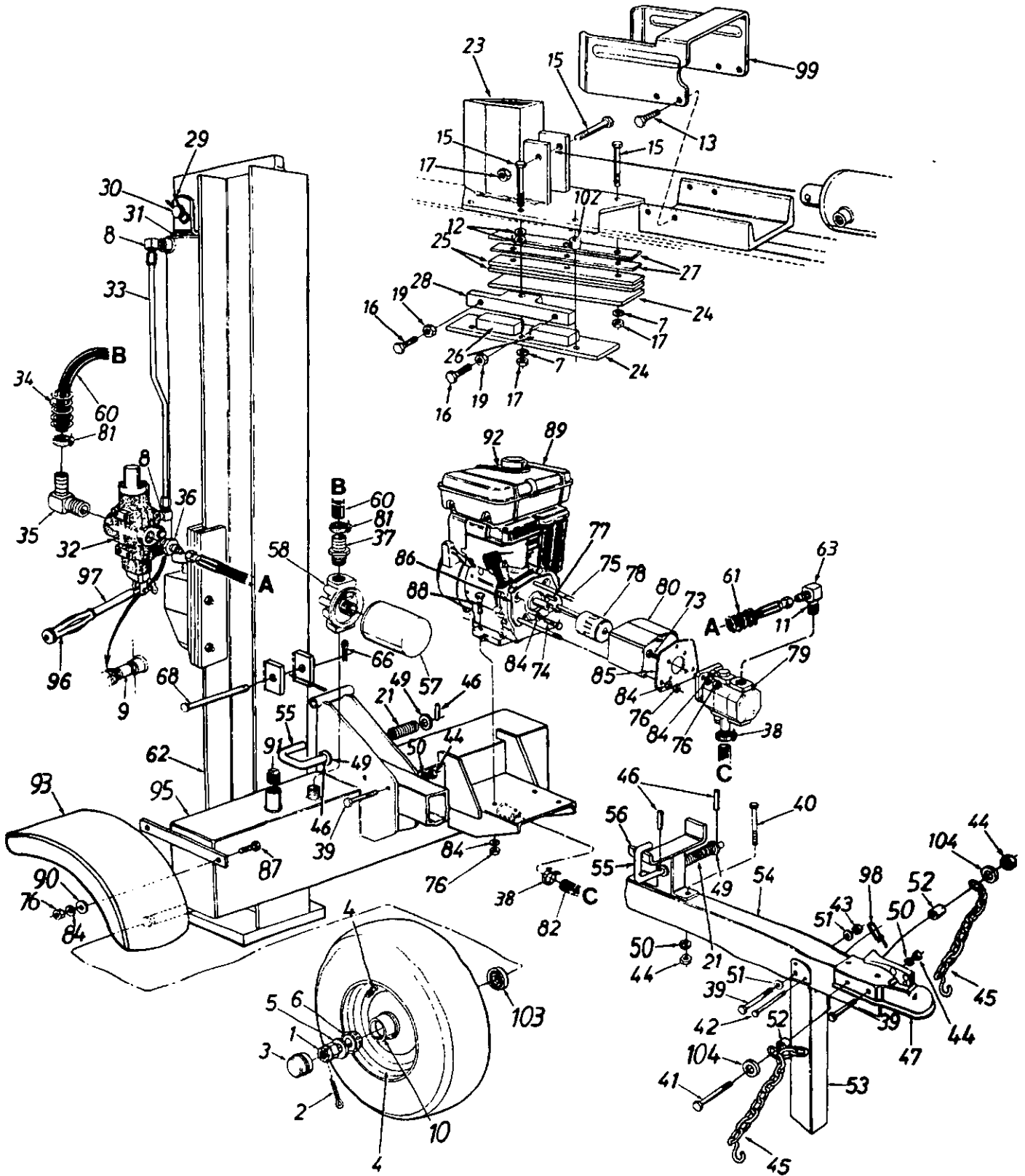
HYDRAULIC TROUBLE SHOOTING GUIDE

| Problem | Probable Cause(s) | Corrective Action |
|---|---|---|
| Cylinder rod will not move | <ul style="list-style-type: none"> A Broken driveshaft B Loose shaft coupling C Gear sections damaged D Damaged relief valve E Hydraulic lines blocked F Too little oil to pump G Damaged directional valve H Blocked directional valve | <ul style="list-style-type: none"> A Return unit for authorized repair B Correct engine/pump alignment as necessary C Return unit for authorized repair D Return directional valve for authorized repair E Flush and clean hydraulic system F Add oil to reservoir G Return unit for authorized repair H Flush and clean hydraulic system; return unit for authorized repair |
| Slow cylinder shaft speed while extending and retracting | <ul style="list-style-type: none"> A Gear sections damaged B Excessive pump inlet vacuum C Slow engine speed D Damaged relief valve E Too little oil to pump F Air in oil G Directional valve leaking internally H Internally damaged cylinder | <ul style="list-style-type: none"> A Return unit for authorized repair B Make certain pump inlet hoses are clear and unblocked—use short, large diameter inlet hoses C Return unit for authorized repair D Return unit for authorized repair E Add oil to reservoir F Add oil, clean reservoir, make certain oil return tube is below oil level G Return unit for authorized repair H Return unit for authorized repair |
| Engine runs but wood will not split or wood splits too slowly | <ul style="list-style-type: none"> A Small gear section damaged B Pump check valve leaking C Excessive pump inlet vacuum D Low relief valve setting E Too little oil to pump F Air in oil G Directional valve leaking internally H Overloaded cylinder I Internally damaged cylinder | <ul style="list-style-type: none"> A Return unit for authorized repair B Return unit for authorized repair C Make certain pump inlet hoses are clear and unblocked; use short, large diameter inlet hoses D Adjust valve while using pressure gauge* E Add oil to reservoir F Add oil, clean reservoir, make certain oil return tube is below oil level G Return unit for authorized repair H Do not attempt to split wood against the grain I Return unit for authorized repair |
| Engine stalls during splitting | <ul style="list-style-type: none"> A Low horsepower/weak engine B Overloaded cylinder | <ul style="list-style-type: none"> A Return unit for authorized repair B Do not attempt to split wood against the grain |
| Engine will not turn or stalls under low load conditions | <ul style="list-style-type: none"> A Engine/pump misalignment B Frozen or seized pump C Low horsepower/weak engine D Hydraulic lines blocked E Blocked directional valve | <ul style="list-style-type: none"> A Correct alignment as necessary B Return unit for authorized repair C Return unit for authorized repair D Flush and clean hydraulic system E Flush and clean hydraulic system; return unit for authorized repair |
| Leaking pump shaft seal | <ul style="list-style-type: none"> A Broken driveshaft B Engine/pump misalignment C Gear sections damaged D Poorly positioned shaft seal E Plugged oil breather | <ul style="list-style-type: none"> A Return unit for authorized repair B Correct alignment as necessary C Return unit for authorized repair D Return unit for authorized repair E Make certain reservoir is properly vented |

*Should be performed by an authorized SEARS Service Center only.

SEARS CRAFTSMAN 5 H.P. LOG SPLITTER MODEL NO. 247.346250

Repair Parts



SEARS CRAFTSMAN 5 H.P. LOG SPLITTER MODEL NO. 247.346250

Repair Parts

| KEY NO. | PART NO. | DESCRIPTION | KEY NO. | PART NO. | DESCRIPTION |
|---------|-----------|--|---------|----------------|----------------------------------|
| 1 | 712-0359 | Slotted Nut 3/4-16 Thd. | 46 | 715-0116 | Roll Pin |
| 2 | 714-0162 | Cotter pin 5/32" Dia. | 47 | 727-0311 | Hitch Coupler |
| 3 | 734-0873 | Hub Cap | 49 | 736-0116 | FI-Wash. .635" I.D. x .93" O.D. |
| 4 | 734-1016 | Wheel Ass'y. Comp. | 50 | 736-0169 | L-Wash. 3/8" I.D.* |
| | 734-0872 | Tire Only | 51 | 736-0185 | FI-Wash. .406" I.D. x .75" O.D. |
| | 734-1017 | Rim Only | 52 | 750-0497 | Spacer .44" Lg. |
| | 734-0255 | Air Valve Only | 53 | 781-0162 | Jack Stand |
| 5 | 736-0351 | FI-Wash. .76" I.D. x 1.5" O.D. | 54 | 781-0399 | Tongue Tube |
| 6 | 741-3028 | Bearing Cone | 55 | 781-0370A | Locking Rod |
| 7 | 736-0921 | L-Wash. 1/2" I.D.* | 56 | 781-0398 | Beam Support Ass'y. |
| 8 | 737-0192 | 90° Solid Male Adaptor | 57 | 723-0405 | Filter Element |
| 9 | 737-0238 | Pipe Nipple 1/2 NPT | 58 | 723-0406 | Filter Head |
| 10 | 741-3029 | Bearing Cup | 60 | 727-0443 | Return Hose 3/4" I.D. x 44" Lg. |
| 11 | 737-0264 | 90° Male Adapter | 61 | 781-0538 | Hose Guard |
| 12 | 736-0192 | FI-Wash. .531" I.D. x .94" O.D. | 62 | 681-0014 | Vertical Beam Ass'y. |
| 13 | 710-0514 | Hex Cap Scr. 3/8-16 x 1" Lg. | 66 | 714-0470 | Cotter Pin 1/8" Dia. |
| 15 | 710-1018 | Hex Bolt 1/2-20 x 2.75" Lg. (Grade 8) | 68 | 738-0805 | Hinge Pin 1/2 x 4.8" Lg. |
| 16 | 710-1032 | Hex Bolt 3/8-24 x 1.5" Lg. | 73 | 710-0117 | Hex Bolt 5/16-24 x 1" Lg. |
| 17 | 712-0239 | Hex L-Nut 1/2-20 Thd. | 74 | 710-0237 | Hex Bolt 5/16-24 x .62" Lg. |
| 19 | 712-3001 | Hex Jam Nut 3/8-24 Thd. (Grade 5) | 75 | 710-0363 | Hex Bolt 5/16-24 x 4" Lg. |
| 21 | 732-0583 | Comp. Spring 4" Lg. | 76 | 712-0123 | Hex Nut 5/16-24 Thd. |
| 23 | 781-0323B | Wedge Ass'y. | 77 | 714-0122 | Sq.-Key 3/16" x .75" |
| 24 | 781-0537 | Back Plate | 78 | 717-0891 | Flexible Coupling |
| 25 | 781-0350A | Fixed Side Gib | 79 | 718-0249 | Gear Pump |
| 26 | 781-0351 | Adjustable Gib | 80 | 719-0278 | Coupling Shield |
| 27 | 781-0352A | Adjustable Gib Shim | 81 | 726-0132 | Hose Clamp 5/8" |
| 28 | 781-0356 | Floating Gib Plate | 82 | 727-0451 | Suction Hose |
| 29 | 714-0203 | External Cotter Pin | 83 | 727-0324 | High Pressure Hydraulic Hose 48" |
| 30 | 715-0216 | Cylinder Mounting Pin | 84 | 736-0119 | L-Wash. 5/16" I.D.* |
| 31 | 718-0246 | Hydraulic Cylinder | 85 | 781-0097 | Rear Coupling Support Brkt. |
| 32 | 717-0899 | Control Valve | 86 | 781-0098 | Front Coupling Support Brkt. |
| 33 | 727-0323 | Metal Pressure Tube | 87 | 710-0157 | Hex Bolt 5/16-24 x .75" Lg. |
| 34 | 781-0526 | Hose Guard | 88 | 710-0409 | Hex Bolt 5/16-24 x 1.75" Lg. |
| 35 | 737-0153 | Return Elbow | 89 | 133402-0011-01 | Engine—B&S 133402-0011-01 |
| 36 | 737-0279 | Adapter | 90 | 736-0159 | FI-Wash. .344" I.D. x .875" O.D. |
| 37 | 737-0235 | 3/4" Hose Barb. | 91 | 737-0236 | L-Vent Pipe Plug |
| 38 | 726-0174 | Hose Clamp | 92 | 735-0639 | Spark Plug Boot |
| 39 | 710-0521 | Hex Bolt 3/8-16 x 3" Lg. (Grade 8) | 93 | 781-0556 | Fender |
| 40 | 710-0411 | Hex Bolt 3/8-16 x 4" Lg. | 95 | 681-0011 | Frame Weldment |
| 41 | 710-0944 | Hex Bolt 3/8-16 x 4.25" Lg. (Grade 5) | 96 | 720-0235 | Grip |
| 42 | 711-0813 | Clevis Pin 5/16 x 2.5" Lg. | 97 | 747-0583 | Control Handle |
| 43 | 712-0375 | Hex L-Nut 3/8-16 Thd. | 98 | 732-0194 | Spring Pin |
| 44 | 712-0798 | Hex Nut 3/8-16 Thd. | 99 | 781-0525 | Dislodger |
| 45 | 713-0433 | Chain—Tow Hitch | 102 | 750-0750 | Spacer 1/2" I.D. x .86" Lg. |
| | | | 103 | 721-0168 | Bearing Seal Only |
| | | | 104 | 736-0262 | FI-Wash. 3/8" I.D. x .87" O.D. |
| | | | — | 770-8766K | Owner's Manual |

*Common Hardware—May be Purchased Locally.

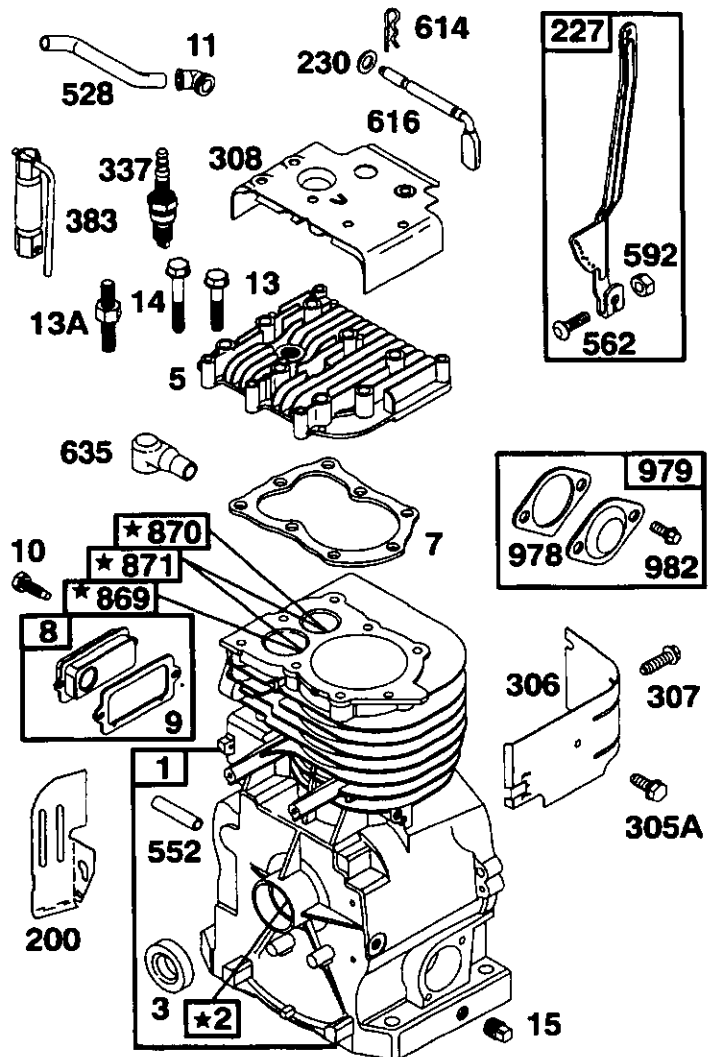
NOTE: Specifications subject to change without notice or obligation.

Repair Parts

| REF. NO. | PART NO. | DESCRIPTION |
|----------|----------|-------------------------------------|
| 1 | 495133 | Cylinder Assembly |
| 2 | 399268 | Bushing-Cylinder |
| 3 | *299819 | Seal-Oil |
| 5 | 214040 | Head-Cylinder |
| 7 | *272157 | Gasket-Cylinder Head |
| 8 | 495774 | Breather-Valve Chamber |
| 9 | *27549 | Gasket-Valve Cover |
| 10 | 94621 | Screw-Breather Mtg. |
| 11 | 66578 | Grommet-Breather Tube |
| 13 | 94221 | Screw-Cylinder Head (2-5/16" Long) |
| 13A | 94167 | Stud-Cylinder Head |
| 14 | 94679 | Screw-Cylinder Head (2-15/32" Long) |
| 15 | 94387 | Plug-Pipe, 1/4" Std., Square Head |
| 200 | 223886 | Guide-Air |
| 227 | 494906 | Lever Assy.-Governor |
| 230 | 94742 | Washer-Governor Lever |
| 305A | 94786 | Screw-Hex.Hd. |
| 306 | 224820 | Shield-Cylinder |
| 307 | 94680 | Screw-Cylinder Shield |
| 308 | 224740 | Cover-Cylinder Head |
| 337 | 802592 | Plug-Spark |
| 383 | 89838 | Wrench-Spark Plug |
| 528 | 231818 | Tube-Breather |
| 552 | 231079 | Bushing-Governor Crank |
| 562 | 92613 | Bolt-Governor Lever |
| 592 | 231082 | Nut-Hex. |
| 614 | 93306 | Cotter-Pin |
| 616 | 231077 | Crank-Governor |
| 635 | 66538 | Elbow-Spark Plug |
| 869 | 211787 | Seat-Intake Valve |
| 870 | 211436 | Seat-Exhaust Valve (Cobalite®) |
| 871 | 262001 | Guide-Exhaust Valve |
| 978 | *271736 | Gasket-Cover |
| 979 | 494807 | Cover-Oil Gard® |
| 982 | 94139 | Screw-Oil Gard® Cover |
| 1019 | 495861 | Label Kit |

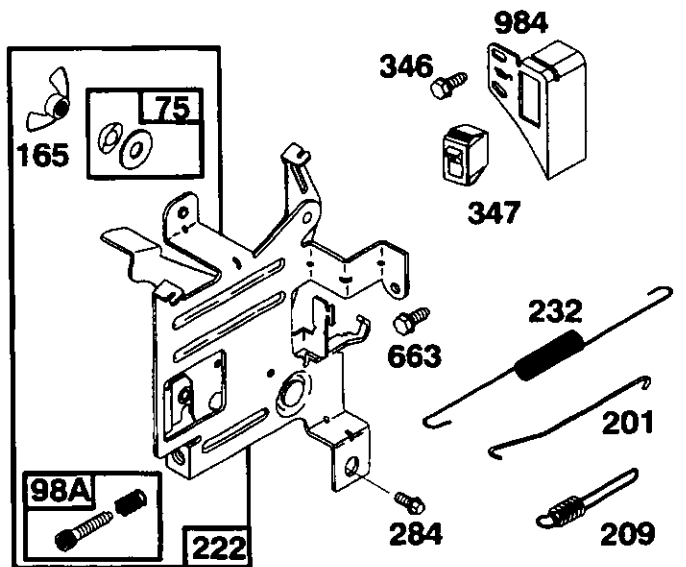
| REF. NO. | PART NO. | DESCRIPTION |
|----------|----------|-------------------------|
| 75 | 495659 | Washer Kit |
| 98A | 493280 | Screw Assy.-Speed Adj. |
| 165 | 94692 | Nut-Wing |
| 201 | 262865 | Link-Governor |
| 209 | 262283 | Spring-Governor |
| 222 | 494899 | Plate-Gov. Control |
| 232 | 260585 | Spring-Link |
| 284 | 94620 | Screw-Hex. Hd. |
| 346 | 93705 | Screw-Sem |
| 347 | 493521 | Switch-Rocker |
| 663 | 93343 | Screw-Sem |
| 984 | 224746 | Bracket-Indicator Light |

*Included in Gasket Set—Part No. 495661.



1019 LABEL KIT

★ REQUIRES SPECIAL TOOLS TO INSTALL. SEE REPAIR INSTRUCTION MANUAL.

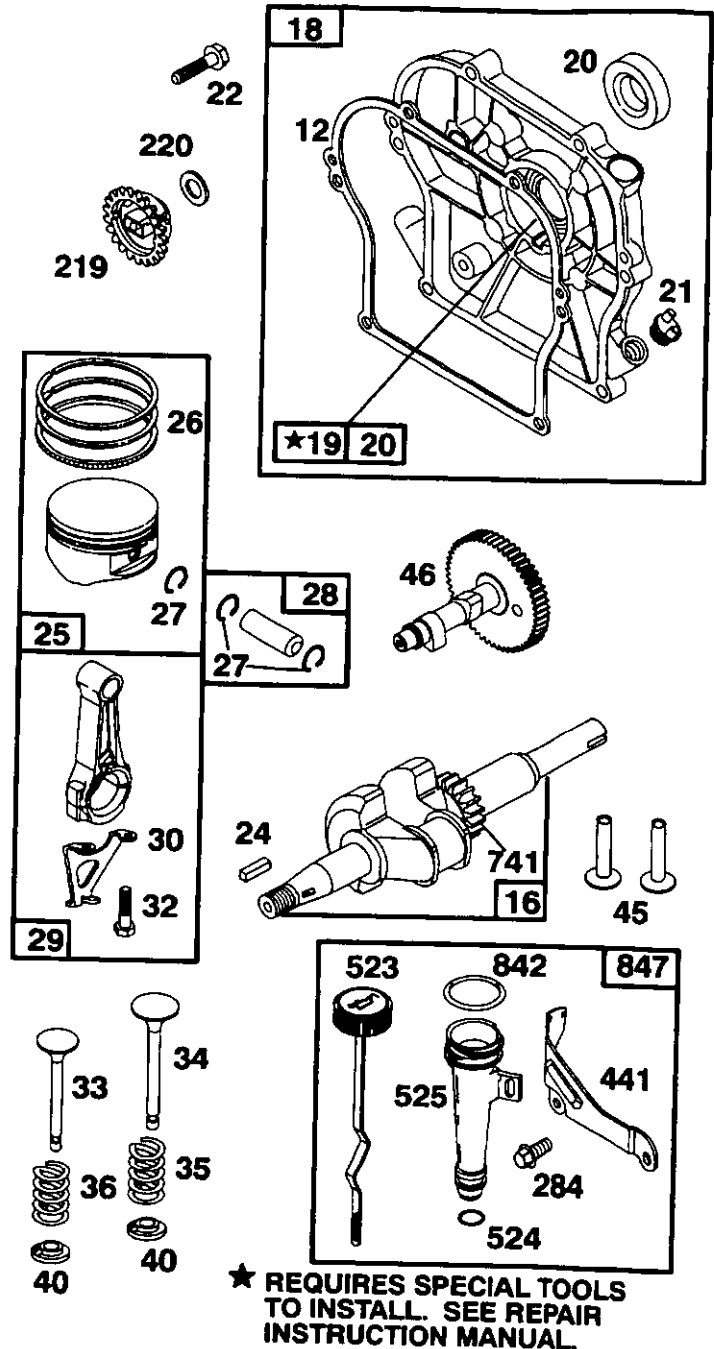


Assemblies include all parts shown in frames.

BRIGGS AND STRATTON 5 H.P. ENGINE MODEL NO. 133412-0059-01

Repair Parts

| REF. NO. | PART NO. | DESCRIPTION |
|----------|----------|---|
| 12 | *270080 | Gasket-Crankcase (.015" Thick, Std.) |
| | *270125 | Gasket-Crkcase (.005" Thick) |
| | *270126 | Gasket-Crkcase (.009" Thick) |
| 16 | 397103 | Crankshaft |
| | | Note: To Replace Crankshaft Gear Key. |
| | | Order Part No. 94388. |
| 18 | 494044 | Cover Ass'y.-Crankcase |
| 19 | 495660 | Bushing-Crankcase Cover |
| 20 | 294606 | Seal-Oil |
| 21 | 66768 | Plug-Oil Filler |
| 22 | 94682 | Screw-Crankcase Cover Mounting Sem |
| 24 | 222698 | Key-Flywheel |
| 25 | 393819 | Piston Ass'y. (Std.) |
| | 393820 | Piston Ass'y. (.010" O.S.) |
| | 393821 | Piston Ass'y. (.020" O.S.) |
| | 393822 | Piston Ass'y. (.030" O.S.) |
| 26 | 399067 | Ring Set-Piston (Std.) |
| | 399014 | Ring Set-Piston (.010" O.S.) |
| | 399015 | Ring Set-Piston (.020" O.S.) |
| | 399016 | Ring Set-Piston (.030" O.S.) |
| 27 | 26026 | Lock-Piston Pin |
| 28 | 298909 | Pin Ass'y.-Piston (Std.) |
| | 298908 | Pin Ass'y.-Piston (.005" O.S.) |
| 29 | 299430 | Rod Ass'y.-Connecting |
| | 390459 | Rod Ass'y.-Connecting (.020" Undersize Crankpin Bore) |
| 30 | 221890 | Dipper-Conn. Rod |
| 32 | 94745 | Screw-Conn. Rod |
| 33 | 211119 | Valve-Exhaust |
| 34 | 261044 | Valve-Intake |
| 35 | 260552 | Spring-Intake Valve |
| 36 | 26478 | Spring-Exhaust Valve |
| 40 | 93312 | Retainer-Spring |
| 45 | 260642 | Tappet-Valve |
| 46 | 212733 | Gear-Cam |
| 219 | 494845 | Gear-Governor |
| 220 | 221551 | Washer-Thrust |
| 284 | 94620 | Screw-Hex. Hd. |
| 441 | 224240 | Bracket-Oil Fill |
| 523 | 494416 | Dipstick and Cap Ass'y. |
| 524 | *271485 | Seal-Oil Fill |
| 525 | 280578 | Tube-Oil Fill |
| 741 | 262992 | Gear-Timing |
| 842 | *270920 | Seal-Oil Fill Cap |
| 847 | 494417 | Tube Ass'y.-High Oil Fill |



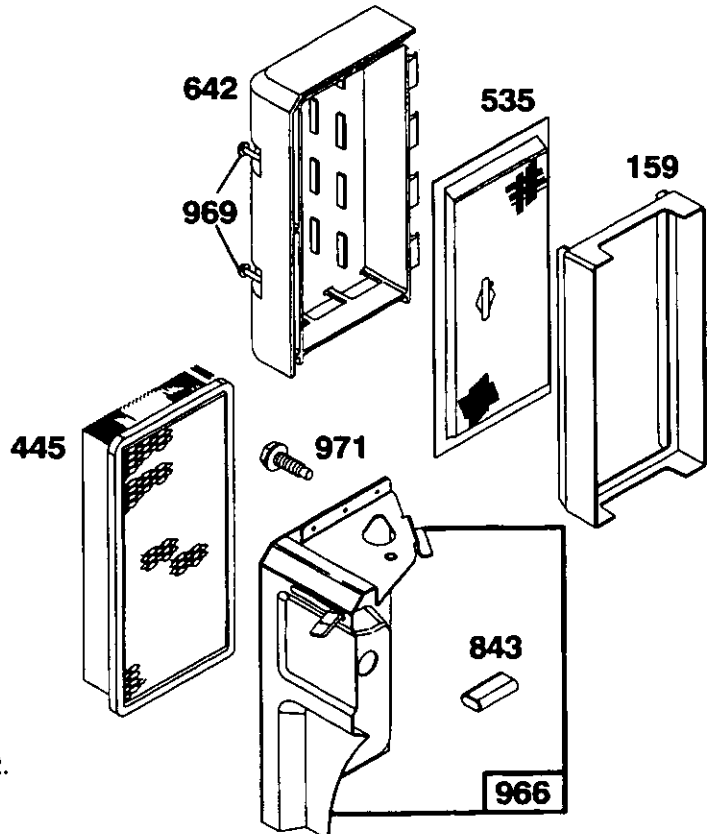
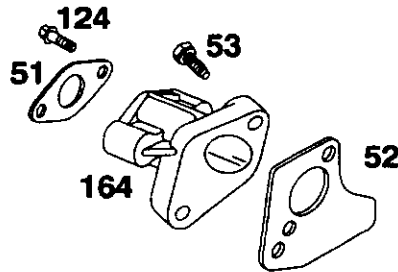
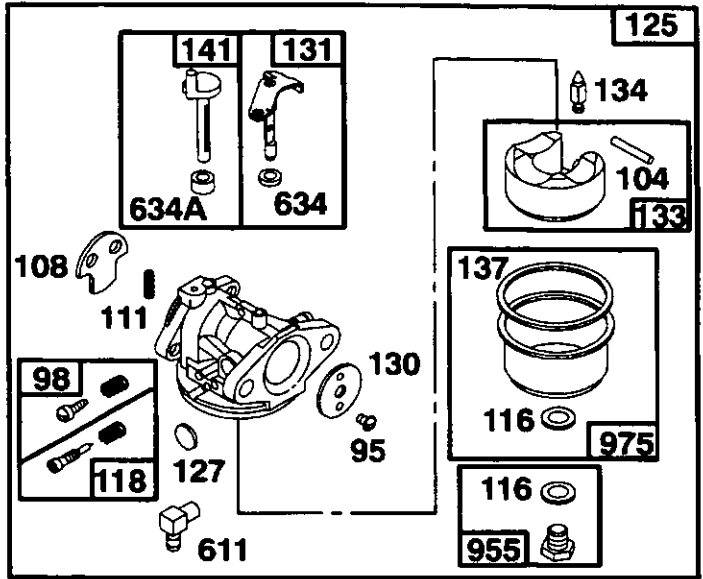
★ REQUIRES SPECIAL TOOLS TO INSTALL. SEE REPAIR INSTRUCTION MANUAL.

*Included in Gasket Set—Part No. 495661.

Assemblies include all parts shown in frames.

Repair Parts

| REF. NO. | PART NO. | DESCRIPTION |
|----------|----------|--------------------------------------|
| 51 | *272295 | Gasket-Carburetor Mtg. |
| 52 | *272585 | Gasket- Intake Port |
| 53 | 94706 | Screw-Adapter Mtg. |
| 95 | 94098 | Screw-Round Head |
| 98 | 398185 | Screw-Idle Adjusting |
| 104 | • | Pin-Hinge (Sold in Kit Only). |
| 108 | 224783 | Valve-Choke |
| 111 | 262820 | Spring-Lever |
| 116 | ◆ | Gasket-Sealing (Sold in Kit Only). |
| 118 | ◆493765 | Valve and Spring-Needle |
| 124 | 94681 | Screw-Hex. Washer Head |
| 125 | 495652 | Carburetor Assembly |
| 127 | • | Plug-Welch |
| 130 | 223470 | Valve-Throttle |
| 131 | 493556 | Shaft and Lever-Throttle |
| 133 | 398187 | Float Assembly-Carburetor |
| 134 | ◆398188 | Valve-Inlet (Includes Seat) |
| 137 | • | Gasket-Bowl (Sold in Kit Only). |
| 141 | 495651 | Shaft-Choke |
| 164 | 281247 | Manifold-Intake |
| 611 | 494451 | Elbow-Fuel Pipe |
| 634 | ◆ | Seal-Shaft (Sold in Kit Only). |
| 634A | ◆ | Seal-Choke Shaft (Sold in Kit Only). |
| 955 | 497434 | Screw-Fuel Bowl |
| 975 | 493640 | Bowl Assembly-Carburetor |



| REF. NO. | PART NO. | DESCRIPTION |
|----------|----------|---------------------|
| 159 | 280871 | Support-Filter |
| 445 | 494511 | Filter-Air Cleaner |
| 535 | 495246 | Element-Air Cleaner |
| 642 | 281188 | Cover-Air Cleaner |
| 843 | 280149 | Sleeve-Lever |
| 966 | 494902 | Base-Air Cleaner |
| 969 | 94120 | Screw-Hex. Head |
| 971 | 94727 | Screw-Hex. Head |

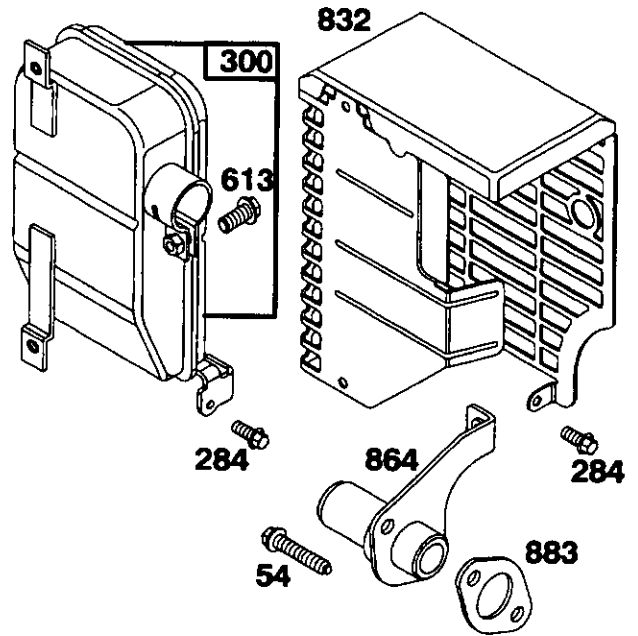
- * Included in Gasket Set—Part No. 495661.
- Included in Carburetor Overhaul Kit—Part No. 493762.
- ◆ Included in Carburetor Gasket Set—Part No. 490937.

Assemblies include all parts shown in frames.

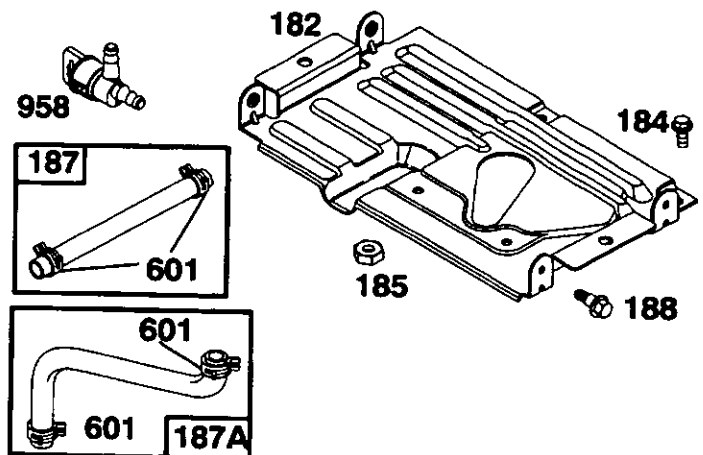
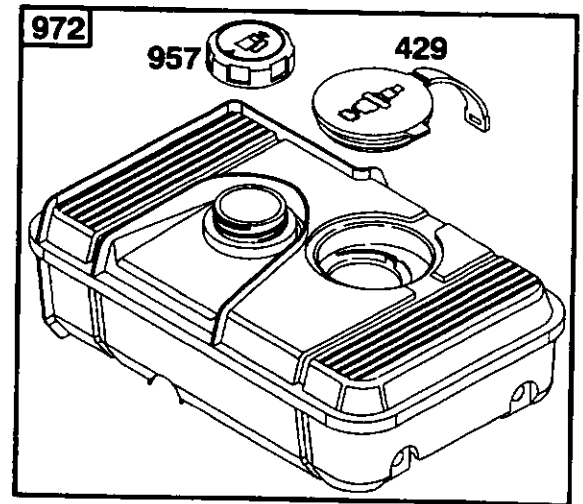
BRIGGS AND STRATTON 5 H.P. ENGINE MODEL NO. 133402-0011-01

Repair Parts

| REF. NO. | PART NO. | DESCRIPTION |
|----------|----------|-----------------|
| 54 | 94705 | Screw-Hex.Head |
| 284 | 94620 | Screw-Hex. Hd. |
| 300 | 494562 | Muffler-Exhaust |
| 613 | 94729 | Screw-Sem |
| 832 | 494903 | Guard-Muffler |
| 864 | 494904 | Flange-Muffler |
| 883 | *272309 | Gasket-Exhaust |



| REF. NO. | PART NO. | DESCRIPTION |
|----------|----------|---|
| 182 | 224709 | Bracket-Fuel Tank |
| 184 | 93559 | Screw-Hex. Hd. |
| 185 | 94010 | Nut-Hex. |
| 187 | 393815 | Line-Fuel (11" Long, Cut to Suit) |
| 187A | 495218 | Pipe-Fuel (Molded) |
| 188 | 94357 | Screw-Hex. Head |
| 429 | 281190 | Cover-Spark Plug |
| 601 | 93053 | Clamp-Fuel Pipe (Green) Note: 93807 Clamp-Fuel Pipe (Black) |
| 957 | 493988 | Cap-Fuel Tank |
| 958 | 494539 | Valve Ass'y.-Fuel Shut-Off |
| 972 | 495345 | Tank Ass'y.-Fuel |

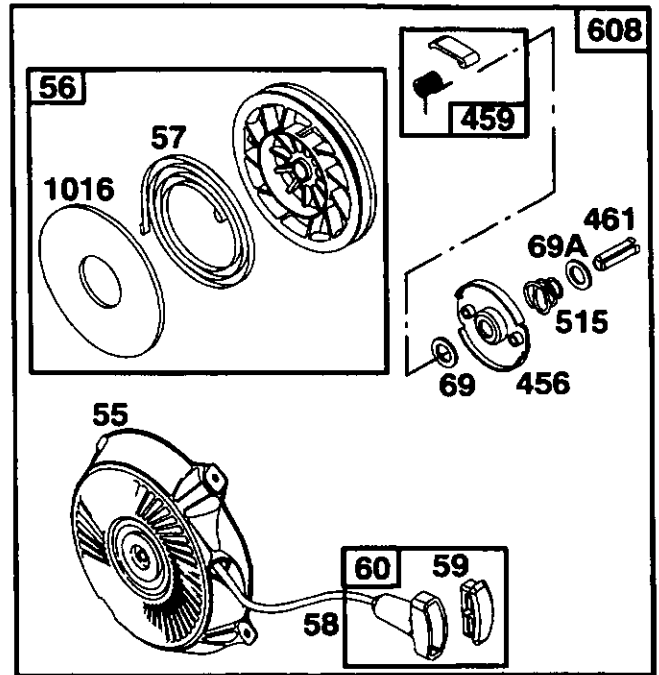


*Included in Gasket Set—Part No. 495661.

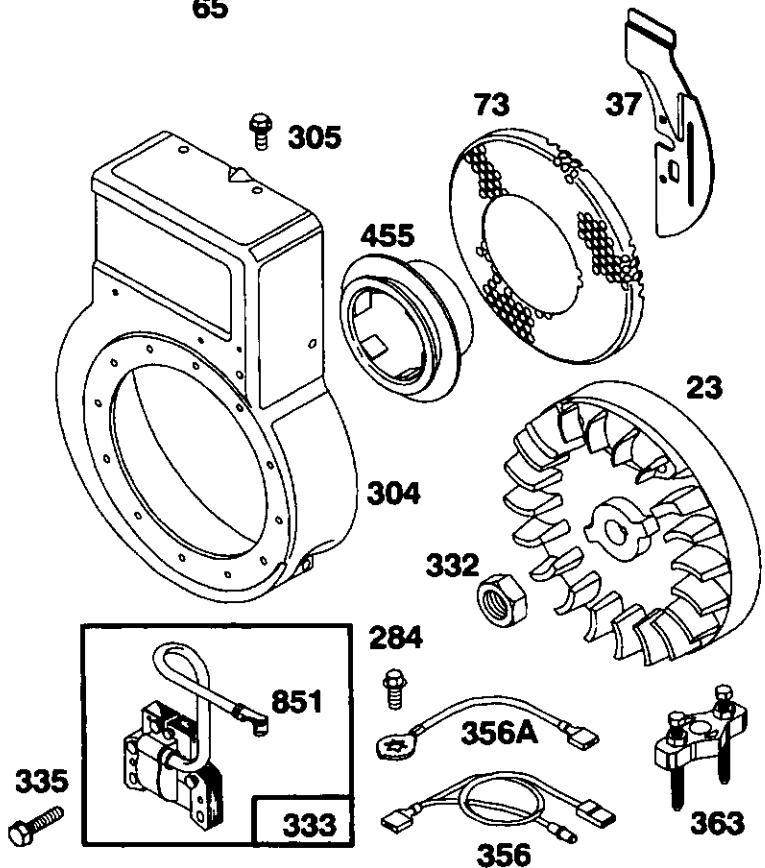
Assemblies include all parts shown in frames.

Repair Parts

| REF. NO. | PART NO. | DESCRIPTION |
|----------|----------|-------------------------|
| 55 | 494846 | Housing-Rewind Starter |
| 56 | 493824 | Pulley-Rewind Starter |
| 57 | 262594 | Spring-Rewind Starter |
| 58 | 280406 | Rope-Rewind Starter |
| 59 | 396892 | Insert-Starter Handle |
| 60 | 393152 | Handle-Rewind Starter |
| 65 | 94686 | Screw-Starter Mtg. |
| 69 | 280973 | Washer-Rewind Starter |
| 69A | 224322 | Washer-Rewind Starter |
| 456 | 224321 | Retainer-Rewind Starter |
| 459 | 492833 | Pawl-Starter |
| 461 | 262626 | Pin-Starter |
| 515 | 262625 | Spring-Torsion |
| 608 | 494782 | Starter Ass'y.-Rewind |
| 1016 | 224278 | Cover-Rewind Starter |



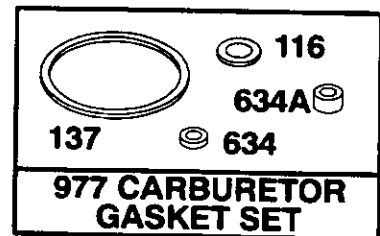
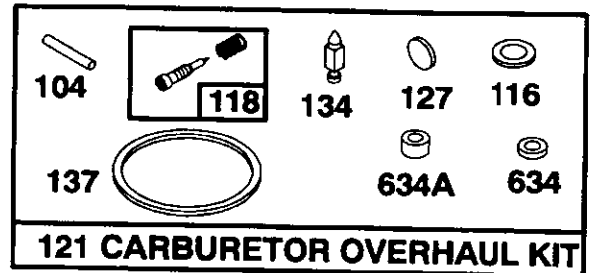
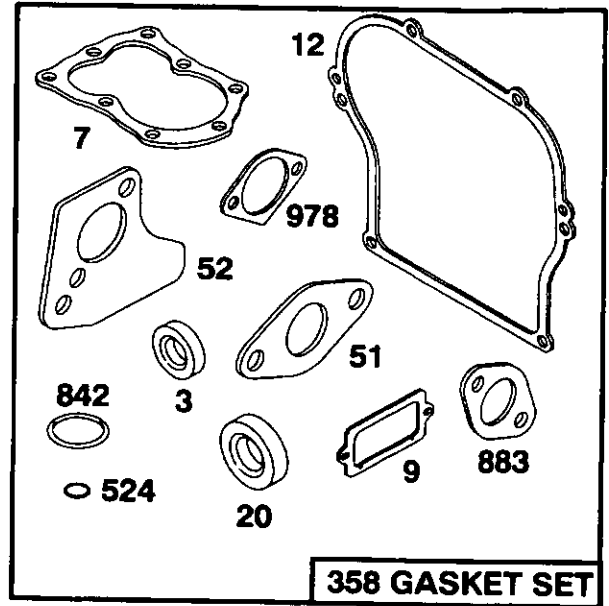
| REF. NO. | PART NO. | DESCRIPTION |
|----------|----------|---------------------------------------|
| 23 | 297229 | Flywheel-Magneto |
| 37 | 222443 | Guard-Flywheel |
| 73 | 224633 | Screen-Rotating |
| 284 | 94620 | Screw-Hex.Head |
| 304 | 494790 | Housing-Blower (Red) |
| 305 | 94786 | Screw-Blower Housing Mounting |
| 332 | 92284 | Nut-Flywheel |
| 333 | 397358 | Armature Group |
| 335 | 93414 | Screw-Armature Mounting Sem |
| 356 | 495135 | Wire Assembly (Armature to Switch) |
| 356A | 495118 | Wire Assembly (Stop Switch to Ground) |
| 363 | 19069 | Puller-Flywheel |
| 455 | 494770 | Hub-Starter |
| 851 | 493880 | Cable Terminal-Ignition |



Assemblies include all parts shown in frames.

Repair Parts

| REF. NO. | PART NO. | DESCRIPTION |
|----------|----------|---|
| 3 | *299819 | Seal-Oil |
| 7 | *272157 | Gasket-Cylinder Head |
| 9 | *27549 | Gasket-Valve Cover |
| 12 | *270080 | Gasket-Crankcase (.015" Thick, Standard) |
| | *270125 | Gasket-Crankcase (.005" Thick) |
| | *270126 | Gasket-Crankcase (.009" Thick) |
| 20 | *495307 | Seal-Oil |
| 51 | *272295 | Gasket-Carburetor Mtg. |
| 52 | *272585 | Gasket-Intake Port |
| 104 | • | Pin-Hinge (Sold in Kit Only). |
| 116 | ◆ | Gasket-Sealing (Sold in Kit Only). |
| 118 | *493765 | Valve and Spring-Needle |
| 121 | 493762 | Carburetor Overhaul Kit |
| 127 | • | Plug-Welch |
| 134 | *398188 | Valve-Inlet (Includes Seat) |
| 137 | • | Gasket-Bowl (Sold in Kit Only). |
| 358 | 495661 | Gasket Set |
| 524 | *271485 | Seal-Oil Fill |
| 634 | ◆ | Seal-Shaft (Sold in Kit Only). |
| 634A | ◆ | Seal-Choke Shaft (Sold in Kit Only). |
| 842 | *270920 | Seal-Oil Fill Cap |
| 883 | *272309 | Gasket-Exhaust |
| 977 | 490937 | Gasket Set-Carburetor |
| 978 | *271736 | Gasket-Cover |



- * Included in Gasket Set—Part No. 495661.
- Included in Carburetor Overhaul Kit—Part No. 493762.
- ◆ Included in Carburetor Gasket Set—Part No. 490937.

Assemblies include all parts shown in frames.

SEARS

OWNER'S MANUAL

**MODEL NO.
247.346250**

HOW TO ORDER REPAIR PARTS

CRAFTSMAN®

5 HORSEPOWER 25.5 TON HYDRAULIC LOG SPLITTER

Each log splitter has its own model number. Each engine has its own model number.

The model number for your log splitter will be found on a label attached to the frame.

The model number for the engine will be found on the blower housing of the engine adjacent to the spark plug.

All parts listed herein may be ordered through Sears, Roebuck and Co. Service Centers and most Retail Stores.

WHEN ORDERING REPAIR PARTS, ALWAYS GIVE THE FOLLOWING INFORMATION:

- * **PRODUCT - "25.5 Ton Hydraulic Log Splitter"**
- * **MODEL NUMBER - 247.346250**
- * **ENGINE MODEL NO. - 133402-0011-01**
- * **PART NUMBER**
- * **PART DESCRIPTION**

"Your Sears merchandise has added value when you consider that Sears has service units nationwide staffed with Sears trained technicians...professional technicians specifically trained on Sears products, having the parts, tools and equipment to insure that we meet our pledge to you...we service what we sell."

SEARS, ROEBUCK AND CO., Chicago, IL 60684 U.S.A.