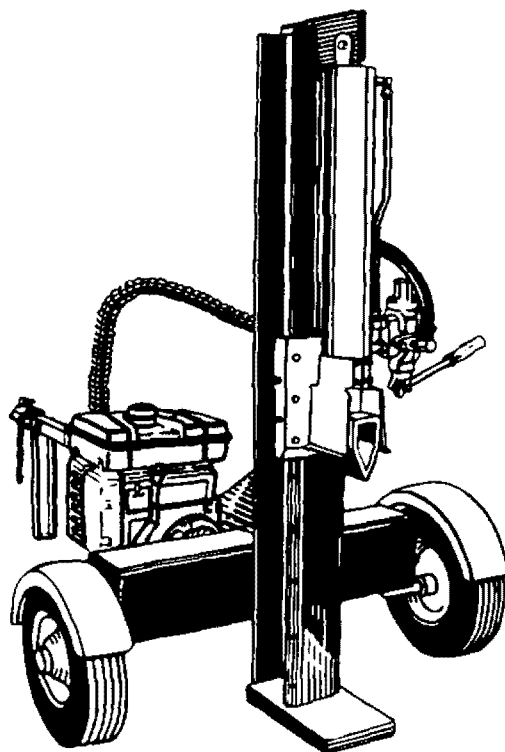


SEARS

**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

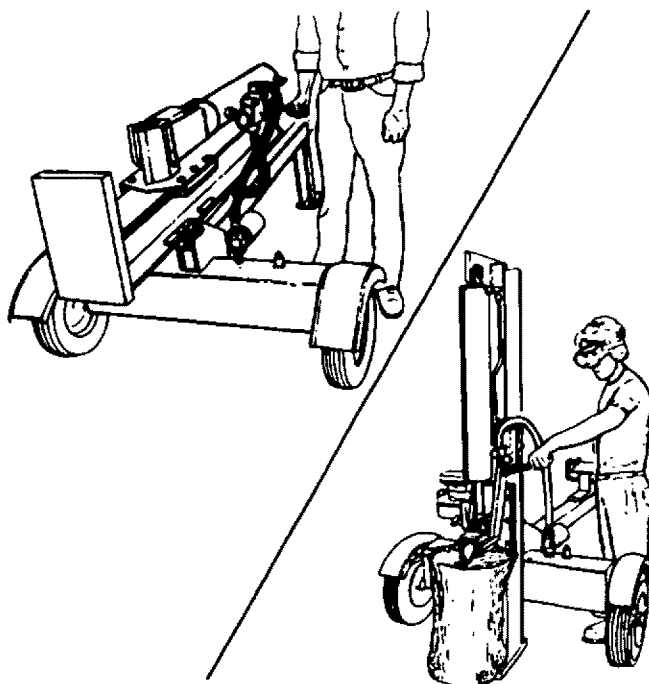
1. Never wear loose clothing or jewelry that can be caught by moving parts of your log splitter and pull you into it. Keep clothing away from all moving parts of your log splitter.
2. Wear proper head gear to keep hair away from moving parts. Always wear protective hearing devices as needed.
3. Always 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.

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

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.)

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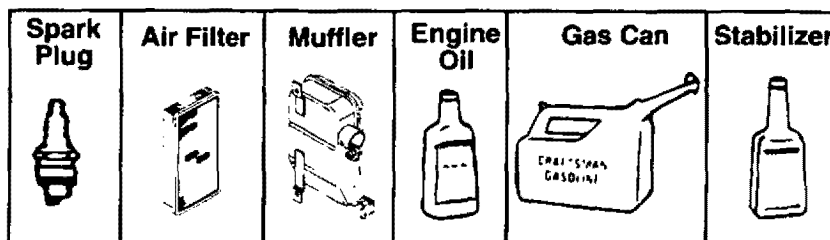
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LOG SPLITTER ACCESSORIES

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

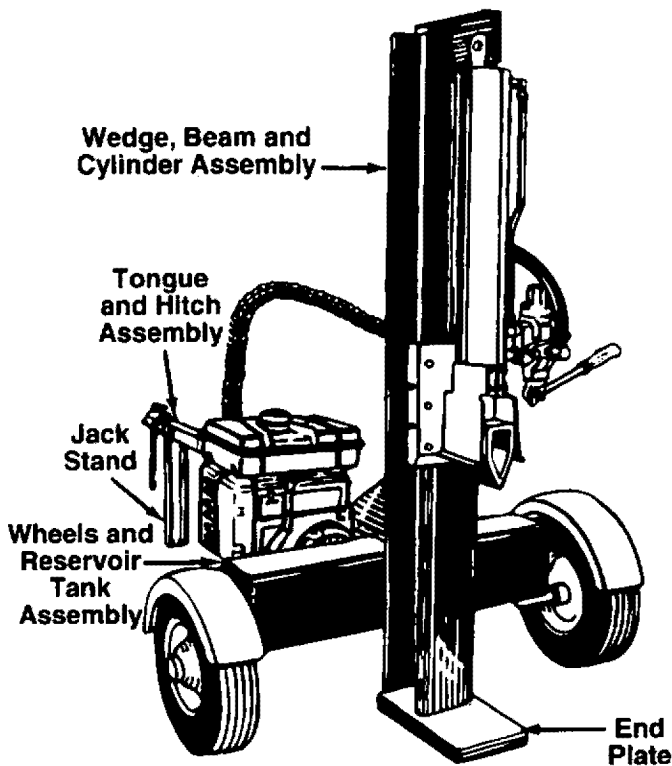


FIGURE 1.

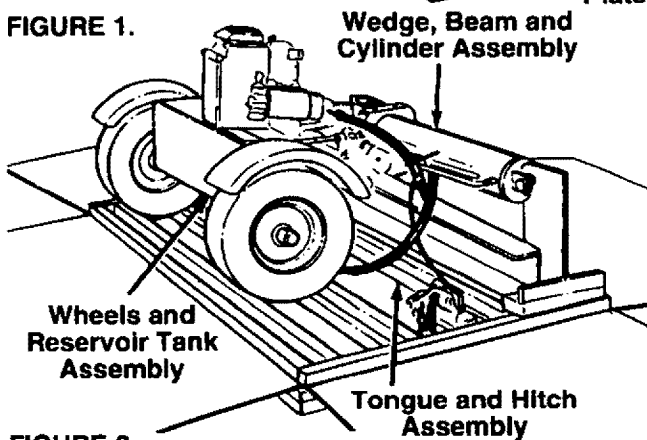


FIGURE 2.

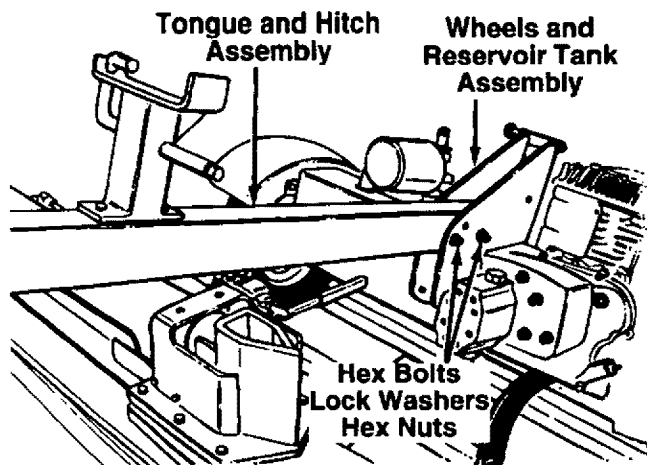


FIGURE 3.

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.

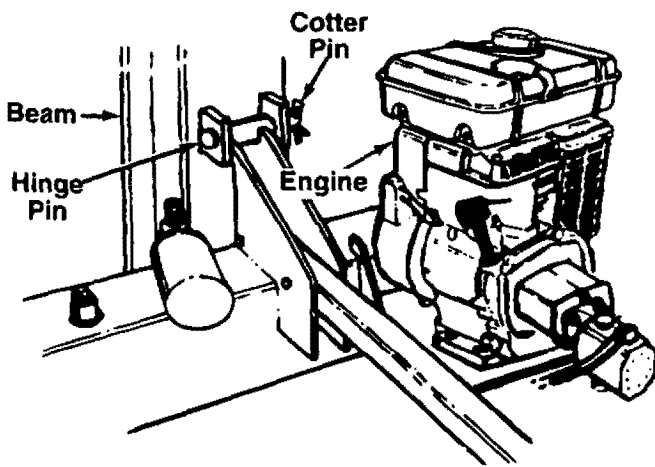


FIGURE 4.

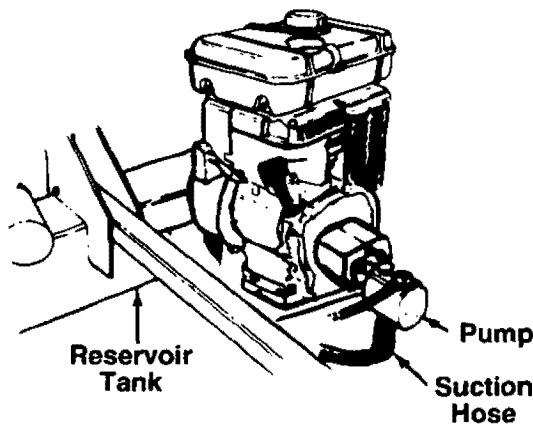


FIGURE 5.

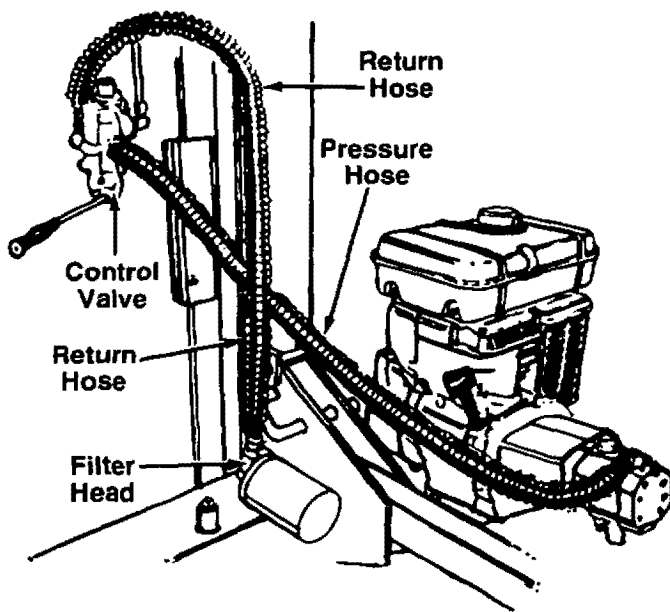


FIGURE 6.

- 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.

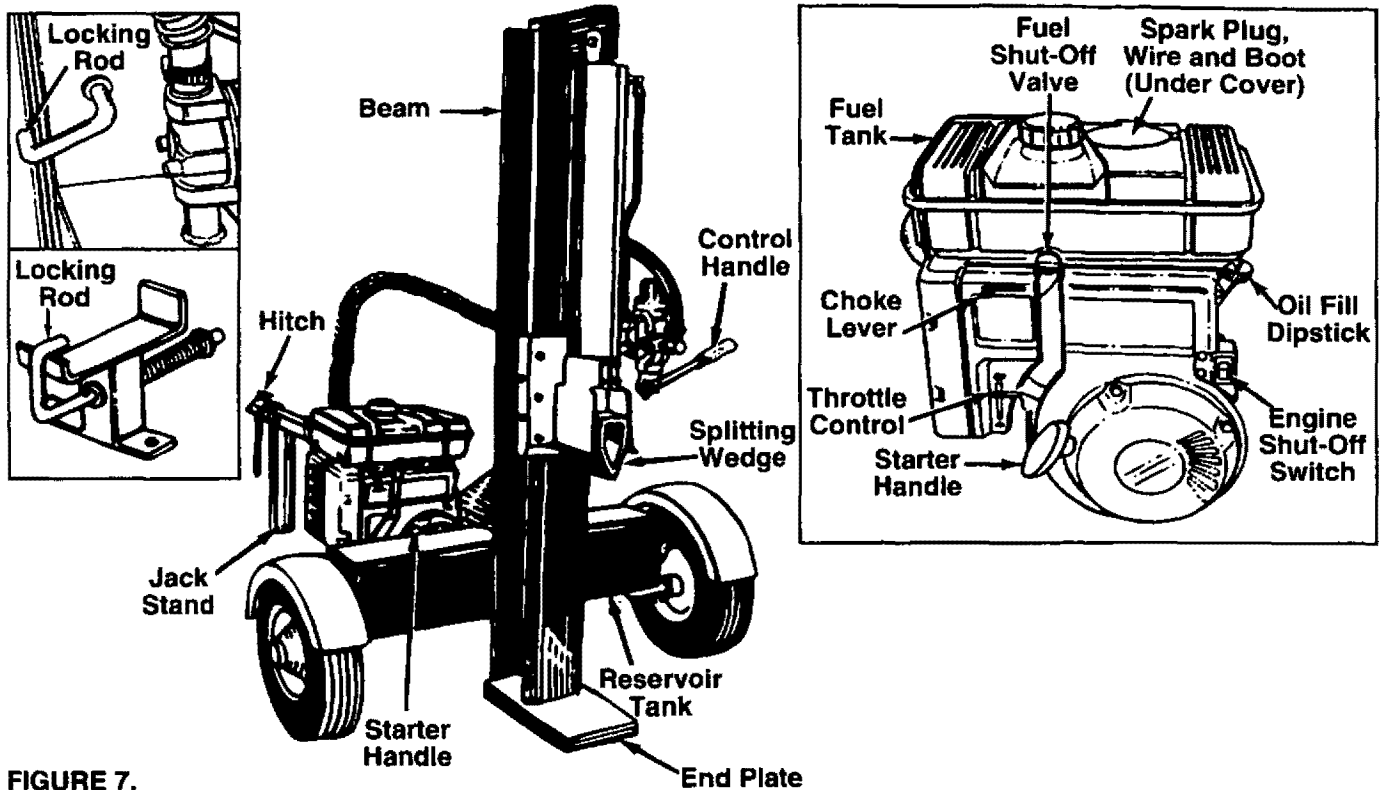


FIGURE 7.

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.

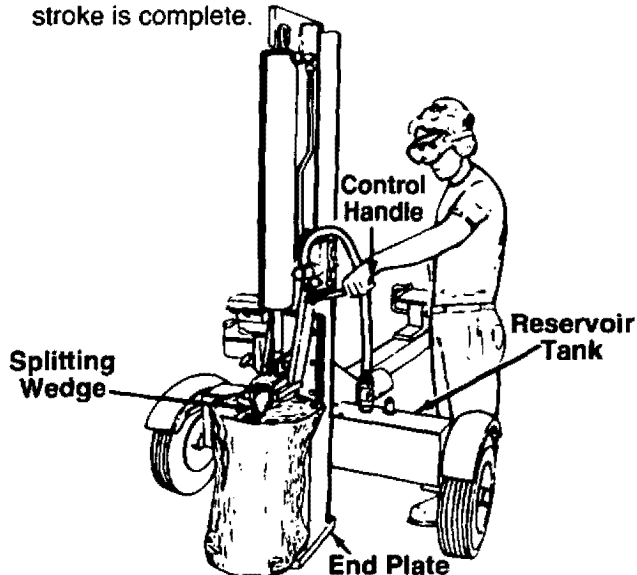


FIGURE 8.—Vertical Operation

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.

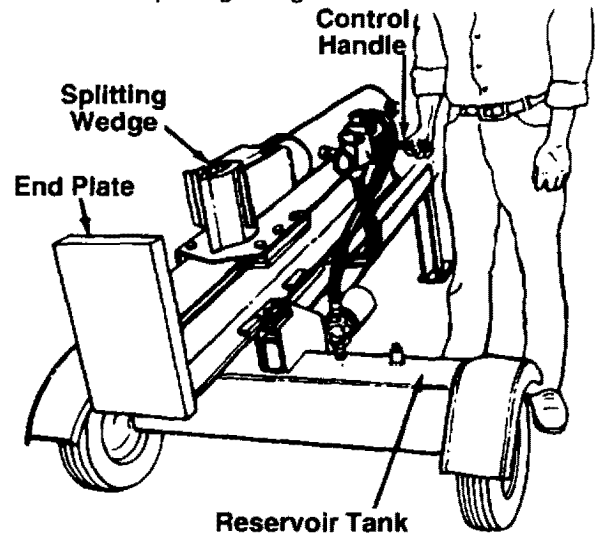


FIGURE 9.—Horizontal Operation



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

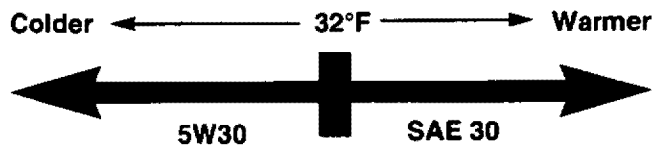
- Lower the beam to its horizontal position. Make certain the beam is latched securely with the locking rod.

- 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.

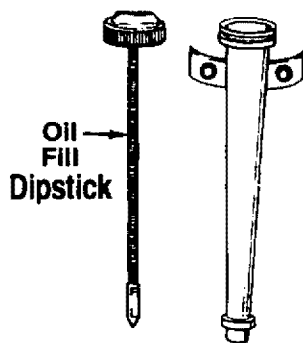


FIGURE 10.

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.

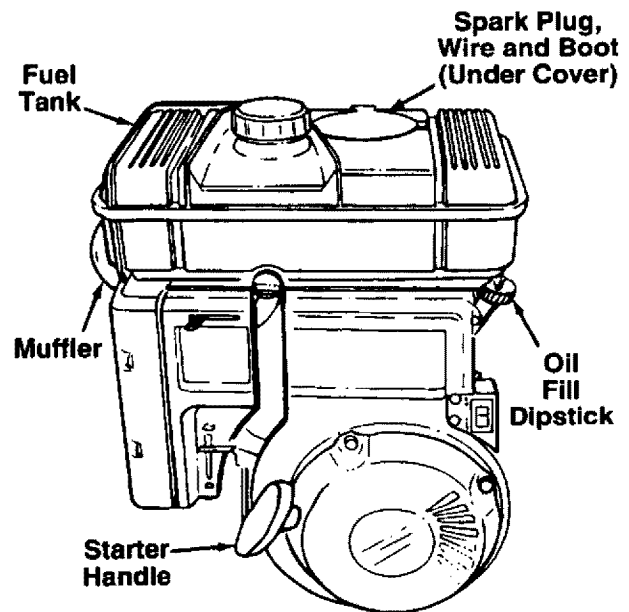


FIGURE 11.

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.

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.

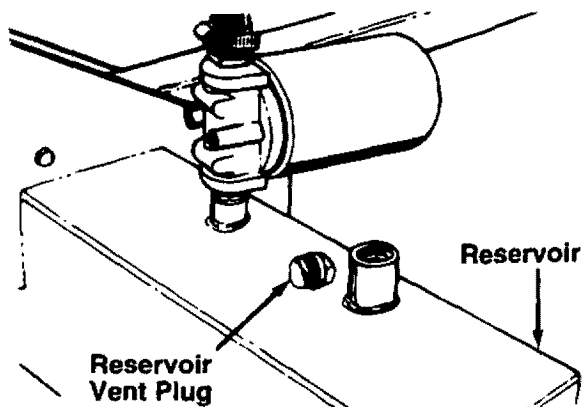


FIGURE 12.



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

TO START ENGINE

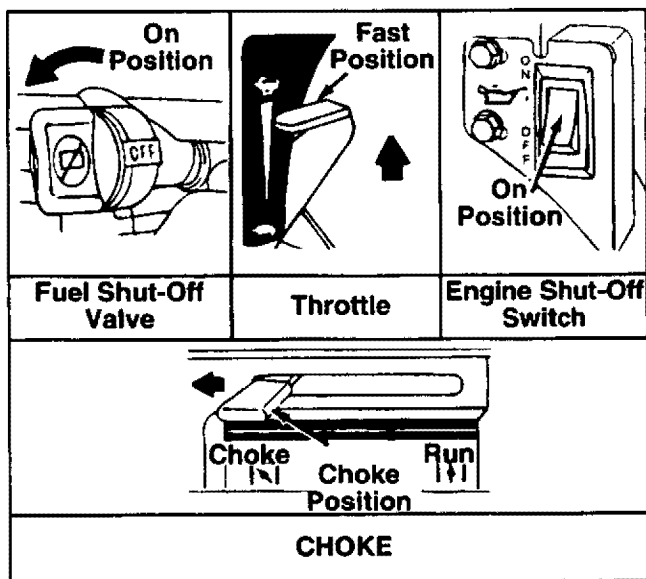
- Open cover (on top of fuel tank) and attach spark plug wire and rubber boot to spark plug if necessary. See figure 11.
- Open fuel shut-off valve by turning in direction of arrow. See figure 13.
- Place the throttle control lever in FAST position. See figure 13.

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.



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.

FIGURE 13.

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.

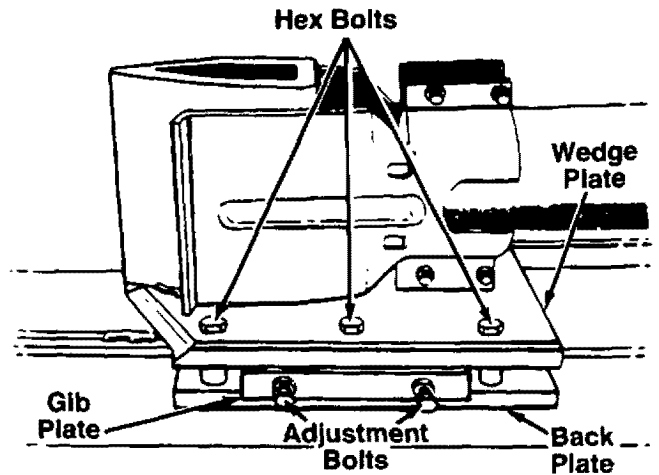


FIGURE 14.

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.

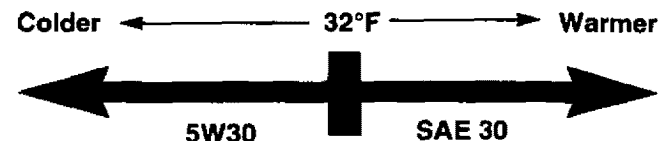
HYDRAULIC FILTER

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.

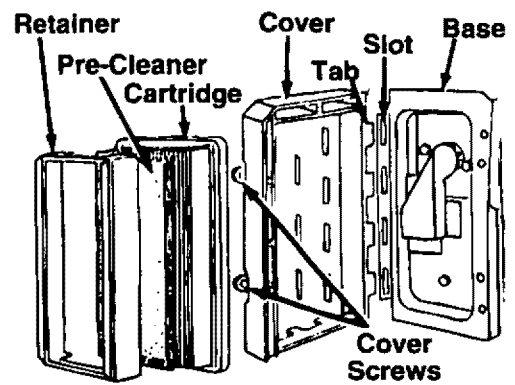


FIGURE 15.

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.

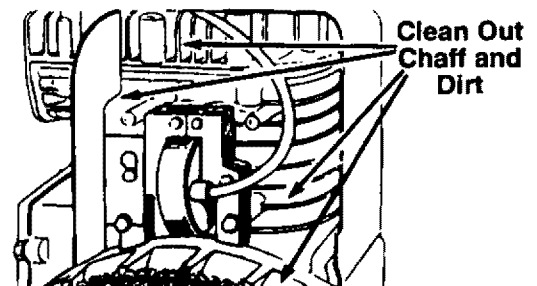


FIGURE 16.

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.

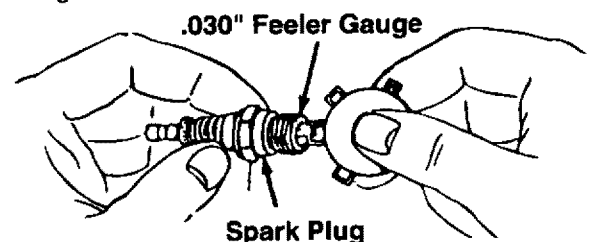


FIGURE 17.

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.

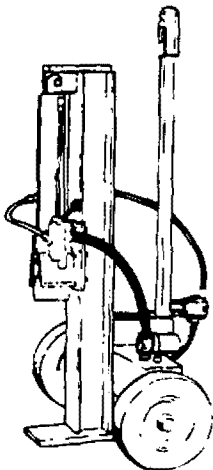


FIGURE 18.

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.

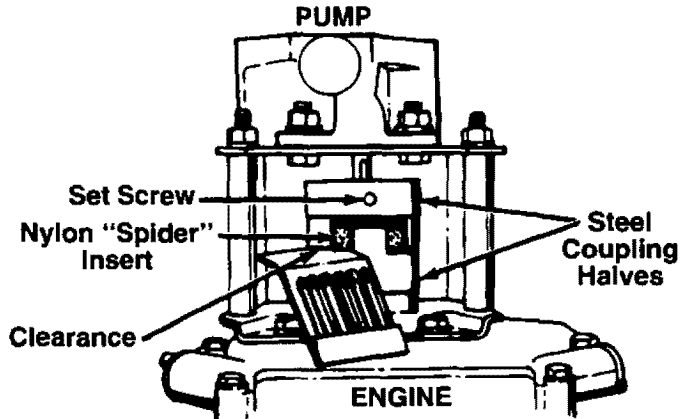


FIGURE 19.—BOTTOM VIEW

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.

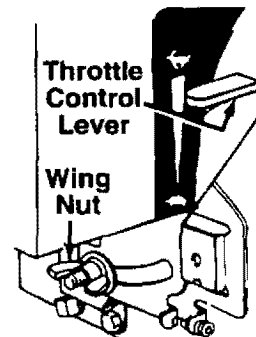


FIGURE 20.

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.

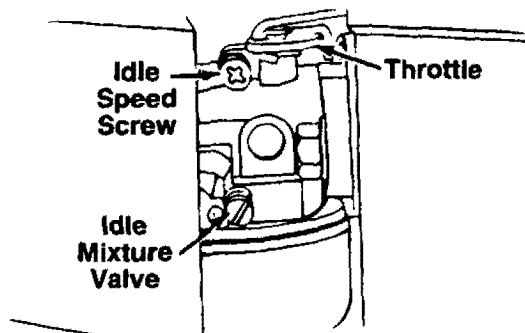


FIGURE 21.

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.

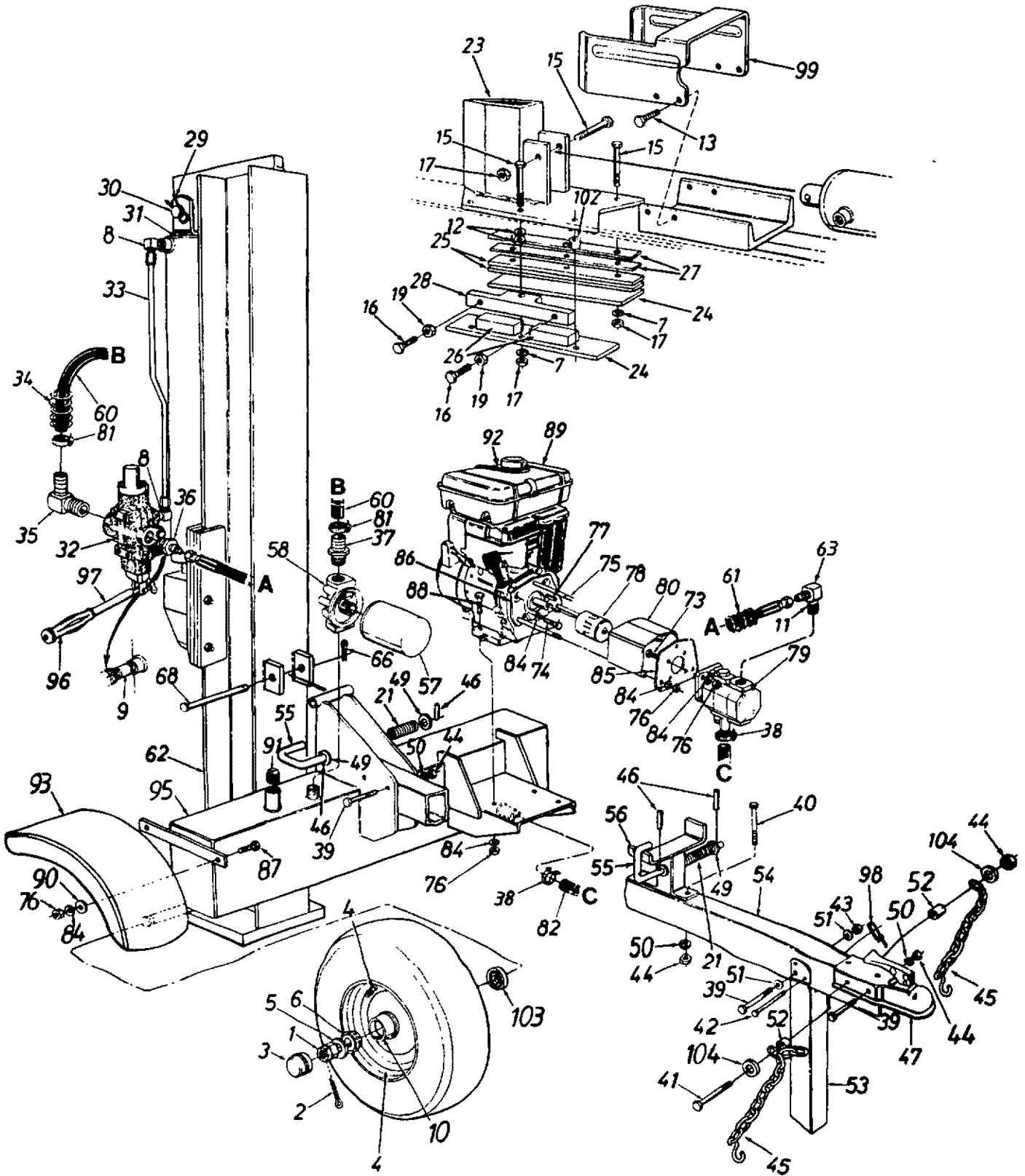
NOTE: For repairs beyond the minor adjustments listed above, please contact your nearest SEARS Service Center.

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

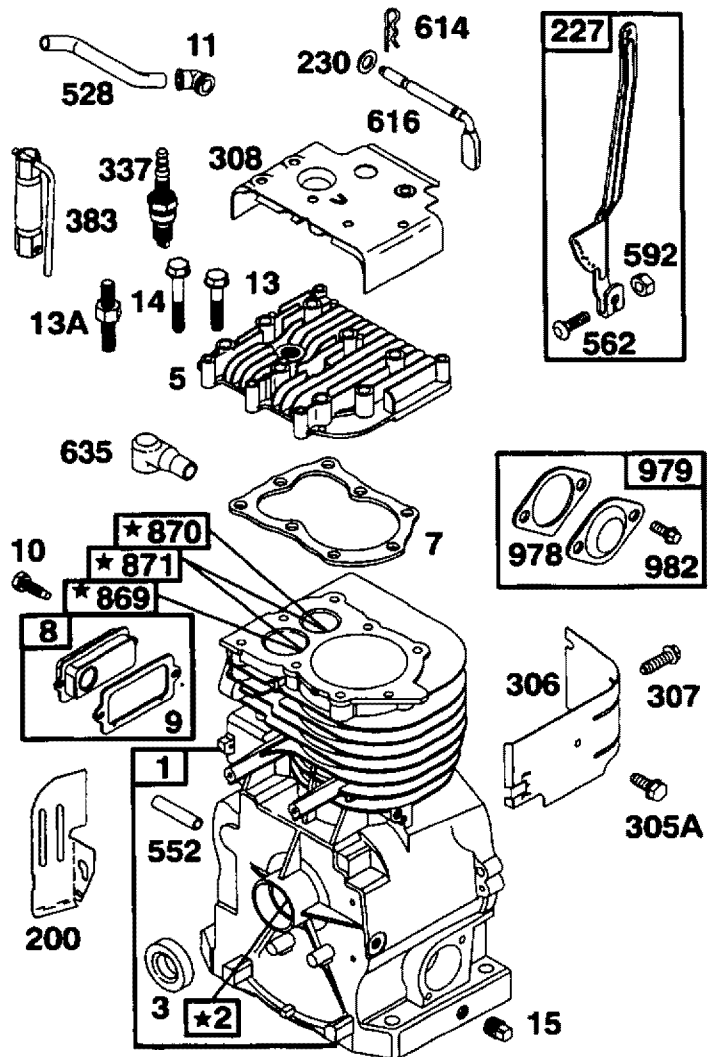
KEY NO.	PART NO.	DESCRIPTION	KEY NO.	PART NO.	DESCRIPTION
1	712-0359	Slotted Nut 3/4-16 Thd.	46	715-0116	Roll Pin
2	714-0162	Cotter pin 5/32" Dia.	47	727-0311	Hitch Coupler
3	734-0873	Hub Cap	49	736-0116	FI-Wash. .635" I.D. x .93" O.D.
4	734-1016	Wheel Ass'y. Comp.	50	736-0169	L-Wash. 3/8" I.D.*
	734-0872	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

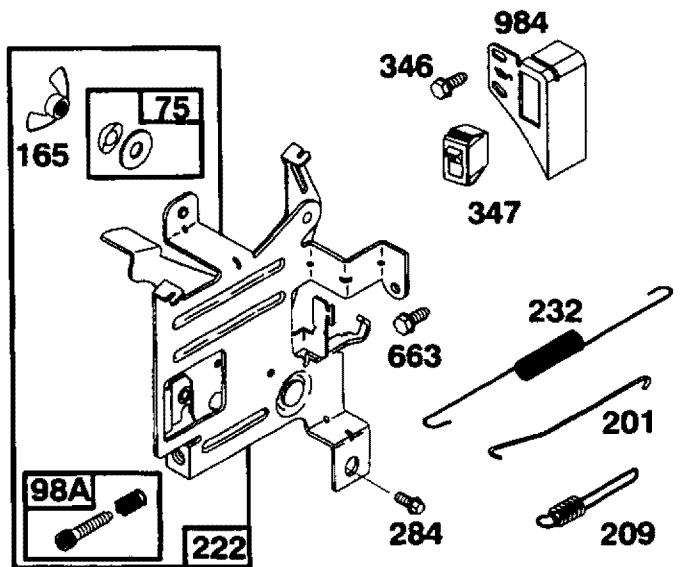
REF. NO.	PART NO.	DESCRIPTION
1	495133	Cylinder Assembly
2	399268	Bushing-Cylinder
3	*299819	Seal-Oil
5	214040	Head-Cylinder
7	*272157	Gasket-Cylinder Head
8	495774	Breather-Valve Chamber
9	*27549	Gasket-Valve Cover
10	94621	Screw-Breather Mtg.
11	66578	Grommet-Breather Tube
13	94221	Screw-Cylinder Head (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
		Note: 63709 Guide-Intake Valve
978	*271736	Gasket-Cover
979	494807	Cover-Oil Gard®
982	94139	Screw-Oil Gard® Cover
1019	495861	Label Kit



1019 LABEL KIT

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

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



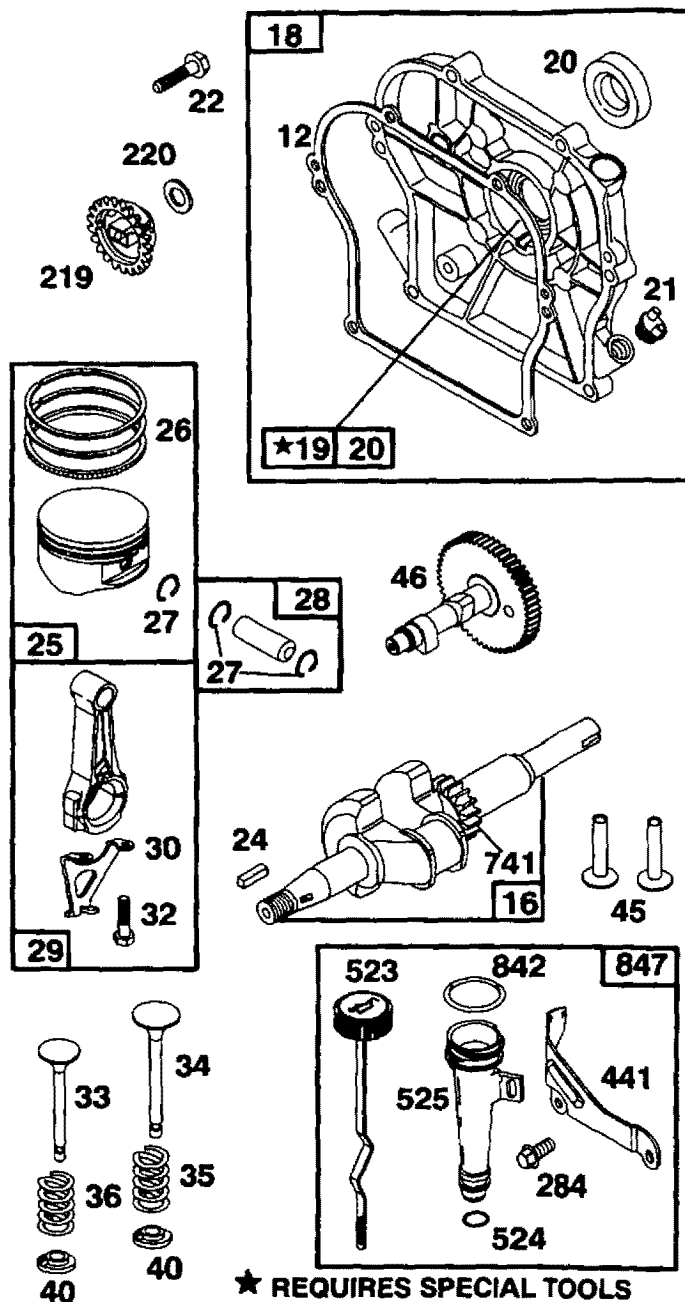
*Included in Gasket Set—Part No. 495661.

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-Crkcse. (.005" Thick)
	*270126	Gasket-Crkcse. (.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

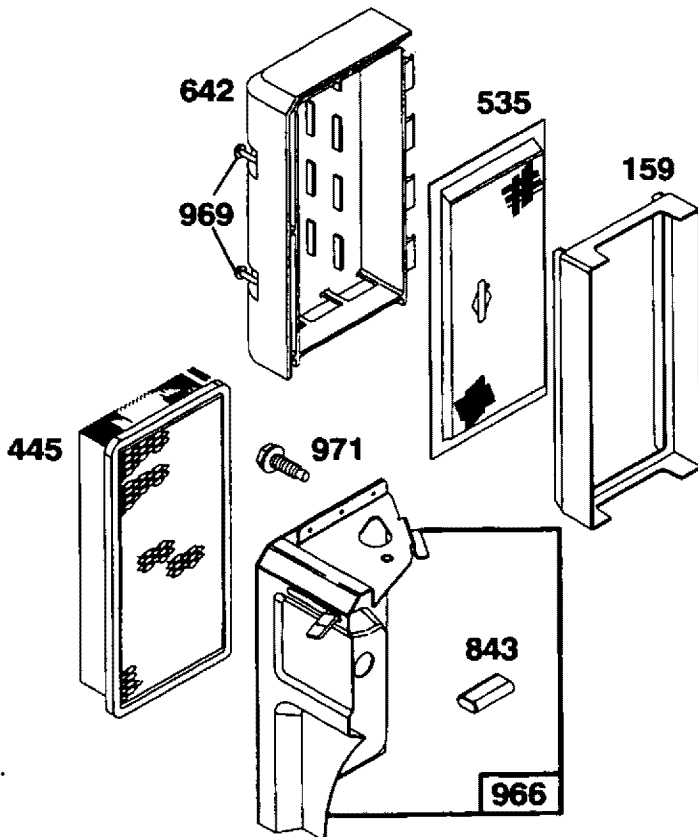
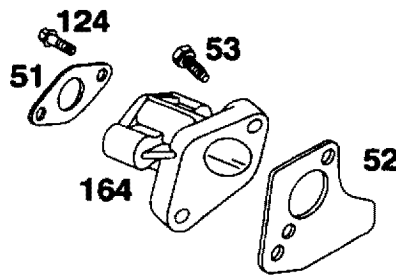
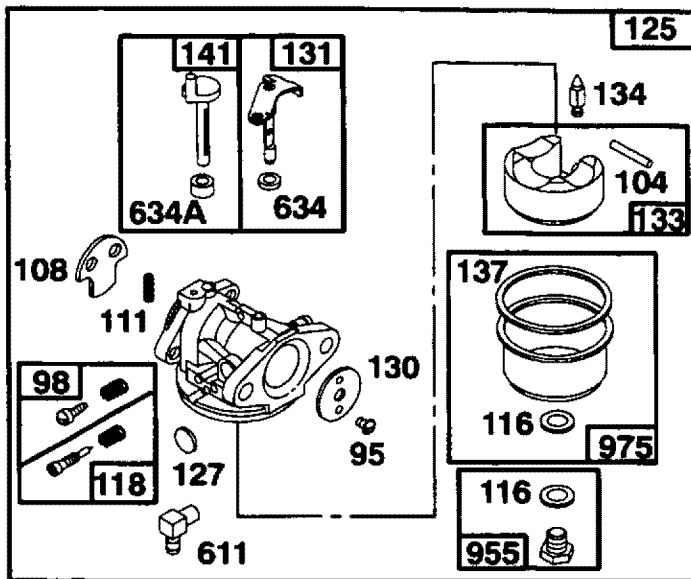


*Included in Gasket Set—Part No. 495661.

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

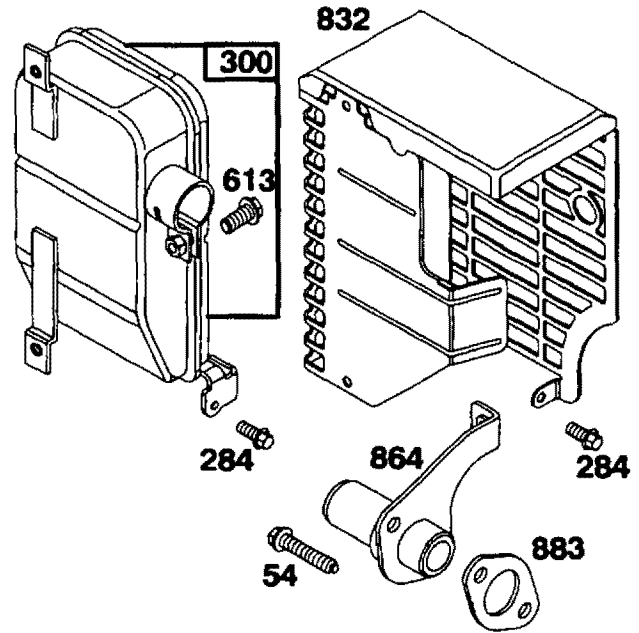
- * Included in Gasket Set—Part No. 495661.
- Included in Carburetor Overhaul Kit—Part No. 493762.
- ◆ Included in Carburetor Gasket Set—Part No. 490937.

Assemblies include all parts shown in frames.

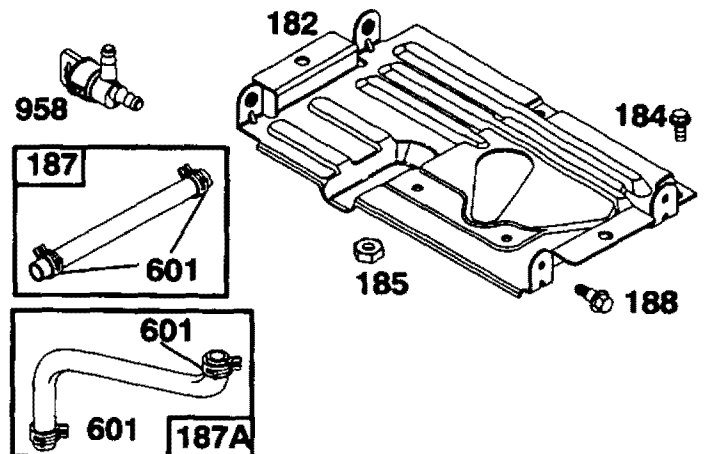
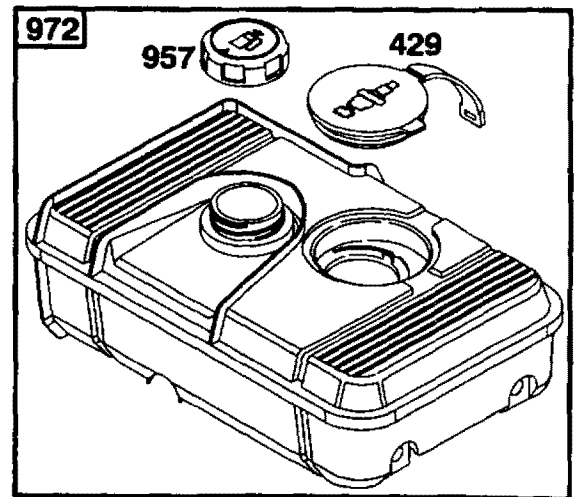
BRIGGS AND STRATTON 5 H.P. ENGINE MODEL NO. 133402-0011-01

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

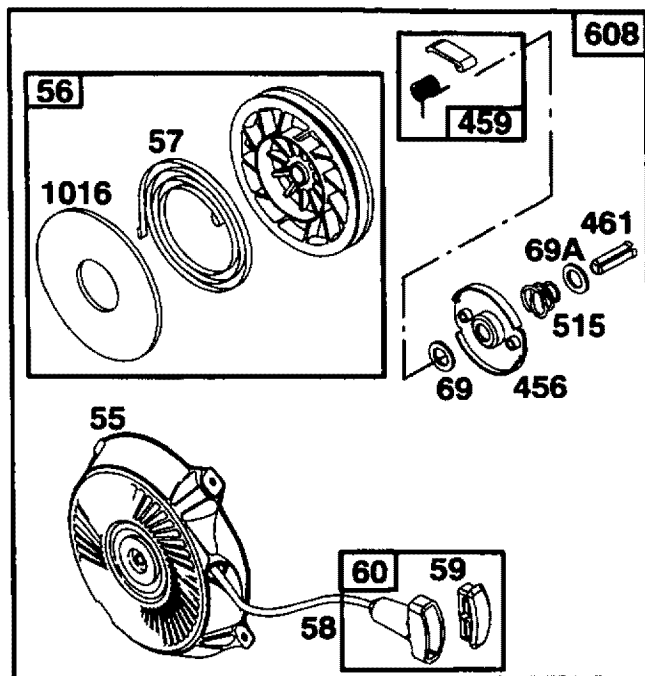


*Included in Gasket Set—Part No. 495661.

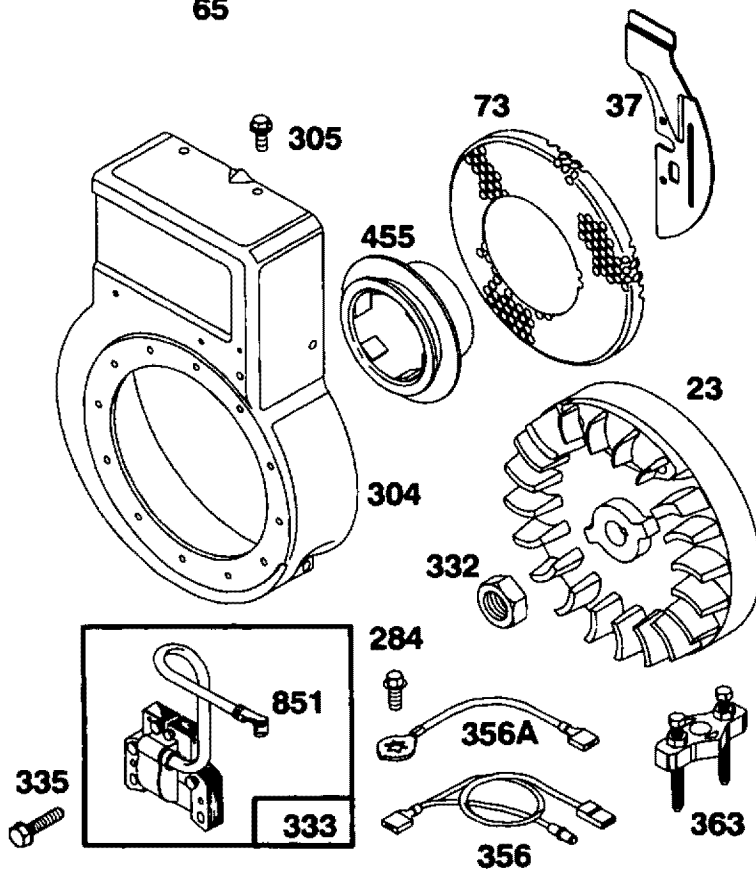
Assemblies include all parts shown in frames.

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



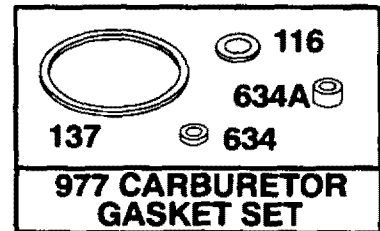
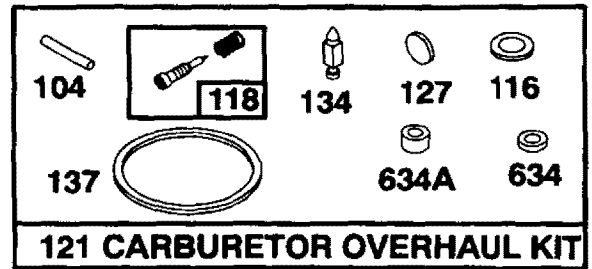
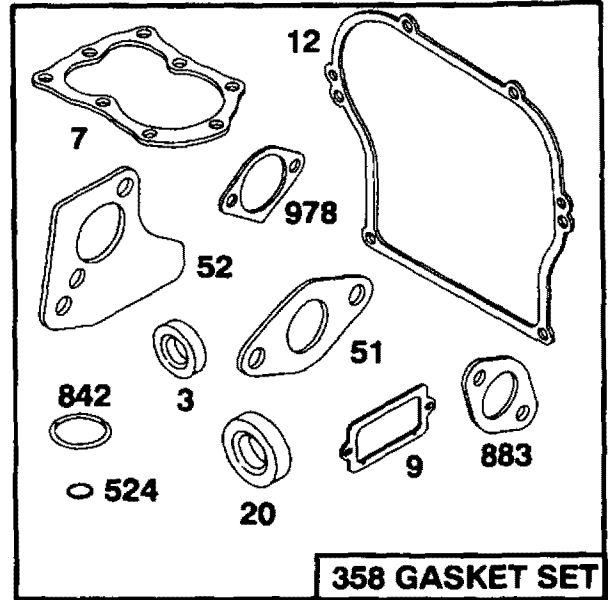
REF. NO.	PART NO.	DESCRIPTION
23	297229	Flywheel-Magneto
37	222443	Guard-Flywheel
73	224633	Screen-Rotating
284	94620	Screw-Hex.Head
304	494790	Housing-Blower (Red)
305	94786	Screw-Blower Housing Mounting
332	92284	Nut-Flywheel
333	397358	Armature Group
335	93414	Screw-Armature Mounting Sem
356	495135	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.