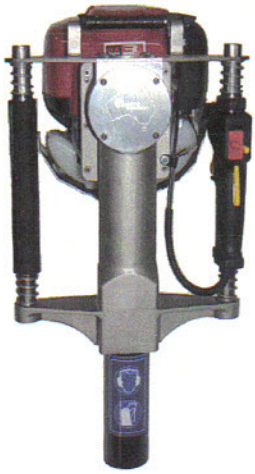
REDI DRIVER
REVOLUTIONARY GAS POWER



Petrol post driver Safety and Operating Instructions

Warning: Do not operate throttle while the tool is not on a post, this will cause damage to your driver. Whilst driving a post, you must always maintain approximately 10-12 pounds of down pressure to prevent the possibility of a dry fire mishap with the striker.

The performance of this tool is dependent upon your knowledge of the information contained in this operator's manual, and your understanding of the operation and care of the HONDA engine installed on your REDI Driver.
****See trouble shooting suggestions near the end of this manual***

Keep this operator's manual and the HONDA operator's manual, with your driver for all future references. Follow all recommended maintenance for the REDI Driver and the HONDA engine. The last page of this manual is intentionally left blank for maintenance and service records to be recorded.

Introduction

Thank you for choosing a product from REDI Driver, Inc. We are proud to introduce our engine driven steel fence post driver which was designed by Christie Engineering in Australia for use in the toughest conditions.

Through the years, we have developed innovative and ergonomic product designs that have helped customers improve and rationalize their daily work.
REDI Driver, Inc. has a strong sales and service network as a Honda approved OEM, consisting of customer centers and distributors United States wide.

For more information please visit: www.redidriver.com

Safety and operating instructions

The aim of the instructions is to provide you with knowledge of how to use the machine in an efficient, safe way. The instructions also give you advice and tell you how to perform regular maintenance and troubleshooting of the tool.
Before using the tool for the first time you must read these instructions carefully and understand all of them.

Warning

Do not use the REDI Driver for any purpose other than driving posts into the ground. Misuse may result in injury to yourself or others, as well as causing damage to your driver.

Never use the REDI Driver inside of a building or un-ventilated area, the engine exhaust contains poisonous carbon monoxide which may cause unconsciousness or death.

Sudden or unexpected movement of the machine may occur during operating, which may cause injuries. Furthermore, losing your balance or slipping may cause injury. To reduce risks:
-Make sure that you always keep a stable position with your feet as far apart as the width of your shoulders, and keeping your body weight balanced.
-Stand firmly and always hold on to the machine with both hands.
-Do not start the machine when it is lying on the ground.
-Make sure that the handles are clean and free from grease and oil.
-Do not operate while under the influence of drugs or alcohol.

Personal Protective equipment (PPE)

Always use approved protective equipment. Operators and all other persons in the working area must wear protective equipment, including at a minimum:
-Hearing protection minimum Class 4 Greater than 22dB attenuation.
-Impact resistant eye protection with side protection.
-Protective gloves.
-Protective boots.

Noise hazard Warning

High sound levels may cause permanent hearing loss. Use hearing protection in accordance with occupational health and safety regulations, a class 4 greater than 22dB attenuation is recommended. Noise emitted from the tool while working can reach above 100dB which can also harm others in close vicinity so consider this while operating and supply hearing protection when required.

Electrical/concealed underground hazards Warning

-Always follow the local, county, and state recommendations for underground utility locates.
-Call your local locating service before driving any object into the ground.
-Driving an object into an underground utility can cause severe personal and property damage.
-Whilst driving posts, concealed wires and pipes constitute a danger that can result in serious injury.
-Before you start using the tool, check the composition of the material you are to work on.
-Watch out for concealed cables and pipes e.g. electricity, telephone, water, gas and sewage lines etc.
-If the tool seems to have hit a concealed object, switch off the machine immediately; make sure there is no danger before continuing.

Vibration hazard Warning

Normal use of the machine exposes the operator to vibration. Regular and frequent exposure to vibration may cause, contribute to, or aggravate injury or disorders to the operator's fingers, hands, wrists, arms, shoulders and/or other body parts, including debilitating and/or permanent injuries or disorders that may develop gradually over periods of weeks, months, or years. Such injury or disorder may include damage to the blood circulatory system, damage to the nervous system, damage to joints, and possibly damage to other body structures. If numbness, tingling, pain, clumsiness, weakened grip, whitening of the skin, or other symptoms occur at any time, when operating the machine or when not operating the machine, do not resume operating the machine and seek medical attention. Continued use of the machine after the occurrence of any such symptom may increase the risk of symptoms becoming more severe and/or permanent. The following may help to reduce

exposure to vibration for the operator: Let the tool do the job. Use a minimum hand grip consistent with proper control and safe operation. When the impact mechanism is activated, the only body contact with the machine you should have is your hands on the dampened handles. Avoid any other contact, e.g. supporting any part of the body against the machine or leaning onto the machine trying to increase the feed force. It is also important not to keep the trigger engaged while extracting the tool from the steel post. Immediately stop working if the machine suddenly starts to vibrate strongly. Before resuming the work, find and remove the cause of the increased vibrations.

Additional vibration information

This machine may cause hand-arm vibration syndrome if its use is not adequately managed.
Vibrations from handheld machines are transmitted into the hands via the handles.
The sprung handles on the Christie Engineering post driver are designed to dampen a large part of the vibrations. Although vibrations are not eliminated completely, the measures taken to contain vibrations mean that the tool can operate for longer periods of time with reduced risk of progressive injury.
We recommend a program of health surveillance to detect early symptoms that may relate to vibration exposure, so that management procedures can be modified to help prevent significant disability.

Service and maintenance

Regular maintenance is a prerequisite for keeping the machine safe and effective. Carefully follow the operating instructions. Any damage or malfunction caused by unauthorized parts will not be covered by Warranty or Product Liability.
-Change damaged parts immediately.
-Replace worn components as soon as they are identified.
-When cleaning mechanical parts with solvent, make sure to comply with occupational health and safety regulations, and make sure that there is satisfactory ventilation.
-Engine Maintenance is to be carried out to the **Honda** specifications found in the attached **GX35** manual. *The operator needs to take careful note of all warnings and dangers also outlined in the engine manual.*

For major service to the machine, contact REDI Driver, Inc. info@redidriver.com or (702) 293-3222

OPERATING INSTRUCTIONS

To reduce the risk of serious injuries or death to yourself or others, before operating the machine, read the safety instructions section found on the previous pages of this booklet. Never allow an un-informed person to use your REDI Driver.

Design and function

The REDI Driver Gas powered post driver from Christie Engineering is designed to be as sturdy as possible whilst being extremely light, powerful and fuel efficient. The standard 2" barrel model will drive standard T posts or up to 1 5/8" OD posts, into the toughest ground with ease. The larger 3" barrel model with accessory package will drive standard T posts or up to 2 3/8" OD posts.
-Custom center bored adapters are available for ground rods, rebar and guide posts.
-All internals components of the tool are made from high quality materials that are precision machined to give the longest component life possible.
-The design of the machine has also taken the user into account with ergonomic handles that are spring dampened for fatigue free operation.
-For optimum function and performance, the machine is designed to be used with low grade viscosity grease; we recommend Mobilux EP 0. Any other type of grease will be detrimental to the function of the machine.

Actions before starting (follow for each use!)

The following checks should be made each time you start to use the post driver:

Check engine oil	Refer to Honda GX35 manual. Use SAE 10W-30 oil to top up.
Check fuel level	Use regular unleaded fuel only
Visual check striker	Look in the barrel of the device to check for damage to the striker or barrel. Look for foreign objects in the barrel.
Visual check all fasteners	Tighten as necessary

Safe Starting

You should always inspect your post driver before starting it. Make sure the controls and safety devices are working properly.
Place the machine on firm ground or other solid surface in an open area. Maintain good balance and secure footing.

! NOTE when you pull the starter grip, do not wrap starter rope around your hand. Do not allow grip to snap back, but guide starter rope slowly back to permit rope to rewind properly.
Failure to follow this procedure may result in injury to hand or fingers or may damage the starter mechanism.

! WARNING Always **Start and operate your unit outdoors and in a ventilated area.**
Keep the space behind and beside the engine clear at all times to allow for the escape of hot and toxic exhaust fumes. Operate your machine under good visibility and daylight conditions only. Work carefully.

1. Slide red thumb switch on the throttle into the "ON" position. (If engine is cold; close the choke)
2. Press the priming bulb until fuel can be seen inside the fuel return
3. Pull on the starter grip to start the engine, and gently return the starter grip to normal position

Driving in a Post

Always keep the Driver level on top of the post, do not allow it to "lean" off to one side as this may cause damage to the barrel of your REDI Driver.

-Start motor safely as above.
-Put on Personal protective equipment as described in this manual – Gloves, hearing protection, safety boots and glasses.
-Take a firm stance with weight evenly distributed on both feet. Keep both feet securely planted at a minimum of shoulder width apart.
-Lift the post driver over the post and ensure the post is in the vertical position and the post driver in a parallel plane to the post. Pull down on the hammer unit gently applying 10 to 12 lbs. of down pressure to help the internal hammer mechanism to the correct operating position.
-Gently pull the throttle trigger until the hammer action is felt. The post will then be driven into the ground. When you are sure the post is moving into the ground suitably, depress the throttle trigger fully and drive the post into the ground to the required depth.
-When the post is at the required depth, release the throttle fully and gently slide the tool off the post, move to the next post and repeat the above process leaving the motor idling…there is no need to repeatedly turn the engine off and on.

Refueling

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

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

Maintenance

Your post driver has been manufactured using high quality components which should give you many hours of maintenance free operation, but some regular maintenance will keep your tool in good order.

10 hours	-Change motor oil (Use 10W-30 oil only). Dispose of discarded oil properly according to regulations. -Check all bolts for tightness and check striking surfaces visually
50 hours	-Remove front cover of crank housing and check grease. The crank area should look clean and grease visible around the crank area and top of piston. -If there is very little grease visible add approximately FOUR teaspoons of an approved EP 0 grease, which is available from REDI Driver Inc. -If excessive residue is found in the barrel, this can be dissolved with a WD spray up the barrel.
500 hours or 6 months with heavy use	-Strip the driver and check gears and bearings in main reduction box and repack with an approved EP 0 grease from REDI Driver Inc. -Replace worn parts as necessary. -Remove striking components from main body and check for wear or damage and replace if necessary. -Replace all O rings in unit. A basic rebuild kit is available from REDI Driver Inc. which has the O rings and grease.

! NOTE the amount and type of grease used is critical for the performance and service life of your post driver. Not enough grease will cause failure and too much grease will affect the striking power of the tool. Use only REDI Driver approved EP 0 grease, which is available from REDI Driver Inc.

If you are unsure of anything in this manual please contact REDI Driver, Inc. to clarify.

If you are experiencing performance issues with your REDI Driver please refer to the troubleshooting section for possible solutions or contact REDI Driver Inc for assistance.

WARRANTY:

REDI Driver, Inc. warrants this machine from faults for a period of One year from date of purchase. The warranty extends to the original retail purchaser only and commences on the date of the original retail purchase.
-Any part of the Post driver manufactured or supplied by REDI Driver, Inc. and found in the reasonable judgment of REDI Driver, Inc. to be defective in material or workmanship, will be repaired or replaced without any charge for the parts or the labor.
-Freight or shipping costs for sending your REDI Driver to our location for repairs or warranty work will be the responsibility of the person sending the driver to REDI Driver Inc.
-Limitations: This warranty does not apply to the physical appearance of any product or to any product which has been misused, abused, improperly maintained, altered or repaired by an unauthorized person.

Disclaimer: in no event shall REDI Driver Inc be liable for indirect, incidental, or consequential damages arising from the sale or use of this product. REDI Driver Inc disclaims liability for any implied warranties.

For **warranty** procedure for **Honda engine** please refer to separate engine warranty available from your nearest authorized Honda dealer who will also carry out any engine service required.

-REDI Driver Inc is an authorized HONDA OEM for use of HONDA brand engines on our products. The Driver has undergone the testing requirements to be warranted by HONDA directly.
-REDI Driver Inc is not an authorized HONDA repair location, and will not be responsible for or replace any HONDA engine parts under the HONDA warranty. You may contact REDI Driver Inc for a list of authorized HONDA repair shops near your location.

Proudly sold by:

REDI Driver, Inc
1557 Foothill Dr A103
Boulder City, NV 89005

(702) 293-3222
info@redidriver.com
www.redidriver.com

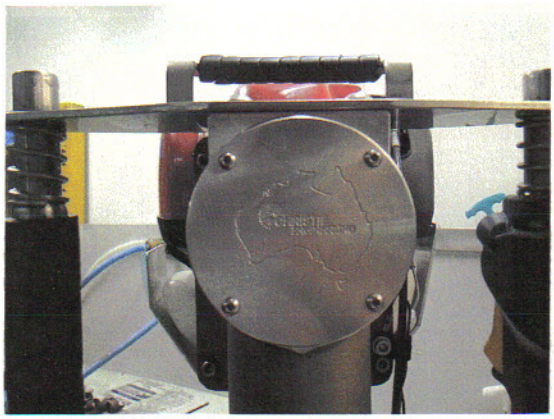
Servicing details for REDI Driver Post Driver

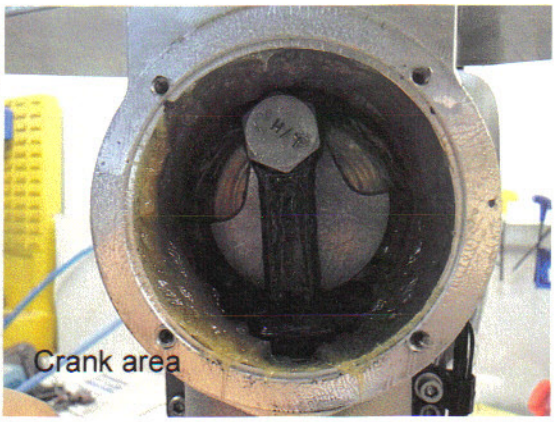
Tools required:

M3 and M6 Allen key
13/16 (21mm) spark plug socket and ratchet
Blue thread locking compound
Turpentine solvent
Supplied grease

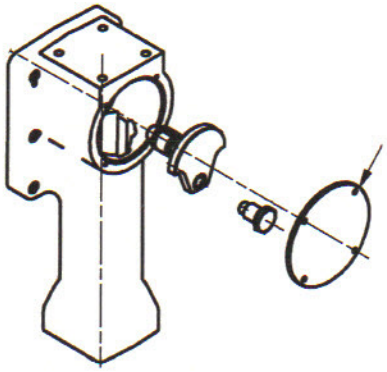
Checking hammer crank lubrication

CAUTION: THE CRANK PIN IS LEFT HAND THREAD, IT IS CLEARLY MARKED





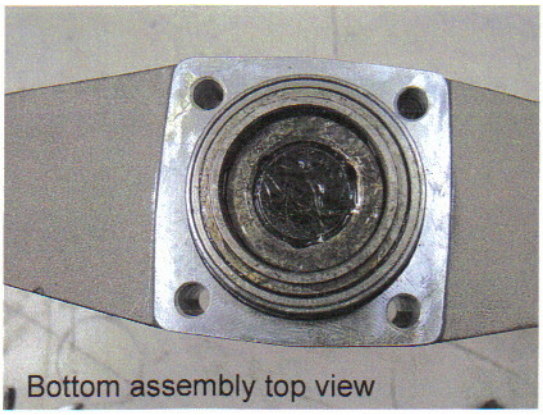
Remove the 4 screws from the crank cover plate using an M3 Allen key and remove the cover. Inspect the amount and colour of grease in the crank area.



-There should be a liberal amount of grease coated around the outside of the crank about 6-8mm thick. If the grease looks to be low please add a small amount from the supplied grease container – approximately 2 to 3 tablespoons is sufficient. DO NOT OVERGREASE THE CRANK AREA OR YOUR DRIVER WILL BE LABORED TO WORK. There has to be room for the parts to move freely without interference!

-The colour of the grease may be black, however if excessive debris is evident, the unit will need further stripping as described below.

Removal and servicing of hammer section



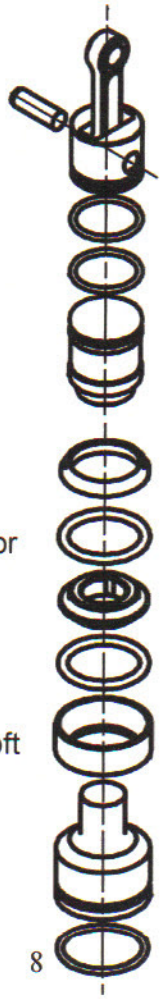
Bottom assembly top view

Damper assembly

-Remove the 4 Allen head bolts from the bottom barrel section using an M6 Allen key and carefully slide the bottom barrel section from the cast housing.
-Remove the damper section and inspect for wearing in the rubber dampers and steel components.
-The outer hub ring for the damper is made from hardened material and should not show signs of wear. If significant wear is seen from the hammer guide, the operator may not be holding the driver square on the post – Please see operator instructions.

Remove bottom striker (dolly that hits the post) and inspect the Viton O ring seal for wear or damage and replace if necessary. The striker component is made from high quality tool steel and should not be a wearing component but ensure a visual inspection is carried out after cleaning for damage and replace if necessary.

To remove the top striker, gently tap the main cast housing vertically down on a soft bench top and it should slide out of the barrel. Take note of the orientation of the striking components as in the above right hand picture Inspect the Viton O ring for wear and damage as per the bottom hammer.



If the hammer is damaged, the top piston can be removed from the crank by removing the Left hand thread crank pin from the crank and gently push the plastic piston through the bottom of the housing. Orientation is not critical on this component. Check piston and Viton O ring for obvious signs of wear and replace if necessary. Wash all grease from the housing and components using a turpentine solvent and inspect the inner barrels for wear and deep scores. If too badly worn; the hammer can be sent back for repair or re-honing/replacing inner barrel.

Assembly of hammer

After thoroughly cleaning and drying the hammer components and checking for excessive wear, reassembly can be done.
-Apply a wipe of grease around O ring and outside of the plastic piston and gently push back into the housing using a soft dolly.
-Add a small amount of grease to the crank pin and reassemble remembering it *is Left hand thread. Do not over tighten this pin!*

Next add a wipe of grease to the outside of top striker and gently push into the housing – the O ring will be at the top.

For the bottom hammer section, add a light coating of grease to the bottom hammer then push the bottom hammer into the guide tube.
-Next, reassemble the damper cup assembly with a small amount of grease to all components.

-The centre "Guide ring" should be oriented correctly with the side with the large chamfer (slightly rounded edge) facing down towards the bottom striker/anvil. *The hammer will be damaged if this is not correctly installed.*
-Install the metal damper washer back over the bottom striker.
-Install bottom guide section back into the main housing ensuring the thin section O ring is not damaged between the housings and insert handlebars and springs back into the bottom housing.
-Apply Loctite Blue 243 to the 4 retaining screws in the bottom barrel and tighten; add approximately 4 to 5 tablespoons of new EP 0 grease to the crank area and reinstall the 4 Allen screws using Loctite Blue 243.

All screws should be correctly tightened in an alternate pattern as machine damage can occur from loose or lost bolts!

Please call REDI Driver, Inc. if there are any servicing questions or parts required (702) 293-3222

TROUBLESHOOTING YOUR GAS POWERED POST DRIVER:

1. If your driver sounds like it is running fine, however the striker is not hammering as it should; make sure your striker is fully engaged. There is a safety which will disengage the striker if it is dry fired or misfired. To re-engage the striker, simply pick the driver up off the post and then place it back down on the post with a bit of force to hit the striker against the post. AVOID REPEATED DRY FIRE by maintaining 10 to 12 pounds of down pressure at all times!

2. ONLY use the EP 0 grease which we recommend! This is low viscosity grease for machinery with rapid moving parts which produce a lot of friction. If you use a different type of grease, you will inhibit the performance of your driver and possibly cause damage to your driver or your engine. If you have greased your driver with the wrong grease, you will need to follow the instructions in the maintenance section for replacing grease in the crank housing area.

3. If you driver is over-greased it will cause a reduced performance of the machine and put undue stress on the engine and the operations of the gears / piston in the machine. There should be approximately 4 to 5 tablespoons of grease visible in the crank housing. There has to be room for freedom of movement for the parts.

4. If you driver is low on grease it will cause a reduced performance of the machine. Open the crank housing cover to visually check the amount of grease in your driver. You should always see a bit of grease residue moving throughout the machine. You may even see grease left on the posts, this is a good thing; it means your machine is self-lubricating.

5. If you feel that the striker or hammer of the machine is not moving as freely as it should, you can spray WD-40 up into the barrel to lubricate and cleanse this area. Occasionally you will get bits of debris which chip off the posts and then make their way up into the striker area.

6. If your engine seems to be overheating and not wanting to operate as it should; it may be starving for air. You can remedy this by a simple puncture hole in the breather of your gas cap. Unscrew the gas cap and remove the black plastic top to reveal a rubber gasket in the white liner part of the gas cap. Use a paperclip or similar small sharp item to puncture a hole in the black rubber in the middle of breather hole, re-install the black plastic top cover and screw the gas cap back into place.

If none of the above steps address your issue, please call REDI Driver Inc for further assistance.

The Revolutionary
Gas Powered Post Driver.

REDI DRIVER
www.RediDriver.com

CHRISTIE
ENGINEERING