

Propane Hammer™

Propane Powered Post Driver Owner's Manual

by Tippmann

This product will operate off of either of 2 power sources, Propane or Propylene.



SERVICE:
TOLL FREE: 866-286-8046

TIPPMANN
INDUSTRIAL PRODUCTS

3518 Adams Center Rd., Fort Wayne, IN 46806
PropaneHammer.com

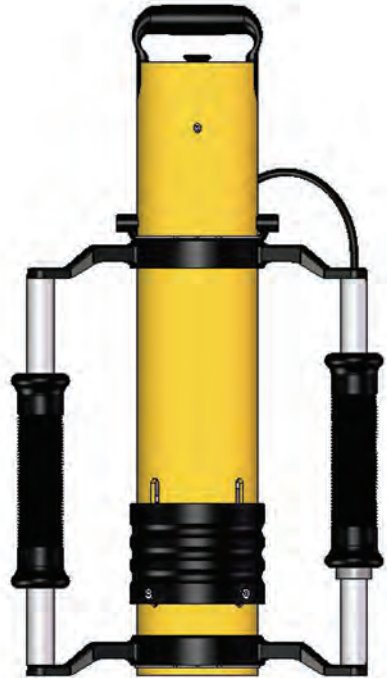
IMPORTANT:

The Propane Hammer operates from the combustion of propane. Constant use for long periods of time will cause the machine to get hot. **Use Caution when handling the machine when hot.** During prolonged use, the user may be required to lower the propane pressure in order to maintain a good clean combustion. If the machine becomes too hot to fire at a lower pressure, let the machine cool down. Once the machine has cooled, reset the operating pressure, refer to step 5 pg. 16

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Propane Hammer

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PropaneHammer.com

CONGRATULATIONS on the purchase of your Tippmann Propane Hammer. We believe the Tippmann Propane Hammer is the most versatile and user friendly post driver available. Proudly manufactured in the U.S.A., the Tippmann Propane Hammer will give many years of dependable service if cared for properly.

Please take time to read this manual thoroughly. Become familiar with the parts, operation and safety precautions before attempting to operate.

PROPANE HAMMER OPERATOR'S MANUAL CONTENTS

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WARNING / LIABILITY STATEMENT

This Propane Hammer is surrendered by Tippmann Industrial Products, Inc. with the understanding that the purchaser assumes all liabilities resulting from unsafe operation. Tippmann Industrial Products, Inc., shall not be liable for personal injury resulting from the use of this machine under any circumstance.

All information in this manual is subject to change without notice. We reserve the right to make changes and improvements to products without incurring any obligation to incorporate such improvements in products previously sold.

If you as a user do not accept liability, Tippmann Industrial Products, Inc. requests that you do not use a Tippmann Propane Hammer. By using this driver, you release Tippmann Industrial Products, Inc. of any and all liability associated with its use.

WARNING:

PLEASE TAKE TIME TO READ THROUGH THIS MANUAL THOROUGHLY AND BECOME FAMILIAR WITH THE TIPPMMANN PROPANE HAMMER'S PARTS, OPERATION, AND SAFETY PRECAUTIONS BEFORE YOU ATTEMPT TO OPERATE THIS MACHINE.

SAFETY IS YOUR RESPONSIBILITY

The ownership of this machine places upon you the total responsibility of its safe operation. You must observe the same safety precautions as you would any piece of equipment to assure the safety of not only yourself but everyone around you.

We have outlined some of the general precautions which the operator should be aware of; ***The operator should at all times use common sense when using this machine and be sure others who may operate it are also familiarized, responsible and safety conscious. Do not attempt to operate this machine until you have read and are familiar with this manual.***

- Eye, face and ear protection should be worn by user and any person within range of flying debris.
- Never use in close proximity to someone who is not wearing the proper safety attire.
- Pressurize the post driver, only when the post driver will be immediately used.

safety is your responsibility (continued on page 3)

safety is your responsibility (continued from page 2)

- Keep your finger off of the ignition switch until ready to fire.
- Do not fire on or near flammable objects.
- Use only in well ventilated areas.
- Do not install or remove cylinder near flames or other ignition source.
- Keep exposed skin away from escaping gas gas when installing or removing propane supply cylinder or if the propane pounder or propane supply is leaking. Compressed propane gas is very cold and can cause frostbite under certain conditions.
- Do not inhale propane fumes.
- Avoid alcoholic beverages before using this product and while using this product.

BEFORE STORING OR DISASSEMBLING

- Remove the propane supply (illustration A, B, C, D) at bottom of page.
- Prime and fire the Propane Hammer to make sure there is no propane remaining in the system.
- Store the Propane Hammer degassed in a secure place.
- Do not pressurize a partially assembled propane hammer with propane.
- Always follow safe propane cylinder handling and storage procedures as outlined on the cylinder label and on page 4.



A. Turn on/off valve to the off position, by pushing down on the switch.

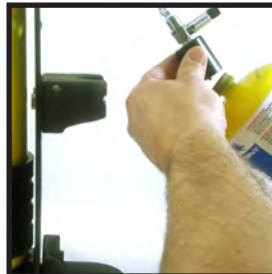


B. Pull ball lock pin and remove cover.



C. Remove tank from the tank mounting bracket.

⚠ WARNING:
EVEN AFTER THE PROPANE CYLINDER HAS BEEN REMOVED, THE PROPANE HAMMER WILL STILL FIRE UNTIL ALL GAS HAS BEEN REMOVED FROM THE SYSTEM.



D. Carefully unscrew tank from the tank adapter.

NOTE: PROPYLENE GAS SHOWN IN ILLUSTRATION.

! WARNING:

FOLLOW HANDLING AND STORAGE INSTRUCTIONS ON PROPANE CYLINDER IN ADDITION TO THE FOLLOWING.

CARBON MONOXIDE HAZARD:

BURNING PROPANE CAN MAKE CARBON MONOXIDE WHICH IS INVISIBLE, HAS NO SMELL AND CAN KILL YOU. BURNING PROPANE IN AN ENCLOSED AREA CAN BE DANGEROUS. USE ONLY IN WELL VENTILATED AREAS. IF YOU EXPERIENCE HEADACHE, DROWSINESS, OR NAUSEA, STOP USING THE PROPANE HAMMER AND GET TO FRESH AIR QUICKLY.

PROPANE CYLINDER HANDLING AND STORAGE:

- 1. KEEP OUT OF REACH OF CHILDREN**
- 2. DO NOT EXPOSE TO HEAT, SPARKS OR FLAME.**
- 3. DO NOT LEAVE IN DIRECT SUNLIGHT.**
- 4. NEVER REFILL A PROPANE CYLINDER. REFILLING MAY CAUSE EXPLOSION. FEDERAL LAW FORBIDS TRANSPORTATION IF REFILLED. PENALTY UP TO \$500,000 AND 5 YEARS IMPRISONMENT. (49 U.S.C. 5124)**
- 5. NEVER PUT IN LUGGAGE OR TAKE ON TRAINS OR AIRCRAFT.**
- 6. TO DISCARD, CONTACT LOCAL REFUSE HAULER OR RECYCLE CENTER.**

FIRE / EXPLOSION HAZARD: EVEN SMALL PROPANE CYLINDERS CONTAIN ENOUGH GAS TO CAUSE SERIOUS FIRE, EXPLOSION AND BURNS. TO REDUCE CHANCE OF LIQUID OR GAS LEAK, OR EXPLOSION.

BEFORE USE:

- 1. CHECK CYLINDER AND PROPANE HAMMER SEALS. NEVER USE WITH DAMAGED OR MISSING SEALS.**
- 2. HOLD CYLINDER UPRIGHT WHILE ATTACHING.**
- 3. ATTACH OUTDOORS AWAY FROM PILOT LIGHTS, FLAMES, SPARKS OR OTHER IGNITION SOURCES. THEY CAN IGNITE LEAKING GAS.**
- 4. HAND TIGHTEN ONLY. OVER-TIGHTENING MAY DAMAGE SEALS. NEVER USE TOOLS TO TIGHTEN.**
- 5. CHECK FOR LEAKS IN ONE OR MORE WAYS: APPLY SOAPY WATER TO CONNECTIONS. LOOK FOR BUBBLES. LISTEN FOR HISS OF ESCAPING GAS. FEEL FOR EXTREME COLD. SMELL FOR ROTTEN EGG ODOR. DO NOT USE IF LEAKING.**

AFTER USE:

- 1. LET PROPANE HAMMER COOL OFF.**
- 2. DETACH CYLINDER WHEN NOT IN USE.**
- 3. DETACH OUTDOORS AWAY FROM PILOT LIGHTS, FLAMES, SPARKS, OR OTHER IGNITION SOURCES. THEY CAN IGNITE LEAKING GAS.**

IN CASE OF FIRE:

- 1. LEAVE AREA QUICKLY.**
- 2. CALL FOR EMERGENCY HELP.**
- 3. LET CYLINDER BURN OUT.**

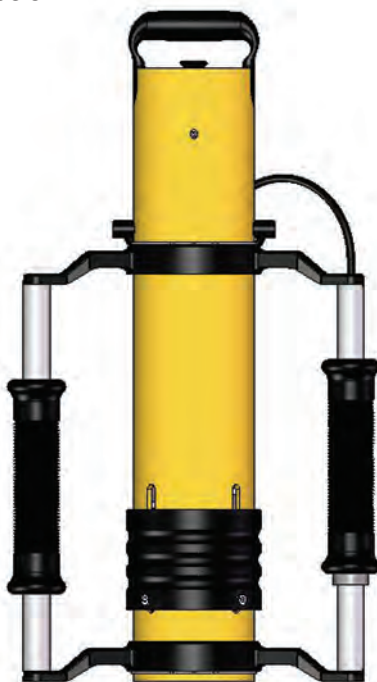
GENERAL PRODUCT DESCRIPTION

The Propane Hammer is designed to drive posts up to 2 5/8" in diameter as a stock unit and we offer attachments which will allow you to drive up to 3.5" in diameter. This unit is completely self contained and operates off of a 16.9 oz. TANK. **This product will operate off of either of 2 power sources, Propane or Propylene.**

front



back



- Make..... Tippmann
- Model..... Propane Hammer
- Weight (with 16.9 oz. tank)..... Approx. 41 lbs.
- Driving Force..... Approx. 65 ft. lbs.
- Cycles Per Tank..... Approximately 7000
- Operating Pressure..... 50-65 psi
- Overall Dimensions..... 14.25"w x 25"h x 8.6"d
- Power / Propane or Propylene Supply..... 16.9 oz Cylinder

ADJUSTMENT FOR DRIVING LARGER POSTS

The stock Propane Hammer is set up to drive posts up to 1 5/8" in diameter. You can quickly enlarge the opening to accommodate up to 2 5/8" by removing the ram insert.

Figure A. shows the propane hammer with the ram insert in place. This is how you will receive your machine.



Figure B. shows the propane hammer with the ram insert removed.



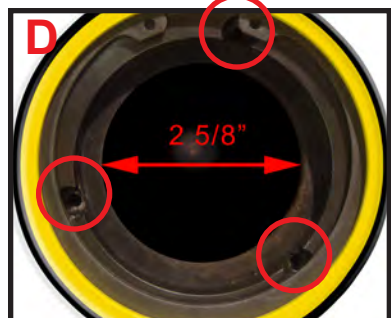
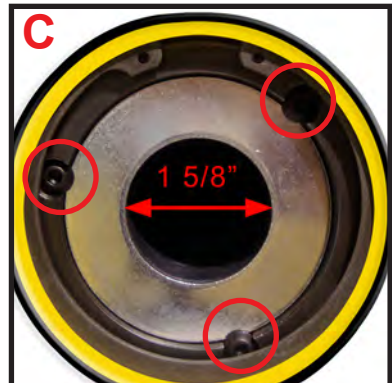
REMOVING THE RAM INSERT TO ENLARGE THE DIAMETER

- Lay your machine on it's side, handles down.

-
- Locate the (3) 5/32 allen head bolts on the bottom of the ram insert. **(figure C on right)**

-
- Using a 5/32 allen wrench remove 2 of the 3 allen bolts

-
- Pull out the ram insert and the large washer and replace the 2 allen bolts. **(figure D on right)**



DRIVING WITH VARIOUS ATTACHMENTS

Tippmann offers a variety of attachments and can also custom manufacture specific attachments to fit your special need.

How to determine if you will need an adapter for driving your post.

What type of post are you going to drive?

The Propane Hammer is capable of driving up to a 4.5 lb. per foot Uchannel (sign post) as well as other large posts, by using an adapter.

- The Stock Propane Hammer is set up to drive posts up to 1 5/8" diameter
- You can quickly enlarge the opening of the hammer to accommodate up to a 2 5/8" diameter post by removing the ram insert.

If the outside diameter of your post, stake, rod, etc. is larger than 2 5/8" you will need an adapter. We offer a quick reference guide on page 8, as well as in the accessories section @PropaneHammer.com to determine if you will need an adapter.

Attachment Examples:



Side Mount Adapter for channel posts. Ideal for driving -U-Channel Posts over 6 ft. in height.










Round Post Adapter



Telespar® Adapter

attachments (continued on page 8)

ATTACHMENTS Continued

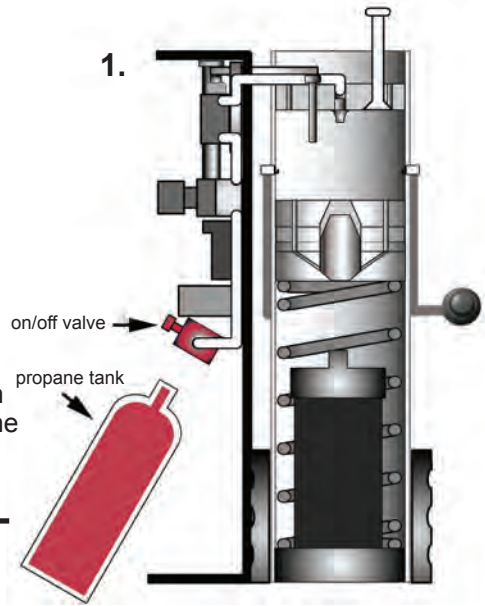
Shape	Type of Post	Sizes	Adapter Required
	The stock adapter will allow you to drive any size T Post up to 1 5/8"	• 1 5/8" or Smaller	• No
	U Channel	• 1.2 - 1.5 lb.	• NO
		• 2 - 2.75 lb.	• Yes
		• 3 - 4.5 lb.	• Yes
	Square Post	• 1.5" Silt Fence	• Yes
		• 2.5" Silt Fence	• Yes
	Telespar® Square	• Up to 2.5"	• Yes
	Pipe and Round Tubing	• Under 1 5/8"	• Recommended
		• 1 5/8"	• Yes
		• 1 3/4" - 2 1/2"	• Recommended
		• 2 5/8"	• Yes
		• 2 3/4" - 3 1/2"	• Yes
	Tent Stakes	• Up to 1"	• Yes
	Ground Rod	• Up to 1"	• Yes
	Tree Stakes	• Up to 2"	• Yes
	Angle Iron	• Up to 2.5"	• Yes

How The Propane Hammer Works.

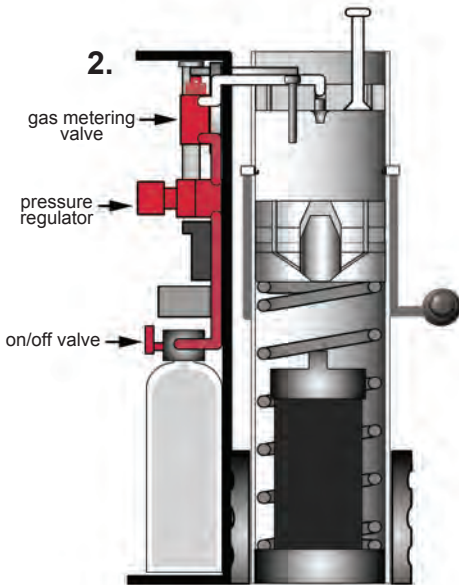
We have highlighted the areas being discussed in each step.

1. Tank Installation:

Propane gas fuels the hammer. When the propane tank is connected, propane gas will flow to the on/off valve.



2.



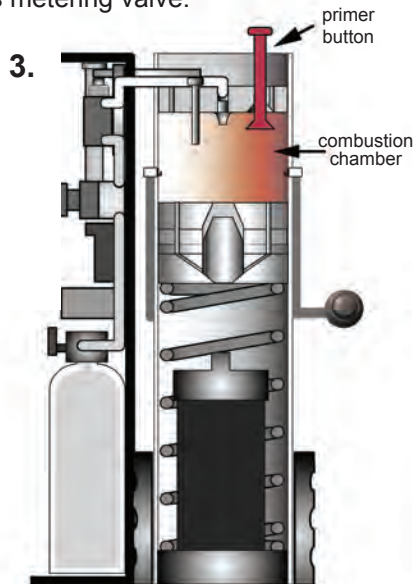
2. Pressure Regulator:

Once the on/off valve has been turned to the on position (pointed up), gas flows to the pressure regulator.

The pressure regulator is adjustable to help the hammer fire consistently in different climates and at different altitudes. After being regulated, propane flows into the gas metering valve.

3. Opening the primer valve:

When the primer button is depressed, a valve inside the head is opened, exposing the combustion chamber to the atmosphere. This allows the combustion chamber to be exhausted during the priming cycle.

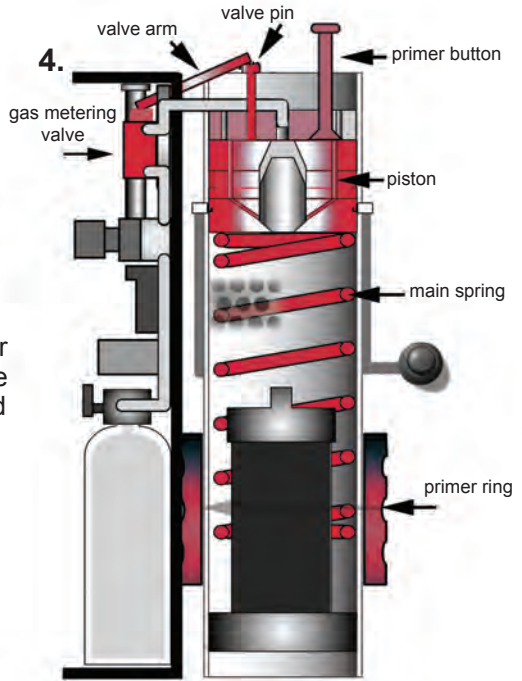


how it works (continued on page 10.)

how it works (continued from page 9.)

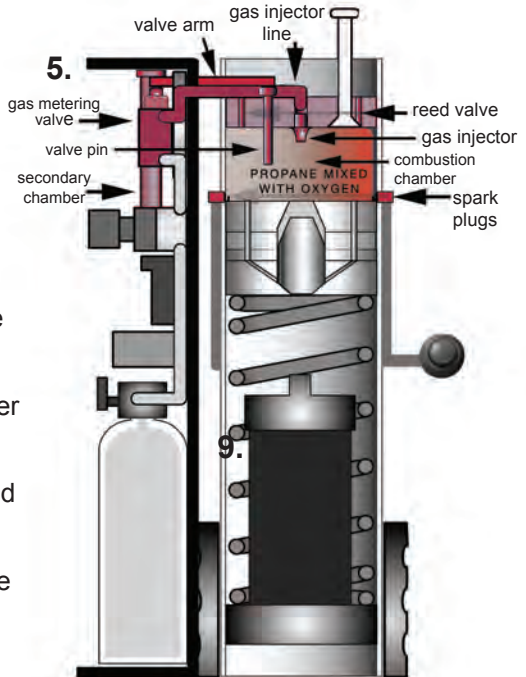
4. Priming the Propane Hammer:

In order to prime the Propane Hammer, the priming ring must be raised until it stops and is then returned to its starting position. This cycle will raise the piston to the top of the combustion chamber until it comes into contact with the cylinder head. When the piston reaches the top, the primer button will be closed and the gas metering valve will be activated. This will start the process for the new gas / air mixture during the intake stroke.



5. Intake Stroke:

During the intake stroke, gas and air are mixed into the combustion chamber. Before the piston reaches the top on the priming stroke, it comes into contact with the valve pin which activates the gas metering valve. When the gas metering valve is activated, a secondary chamber is filled with a volume of propane gas. When the piston starts downward on the intake stroke, fresh air is drawn into the combustion chamber, through a reed valve in the cylinder head. Once the piston reaches a set distance from the cylinder head, the gas valve pin is released and propane is injected into the combustion chamber through the gas injector. During the rest of the downward stroke, air is drawn in through the reed valve and continues to mix with the propane in the combustion chamber until the spark plugs are exposed.

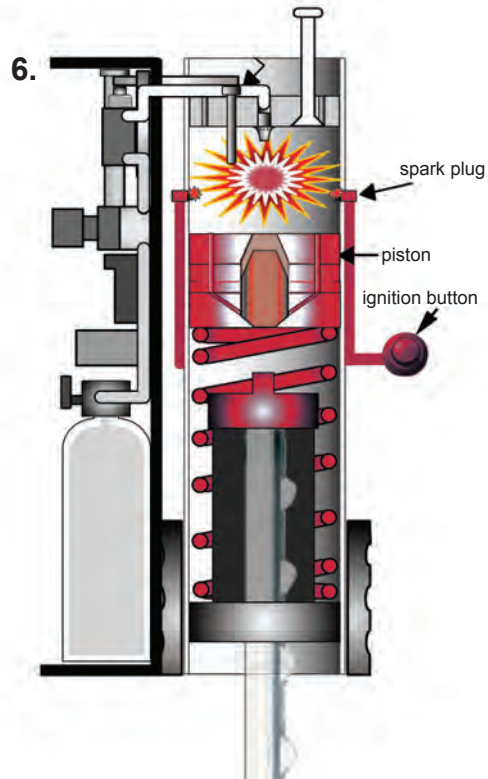


how it works (continued on page 11.)

how it works (continued from page 10.)

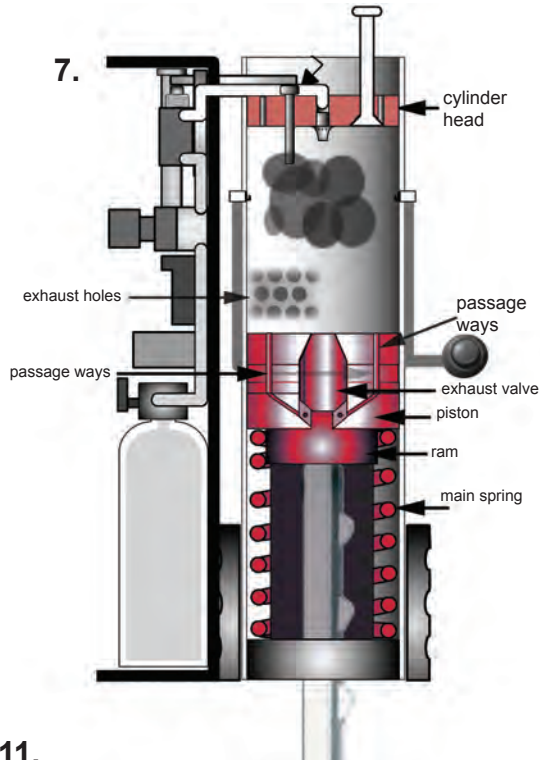
6. Igniting the gas mixture:

The propane hammer runs on the manual direct ignition system (ignitor). After the spark plugs have been exposed to the combustion chamber on the intake stroke, the ignitor button can be held to initiate the spark. The ignition circuit will spark as long as the button is depressed. (For automatic mode, continue to hold the ignitor button down.) The spark ignites the gas air mixture and forces the piston down, compressing the main spring until the piston comes into contact with the ram and opens the exhaust valve.



5. Exhaust Stroke:

When the piston comes into contact with the ram, the combustion pressure vents to the atmosphere through the holes in the cylinder. The ram forces the object to be driven downward and opens an exhaust valve in the piston. The exhaust valve opens passage ways in the piston. The passage ways allow the remaining exhaust to flow through, while the spring returns the piston to the cylinder head. This process will remove the remaining exhaust from the combustion chamber, closing the piston valve.

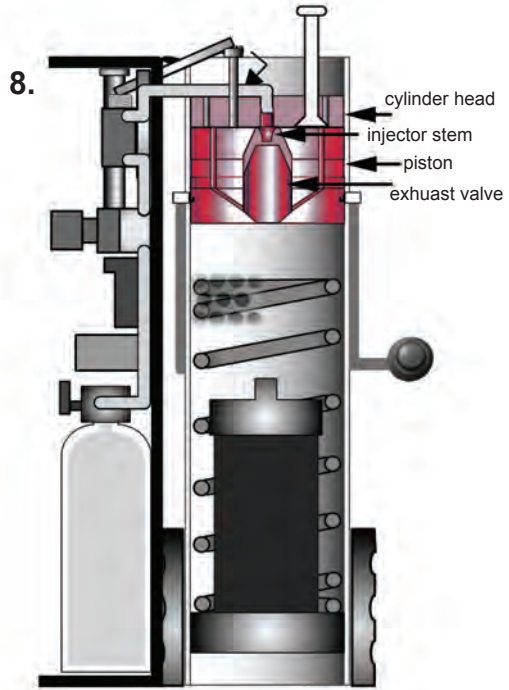


how it works (continued on page 12.)

how it works (continued from page 11.)

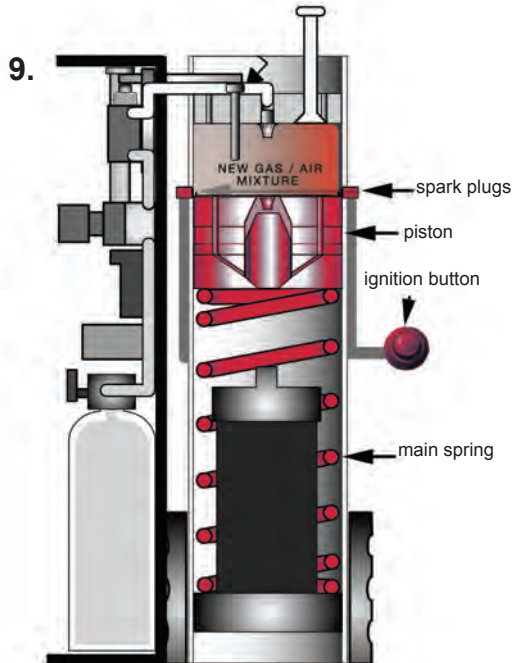
8. Closing the piston valve:

The exhaust valve in the piston is closed when it comes into contact with the injector stem on the cylinder head. At this point, all of the combusted gas has been exhausted through the center of the piston and gravity starts the intake stroke again.



9. Automatic cycling:

If the ignition button remains depressed, gravity returns the piston to the firing position and exposes the spark plugs to the new gas / air mixture. The spark plugs ignite the new mixture, driving the piston down into the ram and starting the cycle over.



SETTING UP THE PROPANE HAMMER

Do not proceed until you have both familiarized yourself with and are prepared to always follow guidelines for proper propane cylinder and Propane Hammer handling and storage.



! DANGER

- EXTREMELY FLAMMABLE
- FIRE / EXPLOSION HAZARD
- CONTENTS UNDER PRESSURE
- CARBON MONOXIDE HAZARD

NOTE:

Change your 9 volt battery every 2 propane tanks.

step 1.

Installing / Replacing the 9 volt battery.

- Remove control panel cover by pulling ball lock pin. (figure A. page 14)
- Remove battery band. (figure B1. on right)
- Insert one 9 volt battery. (figure B2., B3 on right)
- Replace battery band (figure B4. on right)
- Replace control panel (figure A. page 14)

Figure B1



Figure B2

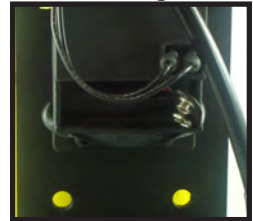
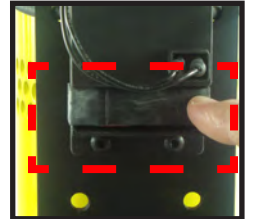


Figure B3



Figure B4



step 2.

Propane Cylinder Installation

- Set propane hammer on a flat surface before installing propane cylinder.
- Insert the cylinder valve end into Propane Hammer tank adapter and twist cylinder clockwise until it stops. (figure C. on right)
- **Do not install damaged or leaking propane cylinders**
- Slide propane cylinder into the mounted position. (figure CC. on right)
- Replace control panel (figure A. page 14)

Figure C.

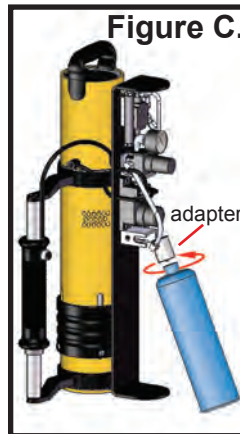
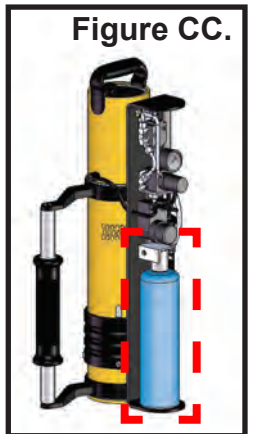


Figure CC.



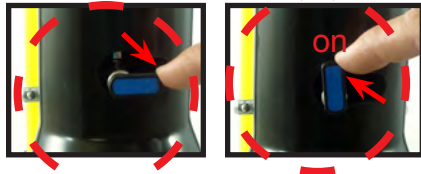
setting up (continued on page 14.)

setting up (continued from page 13.)

step 3.

Priming the Propane Hammer:

- Place the Propane Hammer on a solid flat surface or on top of your post.
- Turn the **on / off** switch to the on position.



- Push the primer **button**, on top of the Propane Hammer. (figure 1. below)
- Next, grab the primer ring with both hands and slide it all the way up and then let it drop back down. This will clear the combustion chamber and mix propane gas with air for the next shot (figure 2., 3., 4. below).

Figure 1.

Push primer button.

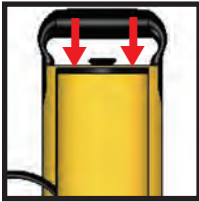


Figure 2.

Grab primer ring with both hands.



Figure 3.

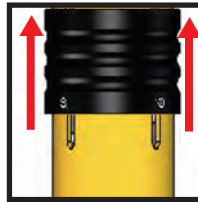


Figure 4.

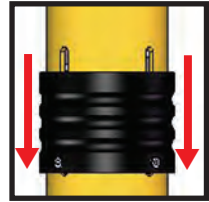


figure A.

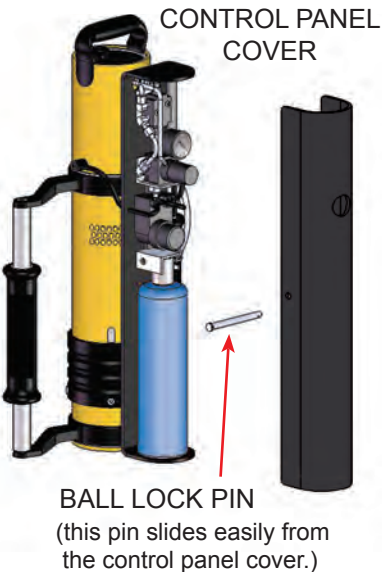
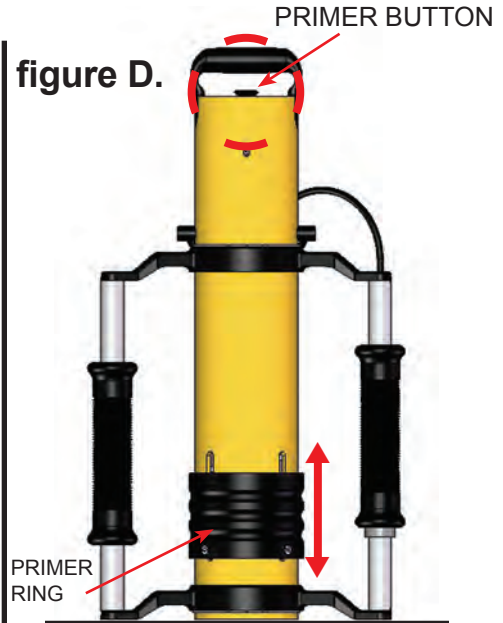


figure D.



Note: If the Propane Hammer sits for a long period of time or is exposed to agitation between posts, the propane hammer may need to be re-primed.

step 4

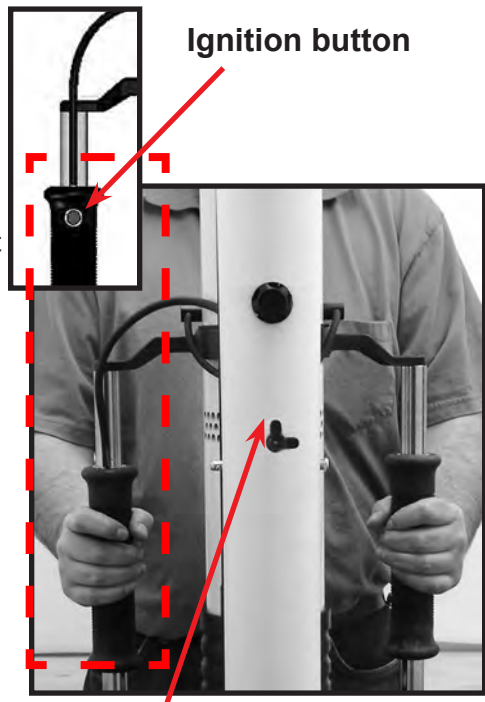
Test firing

⚠ WARNING

PLEASE TAKE TIME TO READ THROUGH THIS MANUAL THOROUGHLY AND BECOME FAMILIAR WITH THE TIPPMANN PROPANE HAMMER'S PARTS, OPERATION, AND SAFETY PRECAUTIONS BEFORE ATTEMPTING TO OPERATE

Once the Propane Hammer has been primed (see **step 3**, page 14.), it is ready to be fired. Set the Propane Hammer on the post or on the adapter you are using to drive your post.

- To fire the first shot, place both hands on the rubber handles.
- Holding tightly, squeeze the ignition button with your right index finger.
- If the Propane Hammer is misfiring or not firing consistently, you may need to adjust the regulator pressure. (see **step 5**, page 16)



**on / off switch
should be on.**

step 5.

Checking the regulator pressure:

- Remove the cap from the Schrader Valve. (figure A. below)
- Apply pressure gauge firmly to the Schrader Valve. (figure B. below)
- The propane pressure should read between 50-65 PSI
55 PSI is a good starting point when trouble shooting the gas pressure.

figure A.



Schrader Valve
with cap removed.

figure B.



Pressure gauge
on Schrader Valve.

NOTE: 55 PSI is a good starting point when trouble shooting the Propane Hammer. However, the optimal running pressure will very slightly depending on altitude and climactic conditions.

Adjusting the regulator pressure:

- Pull the adjustment knob out slightly to unlock. (figure C., D. below)

figure C.



knob pushed in

figure D.



pull knob out slightly

figure E.



Turn knob
clockwise to
increase pressure.

figure F.



Turn knob
counter clockwise to
decrease pressure.

To increase pressure

- Turn the knob clockwise. (figure E. above)
- If the mixture of gas to air is too lean, the propane hammer may not fire. A lean mixture results from a high air to gas mixture.
- Increase pressure in 5 lb. increments or less, (approximately 1/8 turn), priming twice between each adjustment until the hammer starts to fire.
- **Once the Propane Hammer is set at the desired pressure, push the adjustment knob back in to lock.**

To decrease pressure

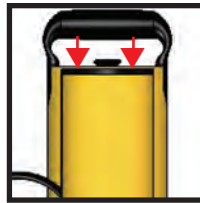
- Turn the knob counter clockwise. (figure F. above)
- If the mixture of gas to air is too rich, the Propane Hammer may not fire. at all. The required operating pressure may vary slightly based on humidity, altitude and temperature.
- Decrease pressure in 5 lb. increments or less, (approximately 1/8 turn), priming twice between each adjustment until the hammer starts to fire.
- **Once the Propane Hammer is set at the desired pressure, push the adjustment knob back in to lock.**

step 6.

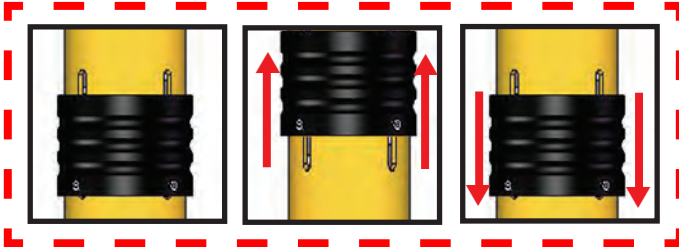
Pounding the post:

1. Push the primer button on top of the Propane Hammer.

Push primer button

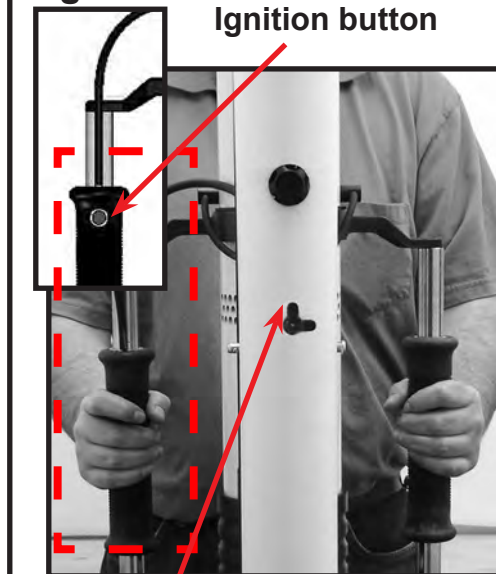


2. Set the Propane Hammer on top of the post.
3. Slide the priming ring up and let it drop back down.



4. To fire the first shot, place both hands on the rubber handles. Holding tightly, squeeze the ignition button with your right index finger. (as illustrated below in figure A)
5. Drive the post to desired depth.
6. Remove post driver and move to the next post and repeat.


figure D.



on / off switch
should be on.

step 7.

Finishing up / storage:

	! WARNING FIRE THE PROPANE HAMMER ON A FLAT, SOLID SURFACE OR ON A POST, TO REMOVE EXCESS GAS FROM THE LINE BEFORE STORAGE.
---	---

STORAGE:

1. Turn on/off valve to the off position.
2. Push ball lock pin through cover.
3. Pull ball lock pin.
4. Remove tank from mounting bracket.
5. Carefully unscrew tank from tank adapter.
6. Prime and fire the Propane Hammer to make sure that no propane is left in the system. (see steps. 3. & 4. pages 14& 15)



A. Turn on/off valve to the off position, by pushing down on the switch.

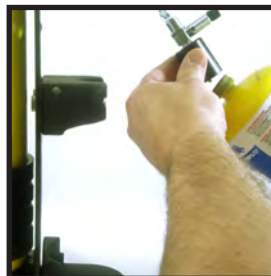


B. Pull ball lock pin and remove cover.



C. Remove tank from the tank mounting bracket.

! WARNING: EVEN AFTER THE PROPANE CYLINDER HAS BEEN REMOVED, THE PROPANE HAMMER WILL STILL FIRE UNTIL ALL GAS HAS BEEN REMOVED FROM THE SYSTEM.



D. Carefully unscrew tank from the tank adapter.

NOTE: PROPYLENE GAS SHOWN IN ILLUSTRATION.

PARTS SCHEMATIC:

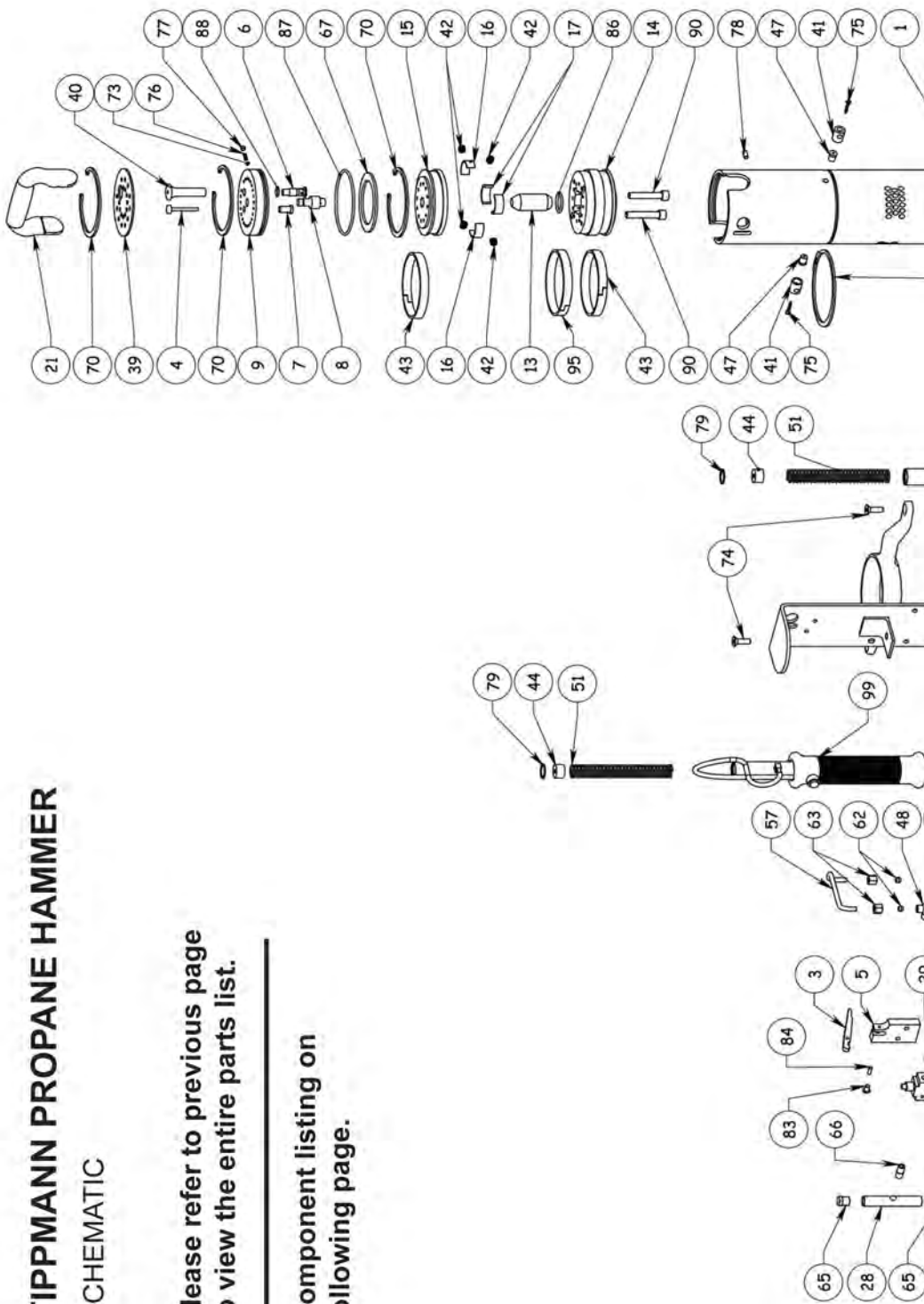
01...Cylinder	41...Spark Plug Cap	83...Valve Arm Screw
02...Control Panel Shroud	43...Piston Seal Ring Bronze	84...Valve Arm Dowel
03...Gas Valve Pivot Arm	44...Handle Mounting Busing	85...Gas Valve Screw
04...Gas Valve Pin	45...Primer Mounting Ring	86...Internal Valve O'ring
05...Valve Space Block	46...Primer Ring	87...Head O'ring
06...Priming Valve	47...Spark Plug Base	88...Primer Button O'ring
07...Bronze Head Bushing	48...90 Degree Feral Fitting	89...Spring Divider
08...Gas Injector	49...Vent Fitting	90...Piston Screw
09...Cylinder Head	50...Vent Gasket	91...Regulator Mounting Stud
10...Left Handle Slider	51...Handle Spring	92...Regulator Mounting Nut
11...Handle Shaft	52...90 1/8" Pipe Fitting	94...Vent Tube
12...Left Rubber Handle Grip	53...Gas Valve Supply Line	95...Piston Ring Fiber
13...Piston Valve	54...Straight Feral Fitting	96...Handle Base Assembly
14...Bottom Half of Piston	56...90 Degree Steel Elbow	97...Ram Assembly
15...Top Half of Piston	57...Injector Gas Line	98...Left Handle Assembly
16...Valve Friction Plate	58...Spark Plug Wire	99...Right Handle Assembly
17...Valve Friction Material	59...Braided Gas Line	100...Rubber Switch
18...Push Button Ignitor Switch	60...Right Handle Grip (switch)	101...Electrical Connector
19...Handle Base Bottom	61...Right Handle Slider (switch)	102...Tank Adapter Washer
20...Handle Base Top	62...Feral	109...Manual
21...Top Handle	63...Feral Nut	110...DVD
22...Base Plate	64...Shroud Lock Pin	111...Compression Fitting Insert
23...Main Spring	66...Pipe Nipple	112... 1 5/8" Ram Insert
24...Tank Plunger	67...Bradley Seal	113...Ram Insert Snap Ring
25...Tank Gasket	68...Dowel Pin Locating	114...90 Degrees Brass Elbow Long
26...Tank Adapter	69...External Snap Ring	115...Schrader Valve
27...Regulator	70...Internal Snap Ring	116...1/4" Pipe Plug Set Screw
28...Gas Tube Reservoir	71...Bolt Primer Ring	117...pressure gauge
29...Gas Metering Valve	72...Bushing (primer ring)	118...9 Volt Battery
30...Ignitor 9 Volt	73...Ball Bearing	119...Battery Bank
31...Regulator Mounting Bracket	74...Handle Screws- Counter Sunk	120...Regulator Adjustment Cap
32...Tank Mounting Bracket	75...Wood Screw #6	121...Wood Crate
34...Ram Cap	76...Primer Button Detent Spring	122...Battery Cap
35...Ram Collar	77...Detent Set Screw	124...Handle Grip Snap Ring
36...Ram Hose	78...Head Lock Screw	125...Regulator Set Screw
37...Crimp Collar	79...Handle Snap Ring	126...Valve Tension O'ring
38...On/Off Ball Valve	80...Handle Dowel Pin	130...9 Volt 4" Lead Connector
39...Top Cover Plate	81...Ignitor Washer	131...Serial Number Plate
40...Primer Button	82...Ignitor Screw	200...Wooden Crate

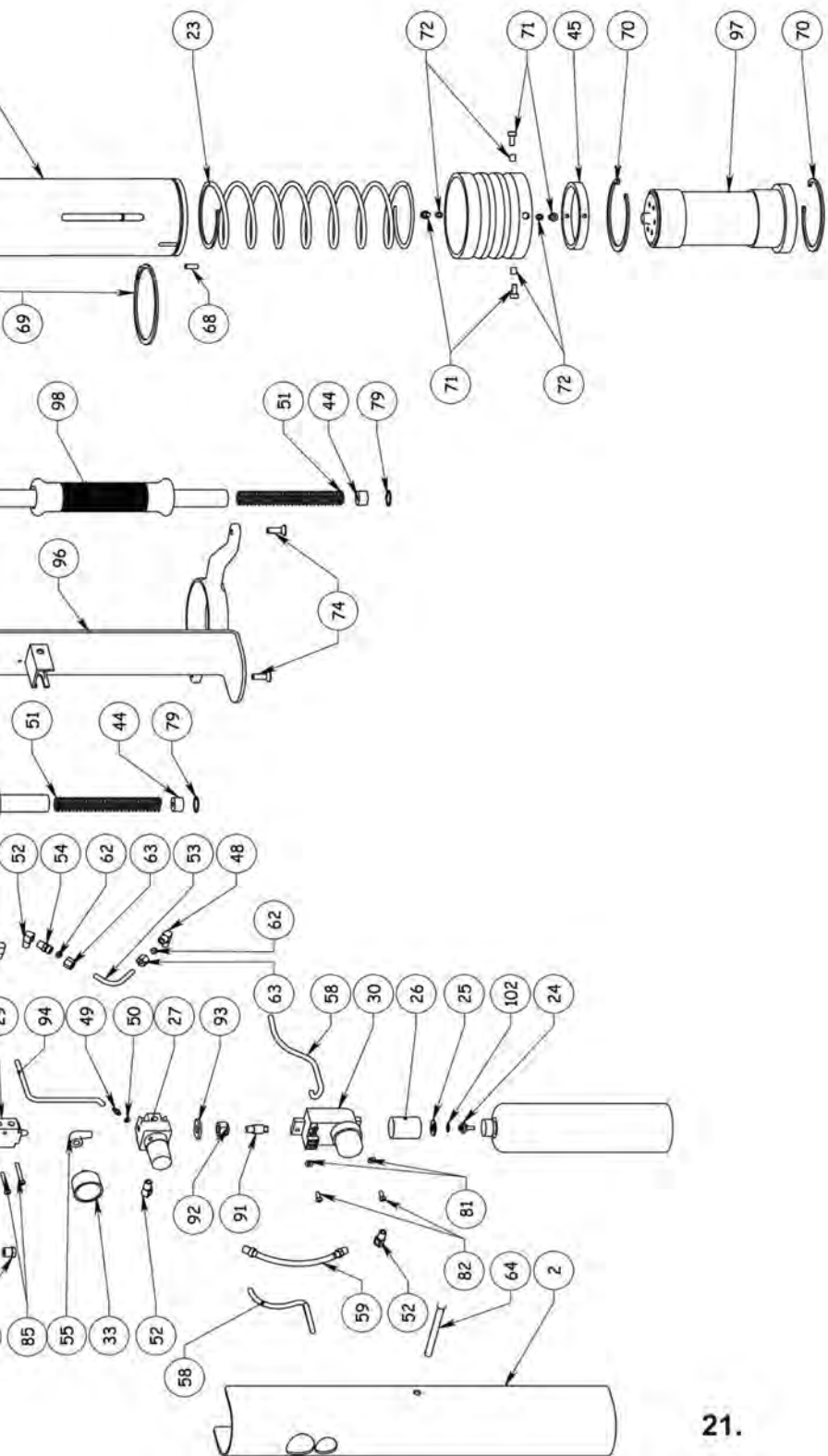
TIPPMANN PROPANE HAMMER

SCHEMATIC

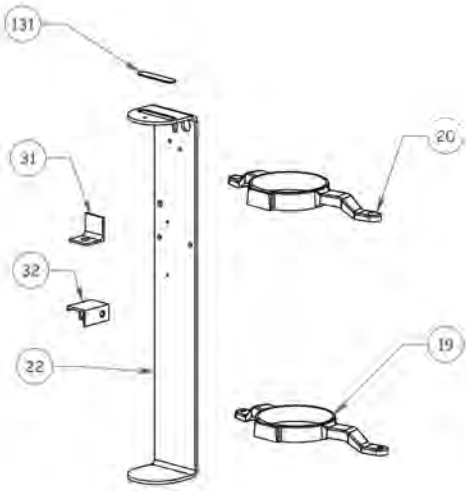
Please refer to previous page to view the entire parts list.

Component listing on following page.

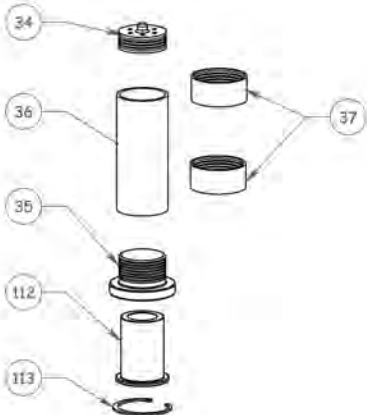
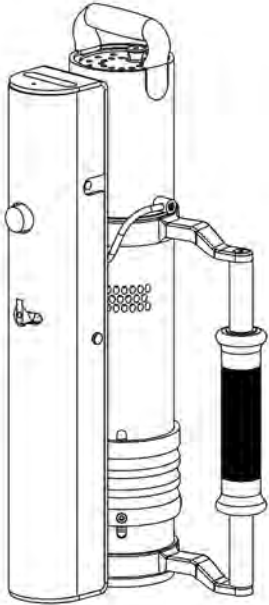




ASSEMBLIES:



Ram Assembly 0097



Handle Base Assembly 0096

TROUBLE SHOOTING:

Problem:

Hammer will not fire or fires inconsistently

Cause A:

- Your propane cylinder is empty or low.

Diagnosis:

- Make sure the regulator is set to the correct pressure.

Explanation:

- When the propane cylinder gas pressure drops below or close to the operating pressure, the hammer may fire inconsistently or not at all

Solution:

- Change the propane cylinder

IF YOU HAVE DETERMINED THAT YOUR CYLINDER IS NOT EMPTY OR LOW, CONTINUE TO CAUSE B

Cause B:

- Your regulator pressure is set too high or (rich)

Diagnosis:

To determine if the mixture is too rich:

- First check the regulator output pressure. (**see page 16**)
- Normally in a rich condition, the hammer will hesitate or not want to ignite the fuel air mixture after the priming cycle. Once the priming cycle has been ignited, the hammer may cycle in auto or semi auto mode. While cycling under a rich condition in auto or semi auto mode, the combustion may be weak.

Explanation:

- If the mixture of gas to air is too rich, the propane hammer may not fire at all. The required operating pressure may vary slightly based on humidity, altitude and temperature.

Solution:

- Decrease pressure in 5 lb. increments or less, (approximately 1/8 turn counter clockwise), priming twice between each adjustment until the hammer starts to fire. (Prime twice so that the regulator pressure stabilizes before test firing.)

IF YOU HAVE DETERMINED THAT YOUR REGULATOR PRESSURE IS NOT SET TOO HIGH OR RICH, CONTINUE TO CAUSE C.

setting up (continued on page 24.)

TROUBLE SHOOTING:

Trouble Shooting (continued from page 23.)

Cause C:

- Your regulator pressure is set too low or (lean)

Diagnosis:

• If the hammer does not fire after checking for a rich mixture, the mixture may be too lean. Normally in a lean condition, the hammer will fire after the priming cycle, but will not run in semi auto or auto modes.

Explanation:

• If the mixture of gas to air is too lean, the propane hammer may not fire. A lean mixture results from a high air to gas mixture.

Solution:

• Increase pressure in 5 lb. increments or less, (approximately 1/8 turn clockwise), priming twice between each adjustment until the hammer starts to fire.

(Prime twice so that the regulator pressure stabilizes before test firing.)

IF YOU HAVE DETERMINED THAT YOUR REGULATOR PRESSURE IS NOT SET TOO LOW OR LEAN, CONTINUE TO CAUSE D.

Cause D:

- No spark

Diagnosis:

• Make sure the propane cylinder is removed from the hammer



WARNING:

EVEN AFTER THE PROPANE CYLINDER HAS BEEN REMOVED, THE PROPANE HAMMER WILL STILL FIRE UNTIL ALL GAS HAS BEEN REMOVED FROM THE SYSTEM.

before starting this test. After the cylinder is removed, prime the hammer 6 to 10 times to make sure all of the propane is out of the system.

This test is best done in a quiet area. Depress the primer button. This will help you to better hear the spark. Next, put your ear close to the primer button while holding down the ignition button. You should hear a ticking sound with a rate of approximately 20 ticks per second. If the ticks are slow or do not exist, there is a problem with the spark.

Explanation:

• The Propane Hammer operates on a manual direct spark electronic ignition system. If the spark is weak or does not exist, the hammer will not fire properly.

Solution:

- Replace the battery and test again.
- If there is still no spark, check to make sure there are no loose wire connections.
- If there battery are wires are fine, you may have a problem with your ignitor. Please contact our service department.

SAFETY IS YOUR RESPONSIBILITY

The ownership of this machine places upon you the total responsibility of its safe operation. You must observe the same safety precautions as you would any piece of equipment to assure the safety of not only yourself but everyone around you.

Outlined here are some general precautions to be aware of;

The operator should at all times use common sense when using this machine and be sure others who may operate are also familiarized, responsible and safety conscious. Do not attempt to operate this machine until you have read and are familiar with this manual.

WARRANTY AND REPAIR POLICY

For a period of one year from the time of purchase by the original owner/purchaser, Tippmann Industrial Products, Inc. warrants this product free from defects in materials and workmanship. On claims submitted as outlined in (WARRANTY REPAIR PROCEDURE) Tippmann Industrial Products, Inc. will repair or replace without charge, any parts that have failed through defect in material or workmanship. THE SHIPPING IS NOT INCLUDED ON WARRANTY REPAIR OR REPLACEMENT.

WARRANTY AND REPAIR PROCEDURE

For warranty and non warranty repair:

1. Ship or deliver your product to:

Tippmann Industrial Products, Inc.

3518 Adams Center Rd.

Fort Wayne, IN 46806

2. Postage or delivery charges must be prepaid.

3. Include a brief statement regarding the requested repair, your name, return address and telephone number where you can be reached during normal business hours, if possible.

Our policy is to attempt to complete the necessary repairs within 24 hours and return it to you via regular ground, UPS. If you wish to have it returned using a faster service, you can request for NEXT DAY AIR UPS OR SECOND DAY AIR UPS. You WILL BE CHARGED for this service and you must include your credit card number with expiration date.

Your card will be charged the difference in additional cost over regular ground shipping service.

Tippmann Industrial Products, Inc. Toll Free: 866-286-8046

Propane Hammer™

Propane Powered Post Driver
Owner's Manual

by Tippmann



SERVICE:

TOLL FREE: 866-286-8046

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INDUSTRIAL PRODUCTS

3518 Adams Center Rd., Fort Wayne, IN 46806

PropaneHammer.com