



REDI DRIVER

GAS POWERED POST DRIVER



CHRISTIE POST DRIVER 107

SAFETY AND OPERATING MANUAL



Warning: ONLY operate the throttle while the Christie Post Driver is on a post and between 10-15kg pull down force is exerted on handles. Failure to do so can result in danger to the operator and damage to the machine. Further, never driver a post/rod into the ground until the receiver guide touches the ground as this can result damage to the Post Driver.



Read the *Christie Post Driver Safety and Operating Instructions* carefully and understand all safety and operating instructions prior to using the machine. Read this manual in conjunction with the supplied *Honda Owner's Manual GX50*.

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This section provides safety information and hazards of a general nature. Further safety warnings and information are provided where relevant, in the *Operating instructions*, and *Maintenance and servicing* sections of this document.

Unexpected movement



Warning: Sudden or unexpected movement of the machine may occur during operation, which may result in injury to the operator and/or damage to the machine.

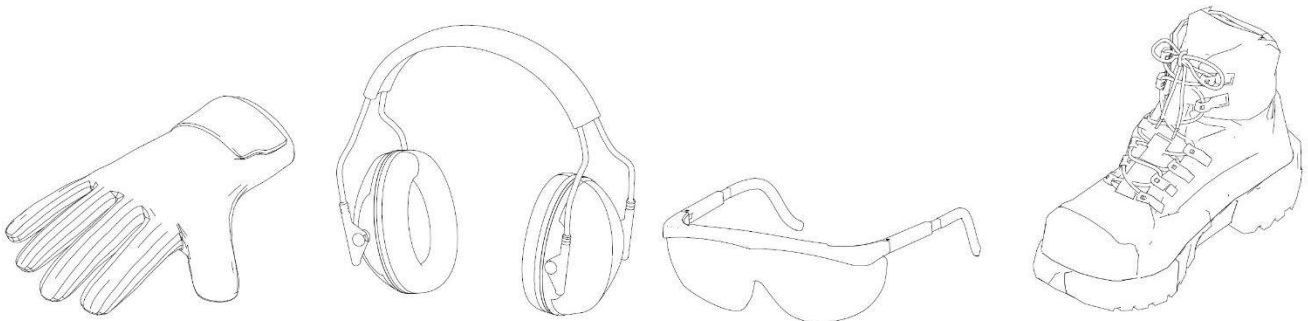


- Ensure the operator maintains a stable standing position with feet as far apart as the width of shoulders. Keep body weight balanced.
- Stand firmly and always hold the Christie Post Driver with both hands.
- Never operate the Christie Post Driver unless both feet are in contact with the ground, never stand on a ladder, chair, trailer, ute/pickup tray, or any other surface other than stable ground.
- Ensure the handles are free from grease and oil.
- Do not start the engine unless the machine is standing in a vertical position on a stable surface.

Personal Protective Equipment (PPE)

Ensure the operator and all other persons nearby wear, at a minimum, the following PPE:

- Steel capped boots
- Gloves suited to manual handling - leather or other abrasion resistant material, anti-vibration gloves are recommended.
- Class 4 hearing protection, greater than 22dB attenuation
- Safety glasses to AS/NZS1337 medium impact rating



Noise hazard



High sound levels may cause permanent hearing loss. Noise emitted from the tool while working can reach above 100dB which can also harm others nearby, both the operator and bystanders are to wear Class 4 hearing protection greater than 22dB attenuation.

Electrical/concealed object hazards



Whilst driving posts, concealed electrical services, wires and pipes constitute a danger that can result in serious injury or death. Before you start using the tool, check the composition of the material you are to work on. Identify and avoid 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 that there is no danger before continuing.
- Dial 1100 (Dial Before You Dig) if you are using the Christie Post Driver in a built-up area and are unsure of the location of services. Dial Before You Dig is a referral service for information on locating underground utilities anywhere in Australia.

Vibration hazard

Hand-arm vibration (HAV)

Exposure to HAV can result in disrupted circulation in the hand and forearm and/or damage to nerves and tendons, muscles, bones and joints of the hand and arm. It can cause a range of conditions collectively known as hand–arm vibration syndrome (HAVS) and specific disorders such as carpal tunnel syndrome, 'tennis elbow' and 'vibration white finger'. Workers with exposure to vibration while performing other hazardous manual tasks may also experience pain in the hands and arms and diminished muscle strength.

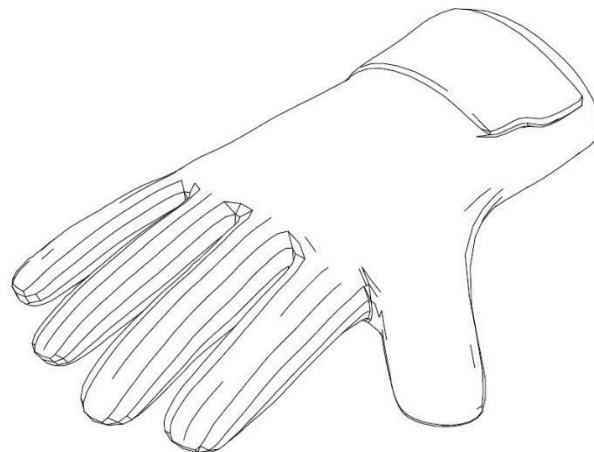
Source: Hand-Arm Vibration Information Sheet, October 2016, Safe Work Australia

<https://www.safeworkaustralia.gov.au/system/files/documents/1703/handarmvibrationinformationsheet.pdf>

Reducing the risk of hand-arm vibration

Normal use of the Christie Post Driver exposes the operator to vibration. Vibrations from handheld machines are transmitted into the hands via the handles. The spring dampened handles on the Christie Post Driver are designed to dampen a large part of the initial vibrations. Further safety controls are required as vibrations are not eliminated completely.

- Christie Engineering recommends operators/employers implement 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.
- 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.
- Let the tool do the job. Use a firm, but minimum hand grip, consistent with proper control and safe operation.
- When the impact mechanism is activated, the only body contact with the Christie Post Driver should be hands on the spring 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.
- Never keep the trigger engaged while removing the Christie Post Driver from the post.
- Immediately stop working if the machine suddenly starts to vibrate strongly. Before resuming the work, find and remedy the cause of the increased vibrations.
- PPE – Anti-Vibration working gloves should be worn to reduce the severity of the vibration.



Extreme temperature hazard



- Temperatures of the Post Driver crank housing can increase to dangerous temperatures after extended use and could cause burns to the operator.
- Tested from an ambient temperature of 25°C to maximum of 60°C in the table below with continuous running:

Elapsed time	Measured crank housing surface temperature
0mins	25°C (ambient)
1mins	30°C
5mins	48°C
10mins	60°C (Maximum recommended)

#NOTE – maximum of 60 degrees recommended before cooling required for mechanism and possibility of internal damage.

Reducing the possibility of operator burns and scalds.

- Always wear leather protective gloves and long sleeves and long trousers to prevent possible contact with body parts.
- Recommended 50% duty cycle maximum in warmer weather (2min on/2min off) to prevent high running temperatures.

Service and maintenance



Read the *Christie Post Driver Safety and Operating Instructions* carefully and ensure the *Pre-start checklist* is conducted, with maintenance and servicing completed according to the recommendations. Perform engine maintenance in accordance with the supplies *Honda Owner's Manual GX50*.

- Regular inspections as per *Pre-start checklist* are required.
- If parts are damaged or worn, **immediately cease using the Christie Post Driver** until they have been serviced or replaced.

- When servicing, if parts are cleaned with solvent, ensure there is satisfactory ventilation, and PPE such as respiratory mask, gloves, and safety glasses are worn, and the manufacturer supplied Safety Data Sheet (SDS) for the solvent used is read and understood.
- Replace worn components in good time. Do not continue to operate a machine with worn or damaged components.

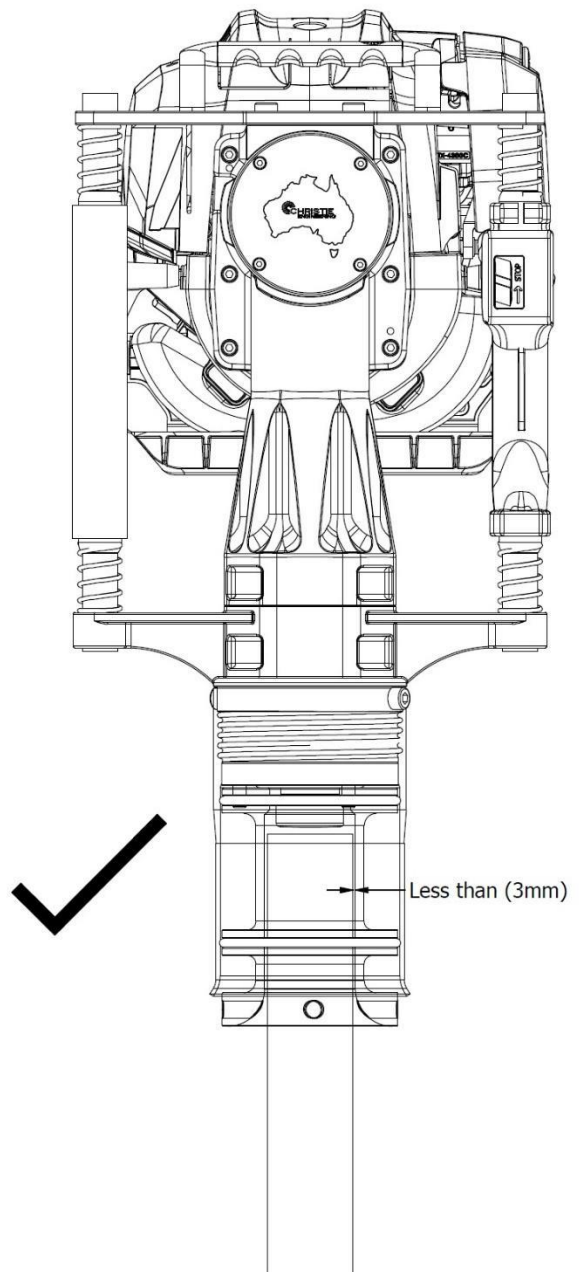
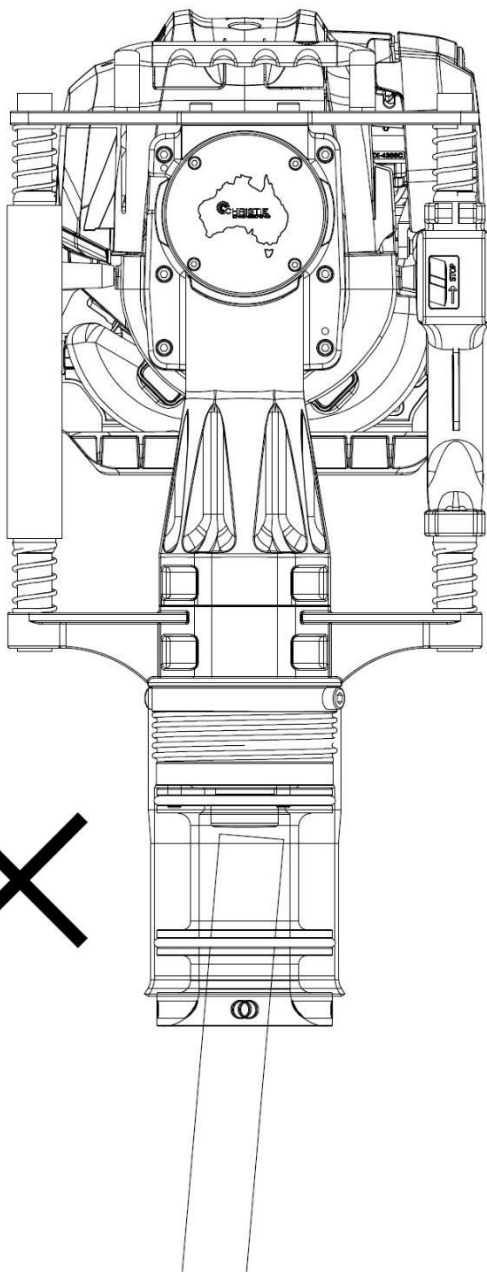
Driving smaller posts - use of Reducing Bush



Warning: Driving posts that are significantly smaller than the receiver guide will result in instability while operating the Christie Post Driver. This may result in injury to the operator and will result in damage to Post Driver.



Ensure there is minimal clearance on either side of the post, so it fits neatly in the receiver guide. Where there is too much clearance on each side, use a Reducing Bush (with the supplied CEPD770 for 107-54mm and CEPD771 for 107-78mm reducer)



Operating instructions

Design and function

The CHPD107 Christie Post Driver is designed for driving steel fence pickets (star/Y or T pickets and up to 90NB Pipe) into the ground. A range of other materials can be driven, however, success and performance will depend on the quality of the material used and the ground conditions.

The Christie Post Driver operates a closed-circuit pneumatic hammer system with a Honda GX50 engine to drive material into the ground with the hammering action.

Specifications of the CHPD107

Weight dry	17.5kg (38.5lb)
Weight wet inc. CEPD770 reducer	18.75kg (41.5lb)
Internal guide tube diameter	107mm
Reducing bush supplied	CEPD770 (107-54mm) CEPD771 (107-78mm)
Engine	Honda GX50
Fuel type	Unleaded 86 octane or higher (no Ethanol)
Fuel Capacity	0.630 L
Oil Capacity	0.13 L
Engine Power and Torque (Max)	1.47 kW / 7000 rpm 2.2 Nm / 5500 rpm
Sound (dB)	100+dB (post material specific)
Warranty	Motor 1 year through Honda dealer network Post Driver 3 Years Manufacturer

Applications

Types of posts

The Christie Post Driver will drive a wide range of posts, the below table is not exhaustive but provides a guide on common brand posts which the model will suit.

Post	CHPD107
Standard t posts	Yes #
Timber stakes up to 75mm square / diameter less than 105mm (Larger than 50X50mm will require favourable conditions or pilot hole and top cap)	Yes ^
Pipe up to 100mm OD Such as 2 7/8 or 4" pipe for corner assemblies	Yes *
Pipe 1 5/8 up to 2 7/8	Yes#*
Postmaster type posts (requires additional adapter)	Yes
Trellis Posts	Yes#
Square steel sections and angle Up to 75mm square / 100mm diameter	Yes#^
1.33 t posts	Yes#
4 lb u channel posts	Yes#
round wooden posts up to 3"	Yes
Soil Sampling Tubes (38/50mm)	Yes^

With supplied Reducing Bush CEPD770/771

* With Supplied pipe drive cap to suit pipe size CEPD790/791

^ Will require cap to suit individual sizes (not supplied)

Ground conditions

The Christie Post Driver has excellent performance in most ground conditions.

In aggregate soils with stones, small to medium stones will generally displace. If a larger stone is struck and the post is not progressing, cease driving, remove the post and move along a short distance and retry.

The Christie Post Driver will not drive a post through solid rock. This is beyond the limits of a small, lightweight machine, and of most posts.

Pre-start checklist

Check point	Remedy
Check engine oil Honda GX50	<ul style="list-style-type: none">● Fill only to the top thread of the filler while the motor is in a vertical position.● ! Overfilling will damage the engine● Refer to Honda Owner's Manual GX50● Use SAE10W 30 oil
Check fuel level	<ul style="list-style-type: none">● Fill with regular unleaded fuel only
Visually inspect striker and guide tube	<ul style="list-style-type: none">● Look in the receiver guide of the Christie Post Driver to check for damage to the striker or tube, repair/replace if damaged.● Dislodge any debris (such as tar, timber picket splinters with a WD spray into the receiver guide
Visually inspect all fasteners	<ul style="list-style-type: none">● Cover plate screws – tighten as necessary.● Screws in engine guard, and body castings – tighten as necessary● Receiver / guide tube screws – tighten as necessary. If required, clean and apply thread locking compound.

Safe starting

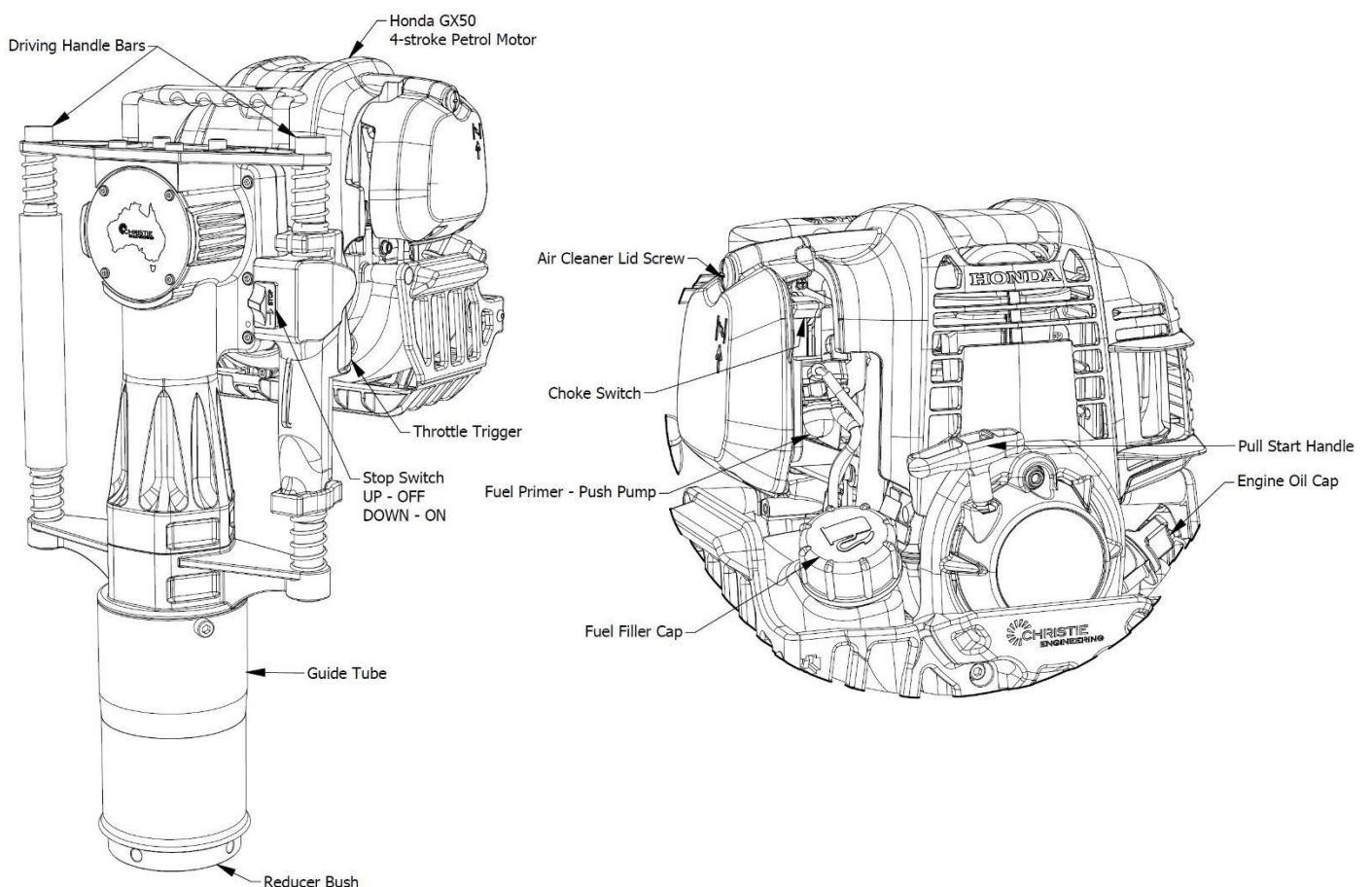


- Start and operate the Christie Post Driver unit outdoors, and in a ventilated area
- Never wrap the Honda GX50 pull starter rope around the hand
- Do not quick release the Honda GX50 starter grip, guide the starter rope back slowly to permit the rope to rewind properly
- Failure to observe instructions regarding the pull starter may result in injury to the operator's hand and damage to the starter

1. Ensure the ground is firm or select a solid surface, in an open well-ventilated area.
2. Maintain good balance and secure footing on both feet, with feet as far apart as the shoulders.
3. Place the Christie Post Driver, with the receiver guide resting on firm ground with the top handle in left hand to stabilize machine.
4. Prime the fuel bulb and switch stop switch to on, engage choke.
5. Grasp the Honda GX50 engine pull starter grip and pull up and out. Excessive force or speed is not required.
6. Guide the starter rope back slowly to permit the rope to rewind properly.
 - Should the engine not start easily, or the pull starter offer resistance, refer to the *Troubleshooting and FAQ* section.

A Quick Start Guide can be viewed on our on our YouTube channel @christieengineering

<https://www.youtube.com/watch?v=3tOTs7U0nr4>



Driving posts



- Dry firing of the Post Driver is the leading cause of problems with, and damage to, the Post Driver. Read the sections *Driving posts* and *Dry firing* and adhere to operating instructions.



- Ensure there is plenty of clearance behind and next to the Honda GX50 engine, to allow for the escape of hot and toxic exhaust fumes
- Only operate the Christie Post Driver in daylight conditions with good visibility

The operator and all other persons nearby must wear, at a minimum, the following PPE:

- Steel capped boots
- Gloves suited to manual handling - leather or other abrasion resistant material, anti-vibration gloves are recommended.
- Class 4 hearing protection, greater than 22dB attenuation
- Safety glasses to AS/NZS1337 medium impact rating



Driving in a post

1. Start motor safely as described in *Safe starting*.
2. Stand the post in the required position by lightly tapping the post into the ground with a hammer. Large pipe will need a level and another person to stabilise the post
3. Ensure the post is stable enough to take the weight of the Christie Post Driver.
 - Where many posts are to be driven, doing this in batches will save time.
 - A guide wire can be used to assist in maintaining a straight fence line.
4. Lift the Christie Post Driver over and on to the post.
5. Ensure the post is in a vertical position and the Post Driver is on in a parallel plane to the post.
6. Correct alignment is depicted on the safety label on the receiver guide tube.
7. Ensure the operator maintains a stable standing position with feet as far apart as the width at shoulders. Keep body weight balanced.
8. Pull down on the Post Driver with 5-10kg of downward force (More on large pipe).
 - **! This is mandatory to ensure the internal hammer mechanism is engaged in the correct operating position and reduce unexpected movement while driving.**
9. Gently pull the throttle trigger until the hammer action is felt.
10. Once the post has been observed as being driven into the ground, then fully depress the throttle trigger and drive the post to the desired depth.
 - If the post does NOT drive into the ground cease driving, remove the post and move along a short distance and retry.
 - **! Never drive a post until the receiver guide touches the ground.**
11. Once the desired depth is reached, release the throttle fully so the Honda GX50 Engine is idling, and the hammer action has stopped.

- **! Never operate the throttle unless the Post Driver is on a post, and downward force is exerted on the handles.**

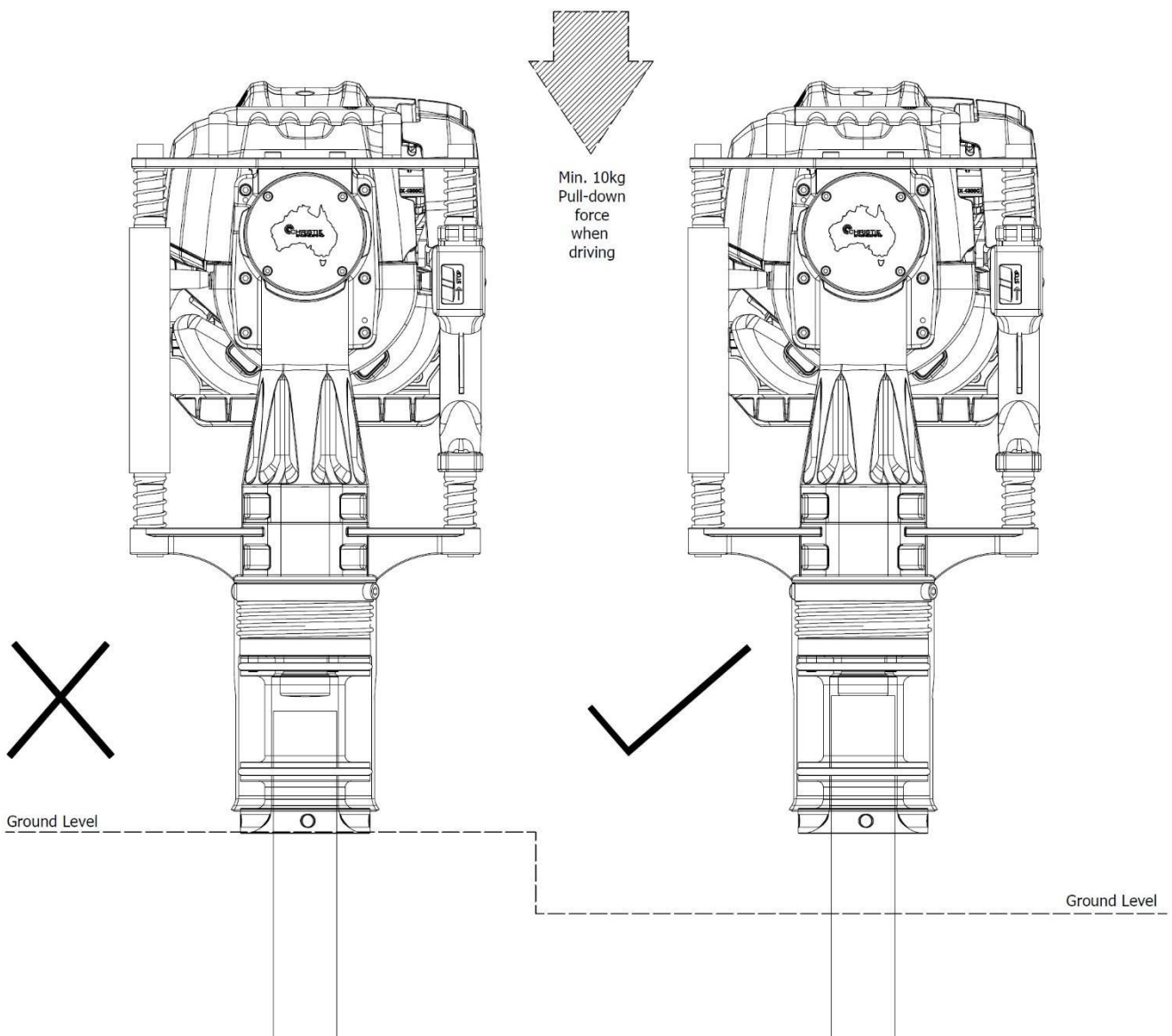
12. Move to the next post and repeat.

Dry firing

Dry firing occurs where the throttle is engaged and the hammer is moving, but no load is placed on the machine. This is the leading cause of problems and damage to Post Drivers, but is avoidable with correct use.

Common causes of dry firing – to be avoided:

- Not engaging enough downward pressure on the handles while operating, 5-10kg.
- Post Driver prevented from following a post down due to netting or wire snagging the machine.
- Engaging the throttle without a post inserted.
- Driving post into the ground until the receiver is in contact with the ground.
- Post is jammed in the receiver guide and not driving into the ground.
- Attaching the Christie Post Driver to a jib or spring balance. This is NOT recommended due to the increased pull required to operate the machine in accordance with instructions of a total of 10kg downward force, and increases the risk of damage to the machine.



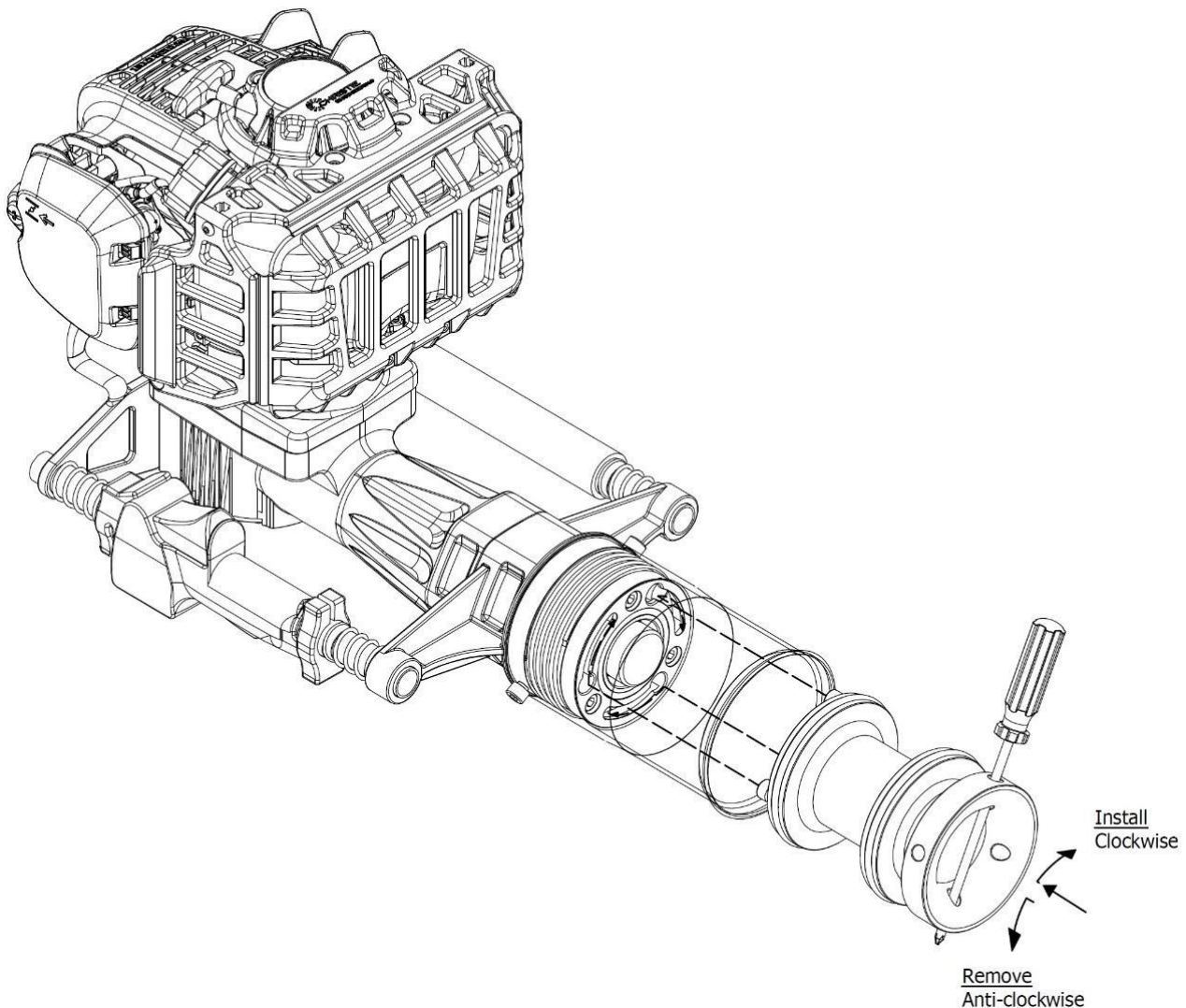
Using the Reducing Bush – CHPD107

To insert the Reducing Bush

1. *First Use Install* – Add provided EPC0 grease to the top face of the Reducer (see figure on page 13)
2. Place the Reducing Bush fully inside the receiver guide, ensuring the locator screws enter first
3. Align the locator screws on the reducer with the internal locking device and rotate clockwise until the reducer stops and is locked in position. (Use a screwdriver shaft or similar for extra leverage if needed – see figure below)

To remove the Reducing Bush

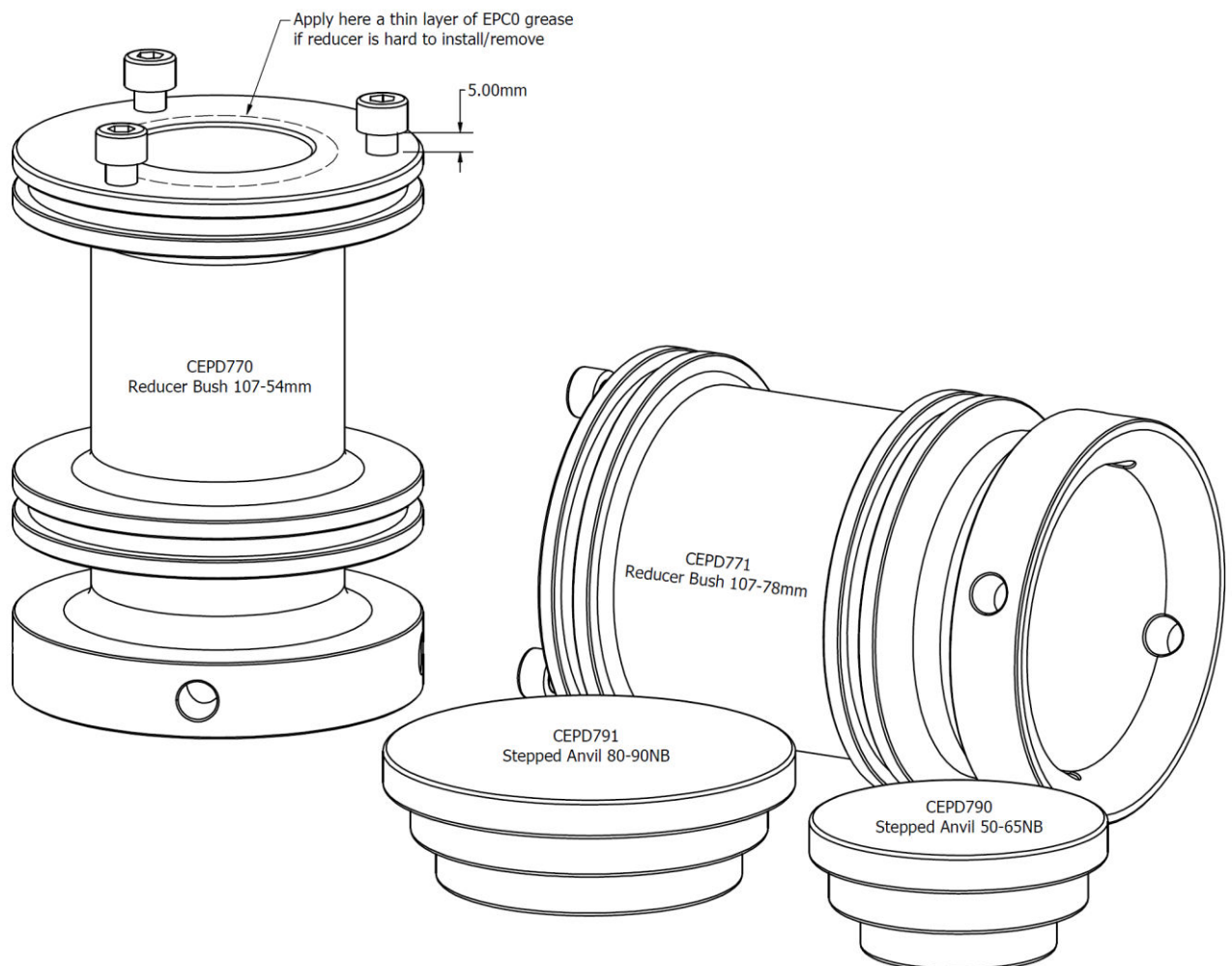
1. With gloves on, grip the protruding part of the reducer and rotate anticlockwise. (Use a screwdriver shaft or similar for extra leverage if needed – see figure below)
4. Slide out the reducer from the guide tube.



Troubleshooting: Reducing Bush

The reducer may be loose or fall out during operation due to damage or jammed posts and pickets.

1. Remove the Reducing Bush and unscrew guide tube to inspect components
2. Check the three locator screws in the top of the reducer are firm
3. Check the reducer locking plate for damage
4. Check reducer for cracks and damage including burrs and replace as necessary

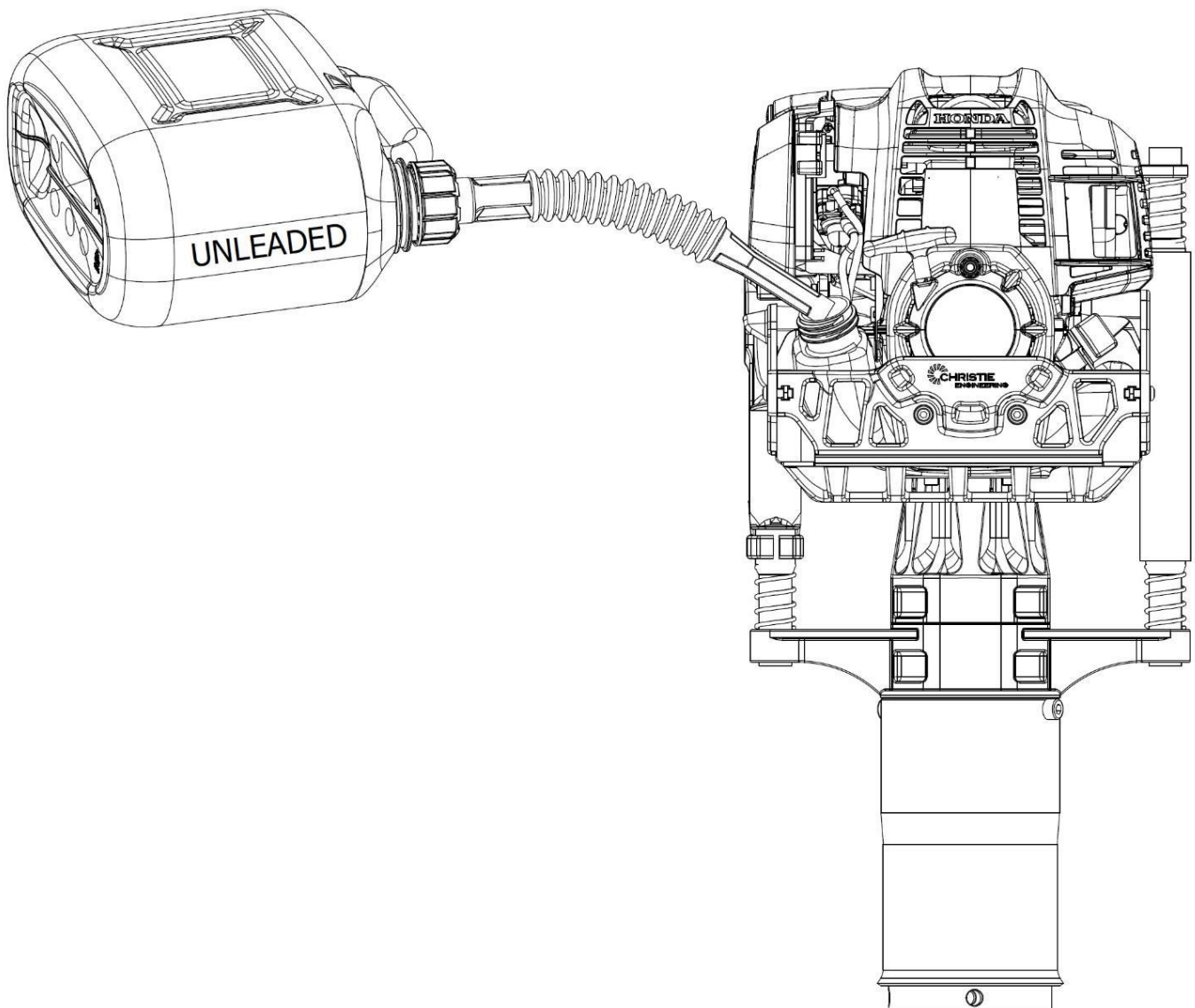


Refuelling



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.

- Always switch off the Honda GX50 engine and allow adequate time for it to cool down before refueling.
- Use fresh, clean unleaded fuel only.
- Fill the tank on level ground with machine standing vertical, avoiding spilling fuel on the motor. Allow any spilt fuel to evaporate before restarting the motor.
- Ensure the fuel cap is tightened adequately before restarting the motor.
- After Use - Empty the fuel tank if storing the unit for extended periods.



Maintenance and servicing



Read the supplied Honda Owner's Manual GX50 and perform engine maintenance as recommended by Honda.

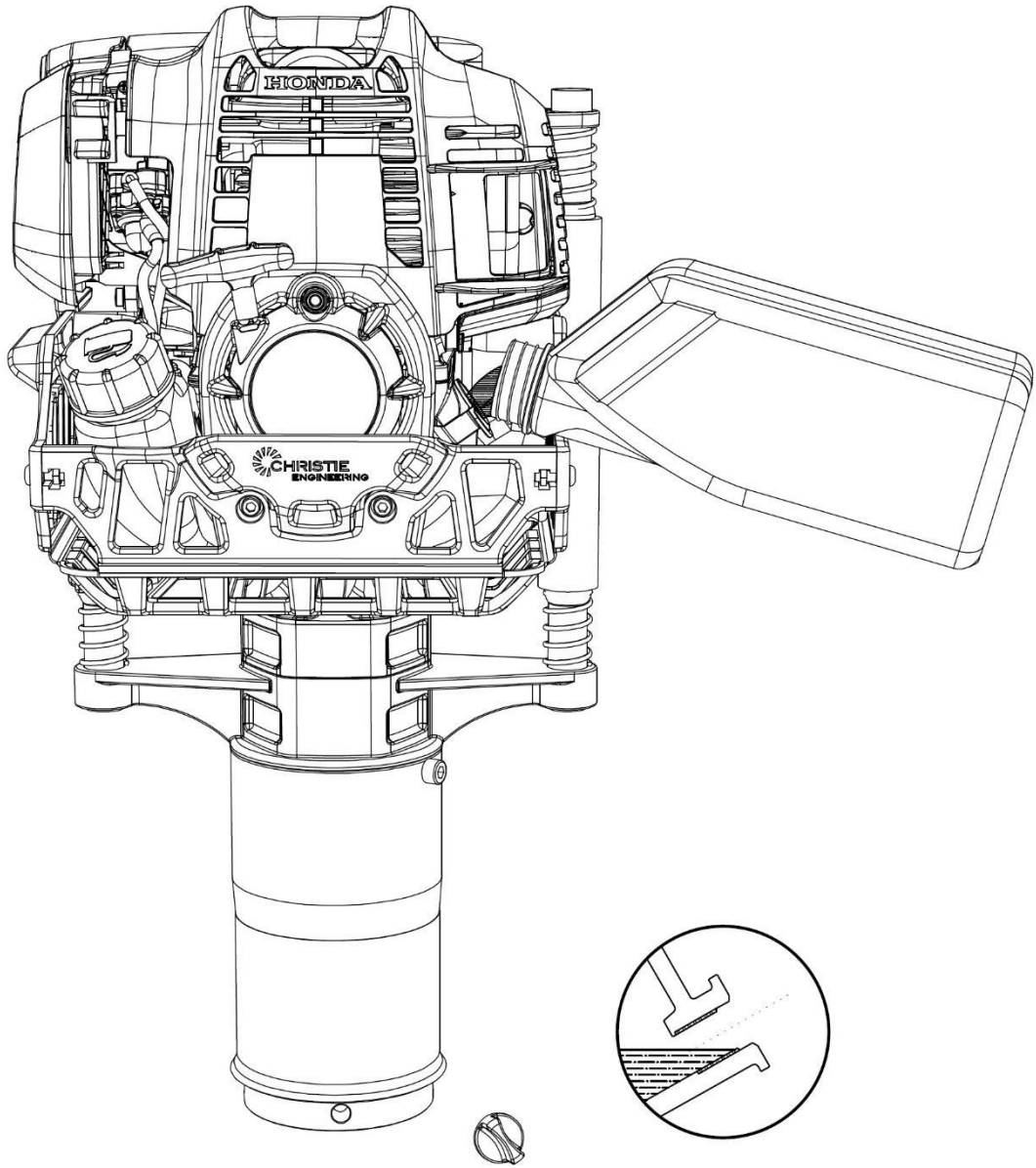


Failure to follow the maintenance schedules for the Christie Post Driver, and Honda GX50 engine, may result in non-warranty machine failures.

IMPORTANT NOTE: Post Drivers come pre-filled with oil. Always check Oil Level before use!

Engine Oil Capacity; 0.31 Litres
(4.4 US Oz) 10W-30 Small Motors Oil
Fill with Post Driver standing
upright, as shown.

For reference; Fill with oil to the top
of the oil cap (internal) thread



Manufacturer servicing

Should assistance be required, Christie Engineering can perform servicing at cost. For technical advice, please contact Christie Engineering.

Maintenance schedule

For the Honda GX50 engine, please refer to the supplied Honda manual.

The Christie Post Driver has been designed to require a very minimal amount of servicing.

After many years of experience, it is the recommendation of Christie Engineering to NOT service the Post Driver mechanism for domestic/light use, and a minimal service schedule for commercial use. Refer the Service matrix:

Service matrix	Crank lubrication service	Hammer section service
Domestic/farm/light use	Not recommended	Not recommended
Commercial use	500 hours or 12 months Whichever occurs first	Only if grease is visible externally to hammer section, or performance is substantially reduced

Service kit

A Service Kit is available through your Retailer, or direct from Christie Engineering, part number CHPD S-KIT 107. The Service Kit contains all wearing O rings, a replacement bottle of EPC0 grease and instructions.

Crank lubrication service - commercial use

This service is to be performed at 500 hours use, or annually, for commercial use only.

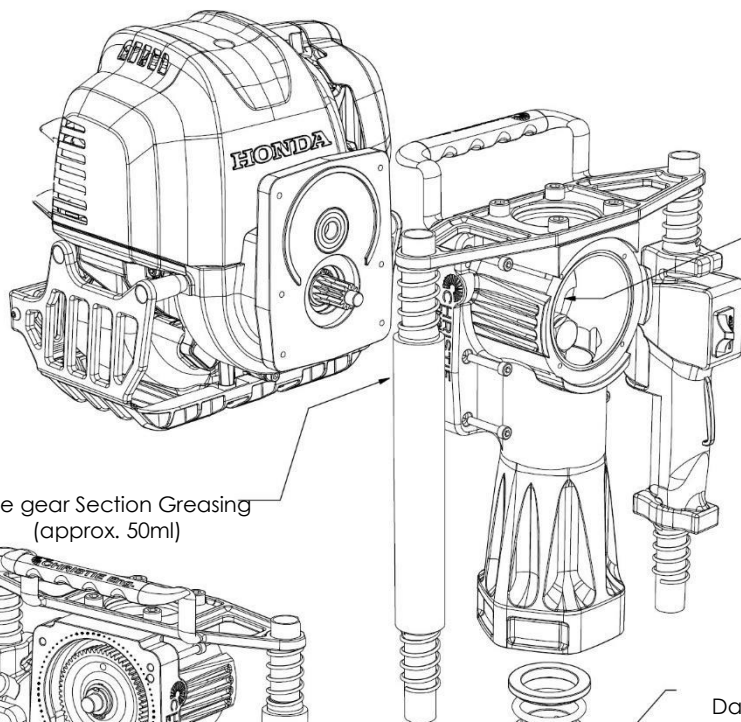
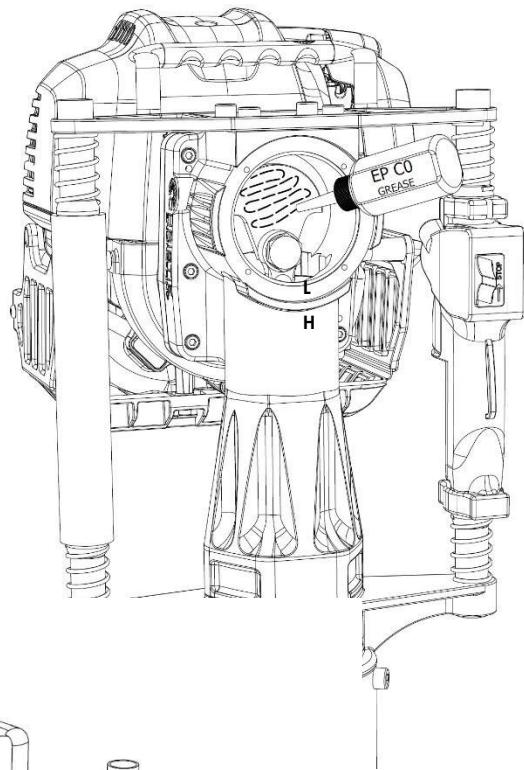
Tools/materials required

- M3 Allen key, of good quality
- Thread locking compound medium strength

- Degreaser solvent
- Caltex EP C0 grease, supplied with purchase

When performing a strip and service

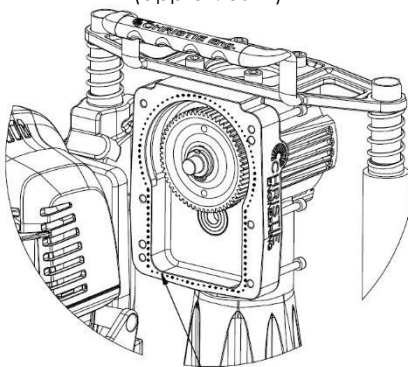
Apply grease specifically to areas shown here and coat all included O-rings using your finger or a brush



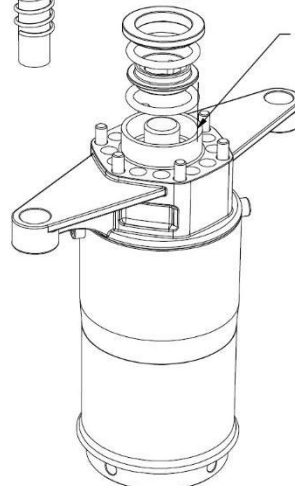
Crank Section Greasing (approx. 50ml)



Drive gear Section Greasing (approx. 50ml)



Damper Section Greasing (approx. 20ml)



Apply gasket sealant to dotted path shown here when assembling



Performing the crank lubrication service

1. Remove the 4 screws from the crank cover plate, using an M3 Allen key.
2. 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.
 - The colour of the grease can be yellow to dark brown.
 - It is highly unlikely additional grease will be required. Generally, this would only occur if there has been substantial external leakage of grease.
 - If the grease looks to be low, add a small amount of Caltex EP C0 grease (supplied with purchase). 20ml to 50ml is generally sufficient. Do not over grease the crank area or use other greases as it may affect performance.
 - If the grease is very dark, and tar coated posts have been used, this may be due to residual tar entering the machine. The Christie Post Driver may need further stripping as described at *Hammer section service – CHPD* and is recommended if reduced performance has been noted.
3. Clean the cover plate screws with degreaser solvent. Apply thread locking compound medium strength.
4. Tighten the cover plate screws in an even pattern, to prevent pinching the cover plate O ring.



The amount and type of grease used is critical for the performance and service life of the Post Driver. Only use Caltex EP C0 grease. Not enough grease will cause failure and too much grease will affect the striking power of the tool. **Do not over or under grease.**

Hammer section service – CHPD107

This service is not recommended for domestic use.

This service is recommended only for commercial use, where grease is visible external to hammer section, or substantial performance issues have been noted.

This service replaces the crank service – not performed in addition to.

Tools/materials required

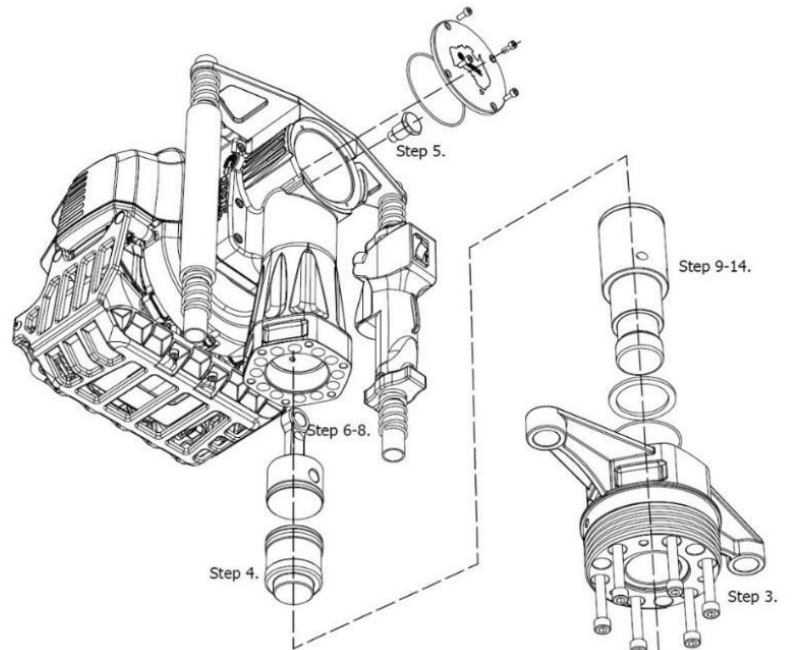
- M3 and M6 Allen key, of good quality
- 13/16 (21mm) socket and ratchet
- Thread locking compound medium strength
- Degreaser solvent
- Caltex EP C0 grease, supplied with purchase
- Service Kit CHPD S-107, where:
 - O rings are worn and require replacing, and/or
 - Replacement Caltex EP C0 grease is required.

Performing the hammer section service CHPD107

1. Remove the 2 Allen head bolts from the bottom guide tube, using an M6 Allen key, and carefully unscrew the bottom guide section from the cast housing. Note: The guide tube has 2 cross drilled holes and may require a round rod to be inserted between the holes and a hammer to strike to loosen the guide.
2. Remove the 3 x M8 retaining screws from reducer locking plate (CEPD726) and remove.
3. Remove the 6 x M8 retaining bolts from the main bottom handle casting (CEPD725) and gently slide the handle assembly from the main body of the machine being careful of any loose damper components.
4. To remove the top hammer, gently tap the main cast housing vertically down on a soft bench top and it should slide out of the inner cylinder liner.
 - Take note of the orientation of the components as in the parts diagram.
5. If the top hammer (CEPD727) O ring (BS224) shows obvious signs of wear, the top piston (CEPD 730) can be removed from the crank:
 - Remove the **Left-Hand thread crank pin** (CEPD 38 PIN) from the crank.
 - Jam the connecting rod with a round metal bar to aid in removing crank pin, and gently pushing the plastic piston through the bottom of the housing using a soft metal rod. **DO NOT USE A SQUARE OR SHARP OBJECT TO JAM THE CONNECTING ROD as damage may occur.**
 - Orientation is not critical on the piston or connecting rod.
6. Check the piston (CEPD 730) and Viton O ring (BS224) for obvious signs of wear, and replace along with top hammer O ring (BS224) if necessary.
7. Wash all grease from the housing and components using a degreaser solvent and inspect the cylinder liner for wear and deep scores.
8. If the cylinder liner is scored or too badly worn the Post Driver should be sent back to Christie Engineering for repair or replacement of the inner liner.
9. For the bottom hammer section, the hammer cartridge can be removed from the main handle casting and further disassembled.
10. Remove the damper components (CEPD22, BS326, CEPD31) and inspect for wear/damage.
11. Using a vise and soft jaws, grab the hammer cartridge by the hammer housing part (CEPD936-1) with the 2 pins facing up. *Note: these pins can only be driven out in*

one direction.

12. Drive the 2 pins out gently using a hammer and 6mm diameter pin punch.
13. Remove hammer (CEPD737) from Hammer housing (CEPD936-1) and inspect components for wear or damage.
14. Inspect and replace as necessary hammer seal (BS220) inside hammer housing.



Reassembling the hammer

After thoroughly cleaning and drying the components and checking for excessive wear, reassembly can occur.

1. Apply a light coating of the supplied EP C0 grease around the O ring and outside of the piston, and gently push back into the housing using a soft dolly.
2. Add a small amount of grease to the crank pin and reassemble remembering it is **Left Hand thread**. Do not over tighten this pin, not more than 30Nm.
3. Apply a light coating of the supplied EP C0 grease to the outside of top hammer, and gently push into the housing. The O ring will be at the top.

Step 10.
Remove Damper Components

Remove Pins

Step 13.
Remove Hammer

4. For the bottom hammer section, add a light coating of the supplied EP C0 to the bottom striker (CEPD 737) then push the bottom hammer back into the hammer housing (CEPD936-1)
5. Reinsert the hammer retaining pins using the vise and hammer then further pin punch until the pins are fully below the surface.
6. For the damper assembly:
 - Place the hammer cartridge in the bottom handle section vertical on a bench and place one of the damper O rings (BS326) in the top of the hammer housing.
 - Place the hammer guide (CEPD 20) inside the cup on top of the first O ring with internal radius facing down. This is important – if assembled incorrectly this could cause damage to the hammer.
 - Place the second Damper O ring (BS326) on top of the hammer guide, inside the hammer housing.
 - Place the damper washer (CEPD 722) on top of the O ring, ensuring the small diameter spigot is facing up. This spigot aligns inside the cylinder liner.
7. Install the bottom handle section back into the main housing ensuring the thin section O ring (BS035) is not pinched between the housings.
8. Insert the handlebars and springs back into the bottom housing. Apply medium strength thread locking compound to the 6 socket screws (M8x60) in the bottom handle casting and tighten to 20Nm. A
9. Apply 50ml of the supplied EP C0 grease to the crank area, and reinstall the 4 (M4X10) socket screws using medium strength thread locking compound. **DO NOT OVER OR UNDER GREASE.**

Troubleshooting and FAQ

Troubleshooting – possible causes

Recoil starter offering resistance

- Something caught in fan – remove top red cover and check fan area for debris.
- Engine damaged from impact – repair as necessary.
- Engine overfilled with oil. Drain out and see fill instructions in the Honda GX50 manual. Place unit on a post so it is upright and level. Fill oil level with filler thread.

Pull starter rope pulling but engine is not cranking

- Damaged recoil starter or starter pulley Honda P/N 28451-Z0H-003.
- Requires replacement part either whole recoil starter or starter pulley.

Engine does not start

- Check tank breather in cap is open and not blocked/ dirty.
- Check fuel level and quality.
- Check On/Off switch.
- Prime fuel bulb and engage choke.
- Check spark plug and spark present.
- Check the filter in the fuel tank.

Post Driver is not hammering

- Striker may be disengaged, commonly caused by dry firing. Place unit on a post. Lift and give a gentle drop onto the post, this will re-engage the striker.
- **! Do not operate unless on a post and exerting 10kg downward pressure (pulling on driver)**

- If using tar coated steel or poorly seasoned timber pickets, residue may be left in the guide area causing the bottom striker to foul. This can be dissolved by spraying inside the guide tube with a WD spray.
- If the hammer will not engage after trying WD spray procedure, further inspection/servicing of the machine may be required.

Frequently asked questions (FAQ)

Q: Will servicing void warranty?

A: Warranty will be covered when performed in accordance with the instructions contained in this service manual.

Q: What type of fuel is recommended?

A: Fresh, regular unleaded petrol. Refer to the Honda GX50 manual.

Q: What type of Engine oil is recommended?

A: 10W30 engine oil. Refer to the Honda GX50 manual

Q: What type and quantity of grease is recommended for the Post Driver?

A: EP0 C0 grease only, used in accordance with the *Maintenance and servicing* instructions.

Q: How often does the machine need stripping and rebuilding?

A: As per the *Maintenance and servicing* instructions in this manual, it should only be required if there is substantial reduction of performance and is determined not to be an engine problem.

Q: How long do the hammer components last?

A: The hammer components are made from the highest quality material and are uncommon with normal operation over the life of the machine.

Head to our website for more FAQs: www.christieengineering.com.au/faqs/

Christie Post Driver Warranty

The Christie Post Driver has a three (3) year warranty limited to defects in workmanship or parts, from the date of supply (by the distributor) when used in accordance with reasonable use and care. Please keep your proof of purchase to assist with any warranty claims.

Defects that occur within the stated warranty period other than those components excluded below shall be repaired or replaced at the discretion of Christie Engineering.

Any parts or goods repaired under this warranty is only warranted for the remainder of the warranty period commencing the original date of supply by the distributor.

Exclusions

This warranty does not cover:

- normal wear and tear,
- damage caused by the Customer failing to follow the Safety and Operating Instructions, including but not limited to seizures due to lack of maintenance and cleaning.
- components that may need replacement or repair due to normal wear and tear or lack of maintenance upkeep, including but not limited to:
 - O rings and seals,
 - lost, stripped or broken fasteners,
 - Guide tube (Receiver guide), and,
 - Lubrication and grease.
- physical damage caused by accident, misuse, negligence, abuse or fire;
- unauthorised alteration, modification or substitution of any parts of the Post Driver, installation or use of the Post Driver not in accordance with instructions supplied;
- damage due to faulty installation or operation or maintenance;
- overloading or transport damage; or damage as a result of improper packaging,
- Post Drivers that have their serial number or model number label removed or defaced;
- failures or defects cause by or associated with use of the Post Driver in unsuitable physical or operating environment;
- damage caused by force majeure events such as acts of God and factors beyond reasonable human control;
- Post Drivers that have been used for a purpose other than for what was reasonably intended for the Post Driver,

To the extent permitted by law, where the Company determines in its sole discretion that the warranty claim does not fall within the terms and conditions of this warranty and is not accepted by the Company, the Company is not required to repair or replace the Goods and is not liable to the Customer for any costs or expenses incurred. The Customer must, at its own cost, retrieve the Goods from the Company's premises or if the Company agrees, the Company will arrange for return of the Goods to the Customer at the Customer's cost.

Extent of Warranty

Unless the fault with the product/goods is major and the provisions of The Act apply. The Company may, but is not obligated to, at its sole discretion reimburse the Customer for any reasonable delivery costs incurred in sending the Goods to the Company if the warranty claim is accepted by the Company.

The benefits conferred by this warranty are in addition to the rights and remedies the consumer has under the Competition and Consumer Act 2010 (The Act) and applicable state and territory laws of Australia. This warranty is not applicable outside of Australia.

Our goods come with guarantees that cannot be excluded under the Australian Consumer Law. You are entitled to a replacement or refund for a major failure and for compensation for any other reasonably foreseeable loss or damage. You are also entitled to have the goods repaired or replaced if the goods fail to be of acceptable quality and the failure does not amount to a major failure.



The HONDA engine is warranted directly by HONDA. You may take your engine to any local HONDA dealer for any warranty concerns or determinations. REDI Driver Inc is simply an OEM with approval from HONDA to use their products on our post drivers; OEM status does not allow REDI Driver to warranty the engine.

Link to find a HONDA dealer: <https://engines.honda.com/dealer-locator>

THANK YOU

for choosing the REDI Driver / Christie Post Driver.

We designed and manufactured the first petrol engine driven Post Driver on the market, right here in Australia, and now sold worldwide.

Christie Engineering is a family owned and run business, that prides itself on manufacturing OEM products for various industries including agriculture, mining and construction.

We are proud of the quality of our genuinely Australian made equipment, so every machine has our name on it. If it's not stamped Christie, it's not one of ours.

SHARE

and tag us in your Post Driver photos, we love seeing our product in action and love showcasing our customers on our social pages, search for REDI Driver on facebook or instagram

Contact us

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redidriverpostdriver@gmail.com

USA

509 235-2780

Find a retailer

Please see our website for your nearest retail outlet

www.christieengineering.com.au/dealer-locations/

