



LUBRICATION INSTRUCTIONS

Call APE at (253) 872-0141 or your nearest APE branch location.
Visit our website at www.apevibro.com for free training CD's

WARNING: Do not use general purpose grease like that used to lubricate crane parts. Use high temperature moly graphite type grease only. Improper grease will burn and seize up the piston rings and cause hammer to loose compression. A loss in compression can cause increased ram velocity at impact which may mushroom the end of the piston.

Daily Compression Check:

Dry fire hammer by tripping hammer while fuel is shut off. Piston should strike anvil and then bounce upwards and then slowly settle down onto top of anvil. Count the seconds its takes for the piston to stop bouncing from compression. If less than 10 seconds is recorded then re-ring the hammer. Check for bore cylinder sleeve damage. Call APE for a free check list of steps to take when rebuilding a diesel hammer.

Greasing Instructions:

Grease lower impact block area every 20 minutes of driving time. Never grease the lower part of the hammer while anvil is sticking out or you will inject grease into the hammer cylinder.

Checking Lube Pump:

If lube pump is not pumping oil, the ram will appear dry. Dump 2 cycle motor oil on top of piston to aid in lubrication. When time permits, remove lube pump and check wear parts for damage. All APE lube pumps are self-bleeding and therefore, do not need priming. A very metallic looking piston means the lube pump is not working properly. A dark, oily piston or ram with oil dripping off the hammer is a good indication that the oil pump is over oiling. Too much oil may cause excessive smoke and premature ring wear.

Oil type: This diesel hammer is a two cycle engine. Use two stroke motor oil.

Never Dry Fire A Diesel Hammer to Clean the Cumbustion Chamber!

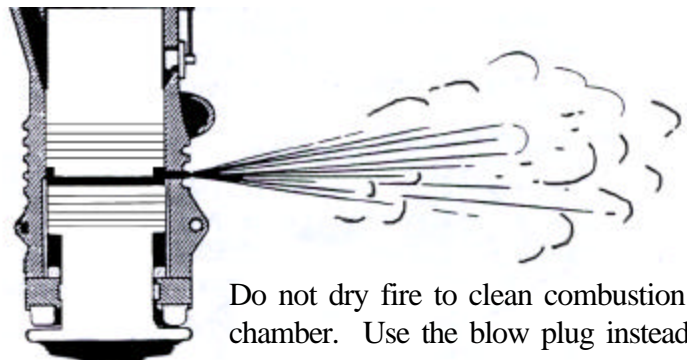
Grease recommendations:

Molyube 126 EP Grease 2

Call Bel-Ray (732) 938-2421

Oil recommendations:

Redline two stroke synthetic oil



Do not dry fire to clean combustion chamber. Use the blow plug instead!

Note: Water can build up in the combustion chamber from rain or from condensation. If not removed, this water can be forced up the injector and into the fuel pump or even into the fuel tank. Water is the main source of downtime on a diesel hammer. Blow out your hammer each morning. Failure do so will result in hard starting and irregular stroke. Never dry fire a hammer as a means to remove unwanted water or oil.

Additional warning: While wearing eye protection, each morning, prior to driving piles, please remove the plug located on the lower cylinder at the main combustion area, and dry fire the hammer to blow out unwanted water or fuel that may have built up overnight.

Drop piston once or twice and then replace plug.

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