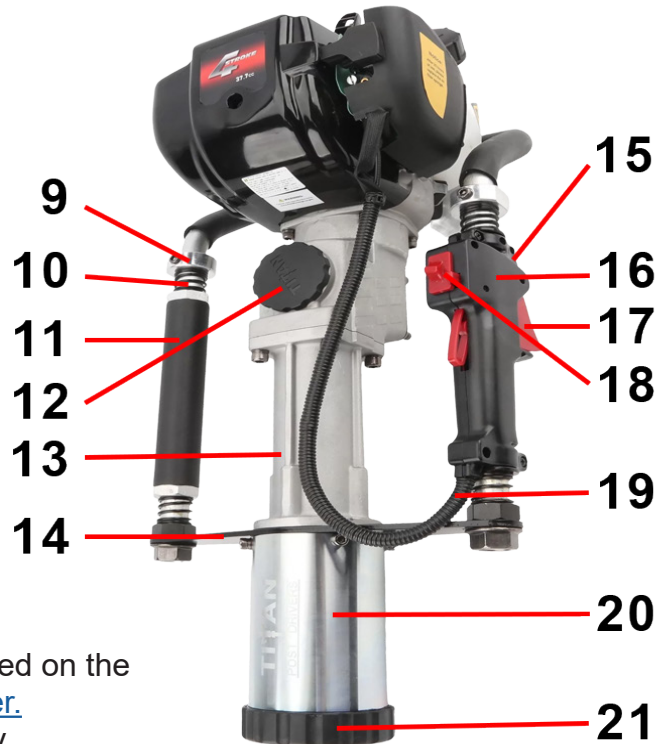
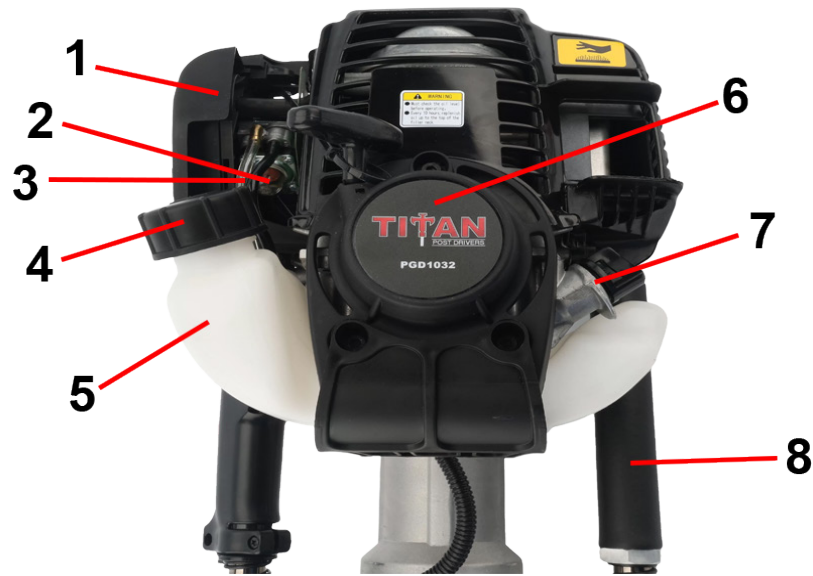


Titan Post Drivers Parts Diagram



*This diagram is based on the [PGD2875 Post Driver](#).
Your model may vary.

No.	Part Name	No.	Part Name	No.	Part Name
1	Air Filter	8	Handle	15	Throttle Limit Screw
2	Fuel Bubble	9	Positioning Sleeve	16	Combination Switch
3	Choke Valve	10	Dampening Spring	17	Throttle Switch
4	Gas Cap	11	Handle Sleeve	18	Stop Switch
5	Gas Tank	12	Grease Cap	19	Throttle Cable
6	Starter	13	Hammer Case	20	Piling Socket
7	Oil Level Gauge	14	Serial No. Location	21	Piling Socket Sleeve

Titan Post Drivers Common Replacement Parts



Barrel Sleeves

Post driver barrel sleeves are placed inside the post driver's barrel and are designed to guide posts and pipes into the center of the barrel to create a solid, full impact when driven into the ground. Barrel sleeves are convenient since they can be swapped out based on need.



Reducer Collars

A post driver's collar functions similarly to a barrel sleeve in that it helps fit your pipes and posts into the post driver, with the key difference being that collars are threaded and fit at the end of the unit. They act as both caps for your post driver and a type of barrel extension.



Throttle Switch

Directly control how much force your post driver is exerting with the throttle switch. The more you press on the trigger, the more the hammer is going to hit your posts and pipes into the ground. Each throttle has a stop switch on the back to stop the machine instantly.



Hammer/Drive Piston

The part of the post driver that strikes the "anvil" that makes direct contact with your post. This hammer is what the engine and gears channel all of their force into, allowing your post to get equal contact along its face.



Anvil

The anvil is the part of the post driver that reduces the striking force from the hammer so as not to "mushroom" the post or pipe. This piece is also responsible for making direct, consistent contact, driving it into the ground.



Gearbox

The main mechanism that converts all of the power exerted from the engine into usable kinetic energy for the hammer. This gearbox is where most of the moving parts live, and needs to be properly lubricated every 40 days at minimum.

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