

Operator's Manual

PGD4000X

(PGD40XPKG-DOT)

(PGD40XPKG-PFR)

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Introduction

Thank you for choosing Titan Gas-Powered Post Drivers. 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 engine installed on your Titan Post Driver.

This post driver is powered by a Honda GX50 engine. Honda supplies its own operator's manual, which covers all aspects of operating and maintaining your Honda engine. The Honda manual is provided to you along with this Titan Post Drivers operator's manual. Keep both manuals with your machine for reference by all operators. Follow all recommended maintenance for both the Titan Post Driver and the Honda engine.

Your Titan Post Driver comes with a one-year parts warranty (see the *Warranty* section of this manual). We suggest that you read the warranty information and fully understand its coverage and application as well as your responsibilities of ownership. To register your Titan Post Driver, go to <https://www.titanpostdrivers.com/warranty-registration/> and fill out the warranty registration form.

The Honda warranty is separate from the Titan Post Drivers warranty and is subject to its own coverage conditions and responsibilities of ownership. You can find the Honda warranty included with your Honda operator's manual.

Please contact Titan Post Drivers at **(702) 293-4262** for parts or technical questions related to your post driver warranty. Please contact your local Honda service dealer for parts or technical questions related to your engine.



Titan PGD4000X with ProFencer Barrel



Titan PGD4000X with DOT Barrel

Safety Warnings

1. **Operators:** All operators must understand the safety precautions and operating procedures described in this owner's manual before using the PGD4000X Series post driver. Keep this operator's manual with the driver for reference by all operators. Never let children or untrained people operate the driver.
2. **Operation:** Turn the driver off when not in use to prevent unauthorized use.
3. **Operation:** Do not use the Titan Post Driver for any purpose other than driving posts or rods into the ground. Misuse may result in serious injury to yourself or others, as well as damage to your driver or other surrounding property.
4. **Click-Before-You-Dig:** Before driving any material, always have the location of underground utilities identified by a certified locating service. You can call 811, check on www.clickbeforeyoudig.com, or check with your local authorities to request this service.
 - **Driving posts or rods into an underground utility line can be extremely dangerous.** Severe or life-threatening personal and property damage can occur. Be absolutely certain you know where the underground utilities are located. Underground utilities that may be present include, but are not limited to:
 - Electric
 - Gas
 - Telephone
 - Water
 - Sewer
 - TV Cable
 - Lawn Sprinkler Lines
5. **PPE:** The operator must wear proper personal protective equipment (PPE) when operating the driver. This includes but is not limited to the following:
 - Class 4 (SLC80 = 22.4 dB) hearing protection or greater
 - Impact-resistant (ANSI Z87+) eye protection with side guards
 - Protective gloves
 - Slip resistant protective boots
 - A hard hat when lifting the driver overhead
6. **PPE:** Bystanders should also wear PPE, especially eye and ear protection. Otherwise, bystanders should maintain adequate distance from the operating area to avoid injury.
7. **Gasoline:** Gasoline is highly flammable and explosive. Never refill the engine when it is hot or running, or near an open flame. Do not fill above the bottom of the fuel tank neck. If fuel spills out of the fuel tank and onto the engine, wait until the fuel completely evaporates before starting the driver. After refueling, fully tighten the fuel tank cap.

8. **Gasoline:** Gasoline vapors and exhaust fumes are toxic. Only refill and operate the driver in a well-ventilated environment to avoid exposure to vapors. To minimize exposure to exhaust fumes, hold the driver with the engine facing away from you during operation. Before transport, empty the fuel tank to avoid leaking gasoline and exposure to vapors.
9. **Gasoline:** Never use the Titan Post Driver inside a building or unventilated area. The engine exhaust contains poisonous carbon monoxide gas that can build up to dangerous levels in closed areas. These fumes can cause unconsciousness or death.
10. **Vibration:** Excessive vibration can cause circulatory and neural damage to the hands. Symptoms include pain, numbness, coldness, and paleness in the fingers. All Titan post drivers have springs installed to mitigate vibration at the hand. If you experience these symptoms, stop using the post driver and seek medical attention. To reduce the effects of vibration:
 - Wear padded gloves
 - Do not excessively squeeze handles during use
 - Keep hands warm
 - Take frequent breaks
11. **Operation:** Only use the post driver for its intended use, as described in the *Introduction* section.
12. **Operation:** While operating the driver, do not smoke, eat, chat, or perform any other activity that can affect maintaining control over the driver.
13. **Operation:** Maintain balance while handling and operating the driver. Always use two hands while operating the driver.
14. **Operation:** Do not engage the throttle except when the driver is firmly seated on a post. Failure to follow this can lead to 'dry fire' issues and will void your warranty.
15. **Maintenance:** Check the fuel tank for damage or leaks. If found, do not use the driver until the fuel tank is replaced. If damage occurs during use, immediately shut off the driver.
16. **Maintenance:** For a proper grip, keep the driver handles dry and clean.
17. **Maintenance:** Before every use, be sure to inspect your driver for loose hardware and tighten as needed.

Operating Instructions

Your Titan Post Driver is designed to be as effective and efficient as possible, while being extremely powerful and lightweight. It is very important to understand that your post driver is a powerful machine. With proper use and maintenance, your Titan Post Driver will provide you with many years of service.

To reduce the risk of serious injury or death, you must read and understand the safety and operating instructions in this operator's manual. Each and every new person who uses this machine must be educated and fully understand this operator's manual. Never allow an uninformed person to use your Titan Post Driver.

- The Titan Gas-Powered Post Driver is 100% self-contained. No other sources of power such as hydraulics or air compressors are required.
- The Titan 4000X Series Gas-Powered Post Driver comes in two variations. Each version is optimized for different uses.
 - PGD40XPKG-DOT: Designed for use by municipalities and departments of transportation for roadside use.
 - PGD40XPKG-PFR: Designed for fencing professionals in rugged conditions.
- Always keep the driver square to the post when driving.
- Be sure to read and understand the starting instructions for the Honda GX35 engine.
- Your Honda GX50 engine is inclinable, which means it is designed to operate at any angle.
- For optimum performance, the machine is designed to be used with low-grade viscosity grease. **Use of grease other than Titan EP 0 will be detrimental to the function of the machine and void the manufacturer warranty.**

For optimum performance and to prevent the potential for dry-fire or misfire, please follow these guidelines:

1. **ALWAYS** maintain 10-12 pounds of down-pressure while driving a post.
2. **ALWAYS** keep the driver square to the post while driving.
3. **ALWAYS** use the correct size reducer sleeve, guide, or drive cap for the type of post you are driving.
4. **DO NOT** allow the barrel of the driver to come in contact with the ground while driving.
5. **DO NOT** push the throttle trigger unless the driver is loaded on the post.
6. Your driver will arrive with grease in the crank. **DO NOT ADD ANY ADDITIONAL GREASE UNTIL NECESSARY.** Check the crank grease level regularly using the procedure described in the Service and Maintenance section of this manual.
7. In the event of dry-fire or misfire, you may need to re-engage the anvil by lifting the driver up and setting it back down on the post with some pressure applied.
8. Continual dry-fire or misfire will cause damage to your driver, which will not be covered under the terms of the warranty.

Always follow these guidelines before you start your machine!

- **Check Oil: ADD ENGINE OIL WHEN NEW. OIL IS DRAINED FROM ENGINE AFTER TESTING FROM FACTORY**

Honda suggests adding less than 101 cm³ (4 US oz., 4.16 Imp oz.), then checking the oil level. Add oil if required to fill to the bottom edge of the oil fill hole. Use 10W-30 oil. **DO NOT OVERFILL.** Always hold driver in upright position to check oil level. Proper oil level is essential for the correct operation of the post driver. Overfilling the oil will result in loss of power and could cause permanent damage to your engine.

- Check Fuel Level: **ONLY USE UNLEADED FUEL WITH 86 OCTANE OR HIGHER.**
- Visually check the anvil and the barrel. Look up into the barrel for excessive debris or foreign objects.
- Check all fasteners and tighten as necessary. Follow torque requirements specified in the *Reassembly* section of this manual.
- **DO NOT** use your Titan Post Driver if there is any damage or wear to any of the controls or safety devices.
- Be sure to use all personal protective equipment as outlined in the *Safety Warnings* section of this manual.

Safe Starting

- Place the machine on a secure, solid surface in an open area. Maintain a safe posture and balance. **DO NOT** start the driver anywhere except in an open, well-ventilated area. Never use your machine inside an enclosed building.
- When you pull the starter grip, **DO NOT** wrap the starter rope around your hand or wrist. **DO NOT** allow the grip to snap back, but rather guide the starter rope slowly back to permit the rope to rewind properly. **DO NOT** extend the starter rope to its full length. Failure to follow this procedure may result in serious injury to hand or fingers or may damage the starting mechanism.
 1. If the engine is cold, close the choke by moving the choke lever up.
 2. Press the priming bulb until fuel can be seen inside the fuel return line.
 3. Pull on the starter grip to start the engine and gently return the starter grip to the normal position.
 4. Move the choke to the center position and allow the engine to idle for several minutes. After the engine has warmed up for several minutes fully close the choke and gently pull the throttle to ensure the engine is ready to run. **ONLY MOMENTARILY TEST THE THROTTLE, PROLONGED DRY-FIRING OF THE MACHINE MAY CAUSE DAMAGE TO THE MACHINES INTERNAL COMPONENTS.**

Restarting a Hot Engine

- If the engine is operated at a high ambient temperature for a lengthy amount of time and then turned off to sit for a short time to cool off, it may not restart on the first pull. **IF NECESSARY**, use the following procedure. Failure to do so may result in personal injury.
 1. Move the choke lever down to the "OPEN" position.
 2. Hold the throttle in the max speed position while holding in the on-off auto reset button.
 3. Pull the starter grip 3 to 5 times.
 4. Follow the safe starting procedures listed above and start the engine.

Driving a Post

- Be sure to use all personal protective equipment as outlined in the *Safety Warnings* section of this manual.
- Start the engine safely as outlined on the previous page.
- Take a firm stance with weight evenly distributed on both feet. Keep both feet securely planted at a minimum of shoulder width apart. **ALWAYS** maintain a solid balance while driving posts.
- Lift the post driver onto the post, then ensure that the driver is level with the post and the post is centered up in the barrel of the post driver. To keep the driver square to the post, use the correct adapter sleeve. **If not aligned properly, you could cause damage to the machine or your post.** See Figure 1.

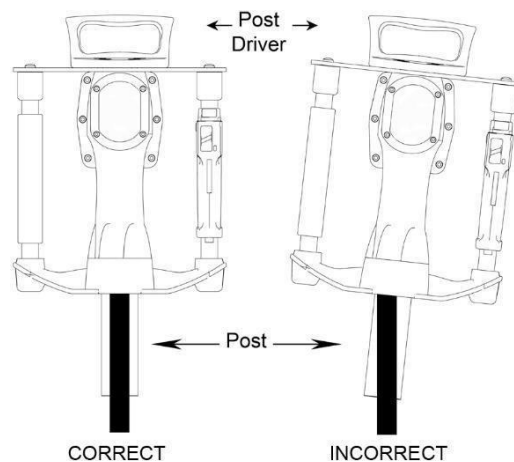


Figure 1: Post driver level/square example

- Pull down on the machine handles to apply approximately 10-12 pounds of down-pressure to help the internal hammer mechanism remain in the correct operating position. Once you are confident that the machine is being held level and the post is centered, gently engage the throttle trigger until the hammer action is felt.
- When you are sure the post is moving down into the ground correctly, depress the throttle trigger fully, and drive your post down to the desired depth. **ALWAYS** keep both hands on the driver and maintain the 10-12 pounds of down-pressure while driving the post into the ground.
- Be sure the barrel of the driver does not come in contact with the ground. This will take the down-pressure off the machine and may cause unnecessary damage to your driver.
- When the post is at the desired depth, fully release the throttle trigger and gently slide the machine off the post. Move to the next post and repeat the above procedure. **ALWAYS** fully release the throttle trigger to stop the hammer action prior to removing from the post. You can leave the engine idling, there is no need to repeatedly turn the engine on and off.

Refueling

- Always turn the engine off and allow adequate time for it to cool before refueling. **ONLY USE UNLEADED FUEL WITH 86 OCTANE OR HIGHER.**
- **NEVER** refuel your driver with the engine hot, running, or in an unventilated area. Fuel vapors are extremely flammable and can cause severe injury or death if ignited by a spark or excessive heat from a hot engine.
- Fill the tank on level ground and avoid spilling the fuel on the motor. Always allow any spilled fuel to evaporate before restarting the engine.
- Ensure the fuel cap is adequately tightened before restarting the engine.

Installing Adapter Sleeves in PGD40XPKG-PFR

- To install the adapter sleeve, press and rotate the barrel cap to release it. Slide the adapter sleeve into the barrel. Replace the barrel cap. See Figure 2.



Figure 2: Installing the adapter sleeve on a PGD4000X-PFR

$\frac{3}{4}$ ", 1", 1 $\frac{3}{4}$ ", 2", 2 $\frac{1}{2}$ ", 2 $\frac{1}{4}$ " sleeve sizes are available for the PGD40XPKG-PFR Post Driver.

Installing Drive Caps in PGD40XPKG-PFR

- To install the drive cap, press and rotate the barrel cap to release it. Slide the drive cap into the barrel ensuring the recessed channel aligns with the bolt hole on the barrel. For winged posts ensure the cut out of the drive cap aligns with slots in the barrel. Utilizing the included hardware, bolt the drive cap into the barrel so that it is able to slide up and down on the post while remaining contained in the driver. See Figure 3.



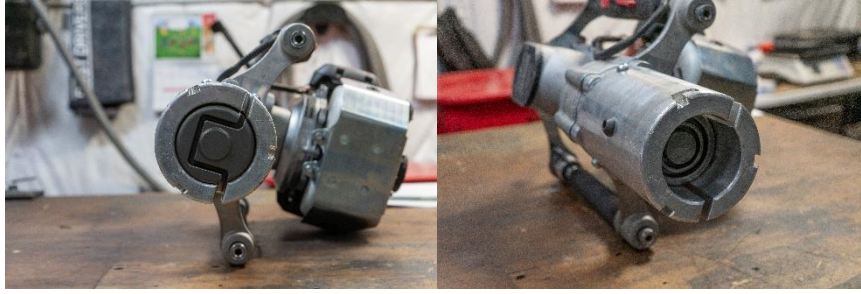


Figure 3: Installing the drive cap on a PGD4000X-PFR

Round (RND), Postmaster and Lifetime (PMLT), and U-Channel (UC) drive caps are available for the PGD40XPKG-PFR Post Driver.

Installing Guide Collar in PGD40XPKG-DOT

- To install the guide collar, press and rotate the barrel cap to release it. Slide the guide collar into the barrel. Replace the barrel cap, ensuring that the barrel cap gasket is still in place. See Figure 4.



Figure 4: Installing the guide collar in a PGD4000X-DOT

Telespar and Highway Delineator drive caps and U-channel and Square Cap guide sleeves are available for the PGD40XPKG-DOT Post Driver.

Service and Maintenance

The Titan Gas-Powered Post Driver has been manufactured and designed to give you years of trouble-free post driving. Always refer to the Honda GX50 manual for service and maintenance guidelines on your engine. The following maintenance guidelines will keep your machine in top-performing condition.

Be sure to properly store your Titan Post Driver. **DO NOT** lay it horizontally on the driver side or resting on the engine. The recommended method of storing is in an upright position, however, if this is not possible, place it on a flat surface with the barrel and brush-guard supporting the machine at an angle, so that the top handle is the highest point.

If you are experiencing an issue with the Honda engine, please contact your local Honda dealer for parts and service. Titan Post Drivers does not carry the engine parts for Honda, nor does Titan Post Drivers determine the warranty, which is honored by Honda.

Before each use:

1. Check the engine oil level by holding the machine in an upright position. Lying the machine down to check the oil will give you a false reading. Use SAE 10W-30 oil to top off if necessary.
2. Check the engine air filter. If it is overly soiled, clean or replace it.
 - Refer to Honda GX50 Engine manual for proper cleaning method.
3. Check all post driver fasteners and retighten if necessary. If you choose to reinstall any bolts with new Loctite, you must clean the bolt and the area of the bolt hole with parts cleaner to remove any grease residue. The Loctite will not be effective if grease is present. Follow any torque requirements.
4. Visually check the inside of the barrel and the anvil for any debris or foreign objects.
5. Check for any fluid leaks.

First 10 hours use:

1. Change the engine oil following the guidelines in your Honda GX50 manual. Dispose of discarded oil in accordance with all local, state, and federal regulations. **DO NOT OVERFILL.** Always check the oil level by holding the machine in an upright position.
2. Check all engine and post driver fasteners and retighten if necessary. If you choose to replace or reinstall any bolts with new Loctite, follow the guidelines listed above pertaining to Loctite. Follow any torque requirements.
3. **CHECK GREASE:** For continuous, hard pounding and/or when the driver body is hot to the touch, check the grease level of your driving in the following manner:
 - i Remove the crank housing cover to check the Titan EP 0 grease level. The crank area should look clean and grease should be visible around the crank area and on top of the piston. There should be a ring of grease collected against the wall of the crank case.
 - ii If the ring of grease around the crank case wall measures less than ¼", it is an indication that the grease level is low. Add no more than a few tablespoons of TITAN EP 0 grease (NON-APPROVED GREASE TYPES WILL CAUSE THE MACHINE TO NOT OPERATE CORRECTLY AND WILL VOID YOUR WARRANTY). You never want to exceed ½" of grease ring around the crank case

walls. **DO NOT OVERFILL THE CRANK CASE WITH GREASE.** This can damage the driver and Honda engine. See Figure 6.

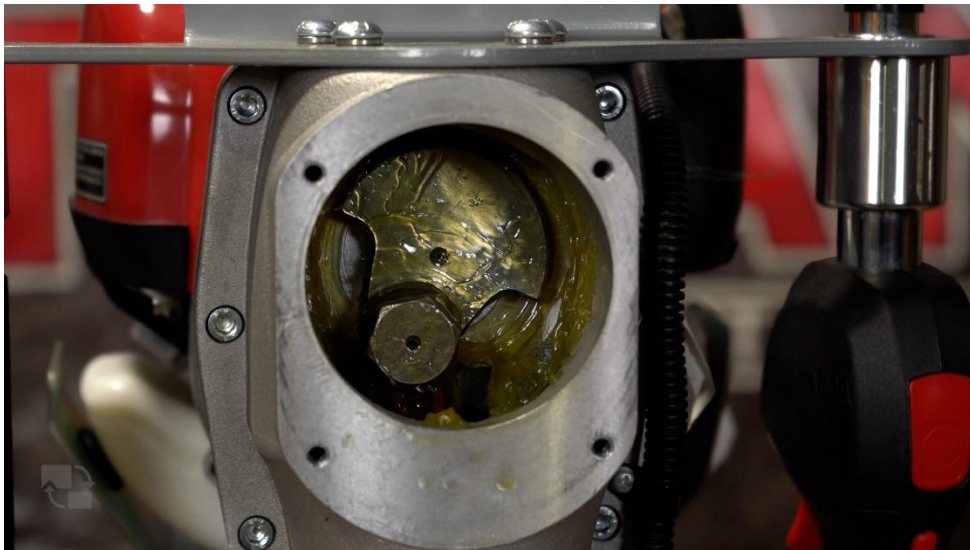


Figure 6: Grease ring example

- iii If the grease is very dark or black in color or full of debris, the driver will require further maintenance as detailed in the *Servicing of the Hammer and Anvil* section of this manual.
- iv In the event of complete removal of old grease, the level of the fresh, new grease should be to the bottom of the crank pin (approximately 3-4 tablespoons).

Every 10 hours of use:

1. Check the grease level of the driver as described in Step 3 of the **First 10 Hours Use** guidelines.

Every 3 months or 25 hours of use:

1. Change the engine oil following the guidelines in your Honda GX50 manual. Dispose of discarded oil in accordance with all local, state, and federal regulations. **DO NOT OVERFILL.**
2. Replace air filter. This should be performed more often if your post driver is operated in dusty conditions.
3. Check all engine and post driver fasteners and retighten if necessary. If you choose to replace or reinstall any bolts with new Loctite, follow the guidelines listed above pertaining to Loctite. Follow any torque requirements.

Every 12 months or 250 hours of use:

1. Follow the above regularly scheduled maintenance guidelines for every 3 months or 25 hours of use.
2. Follow the above regularly scheduled maintenance guidelines for every 4 months or 50 hours of use.
3. Remove and service the hammer and anvil according to guidelines in the *Servicing of Hammer and Anvil* section.
4. Replace all O-rings and housing seals. A rebuild kit including all the Viton O-rings, seals, grease, and Loctite is available from Titan Post Drivers.

The amount and type of grease used in your Titan Post Driver is critical for the performance and service life of your post driver. Not enough grease will cause failure, and too much grease will overburden the piston and affect the hammering power of the machine. **Use only Titan-approved EP 0 grease, which is available from Titan Post Drivers.**

ALWAYS reassemble your driver fasteners using **LOCTITE BLUE 243**. Remember to clean the fastener and the holes with a parts cleaner to remove all grease residue, or the Loctite will not be effective.

If you are unsure of anything in this manual, please contact Titan Post Drivers directly at (702) 293- 4262.

If you are experiencing performance issues with your Titan Gas-Powered Post Driver, please refer to the *Troubleshooting* section of this manual for possible solutions or contact Titan Post Drivers for assistance.

Servicing of Hammer and Anvil (Rebuild)

Bottom Driver Body

1. Wear eye protection.
2. Remove the 6 bolts attaching the barrel to the damper cup.
3. Remove the 6 bolts attaching the lower frame to the driver's body. Be aware that the handle tubes have anti-vibration springs that are installed under tension. The damper assembly washer will sometimes be removed with the lower driver body, or it may remain in place in the upper driver body.
4. The damper cup and lower frame will be removed in one piece.
5. Remove the damper section and inspect the rubber O-rings and steel components for wear or debris. Take notice of the orientation of the damper assembly parts, as they must be oriented the same way when reinstalled.
6. Remove the anvil (piece that hits the post). Punch out the anvil lock pins holding the anvil in place in the damper cup. Locate the gasket and replace it at this time.
 1. The anvil is made of high-quality, hardened-tool steel and should not show any signs of wear. Thoroughly clean the anvil.
7. Remove the hammer (piece that moves up and down inside of the driver cylinder). If the hammer does not fall from the driver's body on its own gently tap the side of the driver's body and the hammer should fall out. Locate the O-rings and replace them.
 1. The hammer is made of high-quality, hardened-tool steel and should not show any signs of wear. Thoroughly clean the hammer.
8. Inspect the cylinder sleeves walls for signs of wear.
9. See Figures 8 and 9.



Figure 8: View when lower driver body is removed



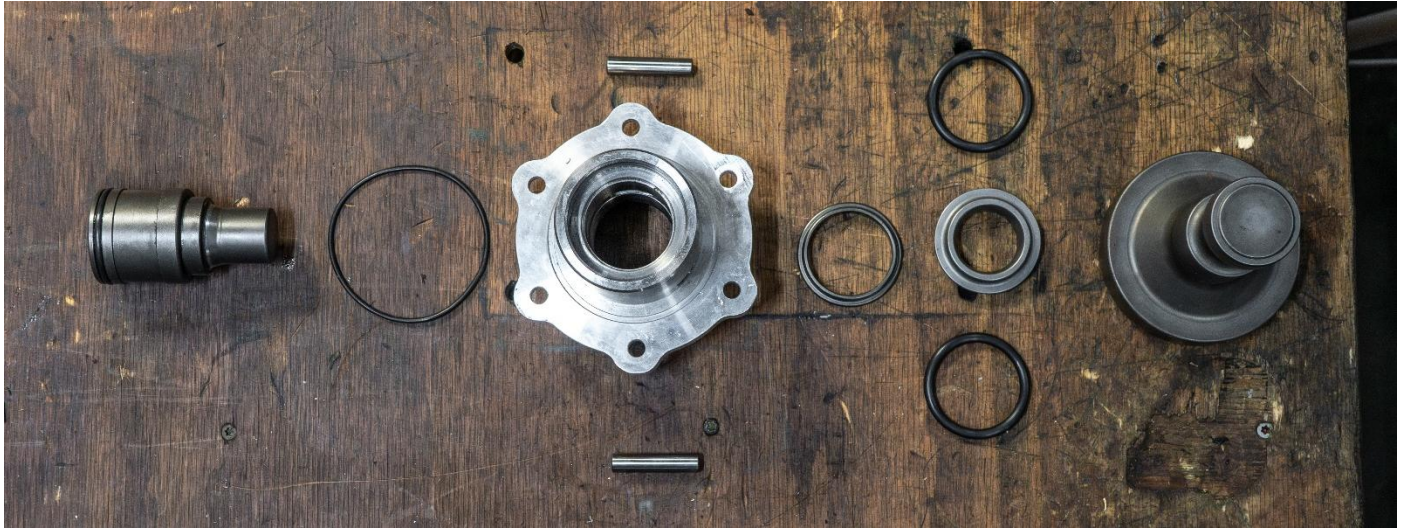


Figure 9: Damper assembly, hammer and anvil.

Top Driver Body

1. Wear eye protection.
2. To remove the piston and connecting rod, you will need to remove the **LEFT-HAND THREAD** crank pin from the crank. You will need a 22mm socket to remove the crank pin, this is not provided with your driver. Gently push the piston through the bottom of the housing. To access the crank pin, remove the crank housing cover. Use caution when handling the connecting rod and crankshaft as to not damage these components.
3. Clean and inspect the piston and connecting rod. Insert the crank pin into the bearing on the connecting rod to check for fit. If there is excessive play or side-to-side movement, you may need to replace the crank pin. Check the movement in the bearing on the piston side. If there is excessive play, the connecting rod should be replaced. Locate the Viton O-ring on the piston and replace it at this time. See Figures 10 and 11.

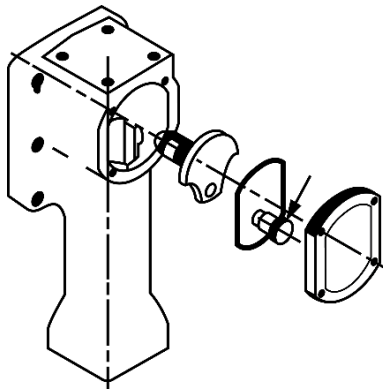


Figure 10: Location of left-hand thread crank pin



Figure 11: Piston with connecting rod in place

4. Clean and inspect the cylinder and crank case for any damage or excessive wear. Replace any damaged parts you may identify.
5. Remove the inner springs of the handle to clean and lubricate each one. Check all handle cups for any excessive wear. Clean the upper and lower cups.

Reassembly

After thoroughly cleaning and drying the hammer components and the cylinder, reassembly can be done.

1. Wear eye protection.
2. Apply a wipe of Titan EP 0 grease around the O-ring and outside of the piston and gently push it back into the housing. Be careful not to score any metal parts.
3. Add a small amount of Titan EP 0 grease to the crank pin shoulder and reassemble. Be careful to keep grease off the crank pin threads. Remember it is left-hand thread. Torque the crank pin to 228 inch-pounds. **DO NOT OVERTIGHTEN THIS PIN.**
4. Add a wipe of Titan EP 0 grease to the outside of the hammer and gently push it into the housing with the O-ring toward the top.
5. For the anvil section, add a wipe of Titan EP 0 grease to the anvil, and push the anvil into the damper cup.
6. Reassemble the damper assembly, adding a small amount of Titan EP 0 grease to all components. The hammer guide ring should be oriented correctly so the side with the large chamfer (slightly rounded/sloped edge) is facing up toward the hammer.
7. Install the metal damper washer back over the anvil.
8. Place the damper assembly into the lower frame of the driver.
9. Insert the anti-vibration springs back into the handlebars and reinstall them into the upper and lower handle cups. When parts are inserted correctly, there will be resistance from the springs to seat the lower driver body. This is normal.
10. Reinstall the lower frame and damper cup assembly to the main driver body with new Loctite. You must clean the bolt and the area of the bolt hole with parts cleaner to remove any grease residue. The Loctite will not be effective if grease is present. Torque these bolts to 132 inch-pounds.
11. Reinstall the barrel on the damper cup assembly of the driver. Torque these bolts to 132 inch-pounds.
12. Add approximately 4 tablespoons of new Titan EP 0 grease to the crank area and reinstall the crank cover bolts with new Loctite. You must clean the bolt and the area of the bolt hole with parts cleaner to remove any grease residue. The Loctite will not be effective if grease is present.

All screws should be correctly tightened in an alternate pattern as machine damage will occur from loose or lost bolts due to improper installation.

Please contact Titan Post Drivers directly at (702) 293-4262 if you need parts or have any servicing questions.

Troubleshooting

1. If your driver sounds like it is running fine, but the anvil is not hammering as it should, make sure your anvil is fully engaged. There is a safety that will disengage the anvil if it is dry-fired or misfired. To re-engage the anvil, simply pick the driver up off the post, and place it back down on the post with a bit of force to hit the anvil against the post. **AVOID REPEATED DRY-FIRE** by maintaining 10-12 pounds of down-pressure at all times.
2. Check the type of grease in the crank. **REPAIR/SERVICE ONLY WITH TITAN EP 0 GREASE.** Titan EP 0 is a low-viscosity grease for machinery with rapid moving parts that 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 *Service and Maintenance* section of this manual for replacing grease in the crank housing area.
3. Check the amount of grease in the crank case. If your driver is over-greased, it will cause reduced performance of the machine and put undue stress on the engine and the operations of the gears and piston in the machine. There should be approximately 4-5 tablespoons of grease visible in the crank housing. There must be room for free movement of the parts.
4. If your driver is low on grease, it will cause 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 anvil or hammer of the machine is not moving as freely as it should, you can spray penetrating oil up into the barrel to lubricate and cleanse this area. Occasionally you will get bits of debris that chip off the posts and make their way up into the anvil area. This may require disassembly to clean.
6. If your engine seems to be overheating and not operating as it should, clear any debris has built up around the engine, specifically the air filter. If that does not resolve the issue, there may be fuel system pressure buildup. You can verify this by unscrewing the gas cap and listening for a rush of air. If you hear a rush of air, pressure has built up. Check the breather of the gas cap and clear it if clogged.
7. In the event that a driven post flares and becomes lodged within the barrel, follow these steps:
 - A. Remove the 6 bolts attaching the barrel to the damper cup.
 - B. Slide the barrel down the post to expose the flared top of the post. With a proper cutting tool for that type of post, cut the post off just below the flared top.
 - C. Once the flared top is removed, slide the barrel off the post and reassemble it to the damper cup assembly. Follow the bolt tightening and Loctite guidelines explained in the *Reassembly* section of this manual.
 - D. **IF YOU ARE USING AN ADAPTER SLEEVE**, remove the barrel cap and slide the driver off the post. With a proper cutting tool for that type of post, cut the post off just below the flared top. Remove the adapter sleeve from the post and reinstall the sleeve.

8. If you are having difficulties starting your driver, disconnect the leads between the throttle switch and the engine. Retry the *Safe Starting* procedure in the *Operating Instructions* section of this manual. If the engine starts easily, the throttle switch may be unintentionally grounding out and need maintenance/replaced. Otherwise, there may be an issue with the Honda engine.

If you are experiencing an issue with the Honda engine, please contact your local Honda dealer for parts and service. Titan Post Drivers does not carry the engine parts for Honda, nor does Titan Post Drivers determine the warranty, which is honored by Honda.

If these steps do not address your issue, call Titan Post Drivers at (702) 293-4262 for further assistance.

Warranty

Titan Post Drivers will warrant to the original purchaser, who purchases the equipment in new condition and in its original packaging from an authorized dealer, that its gas-powered post driver will be free from defects in workmanship and materials for a period of one (1) year. This warranty period will commence on the date of retail purchase by the original purchaser. Titan Post Drivers provides no warranty on the Honda engine. This warranty is provided directly by Honda for a period of one (1) year commercial use or two (2) years normal use, and will be honored at any local Honda dealer. Both the Titan Post Drivers warranty and the Honda warranty are non- transferrable beyond the original purchaser.

- To register your Titan Post Driver, go to <https://www.titanpostdrivers.com/warranty-registration/> and fill out the warranty registration form.
- Warranty shall pertain to parts or service offered by an authorized Titan Post Drivers dealer. Any defective part replaced at an authorized Titan Post Drivers location becomes the property of Titan Post Drivers.
- Shipping costs to transport the machine to and from the service center for warranty work will be the responsibility of the consumer.
- For warranty claims, contact Titan Post Drivers with proof of purchase date and your serial number.

Limitations of Warranty

This limited warranty does not extend to any Titan Post Drivers product which has been misused, abused, or improperly maintained, altered, or repaired by an unauthorized person. Nor does this limited warranty cover any damage to machine or parts due to faulty installation of parts, faulty operation, or faulty maintenance.

- Damage to components caused by operator error such as dry-fire or misfire will not be considered for warranty replacement or service.
- Damage to cosmetic parts caused by rough handling, operator error, or improper storage and handling will not be considered for warranty replacement or service.
- Excluded components may need replacement or repair due to normal wear and tear, or lack of proper use/maintenance include:
 1. O-rings and seals
 2. Lost or stripped fasteners
 3. Barrel of driver from incorrect use of machine
 4. Crank pin that is broken from incorrect handling (left-hand thread)
 5. Titan Post Drivers sleeves/accessories

Disclaimer of Warranty

Titan Post Drivers disclaims all liability for any implied warranties. Under no circumstances shall Titan Post Drivers be liable for any loss of business, revenues, profit, or indirect, incidental, special, or consequential damages or loss arising out of any defect in, or performance of, Titan Post Drivers products, howsoever caused. For warranty terms on your Honda GX50 engine, please refer to the separate warranty in the Honda manual provided with your post driver.

Titan Post Drivers is an authorized Honda OEM for use of Honda brand engines on our products. Titan PGD4000X post drivers have undergone and passed the testing requirements for the engines to be warranted directly by any authorized Honda dealer. You can find a local dealer here: <http://engines.honda.com/dealer-locator>.



Your Titan Gas-Powered Post Driver has a one-year warranty, with a limited lifetime warranty on the hammer. Please refer to your operator's manual for complete warranty details.

*You MUST complete this registration within 30 days of purchase for the warranty to be valid.
Warranty is non-transferrable.*

Votre enfonceur-pieux à gaz Titan bénéficie d'une garantie d'un an, avec une garantie à vie limitée sur le marteau. Consultez le manuel de l'opérateur pour connaître tous les détails de la garantie.

*Vous DEVEZ compléter cet enregistrement dans les 30 jours suivant l'achat pour que la garantie soit valide.
La garantie n'est pas transférable.*

Su atornillador de postes a gasolina Titan tiene una garantía de un año, con una garantía limitada de por vida para el martillo. Consulte el manual del operador para obtener detalles completos de la garantía.

*DEBE completar este registro dentro de los 30 días posteriores a la compra para que la garantía sea válida.
La garantía no es transferible.*

Name/Nom/Nombre: _____

Driver Serial Number/Numéro de série du pilote de poste/Número de serie del conductor: _____

Engine Serial Number/Numéro de série du moteur/Número de serie del motor: _____

Place of Purchase/Lieu d'achat/Lugar de compra: _____

Date of Purchase/Date d'achat/Fecha de compra: _____

Visit us online at www.titanpostdrivers.com/pages/registration to complete your warranty registration. Or, scan the QR code to complete your warranty registration on your mobile device.

Visitez-nous en ligne sur www.titanpostdrivers.com/pages/registration pour finaliser votre enregistrement de garantie. Ou scannez le code QR pour finaliser votre enregistrement de garantie sur votre appareil mobile.

Visítenos en línea en www.titanpostdrivers.com/pages/registration para completar el registro de su garantía. O escanee el código QR para completar el registro de garantía en su dispositivo móvil.



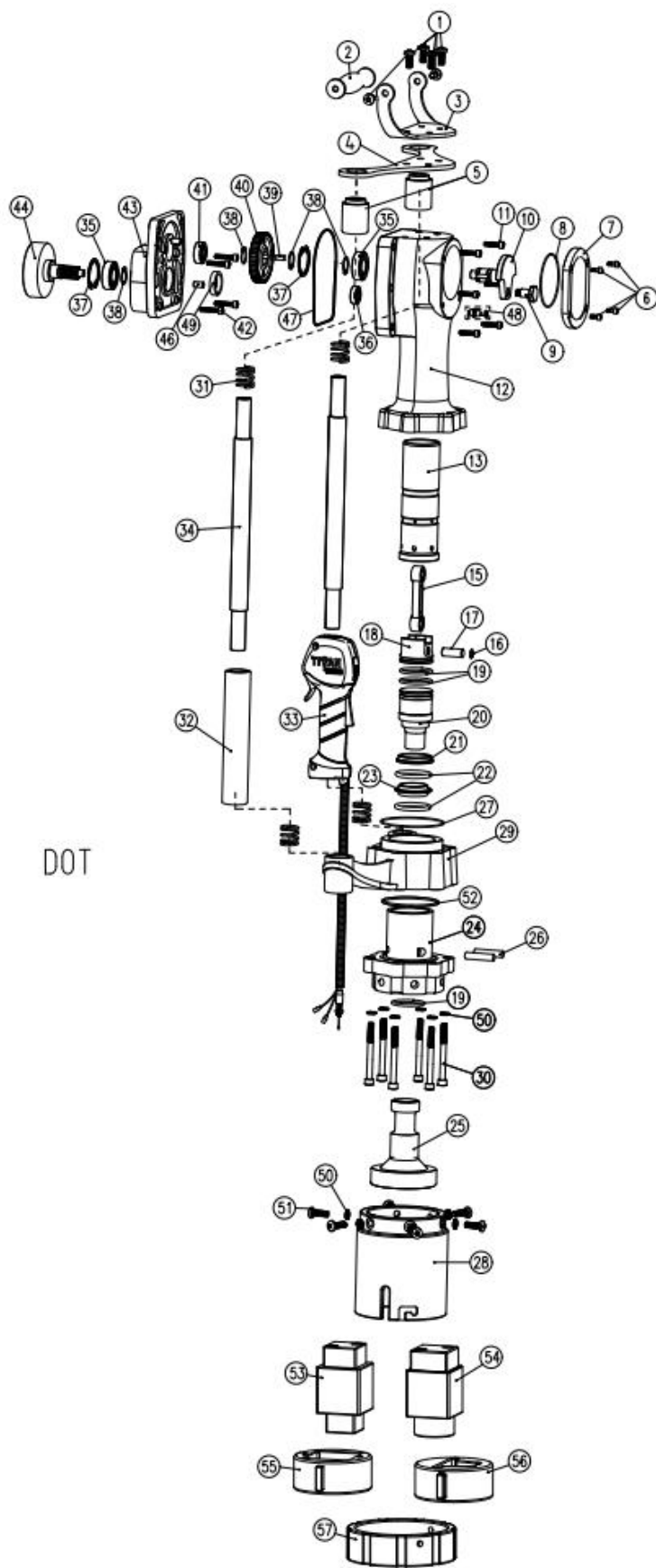
Date of Completion/Date d'achèvement/Fecha de realización: _____

Honda engine warranty and repairs must be directed to your local Honda small engine service center. See Honda warranty documents for terms and conditions. Retain a copy of your proof of purchase for their reference.

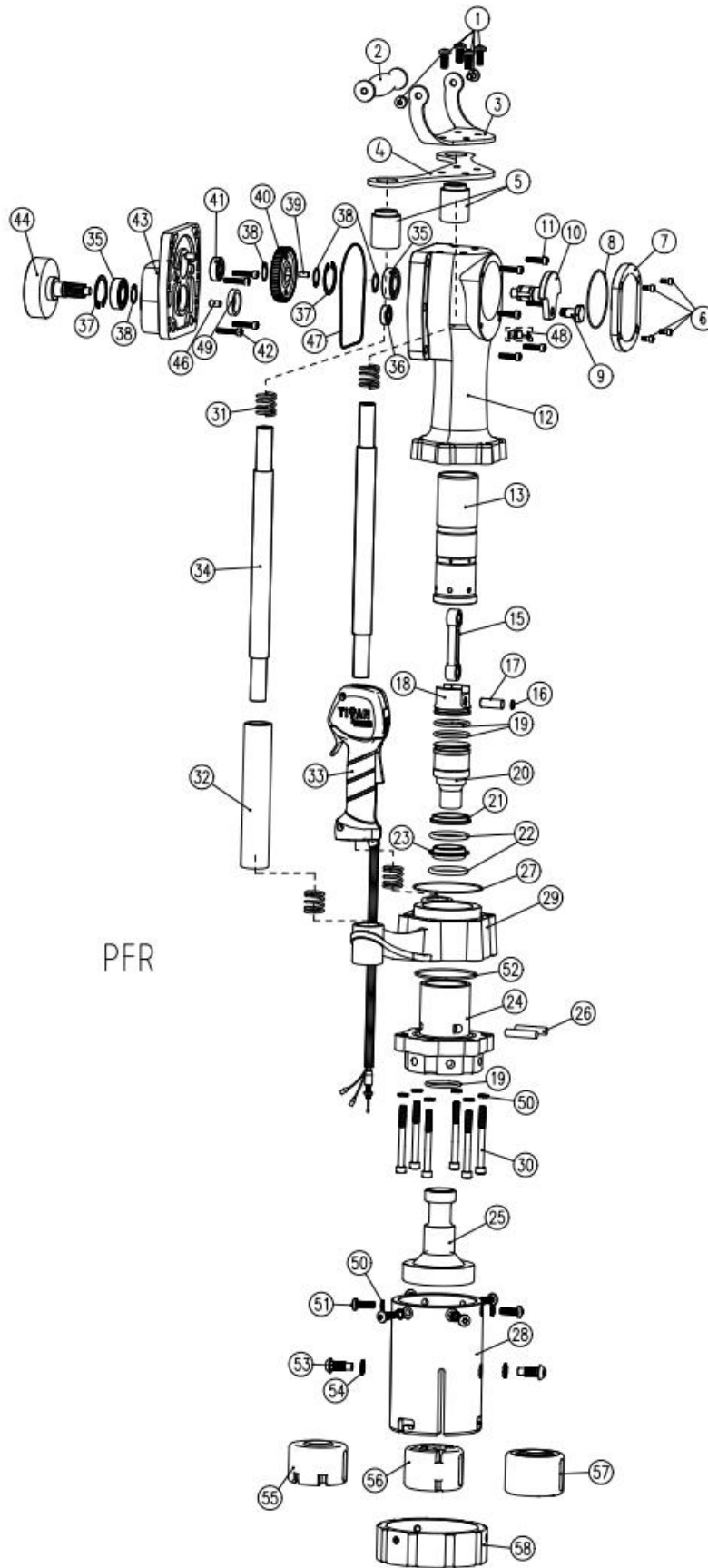
La garantie et les réparations du moteur Honda doivent être adressées à votre centre de service local pour petits moteurs Honda. Consultez les documents de garantie Honda pour connaître les termes et conditions. Conservez une copie de votre preuve d'achat pour référence.

La garantía y las reparaciones del motor Honda deben dirigirse a su centro local de servicio de motores pequeños Honda. Consulte los documentos de garantía de Honda para conocer los términos y condiciones. Conserve una copia de su comprobante de compra para su referencia.

Exploded View



DOT



Part Kits

Lower Frame

Quantity	Name	Part Number
1	GASKET 92*2.65	27
1	LOWER DRIVER BODY	29
6	M8*60 HEXAGONAL BOLTS	30
6	ANTI-VIBRATION WASHER	50

Handle

Quantity	Name	Part Number
4	HANDLE ANTI-VIBRATION SPRING	31
1	HANDLE FOAM GRIP	32
1	THROTTLE	33
2	SIDE HANDLE TUBE	34
1	WIRE CLAMP W/SCREW	48

Crank Assembly

Quantity	Name	Part Number
4	M5*15 HEXAGONAL BOLTS	6
1	CRANK PIN	9
1	CRANKSHAFT	10
1	6004-2RS BEARING	35
1	6000-2RS BEARING	36
1	42 RETAINER	37
3	20 RETAINER	38
1	KEY 6*6*12	39
1	MAIN GEAR	40
2	ALIGNMENT PIN	46
1	GASKET	47

Hammer Anvil

Quantity	Name	Part Number
2	O-RING 42.5*3.8	19
1	HAMMER	20
1	DAMPER WASHER	21
2	O-RING 44*5.3	22
1	DAMPER GUIDE RING	23
1	DAMPER CUP&BASE	24
1	ANVIL	25
2	LOCK PIN FOR ANVIL	26
1	GASKET 92*2.65	27
6	ANTI-VIBRATION WASHER	50
1	OIL SEAL	52

Hardware

Quantity	Name	Part Number
6	BOLTS m8 x 20	1
4	M5*15 HEXAGONAL BOLTS	6
1	CRANK PIN	9
6	M6*30 HEXAGONAL BOLTS	11
6	M8*60 HEXAGONAL BOLTS	30
4	M6X30 HEXAGONAL BOLTS	42
2	ALIGNMENT PIN	46
12	ANTI-VIBRATION WASHER	50
4	BOLTS FOR BARREL	51

O-Ring

Quantity	Name	Part Number
1	GASKET 76*2.65	8
3	O-RING 42.5*3.8	19
2	O-RING 44*5.3	22
1	GASKET 92*2.65	27
1	GASKET	47
1	OIL SEAL	52

Top Handle

Quantity	Name	Part Number
6	BOLTS m8 x 20	1
1	UP HANDLE A	2
1	UP HANDLE HOLDER	3
1	FIXED PLATE	4
2	HANDLE CUP	5

Grease Cover

Quantity	Name	Part Number
4	M5*15 HEXAGONAL BOLTS	6
1	COVER FOR CRANKCASE	7
1	GASKET 76*2.65	8

Clutch Housing

Quantity	Name	Part Number
6	M6*30 HEXAGONAL BOLTS	11
1	6004-2RS BEARING	35
1	42 RETAINER	37
1	20 RETAINER	38
1	KEY 6*6*12	39
1	MAIN GEAR	40
1	6201-2RS BEARING	41
4	M6X30 HEXAGONAL BOLTS	42
1	CLUTCH HOUSING	43
1	CLUTCH DRUM	44
2	ALIGNMENT PIN	46
1	GASKET	47
1	OIL SEAL	49

Piston

Quantity	Name	Part Number
1	CRANK PIN	9
1	CONNECTING ROD	15
1	12 RETAINER	16
1	WRIST PIN 12*32	17
1	PISTON	18
1	O-RING 42.5*3.8	19

Barrel

Quantity	Name	Part Number
1	CHUCK TUBE/BARREL	28
4	ANTI-VIBRATION WASHER	50
4	BOLTS FOR BARREL	51
1	BARREL CAP	57

Body with Cylinder

Quantity	Name	Part Number
4	BOLTS m8 x 20	1
4	M5*15 HEXAGONAL BOLTS	6
1	COVER FOR CRANKCASE	7
1	GASKET 76*2.65	8
6	M6*30 HEXAGONAL BOLTS	11
1	POST DRIVER BODY	12
1	CYLINDER	13
1	GASKET 92*2.65	27
6	M8*60 HEXAGONAL BOLTS	30
1	6004-2RS BEARING	35
1	6000-2RS BEARING	36
1	42 RETAINER	37
2	ALIGNMENT PIN	46
1	GASKET	47
1	WIRE CLAMP W/SCREW	48
6	ANTI-VIBRATION WASHER	50

Maintenance Records and Notes:

[illegible]