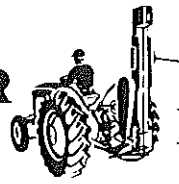
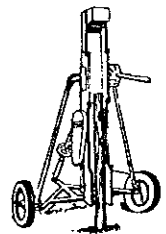
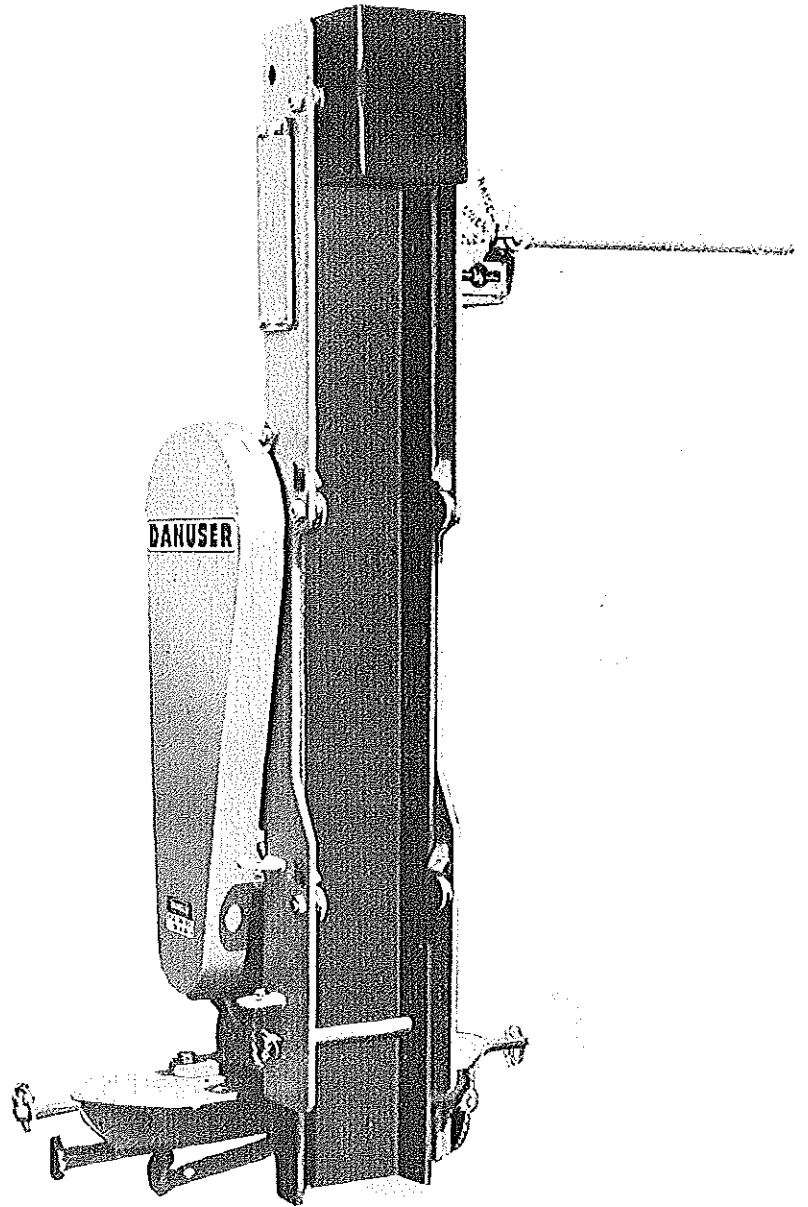


DANUSER



POST
DRIVER



Manufactured by **DANUSER**
FULTON, MISSOURI, U. S. A. *Machine Company*

DANUSER POST DRIVER

OPERATING AND MAINTENANCE INSTRUCTIONS

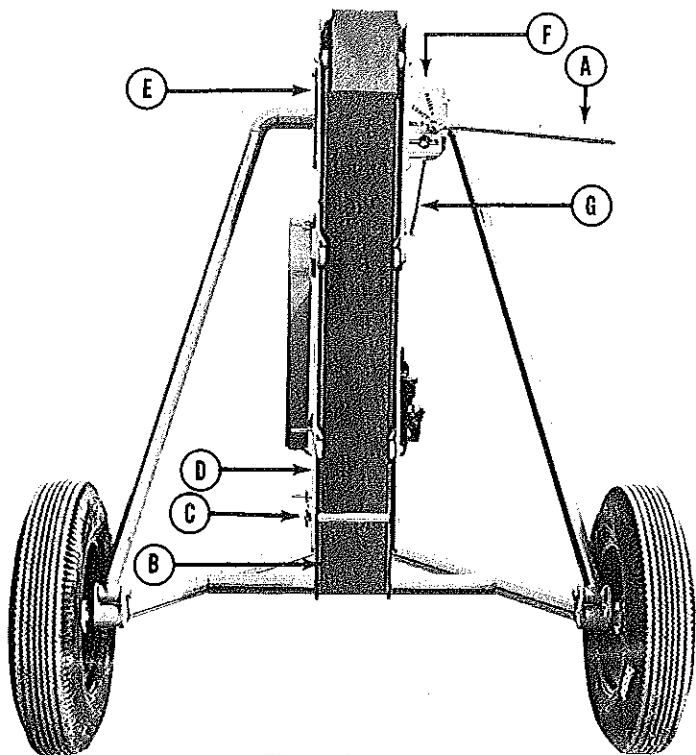


Figure 1.

The following instructions will help you become familiar with the proper use of your DRIVER and obtain the greatest service life from it. In order that we may better serve you and your dealer, it is important that you fill out the enclosed registration card and mail it to us at once.

OPERATING INSTRUCTIONS

Before operating Driver, refer to LUBRICATION INSTRUCTIONS and lubricate as directed.

On trailer model Driver adjust Transfer Link (A), Figure 3, to shift Driver approximately 6" rearward. Note: To drive posts in an existing fence line, lengthen Transfer Screw to maximum length. **WARNING:** Always adjust Transfer Screw (A), Figure 3, to its shortest length before detaching Trailer from towing vehicle. Adjust Driver to a perpendicular position and start tractor PTO or Trailer Driver Engine. Lower Control Handle (A), Figure 1, slightly until Drive Channel (B), Figure 1, raises enough to free Transport Pin (C), Figure 1. Remove Transport Pin and secure in ears on side of Guide Channel (D), Figure 1, with Klik Pin.

CAUTION: After removing Transport Pin, care should be used when working around Driver as any small movement of Control Handle will cause Drive Channel to drop.

Before actual post driving is begun, operator should become familiar with the operation of the Driver by raising and dropping Drive Channel (B), Figure 1, on a heavy wooden block for a few minutes. Lowering Control Handle (A), Figure 1, slightly will cause Drive

Channel to drop. Further lowering of Control Handle will cause Drive Channel to raise. Anytime Control Handle is released, it will return to neutral and the brakes will be applied. It will be found that a definite rhythm can be developed whereby Drive Channel is caught and started to raise again immediately after striking top of post.

The Control Handle (A), Figure 1, should never be lowered farther than is absolutely necessary to engage Friction Wheel (A), Figure 2, and raise Drive Channel (B), Figure 1, as this places an excessive load on the Friction Wheel and shortens its life. Also, Friction Wheel should never be left engaged after the Drive Channel has been raised to its maximum height.

When guiding the post always grip it in the cut out area of the Guide Channel (D), Figure 1, and avoid placing fingers such that they could be pinched between post and side of Channel. When driving steel posts, Drive Weight should not be raised more than 6 inches above top of post. It is recommended that a Danuser Steel Post Guide Sleeve (No. 2201) be used. This Sleeve is available as extra equipment from your Danuser dealer. When not in use, Driver should never be allowed to stand with Friction Wheel (A), Figure 2, engaged as this will flatten rubber on Friction Wheel and cause uneven operation.

DANUSER POST DRIVER

OPERATING AND MAINTENANCE INSTRUCTIONS

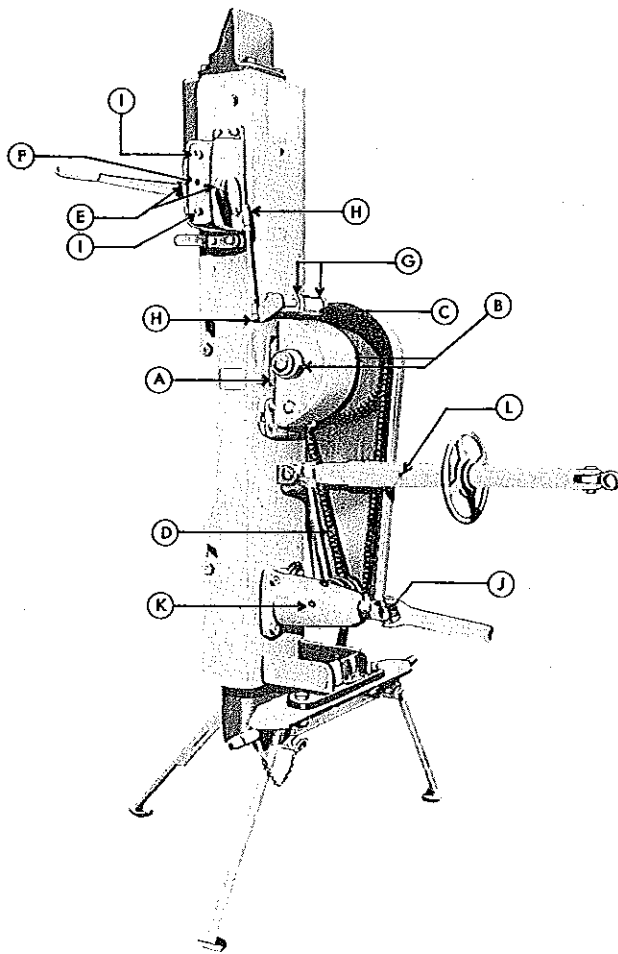


Figure 2.

LUBRICATION INSTRUCTIONS

Use a good grade of pressure gun grease at all points unless otherwise instructed. **WARNING:** Lubricant must never be allowed to get on either rubber friction surfaces or any part of Drive Channel contacted by the rubber friction surfaces as this will shorten the life of the rubber and also cause unsatisfactory operation.

EVERY 5 HOURS:

Lubricate Bearings at each end of Friction Wheel Shaft (B), Figure 2.
Lubricate Friction Wheel Cradle Cam (C), Figure 2.
Apply 10 to 15 drops of SAE 30 or 40 oil to inner surface of Drive Chain (D), Figure 2.
Do not lubricate Drive Chain when operating in extremely dusty conditions.

EVERY 10 HOURS:

Lubricate the following grease fittings:
Both Bearings on Control Handle Shaft (E), Figure 2.
Brake Release Plate (F), Figure 2.
Cradle Camshaft Bearings (G), Figure 2.
Apply one or two drops of SAE 30 or 40 oil to Ball Joints (H), Figure 2, on Drive Control Rod and to Studs (I), Figure 2, passing through Control Housing to Brake Release Plate.

EVERY 50 HOURS:

Remove Drive Chain (D), Figure 2, and wash thoroughly in kerosene. Allow to dry and soak for several minutes in SAE 10 or 20 oil. Allow Chain to drain and replace.

Channel Guide Bearings are lubricated and sealed at the factory and require no further lubrication throughout the life of the Bearings.

THE FOLLOWING LUBRICATION INSTRUCTIONS APPLY TO TRAILER MODEL DRIVERS ONLY:

See engine operator's manual for engine lubrication and maintenance instructions.

EVERY 50 HOURS:

Lubricate Transfer Link Screw (A), Figure 3.

EVERY YEAR:

Remove Trailer Wheels, wash Bearings in kerosene and repack with a good grade of Wheel bearing lubricant.

THE FOLLOWING LUBRICATION INSTRUCTIONS APPLY TO TRACTOR MOUNTED DRIVERS ONLY:

EVERY 5 HOURS:

Lubricate both Universal Joints and Universal Joint Telescoping Shaft (J), Figure 2.

EVERY 50 HOURS:

Check oil level in Driver Gearbox (K), Figure 2, Oil level should be even with plug on side of Gearbox.
Lubricate Pitch Control Group (L), Figure 2.

EVERY 500 HOURS OR ONCE EACH YEAR:

Remove Gearbox (K), Figure 2, from Driver Guide Channel, drain and flush. Refill with Texaco EP 140 or equivalent gear lubricant.

DANUSER POST DRIVER

OPERATING AND MAINTENANCE INSTRUCTIONS

MAINTENANCE INSTRUCTIONS

Under ordinary conditions, there are only three parts, the two Brake Blocks (E) & (F), Figure 1, and the Friction Wheel (A), Figure 2, which will show any appreciable wear and require adjustment.

When Brakes are applied, the Brake Blocks should hold Drive Channel (B), Figure 1, in the center or slightly to left of center of Guide Channel (D), Figure 1, (As viewed by operator). This is controlled by adding or removing Shims from under Stationary Brake Block (E), Figure 1. The Driver is shipped with one thick and two thin Shims at both top and bottom of Stationary Brake Block. These Shims may be used in any combination as long as the total thickness at top and bottom is equal. When adjustment of the Stationary Brake Block has been changed, it may be necessary to change the adjustment of the Brake Release Plate (F), Figure 2. Adjustment of this Plate is controlled by the Lock Nuts at top and bottom. They should be adjusted so that Control Handle (A), Figure 1, has 1 to 2 inches free movement at its outer end.

When the Control Handle (A), Figure 1, is in "Hold" position and edges of the Drive Channel (B), Figure 1, are out against Guide Bearings, there should be from 1/16 to 1/8 inch of space between Friction Wheel (A), Figure 2, and back of Drive Channel. A piece of No. 14 gage wire may be used as a feeler gage and should just slide between Friction Wheel and Drive Channel. This spacing can be obtained by removing or adding Shims alternately above and below the Friction Wheel.

If for some reason the Driver is ever found to be completely out of adjustment, the following procedure can be used to put it in operating condition again. Remove Transport Pin (C), Figure 1, and drop Drive Channel (B), Figure 1, onto a wooden block placed on ground. Disconnect Ball Joint at lower end of Control Rod (G), Figure 1, from Lever on Cradle Cam Shaft. Adjust Brakes (E) & (F), Figure 1, and Friction Wheel (A), Figure 2, setting as outlined above. Before checking Friction Wheel spacing, be sure that Cradle Cam is released and Friction Wheel is out as far from Drive Channel as Cradle Cam will allow. Adjust length

of Control Rod until lower Ball Joint Stud slips freely into hole in Cradle Camshaft Lever. Secure with Nut and Lockwasher and test operation of Driver. If it seems desirable to have more Control Handle movement between the point where the Brakes release and the Friction Wheel engages, this may be obtained by lengthening Control Rod slightly from the Setting obtained above. Or, if slightly less Control Handle movement is desired, this may be obtained by shortening Control Rod.

DRIVE CHAIN ADJUSTMENT

To adjust Drive Chain (D), Figure 2, lower Control Handle (A), Figure 1, as far as it will go and loosen nuts securing Gearbox (K), Figure 2, or Engine Platform (K), Figure 3, to Guide Channel (D), Figure 1. Raise or lower Gearbox or Engine Platform until there is little or no slack in Drive Chain. Do not get Drive Chain too tight. Tighten bolts securing Gearbox or Engine Platform to Guide Channel and check Chain again. Return Control Handle to "HOLD" position.

CONVERSION

The Danuser Post Driver may be converted for breaking concrete, as follows: Attach the Demolition Head (Group No. 2298) to the Driver head with four 5/8 x 1 1/2" Capscrews and Lockwashers furnished. This Head is available as extra equipment from your Danuser Dealer.

Support Drive Channel (B), Figure 1, with a suitable hoist and remove Transport Pin (C), Figure 1.

Position Control Handle (A), Figure 1, in the "LOWER" position and raise Drive Channel (B), Figure 1, from Guide Channel (D), Figure 1. Invert the Drive Channel and reinsert it in the Guide Channel.

Insert Transport Pin (C), Figure 1, through the top holes in the Guide Channel and secure with Klik-Pin provided.

DANUSER POST DRIVER ASSEMBLY INSTRUCTIONS MODEL TD-1

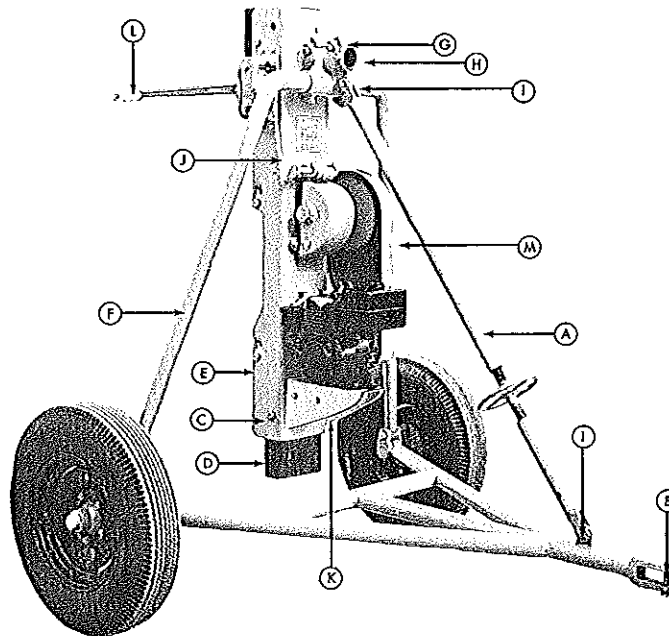


Figure 3.

Mount suitable 6.70-15 tires on Trailer Wheels. To prevent excessive bouncing both during operation and transporting the Driver, DO NOT over inflate the tires. Assemble Wheels to Trailer Hubs.

Attach tongue of Trailer to towing vehicle to be used. Make sure that Clevis Bolt (B), Figure 3, is secure.

NOTE: Do not remove Transport Pin (C), Figure 3, at bottom of Channels until Driver is completely assembled and ready for operation.

Move Driver Channels (D) and (E), Figure 3, to rear of Trailer so that by pivoting Suspension Frame (F), Figure 3, rearward, the Clamp (G), Figure 3, on Suspension Frame will slide on to the trunnion tube of Guide Channel (E), Figure 3. Assemble Sleeve (H), Figure 3, on trunnion tube. **NOTE:** Ear on Clamp should point upward and to front of Trailer.

Adjust Transfer Screw (A), Figure 3, to its shortest possible length and attach end nearest adjusting wheel to ear on Trailer Tongue with Clevis Pin (I), Figure 3, and Cotter. Raise Suspension Frame (F), Figure 3, and Driver Channels (D) and (E), Figure 3, up and forward until Transfer Screw can be attached to ear on Clamp (G), Figure 3, with Clevis Pin (I), Figure 3, and Cotter.

Adjust small Ball Joint Link (J), Figure 3, to approximately 5½ inches between locknuts on rod and connect to Cam Shaft Lever.

Service Engine according to engine manufacturer's instruction manual. Secure Engine Platform (K), Figure 3, to Studs on Guide Channel (E), Figure 3, with 7/16 Nuts, Flat Washers, and Lock Washers. **NOTE:** Flat Washers assemble next to slots in Engine Platform followed by Lock Washers and Nuts. Bolt Engine Base to Engine Platform by use of 5/16 Bolts, Nuts and Lock Washers.

Align small Sprocket with large Sprocket by placing a straight edge on outer face of large Sprocket. Do not move large Sprocket on its shaft. Tighten all Set Screws.

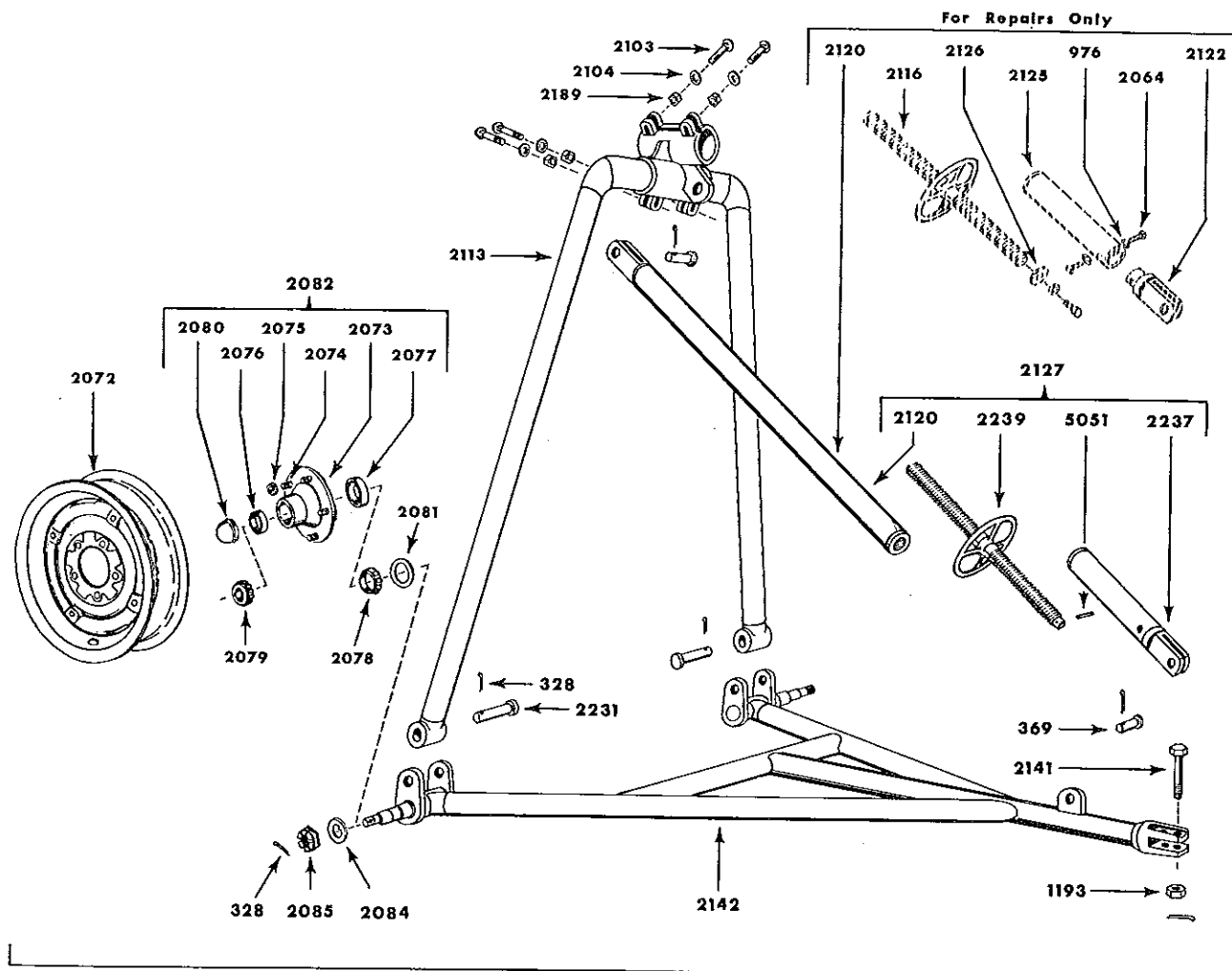
Wrap Drive Chain around Sprocket so that ends of Chain meet at upper center of large Sprocket. Join ends of Chain with detachable link.

IMPORTANT

Lower Control Handle (L), Figure 3, as far as it will go and loosen Nuts securing Engine Platform (K), Figure 3, to Guide Channel (E), Figure 3. Raise or lower Engine Platform until there is little or no slack in Drive Chain. Do not get Drive Chain too tight. Tighten nuts securing Engine Platform to Guide Channel and check again. Return Control Handle to "HOLD" position.

Install Chain Guard (M), Figure 3, to Guide Channel by use of ¾ x ¾ Cap Screw and Lock-washer and to Engine Platform by use of ¾ x 1¼ Bolt, Nut, Lock-washer and plain Washer. **NOTE:** Plain washer should be next to slot in Platform and under Lockwasher. Tighten clamp bolts on Trunnion Clamp (G), Figure 3, sufficiently to hold Guide Channel (E), Figure 3, in a vertical position.

**DANUSER POST DRIVER
MODEL TD-1
TRAILER ARRANGEMENT**



2180

PART NO.	DESCRIPTION	NO. REQ.
2180	TRAILER ARRANGEMENT Consists of the following:	1
328	Cotter (3/16 x 1 1/4)	7
369	Clevis Pin	2
1193	Nut (5/8—18)	1
2072	Trailer Wheel	2
2078	Inner Bearing Cone	2
2079	Outer Bearing Cone	2
2081	Oil Seal	2
2082	Hub Assembly Consists of the following:	2
*2073	Wheel Hub	1
2074	Hub Stud Bolt	5
2075	Nut	5
2076	Outer Bearing Cup	1
2077	Inner Bearing Cup	1
2080	Hub Cap	1

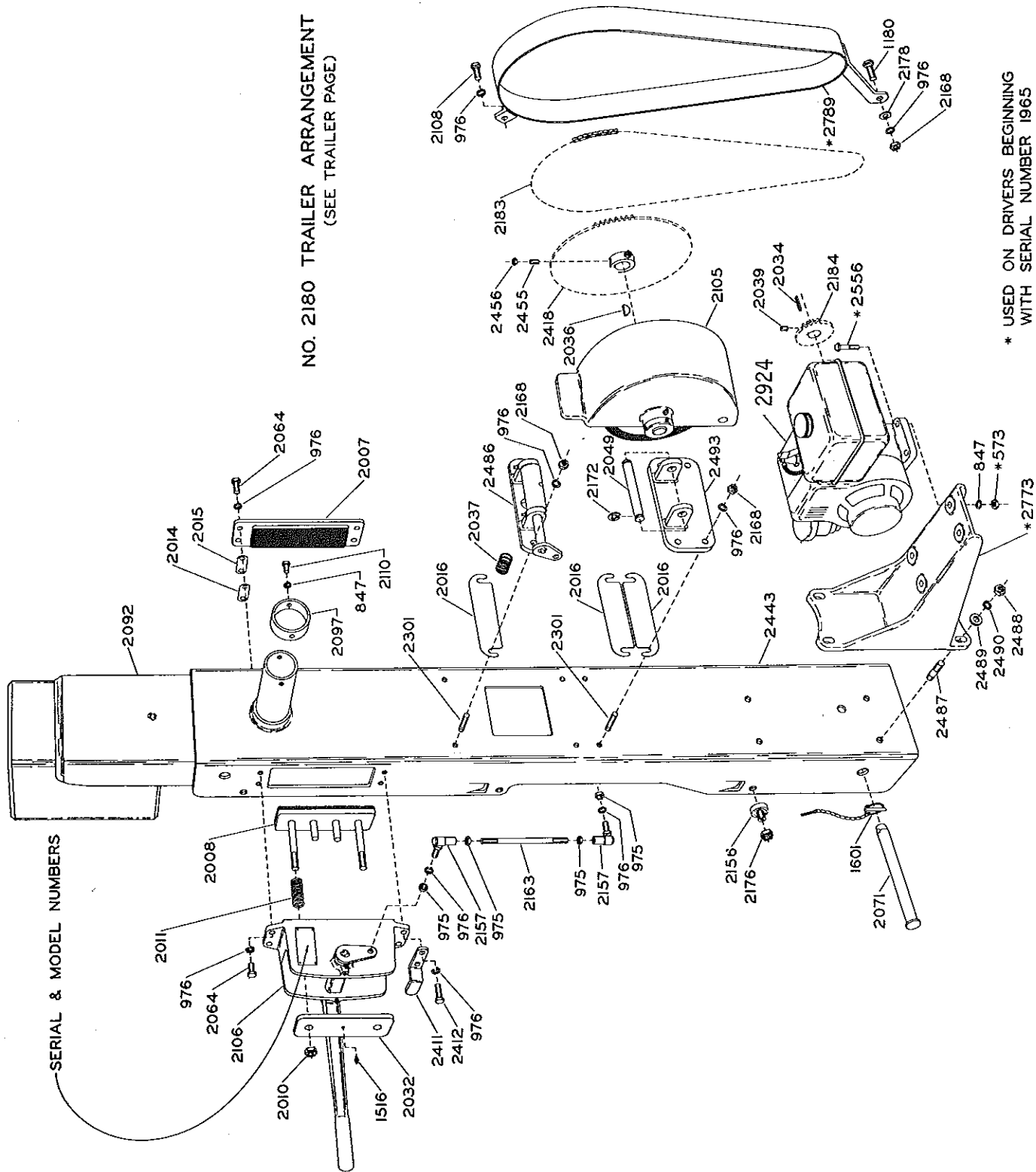
* Not serviceable Part, order 2082 Hub Assembly.

PART No.	DESCRIPTION	NO. REQ.
2084	Spindle Washer	2
2085	Nut (3/4—16)	2
2103	Carriage Bolt (1/2—13 x 2 1/2)	4
2104	Washer (1/2 SAE)	4
2113	Suspension Frame Assembly, Includes following; No. 2103 Bolt—4 req'd; No. 2104 Washer—4 req'd; No. 2189 Nut—4 req'd.	1
2127	Transfer Link Consists of the following:	1
2120	Link	1
2237	Link	1
2239	Screw	1
5051	Roll Pin (1/4 x 1 1/4)	1
2141	Bolt (5/8—18 x 3 3/4 drilled)	1
2142	Trailer Frame Assembly	1
2189	Nut (1/2—13)	4
2231	Suspension Pin	2

IMPORTANT: When ordering parts please furnish DRIVER SERIAL
NUMBER, PART NUMBER, and DESCRIPTION.

DANUSER MACHINE COMPANY, Fulton, Missouri

DANUSER POST DRIVER MODEL TD-1 GENERAL ARRANGEMENT



**DANUSER POST DRIVER
MODEL TD-1
GENERAL ARRANGEMENT**

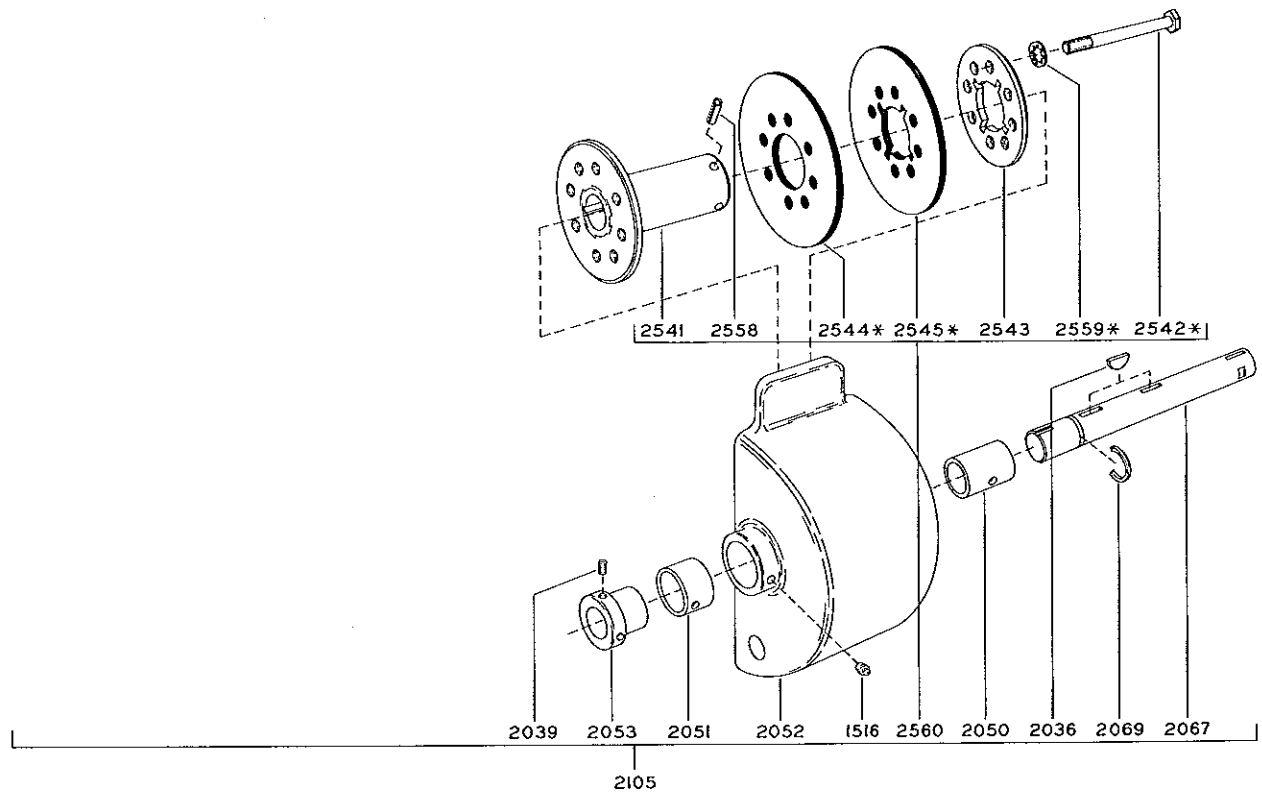
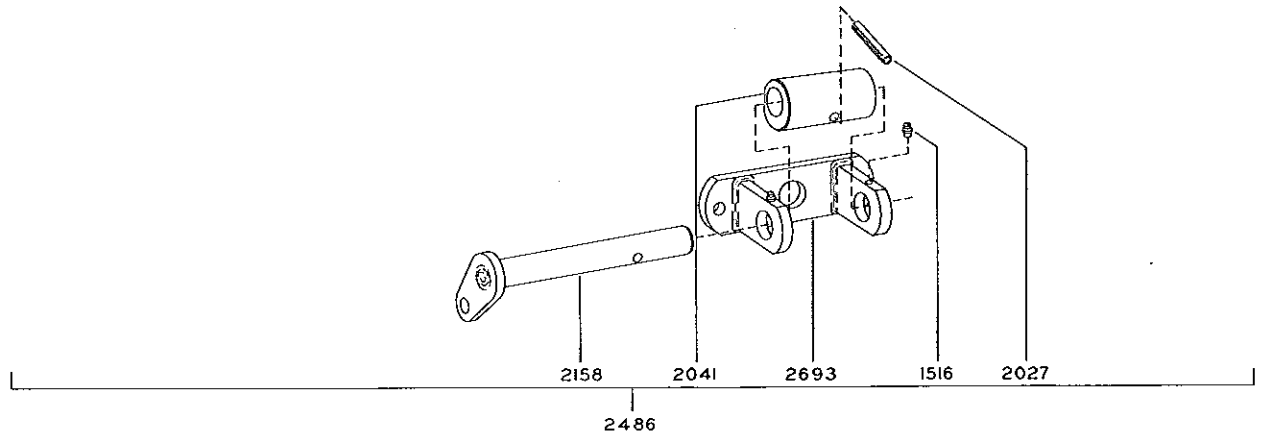
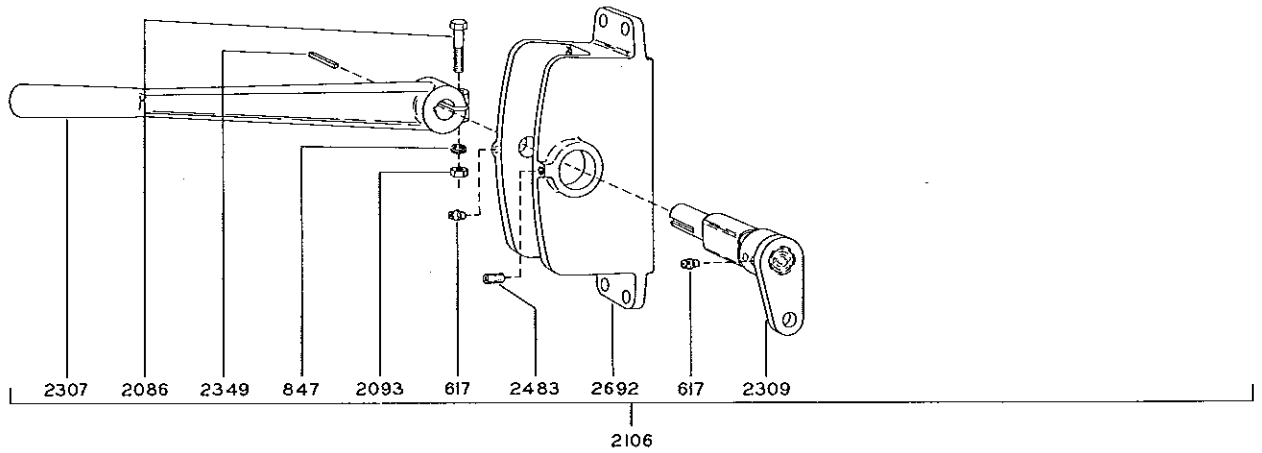
PART NO.	DESCRIPTION	NO. REQ.
*573	Nut (5/16—18)	4
847	Lock Washer (5/16)	6
975	Nut (3/8—24)	4
976	Lock Washer (3/8)	18
1180	Bolt (3/8—16 x 1 1/4)	1
1516	Fitting	1
1601	Klik Pin	1
2007	Brake Block	1
2008	Brake Control Block	1
2010	Nut (Self-Locking 1/2—20)	2
2011	Spring	4
2014	Shim (1/16 thick)	2
2015	Shim (1/64 thick)	4
2016	Shim	21
2032	Release Plate (Includes 1516 Fitting)	1
2034	Key (Square 3/16 x 1)	1
2036	Key (Woodruff 3/16 x 1)	1
2037	Spring	1
2039	Set Screw (Allen Head 1/4—20 x 3/8 Cup Point)	2
2049	Hinge Pin	1
2064	Bolt (3/8—16 x 3/4)	6
2071	Transport Pin	1
2092	Drive Channel	1
2097	Trunnion Sleeve	1
2105	Friction Drive Group—See Friction Drive & Control Page	1
2106	Control Housing Group—See Friction Drive & Control Page	1
2108	Bolt (3/8—16 x 3/8)	1
2110	Bolt (5/16—24 x 3/8)	2
2156	Bearing Assembly	6
2157	Ball Joint	2
2163	Control Rod	1
2168	Nut (3/8—16)	7
2172	Retaining Ring	2
2176	Jam Nut (3/8—18)	6
2178	Washer (13/32 SAE)	1
2180	Trailer Arrangement—See Trailer Arrangement Page	1
2183	Drive Chain (Includes Detachable Link)	1
2184	Drive Sprocket	1
2301	Stud (3/8—16 x 1 3/4)	6
2411	Stop	1
2412	Bolt (3/8—16 x 1 1/8)	2
2418	Driven Sprocket	1
2443	Guide Channel	1
2455	Set Screw (Allen Head 5/16—18 x 1 1/4 Cup Point)	2
2456	Lock Nut (5/16—18)	2
2486	Cradle Cam Group—See Friction Drive & Control Page	1
2487	Stud (7/16 x 1 1/2)	4
2488	Nut (7/16—14)	4
2489	Washer (7/16)	4
2490	Lock Washer (7/16)	4
2493	Cradle Hinge	1
*2556	Bolt (5/16—18 x 2)	4
*2773	Engine Platform	1
*2789	Chain Guard	1
2924	Engine DECO -Includes Special Attachments for Driver use— See Engine Operator's Manual for Parts List and Warranty)	1

IMPORTANT: When ordering parts please furnish DRIVER MODEL NUMBER,
SERIAL NUMBER, PART NUMBER, and DESCRIPTION.

DANUSER MACHINE COMPANY, Fulton, Missouri

DANUSER POST DRIVER
 MODELS MD-5, MD-6 and TD-1
 FRICTION DRIVE and CONTROL GROUPS

189
 4-69



190 DANUSER POST DRIVER
 4-69 MODELS MD-5, MD-6 and TD-1
 FRICTION DRIVE and CONTROL GROUPS

PART NO.	DESCRIPTION	NO. REQ.
2106	CONTROL HOUSING GROUP Consists of the following:	1
617	Fitting	3
847	Lock Washer (5/16)	1
2086	Cap Screw (5/16—24 x 1 1/2)	1
2093	Nut (5/16—24)	1
2307	Handle	1
2309	Camshaft Assembly (Includes 1 No. 617 Fitting)	1
2349	Key (Square 1/8 x 1 1/8)	1
2483	Set Screw (Allen Head 1/4—20 x 1/2 Cup Point)	1
2692	Housing (Includes 2 No. 617 Fitting)	1
2486	CRADLE CAM GROUP Consists of the following:	1
1516	Fitting	2
2027	Roll Pin (3/16 x 1)	1
2041	Cam	1
2158	Shaft	1
2693	Support (Includes 2 No. 1516 Fittings)	1
2105	FRICTION DRIVE GROUP Consists of the following:	1
1516	Fitting	2
2036	Key (Woodruff 3/16 x 1)	2
2039	Set Screw (Allen Head 1/4—20 x 3/8 Cup Point)	2
2050	Bushing	1
2051	Bushing	1
2052	Cradle Assembly, Includes the following: No. 1516 Fitting—2 req'd; No. 2050 Bushing—1 req'd; No. 2051 Bushing—1 req'd	1
2053	Shaft Sleeve	1
2067	Friction Wheel Shaft	1
2069	Retaining Ring	1
2560	Friction Wheel Consists of the following:	1
2541	Hub	1
*2542	Cap Screw (3/8 x 4)	8
2543	End Plate	1
*2544	Rubber Disc	14
*2545	Rubber Disc	1
2558	Roll Pin (1/4 x 3/4)	4
*2559	Lock Washer (3/8 Shakeproof)	8

*These parts are packaged in the quantities shown as a service repair kit.
 Order Friction Wheel Repair Kit, Part No. 2590.

IMPORTANT: When ordering parts please furnish DRIVER MODEL NUMBER,
 SERIAL NUMBER, PART NUMBER and DESCRIPTION.