

Operation Manual

Demolition Hammer

62296



Illustration similar, may vary depending on model

Read and follow the operating instructions and safety information before using for the first time.

Technical changes reserved!

Due to further developments, illustrations, functioning steps, and technical data can differ insignificantly.

Updating the documentation

If you have suggestions for improvement or have found any irregularities, please contact us.



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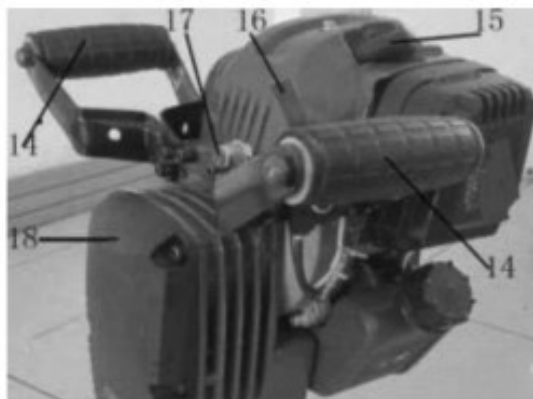
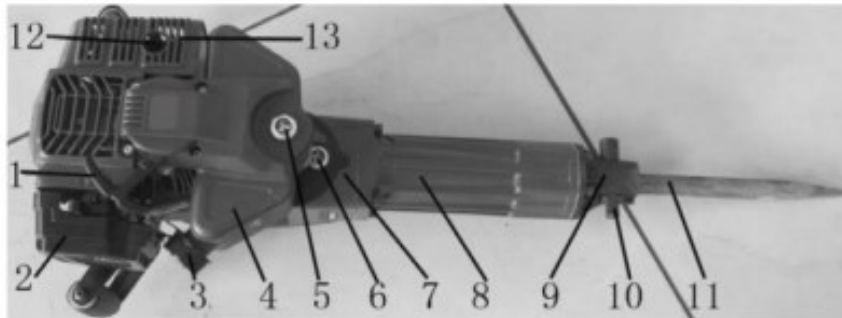
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Introduction

Thank you for purchasing this quality product. **To minimise the risk of injury we urge that our clients take some basic safety precautions when using this device. Please read the operation instructions carefully and make sure you have understood its content.** Keep these operation instructions safe.

Names of the main components



Nº	Name	Nº	Name	Nº	Name
1	Starter	2	Air filter	3	Tank cover
4	Oil tank	5	Level indicator	6	Grease cap
7	Gearbox	8	Cylinder block	9	Chisel retainer
10	Locking bolt	11	Chisel	12	Exhaust pipe
13	Protective cover	14	Handle	15	Spark plug
16	Oil tank cap	17	Ignition	18	Gearbox cover
19	Ventilation				



Safety precautions

This product is a petrol-driven demolition hammer, designed for compaction work and is therefore not suited for the removal of larger rocks. Carefully read the information and safety instructions found within this instruction manual and obey them to ensure an ideal mode of operation while minimising the risk of accidents. However, the instructions found in this manual do not replace rules and regulations applying at your workplace, but complete them. Keep this manual in a safe place and in reach when working with this product.

- This product must not be used by persons with limited physical, sensory, or mental capabilities or lack of experience and/or knowledge, unless they are instructed and supervised by a person responsible for them and familiar with the product. Children must always be kept away from the device and must not operate it under any circumstances.
- When using the demolition hammer, always wear non-slip safety shoes, protective goggles, hearing protection, and appropriate work clothing. Furthermore, a dust mask and a hard hat should be worn if the demolition hammer is to be used for a longer period.
- When working with the demolition hammer, always ensure that you have a firm, secure footing and only use the machine with both hands.
- Do not smoke while operating the machine and do not use the machine when you are tired or under the influence of alcohol, drugs, or medicine.
- Start at a slow speed and increase the speed steadily.
- Keep bystanders away from your work area as the use of the demolition hammer can cause splintered pieces, gravel, or rubble to be thrown up.
- A medium speed setting between 3 and 4 is recommended and produces the best work results.
- Do not exert any pressure on the machine during use and instead try to use the own weight of the machine. For a high effect, a simple operation and to achieve optimal results, it does not require too much effort.
- Keep the handles clean, dry, and free from oil or petrol residues.
- Always switch off the engine when finishing or interrupting the work process.
- Check all fastening screws before each use. If they are loose, tighten the screws before use.
- The use of pure petrol (without 2-stroke engine oil) as fuel is prohibited. It is imperative that you obey the mixing ratio of fuel and lubricant prescribed in these operating instructions.
- Petrol is extremely flammable, so only fill up in a sufficiently ventilated area and away from sources of ignition. To do this, switch off the engine before filling up with fuel and let the device cool down for a few minutes. When adding fuel, be careful not to add too much fuel. Do not leave the fuel tank near the machine. If the fuel overflows, wait until it has evaporated, then you can start the machine again.
- Make sure to close the tank cap firmly and properly after filling it with fuel. Also check the tank and the lid regularly for damage or signs of wear and tear and repair any defects before using the device again.
- Store fuel reserves only in areas where there are no substances that could start or generate fires, explosions, or flying sparks.
- If you use the demolition hammer in closed work areas, e.g., in tunnels and trenches, make sure that there is enough fresh air, or use a fan or hood, as the exhaust gases contain dangerous carbon monoxide.
- Avoid too quick acceleration or sudden braking, as this can damage the machine.
- Avoid hitting the machine with chipped pieces when working at high speed or when removing material.
- If you want to transport the device over a longer distance, make sure that the tank has been emptied beforehand.
- To avoid damaging the individual parts, do not dismantle the demolition hammer, as this can impair the lifespan of the demolition hammer and lead to an increased risk of accidents.



Figure 1: correct handling

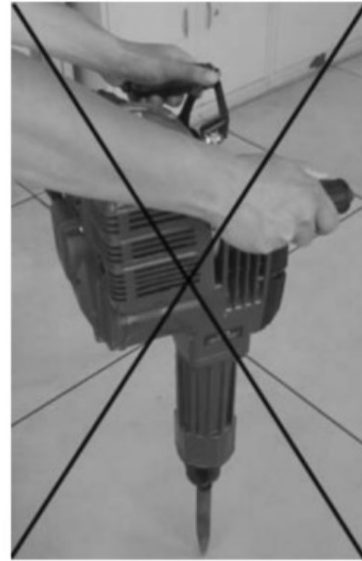


Figure 2: false handling

Fields of application and features

Use

- for demolition and road work
- for breaking (corner) stones (e.g., for track work)
- for installing or excavating telephone lines
- for breaking frozen surfaces

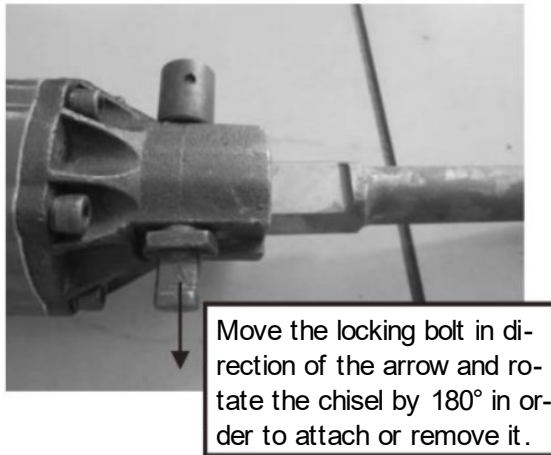
Features

- Comfortable handling and ideal control due to the handle minimising vibrations.
- The adjustable power setting regulates the speed and allows for the power output to be matched to the task at hand.

Preparation before commissioning

Assembly

1. Lubricate the chisel that you wish to use.
2. Unlock the chisel retainer by pulling the locking bolt into the direction of the arrow and insert the chisel into the retainer. Make sure the chisel has been inserted correctly and rotate it 180° to fix it in place. After that re-close the retainer with the help of the locking bolt.
3. Fill the fuel tank with two-stroke mixture and press the primer to supply the system with fuel before then starting the motor.



Move the locking bolt in direction of the arrow and rotate the chisel by 180° in order to attach or remove it.

Figure 3

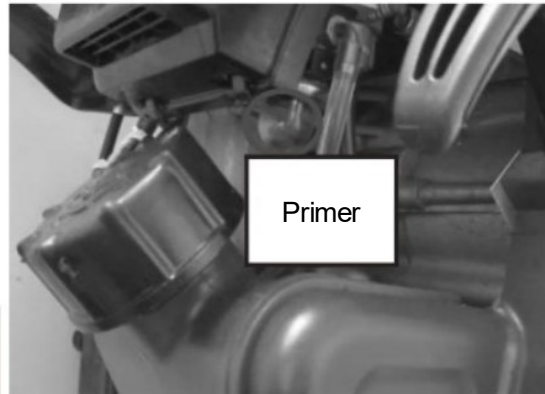


Figure 4

Fuel

To guarantee a flawless mode of operation and extend the service life of the demolition hammer, it is advised to use a two-stroke mixture with the following mixing ratio:

Condition	Petrol:machine oil
Within the first 20 hours of working time	20:1
After 20 hours of working time	25:1

1. Do under no circumstances use pure petrol to fuel the demolition hammer.
2. Only fuel or refuel the device in well ventilated places.
3. Do not overfill the tank and do not leave any fuel residue in the outlet. In case of fuel being spilled, remove it appropriately or wait for it to evaporate before starting the engine.
4. Always make sure to properly close the fuel tank cap properly after fuelling/refuelling.

Lubricant

We advise the use of 50 g of special lubricant after 40 hours of continuous operation.

- The demolition hammer offers a maximum lubricant capacity of 140 ml, but it is advised to use a maximum of 100 ml.
- If the lubricant level should drop beneath the red mark of the lubricant level gauge, make sure to refill it to guarantee the functionality of the tool. The lubricant level gauge should thereby be checked every 30 hours of usage.



Figure 5

Lubricating

Loosen the grease cap with a spanner, remove it and fill the grease into the opening.



Figure 6



Figure 7

Commissioning

- Before starting this device for the very first time, press the primer a few times to supply its system with fuel (see figure 4).
- Hold the hand grip with one hand and quickly pull the recoil start with the other until its cable reaches a length of about 50 cm. Do not let the recoil start rebound freely and instead guide it back to protect the starter.
- Open the ventilation once the motor has been started.



Figure 8

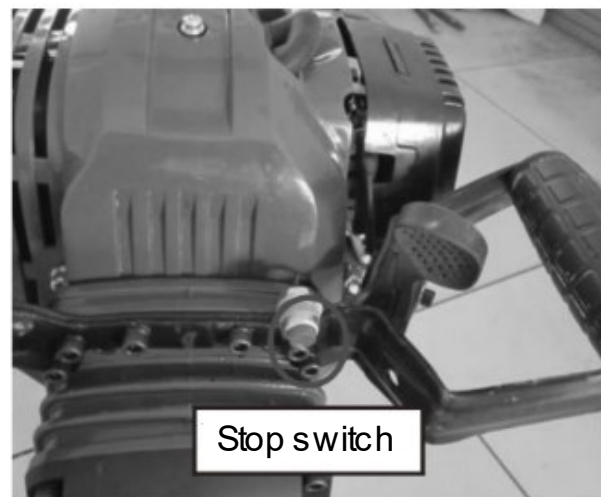


Figure 9

Application

- Let the demolition hammer run at a low speed for the first 2–3 min after starting it to allow the machine to warm up.
- Start using the device once the temperature is high enough (according to the required impact energy) to achieve an ideal starting position and thereby reduce the strain placed on the device and its parts.

Notes:

- When using the demolition hammer for the very first time, it should only be used at lower speeds for the first 24 hours to extend its service life.
- To achieve the best work results, it should be sufficient to operate the demolition hammer at medium speed.

Stopping

- Let go of the acceleration switch and let the machine run in idle state for about 1–2 min.
- Then halt the motor by pressing the red stop switch (see Figure 6).

Maintenance*Air filter*

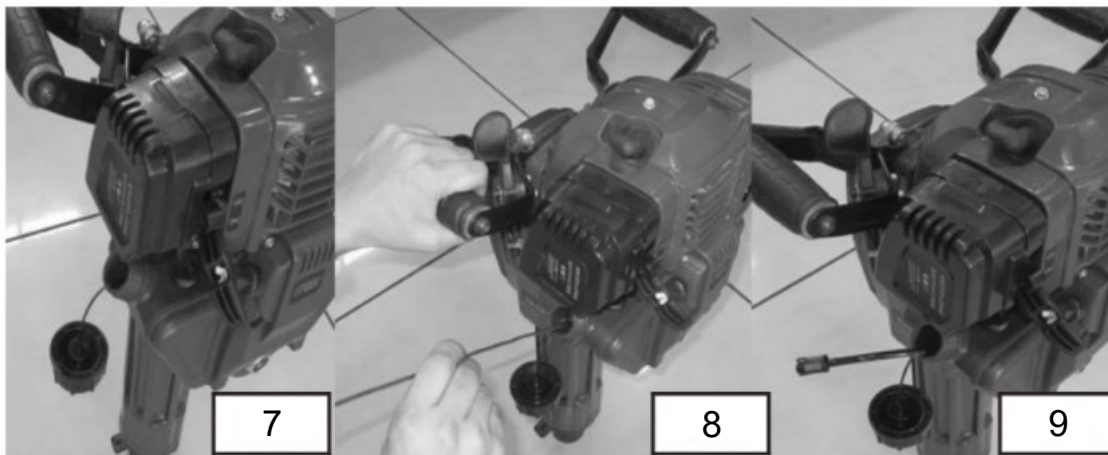
Regularly check the air filter. Accumulations of dust and dirt may block it and as a result reduce the capacities of the motor and damage the cylinder. In case of the filter being dirty, remove it and carefully clean it with mild detergent and lukewarm water. Make sure that the air filter has dried completely before it is reinserted. If the air filter should show signs of wear or damage, repair or replace it with a new one. If working in especially dusty environments, the maintenance cycle must be adjusted accordingly.

Oil filter

A clogged oil filter reduces the demolition hammer's working speed as well as its power of impact and does thereby not only affect its performance, but also increases the risk of the machine being damaged and its operator being injured.

Oil filter removal:

- Open the fuel tank cap (see Fig. 7) with a metal hook (see Fig. 8, 9) and carefully remove the oil filter from the tank.
- Removing the oil filter at the same time cleans the oil tank.

*Carburettor*

It is common for both, the oil tank as well as the carburettor to keep a certain amount of fuel residue. Over the time this residue might cause the fuel line to get clogged, which will prevent the motor from starting. It is therefore advised to completely remove the fuel from the demolition hammer, if it is not used at least twice a week. To completely remove the fuel from the system of the machine, utilise the primer.

Spark plug

To guarantee a flawless mode of operation of the engine, the distance between the electrodes of the spark plug should be between 0.5 and 0.7 mm. If the spark plug is dirty, carefully remove accumulations of dirt with a wire brush (see Figure 10).

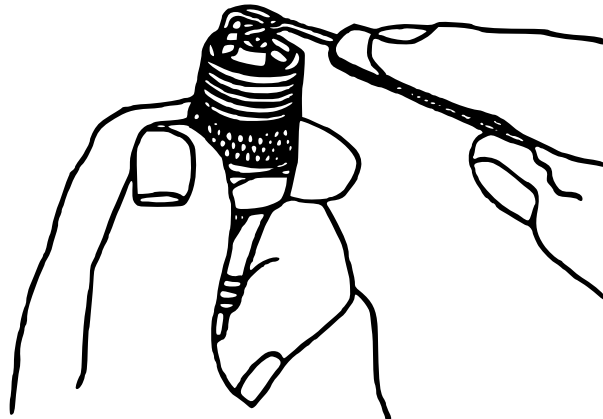


Figure 10

Exhaust pipe

Regularly perform maintenance on the exhaust pipe. Use a screwdriver to remove foreign matter and impurities.

Lubricating the gearbox

Open the gearbox cover to lubricate the eccentric shaft. The eccentric shaft should be lubricated in regular intervals.

Cylinder cooling fins

Regularly remove the dust from the cylinder cooling fins to ensure that the cylinder receives sufficient cooling. This is especially important as the demolition hammer is air cooled and the cooling effect is gravely affected by the condition of the cooling fins. Clogged cooling fins might cause the motor to overheat and the device to take severe damage in the process.

Lubricating the cylinder

50 g of special lubricant need to be put into the cylinder after a total working time of about 50 hours.

Troubleshooting

Trouble starting the cold motor

The spark plug is wet.	Let the spark plug dry.
The spark plug produces sparks.	Replace the spark plug.
Too much fuel absorption	Reduce the fuel supply.

Trouble restarting the device after an abrupt stop

Fuel is leaking or the carburettor is blocked	Add some fuel or clean the carburettor.
The oil filter is clogged.	Clean the oil filter.
Too much carbon accumulation	Remove the carbon accumulation.



Slow acceleration and loss of power

Either the cylinder or the silencer is covered by carbon accumulation.	Remove the carbon accumulation.
The fuel line and/or the ventilation is clogged.	Clean the affected areas.
The air filter is clogged.	Clean the air filter.

The device works fine, but the quality of the demolition is not sufficient

The chisel is worn out.	Resharpen and reforge or replace the chisel.
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Technical data

Motor type	Single-cylinder engine, air cooling, 2-stroke	
Model number	JH95 A	
Size (cm)	demolition hammer	approx. 65 × 37
	chisel	approx. 40
Fuel	Two-stroke mixture, ratio 1:25 (1 par two-stroke oil, 25 parts petrol)	
Fuel consumption ($\frac{1}{h}$)	≤0.6	
Fuel tank capacity (l)	1.3	
Weight (kg)	20.5	
Capacity (cm³)	52	
Motor power (hp)	2.5	
Impact power (J)	20–55	
Impact frequency ($\frac{\text{impacts}}{\text{min}}$)	700–1500	
Carburettor type	H119–6 A-00–210	
Spark plug type	BM6 A	
Starting system	Recoil start	



Maintenance cycle

The following chart is based on data gathered by using the product. The maintenance cycle should be adjusted if the machine is either used in harsher working environments such as dusty places or is not in pristine condition any more. In these cases, the maintenance cycle should be shortened accordingly to guarantee a proper mode of operation, to preserve the longevity of the product, and to minimise the risk of accidents.		Before use	Daily after use	After refuelling	Weekly	Monthly	If damaged	If necessary
The entire device	Check (general condition, stability of screws, etc.)	X		X				
	Clean		X					
Control handle/stop switch	Test functionality	X		X				
Air filter	Clean				X			X
	Replace						X	
Oil filter	Check					X		
	Replace						X	
Fuel tank/fuel tank cover	Clean		X	X				
	Check	X		X				
	Tighten							X
Gearbox	Clean					X		
	Refill							X
Lubricant tank	Check	X						
	Clean					X		
	Refill							X
Chisel	Check sharpness	X						
	Sharpen and reforge							X
	Replace						X	
Silencer	Check					X		
	Remove deposits							X
Cooling fins	Check					X		
	Clean							X
Spark plug	Check/adjust electrodes distance					X		
	Replace							X
Screws and nuts	Check	X		X				
	Tighten							X

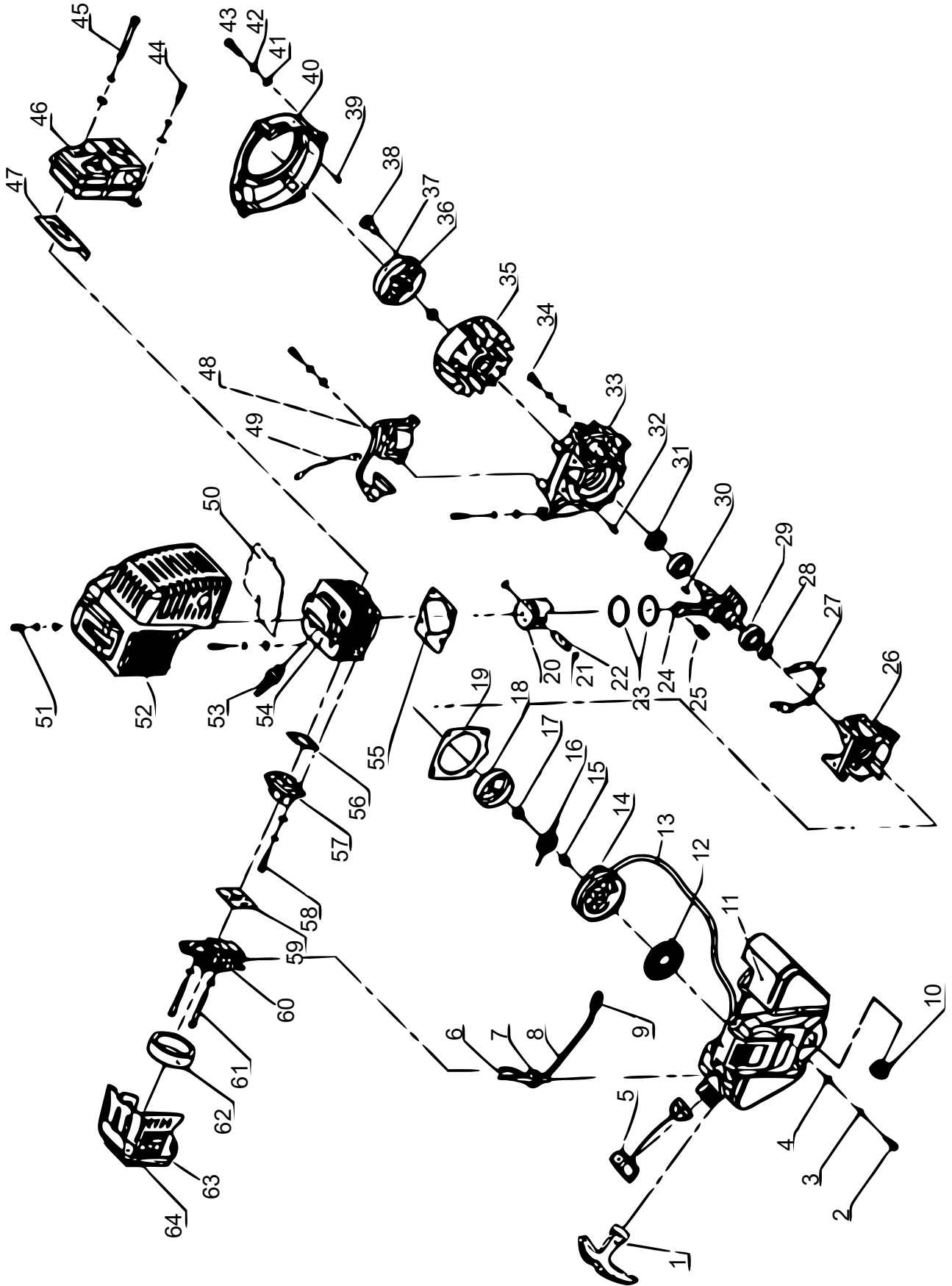


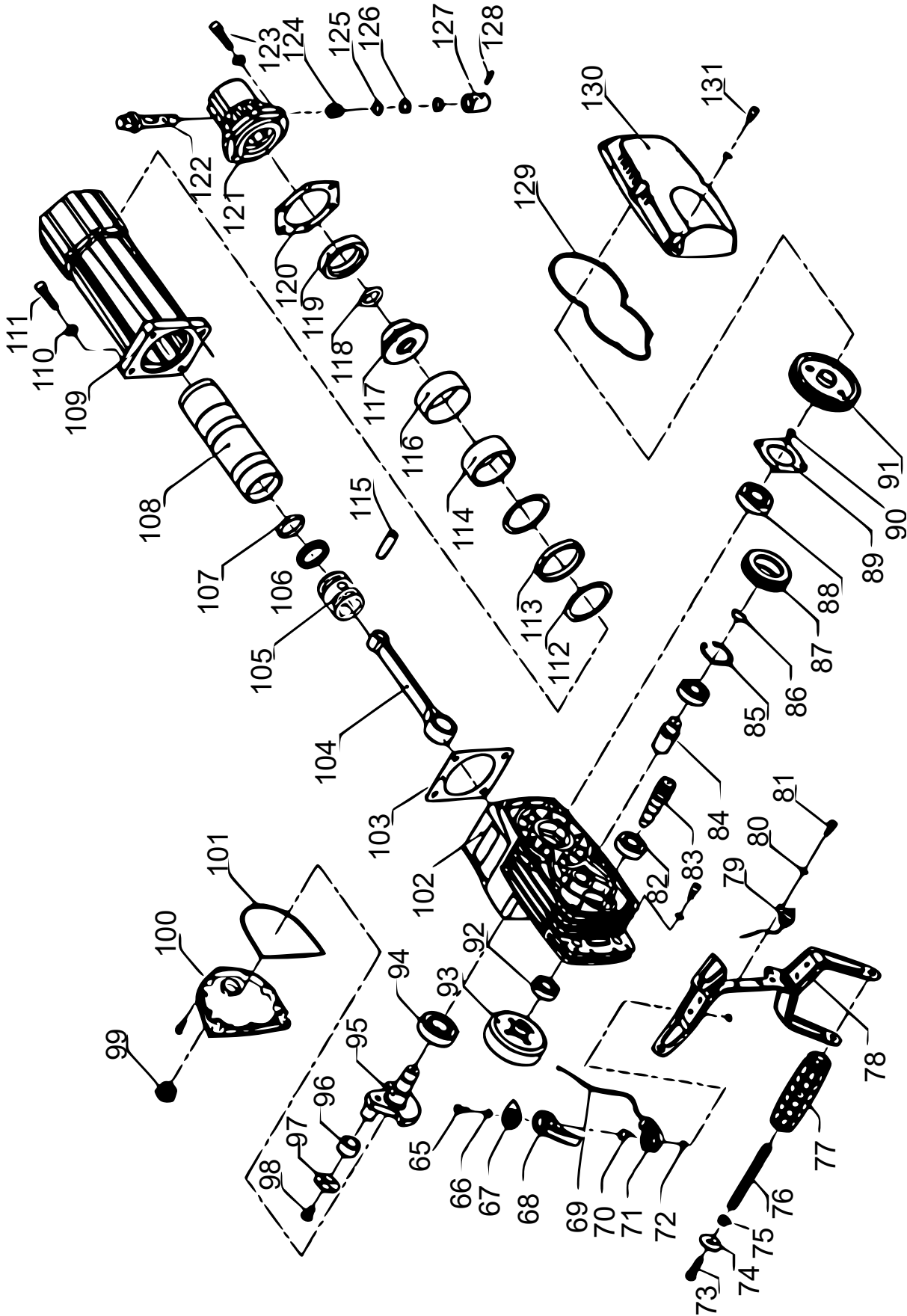
Parts list and explosion views

No	Name	Qty.	No	Name	Qty.
1	Recoil start handle	1	67	Throttle cover cap	1
2	Screw M5×20	13	68	Throttle cock	1
3	Elastic washer	21	69	Rope accelerator	1
4	Washer	23	70	Throttle spring	1
5	Cap assembly	1	71	Throttle	1
6	Fuel return line	1	72	Nut M5	1
7	Plug	1	73	Bolt M8×30	3
8	Fuel line	1	74	Washer 8	4
9	Filter	1	75	Nut M8	4
10	Level indicator	1	76	Release spring	4
11	Fuel tank	1	77	Twistgrip	2
12	Recoil spring	1	78	Frame	1
13	Rope	1	79	Stop button	1
14	Reel	1	80	Washer 6	1
15	Spring	1	81	Screw M6×20	10
16	Shifting claw	1	82	Bearing 6203	2
17	Nut M8	2	83	Gear shaft	1
18	Pawl cover	1	84	Shaft	1
19	Gasket	1	85	Circlip 40	1
20	Piston	1	86	Washer 40	1
21	Circlip	1	87	Intermediate gear	1
22	Piston pin	1	88	Bearing 6204	1
23	Bearing washer	2	89	Bearing plate	4
24	Crank shaft	1	90	Screw M5×10	1
25	Needle roller bearing	1	91	Gear wheel	1
26	Right crankcase	1	92	Bearing 6202	1
27	Gasket	1	93	Bearing cover	1
28	Fuel gasket 12×22×7	1	94	Bearing 6205	1
29	Bearing 6202	2	95	Crankshaft	1
30	Woodruff key 3×5×13	1	96	Needle bearing	1
31	Fuel gasket 15×30×7	1	97	Bearing cover	1
32	Straight pin 5×10	2	98	Screw M8×20	1
33	Left crankcase	1	99	Sealing plug	1
34	Screw M3×35	4	100	Tank cover	1
35	Magnetic rotor	1	101	Gasket	1
36	Pressure spring	1	102	Gearbox	1
37	Brake shoe	1	103	Flat gasket	1



38	Axial screw	2	104	Connecting rod	1
39	Straight pin	2	105	Piston	1
40	Fan cover	1	106	Damping ring	1
41	Washer 6	6	107	O-ring	1
42	Elastic washer 6	4	108	Cylinder liner	1
43	Screw M6×25	4	109	Extruder barrel	1
44	Screw M5×15	1	110	Washer 8	10
45	Screw M6×60	2	111	Screw M8×35	4
46	Muffler	1	112	Gasket	2
47	Gasket	1	113	Split ring	1
48	Ignition coil	1	114	Damping ring	1
49	Connection cable	1	115	Piston pin	1
50	Motor base plate	1	116	Sleeve	1
51	Pan head screw	1	117	Rubber cuff	1
52	Motor cover	1	118	O-ring	1
53	Spark plug cover	1	119	Damping ring	1
54	Cylinder	1	120	Cylinder head gasket	1
55	Gasket	1	121	Cylinder head	1
56	Gasket	1	122	Spark plug	1
57	Carburettor base connector	1	123	Screw M8×30	6
58	Screw M5×25	2	124	Spring	1
59	Carburettor gasket	1	125	Washer	1
60	Carburettor	1	126	Soft washer	2
61	Screw M5×50	2	127	Lock sleeve	1
62	Filter net	1	128	Straight pin 4×18	1
63	Air filter seat	1	129	Gearbox gasket	1
64	Air filter cover	1	130	Gearbox cover	1
65	Screw M5×16	6	131	Screw M6×16	6
66	Washer 5	1			





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