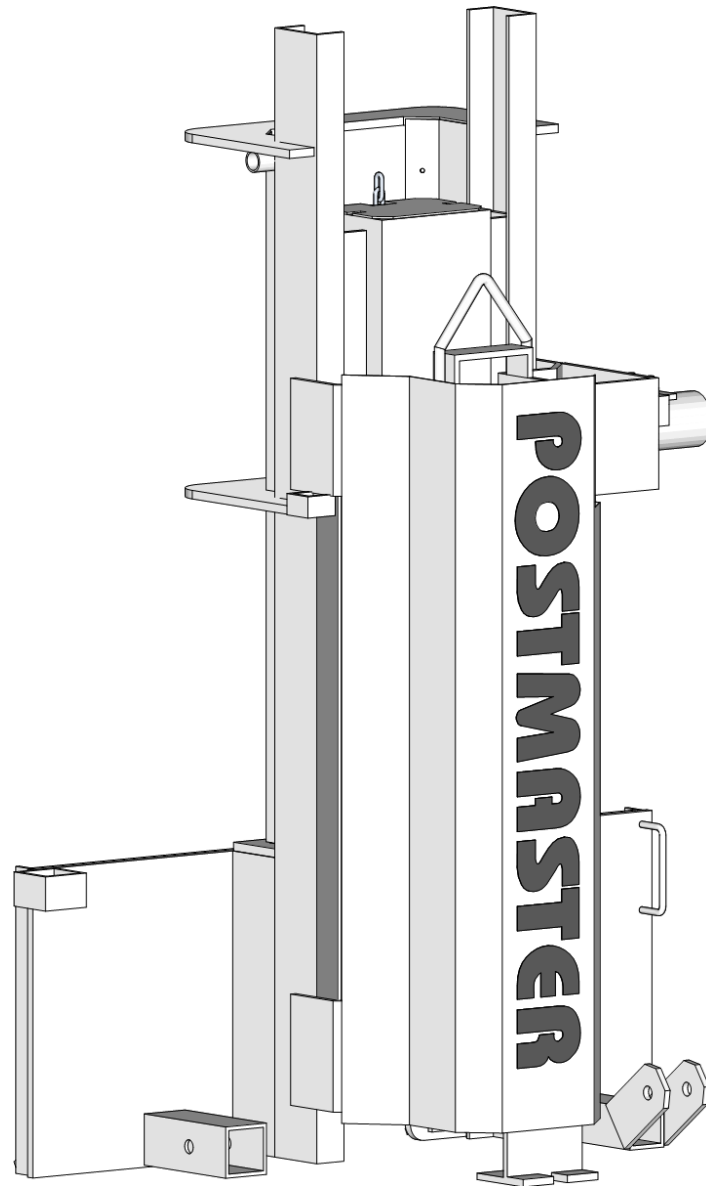


TALET

EQUIPMENT

POSTMASTER



Parts & Operators Manual

To The Owner

General Comments

Congratulations on the purchase of your new Talet Postmaster. Your unit was carefully designed and manufactured to give you many years of dependable service. Your Postmaster will require some minor maintenance to keep it in top working condition. Be sure to observe all maintenance procedures and safety precautions in this manual and the safety decals located on the unit itself and on any equipment to which it is mounted.

About This Manual

Read this manual before using your Postmaster. This manual has been designed to help you do a better and safer job. Read this manual carefully and become familiar with the operating procedures before attempting to operate. Remember, never let anyone operate this unit without them having read and completely understanding the “Safety Precautions” and “Operating Instructions” section of the manual, or having them be fully trained by an experienced, qualified person who has read and completely understands the “Safety Precautions” and “Operating Instructions”.

Service

When servicing your Postmaster remember to use only original manufacturer replacement parts. Substitute parts may not meet the standards required for safe, dependable operation.

To facilitate parts ordering, record the model and serial number in the space provided on the page. This information may be obtained from the identification plate located on the right side of the unit by the quick attach mounting plate.

Model _____ Serial No. _____

Our parts department needs this information to insure that you receive the correct parts for your specific model.

Safety Precautions



Safety Alert Symbol

This is the “Safety Alert Symbol” used by this industry. This symbol is used to warn of possible injury. Be sure to read all warnings carefully. They are included for your safety and for the safety of others working around you.

Signal Words

Note the use of signal words Danger, Warning, and Caution with the safety messages. The appropriate signal word for reach has been selected using the following guidelines:

- **DANGER:** Indicates an immediate hazardous situation in which, if not avoided, will result in death or serious injury. This signal word is to be limited to the most extreme situations; typically for machine components which, for functional purposes, cannot be guarded.
- **WARNING:** Indicates a potentially hazardous situation in which, if not avoided, can result in death or serious injury and indicated hazards that exposed when guards are removed. It may also be used to alert against unsafe practices.
- **CAUTION:** Indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury. It may also be used to alert against unsafe practices.

Safety Rules

To ensure skid steer stability, and to prevent tipping, always observe the following safety rules:

- Keep clear of unit while in operation.
- Before operating the skid steer, read the operating and safety instructions provided by the manufacturer. Observe all warnings and cautions; particularly those which describe the use of seat belts and other operator restraints and those which describe the proper way of carrying loads as close to the ground as possible.
- Never operate the Postmaster when people are standing by the unit and could be injured.
- Do not obstruct your vision when traveling or working. Carry the Postmaster low for maximum stability and visibility when traveling.
- Operate at speeds slow enough so that you have complete control at all times. Travel slowly over rough or slippery ground and on hillsides.
- Avoid steep slopes or unstable surfaces. If you must drive on a slope, keep the load low and proceed with extreme caution. Do not drive across a steep slope under any circumstances. Drive straight up and down the slope.
- Avoid turning on an incline, if at all possible. If it is necessary, use extreme caution and make the turn wide and slow with the Postmaster carried low.



If you can't see where you are going then stop.

Skid-steer Loader Safety

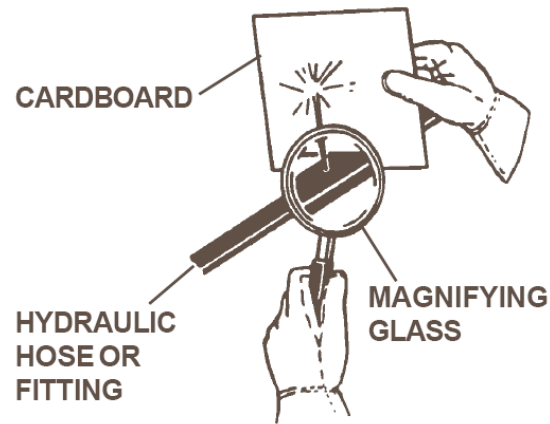
1. Read the entire skid-steer loader operators manual before ever attempting to use the skid steer loader. This knowledge is necessary for safe operation.
2. Follow all safety decals on the skid-steer loader. Keep them clean and replace them if they become worn and hard to read.
3. Know the limitation of your equipment. Do not use equipment for anything other than what it was originally designed for.
4. Pay attention to the job at hand. Do not let your mind lose concentration on what you are doing.
5. Use your seat belt and R.O.P.S. (Roll Over Protective Structure) when operating the skid-steer loader. Keep belt and R.O.P.S. in good repair. Do not modify R.O.P.S. or seat belt. Do not remove R.O.P.S. or seat belt. Overturning the skid-steer loader without proper R.O.P.S. and seat belt can result in death.
6. Fasten your seatbelt before and during skid steer loader operation. Remain seated at all times.
7. Do not take passengers on the skid steer loader or attachment. There is no safe place for a passenger.
8. Use hand hold when getting on and off the skid-steer loader. Failure to do so could cause a fall.
9. Inspect the skid steer loader before you try to operate the unit. Check for needed maintenance or repairs and have them done before using the equipment.
10. Never leave the skid steer loader running unattended. Always lower lift arms, set parking brake, turn off engine, and remove key.
11. Wear appropriate clothing such as safety glasses, ear plugs, etc. Do not wear loose fitting clothing; it may catch on the equipment. Always wear a hardhat when operating the skid-steer loader to prevent head injury.
12. When driving on public roads use safety light, reflectors, slow moving vehicle sign, etc., to prevent accidents. Check with local governments for regulations that may affect you.
13. Turn off the skid-steer loader before performing maintenance. If the lift arms must be left raised for any reason, use a positive lift arm lock to secure arms in place. Serious damage or personal injury could result from lift arms accidentally lowering.
14. Reduce speed when driving on rough terrain, slopes, or turning, to avoid overturning the skid-steer loader.

15. Do not smoke when refueling the skid-steer loader. Allow room in the gas tank for expansion. Wipe up any spilled liquid. Secure cap tightly when done.



Escaping fluid under pressure can have sufficient force to penetrate the skin causing serious personal injury. Fluid escaping from a very small hole can be almost invisible. Use a piece of cardboard or wood, rather than your hands, to search for suspected leaks.

Keep unprotected body parts, such as face, eyes, and arms, as far away as possible from a suspected leak. Flesh injected with hydraulic fluid may develop gangrene or other permanent disabilities. If injured by injected fluid, see a doctor at once. If your doctor is not familiar with this type of injury, ask him to research immediately to determine proper treatment.



Pre-Operation

General Information

The purpose of this manual is to assist in setting up, operating and maintaining your Postmaster. Parts lists and diagrams along with optional equipment available are located on page of this manual. The illustrations and data used in this manual are current at the time of printing, however, we reserve the right to redesign and change the Postmaster as may be necessary without notification.

Preparing the Vehicle

Your skid-steer must be equipped with a universal quick-tach hitch and auxiliary hydraulics. Read your skid-steer loader operators manual and know the limitations of your skid steer loader. It may require a counter-weight kit to ensure that the weight of the Postmaster does not exceed the rated capacity of your loader. Contact your local dealer if you are mounting the Postmaster to a different skid-steer than what it was originally purchased for and are not sure if a counterweight is required.



Never let anyone operate the skid-steer loader and attachment without understanding all of the “Safety Precautions” and “Operating Instructions” sections of this manual. Always choose hard, level ground to park the skid steer loader on and set the parking brake so that the unit cannot roll.

Additional Weight

Adding additional weight (up to 700 lbs. total hammer weight) is recommended on both the Postmaster, except when using the T-Post adapter. There are various options available for adding weight, for example; logging chain, metal punch slugs, lead tire weights, etc. Do not use concrete or sand.



Operating the hammer empty can result in vibration causing damage to the hammer and frame. A minimum of 50 lbs. of additional weight is required before operation.

Options

Post Collars

The basic Postmaster is shipped complete with a 6" round post head assembly. Refer to the table below for optional post head collars:

Option	Part #
6" Post Head Collar (Round)	88813
8" Post Head Collar (Round)	88814

* Requires Part #88813

Post Grapple (One Man Operation)

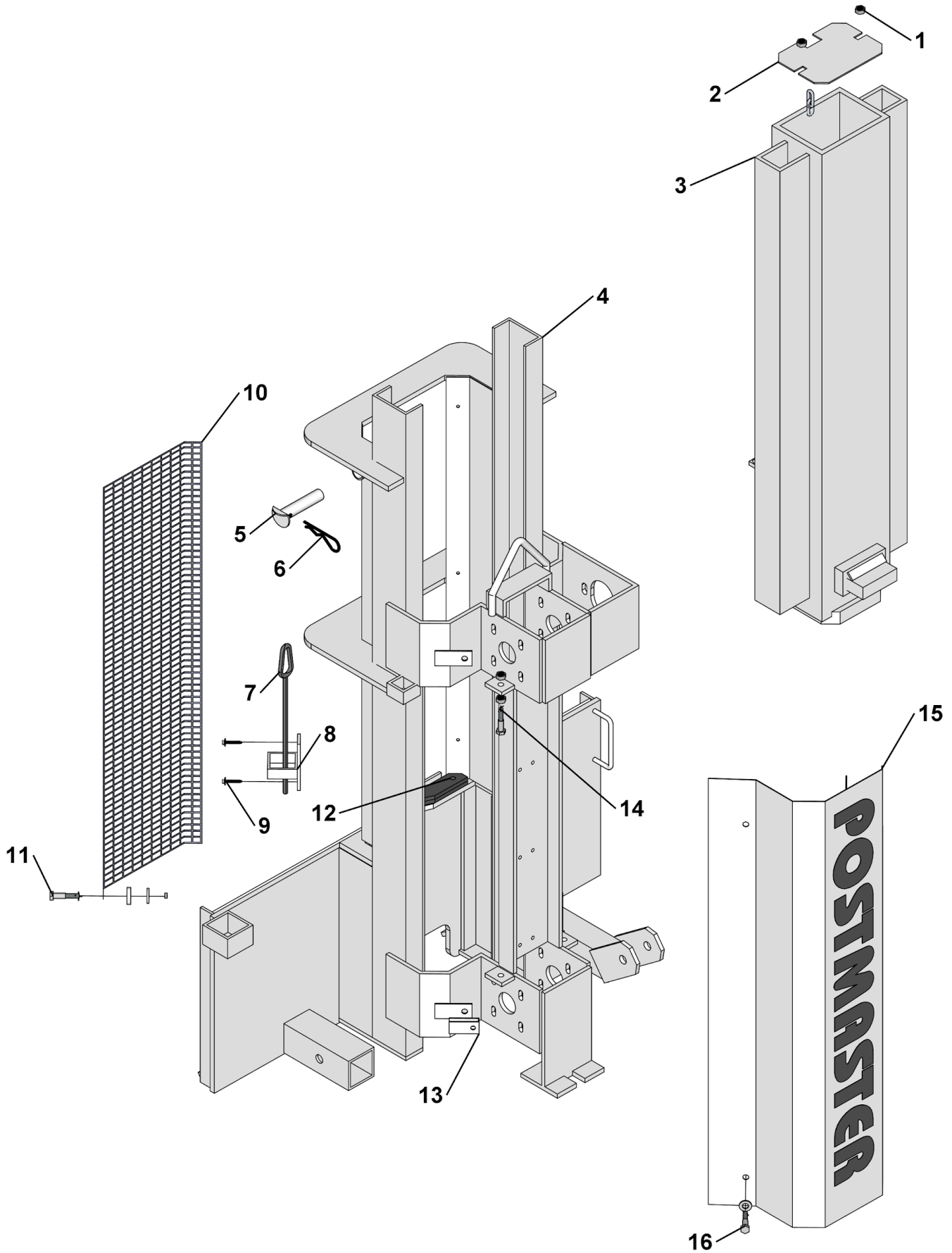
Allows the skid steer operator to pick up fence posts from the ground, set them up, and pound with no extra hydraulics and is all controlled from the cab of the skid-steer loader.

Tilt

Allows the Postmaster to hydraulically tilt left or right up to 19 degrees.

Postmaster Assembly

88/87 Series Postmaster



Postmaster Assembly

88/87 Series Postmaster

No.	Req'd	Part No.	Description
1	2	1841	.50" UNC Lock Nut
2	1	90295	Top Cover (Included in 88809)
3	1	88809	Postmaster Hammer
4	1	88801	Postmaster Frame - 8000 Model
	1	90486	Postmaster Frame with Tilt - 8000 Model
	1	88802	Postmaster Frame - 9000 Model
	1	90487	Postmaster Frame with Tilt - 9000 Model
5	1	87592	1" Safety Catch Pin
6	1	87582	Hair Pin 3/16" x 3 3/4"
7	1	30036	Leveler
8	1	30037	Leveler Guide
9	2	30038	.25" x 1.00" Self Drilling Screw
10	1	87596	Back Cover - 8000 & 9000 Models
	1	89143	Back Cover - 9000 Models Only
11	6	1004	.25" UNC x 1.25" Hex Capscrew - 8000 Models
	10	1004	.25" UNC x 1.25" Hex Capscrew - 9000 Models
	6	87553	Rubber Retainer - 8000 Models
	10	87553	Rubber Retainer - 9000 Models
	6	90296	.25" Fender Washer - 8000 Models
	10	90296	.25" Fender Washer - 9000 Models
	6	90149	.25" UNC K-Nut - 8000 Models
	10	90149	.25" UNC K-Nut - 9000 Models
12	2	87597	Rubber Cushion
	2	1047	.38" UNC x 2.00" Hex Capscrew
	2	1514	.38" Flat Washer

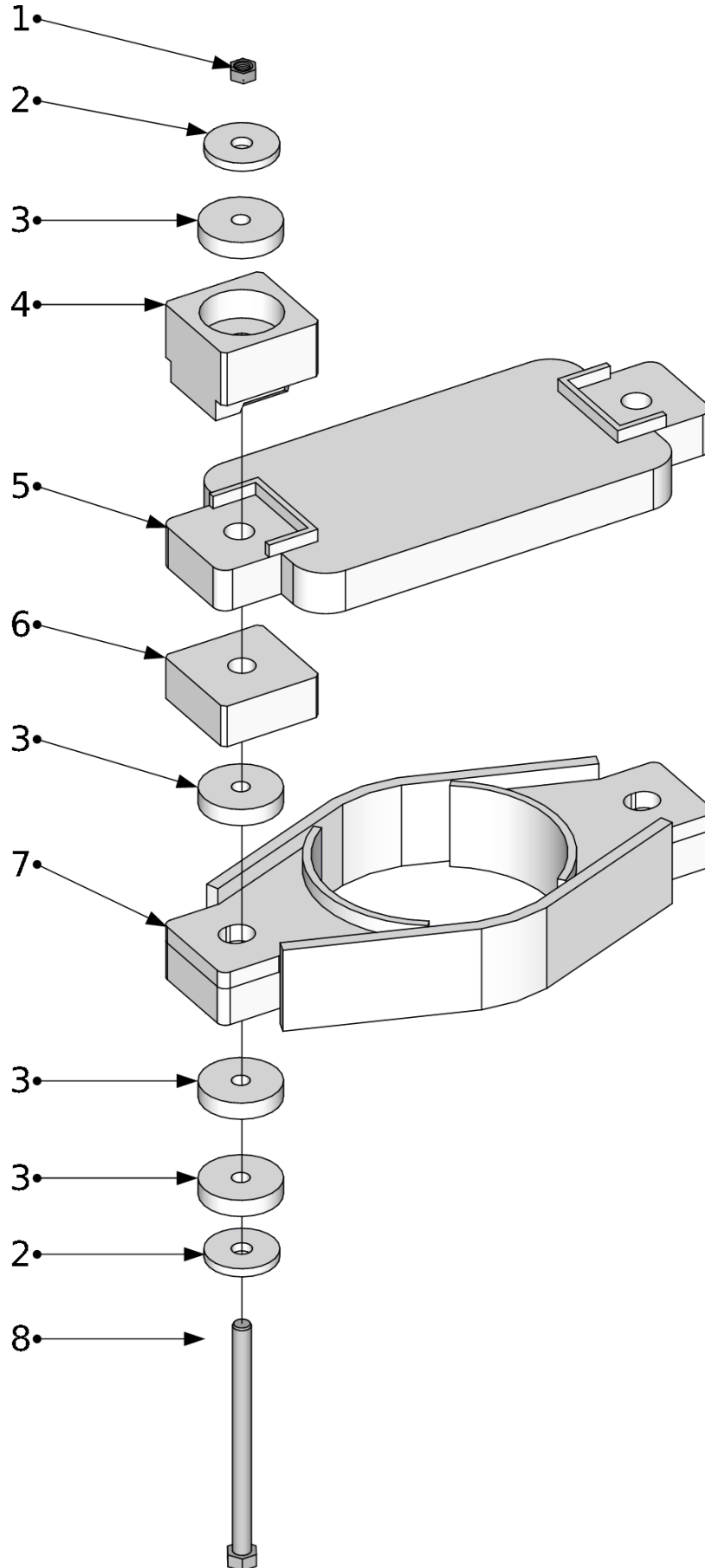
Postmaster Assembly

88/87 Series Postmaster

No.	Req'd	Part No.	Description
	2	1536	.38" UNC Nylock Nut
13	4	87593	M8 x 1.25mm U-Nut - 8000 Model
	6	87593	M8 x 1.25mm U-Nut - 9000 Model
14	8	1228	.50" UNC Hex Nut
	4	87563	.50" UNC x 3" All Thread Hex Capscrew
15	1	87594	Front Cover - 8000 Model
	1	89142	Front Cover - 9000 Model
16	4	87595	M8 x 25mm Hex Capscrew - 8000 Model
	4	1513	.31" Flat Washer - 8000 Model
	6	87595	M8 x 25mm Hex Capscrew - 9000 Model
	6	1513	.31" Flat Washer - 9000 Model

Postmaster Assembly

Post Head Assembly



Postmaster Assembly

Post Head Assembly

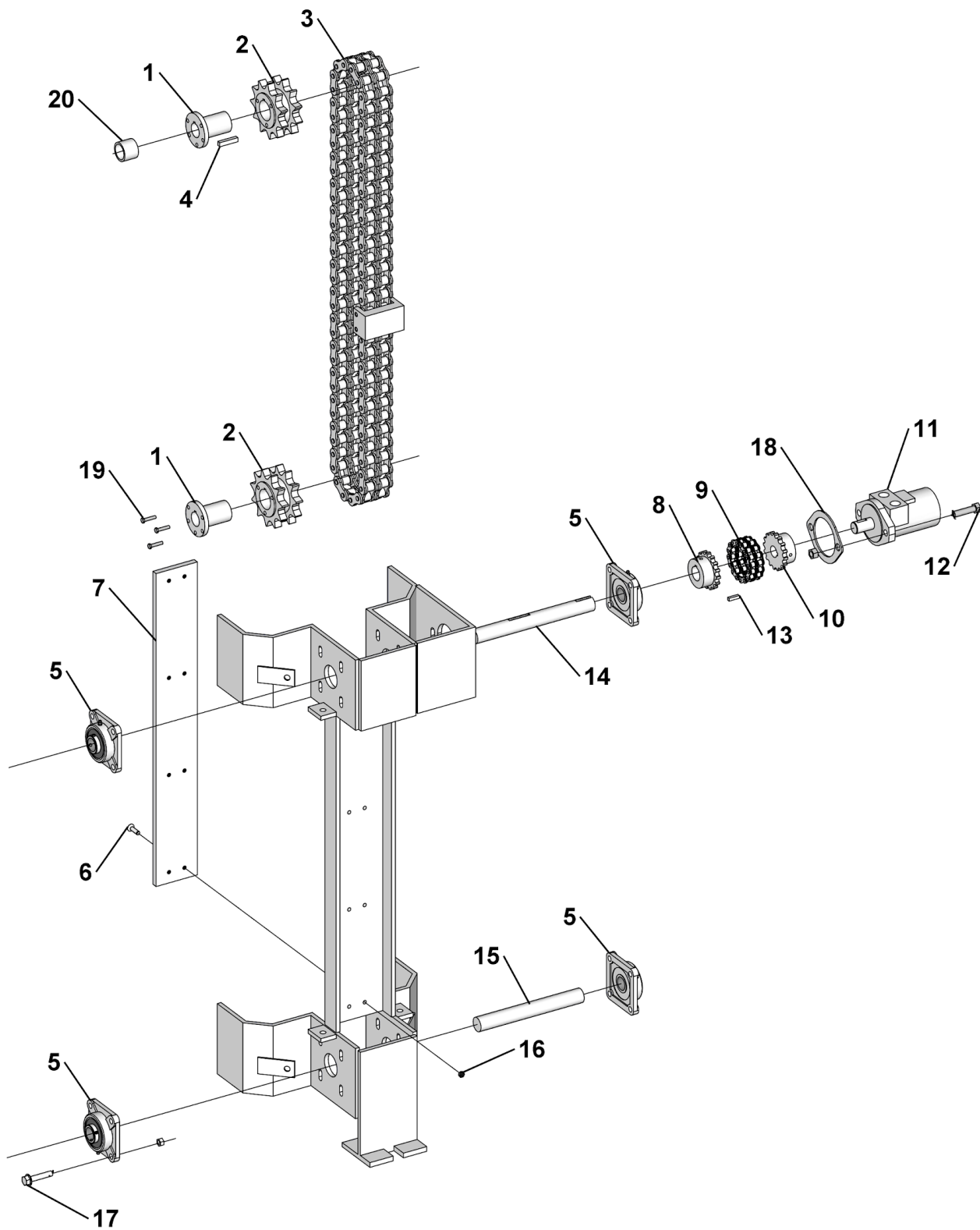
No.	Req'd	Part No.	Description
1	2	1841	.50" UNC Lock Nut
2	4	1646	.50" Heavy Washer
3	8	87553	Rubber Retainer
4	2	87588	Upper Guide Block
5	1	88810	Post Upper Head Plate
6	2	88811	Intermediate Guide Block
7	1	-----	Post Head Collar
	-	88813	6" Post Head (Round)
	-	88814	8" Post Head (Round)
8	2	10002	.50" UNC x 7" Hex Capscrew GR8
	-	90294	Guide Block Kit (Includes Items#1,2,3,4,6,8.)

The following upper head and collar assemblies include all parts needed to update units that have a four-bolt collar pattern to the new design:

- 6" Post Head Collar (Round) and Upper Head Plate Assembly – 88804
- 8" Post Head Collar (Round) and Upper Head Plate Assembly – 88805

Postmaster Assembly

Drive Assembly



Postmaster Assembly

Drive Assembly

No.	Req'd	Part No.	Description
1	2	87541	Bushing (Includes (3) Capscrews and (1) Key)
2	2	87542	Double Tooth Sprocket
3	1	87543	Drive Chain – 8000 Series
	1	87544	Drive Chain – 9000 Series
4	2	87598	Replacement Key
5	4	87545	Bearing Assembly
6	8	87564	.31" UNC x 1.25" Flathead Socket Capscrew - 8000 Series
	12	87564	.31" UNC x 1.25" Flathead Socket Capscrew - 9000 Series
7	1	87546	Nylon Guide Plate – 8000 Series
	1	87216	Nylon Guide Plate – 9000 Series
8	1	87547	Chain Coupler (1.25" - Drive Chain Side)
9	1	87549	Chain
10	1	87548	Chain Coupler (1.00" - Hydraulic Motor Side)
11	1	87540	Hydraulic Motor
	1	87551	Replacement Key
12	2	1092	.50" UNC x 2.00" Hex Capscrew
	2	90005	.50" Flat Washer GR8
	2	1841	.50" UNC Lock Nut
13	1	87608	Replacement Key
14	1	87599	Drive Shaft
15	1	87600	Idler Shaft
16	8	87601	.31" UNC Kep Nut - 8000 Series
	12	87601	.31" UNC Kep Nut - 9000 Series
17	16	2653	M10 x 35mm Hex Capscrew
	16	87565	M10 Hex Nut
18	1	87508	Motor Spacer

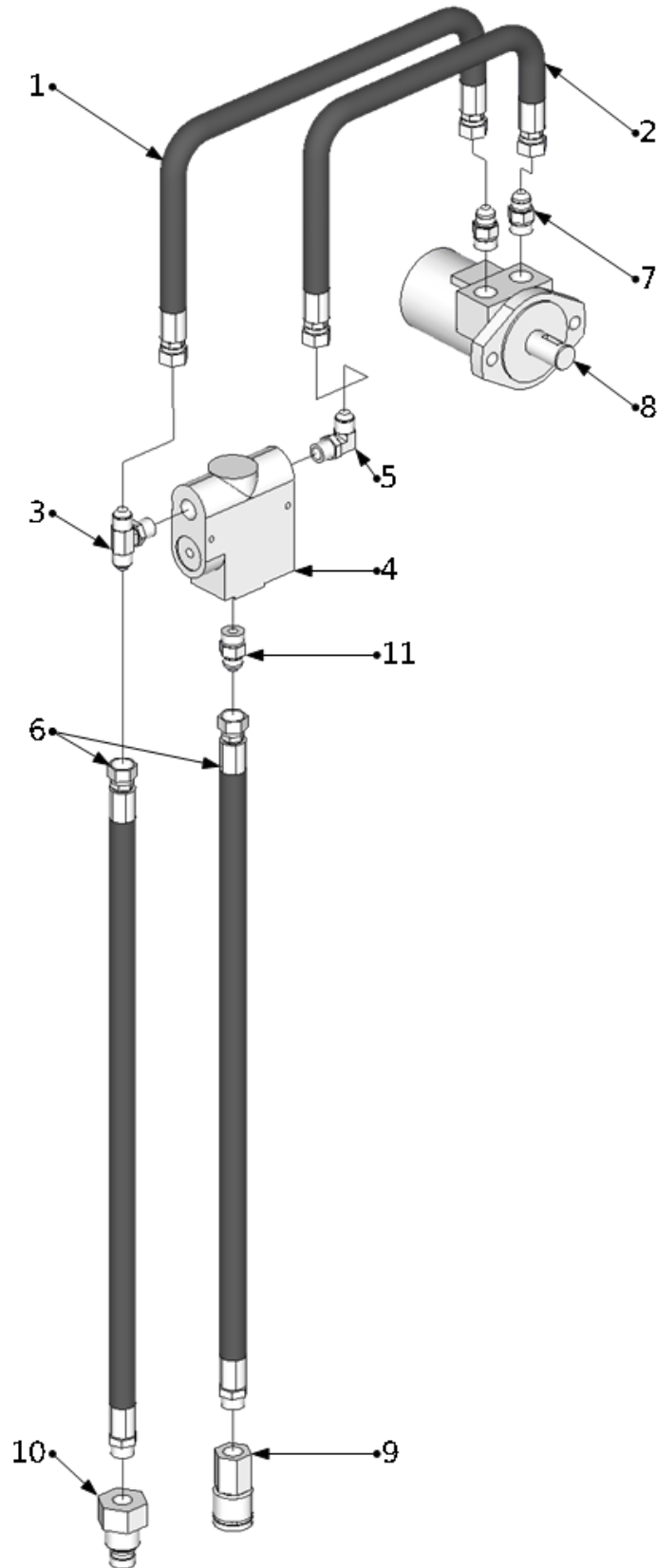
Postmaster Assembly

Drive Assembly

No.	Req'd	Part No.	Description
19	6	1004	.25" x 1.25" Hex Capscrew
20	1	90526	Bearing Spacer

Postmaster Assembly

Hydraulics



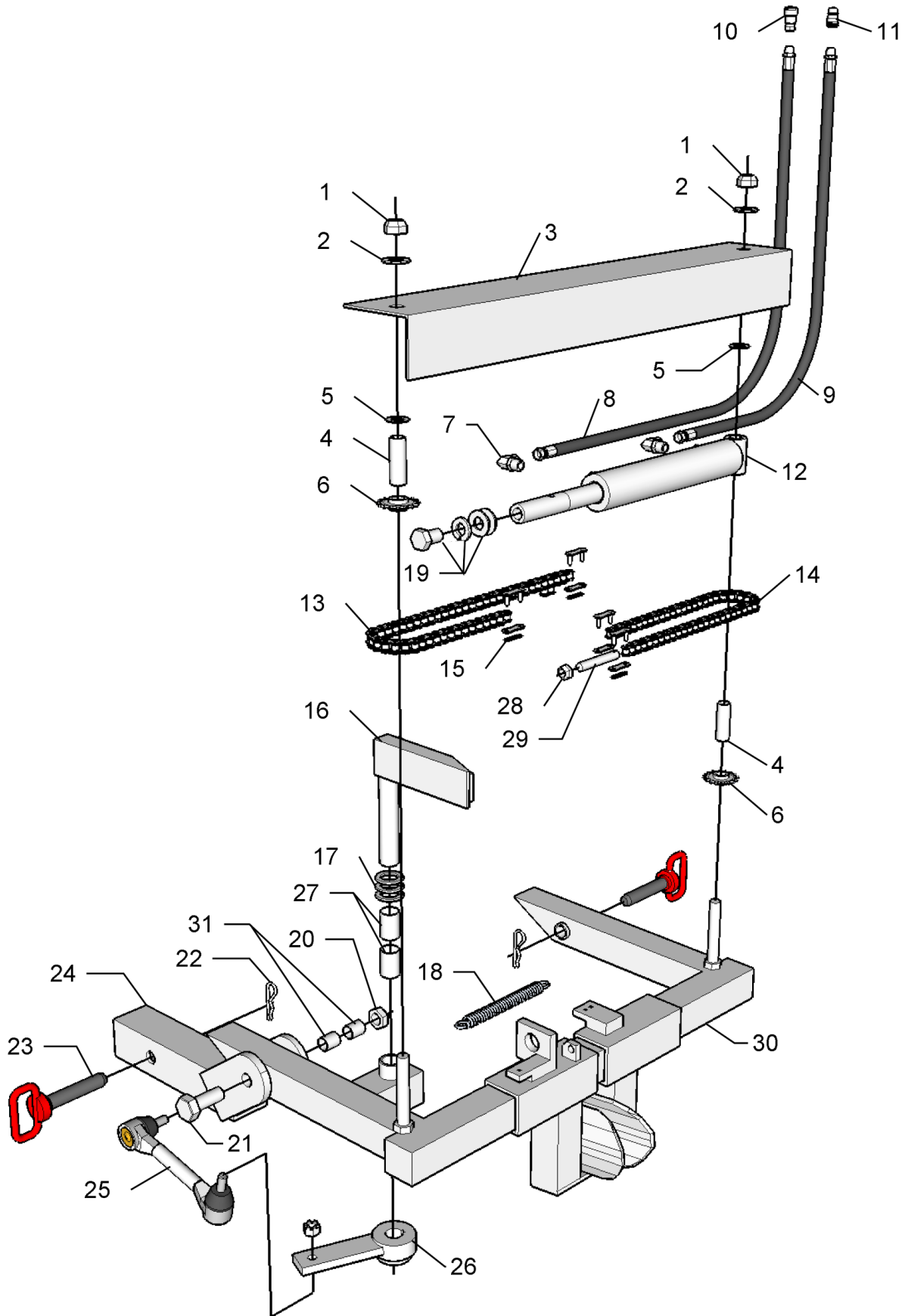
Postmaster Assembly

Hydraulics

No.	Req'd	Part No.	Description
1	1	90198	Hose Assembly .50" x 30" 8FJ – 8FJ
2	1	87538	Hose Assembly .50" x 24" 8FJ – 8FJ
3	1	90038	Tee 8 MB - 8MJ – 8MJ
4	1	90158	Flow Control Valve
	2	90450	.25" UNC x 2.50" Hex Capscrew
	2	1842	.25" UNC Lock Nut
5	1	90040	90° Elbow 8MB – 8MJ
6	2	90199	Hose Assembly .50" x 80" 8FJ – 10MB
7	2	3070	Straight Adapter 10MB – 8MJ
8	1	87540	Hydraulic Motor
9	1	80132	Flat Face Female Coupler (10 ORB)
10	1	80133	Flat Face Male Coupler (10 ORB)
11	1	90039	Straight Adapter 8MB – 8MJ

Postmaster Assembly

Optional Post Grapple Assembly



Postmaster Assembly

Optional Post Grapple Assembly

No.	Req'd	Part No.	Description
1	2	1839	.62" UNC Lock Nut
2	2	1517	.62" Flat Washer
3	1	87527	Chain Guard
4	2	87528	Spanner Bushing
5	2	90766	Machinery Bushing
6	2	87530	Idler Sprocket
7	2	3171	90° Elbow 4MB - 4MJ
8	1	87531	Hose Assembly .25" x 60" 4FJ – 4MP
9	1	87532	Hose Assembly .25" x 68" 4FJ – 4MP
10	1	61464	Female Coupler
11	1	61465	Male Coupler
12	1	87576	Cylinder
13	1	87577	Grapple Chain (With Spring Link)
14	1	87533	Grapple Chain
15	4	87578	Connector Link
16	1	87579	Pivot Actuator
17	Varies	87534	Actuator Shim
18	1	87535	Spring - 5/8" x 8 ½"
19	1	1112	.62" UNC x 1.00" Hex Capscrew
	1	1506	.62" Lock Washer
	2	1517	.62" Flat Washer
20	1	1936	.75" UNC Lock Nut
21	1	1149	.75" UNC x 5.00" Hex Capscrew
22	2	87582	Hair Pin
23	2	90223	Hitch Pin (Includes Hair Pin)

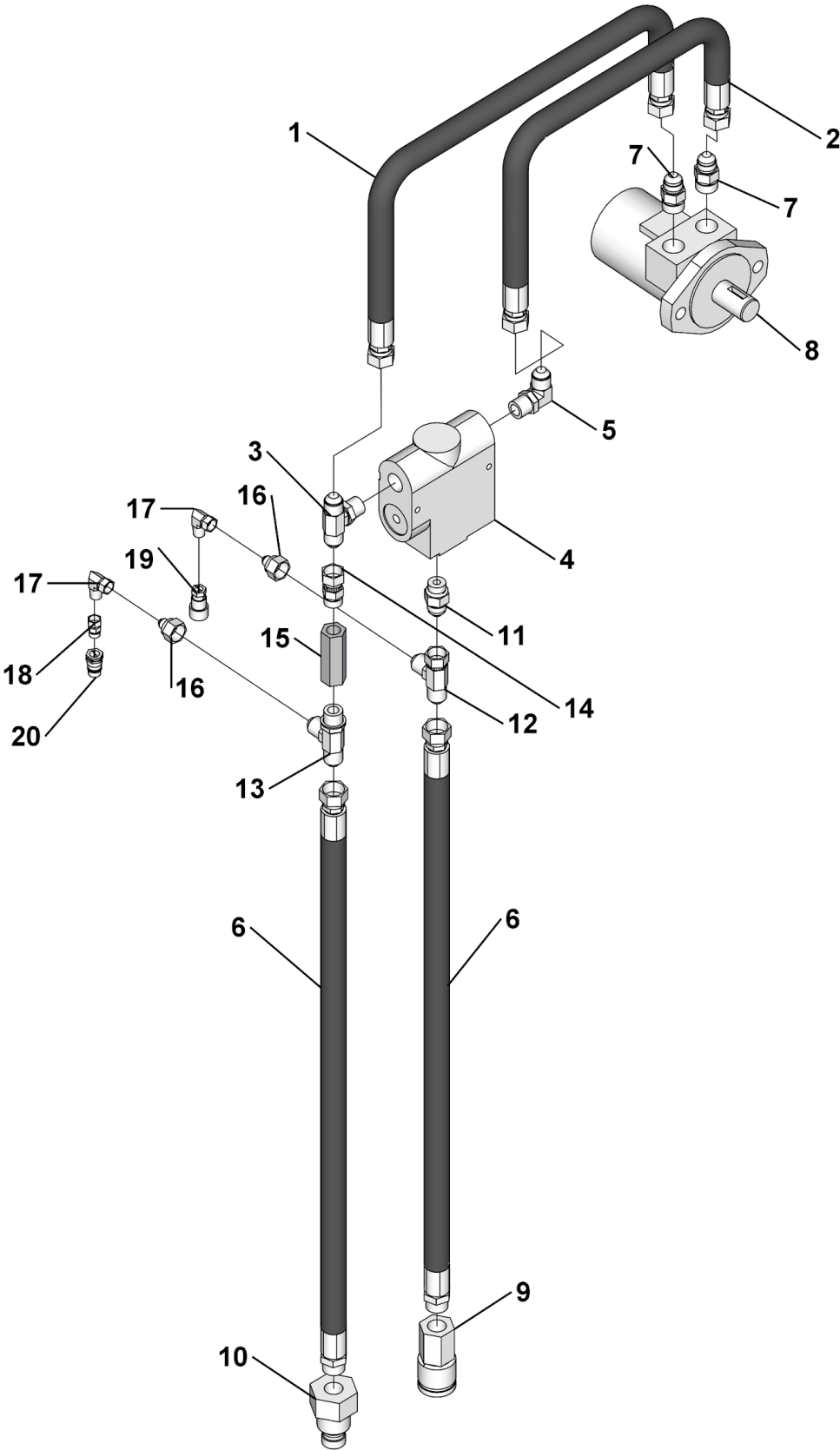
Postmaster Assembly

Optional Post Grapple Assembly

No.	Req'd	Part No.	Description
24	1	87583	Grapple Pivot Mount
25	1	87584	Pivot Actuator (Includes Nuts and Zerks)
26	1	87585	Actuator Pivot Plate
27	2	90073	1" Nylon Bushing
28	1	1745	.44" UNC Nylock Nut
29	1	87587	Chain Anchor (.44" UNC)
30	1	88326	Grapple Frame
31	2	90074	.75" Nylon Bushing

Postmaster Assembly

Hydraulics - Postmaster with Grapple



Postmaster Assembly

Hydraulics - Postmaster with Grapple

No.	Req'd	Part No.	Description
1	1	90198	Hose Assembly .50" x 30" 8FJ – 8FJ
2	1	87538	Hose Assembly .50" x 24" 8FJ – 8FJ
3	1	90038	Tee 8 MB - 8 MJ – 8MJ
4	1	90158	Flow Control Valve
	2	90450	.25" UNC x 2.50" Hex Capscrew
	2	1842	.25" UNC Lock Nut
5	1	90040	90° Elbow 8MB – 8MJ
6	2	90199	Hose Assembly .50" x 80" 8FJ – 10MB
7	2	3070	Straight Adapter 10MB – 8MJ
8	1	87540	Hydraulic Motor
9	1	80132	Flat Face Female Coupler (10 ORB)
10	1	80133	Flat Face Male Coupler (10 ORB)
11	1	90039	Straight Adapter 8MB – 8MJ
12	1	90159	Tee 8MJ – 8MJ – 8FJ
13	1	90155	Tee 8MJ – 8MJ – 8MB
14	1	90240	Straight Adapter 8MB - 8FJ
15	1	90239	Check Valve - 8FB
16	2	90241	Reducer 8FJ - 4MJ
17	2	90242	90° Elbow 4MP - 4FJ
18	1	30183	Swivel Adapter with Restrictor
19	1	61464	Female Coupler
20	1	61465	Male Coupler

Postmaster Assembly

Postmaster with Tilt

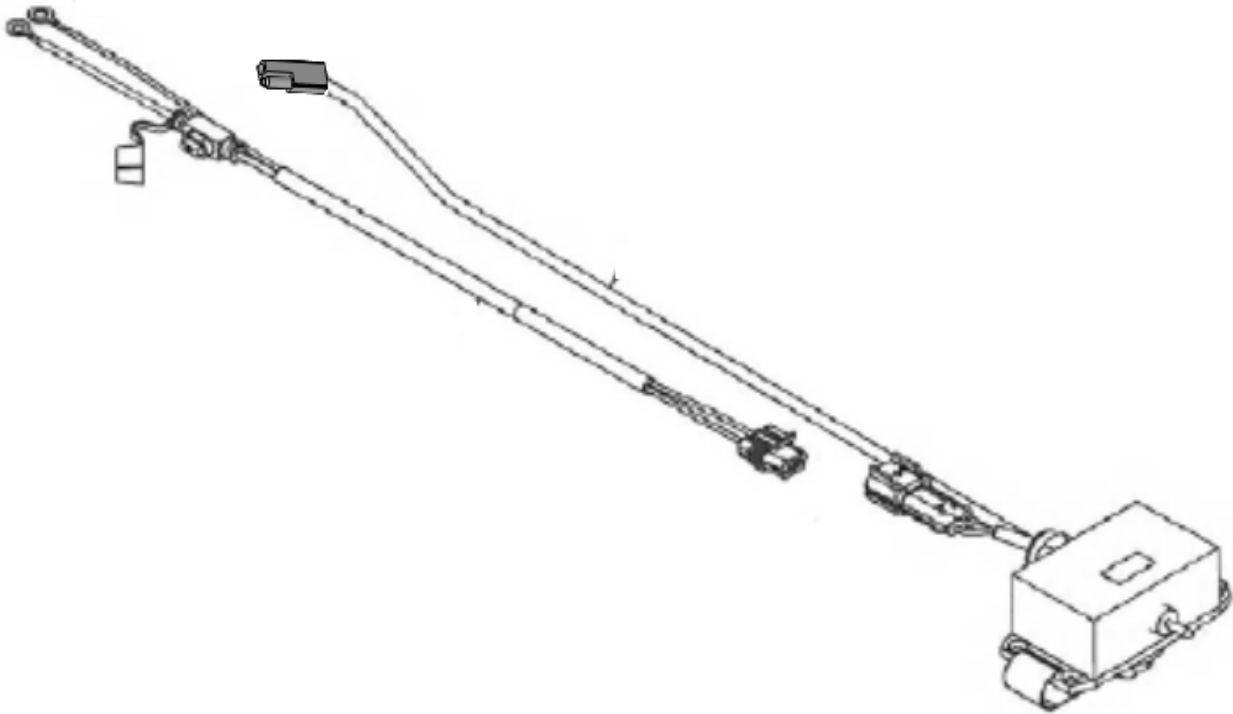
No.	Req'd	Part No.	Description
1	1	90297	Mount Plate
2	1	-	Postmaster Frame*
3	2	90298	Guide Plate
4	1	90282	Diverter Valve
	2	90451	.31" UNC x 3" Socket Head Capscrew
5	2	90276	Straight Adapter 10MB - 4MJ
6	1	90278	Hose Assembly .25" x 32" 4FJ - 90° 4FJ
7	1	90277	Hose Assembly .25" x 39.75" 4MP - 90° 4FJ
8	1	90492	Hose Assembly .50" x 22.5" 10MB - 8FJ
		90491	Hose Assembly .50" x 20.5" 10MB - 8FJ**
9	1	90493	Hose Assembly .50" x 26.5" 10MB - 8FJ
		90491	Hose Assembly .50 x 20.5" 10MB - 8FJ**
10	1	90281	Cylinder
11	1	90299	Cylinder Pin
12	1	1003	.25" UNC x 1.00" Hex Capscrew
	1	90300	.25" UNC Centrelock Nut
13	1	90292	90° Elbow 6MB - 4FP
14	1	30183	Swivel Adapter with Restrictor
15	1	90291	90° Elbow 6MB - 4MJ
16	10	1090	.50" UNC x 1.50" Hex Capscrew
17	10	90301	.50" UNC Centrelock Nut
18	3	6616	.25" Grease Zerk
19	1	89289	Wire & Plug Assembly

* Top of frame has been removed for better visibility.

** Used with post grapple option.

Postmaster Assembly

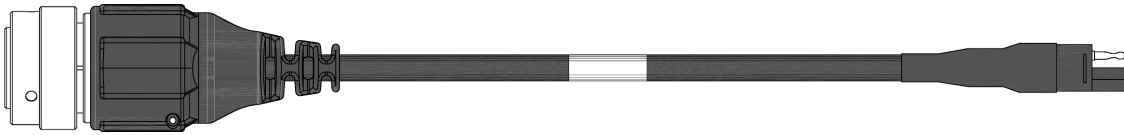
Postmaster with Tilt



Universal Wiring Harness		
Item #	Part No.	Description
-	90765	Electrical Control - Battery (Complete)

Postmaster Assembly

Postmaster with Tilt



In Cab Controls	
Part No.	Description
25886	Electrical Control - 8 Pin ASV/CAT/Komatsu
25887	Electrical Control - 14 Pin Case/New Holland/Volvo/Kubota
25888	Electrical Control - 14 Pin Cat (D Series)
25904	Electrical Control - 14 Pin John Deere
113330	Electrical Control - 14 Pin Takeuchi

Note: When connecting the in cab control harnesses into the Postmaster wiring one plug on the in cab control harness is left intentionally exposed.

Mounting Instructions

Installation Instructions

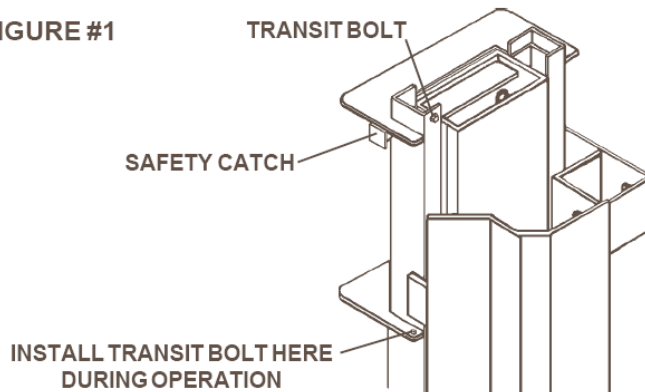
After determining the right capacity of your loader and adding any counterweight kits that are needed you are ready to install your Postmaster.

1. If your unit was shipped in the upright position, remove the lag bolt that is bolting the Postmaster to the pallet.
2. Remove the metal bands from around the mounting plate and pallet.
3. If you have received a Postmaster with Grapple, remove the grapple assembly from the Postmaster. The grapple will be re-installed later.
4. Attach the Postmaster to your skid steer by following your skid-steer operators manual for installing an attachment.
5. Remove the hydraulic hoses from the “D” ring hose guide and connect to your skid-steers auxiliary hydraulics.
6. Remove the 5/16” transit bolt from the top left of the hammer rails but **DO NOT remove the 1” red safety pin.**



Do not route hydraulic hoses through the “D” ring hose guide on the quick-tach mounting plate at this time. Damage to the hydraulic hoses will occur.

FIGURE #1



Do not operate with the transit bolt installed and do not transport without re-installing the transit bolt.

7. Raise the Postmaster in the air and tilt forward 90°. Watch for any obstructions or pinching of hydraulic hoses.



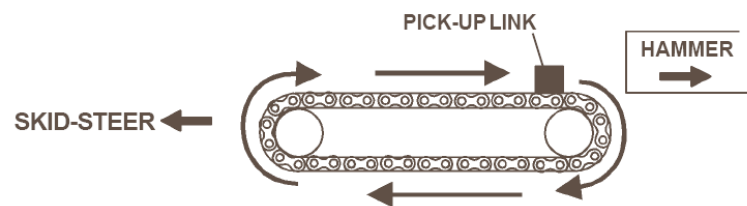
Do not tilt the Postmaster with holes in the “D” ring hose guide. Damage to the hoses will occur.

8. Grease the exposed hammer rails as well as the upper and lower bearing assemblies. If the post pounder includes the optional tilt feature, also grease the cylinder and the main mounting plate using the two grease zerks located on the front side.
9. After ensuring that the red safety pin is in place, pull the hammer out towards you until it hits it's safety catch. The chain drive unit can now be run without affecting the hammer, therefore allowing you to set the flow control.
10. Grease the rest of the hammer rails and oil the chain drive.



Do not operate the Postmaster without first setting the flow control. Serious damage to the drive assembly may occur.

11. Before starting the skid-steer, set the flow control at three (3).
12. With the skid-steer running at full throttle, engage the auxiliary hydraulics. Note the direction of the chain rotation (this is visible from the operator's seat). The chain should be rotating from the bottom to the top. If it is not, reverse the hydraulic hoses at the skid-steer end.



Note: On Postmasters with grapples, if the chain is not running at all, reverse the hoses.

13. After the correct chain rotation has been achieved, count the number of rotations of the pick up link per minute. This is visible from the operators seat or looking down at the chain.
14. Time the number of rotations and increase the flow control setting by one (1) increment at a time until you reach the desired number of rotations per minute but DO NOT exceed the maximum of 50 rotations per minute for safe performance.



Keep hands and loose clothing clear of the chain drive assembly. Severe personal injury could occur.

15. When the flow control has been properly set, turn off the auxiliary hydraulics and slide the hammer back into the Postmaster until it reaches the bottom.



Exceeding 50 rotations per minute will cycle the chain faster than the hammer drops making the chain come into contact with the hammer as it is still falling causing severe damage to the drive assembly.

16. Slowly tilt the Postmaster back to a vertical position.

17. Shut off the skid-steer and disconnect the hydraulic hoses. Route the hoses through the “D” ring hose guide on the quick-tach mounting plate and reconnect to the skid-steer auxiliary hydraulics.

18. Your Postmaster is ready for operation.

Note: If you have purchased a Postmaster with the Post Grapple Assembly it is recommended that you use your Postmaster without the grapple a few times before installing. Therefore the Post Grapple Installation Instructions are located in the operating section of this manual following the Postmaster Operating Instructions.

Operating Instructions

General Information

After reading all "Safety Precaution" and following the "Mounting Instructions" in this manual you are ready to operate your Postmaster.

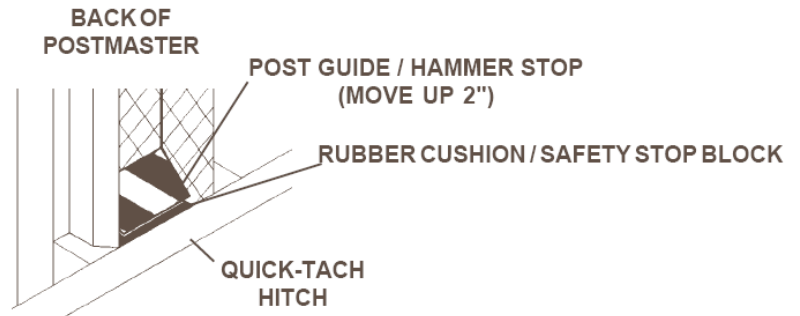
In this section you will find operating instructions for the Postmaster and Postmaster with Grapple.

Postmaster Operation

If you have purchased a Postmaster with Post Grapple Assembly, we recommend that you use your Postmaster without the grapple a few times before installing.

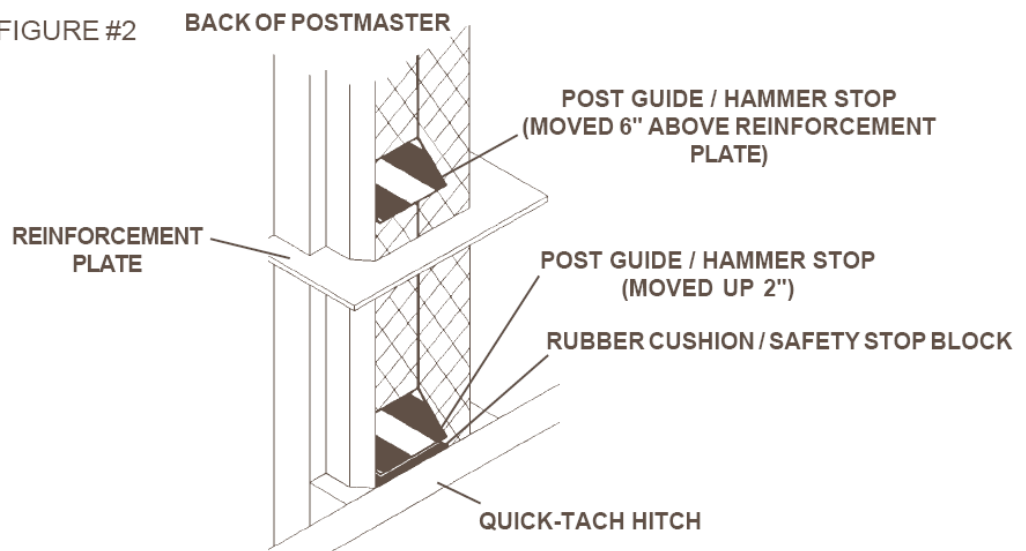
1. The basic Postmaster requires a second person to position the fence post. This person will set the fence post at the desired location and grasp the post securely making sure his hands are at least 30" from the top of the post.
2. After the post is in position the skid-steer operator can move the skid-steer into position with the arms raised and the Postmaster positioned directly over the top of the fence post.
3. Lower the Postmaster onto the top of the fence post (ensuring that the post is inside of the collar. Keep lowering until the collar and head assembly have moved up approximately 2 inches. This can be measured by watching the back of the unit which is visible from the skid-steer operators seat.

FIGURE #1



4. After the second person has cleared the area, continue lowering the Postmaster onto the post approximately 24 inches. This can be measured by noting when the post guide is approximately 6 inches above the first reinforcement plate.
5. The Postmaster can now be activated by turning the auxiliary hydraulics to the forward or locking position.

FIGURE #2



Drive the post into the ground until the post guide is approximately 6 inches above the rubber cushion on the safety stop block. Shut off the auxiliary hydraulics and reposition the skid-steer to ensure that the post is driven into the ground STRAIGHT.

6. Repeat steps 4 & 5 until the post has been driven to the desired depth.
7. Shut off the auxiliary hydraulics and raise the Postmaster until the post is cleared and move onto the next post.

Postmaster With Grapple Installation

Once you have become comfortable with the operation of the Postmaster and are driving the posts in straight, you are ready to install your Post Grapple Assembly.

1. Lower the Postmaster to the ground and shut off the skid-steer loader.
2. Set the grapple unit down in front of the Postmaster aligning the square tubes of the grapple with the square tubes of the Postmaster. (One on either side of the chain guard and drive assembly.)
3. Remove the hitch pins from the post grapple mounting plates.
4. Slide the square tubes of the grapple into the tubes of the Postmaster. Align the mounting holes and insert the hitch pins and spring pins provided.
5. Route the hydraulic hoses for the post grapple through the “D” ring hose guide and connect to the corresponding connectors located directly below the flow control.
6. The hydraulic system has been shipped dry and will require that the auxiliary hydraulics be activated slowly to fill the hoses, motor and cylinder. (The post grapple may act erratic until all the air is out of the hydraulic system.)
7. With the skid-steer running at slow idle, turn the auxiliary hydraulics to the forward locking position for a few seconds at a time until the grapple arms raise. (Be cautious when the grapple is raised and the jaws are completely open as the post hammer will raise.)
8. Reverse the auxiliary hydraulics until the jaws close.
9. Repeat steps #7 & #8 until grapple operation is smooth.
10. Once you have accomplished smooth operation and the grapple jaws are closed, return the auxiliary hoses to the forward or locking position until the hammer starts to raise. This will raise and open the grapple jaws.
11. The Postmaster and Post Grapple are now ready for operation.

Postmaster With Grapple Operation

Picking up a post from the ground may require a few tries to get it perfect. We recommend attaching a 24” length of deck chain to the hook provided next to the bottom of the drive assembly. This will help the operator align the grapple jaws with the head of the fence post, ensuring a perfect pick-up of the fence post every time.

Note: This guide chain may need to be adjusted up or down in length to compensate for the arc of the skid-steer's lift arms.

1. Set a fence post on the ground with the head of the post facing the skid-steer.
2. Raise the Postmaster approximately two feet off the ground (making sure that the grapple arms are in the UP position and the jaws open. Refer to step 10 in the Post Grapple Installation Instructions.
3. Drive forward and position the Postmaster over the head of the fence post. Align the end of the guide chain approximately 1” to 2” to the right of the head of the fence post. NOTE: You do not need to center the jaws over the post since the grapple is self aligning.
4. After the skid-steer is in position, lower the lift arms until the Postmaster is resting lightly on the fence post, allowing for the grapple to center the post.
5. Turn the auxiliary hydraulics to the reverse position until the jaws close on the fence post.
6. Lift the Postmaster 4” to 6” off the ground and repeat step 5.
7. Raise the arms of the skid-steer until the fence post has swung down and is clear of the ground. This should set the head of the fence post into the positioning collar. If the fence post is jammed against the front or back of the positioning collar DO NOT release the jaws. Back up the loader while lowering the fence post to the ground. Once the post is on the ground, open the jaws.



Opening the jaws of the grapple when the fence post is not in the positioning collar could cause the post to fall back toward the skid-steer. Serious injury to the operator could occur.

Note: If the fence post was jammed on the back side of the positioning collar (towards the skid-steer), shorten the guide chain one link at a time (repeat steps 3-7) until the fence post is positioned in the collar. If the fence post was jammed on the front of the positioning collar, lengthen the guide chain one link at a time (repeat steps 3-7) until the fence post is positioned in the collar.

8. When the fence post has been properly positioned in the positioning collar, move the skid-steer to the desired location and lower the lift arms until the tip of the post is touching the ground.
9. Briefly turn the auxiliary hydraulics to the forward position (just enough to release the hydraulic pressure). You do not want the jaws to open at this time. Releasing the hydraulic pressure should loosen the jaws enough that the post will slide through but still maintain the spring tension that is holding the post in position.

10. Align the fence post by moving the skid-steer and using the guide chain as a plum line.
11. Lower the Postmaster onto the fence post approximately 24 inches. Reposition the skid-steer using the guide chain as a plum line.
12. Turn on the auxiliary hydraulics in the forward position which will open the jaws, swing the grapple assembly up out of the way and start the hammer.
13. Continue pounding the post into the ground until the post guide / hammer stop is approximately six (6) inches above the rubber cushion on the safety stop block. Turn off the hydraulics and reposition the lift arms.
14. Repeat steps 11-13 until the post is driven to the desired depth.



Failure to lower the Postmaster as the post guide nears the rubber cushion on the safety stop block will result in the hammer bottoming out. Although occasionally bottom out the hammer will give the operator a jolt it will not under normal load conditions damage the Postmaster. However, repeated bottoming out of the hammer will cause structural damage and excessive wear to the Postmaster and skid-steer lift arms.

15. Turn off the auxiliary hydraulics and raise the Postmaster up off the post and proceed to the next post.

Postmaster With Tilt Operation

1. Attach the wiring harness to the Diverter valve on the Postmaster. Run the wires along the hoses to the skid-steer using zip-ties to secure them as you go along.
2. Connect the harness to the skid-steer using one of the following options:
 - a. **Universal Wiring Harness (Magnetic Control Box)** - Run the control portion of the wiring harness up the arm of your skid-steer and into the cab keeping the wiring away from hot components such as a heater or exhaust. Mount the switch out of the way of other controls. The remainder of the wiring harness needs to be hooked up to a 12 volt power supply. Consult your dealer with assistance if needed.
 - b. **In Cab Control Harness** - Plug the connector into the postmaster wiring harness at the end of the couplers and connect the other round plug (8 or 14 pin) into the port on your skid-steer loader arm.
3. Move the skid-steer to an area with no obstacles blocking the postmaster operation.
4. Hold the switch in either direction while enabling the auxiliary hydraulics to tilt the Postmaster.

Maintenance and Service

General Information

Your Postmaster was designed to be virtually maintenance free. Very little effort is needed to keep it in top condition. It is however, important to follow these procedures to get full performance and longevity out of the unit.



Perform maintenance only when the Postmaster has been completely lowered to the ground and the hydraulics have been disconnected from the skid-steer.

Lubrication

Every 40 Hours

- Grease the zerks on each of the four (4) bearings
- Grease zerks on both ends of the pivot linkage on the post grapple assembly.
- Grease zerks on each side of the tilt plate.
- Lubricate hammer rails
- Lubricate drive chain and chain coupling with a high quality commercial chain lubricant.
- Visually inspect the nylon guide plate for wear. Replace if the drive chain is hitting the flathead socket capscrews.
- Check the bolts on the Postmaster upper head assembly for tightness.

Daily Inspection

- Check hydraulic hoses for damage, leakage or signs of excessive heat. Replace is necessary.
- Check all bolts for tightness.
- Visually inspect the machine for damage.
- Visually check the drive chain for alignment.
- Check the flow control mounting bolts for damage or breakage. Replace if necessary. (Repeated bottoming out of the unit is the only cause of damage to the mounting bolts. If bolt are damaged or breaking, check complete unit for structural damage and review operating procedures.
- Visually check rubber cushion on the safety stop block for damage and wear. (Repeated bottoming out of the unit is the only cause of wear or damage to the rubber cushion. If the rubber cushion is

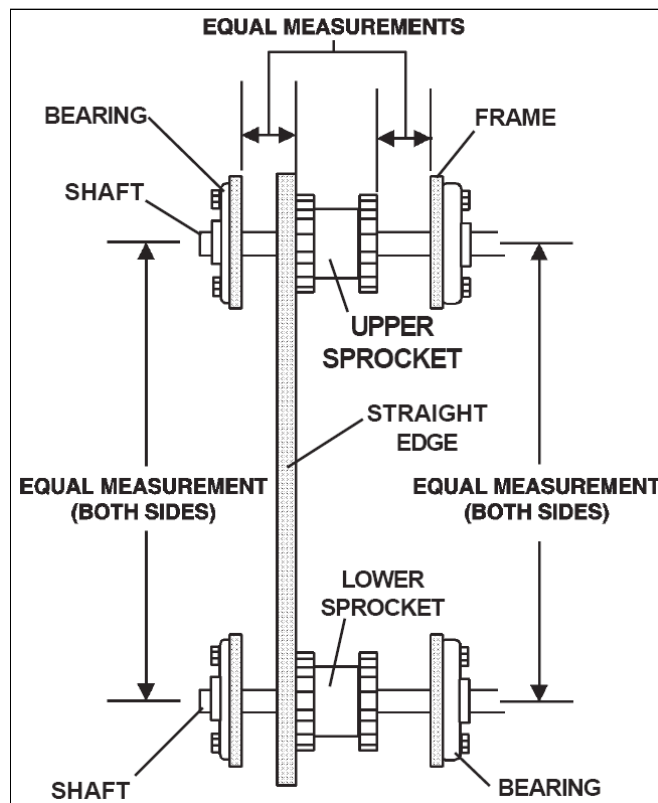
showing wear or damage, check complete unit for structural damage and review operating procedures.)

Drive Chain Replacement

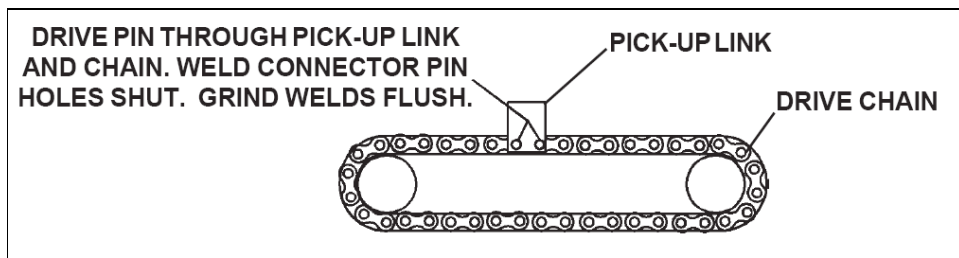
1. Remove safety catch pin from the top of the frame and insert a hook into the chain links welded to the top of the hammer and lift out the hammer with a hoist, forklift, or another skid-steer. Lay the hammer on the ground.
2. Disconnect the hydraulic hoses and remove the Postmaster from the skid-steer loader.
3. Carefully lay the Postmaster down on it's back.
4. Remove the front guard.
5. Remove the chain. (The drive chain has been welded together and must be cut off.)
6. Loosen the bolts on the bearings, therefore allowing the sprockets to slide closer together for reassemble.

Note: Check sprockets and nylon guide for wear and replace at this time if necessary.

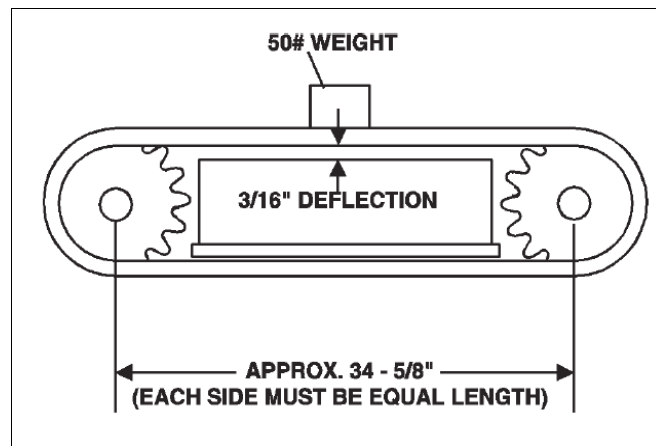
7. Check the alignment of the sprockets by measuring the distance from each side of the sprocket to the frame on the upper and lower sprocket. Then place a straightedge on the side of the sprockets from the upper sprocket to the lower sprocket to ensure straight alignment.



8. Position the new drive chain around the frame and sprockets and install the pick-up link. Drive pins through the pick-up link and chain, weld connector pin holes shut and grind weld flush.



- Slide the bearings back out and tighten the bolts. Measure the distance between the two shafts. This measurement must be the same on both sides. Check the tension of the drive chain by either placing a 50 lb. weight or the upper head assembly on the center of the chain, midway between the upper and lower sprocket. Deflection with the weight placed on the chain should be $3/16$ ". Tighten or loosen chain as needed.



Removal

To remove the Postmaster, just follow the simple procedure outlined below. Remember, always position the skid-steer loader on hard and level ground when the unit is to be removed.

- Lower the Postmaster to the ground.
- Unlock the toolbar attachments locking levers.
- Slowly tilt the toolbar forward while driving in reverse to clear the unit without going so far as to stress the hydraulic lines.
- Shut off the engine and set the parking brake. Relieve the hydraulic pressure from the hoses.
- Climb out of the skid-steer. Disconnect the hydraulic hoses from the skid-steer auxiliary hydraulics. Connect the power and return hose couplers together to keep foreign particles out of the hydraulic system.

Storage

To prepare the Postmaster for storage, first wash off all dirt and grime from the unit. If you have a post grapple or the tilt option, coat the exposed portions of the cylinder rod with grease. Lubricate the drive chain and chain coupler and all grease fittings. Make sure the hydraulic system is properly sealed against

contaminants entering the unit. When storing the Postmaster, place the unit somewhere clean and dry with a cover over it if possible.

Specifications

8000 SERIES POSTMASTER SPECIFICATIONS

DESCRIPTION	8000 SERIES
Overall Length	48" (121cm)
Overall Width	24" (61cm)
Overall Height	64" (163cm)
Hammer Weight	275 LBS (125kg)
Length of Stroke	36" (91cm)
Strokes Per Minute	50
Motor	Eaton
Minimum Hydraulic Requirements	12 GPM (45 LPM) 2600 PSI (136 BAR)
Skid-Steer Mounting Posts (Wood/Steel)	Universal Hitch 3" - 8" (8-20cm) Optional T-Post and H-Beam Adapter

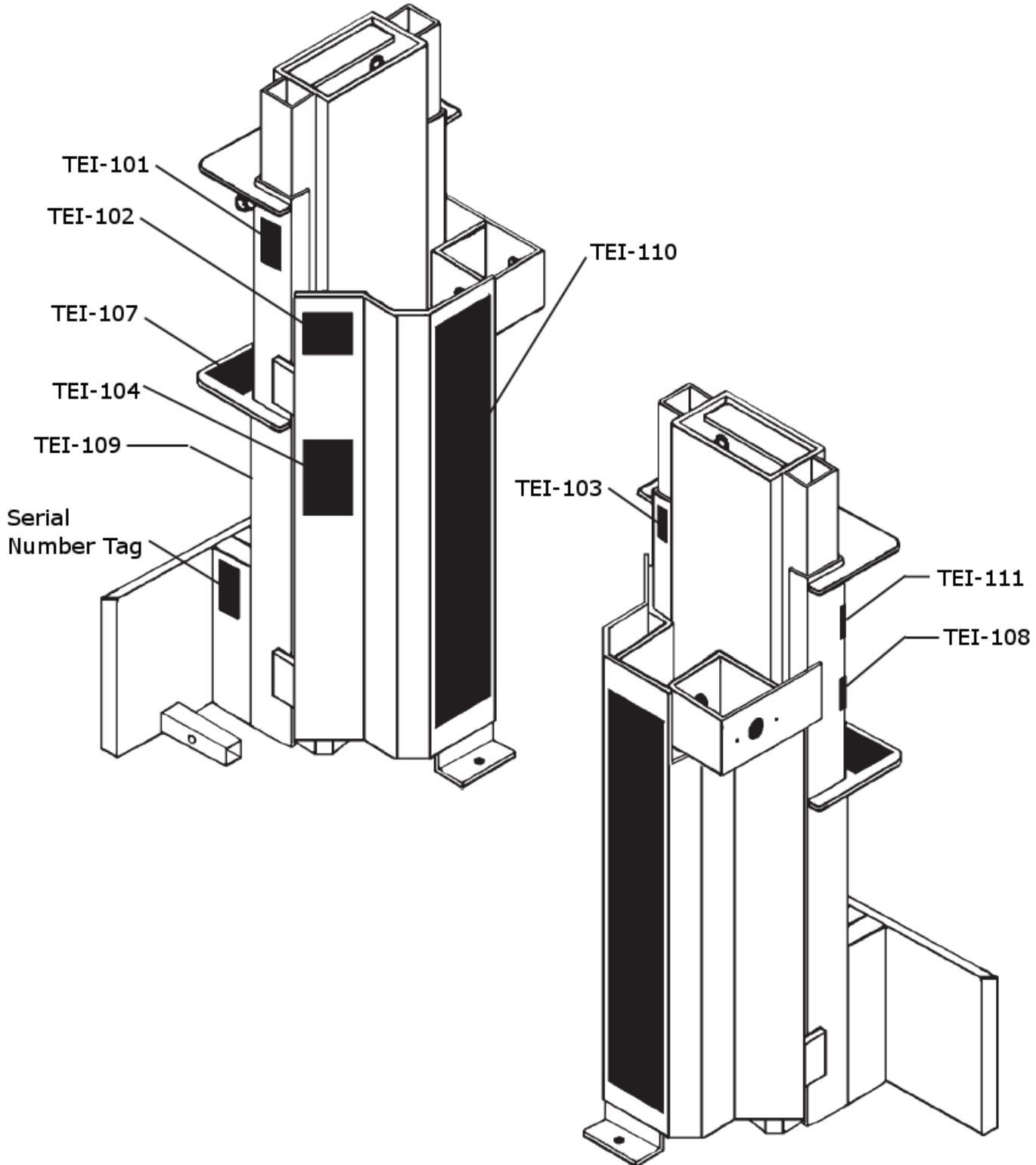
9000 SERIES POSTMASTER SPECIFICATIONS

DESCRIPTION	9000 SERIES
Overall Length	48" (121cm)
Overall Width	24" (61cm)
Overall Height	90" (229cm)
Hammer Weight	275 LBS (125kg)
Length of Stroke	56" (142cm)
Strokes Per Minute	50
Motor	Eaton
Minimum Hydraulic Requirements	12 GPM (45 LPM) 2600 PSI (136 BAR)
Skid-Steer Mounting Posts (Wood/Steel)	Universal Hitch 3" - 8" (8-20cm) Optional T-Post and H-Beam Adapter

All specifications and designs are subject to change without notice and without liability therefore.

Decals

The diagrams on this page show the location of all the decals used on the Talet Postmaster and/or Slab Blaster. The decals are identified by their part number, with reductions of the actual decals located on the following pages. Be sure to read all decals before operating the Postmaster and/or Slab Blaster. They contain information you need to know for both safety and machine longevity.



Warranty

All new Talet products are warranted to be free from defects in materials or workmanship which may cause failure under normal usage and service when used for the purpose intended.

In the event of failure within twelve (12) months from initial retail sale, lease or rental date (excluding cable, ground engaging parts such as sprockets, digging chain, bearings, teeth, tamping and demolition heads, blade cutting edges, pilot bits, auger teeth, auger heads & broom bristles), if after examination, Talet determines failure was due to defective material and/or workmanship, parts will be repaired or replaced. Talet may request defective part or parts be returned prepaid to them for inspection at their place of business at Strathmore, Alberta or to a location specified by Talet.

Any claims under this warranty must be made within fifteen (15) days after the buyer learns of the facts upon which such claim is based. All claims not made in writing and received by TALET within the time period specified above shall be deemed waived.

THIS WARRANTY IS IN LIEU OF ALL OTHER WARRANTIES EXPRESSED OR IMPLIED AND THERE ARE NO WARRANTIES OF MERCHANTABILITY OR OF FITNESS FOR A PARTICULAR PURPOSE. IN NO EVENT SHALL TALET BE LIABLE FOR CONSEQUENTIAL OR SPECIAL DAMAGE.

TALET'S LIABILITY FOR ANY AND ALL LOSSES AND DAMAGES TO BUYER, RESULTING FROM ANY CAUSE WHATSOEVER, INCLUDING TALET'S NEGLIGENCE, IRRESPECTIVE OF WHETHER SUCH DEFECTS ARE DISCOVERABLE OR LATENT, SHALL IN NO EVENT EXCEED THE PURCHASE PRICE OF THE PARTICULAR PRODUCTS WITH RESPECT TO WHICH LOSSES OR DAMAGES ARE CLAIMED, OR, AT THE ELECTION OF TALET, THE REPAIR OR REPLACEMENT OF DEFECTIVE OR DAMAGED PRODUCTS.