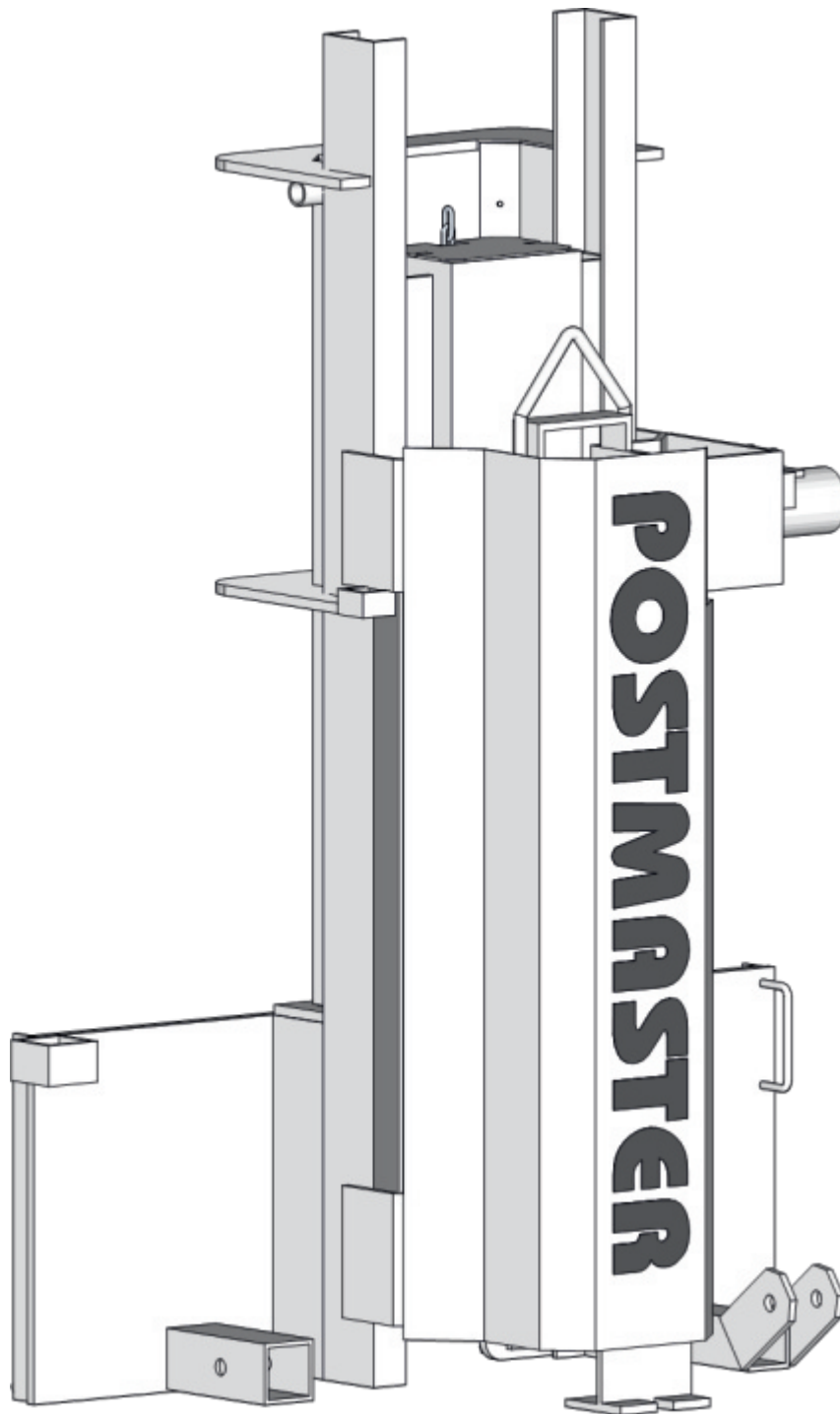


Talet Equipment International Ltd.

Postmaster and/or Slab Blaster



Parts & Operators Manual
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To The Owner

General Comments

Congratulations on the purchase of your new Talet Postmaster and/or Slab Blaster. Your unit was carefully designed and manufactured to give you many years of dependable service. Your Postmaster and/or Slab Blaster 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 top which it is mounted.

About This Manual

Read this manual before using your Postmaster and/or Slab Blaster. 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 a d complete 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” (see sections B and G respectively).

Service

When servicing your Postmaster and/or Slab Blaster 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. _____

Your parts department needs this information to insure that you receive the correct parts for your specific model of auger bucket.

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.



Safety Precautions

Take note; this safety alert symbol is found throughout this manual. It is used to call your attention to instructions involving your personal safety or others. Failure to follow these instructions can result in serious injury or death.



THIS SYMBOL MEANS:
ATTENTION
BECOME ALERT
YOUR SAFETY IS INVOLVED

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:** Indicated 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 insure 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 caution 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.

Safety Precautions

- When using the Postmaster and/or Slab Blaster be sure that the proper weight of the load is not too heavy. A light load sticking out too far can have the same tipping effect on the loader as a heavy load carried too close.
- Never operate the Postmaster and/or Slab Blaster when people are standing by the unit and could be injured.
- Do not obstruct your vision when traveling or working. Carry the Postmaster and/or Slab Blaster 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 bucket 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.

Safety Precautions

and seat belt can result in death.

6. Fasten your seat belt 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.

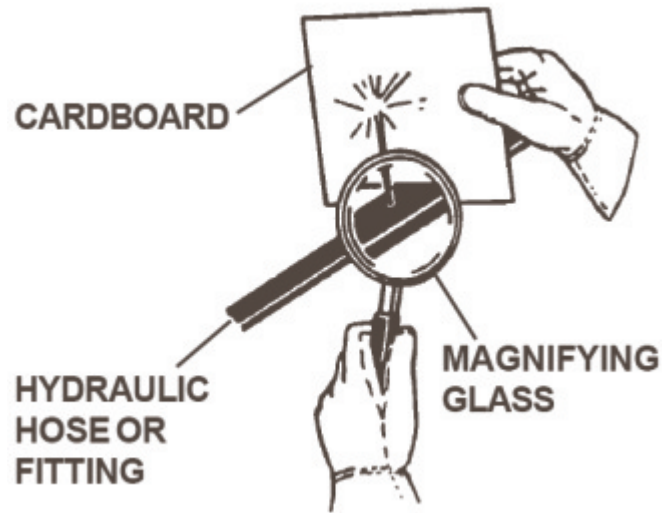
15. Do not smoke when refueling the skid-steer loader. Allow room in the gas tank for expansion. Wipe up any spilled liquid. Secure cap tightly when done.



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.

Safety Precautions

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.



International Symbols

ALTERNATOR CHARGE



HIGH RANGE



AXLE CONNECT



HORN



AXLE DISCONNECT



HOURS RECORDED



CAUTION



Increase



CONTINUOUSLY
VARIABLE



LIGHTS



Control Lever
Operating Direction
CREEPER RANGE



LOW RANGE



CYLINDER EXTENDED



OIL PRESSURE



CYLINDER FLOAT



POWER TAKE-OFF
(OFF)



CYLINDER
RETRACTED



POWER TAKE-OFF
(ON)



DECREASE



READ OPERATORS
MANUAL



DIESEL



REVERSE



DIFFERENTIAL LOCK



ROCK SHAFT
(LOWERED)



ENGINE SPEED



ROCK SHAFT (RAISED)



FAST



SLOW



FORWARD



ENGINE WATER
TEMPERATURE



HAZARD WARNING



Pre-Operation

General Information

The purpose of this manual is to assist in setting up, operating and maintaining your Postmaster and/or Slab Blaster. 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 and/or Slab Blaster 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 and/or Slab Blaster does not exceed the rated capacity of your loader. Contact your local dealer if you are mounting the Postmaster and/or Slab Blaster 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 break so that the unit cannot roll.

Additional Weight

Adding additional weight (up to 700 lbs. total hammer weight) is recommended on both the Postmaster and Slab Blaster, 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

Postmaster Options

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

Option	Part #
3.5" Post Head (Square)	88812
6" Post Head (Round)	88813
8" Post Head (Round)	88814
4" x 6" H-Beam Post Head (Square)	88815
8" Post Head (Square)	88816
6" Post Head (Square)	88819
6" x 8" Post Head (Square)	89147
"T" Post Adapter*	87122

* Requires Part #88813

Post Grapple (One Man Operation)

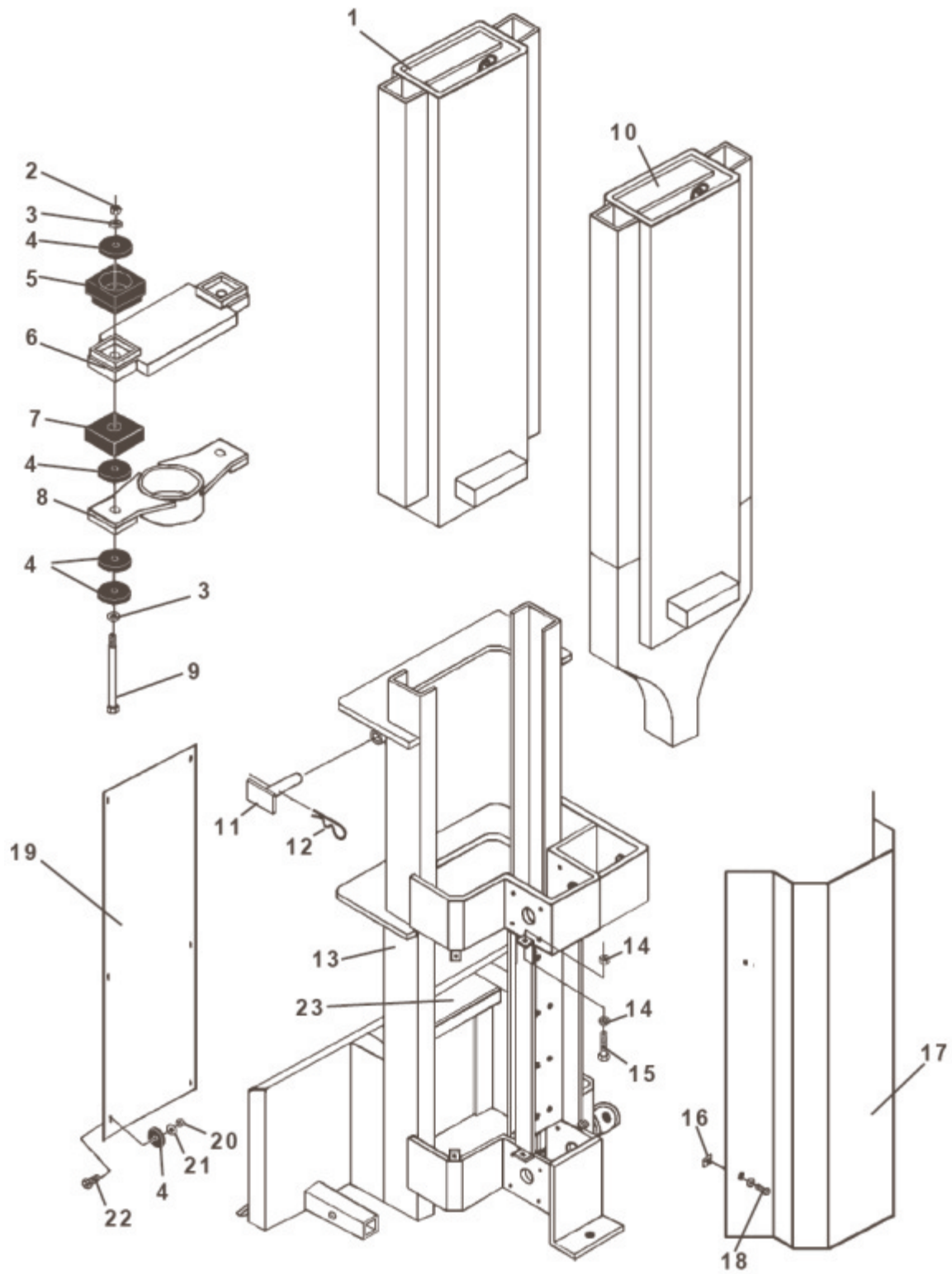
Allows the skid steer operator to pick up fence posts from the ground, set them up, and pound with no extra hydraulics and is all controlled from the cab of the skid-steer loader.

Tilt

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

Postmaster Assembly

88 Series Postmaster and/or Slab Blaster (Built After January 1, 2000)



Postmaster Assembly

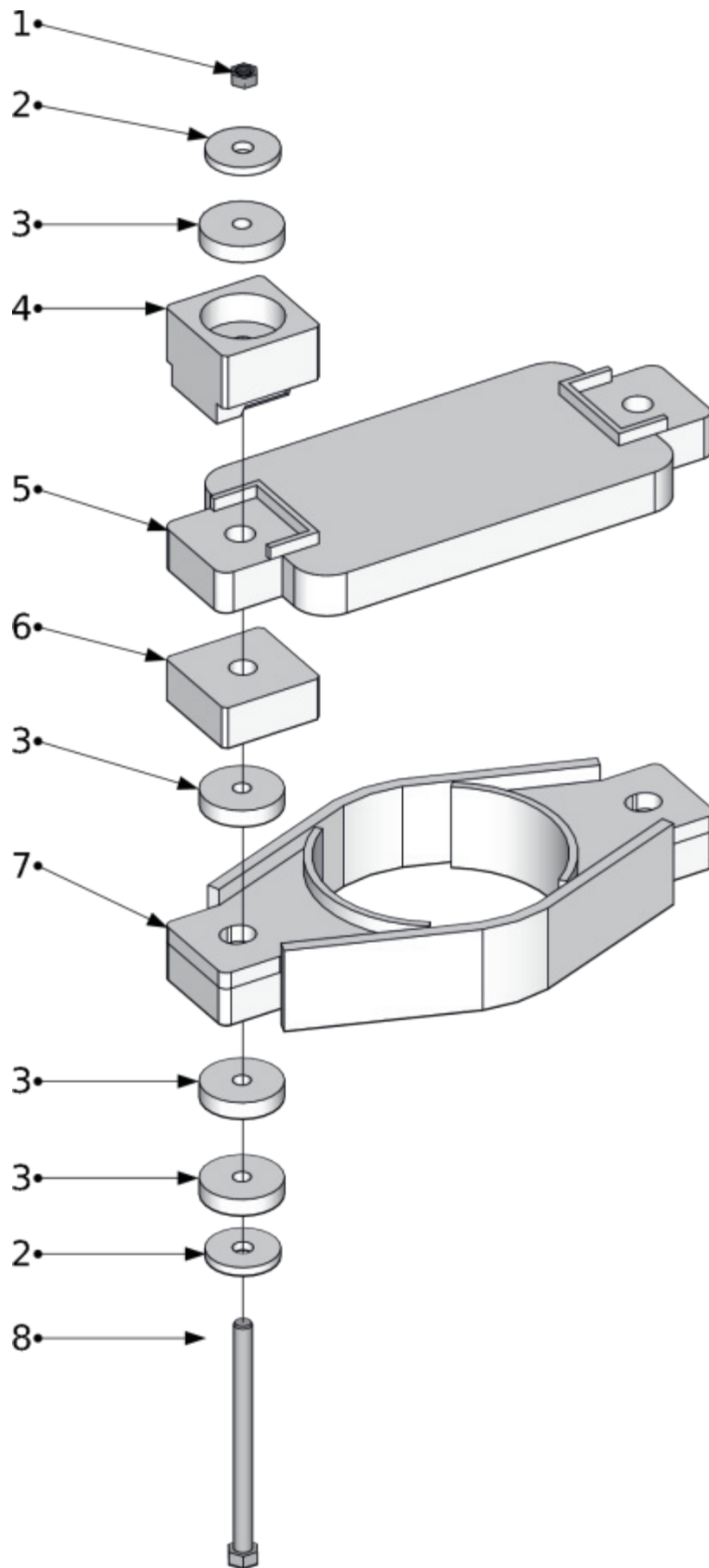
88 Series Postmaster and/or Slab Blaster (Built After January 1, 2000)

No.	Req'd	Part No.	Description
1	1	88809	Postmaster Hammer
2	2	1841	.50" UNC Lock Nut
3	4	1646	.50" Heavy Washer
4	14	87553	Rubber Retainer – 8000 Models
	18	87553	Rubber Retainer – 8000 Models
5	2	87588	Upper Guide Block
6	1	88810	Post Upper Head Plate
7	2	88811	Intermediate Guide Block
8	1	-----	Post Head Collar
	-	88812	3.5" Post Head (Square)
		88813	6" Post Head (Round)
		88814	8" Post Head (Round)
		88815	4" x 6" H-Beam Post Head (Square)
		88816	8" Post Head (Square)
		88819	6" Post Head (Square)
		89147	6" x 8" Post Head (Square)
		87122	"T" Post Adapter*
9	2	10002	.50" UNC x 7" Hex Capscrew GR8
10	1	88808	SlabBlaster Hammer
11	1	87592	Safety Catch Pin
12	1	87582	Hair Pin
13	1	88801	Postmaster/SlabBlaster Base Unit – 8000 Model
	1	88802	Postmaster/SlabBlaster Base Unit – 9000 Model
14	8	1228	.50" UNC Hex Nut
15	4	87563	.50" UNC x 3" Hex Capscrew
16	4	87593	M8 x 1.25mm U-Nut – 8000 Model
	6	87593	M8 x 1.25mm U-Nut – 9000 Model
17	1	87594	Front Cover – 8000 Model
		89142	Front Cover – 9000 Model
18	4	87595	M8 x 25mm Hex Capscrew – 8000 Model
	6	87595	M8 x 25mm Hex Capscrew – 9000 Model
19	1	87596**	Back Cover – 8000 & 9000 Models
		89143**	Back Cover – 9000 Models
20	6	90149	.25" UNC K-Nut – 8000 Models
	10	90149	.25" UNC K-Nut – 9000 Models
21	6	1512	.25" Large Flat Washer – 8000 Models
	10	1512	.25" Large Flat Washer – 9000 Models
22	6	1004	.25" UNC x 1.25" Hex Capscrew – 8000 Models
	10	1004	.25" UNC x 1.25" Hex Capscrew – 9000 Models
23	2	87597	Rubber Cushion
	2	1047	.38" UNC x 2.00" Hex Capscrew
	2	1514	.38" Flat Washer
	2	1536	.38" UNC Nylock Nut

To convert from a Slab Blaster to a Postmaster, purchase items 1 through 9.

To convert from a Postmaster to a Slab Blaster, purchase item 10.

Postmaster Assembly



Postmaster Assembly

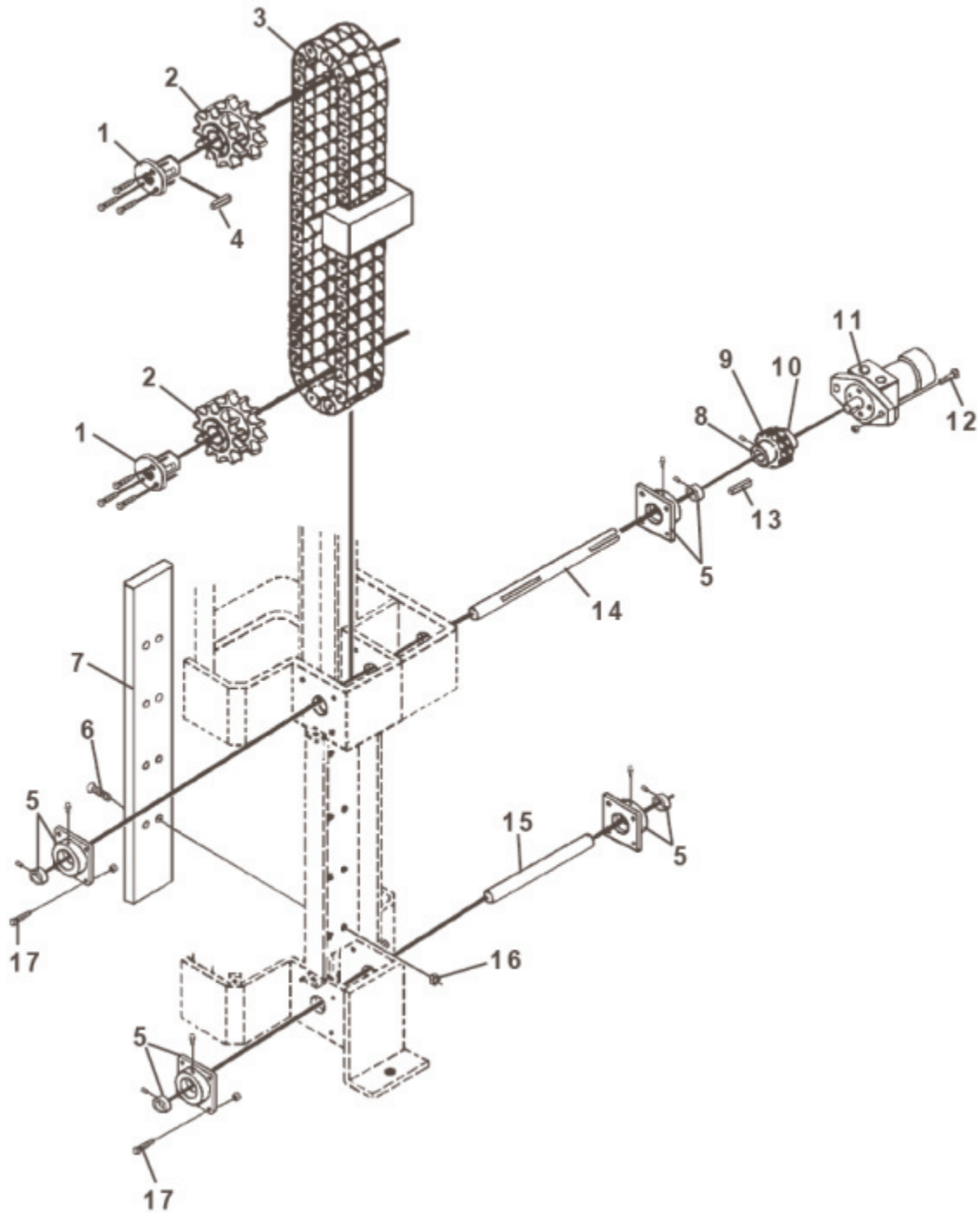
No.	Req'd	Part No.	Description
1	2	1841	.50" UNC Lock Nut
2	4	1646	.50" Heavy Washer
3	8	87553	Rubber Retainer
4	2	87588	Upper Guide Block
5	1	88810	Post Upper Head Plate
6	2	88811	Intermediate Guide Block
7	1	-----	Post Head Collar
	-	88812	3.5" Post Head (Square)
	-	88813	6" Post Head (Round)
	-	88814	8" Post Head (Round)
	-	88815	4" x 6" H-Beam Post Head (Square)
	-	88816	8" Post Head (Square)
	-	88819	6" Post Head (Square)
	-	89147	6" x 8" Post Head (Square)
	-	87122	"T" Post Adapter*
8	2	10002	.50" UNC x 7" Hex Capscrew GR8

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:

- 3.5" Post Head Collar (Square) and Upper Head Plate Assembly – 88803
- 6" Post Head Collar (Round) and Upper Head Plate Assembly – 88804
- 8" Post Head Collar (Round) and Upper Head Plate Assembly – 88805

Postmaster Assembly

Postmaster and/or Slab Blaster Drive Assembly



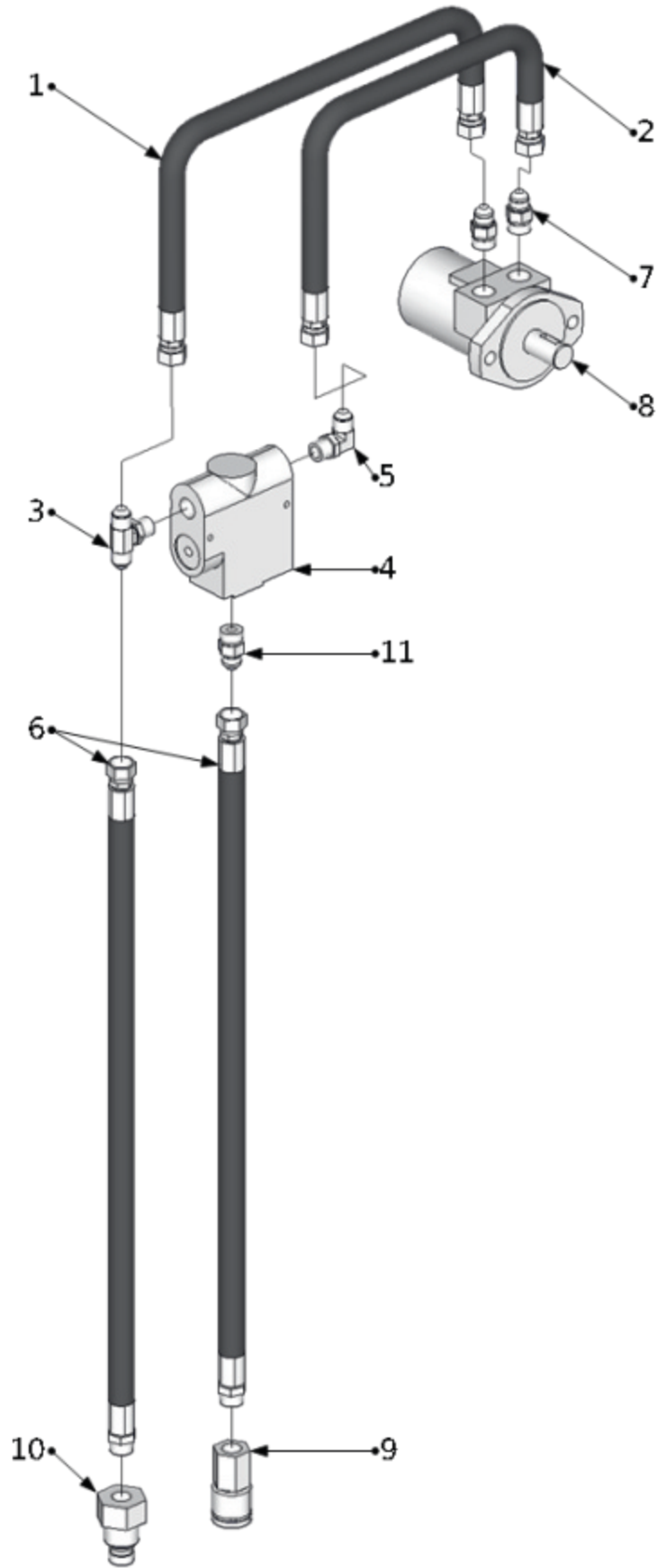
Postmaster Assembly

Postmaster and/or Slab Blaster 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
7	1	87546	Nylong Guide Plate – 8000 Series
	1	87216	Nylong 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 101-1036
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 K-Nut
17	16	2653	M10 x 35mm Hex Capscrew

Postmaster Assembly

Postmaster and/or Slab Blaster Hydraulics



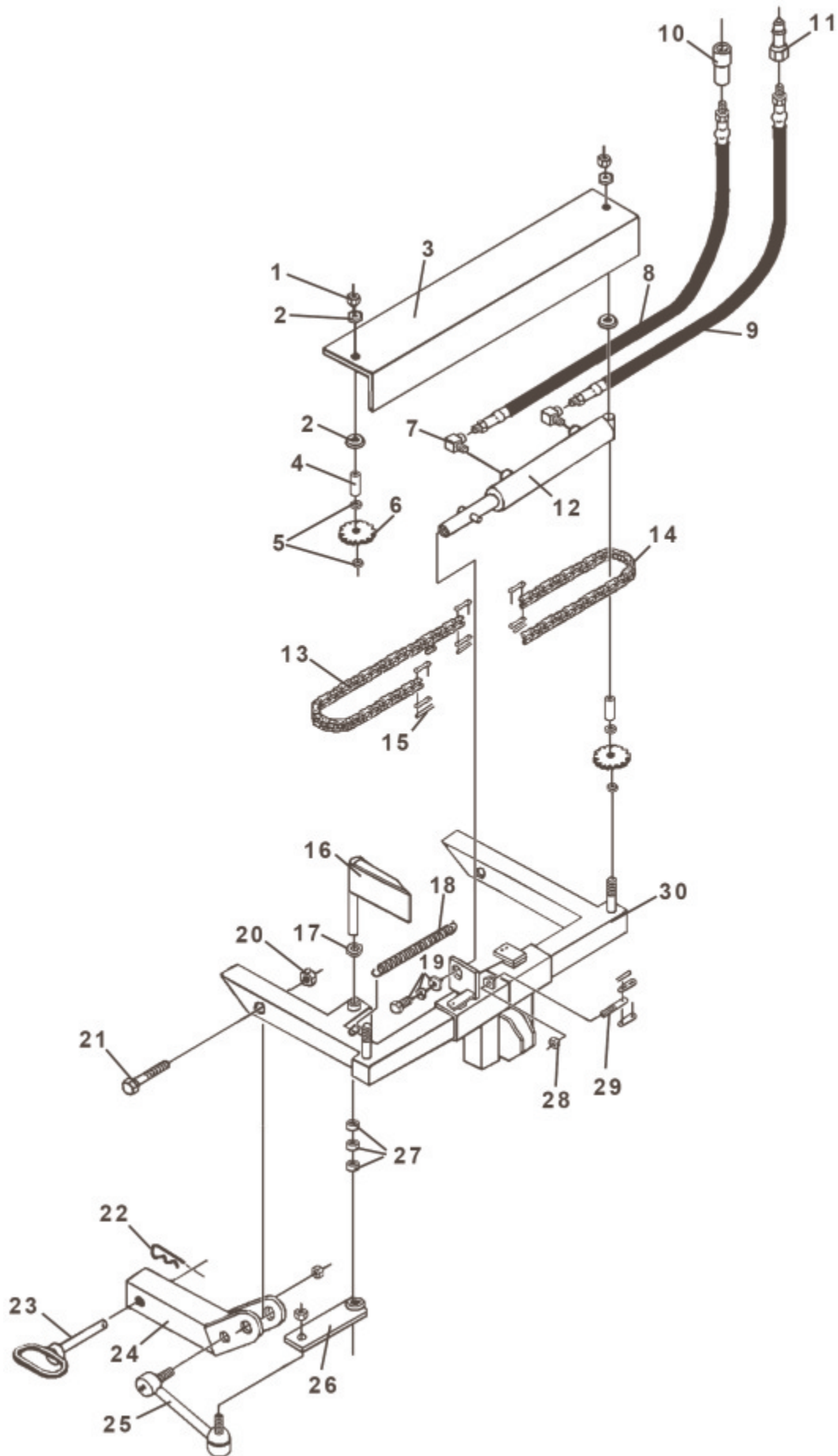
Postmaster Assembly

Postmaster and/or Slab Blaster 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 - 8 MJ – 8MJ
4	1	90158	Flow Control Valve
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 101-1036
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



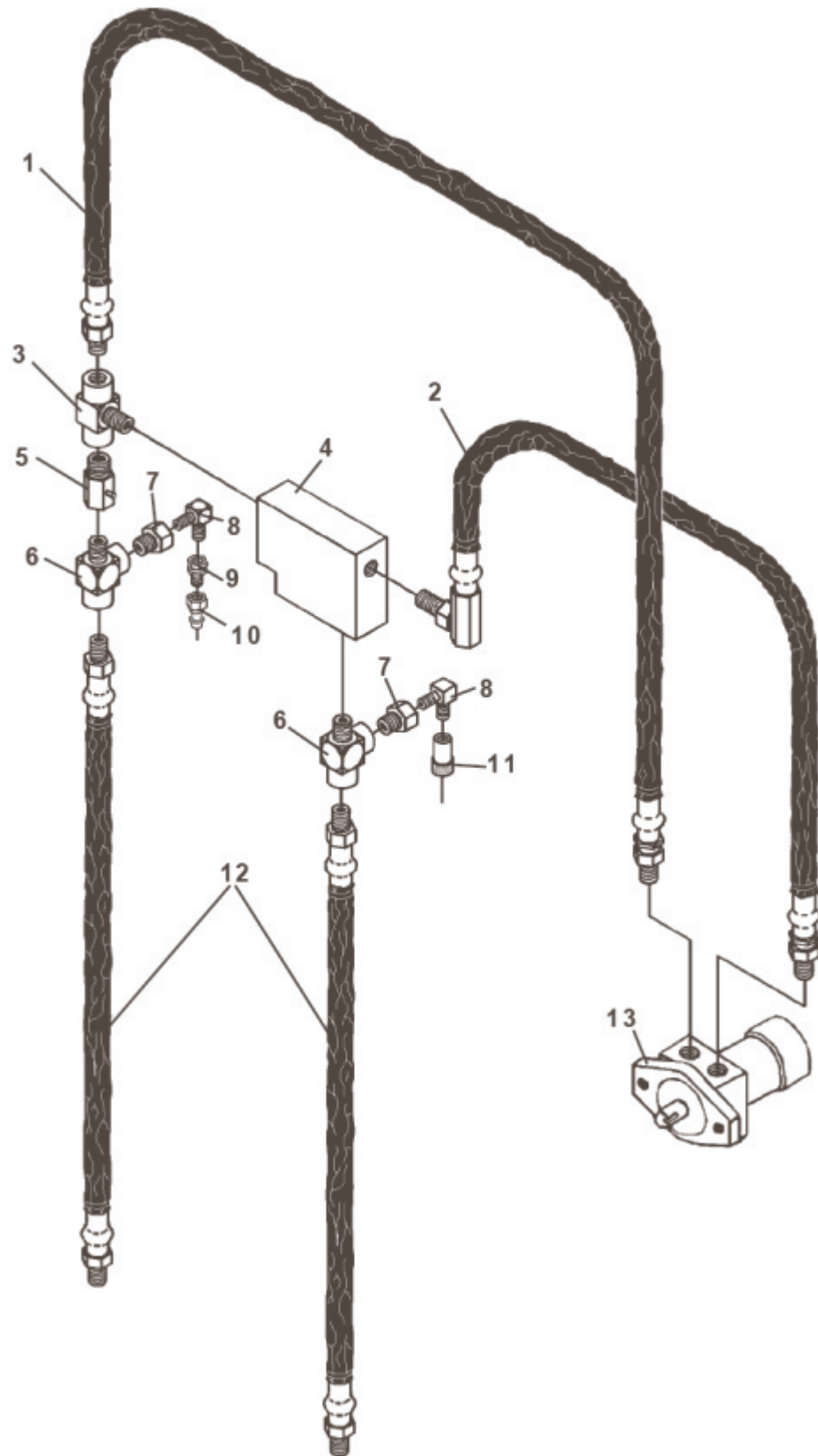
Postmaster Assembly

Optional Post Grapple Assembly

No.	Req'd	Part No.	Description
1	2	87575	.62" UNC Lock Nut
2	2	1517	.62" Flat Washer
3	1	87527	Chain Guard
4	2	87528	Spanner Bushing
5	2	87529	Idler Sprocket 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	1	87534	Actuator Shim
18	1	87535	Spring
19	1	1112	.62" UNC x 1.00" Hex Capscrew
	1	1506	.62" Lock Washer
	1	1517	.62" Flat Washer
20	1	87580	.75" UNC Lock Nut
21	1	87581	.75" UNC x 5.00" Hex Capscrew
	3	87639	Nylon Bushing
22	2	87582	Hair Pin
23	2	87536	Hitch Pin (Includes Hair Pin)
24	1	87583	Grapple Pivot Mount
25	1	87584	Pivot Actuator (Includes Nuts and Zerks)
26	1	87585	Actuator Pivot Plate
27	3	87638	Nylon Bushing
28	1	87586	.44" UNC Nylock Nut
29	1	87587	Chain Anchor (.44" UNC)
30	1	88326	Grapple Frame

Postmaster Assembly

Postmaster with Grapple – Hydraulics



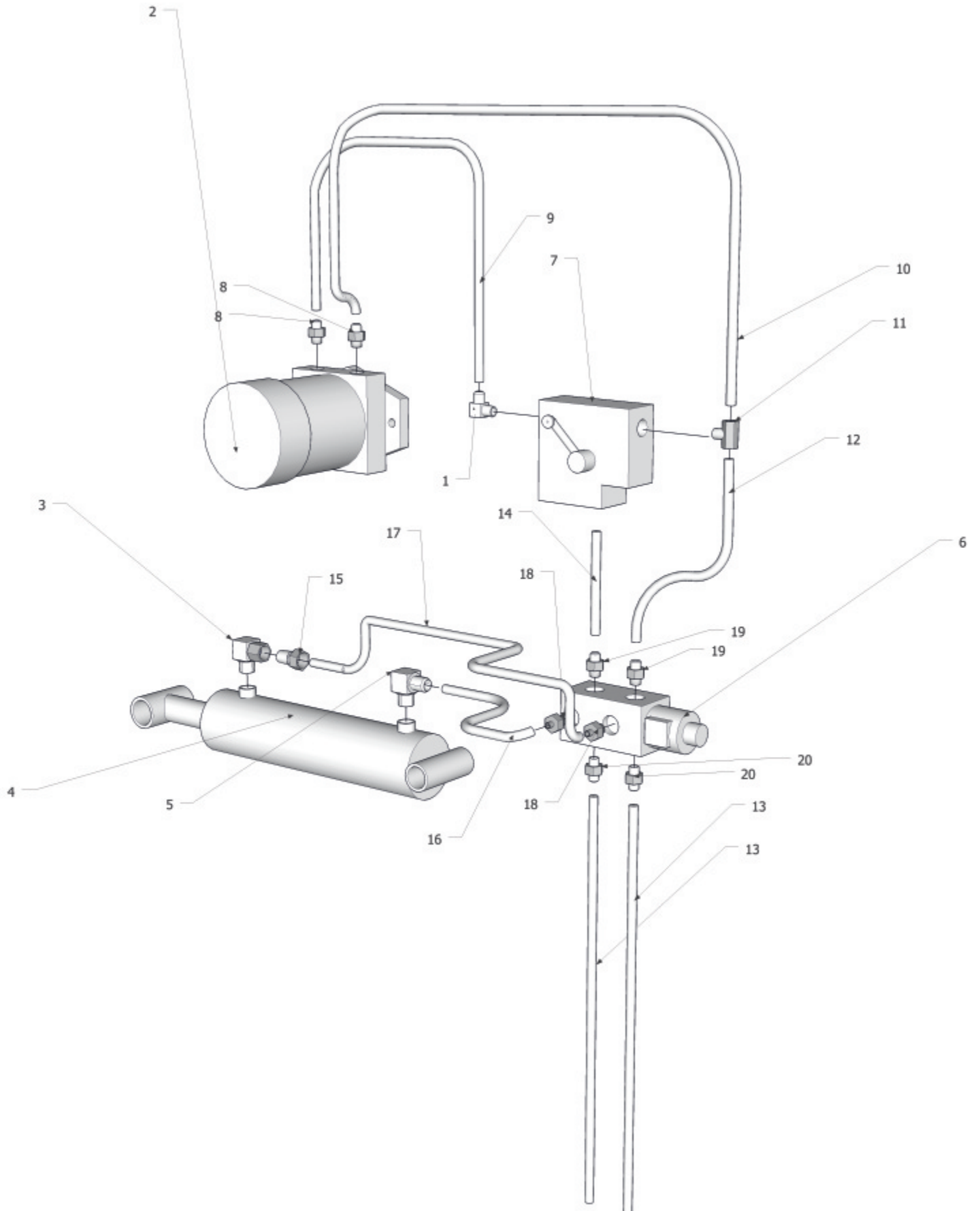
Postmaster Assembly

Postmaster with Grapple – Hydraulics

No.	Req'd	Part No.	Description
1	1	87537	Hose Assembly .50" x 30" 8MP – 8FJ
2	1	87538	Hose Assembly .50" x 24" 8FJ – 8FJ
	1	10003	90° Elbow 8MP - 8MJ
3	1	30182	Tee 8 MP - 8 FP - 8FP
4	1	87539	Flow Control Valve
5	1	30181	Check Valve
6	2	3212	Tee 8MP - 8FP - 8FP
7	2	3028	Reducer 8MP - 4FP
8	2	3176	90° Elbow 4MP - 4MP
9	1	30183	Swivel Adapter with Restrictor
10	1	61465	Male Coupler
11	1	61464	Female Coupler
12	2	35106	Hose Assembly .50" x 80" 8MP – 8MP
13	1	87540	Hydraulic Motor 101-1036
	2	3070	Straight Adapter 10MB – 8MJ

Postmaster Assembly

Postmaster with Tilt - Hydraulics



Postmaster Assembly

Postmaster with Tilt - Hydraulics

2	1	87540	Hydraulic Motor 101-1036
3	1	10009	90° Elbow 6MB - 4FP
4	1	90281	Cylinder
5	1	10008	90° Elbow 6MB - 4MJ
6	1	90282	Diverter Valve
7	1	90158	Flow Control Valve
8	2	3070	Straight Adapter 10MB – 8MJ
9	1	87538	Hose Assembly .50" x 24" 8FJ – 8FJ
10	1	87537	Hose Assembly .50" x 30" 8MP – 8FJ
11	1	90038	Tee 8 MP - 8 FP – 8FP
12	1	90279	Hose Assembly .50" x 25.5" 8MP - 8FJ
13	2	35106	Hose Assembly .50" x 80" 8MP – 8MP
14	1	90280	Hose Assembly .50" x 23" 8MP - 8FJ
15	1	30183	Swivel Adapter with Restrictor
16	1	90278	Hose Assembly .25" x 32" 4FJ - 90° 4FJ
17	1	90277	Hose Assembly .25" x 39.75" 4MP - 90° 4F.
18	2	90276	Straight Adapter 10MB - 4MJ
19	2	3070	Straight Adapter 10MB - 8MJ
20	2	3070	Straight Adapter 10MB - 8MJ

Mounting Instructions

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

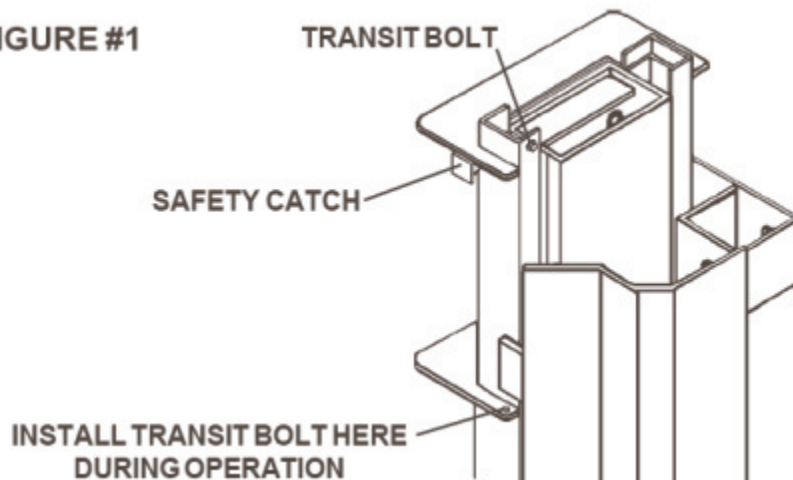
Installation Instructions

- 1.If you unit was shipped in the upright position, remove the lag bolt that is bolting the Postmaster and/or Slab Blaster 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 top of the Postmaster. The grapple will be installed later.
- 4.Attach the Postmaster and/or Slab Blaster to your skid steer by following your skid-steer operators manual for installing an attachment. After making sure the attachment is securely latched to the skid-steer, remove the shipping pallet.
- 5.Remove the hydraulic hoses from the “D” ring hose guide and connect to your skid-steers auxiliary hydraulics.
- 6.Remove the transit bolt from the top left of the hammer rails and install in the storage hole located on the left side of the unit.



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.

Mounting Instructions

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



Do not tilt the Postmaster and/or Slab Blaster 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 safety catch 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 effecting the hammer, therefore allowing you to set the flow control.

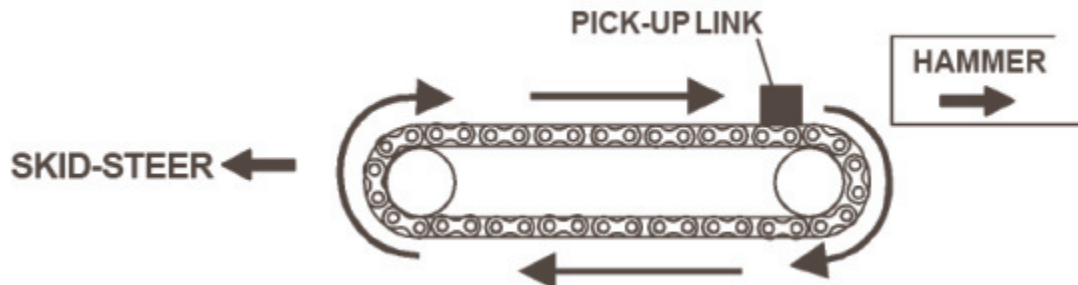
10. Grease the rest of the hammer rails and oil the chain drive.



Do not operate the Postmaster and/or Slab Blaster 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

Mounting Instructions



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

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.

15. When the flow control has been properly set, turn off the auxiliary hydraulics and slide



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.

the hammer back into the Postmaster and/or Slab Blaster until it reaches the bottom.

16. Slowly tilt the Postmaster and/or Slab Blaster 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 and/or Slab Blaster 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 Operation 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 and/or Slab Blaster.

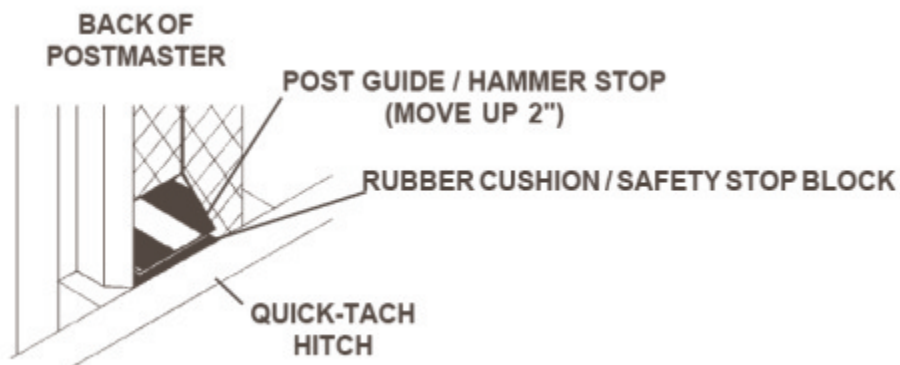
In this section you will find operating instructions for the Postmaster, Postmaster with Grapple and then the Slab Blaster. Go to the instructions for either the Postmaster or Slab Blaster.

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 positioning collar) keep lowering until the collar and head assembly has moved up approximately 2 inches. This can be measured by watching the post guide on the back of the unit which is visible from the skid-steer operators seat.
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

FIGURE #1

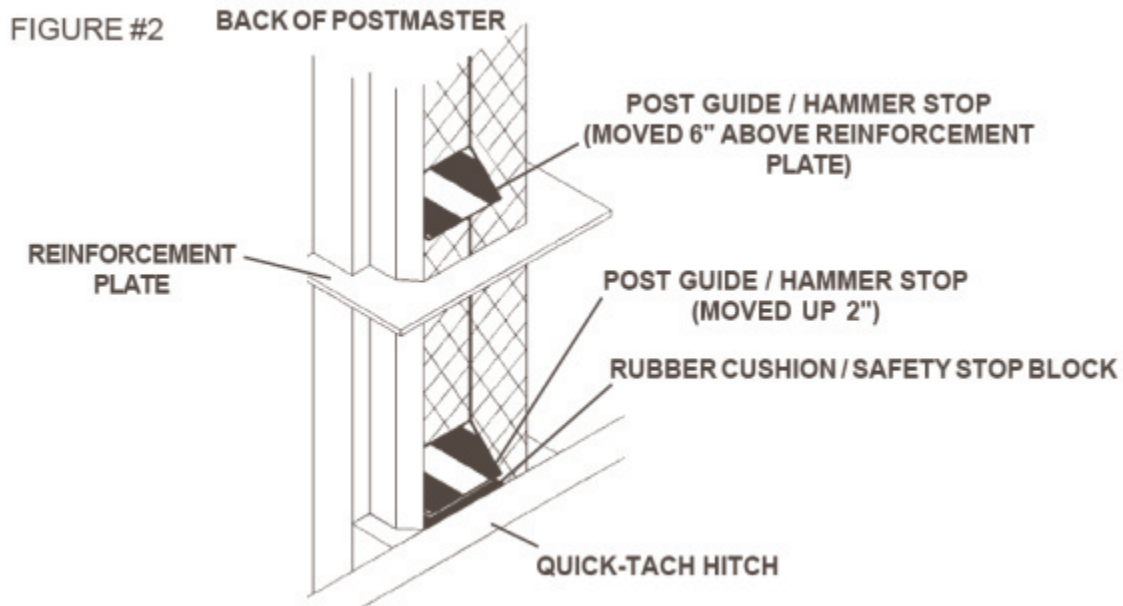


After the post is in position, the second person must move away from the Postmaster and skid-steer. Personal injury will occur.

Operating Instructions

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. 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.

Operating Instructions

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.

Operating Instructions

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.

NOTE: If the fence post was jammed on the back side of the positioning collar (towards the



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.

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 stems #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.

Operating Instructions

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. Grease the cylinder as well as the front mounting plate using the two grease zerks provided.
2. 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.
3. 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.
4. The remainder of the wiring harness needs to be hooked up to a 12 volt power supply. Consult your dealer with assistance if needed.
5. Move the skid-steer to an area with no obstacles blocking the postmaster operation.

Operating Instructions

6. Hold the switch in either direction while enabling the auxiliary hydraulics to tilt the Postmaster.

Slab Blaster Operation

The Slab Blaster operates basically the same as the Postmaster with the exception that the Slab Blaster has a one piece hammer and does not have a separate head and hammer assembly. The Slab Blaster hammer has approximately nine (9) inches of usable / wearable hardened steel hammer point.

1. Move the skid-steer into position with the arms raised and the Slab Blaster positioned directly over the concrete you wish to break up.

2. Lower the Slab Blaster until the base unit is approximately two to three inches off of the concrete.



Failure to lower the basic unit two to three inches from the ground will result in the hammer hitting the rubber cushion on the safety stop block. Although occasionally bottoming out the hammer will give the operator a jolt it will not under normal conditions damage the Slab Blaster. However, repeated bottoming out of the hammer will cause structural damage and excessive wear to the Slab Blaster and skid-steer lift arms.

3. The Slab Blaster can now be activated by turning the auxiliary hydraulics to the forward locking position. NOTE: The speed of travel of the skid-steer will depend on the thickness (up to 10") and the toughness of the concrete. The Slab Blaster will break up approximately ten square feet of concrete per minute.

4. Once the concrete is broken up and ready for removal, shut off the auxiliary hydraulics, raise the Slab Blaster and move onto the next location.

Maintenance and Service

General Information

Your Postmaster and/or Slab Blaster 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 and/or Slab Blaster has been completely lowered to the ground and hydraulically 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.

Maintenance and Service

- 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.)

Replacing Drive Chain

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 and /or Slab Blaster from the skid-steer loader.

3. Carefully lay the Postmaster and/or Slab Blaster down on it's back.

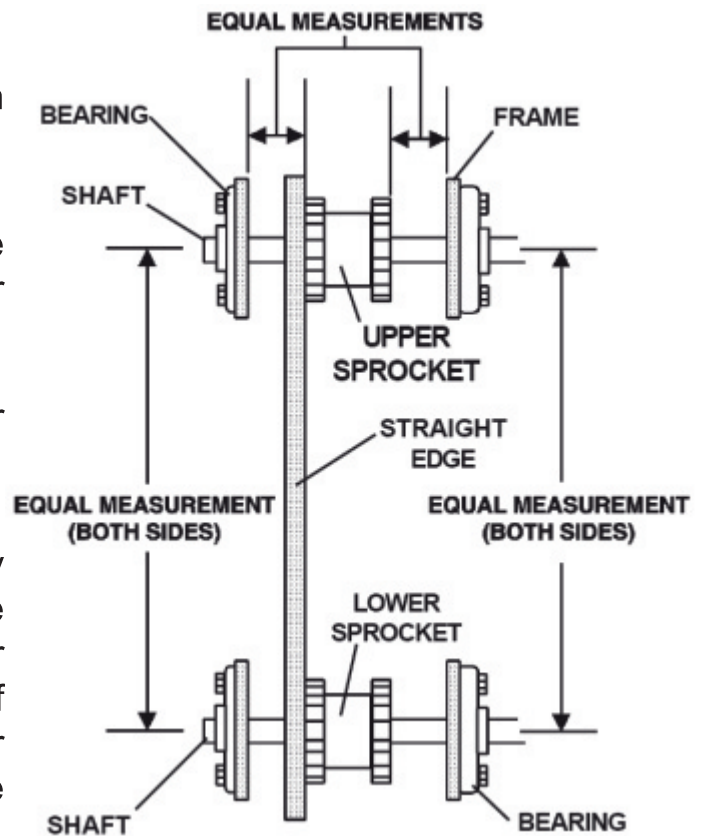
4. Remove the front guard.

5. Remove the chain. (The drive chain has been welded together and must be cut off.)

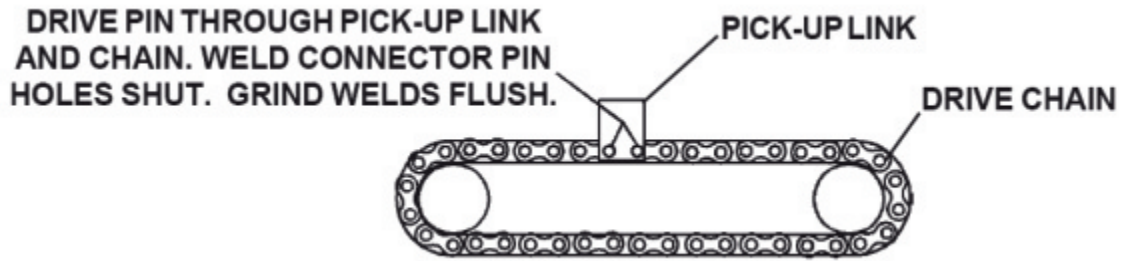
6. Loosen the bolts on the bearings, therefore allowing the sprockets to slide closer together for reassemble.

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 straight edge on the side of the sprockets from the upper sprocket to the lower sprocket to ensure straight alignment. See diagram.



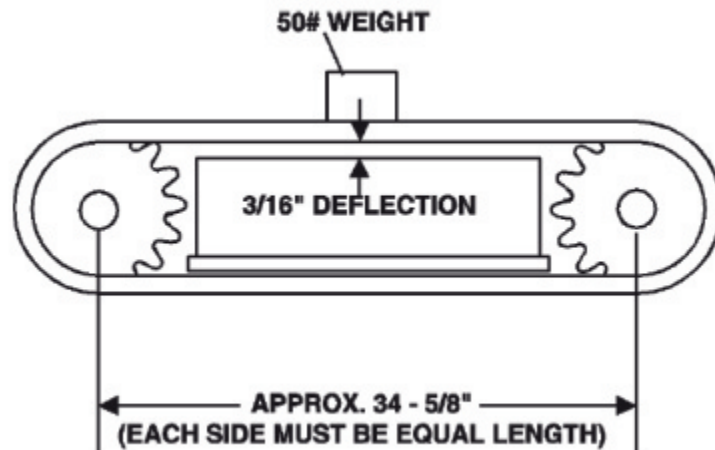
Maintenance and Service



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. See diagram on following page.

9. 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. See diagram.

10. 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 $\frac{3}{16}$ ". Tighten or loosen chain as needed.



Changing the Postmaster Upper Head Assembly or Collar

1. Remove the safety catch pin and insert a hook into the chain links welded to the top of the Postmaster hammer. Lift out the hammer with a hoist, fork lift or another skid-steer. Lay the hammer on the ground

2. Disconnect the hydraulic hoses from the skid-steer auxiliary hydraulics, and remove them from the "D" ring hose guide on the quick-tach mount and reconnect to the skid-steer.

Maintenance and Service

3. Raise the Postmaster in the air and tilt forward 90 degrees. Watch for any obstructions or pinching of hydraulic hoses. Set the parking brake and shut off the engine.

4. With the Postmaster in a horizontal position, push the head assembly out.



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

5. If you are changing the collar only: Remove the bolts securing the collar to the upper head assembly and install the desired collar using the existing bolts. Reinstall the head assembly with the collar into the Postmaster. If you are changing the upper head assembly only: Remove the bolts securing the collar to the existing upper head assembly and install the collar onto the new head assembly. Install the new assembly into the Postmaster. If you are changing the complete upper head assembly with collar: Remove the existing head assembly and install the new assembly into the Postmaster.

Note: Frequent changing of post head collars could result in the lock nut that is securing the collar to the upper head assembly to lose its effectiveness. Check for tightness regularly and replace if necessary.



The eight inch (8”) collar assembly must be installed into the Postmaster with the flat portion of the collar towards the drive chain. Failure to install the collar correctly will cause the pick-up link to catch on the collar and lift the collar off the post. When this happens the post will not be held securely and may cause damage to the drive chain and collar.

6. After the upper head assembly has been reinstalled, start the skid-steer and slowly tilt the Postmaster back to a vertical position.

7. 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.

8. Lift the Postmaster hammer and reinstall in the Postmaster. Reinstall safety catch pin.

Maintenance and Service

Changing from a Postmaster to a Slab Blaster

1. Remove the safety catch pin and insert a hook into the chain links welded to the top of the Postmaster hammer. Lift out the hammer with a hoist, forklift or another skid-steer. Lay the hammer on the ground.
2. Disconnect the hydraulic hoses from the skid-steer auxiliary hydraulics, remove them from the “D” ring hose guide on the quick-tach mount and reconnect to the skid-steer.
3. Raise the Postmaster in the air and tilt forward 90 degrees. Watch for any obstructions or pinching of hydraulic hoses. Set the parking brake and shut off the engine.
4. With the Postmaster in a horizontal position, push the head assembly out.



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

5. Start the skid-steer and slowly tilt the unit back to a vertical position.
6. 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.
7. Lift the Slab Blaster hammer and install in the Postmaster hammer location. Reinstall the safety catch pin.
8. Read the instructions for “Slab Blaster Operation”.

Changing from a Slab Blaster to a Postmaster

1. Remove safety catch pin and insert a hook in to the chain links welded to the top of the Slab Blaster hammer. Lift out the hammer with a hoist, forklift or another skid-steer. Lay the hammer on the ground.
2. Disconnect the hydraulic hoses from the skid-steer auxiliary hydraulics. Remove them from the “D” ring house guide on the quick-tach mounting plate and reconnect to the skid-steer.

Maintenance and Service

3. Raise the Slab Blaster in the air and tilt forward 90 degrees. Watch for any obstructions or pinching of hydraulic hoses. Set the parking brake and shut off the engine.



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

4. With the unit in a horizontal position, install the head assembly with the collar into the Slab Blaster with the collar towards the skid-steer

5. Start the skid-steer and slowly tilt the unit back to a vertical position.

6. 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.

7. Lift the Postmaster hammer and install in the Slab Blaster hammer location. Reinstall the safety catch pin.

8. Read the instructions for Postmaster Operation and also Postmaster with Grapple Installation and Operation if you have purchased a post grapple assembly.

Removal and Storage

Removal

To remove the Postmaster and/or Slab Blaster, 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.

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

Storage

To prepare the Postmaster and/or Slab Blaster 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 and/or Slab Blaster, 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.

Specifications

8000 SERIES SLABBLASTER SPECIFICATIONS

DESCRIPTION	8000 SERIES
Overall Length	48" (121cm)
Overall Width	24" (61cm)
Overall Height	64" (163cm)
Hammer Weight	440 LBS (200kg)
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	Universal Hitch

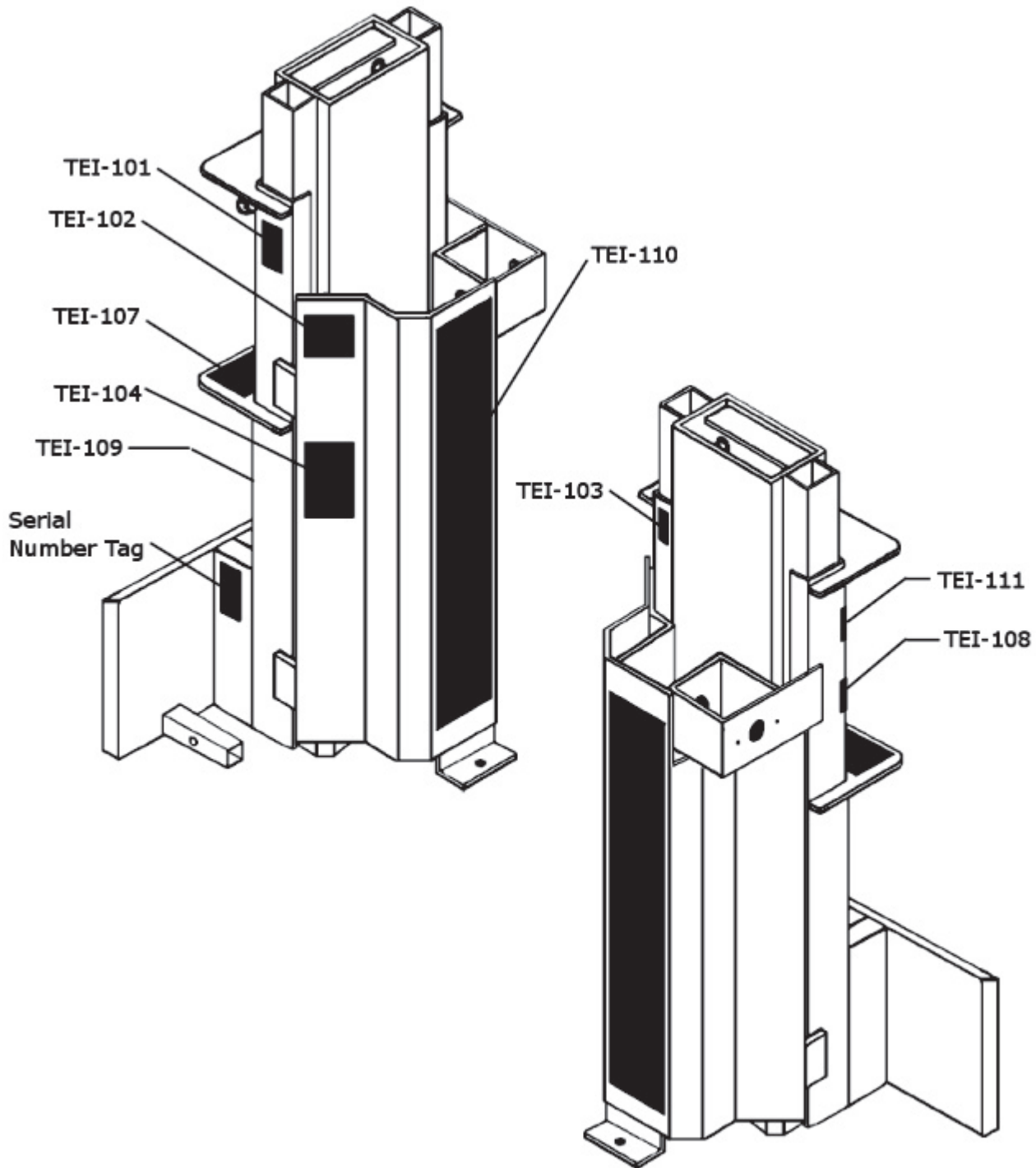
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Motor	Eaton
Minimum Hydraulic Requirements	12 GPM (45 LPM) 2600 PSI (136 BAR)
Skid-Steer Mounting	Universal Hitch

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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.



Replace any torn or missing decals.

Decals




DANGER

To Prevent Serious Injury or Death:

- Carry low load. Use extra caution on uneven ground and inclines.
- Only trained personnel should attempt to operate this equipment. Keep others away.
- Do not overload. Move slowly when equipment is raised. Use sufficient counter-weights.
- Operate only from the drivers seat.

TEI-102

TEI-102




WARNING

HIGH PRESSURE FLUID HAZARD!
To Prevent Serious Injury or Death from high pressure fluid


- Relieve pressure on system before repairing, adjusting or disconnecting.
- Wear proper hand and eye protections when searching for leaks. Use wood or cardboard instead of hands.
- Keep all components in good repair.

TEI-108

TEI-108



DANGER




ELECTROCUTION HAZARD
To prevent serious personal injury or death from electrocution.

- Stay away from power lines when transporting, raising or operating unit.
- Electrocutation can occur without direct contact.
- Do not drive posts near underground power lines
- Locate all underground services before operating unit.

TEI-101

TEI-101



WARNING

- Allow no riders on machine or bystanders in work area.
- Operate from the vehicles seat ONLY.
- Wear appropriate eye, foot and hand protection.
- No loose clothing when operating machine.
- Keep hair, hands and feet out of work area.
- Never reach to align or support posts with hands or feet while in operation.
- Never attempt repairs or adjustments while unit is in operation or running.
- Clean or replace any safety signs that cannot be clearly read or understood.
- Hearing Protection must be worn.

TEI-104

TEI-104



TEI-103



WARNING

DO NOT ACTIVATE HYDRAULICS UNLESS ANVIL (HEAD) IS SUPPORTED BY FENCE POST.



WARNING

REPEATED BOTTOMING OUT OF HAMMER WILL CAUSE SEVERE DAMAGE TO UNIT AND VOID ALL WARRANTIES

TEI-109



WARNING

To prevent Serious Injury or Death

- Avoid unsafe operation or maintenance.
- Do not operate or work on this machine without reading and understanding the operator's manual.
- If manual is lost, contact your nearest dealer for a new manual.

40150

TEI-111

POSTMASTER

TEI-110



WARNING

REPEATED BOTTOMING OUT OF HAMMER WILL CAUSE SEVERE DAMAGE TO UNIT AND VOID ALL WARRANTIES

TEI-107

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.