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HONDA



Highest Quality Post Drivers and Post Pullers



GPD-45 Multi-Pro™ Gas Powered Driver

OWNERS MANUAL

Form No. 301801-08/2014

TAKE SAFETY SERIOUSLY

Your safety, and the safety of others, is very important. The proper and safe use of your Rhino® post driver is an important responsibility and should be taken seriously.

This entire book is filled with important safety information. Please read it carefully.

Keep this owner's manual handy, so you can refer to it at any time.

This owner's manual is considered a permanent part of the post driver and should remain with the post driver if resold.

The information and specifications included in this publication were in effect at the time of approval for printing. Rhino Tool Company, Inc. reserves the right, however, to discontinue or change specifications or design at any time without notice and without incurring any obligation whatever. No part of this publication may be reproduced without written permission from Rhino Tool Company.

To help you make informed decisions about safety, you will find important safety information in a variety of forms, including:

- Safety Labels on the post driver
- Safety Messages Preceded by a safety alert symbol and one of three signal words, DANGER, WARNING, or CAUTION.

These signal words mean:



Immediate hazards that will result in severe personal injury or death.



Hazards or unsafe practices that could result in personal injury.



Hazards or unsafe practices that could result in injury, product or property damage.

- Safety Headings such as IMPORTANT SAFETY INFORMATION.
- Safety Section such as POST DRIVER SAFETY.
- Instructions how to use this post driver correctly and safely.

CONTENTS

INTRODUCTION

Section	Page
Safety Symbol Description	i
Table of Contents	1
Introduction	1
Rhino® GPD-45 Multi-Pro™ Driver Safety	2
Rhino® GPD-45 Multi-Pro™ Operating Instructions	4
Starting the Engine	5
Hot Restart	6
Driving a Post	7
GPD-45 Multi-Pro™ Maintenance.....	9
Rhino® GPD-45 Multi-Pro™ Service Instructions	9
Servicing Crankshaft and Piston	10
Service of the Hammer and Anvil	11
Rhino® GPD-45 Multi-Pro™ Parts & Accessories List	15
Limited Warranty and Registration	20
Troubleshooting	21

Congratulations on your selection of the Rhino® GPD-45 Multi-Pro™ post driver. We are certain that you will be pleased with your purchase. This post driver was built with the Honda GX35 engine. Honda supplies its own owner's manual that covers all the operator and service issues associated with the Honda engine. Please read this manual as closely as you do the Rhino manual. The success that you experience with this tool is dependent upon your knowledge and understanding of how to properly operate and care for the Honda engine installed on your new post driver.

As you read this manual, you will find information preceded by a NOTICE symbol. That information is intended to help you avoid damage to your post driver, other property, or the environment.

We suggest you read the warranty information fully and understand its coverage and your responsibilities of ownership. Fill out the warranty registration card or online registration to receive Rhino® Lifetime Limited Warranty. (See Page 20) Please

read and understand the Honda warranty policy. The Honda warranty is separate from the Rhino® warranty and is subject to its own coverage conditions and responsibility requirements. The warranty is a separate document and is included with the Honda owner's manual.

When your Rhino® post driver needs scheduled maintenance, the technical service staff here at Rhino Tool Company is standing by to assist you.. Our fully trained staff can ensure that you receive the correct service kit or direct you to the nearest Rhino Servicing Dealer.

The engine requires scheduled maintenance, keep in mind that your Honda service dealer is fully equipped and specially trained in servicing the Honda engine. Your Honda servicing dealer is dedicated to your satisfaction, and will be pleased to answer your questions and concerns.

POST DRIVER SAFETY

IMPORTANT SAFETY INFORMATION

The Rhino® GPD-45 Multi-Pro™ gas powered driver is designed to drive fence post, ground rod, delineator post, grape stake, form pin, tent stake and other like items into the ground. Uses, other than those intended, can result in injury to the operator as well as those around the operator. Damage to the driver and to the surrounding area may result as well.

This post driver is intended for use by professional installers. Never allow children to operate this tool.

Most accidents can be prevented if you follow all instructions in this manual and on the post driver. The most common hazards are discussed below, along with the best method to protect yourself and others.



UNDERGROUND UTILITIES:

Driving a post into an underground utility can be **EXTREMELY DANGEROUS**, exposing the operator and those around to potentially life threatening danger. Damage to surrounding property can also occur as a result of a post being driven into an under-

ground utility. Be absolutely certain that you are aware of all underground utilities in the area in which you intend to drive posts. Ensure that a certified locating service has identified all underground utilities prior to beginning your project. Failure to do so can be catastrophic. Underground utilities include but are not limited to: Electric, Gas, Telephone, Water, Sewer, TV Cable, Lawn Sprinklers, etc.



GASOLINE: Gasoline is **HIGHLY FLAMMABLE** and **EXPLOSIVE**. You can be burned or seriously injured when handling fuel.



EXHAUST: The exhaust from the engine contains poisonous carbon monoxide gas that can build up to dangerous levels in closed areas. Breathing carbon monoxide can cause unconsciousness or death.

Never run the engine in a closed or even partly closed area where people may be present.



WARNING The engine exhaust from this product contains chemicals known to the State of California to cause cancer, birth defects or other reproductive harm.



ENGINE MAINTENANCE: Improperly maintaining the engine on this power tool, or failure to correct a problem before operation, can cause a malfunction in which you can be seriously hurt or killed.

In accordance with the engine owner's manual, always perform a pre-operation inspection of the engine before each use and correct any problem.



DRIVER MAINTENANCE:

Improperly maintaining the driving mechanism on this power tool, or failure to correct a problem before operation, can cause a malfunction in which you can be seriously hurt or killed.

In accordance with this manual, always

perform a pre-operation inspection of the driving mechanism before each use and correct any problem.

⚠ WARNING Do not lend or rent your post driver without the instruction manuals. Be sure that anyone using it understands the information contained in these manuals.

⚠ WARNING Do not use this post driver for any purpose other than driving posts into the ground. Misuse may result in personal injury or property damage, including damage to the machine

⚠ WARNING Minors should never be allowed to use this power tool. Bystanders, especially children, and animals should not be allowed in the area where it is in use.

⚠ WARNING **NEVER** let your power tool run unattended. When it is not in use, shut it off and make sure that unauthorized persons do not use it.

⚠ WARNING Do not operate this post driver unless the operator is wearing safety glasses, safety shoes, hearing protection, gloves or any other safety equipment advised by, ANSI, NIOSH, OSHA, or any other safety regulatory agency, the employer or the owner of this post driver.

Bystanders should, at a minimum, wear safety glasses and hearing protection while in the presence of this power tool during operation.

⚠ WARNING Prolonged use of a power tool (or other machines) exposing the operator to vibrations may produce white finger disease (Raynaud's phenomenon) or carpal tunnel syndrome. These conditions reduce the hand's ability to feel and regulate temperature, produce numbness and burning sensations and may cause nerve and circulation damage and tissue necrosis.

Not all factors contributing to white finger disease are known, but cold weather, smoking and diseases or physical condi-

tions that affect blood vessels and blood transport, as well as high vibration levels and long periods of exposure to vibration are mentioned as factors in the development of white finger disease.

In order to reduce the risk of white finger disease and carpal tunnel syndrome, please note the following:

- The Rhino GPD-45 Multi-Pro™ has been designed with Rhino® CIS™ anti-vibration handles to reduce the transmission of vibrations created by the machine to the operator's hands.

An anti-vibration system is recommended for those persons using power tools on a regular or sustained basis.

- The handle opposite the throttle handle has been fitted with an EVA foam grip further dampening vibrations.
- Wear gloves and keep your hands warm.
- Ensure that the EVA foam and the spring dampening system are in good working condition.

IMPORTANT SAFETY INFORMATION

POST DRIVER SAFETY... continued

- Ensure the post driver has no loose components. Loose components lead to high vibration levels.
- Maintain a firm grip at all times, but do not squeeze the handles with constant, excessive pressure. Take frequent breaks.

All of the above mentioned precautions do not guarantee that you will not sustain white finger disease or carpal tunnel syndrome. Therefore, continual and regular users should closely monitor the condition of their hands and fingers. If any of the above symptoms appear, seek medical advice immediately.



WARNING

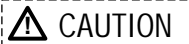
DO NOT modify this power tool in any way.



CAUTION

DO NOT put anything other than a post into

the chuck on the driver.

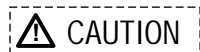


CAUTION

DO NOT operate your post driver unless it

is on a post to be driven. Operation of the

driver without it driving on a post could damage the power tool.



CAUTION

SURROUNDINGS:

This power tool emits noise which may be disturbing to animals and livestock. Ensure prior to operation, that any livestock are cleared from the operational area to prevent a situation in which startled livestock become a safety hazard.

WARNING LABELS

If your post driver's warning label is marred or destroyed, replace it immediately. Simply call Rhino Tool Company and we will send you a new warning label at no expense to you.

GPD-45 Multi-Pro™

Operating Instructions

Your Rhino® GPD-45 Multi-Pro™ Gas Powered Driver is an efficient and effective power tool designed and developed to tackle a difficult and time consuming task; driving posts.

It is very important to understand that your post driver is a very powerful machine; it has to be to do the very difficult job it is designed to perform. With proper care and maintenance, your Rhino® GPD-45 Multi-Pro™ will give you many years of trouble free service.

You must read and understand your post driver operating instructions before using the post driver. It is also very important that you make sure all operators are trained to operate your post driver safely. If you or any operator doesn't understand any of the instructions in this manual, call Rhino Tool Company at 866-707-1808 or 309-853-5555 and we will assist you with any questions you may have.

GPD-45 Multi-Pro™ Operating Instructions... continued

⚠ WARNING **AVOID SERIOUS INJURY OR DEATH**
READ THIS MANUAL BEFORE USING YOUR POST DRIVER

Visually inspect your GPD-45 Multi-Pro™ Post Driver before use. The interior of the chuck tube should be checked for obstructions, damage or wear to the chuck tube and anvil inside. The outer surfaces of the

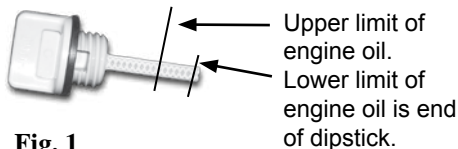


Fig. 1

driver should also be inspected for any defects. Do not use the GPD-45 Multi-Pro™ if there is any damage or wear until the damage or wear is corrected and repaired.

Check all fluid levels, i.e. engine oil and fuel and fill as needed as per manufacturer's specifications.

NOTE Proper oil level is essential to the operation of the post driver. Overfilling of the oil will result in loss of power and may cause permanent damage to the engine.

⚠ WARNING **USE ALL RECOMMENDED SAFETY EQUIPMENT.**

Rest the driver on a solid surface, i.e. tailgate, bench, or clear, solid ground and posture your body in a safe position. DO NOT start the driver anywhere but an open, well-ventilated area. It is recommended that the GPD-45 Multi-Pro™ only be used outdoors and never inside an enclosed building.

Starting the Engine:

To start a COLD engine, move the choke lever to the CLOSED position (Fig. 3). Lock the throttle into high idle position. (Fig. 2) This is done by depressing the trigger and the high idle lock simultaneously. The throttle is now in the high idle position.

To start a WARM engine, leave the choke lever in the OPEN position and do not lock the throttle into the high idle position. Press the priming bulb repeatedly (Fig. 4) until fuel can be seen in the clear-plastic fuel return tube.

Slide thumb switch on throttle handle down or into the ON position.

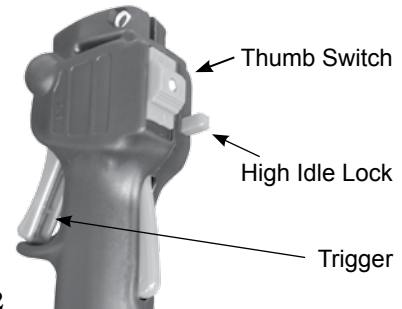


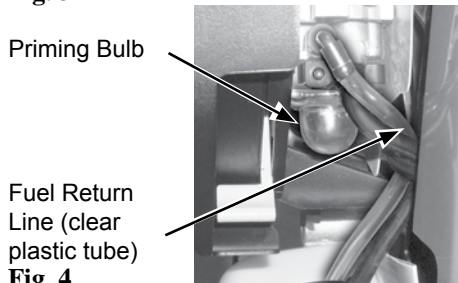
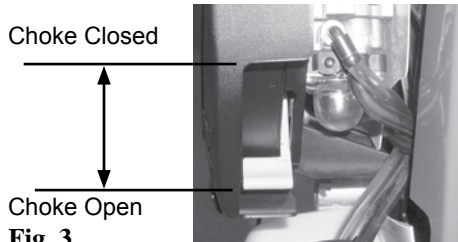
Fig. 2

GPD-45 Multi-Pro™ Operating Instructions... continued

Grasp the starter grip lightly until you feel resistance, then pull briskly in the direction of the arrow as shown in **Fig. 5**. Return the starter grip gently.

Do not extend the starter rope to its full length as it can cause damage the recoil mechanism

CAUTION An operator should never wrap the starter



rope around their hand. This will cause serious injury.

NOTE Do not allow the starter grip to snap back against the engine. Return it gently to prevent damage to the starter.

If the choke lever was moved to the **CLOSED** position to start the engine, gradually move it to the open position as the engine warms up. As the engine warms up also release the high idle lock by slightly depressing the trigger and then immediately releasing it. Use caution as to not engage the clutch.

Hot Restart



If the engine is operated at higher ambient temperatures, then turned off and allowed to sit for a short time, it may not restart on the first pull. If necessary, use the following procedure:

Failure to follow instructions can result in personal injury

CAUTION **IMPORTANT SAFETY**

PRECAUTION

Turn the engine switch to the **OFF** position before performing the following procedure. This will prevent the engine from starting and running at maximum speed when the throttle is in the **MAX.** speed position. If the engine starts with the throttle in the **MAX.** speed position, the post driver will operate at maximum power. This may result in **personal injury** and damage to the post driver.

1. Turn the engine switch on the post driver to the **OFF** position.
2. Move the choke lever to the **OPEN** position.

GPD-45 Multi-Pro™ Operating Instructions... continued

3. Hold the throttle in the MAX speed position.
4. Pull the starter grip 3 to 5 times.

Follow the **STARTING THE ENGINE** procedure on the previous page and start the engine with the choke lever in the **OPEN** position.

⚠ WARNING DO NOT OPEN CRANKCASE COVER WHILE ENGINE IS RUNNING.

Driving a Post

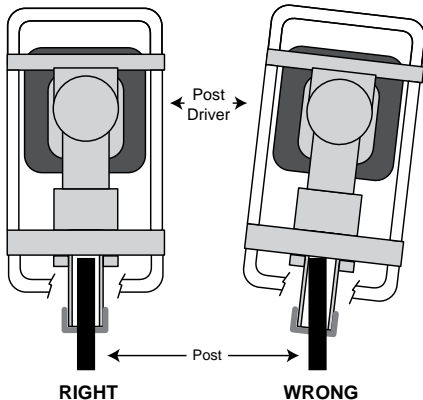


Fig. 6

Insert a post into the GPD-45 Multi-Pro™ making sure the end of the post to be driven is in the correct position on the ground. Position the driver aligned centered to the post. (**Fig. 6**) If not aligned properly, damage could be caused to the driver or the post.

Apply steady downward pressure to the handles and apply enough throttle to engage the clutch and hammer.

Once you are confident that the post is driving straight, apply full throttle to the driver until the post is driven to the desired depth.

Release the trigger dropping the engine RPM back to idle before removing from the post. When the engine has returned to idle, proceed to the next post repeating the previous method of driving a post.

Installing a Chuck Adapter

⚠ WARNING CHUCK SIZE: A chuck or chuck adapter that is too large for the post being driven may damage the driver and may damage

the end of the post. Using a the appropriate chuck or chuck with adapter will align the post to optimum striking position and prevent damage to the driver. See the chart below to specify the appropriate adapter for your application. Chucks and chuck adapters wear out and should be replaced as needed. Inspect your driver's chuck and

Type or Size of Post to be Driven	Chuck/Accessory Required
Fiberglass T-Post	2" Adapter
T-Post	2" Adapter
5/8" to 3/4" Ground Rod	1" Adapter
Tent Stake	Tent Stake Chuck***
Concrete Form Pin	1" Adapter
1" to 1-7/8" Post	2" Adapter
2" to 2-3/8" Post	Master Chuck
1-1/2" to 2-1/2" Square post and Square Post Sign Anchor	Chuck and Drive Cap***
1.2 - 4 lb Channel Post and Channel Post Sign Anchor	Channel Chuck***

*** Contact Rhino Tool Company for more details
Note: Custom chucks may be available for your specific application contact Rhino Tool Company.

GPD-45 Multi-Pro™ Operating Instructions... continued

chuck adapters frequently.

The GPD-45 Multi-Pro is equipped with the Rhino® Chuck-Lok™ Adapter System. It is comprised of the master chuck, the locking nut and two-piece adapters.

⚠ WARNING **ALWAYS HAVE THE LOCKING NUT IN PLACE WHEN DRIVING POSTS:**

When equipped with the round master chuck, the Chuck-Lok™ locking nut should always be tightened onto the chuck to protect the chuck threads, even when not using an adapter. Failure to do so exposes the chuck to possible damage.

The two-piece adapter design is a solution for the occasional flared post. Should

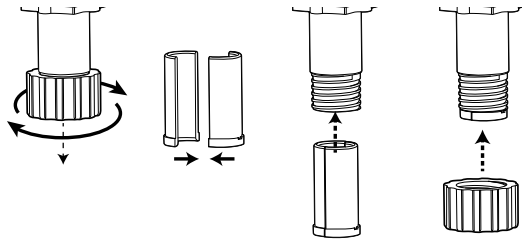


Fig. 7 - Hand tighten ONLY. No Tools.

a post flare and lodge inside the chuck when using the adapter, in most cases the operator can loosen the locking nut letting it slide down the post, then lift the driver off the post. The operator can quickly re-insert the adapter, secure them with the locking nut and resume driving posts. See the **Fig. 7** for steps for installing Chuck-Lok™ adapters.

Installing an Alternative Chuck

The GPD-45 Multi-Pro quick change design allows the operator to quickly remove the standard master chuck and install alternative chuck configuration for your post driving application.

Turn off the engine and allow it to cool.

Position the post driver on a work bench or level surface. Using a 3/16" hex bit socket wrench loosen and remove the 4 chuck bolts (p/n 300715) and compression washers (p/n 517801). Replace

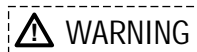
compression washers if they are worn. Remove the chuck and set it aside in a convenient place to store until needed.

Align the alternate chuck to the bolt holes on the lower body, taking into account the position of slots or internal configuration for the post to insert according to the operator side of the post driver. Insert bolts through new compression washers into the bolt holes, snug into position and then tighten them in a crossing pattern with a torque wrench set to 132 **inch/pounds** torque them accordingly.

If alternative anvil parts are needed please follow the instructions provided with alternative chuck.

If you do not see a chuck option for a specific post, contact your Rhino Tool Company representative to inquire if there is an option available.

Maintenance of the GPD-45 Multi-Pro™



**NEVER REFUEL
WITH THE ENGINE**

HOT OR RUNNING:

Never refuel your GPD-45 Multi-Pro™ with the engine hot or running as there is a possibility the flammable fumes from the gasoline can ignite, causing severe injury and/or damage to your GPD-45 Multi-Pro™ and surrounding area. Follow engine manufacturer's instructions for the refueling of the engine.

With each use check the engine oil level, air filter, and all fasteners. If necessary, add oil, clean or replace the air filter and tighten any loose nuts, bolts, or any other fastener. (See page 6 for engine oil level)

Change engine oil as per engine manufacturer's specifications. Dispose of used oil in accordance with any local, state, or federal regulations.

To help insure years of operation, wipe down the GPD-45 Multi-Pro™ with a clean cloth after each days use.

Refer to the Service Instructions for more detail regarding maintenance of the Post Driver.

GPD-45 Multi-Pro™ Service Instructions

Following the service requirements for the GPD-45 Multi-Pro™ will insure years of trouble free post driving. Always refer to the Honda GX35 manual for maintenance and service on the engine. The following instructions are for the Rhino® GPD-45 Multi-Pro™ specifically with general instructions for the Honda GX35. Before any service is preformed, remove the spark plug wire from the spark plug and ground it to the engine body to prevent any accidental start-up of the engine.

Each Use:

1. Check engine oil level. Use SAE 10W-30 to top oil level off, if necessary.
2. Check engine air cleaner. If soiled, clean or replace.

3. Check all engine and post driver fasteners. Retighten to proper specifications if necessary. (See Bolt Torque Specifications on page 19)

First 10 Hours Use of a New or Rebuilt GPD-45 Multi-Pro™

1. Change engine oil following the requirement for the Honda GX35. Dispose of used oil according to all local, state, and federal regulations.
2. Check all engine and post driver fasteners. Retighten to proper specifications if necessary.

Every 3 Months or 25 Hours of Use

1. Change engine oil following the requirement for the Honda GX35. Dispose of used oil according to all local, state, and federal regulations.
2. Replace air cleaner elements. This should be performed more often if operated in dusty areas.
3. Check all engine and post driver fasteners. Retighten to proper torque specifications if necessary. (See page 19)

GPD-45 Multi-Pro™ Service Instructions... continued

Every 3 Months or 50 Hours of Use

1. Follow the regular scheduled maintenance (each use and 25 hour intervals)
2. Check crankshaft and piston lubrication. (See page "Servicing for instructions.")

Every 12 Months or 250 Hours of Use

1. Follow the regular scheduled maintenance (each use, 25 hour and 50 hour intervals)
2. Check crankshaft and piston lubrication. (See page 10 for instructions.)
3. Remove and service the hammer and anvil. (See page 11 for instructions.)

Servicing Crankshaft and Piston Lubrication

The crankcase cover (p/n 300132) is designed for easy, "no tool" inspection and maintenance. (Fig. 8). To remove the cover, grip it tightly with your hand and twist it left (counter-clockwise.) Use caution not to lose or damage the O-ring Seal (p/n 301617).

⚠ WARNING DO NOT OPEN CRANKCASE COVER WHILE ENGINE IS RUNNING

⚠ CAUTION DO NOT USE A HAMMER OR WRENCH TO LOOSEN THE COVER AS IT MAY CAUSE DAMAGE TO THE DRIVER.

Visually inspect the color and amount of grease inside the crankcase. There should be a ring of grease collected to the wall inside the crankcase. Should the depth of the ring from the wall inward measure 1/4"



Fig. 8 - Crankcase Cover

(6 mm) or less (Fig. 9) this indicates the grease is low. The maximum level should not be more than 1/2" (12.5mm).

If the amount of grease appears to be low, add a small amount of grease. Use only Rhino approved grease (p/n 300500.)

⚠ CAUTION DO NOT OVERFILL GREASE AS IT CAN DAMAGE THE DRIVER AND THE HONDA ENGINE.

If the grease is discolored, very dark or black, it should be removed and the post

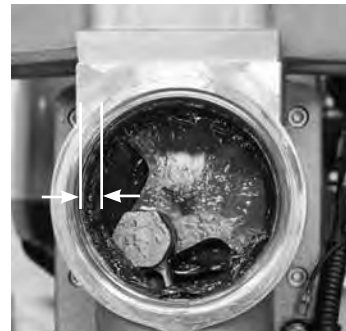


Fig. 9 - If ridge of grease measures 1/4" or less, add a small amount. At maximum level it should measure 1/2".

GPD-45 Multi-Pro™ Service Instructions... continued

driver needs further maintenance. This is detailed in the section titled “Service of the Hammer and Anvil.”

In the event of complete removal of old and adding fresh grease (**Fig. 10**) the level of grease should be to the bottom edge of the crank pin head. When the required service has been performed in the crankcase, inspect the o-ring seal and replace it on the crankcase cover. Position the crankcase cover on the GPD-45 Multi-Pro™ body carefully to start the threads and once in



Fig. 10 - After completely cleaning out old grease, add new grease till level with the bottom edge of the crank pin head.

the thread groove, with your hand twist to the right (clock-wise) until it is securely in contact with the post driver body.



CAUTION HAND TIGHTEN ONLY. DO NOT OVERTIGHTEN. Do not use tools, such as a hammer or wrench, to tighten the crankcase cover as it will damage the driver.

Service of the Hammer and Anvil

The tools required for servicing the hammer and anvil are, a 9/64" hex wrench, a 1/4" hex wrench, a 7/8" deep well socket with handle, a torque wrench that reads in inch/pounds, and Loctite primer and threadlocker.

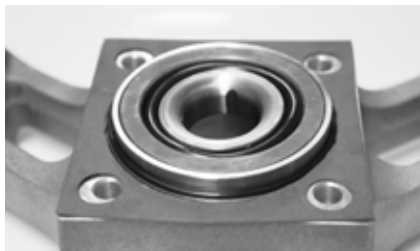


Fig. 11 - View when Lower Driver Body removed.

Remove the crankcase cover (**see crankcase cover warning on page 10**) and clean out any old grease from inside the crankcase.

Remove the four (4) chuck bolts (p/n 300715) and disconnect the chuck. Remove the four (4) lower bolts (p/n 300702) from the lower driver body and the four (4) bolts (p/n 300715) from the upper handle bracket. Use caution as the handle tubes have four (4) anti-vibration springs (p/n 610010) installed and under tension. Grasping the upper handle bracket pull it directionally away from the driver body to create a separation between them. While separated, lift and remove the upper driver body assembly (p/n 301016) from the post driver assembly and set aside. Observe the lower driver body, it should appear as shown in **Fig. 11**. The anvil o-ring retainer (p/n 301115) will sometimes drop out with the lower driver body or remain in place at the base of the cylinder of the upper driver body.

Remove the anvil o-ring cup (p/n 301095) and the anvil (p/n 301165). This can be

GPD-45 Multi-Pro™ Service Instructions... continued

easily accomplished by pushing a 1" dowel rod or hammer handle into the chuck tube from the opposite side. When the parts are removed, note the order and disassemble for inspection. Check the anvil for damage. The anvil o-ring (p/n 301615) should be replaced at this time. Clean the anvil and carefully replace the anvil o-ring. **(Fig 12)** shows an anvil with the o-ring in place.

Inspect inside the sleeve in the lower body for damage. If the ridge that supports the anvil o-ring cup is damaged, replace with new sleeve (p/n 301038.)

Remove the large retainer o-ring seals (p/n 301614) and the large retainer (p/n 301105) from the anvil o-ring cup. Inspect the large retainer. The large retainer o-ring seals (p/n 301614) should be replaced at this time. Replace the large retainer if there are any signs of damage or excessive wear.

The anvil o-ring retainer (p/n 301115) can be removed from the end of the cylinder in the post driver body by hand. Use caution

as it can become sharp with use of the driver. Remove the hammer (p/n 301085), piston and connecting rod assembly (p/n 301075) by removing the crank pin (p/n 300050). Access to the crank pin is achieved by removing the crankcase cover (p/n 300132), which is described in the section titled "Servicing Crankshaft and Piston Lubrication." Remove the crank pin using the 7/8" deep well socket. The crank pin has **LEFT-HAND THREADS**. Use caution stabilizing the connecting rod and crankshaft (p/n 300040) to avoid damaging them. Use a small wood or plastic block to keep the crankshaft from rotating. When the crank pin is removed, the piston, connecting rod, and hammer



Fig. 12 - Anvil with O-ring in place.

can be removed by pushing the connecting rod down into the cylinder until it can be removed from the bottom of the post driver body. Note position of the hammer. The small end of the hammer is toward the anvil as shown in **Fig. 13**. Clean and inspect the hammer for damage. The hammer o-ring seals (p/n 301610) should be replaced at this time.

Clean and inspect the piston and connecting rod. Insert the crank pin into the bearing on the connecting rod. If there is excessive play or side movement between the two, the connecting rod and possibly the crank pin should be replaced. Check the movement in the bearing in the piston side. If there is excessive play the piston



Fig. 13 - Small end of Hammer is toward the anvil.

GPD-45 Multi-Pro™ Service Instructions... continued

assembly should be replaced. The piston o-ring seal (p/n 301610) should be replaced at this time. See **Fig. 14**.

Clean and inspect the cylinder and crankcase for any damage or wear. Replace any damaged parts. Lubricate the cylinder, piston, and connecting rod with Rhino approved grease. Insert the connecting rod, of piston assembly, into the cylinder. Push the piston up the cylinder until the bearing in the connection rod aligns with the threaded hole for the crank pin. Apply Loctite primer and threadlocker to the crank pin. Insert the crank pin through the bearing and start the threads into the crankshaft by hand. Use caution holding the connecting rod and crankshaft (p/n 300040). The connecting rod and crank-

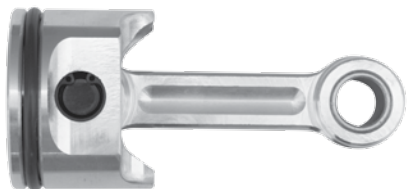


Fig. 14 - Piston with Connecting Rod and O-ring Seal in place.

shaft can be damaged. Use a small wood or plastic block to keep the crankshaft from rotating. These are **LEFT-HAND THREADS**. Tighten the crank pin using the 7/8" deep well socket. Torque to 228 inch/pounds.

Add Rhino approved grease (p/n 300500) to the crankcase to the level shown in **Fig. 10**. (See **Caution: Do not overfill grease on page 11**) If grease has been completely removed add one (1) tube of Rhino® Post Driver Grease (2.75 oz.) or until level with the bottom of the crankpin head. Close the crankcase by placing the crankcase cover o-ring seal onto the crankcase cover. Place the crankcase cover onto the post driver body, start the thread, and twist to the right (clockwise) with your hand until it is secure against the post driver body. (See **Caution: Hand Tighten Only on page 11**)

Lubricate the hammer with Rhino grease. Insert the hammer into the cylinder, taking note of the small end toward the anvil as shown in **Fig. 13**. Push the hammer into

the cylinder making room to insert the anvil o-ring retainer. Apply grease to the anvil o-ring retainer and place the small end into the cylinder. The grease should hold it in place.

Lubricate and assemble the large retainer

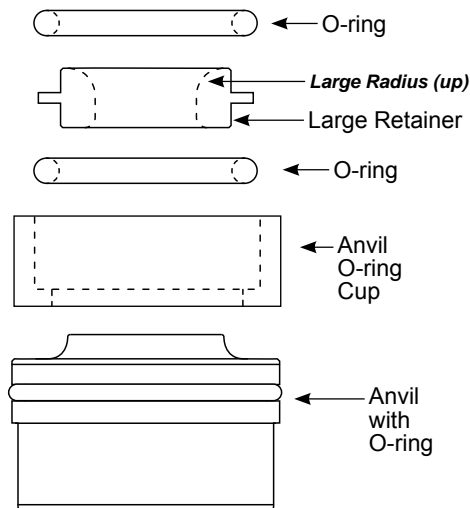


Fig. 15 - Insert O-ring into Anvil O-ring Cup, then insert Large Retainer (with large radius up), then insert other O-ring.

GPD-45 Multi-Pro™ Service Instructions... continued

and the two (2) large retainer o-ring seals in the order shown in **Fig. 15** and assemble into the anvil o-ring cup.

Clean and inspect the lower driver body (p/n 301032) for any damage or excessive wear. Replace if necessary. Lubricate inside of the sleeve of the lower body with grease. Lubricate the anvil with grease. Insert the anvil with new anvil o-ring into lower body, making certain that the anvil is seated into the lower body. Insert the anvil o-ring cup into the lower body. Discard the o-ring cup o-ring (p/n 301618) and body gasket (p/n 301710) replace with new o-ring and gasket. It should look like **Fig. 11**.

Grasping the upper handle bracket pull toward the upper handle and seat the upper driver body onto the lower body. Gently let the upper handle bracket slide back into place. Align the bolt holes of the body assembly to those of the lower body. Apply Loctite primer and threadlocker to the upper handle and lower body bolts. Insert and hand thread the four (4) Lower body bolts through the lower driver body

into the post driver body. Use a 1/4" hex wrench to tighten the bolts in a star pattern until the lower driver body is seated on the post driver body. Check for any misalignment or binding when joining the parts not use excessive force. Then hand thread the four (4) upper handle bolts and tighten in a star pattern with a 9/64" hex wrench. Torque the upper handle and lower body bolts to **132 inch/pounds**.

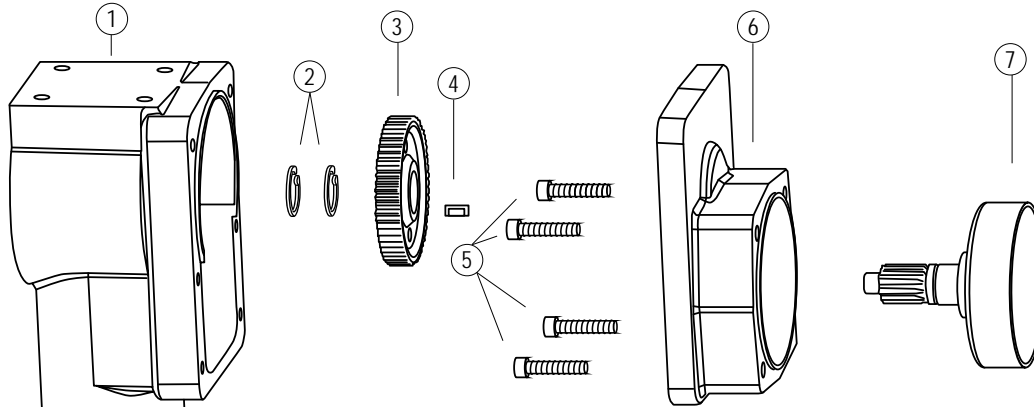
Apply Loctite primer and threadlocker to the chuck bolts. Slide compression washers, or if worn, new compression washers onto the chuck bolts. Align the chuck to the bolt holes of the lower body and insert the chuck bolts and tighten them into place in a crossing pattern. Then torque them to **132.0 inch/pounds**.

To clean and lubricate the anti-vibration handle springs loosen the two bolts located in the recesses upper handle assembly (p/n 301222) until the upper handle and handle collars are free from the upper handle bracket. Slide the lower handle downward to expose the lower springs. Clean the springs, upper handle bracket cups, and

upper and lower handle collars. Apply Rhino grease to springs, right and left collars of the lower handle, top cups of the upper handle bracket, and upper handle collars. Slide the lower handle assembly back up into position. Apply primer and threadlocker to the upper handle bolts, insert the springs into the upper handle bracket cups. Then insert the upper handle with collars on top of the springs depressing them into the handle bracket cups and tighten the bolts to secure the handle into place. Using a torque wrench set to **132.0 inch/pounds** torque the upper handle bolts accordingly.

Perform a visual check of the post driver. Reconnect the spark plug wire to the spark plug. Check that the engine has the proper amount of oil. Start the engine using the proper procedure and test the post driver.

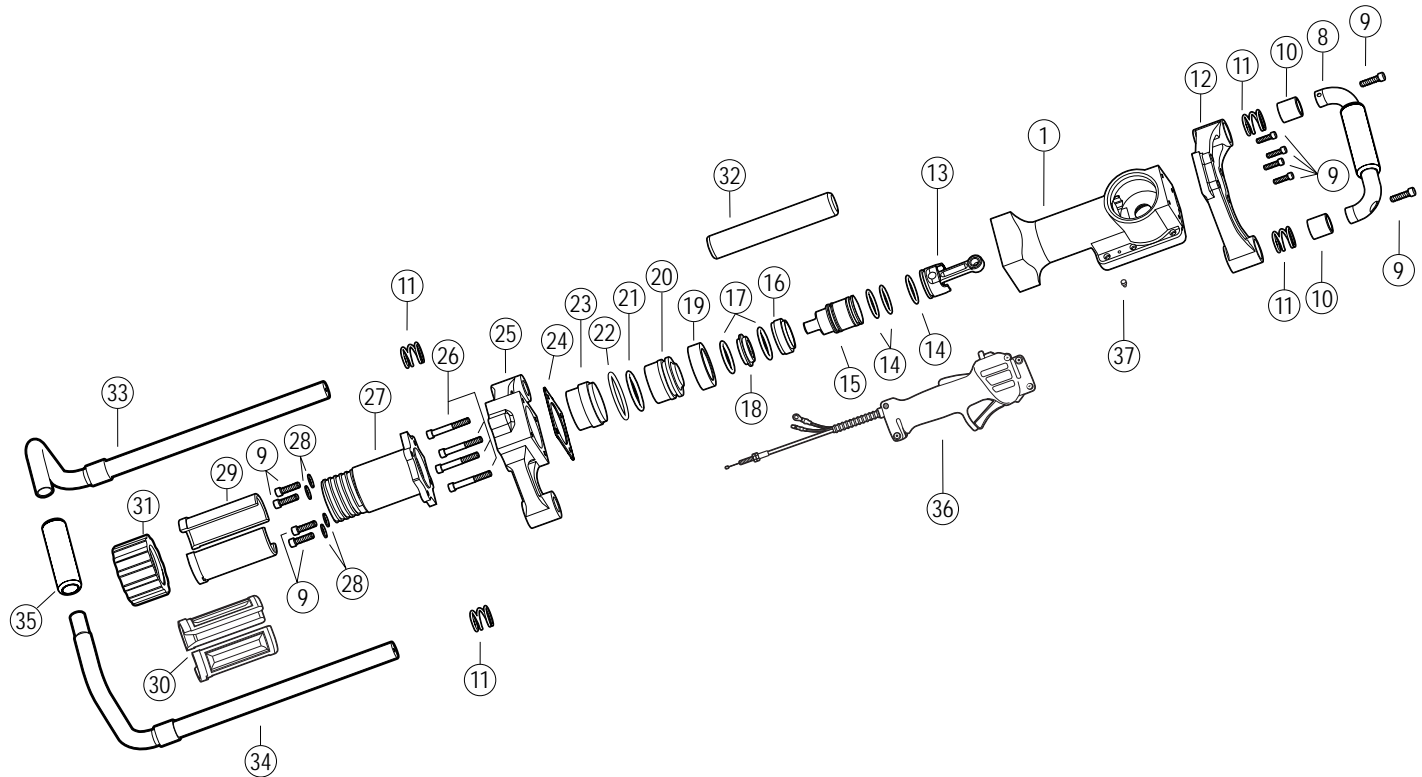
Rhino® GPD-45 Multi-Pro™ Parts List



No.	P/N	Description
1	301016	Body Assembly with Cylinder and Bearings
2	300782	Retaining Ring for Crankshaft & Clutch Drum with Pinion Gear (4 per driver)
3	300200	Gear
4	300730	Key

No.	P/N	Description
5	300700	Clutch Housing Bolts (4 per driver)
6	300025	Clutch Housing with Bearings
7	300120	Clutch Drum with Pinion Gear

Rhino® GPD-45 Multi-Pro™ Parts List

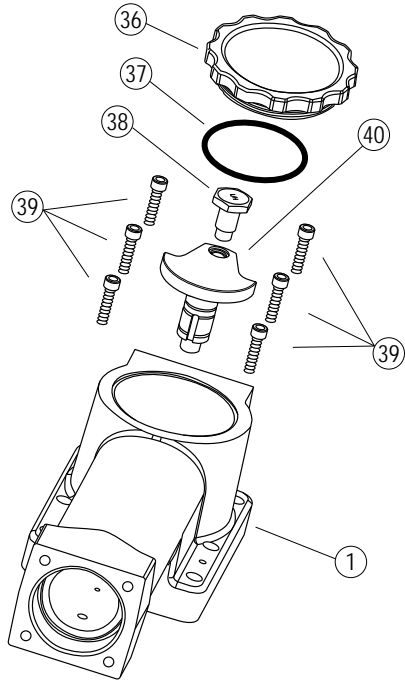


Rhino® GPD-45 Multi-Pro™ Parts List

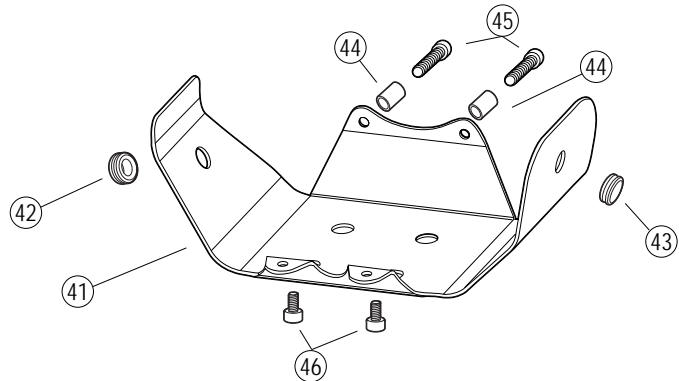
No.	P/N	Description
1	301016	Body Assembly with Cylinder and Bearings
8	301222	Handle Assembly
9	300715	Bolt (10 per driver)
10	301221	Handle Collar (2 per driver)
11	610010	Handle Spring (4 per driver)
12	300214	Top Handle Bracket
13	301075	Piston and Connecting Rod Assembly
14	301610	Piston and Hammer O-ring Seal (3 per driver)
15	301085	Hammer
16	301115	Anvil O-ring Retainer
17	301614	Retainer O-ring Seal (2 per driver)
18	301105	GPD Multi-Pro Large Retainer
19	301095	Anvil O-ring Cup
20	301165	Anvil
21	301615	GPD-45 Anvil O-ring Seal
22	301618	Chuck Tube and Anvil O-ring Retainer Cup O-ring Seal
23	301038	Sleeve for Lower Body
24	301710	Multi-Pro Body Gasket

No.	P/N	Description
25	301032	Lower Body
26	300702	Lower Body Bolts (4 per driver)
27	301158	Master Chuck
28	517801	5/16" Compression Washer
29	300902	Rhino® Chuck-Lok™ System 2" Adapter (1 per driver)
30	300900	Rhino® Chuck-Lok™ System 1" Adapter (1 per driver)
31	301920	Rhino® Chuck-Lok™ Locking Nut (1 per driver)
32	300221	8.5" EPDM Foam Grip (1 per driver)
33	301224	CIS Left Handle Assembly
34	301223	CIS Right Handle Assembly
35	300222	5" EPDM Foam Grip
36	300250	Throttle Control Assembly
37	300712	Ground Bolt

Rhino® GPD-45 Multi-Pro™ Parts List



No.	P/N	Description
1	301016	GPD-45 Body Assembly with Cylinder and Bearings
36	300132	Crankcase Cover
37	301617	Crankcase Cover O-ring Seal
38	300050	Crank Pin
39	300704	Crankcase Bolts (6 per driver)
40	300040	Crankshaft
41	300180	Shroud
42	300181	Grommet (2 per driver)
43	300190	Shroud Spacer (2 per driver)
44	300706	Shroud Bolt (2 per driver)
45	300707	Lower Shroud Bolt (2 per driver)



Rhino® GPD-45 Multi-Pro™ Parts List

No.	P/N	Description
	300240	Honda GX35 Engine
		Honda Engine Parts are Available from Your Local Honda Dealer
	300805	Safety Label and Tag Set
	301801	GPD-45 Multi-Pro™ Owner's Manual
Accessories		
27	300902	Rhino® Chuck-Lok™ System 2" Adapter (1 per driver)
	300895	Rhino® Chuck-Lok™ System 1-3/4" Adapter (1 per driver)
28	300900	Rhino® Chuck-Lok™ System 1" Adapter (1 per driver)
29	301920	Rhino® Chuck-Lok™ Locking Nut (1 per driver)
	301159	GPD-45 Channel Post Chuck
	301169	GPD-45 Channel Post Anvil
	301155	GPD-45 Tent Stake Chuck
	300805	Safety Label and Tag Set
	300932	Drive cap for 1-3/4" Square Tube
	300933	Drive cap for 2" Square Tube
	300934	Drive cap for 2-1/4" Square Tube
	300935	Drive cap for 2-1/2" Square Tube
	300500	Rhino® Post Driver Grease

No.	P/N	Description
	300506	Rhino® Post Driver Grease - 12-pack
	301506	Service Kit for GPD-45 Multi-Pro™
Bolt Torque Specifications		
5	300700	Clutch Housing Bolt (4 per driver) - 95.0 in/lbs
9	300715	Bolt (10 per driver) - 132.0 in/lbs
24	300702	Lower Body Bolt (4 per driver) - 132.0 in/lbs
38	300050	Crank Pin (Left Hand Threads) - 228.0 in/lbs
39	300704	Crankcase Bolt (6 per driver) - 75.0 in/lbs
45	300706	Shroud Bolt (2 per driver) - 56.4 in/lbs
46	300706	Lower Shroud Bolt (2 per driver) - 56.4 in/lbs

Rhino® Limited Lifetime Warranty Gasoline Powered Post Drivers



Warranty: Rhino Tool Company, Inc. (“Rhino”) warrants to the original purchaser, purchasing the Equipment in new condition, in original packaging from an authorized dealer that its Gasoline Powered Post Driver will be free from defects in work-

manship and materials (the “Limited Warranty”). The Limited Warranty shall survive for the lifetime of the product with respect to the Hammer and Anvil components and for twelve (12) months with regard to all other components, excluding the Honda GX35 engine for which Rhino provides no warranty and for which the warranty provided by American Honda Motor Co., Inc. shall be the sole warranty applicable thereto. This Limited Warranty is non-transferable.

For Warranty Claims contact your dealer or distributor. Proof of purchase date and serial number is required. In the event of a warranty repair, the post driver should be returned to a Registered and Warranty Authorized Rhino Servicing Dealer. Rhino’s obligation under this Limited Warranty is expressly limited to the repair or replacement, at Rhino’s election, of such defective Gasoline Powered Post Driver, which is proved to be defective upon inspection by a Rhino-certified/authorized technician.

This Limited Warranty does not extend to a Gasoline Powered Post Driver which has been subject to misuse, neglect, or accident, nor does it extend to any Gasoline Powered Post Driver which has been repaired, al-

tered, or serviced by unauthorized persons. This Limited Warranty does not cover any damage or adjustments required to any Gasoline Powered Post Driver if such damage or adjustment is caused by the use of supplies, parts, or attachments not sold or approved by Rhino.

EXCEPT AS OTHERWISE PROVIDED HEREIN, RHINO DISCLAIMS ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING, BUT NOT LIMITED TO THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. UNDER NO CIRCUMSTANCES SHALL RHINO BE LIABLE FOR ANY LOSS OF BUSINESS, REVENUES, OR PROFIT OR OTHER INDIRECT, INCIDENTAL, SPECIAL OR CONSEQUENTIAL DAMAGES OR LOSS ARISING OUT OF ANY DEFECTS IN OR PERFORMANCE OF THE GASOLINE POWERED POST DRIVER, HOWSOEVER CAUSED.

To register your product:

Fill out and mail in registration card supplied with post driver

Or online visit:

<http://rhinotool.com/contact-support/warranty-information/>

GPD-45 Multi-Pro™ Trouble Shooting

Post lodged in driver with adapter installed: Turn off the engine. Remove the Chuck-Lok™ System's locking nut from the master chuck and slide down the post. Using the handles, lift post driver upward, allowing the post adapter to slide out. If the pressure from the flared post does not allow you to lift driver off the post, locate the pry gaps on the adapter base and use a flathead screwdriver to pry them downward. Be careful not to damage the master chuck threads. Once loosened, lift using the post driver handles. As the two-piece adapter frees from the chuck tube they separate from the post. Slide the locking nut off the post, reinsert the adapter, apply the locking nut and resume post driving.

Post lodged in master chuck: Remove the four GPD bolts and separate the master chuck from lower body. Slide the master chuck down the post to expose the flared top of the post. With the proper cutting tool for the type of post, cut through the post below the flared portion. Once the flared portion is removed, slide the master chuck off the post and reassemble it to the driver. Please follow bolt tightening procedure and use thread locker solution. *Recommendation: Do not use "thin-wall" or light gauge round post with the GPD-45 Multi-Pro™. It is very likely to flare this type of post at full throttle.*

Drives post slow or sluggish engine performance: Typically this is resulting from improper driver storage or over-filling the oil causing the oil to seep into the combustion chamber. Turn off the engine. Position the driver vertically, remove the dipstick to check oil level. (See page 6) If you need to remove some oil, dispose of it properly. If oil is at proper level, follow the procedure listed in "Pull-start is frozen or hard to pull." It also is good practice to wipe clean the engine after use.

Pull-start is frozen or hard to pull: This typically results from oil seeping into the combustion chamber from improper driver storage or overfilling the oil reservoir of the engine. Remove spark plug and pull hand grip a several times until it pulls freely. Replace the spark plug. Check the oil level in oil reservoir to ensure proper level (page 6). Follow starting procedure. It is not unusual, for blue smoke to be emitted from the engine, let the engine run until smoke clears.

Proper Storage: When storing your GPD-45, do not lay it horizontally on the driver side or resting on the engine. If the unit cannot be stored securely in the upright position, place the chuck on the flat surface, lean it toward the engine side until it is supported by the shroud and chuck. This will position the driver on an angle with the top handle at the topmost point.

Other problems or technical questions: Have your serial number handy and contact Rhino Tool Company. Phone: 309.853.5555 or Toll Free 866-707-1808, Fax:309.856.5905, Email: info@rhinotool.com

Manufacturing Quality Post Drivers and Post Pullers Since 1977



**Driven To
Perfection!**



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Rhino Tool Company

620 Andrews Avenue

Kewanee, IL 61443

P: 309.853.5555 or Toll Free 866-707-1808

F: 309.856.5905

www.rhinotool.com E: info@rhinotool.com