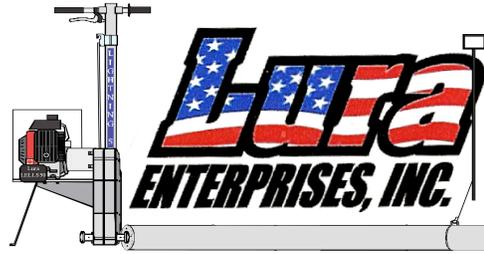


TROUBLE SHOOTING

- 1- This motor is equipped with an automatic low oil shut off device. Sometimes when it is shipped a little oil may seep out causing the motor to be low of oil when you get it and not start or when it starts it will quickly die. You may need to add ½ to 1 oz of 10- 30 motor oil.
- 2- If the motor is tilted more that 20 degrees forward or backward when you are screeding concrete the oil sensor may shut the motor down also. You can control this by adjusting the pivot, located where the operating handle and gearbox meet. Simply pull the pin out of the clevis and adjust the handle to keep the motor in an upright position and slide the pin into the proper hole.
- 3- When you are putting 2 tubes together you have to make sure that the ends are very clean. You can clean them with some steel wool or emery cloth. Keeping the ends clean will help prevent any wobble during the pour.
- 4- When you have the motor on the RIGHT side of the pour and you have 2 tubes screwed together the machine will be tightening the threads. When you have the motor on the LEFT side of the pour the machine will be trying to loosen the threads. In this case it is important to set the set screws which are located under the white plastic caps on the tubes. 95% of the time you can keep the motor on the RIGHT side of the pour. WHEN YOU HAVE SET THE SET SCREW MAKE SURE YOU LOOSEN IT WHEN YOU TAKE THE TUBES APART.
- 5- The kill switch is located under the black plastic cover on the top of the handle.
- 6- There are 2 kickstands, the large kickstand located at the top of the handle is spring loaded. You do not disengage this by pulling it from the right side of the handle. You simply push the ½ inch round rod that is sticking out of the left side of the kickstand. This will release the pressure that the spring is holding the kickstand in.
- 7- The small kickstand is located under the motor. This gives the motor a 3 point stance when you are not using the motor (before and after the pour). Keeping the motor upright at all times will help insure no oil or gas will leak out.



8- It is a good idea to run some Sea Foam or StaBil (gas additive) through the gas tank on a regular basis. The gas we get these days does not have a very long shelf life and Sea Foam will keep the varnish from forming. You can get it at any automotive store or Wall Mart super store also carries it.

9- If you have to adjust the idle, there is a black screw located under the gas tank , turn it CLOCKWISE to turn the idle up and COUNTERCLOCK wise to turn the idle down.

10- Sometimes because of vibration and use the set screw on the throttle cable will have slipped. This will cause a reduction in the high RPM you want. Simply loosen the set screw where the Throttle cable is attached to the Throttle lever on the motor and adjust the cable so the motor is just starting to engage the Centrifugal Clutch which intern will start the tube spinning. This adjustment can only be done when the motor is running.

11- It is a good idea to keep the motor on the right side of the pour. 95% of the time this is the side to be on because you are always tightening the threads if you have two tubes together (we call this the forward position). If you need to have the motor on the Left side of the pour make sure to tighten the set screws located under the white plastic caps on the tubes. When you are all done with the pour and it is time to take the tubes apart make sure to loosen the set screws first before unthreading.

12. When we ship outside of the US borders we are required to PURGE the motor and gearbox of gas and oil. We use the same oil in the Honda motor and gearbox (SAE 10-30) About 8oz. in the motor and we fill up to the oil plug on the gearbox.