Speed Striker™ Power Screed

STRIKE45-L
28166
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CALIFORNIA PROPOSITION 65 WARNING: Operation of this equipment and/or engine exhaust from this product contains chemicals known to the State of California to cause cancer, birth defects, or other reproductive harm.

SAFETY PRECAUTION

ALWAYS

• Always stop engine between loads of concrete
• Always screed while walking backwards
• Always clearly mark and be aware of all grade pins, form stakes or other trip hazards
• Always follow all safety warnings and labels of the engine manufacturer
• Always read and understand the owners manual of the engine manufacturer
• Always wear approved hearing, eye and breathing protection
• Always use form oil to coat blade or other parts susceptible to concrete build up (avoiding electrical connections) before each use
• Always properly secure screed before transporting
• Always follow recommended maintenance schedules
• Always make sure all connections and fasteners are tight before every use
• Always make sure engine is in "OFF" position when servicing or not in use
• Always use in a well ventilated area
• Always keep Speed Striker™ and engine manual handy on the job site
• Always replace parts as they become damaged or worn

NEVER

• Never operate screed without all parts and safety covers correctly attached
• Never allow children to operate
• Never operate under the influence of drugs or alcohol
• Never use screed for anything other than its intended purpose
• Never set eccentric weights to where excessive vibration occurs at low RPM (weights too far open)
• Never set eccentric weights to where it takes excessive RPM to make weights vibrate (weights too far closed)
• Never allow engine to run unattended or idle on top of wet concrete
• Never place concrete higher than the leading “curl edge” of the blade
• Never fill gas tank while engine is running
• Never start engine near spilt fuel
• Never fill gas tank, operate, or service screed near open flame
• Never use parts or blades from other manufacturers
• Never service a hot engine
• Never operate without proper training
• Never spray water or other liquid on a hot engine

This machine was built with user safety in mind, however, it can present hazards if improperly operated and serviced. Follow operating instructions carefully and use good judgement when operating!
COMMON COMPONENTS

1. Start/Stop Switch
2. Engine
3. Recoil Starter
4. Oil Cap
5. Gas Cap
6. Throttle Lever
7. Handle Bar Mounting Blocks
8. Handle Bars
9. Kickstand
10. Drive Shaft
11. Vibration Dampeners
12. Blade
13. Eccentric Weight Cover
14. Frame
15. Board Mounting Plate
16. Throttle Cable
17. Air Filter
Assembly is easy, following these steps:

**INSTALLING HANDLE BARS AND KICKSTAND:**

**Step 1** – Remove the 4 hex screws (A) that hold down the two handle mounting blocks.

**Step 2** – Slide kickstand arm onto kickstand end and fasten with nut & bolt (B) as shown.

**Step 3** – Place handle bars into mounting blocks, making sure handle bars are centered evenly across the mounting blocks.

**Step 4** – Making sure all mounting block and frame holes are aligned, insert hex screws and tighten with 7/16" wrench or socket.
INSTALLING THROTTLE CABLE:

Step 1 – Remove carburetor cover by pressing clips.

Step 2 – The throttle has a rotating silver peg (A) with a slot on one side of it. One end of the throttle cable has a metal barrel (B) that fits into this slot. Insert barrel into the slot so when the throttle cable is pulled, it will pull the throttle open (toward the base plate of the screed).

Step 3 – Fasten the throttle cable as shown. Make sure there is a nut on each side of plastic fitting. Make sure the cable does not work itself out of the plastic fitting while tightening.

Step 4 – Attach the throttle lever to the handle, as shown above.
**ASSEMBLY INSTRUCTIONS**

**Step 5** – Thread the exposed metal end of the throttle cable into the throttle lever. The lever will need to be “opened” to expose the hole it fits into. Back out the set screw to allow the cable to pass through.

**Step 6** - Once cable is through throttle lever, return the lever to the “idle” position shown above. Using pliers, pull all extra slack out of the cable, making sure you are not actually opening the throttle at the carburetor. Once all slack is removed, tighten locking screw. Note – the plastic housing of the throttle cable will fit up into the throttle cable housing.

**ATTACHING BLADE**

Attach blade making sure that it is positioned on the “back side” of the base extrusion. Be sure to insert the plastic spacer between the blade and mounting plate.

- Make sure bolts are tight before each use.

Plastic Spacer - insert between blade and mounting plate

**Step 7** – Secure throttle cable using clips, as shown above.
MACHINE ADJUSTMENTS

HANDLE
Your screed handle can be adjusted for a customized fit.

ECCENTRIC WEIGHTS
The factory weight setting will provide sufficient board vibration for most jobs. For jobs where low slump or dry concrete is being poured, the weight can easily be adjusted to allow for more vibration at lower RPM.

Using a slotted screwdriver remove the eccentric cover. Using a 7/16" socket, loosen the eccentric weight tightening bolt (A). You will need to wedge a screwdriver against the weight to keep it from turning while loosening bolt.

WARNING
Always make sure engine is stopped with switch in "OFF" position before making adjustments.

ADJUSTABLE
The height of the handle can be adjusted right below the motor

INCREASE
Increase vibration, increase the gap between the weights by spreading them apart.

DECREASE
Decrease vibration, decrease the gap between the weights. If imbalance is increased then use less engine RPM. Note: Always check and retighten the eccentric weights every 10 hours of use.
### DETAIL A

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<th>DET.</th>
<th>QTY.</th>
<th>DESCRIPTION</th>
</tr>
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<tbody>
<tr>
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<td>1</td>
<td>GX35 HONDA MOTOR</td>
</tr>
<tr>
<td>2</td>
<td>4</td>
<td>HANDLEBAR CLAMP</td>
</tr>
<tr>
<td>3</td>
<td>1</td>
<td>HANDLEBAR ASSEMBLY</td>
</tr>
<tr>
<td>4</td>
<td>1</td>
<td>BASE EXTRUSION</td>
</tr>
<tr>
<td>6</td>
<td>1</td>
<td>KILL SWITCH</td>
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<tr>
<td>7</td>
<td>4</td>
<td>VIBRATION ISOLATOR</td>
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<tr>
<td>8</td>
<td>1</td>
<td>ECCENTRIC WEIGHT #1</td>
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<tr>
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<td>10</td>
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<td>ECCENTRIC SHAFT</td>
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<td>ECCENTRIC WEIGHT BUSHING</td>
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<td>WEIGHT ADJUSTMENT CAP</td>
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<td>13</td>
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<td>LOWER BEARING HOUSING</td>
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<td>21</td>
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<td>KICKSTAND EYEBOLT</td>
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<td>DRIVETRAIN BASE MOUNTING SCREW</td>
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<td>ECCENTRIC WEIGHT JAM NUT</td>
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<td>ECCENTRIC COVER MOUNTING SCREW</td>
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<td>ECCENTRIC CAP SCREW</td>
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<td>VIBRATION ISOLATOR NUT</td>
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<td>36</td>
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<td>WELD NUT FOR HANDLEBAR CLAMPS</td>
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<td>39</td>
<td>4</td>
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<td>BLADE ATTACHMENT LOCK WASHER</td>
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<td>HANDLEBAR CLAMP BOLT</td>
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<td>42</td>
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<td>KICKSTAND NUT</td>
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<tr>
<td>43</td>
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<td>KICKSTAND BOLT</td>
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<td>REPLACEMENT DRIVESHAFT CORE (NOT PICTURED)</td>
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<td>THROTTLE LEVER (FRICITION STYLE)</td>
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<td>47</td>
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<td>48</td>
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<td>THROTTLE CABLE</td>
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<td>49</td>
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<td>KILL SWITCH WIRING</td>
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#### DESCRIPTION DETAILS INCLUDED

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- HANDLEBARS 3
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- FRAME ONLY 26
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## PARTS BREAKDOWN

### REPLACEMENT BLADES

<table>
<thead>
<tr>
<th>EDI</th>
<th>Part#</th>
<th>SIZE-FT.</th>
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<tr>
<td>13336</td>
<td>SWBLADE4</td>
<td>4</td>
<td>1.2</td>
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<td>SWBLADE45</td>
<td>4.5</td>
<td>1.37</td>
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<td>13281</td>
<td>SWBLADE6</td>
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<td>1.8</td>
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<td>13283</td>
<td>SWBLADE8</td>
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<td>SWBLADE10</td>
<td>10</td>
<td>3.0</td>
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<td>13250</td>
<td>SWBLADE12-L</td>
<td>12</td>
<td>3.7</td>
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<td>12950</td>
<td>SWBLADE12P2</td>
<td>16 (2 sets of mounting holes)</td>
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<td>12950</td>
<td>SWBLADE16</td>
<td>16</td>
<td>4.9</td>
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HOW TO WET SCREED

SETTING ELEVATION OF SLAB

- Use grade pins (A) to set height of slab in the middle of the pour.
- Chalk line or expansion joint sets elevation around walls.
- Form boards set elevation where there are no walls.

MAKING WET PADS

1. Using hand float, make wet pads around all grade pins (A).
   Note: Make sure all wet pad distances are shorter than the length of board being used.
2. Use board to stretch from wet pad to wet pad forming rows (B).
3. Once rows are formed, run screed board off of the two rows leveling the previously untouched concrete (C) in between.
   **NOTE:** Height of concrete in area (C) must be slightly higher than wet pad rows (B) prior to striking off.

Once floated, wet pads (B) and concrete (C) will all be the same height.
HOW TO SCREED FORM TO FORM

Length of board should overlap form boards on both sides of the pour.

Keep bottom of blade as flat as possible while striking off of forms.

To ensure the longest possible board life, use the lowest possible vibration setting in relationship to the slump of concrete being used.

**BOARD KEPT FLAT**

Keep bottom of blade as flat as possible while striking off of forms.

**ELEVATED TRAILING EDGE**

An elevated trailing edge may provide an area for concrete to build up resulting in a slab elevation that is too high.

**ELEVATED LEADING EDGE**

An elevated leading edge can trap rocks between the blade and forms resulting in a slab elevation that is too high.
TECHNICAL DATA/CAPACITIES

Model Number: STRIKE45-L
Drive System: Flexible Shaft
Weight: 28.5 lbs. (12.9 kg)
Blade Lengths: 4, 4.5, 6, 8, 10, 12, 14, 16'
Blade Weight: 1.85 Lb./ft. 2.75(kg/m)
Engine Type: 4-stroke, overhead cam, single cylinder
Engine Make: Honda
Engine Model: GX35
Engine Horsepower: 1.3 hp (1.0kW) @ 7,000 rpm
Engine Displacement: 2.18 cu-in (35.8cm³)
Spark Plug: CM5H (NGK)
Spark Plug Gap: 0.60 - 0.70mm (0.024 - 0.028 in)
Engine Speed - idle: 3,100 ± 200 rpm
Oil Type - Engine: SAE 10W-30 (refer to engine manual)
Oil Capacity - Engine: 0.11 qt (3.5 oz., 0.10 L)
Fuel Type: Pump octane rating 86 or higher (refer to engine manual)
Fuel Tank Capacity: 0.166 US gal (0.63 L)

MAINTENANCE

<table>
<thead>
<tr>
<th>Task</th>
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<tbody>
<tr>
<td>Check and retighten eccentric weights</td>
<td>Every 10 hours or every month</td>
</tr>
<tr>
<td>Check oil level</td>
<td>Before each use</td>
</tr>
<tr>
<td>Change engine oil</td>
<td>First month or 10 hrs. - 6 mo. or 50 hrs after</td>
</tr>
<tr>
<td>Check fuel level</td>
<td>Before each use</td>
</tr>
<tr>
<td>Inspect air filter</td>
<td>Before each use</td>
</tr>
<tr>
<td>Replace air filter</td>
<td>Every 25 hours or every 3 months</td>
</tr>
<tr>
<td>Spark plug - check and adjust</td>
<td>Every 100 hours or 1 year</td>
</tr>
<tr>
<td>Spark plug - replace</td>
<td>Every 300 hours or 2 years</td>
</tr>
<tr>
<td>Cooling fins</td>
<td>Every 50 hours</td>
</tr>
<tr>
<td>Electronic Connections</td>
<td>Before each use</td>
</tr>
<tr>
<td>Check Nuts and bolts</td>
<td>Before each use</td>
</tr>
<tr>
<td>Replace nuts and bolts</td>
<td>As necessary</td>
</tr>
</tbody>
</table>

CAUTION

Your screed ships with a pre-measured bottle of oil (3.5 oz.). Do not at anytime have more than 3.5 oz. of oil in the engine. Too much oil will foul out the spark plug resulting in an engine that is hard to start and keep running.
FUEL AND OIL

Make sure gas tank has plenty of 86 octane or higher gasoline. Your 4 stroke Honda engine used straight gasoline, NEVER USE A GAS/OIL MIX. Empty entire bottle of provided Honda engine oil into crank case. 3.5 oz. is the maximum oil capacity. NEVER OVERFILL.

STARTING

1. On a cold engine, move choke lever to CLOSED position. To restart a warm engine leave choke in OPEN position.

2. Press priming bulb repeatedly until fuel can be seen in the clear-plastic fuel-return tube.


4. Pull the starter grip lightly until you feel resistance, then pull briskly. Repeat until engine starts.

5. 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.

RESTARTING A WARM ENGINE

1. Leave the choke lever in the OPEN position.

2. If there is no fuel in the clear-plastic fuel-return tube, press priming bulb repeatedly until fuel can be seen in the tube.


4. Pull the starter grip lightly until you feel resistance, then pull briskly. Repeat until engine starts.
Once the engine is warm and running by itself with the choke OPEN you can begin screeding concrete.

For specific instructions on Wet Screeding and Form to Form screeding please see pages 10 and 11.

1. Begin by placing concrete within your forms slightly higher than the forms themselves.
2. Place screed on top of concrete and start engine.
3. Increase engine RPM until the clutch engages causing the screed to vibrate.
4. Walking backwards, begin screeding concrete (see page 10 for Wet Screeding or Page 11 for Form to Form screeding).
5. Your throttle lever does not require constant contact, but you can adjust RPM and vibration to accommodate wet or dry concrete. Dry or low slump concrete may require more vibration to level and screed
6. Continue moving backwards while keeping concrete placed in front of the blade. The roll back feature of the blade will keep help keep concrete from sliding over the blade. Concrete placed too high may slide over the board! This could make the screed too hard to pull and result in a slab that is out of level.

**DO NOT OVER VIBRATE CONCRETE!**
The following are signs of too much vibration:

- Excessive concrete splatter
- Blade sinking below wet pads
- Ripple or “wake marks” following the blade
- Concrete easily sliding underneath form boards causing dips along the form edge

Always remember, **the less vibration the better**. Use only enough vibration to be able to comfortably pull screed backwards, leaving a smooth, level surface.