SPEED STRIKER™ 2.0 POWER SCREED

Part# STRIKER2.0 | EDI# 33007

104 S. 8th Ave. | Marshalltown, IA
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www.MARSHALLTOWN.com
WS3747revA

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SAFETY PRECAUTIONS

• DANGER or 

WARNING safety signs are located near specific hazards.

• General precautions are listed on CAUTION safety signs.

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!

If you have questions about operating or servicing this equipment, please contact your Marshalltown distributor or Marshalltown Company at 800-888-0127 or 641-753-0127.

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 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

WARRANTY

Marshalltown Company (the Company) warrants, that for a period of twelve (12) months from the date of purchase, it will replace or repair, free of charge, for the original retail purchaser only, any part or parts, manufactured by the Company, found upon examination by the Company or its assigned representatives, to be defective in material or workmanship or both. All transportation charges for parts submitted for replacement or repair under this warranty must be borne by the original retail purchaser. This is the exclusive remedy under this warranty.

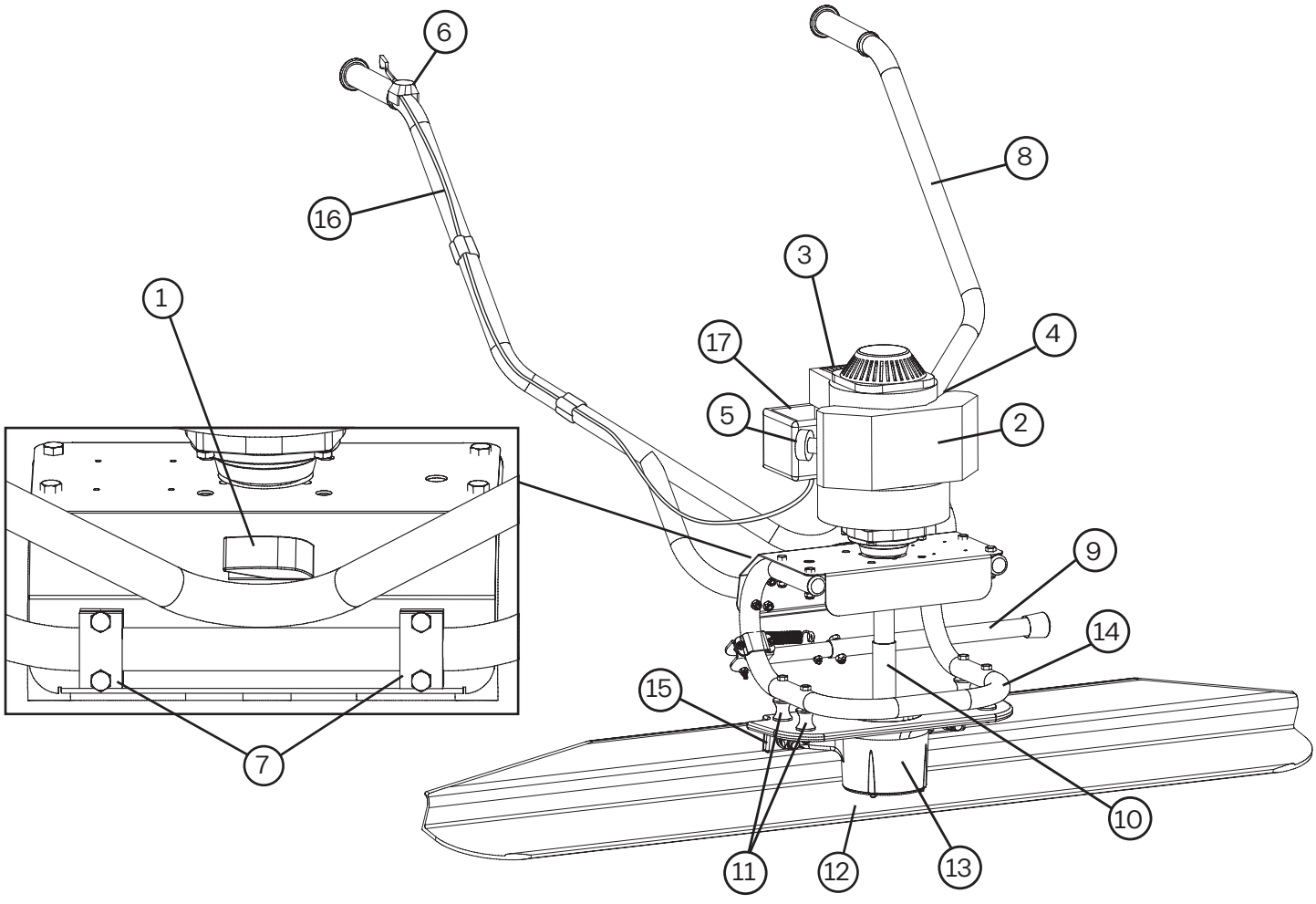
Failure by the original retail purchaser to install, maintain and operate said equipment in accordance with good industry practices, or failure to comply with the specific recommendations of the Company set forth in the owner's manual, shall render this warranty null and void. The Company shall not be liable for any repairs, replacements, or adjustments to the equipment or any costs for labor performed by the purchaser without the Company's prior written approval. The effects of corrosion, erosion and normal wear and tear are specifically excluded from this warranty.

THE COMPANY MAKES NO OTHER WARRANTY OR REPRESENTATION OF ANY KIND WHATSOEVER, EXPRESSED OR IMPLIED, EXCEPT THAT OF TITLE. ALL IMPLIED WARRANTIES, INCLUDING ANY WARRANTY OF MERCHANTABILITY AND FITNESS FOR PARTICULAR PURPOSE ARE HEREBY DISCLAIMED. LIABILITY FOR CONSEQUENTIAL AND INCIDENTAL DAMAGES UNDER ANY AND ALL WARRANTIES, OTHER CONTRACTS, NEGLIGENCE, OR OTHER TORTS IS EXCLUDED TO THE EXTENT EXCLUSION IS PERMITTED BY LAW.

Notwithstanding the above, any legal claim against the Company shall be barred if legal action thereon is not commenced within twenty–four (24) months from the date of purchase or delivery, whichever occurs last. This warranty constitutes the entire agreement between the Company and the original retail purchaser and no representative or agent is authorized to alter the terms of same without expressed written consent of the Company.

COMMON COMPONENTS

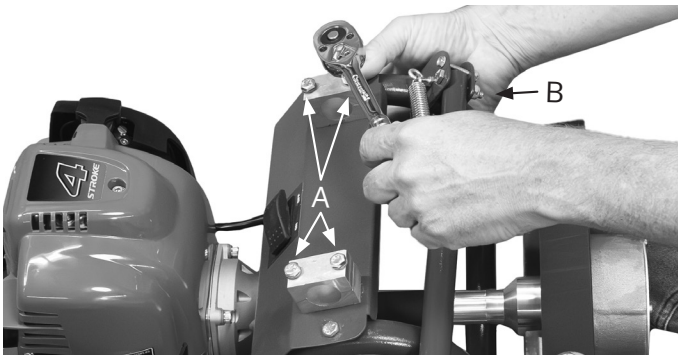
REF #	DESCRIPTION	REF #	DESCRIPTION
1	START/STOP SWITCH	10	DRIVE SHAFT
2	ENGINE	11	VIBRATION DAMPENERS
3	RECOIL STARTER	12	BLADE
4	OIL CAP	13	ECCENTRIC WEIGHT COVER
5	GAS CAP	14	FRAME
6	THROTTLE LEVER	15	BOARD MOUNTING PLATE
7	HANDLE BAR MOUNTING BLOCKS	16	THROTTLE CABLE
8	HANDLE BARS	17	AIR FILTER
9	KICKSTAND		



ASSEMBLY INSTRUCTIONS

Assembly is easy, following these steps:

INSTALLING HANDLE BARS AND KICKSTAND



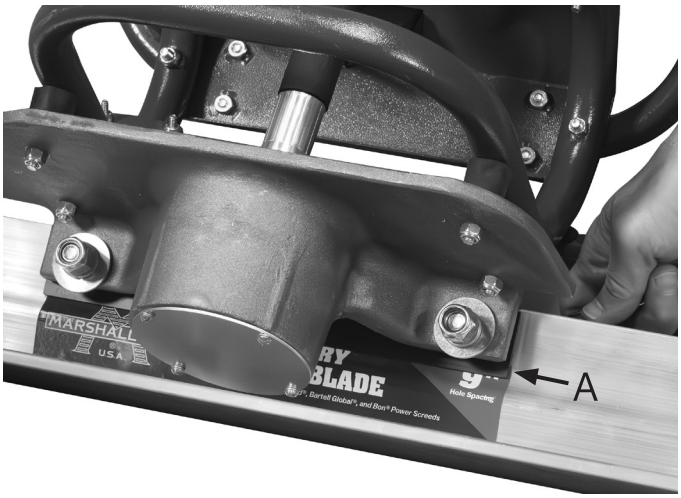
Step 1 – Remove the 4 hex screws (A) that hold down the two handle mounting blocks.

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

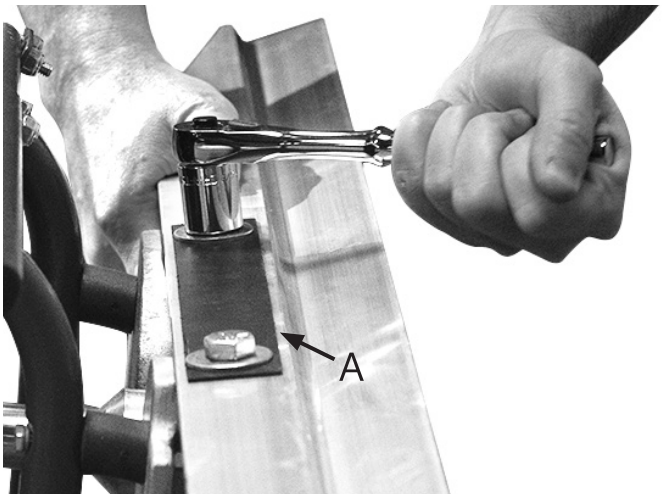
Step 3 – Place handle bars into mounting blocks, making sure handle bars are centered evenly across the mounting blocks.

Step 4 – Making sure all mounting block and frame holes are aligned, insert hex screws and tighten with $^{7}/_{16}$" wrench or socket.

ATTACHING BLADE



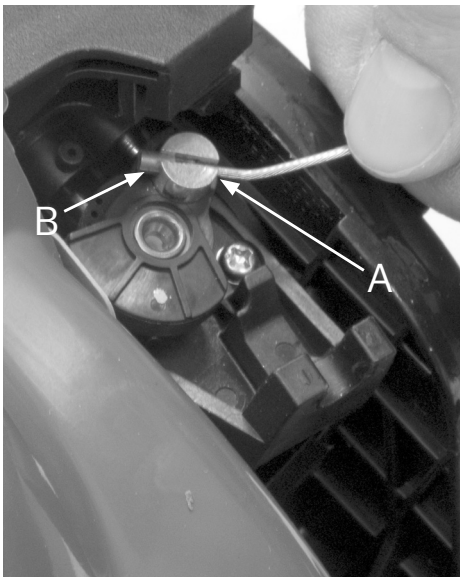
Attach blade as shown, making sure the blade is positioned on the “back side” of the base casting with blade spacers (A) on both sides of the blade.



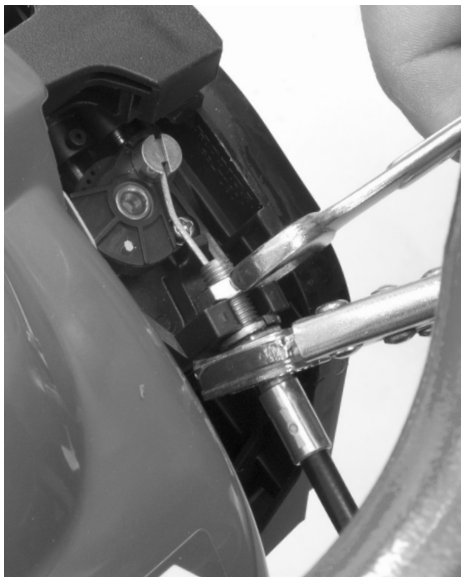
Make sure bolts are tight before each use.

INSTALLING THROTTLE CABLE

Step 1 – Remove carburetor cover by pressing clips.

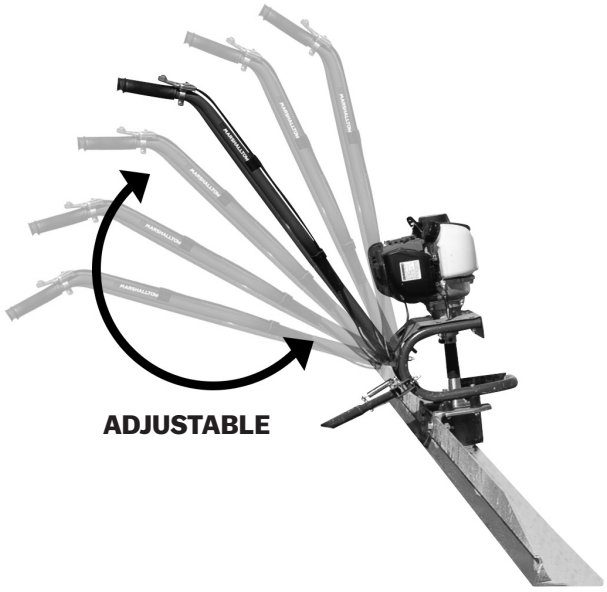


Step 2 – The throttle has a rotating silver peg (A) with a slot on one side of it. One end of the throttle cable has a metal barrel (B) that fits into this slot. Insert barrel into the slot so when the throttle cable is pulled, it will pull the throttle open (toward the base plate of the screed).



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.

MACHINE ADJUSTMENTS



HANDLES
Your Speed Striker™ screed handle can be adjusted for a customized fit.

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

CAUTION

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

TECHNICAL DATA/CAPACITIES

Model Number	STRIKER2.0
Drive System	Flexible Shaft
Weight	28.5 lbs. (12.9 kg)
Blade Lengths	4, 6, 8, 10, 12, 14, 16' 1.2, 1.8, 2.4, 3, 3.7, 4.3, 4.9M
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 (35.8cm^3)
Spark Plug	CM5H (NGK) CMR5H (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)

CAUTION

Your Speed Striker™ 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.

MAINTENANCE

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

PARTS BREAKDOWN

DET.	QTY.	DESCRIPTION
1	1	GX35 HONDA MOTOR
2	4	HANDLEBAR CLAMP
3	1	HANDLEBAR ASSEMBLY
4	1	MACHINE BASE
5	2	BLADE SPACER
6	1	ON/OFF SWITCH
7	4	VIBRATION ISOLATOR
8	1	ECCENTRIC WEIGHT
9	1	LOCK WASHER
10	1	ECCENTRIC SHAFT
11	1	ECCENTRIC TIGHTENING CAP BOLT
12	1	WEIGHT TIGHTENING CAP
13	1	LOWER BEARING HOUSING
14	1	COUPLING DRIVE SHAFT
15	1	DRIVE SHAFT (NOT PICTURED)
16	1	CLUTCH
17	1	ON/OFF SWITCH WIRES
18	2	BLADE MOUNTING LOCKNUT
19	1	BLADE
20	1	KICKSTAND END
21	1	KICKSTAND ARM
22	2	KICKSTAND EYEBOLT
23	1	KICKSTAND BUMPER
24	1	EXTENSION SPRING
25	1	LOWER FRAME
26	1	ENGINE MOUNTING PLATE
27	1	ECCENTRIC COVER CAP
28	3	DRIVETRAIN MOUNTING BOLT
29	1	ECCENTRIC WEIGHT LOCKNUT
30	2	BLADE MOUNTING BOLT
31	4	ECCENTRIC SCREW CAP
32	2	KICKSTAND BRACKET MOUNTING BOLT
33	16	¼" -20 BOLT
34	16	¼" -20 LOCKNUT
35	2	CAP PLUG
36	1	KICKSTAND BRACKET, REAR
37	1	KICKSTAND BRACKET, FRONT
38	5	#10-24 LOCKNUT
39	4	BLADE MOUNTING WASHER
40	2	BLADE MOUNTING LOCK WASHER
41	4	ENGINE MOUNTING SCREW
42	1	THROTTLE LEVER
43	2	HANDLEBAR GRIP
44	2	BLADE SPACER
45	1	KICKSTAND STOP BOLT

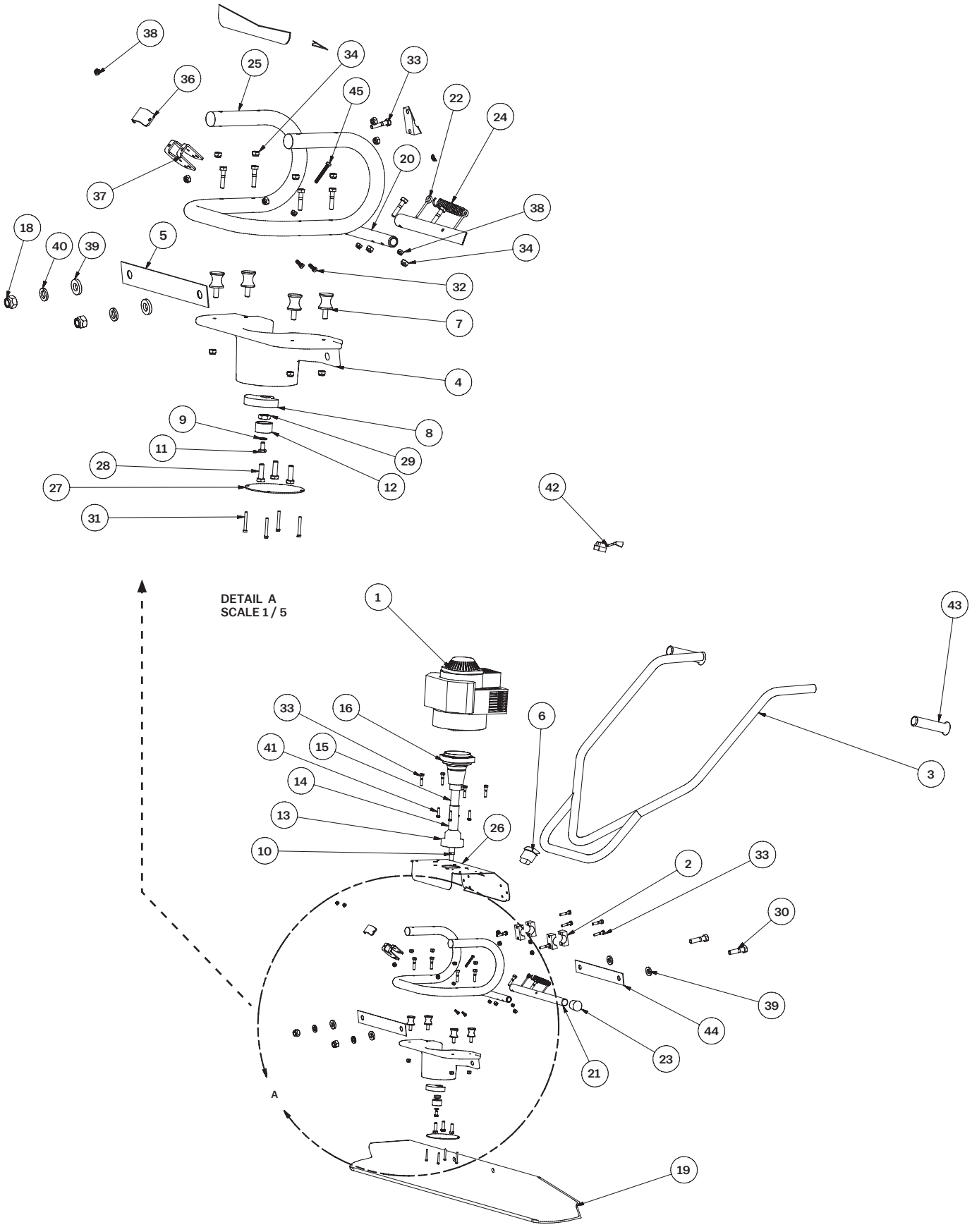
REPLACEMENT PARTS INDEX

EDI	PART#	DESCRIPTION	DETAILS INCLUDED
13309	13309	GRIPS	43
13310	ENG-HONDA	HONDA ENGINE	1, 41
13313	13313	THROTTLE CABLE & LEVER	42
13315	13315	HANDLEBAR CLAMPS W/HARDWARE	2, 33
13316	13316	HANDLEBAR CLAMP HARDWARE ONLY	33
13317	13317	ON/OFF SWITCH W/WIRES	6, 17
13318	13318	ON/OFF SWITCH WIRES	17
13324	13324	CLUTCH	16, 41
13330	13330	ECCENTRIC WEIGHT & HARDWARE	8, 9, 11, 12, 29
13331	13331	ECCENTRIC WEIGHT HARDWARE ONLY	9, 11, 12, 29
33010	SW-STRIKERSP	BLADE LOCKING HARDWARE W/SPACER	18, 30, 39, 40, 5
13334	13334	DRIVE SHAFT	15
33009	STRIKER2.0FR	REPLACEMENT FRAME 2.0 - SS	25, 26, 33, 34, 35
32859	SW200MB	MACHINE BASE 2.0	4
32860	SW200VD	VIBRATION DAMPENING KIT	7, 34
32861	SW200KICK	KICKSTAND	20, 21, 22, 23, 24, 32, 33, 34, 36, 37, 38, 45
32862	SW200EC	ECCENTRIC COVER WITH HARDWARE	27, 31
13323	13323	DRIVE TRAIN	10, 13, 14, 16, 28

BLADE SIZE CHART

EDI	Part #	SIZE-FT.	SIZE-M
32403	32403	4	1.2
32404	32404	4.5	1.37
32405	32405	6	1.8
32406	32406	8	2.4
32407	32407	10	3.0
32408	32408	12	3.7
32409	32409	14	4.3
32410	32410	16	4.9
32411	32411	16	4.9

PARTS BREAKDOWN

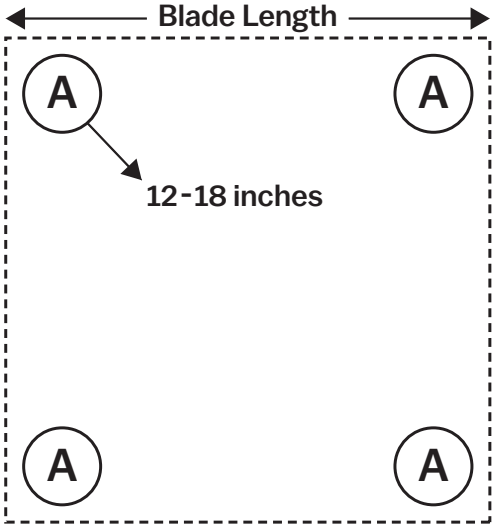


HOW TO WET SCREED

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.

1



MAKING WET PADS

1. Using hand float, make wet pads around all grade pins (A).

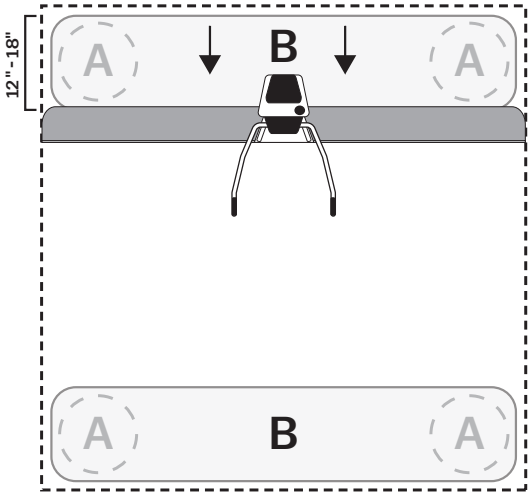
   NOTE: Make sure all wet pad distances are shorter than the length of blade being used.

2. Use blade to stretch from wet pad to wet pad forming rows (B).
3. Once rows are formed, run screed blade 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.

2



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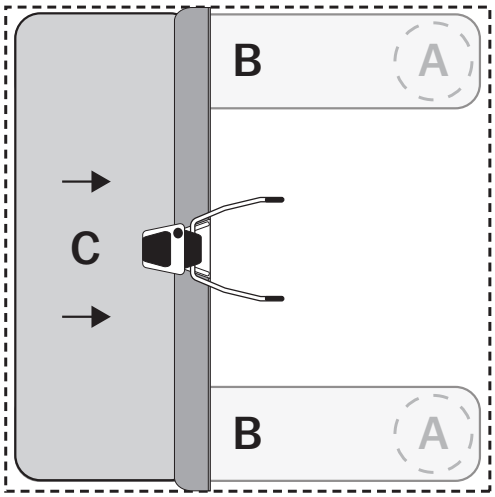
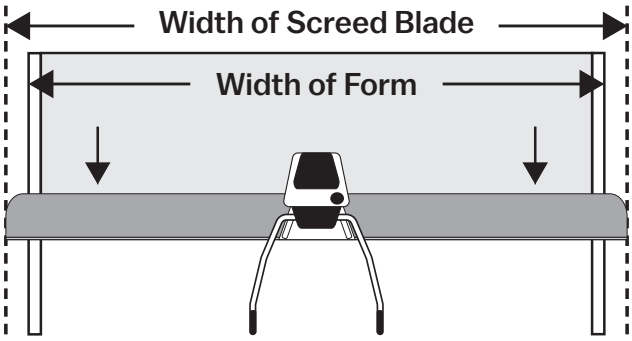


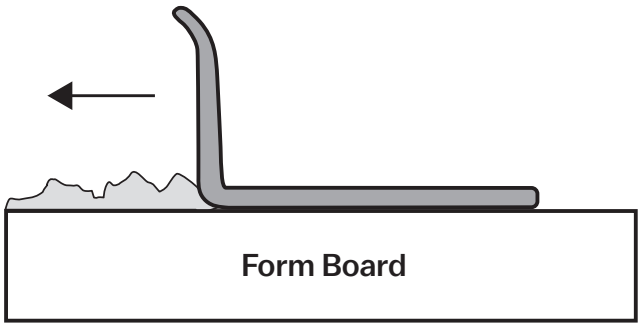
HOW TO SCREED FORM TO FORM

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

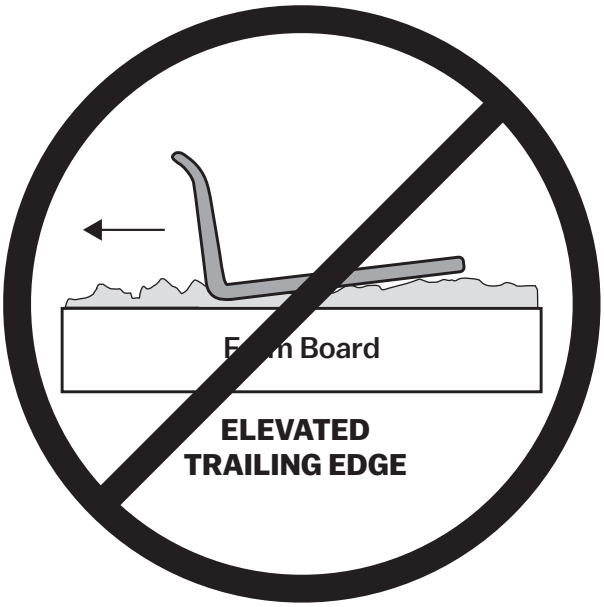


Keep bottom of blade as flat as possible while striking off of forms.

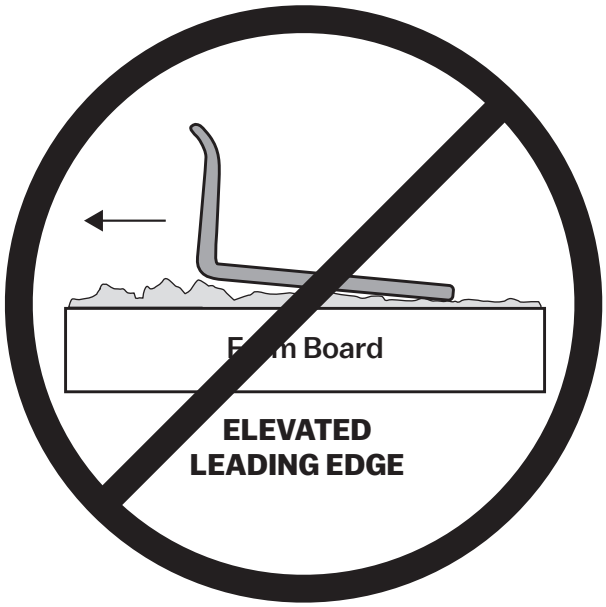
To ensure the longest possible blade life, use the lowest possible vibration setting in relationship to the slump of concrete being used.



KEEP SCREED BLADE FLAT



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



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

HOW TO OPERATE

FUEL AND OIL

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

3. Press On/Off Switch to the On Position.

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.

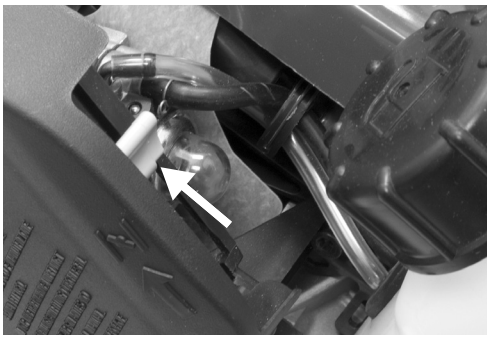
3. Press On/Off Switch to the On Position

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

1

CLOSED

OPEN



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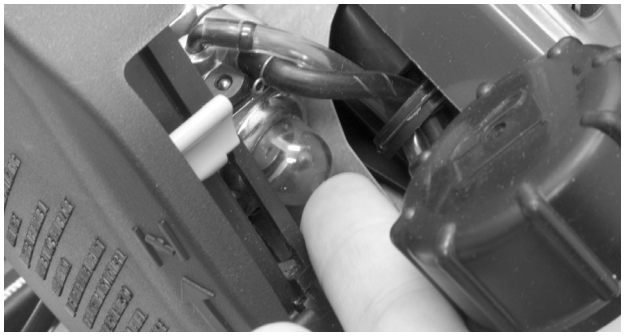

3

4

OPERATING ON WET CONCRETE

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 12 and 13.

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 12 for Wet Screeding or Page 13 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.

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