

StrikeMaster Chipper Lite Starting Instructions

We are always looking for ways to improve and simplify your fishing experience. The ChipperLite model is no exception. The ChipperLite is equipped with the latest 2 cycle technology from Solo Motors. The Solo 111 allows easy start up to get you fishing faster.

The new Solo 111 engine brings forth many refined technical advances to maximize the operator's efforts. These vast improvements are aimed to minimize start up time during cold weather operation. Solo has refined the startup procedure and understanding these changes will help the unfamiliar operator avoid frustration during startup.

These improvements include:

- New and Improved carburetor for better fuel efficiency The carburetor on the new Solo 111 boasts various improvements that will allow more holes per tank. Allowing the operator to spend more time drilling between fill ups.
- A "No Flood" bypass primer The "No Flood" bypass primer will not flood the engine no matter how many times you prime it. Simply pump the primer until the bulb is 90% full of fuel. (There will always be a small air bubble at the top of the primer) This should require only a few pumps. Once the bulb, any excess fuel is routed back into the fuel tank. This makes flooding the carburetor during priming impossible.
- Maximum efficiency choke baffle The Maximum efficiency choke baffle reduces the number of pulls need to start up in cold conditions. The choke baffle has a minimal air bypass hole to compensate for cold weather air density. This increases the effectiveness of the choke and reduces the number of pulls during start up. However, you can easily flood the engine if you do not follow the directions. Be sure to reposition the lever the "RUN" position as soon as the engine fires the first time.
- Automatic decompression system Elimination of the decompression valve increases the cylinder pressure during startup. This will allow more fuel to be drawn into the combustion chamber for faster startup with fewer pulls.
- Solo's "Easy-Start" spring assist recoil assembly The Recoil/starter assembly is Solo's "Easy-Start" continuous engagement recoil system that ensures a "no-slip" grip between the recoil and the fly wheel. This eliminates any dry pulls which will reduce the risk of potentially damaging your equipment and reduce hand and arm fatigue.

Simple start up steps:

1. Turn kill switch to the "ON" position
2. Pump the primer bulb until it is full of fuel
3. Move the choke lever to the "START" position
4. SLOWLY pull recoil handle out until you feel it engage the flywheel
5. Pull the recoil with an assertive, short pull
6. Pull the recoil until the first audible "fire" of the engine is heard(Should be 2-4 pulls)
7. Quickly move the choke lever to the "RUN" position
8. If the engine dies, pull over 1-2 more times.

Light pressure on the throttle lever after startup may be needed in extremely cold conditions to raise the engine RPMs to warm up the motor.

Auger Care & Maintenance

General Blade Information for Both Hand and Power Augers

1. Keep blade guard intact when auger is not in use to protect the cutting blades.
2. After use, wipe blades dry with a cloth and spray a small amount of oil on cutting edge.
3. Check and tighten blade screws before each use to avoid loss of blades due to vibrating during cutting of holes.

Power Auger Care and Maintenance

1. Keep loose clothing, drawstrings, scarves, or the like away from the auger to prevent injury.
2. Do not allow the engine to run during transport or walking to another location. The throttle may engage the drill unit that may potentially cause injury.
3. Make sure to use the proper oil and fuel mixture ratio as prescribed by the engine manufacturer. Using too much oil can cause the auger to smoke, run rough, or not start at all. For best engine performance, use 91 Octane premium unleaded winter blend fuel (available November through April in most areas of the US).
4. Never fill the fuel tank completely; leave at least a half inch below filler neck to allow for fuel expansion.
5. When the drilling of holes is complete, firmly close the vent on the fuel cap to avoid leakage.
6. To prepare your auger for off season storage, choose one of the following:
 - a) **Dry tank storage:** Run fresh fuel with stabilizer through the engine. This will prevent build up of varnish from fuel residue. Running the engine dry may result in the carb components to dry out, warp, swell or crack. In addition the needle may stick open or shut.
 - b) **Wet tank storage:** Make sure to fill tank at least 1/4 full with fresh, stabilized fuel. Run the engine for 5 to 10 minutes. Then shut off and open fuel cap slightly to reduce the chance of pressure or swollen tank. For optimal storage, run engine once a month for 5-10 minutes.
7. Clean and re-oil the air filter every three months or 25 operating hours. Refer to your engine manufacturers guide to cleaning the air filter.
8. Check the spark plug every 100 operating hours.
9. To avoid bending of the drill unit, do not drill a partial hole in the ice and leave auger standing. Gravity will cause the weight of the power head to bend the drill unit and the auger may become stuck in the ice.
10. Store the power auger with the drill attached and suspended from a wall bracket.
11. Follow instructions in the owner's manual in order to maintain the warranty and life of the auger.
12. Avoid slamming auger in hole when it binds or is cutting hard. The flighting and blades may become damaged which may prevent the auger from drilling holes.
13. Upon a cold start, let the engine idle for warm up for 1 - 2 minutes. This will ensure the best performance for drilling holes.
14. Tighten blade screws and collar bolt before each use.

CHIPPERLITE STARTING PROCEDURE

We are always looking for ways to improve and simplify your fishing experience. The ChipperLite model is no exception. The ChipperLite is equipped with the latest 2 cycle technology from Solo Motors. The Solo 111 allows easy start up to get you fishing faster.

The new Solo 111 engine brings forth many refined technical advances to maximize the operator's efforts. These vast improvements are aimed to minimize start up time during cold weather operation. Solo has refined the startup procedure and understanding these changes will help the unfamiliar operator avoid frustration during startup.

These improvements include:

New and Improved carburetor for better fuel efficiency

The carburetor on the new Solo 111 boasts various improvements that will allow more holes per tank. Allowing the operator to spend more time drilling between fill ups.

A "No Flood" bypass primer

The "No Flood" bypass primer will not flood the engine no matter how many times you prime it. Simply pump the primer until the bulb is 90% full of fuel. (There will always be a small air bubble at the top of the primer) This should require only a few pumps. Once the bulb, any excess fuel is routed back into the fuel tank. This makes flooding the carburetor during priming impossible.

Maximum efficiency choke baffle

The Maximum efficiency choke baffle reduces the number of pulls need to start up in cold conditions. The coke baffle has a minimal air bypass hole to compensate for cold weather air density. This increases the effectiveness of the choke and reduces the number of pulls during start up. However, you can easily flood the engine if you do not follow the directions. Be sure to reposition the lever the "RUN" position as soon as the engine fires the first time.

Automatic decompression system

Elimination of the decompression valve increases the cylinder pressure during startup. This will allow more fuel to be drawn into the combustion chamber for faster startup with fewer pulls.

• **Solo's "Easy-Start" spring assist recoil assembly**

The Recoil/starter assembly is Solo's "Easy-Start" continuous engagement recoil system that ensures a "no-slip" grip between the recoil and the fly wheel. This eliminates any dry pulls which will reduce the risk of potentially damaging your equipment and reduce hand and arm fatigue.

Please follow these simple start up procedures for fast and effective startup:

1. Turn kill switch to the "ON" position
2. Pump the primer bulb until it is full of fuel
3. Move the choke lever to the "START" position
4. SLOWLY pull recoil handle out until you feel it engage the flywheel
5. Pull the recoil with an assertive, short pull
6. Pull the recoil until the first audible "fire" of the engine is heard(Should be 2-4 pulls)
7. Quickly move the choke lever to the "RUN" position
8. If the engine dies, pull over 1-2 more times.

Light pressure on the throttle lever after startup may be needed in extremely cold conditions to raise the engine RPMs to warm up the motor.