

FREQUENTLY ASKED QUESTIONS

The StrikeMaster FAQ is divided into different sections for your convenience. Please click on a title below to reveal more information related to that topic.

1. POWER AUGER FAQ

QUESTION: HOW DO I START MY SOLO POWER AUGER?

ANSWER:

1. Turn ON/OFF switch to ON.
2. Prime engine 5 to 8 times.
3. Slide the choke lever to start.
4. Press the decompression button in. Gently and slowly pull recoil rope until resistance is felt, then finish the pull with a short, quick pull.

Note: it is VERY important to find that resistance before pulling cord which will engage all the components properly. This decompression and resistance check must be done before every pull.

5. Once you hear the engine fire, (normally two- three pulls) then slide the choke lever to run position. Continue the pulling Procedure (#4) until engine starts.

QUESTION: HOW DO I START MY HONDA POWER AUGER?

ANSWER:

1. Turn ON/OFF switch to ON.
2. Prime engine 5 to 8 times.
3. Slide the choke lever to start.
4. Gently and slowly pull recoil rope until resistance is felt, then finish the pull with a short, quick pull.

Note: it is VERY important to find that resistance before pulling cord which will engage all the components properly. This decompression and resistance check must be done before every pull.

5. Once you hear the engine fire, (normally two- three pulls) then slide the choke lever to run position. Continue the pulling Procedure (#4) until engine starts.

QUESTION: WHAT FUEL SHOULD I USE?

ANSWER:

STANDARD AUTOMOTIVE PUMP FUEL UNLEADED 90 OCTANE. You may also use a NON-Oxygenated fuel.

Be sure to use "winter" formulated premium unleaded gasoline-90 Octane or higher (*do not exceed 94 octane) ("winter" formulated is standard pump gas available from November-April).

DO NOT USE unleaded with Octane lower than 89 or over 94, LEADED, WHITE GAS, KEROSENE, "race fuel", Aircraft OR E-85.

**QUESTION: WHAT IS THE FUEL/OIL RATIO FOR A TECUMSEH OR SOLO
2-STROKE ENGINE?**

ANSWER:

The Fuel/oil ratio should be 40:1 (3.2 oz oil to one gallon gas) using a standard (conventional) two-stroke engine oil.

StrikeMaster 2-stroke (conventional) oil (meets OEM approved global oil specifications ISO-E-GD and API TC for use in all 2-stroke air cooled engines). Approved for Solo and Tecumseh engines. Must be ran at 40:1 ratio. (3.2 ounces oil to one gallon gas).

DO NOT USE A MULTI-VISCOSITY OIL. Recommended brands of oil: StrikeMaster Two-Stroke Oil or any brand name (air-cooled) two-stroke engine oil such as Tecumseh, Homelite, Steele, etc. Mix oil to 40:1 ratio to ensure proper warranty coverage.

QUESTION: CAN I USE SYNTHETIC OIL IN MY SOLO AUGER?

ANSWER:

Any Quality two stroke Synthetic oil is approved for use in the Solo engine. However mixture ratio MUST NOT exceed 50:1 (2.8 oz oil to one gallon gas). Mixture ratios over 50:1 will VOID all warranties.

QUESTION: WHAT TYPE OF OIL CAN I USE IN THE HONDA-LITE?

ANSWER:

We recommend StrikeMaster brand, however any quality brand with a API Rated "SM" (as the minimum), 0W-20 synthetic 4-stroke oil can be used (3.4 oz.). Please see page 3 of StrikeMaster Honda Lite owner's manual online for oil and filling instructions.

QUESTION: WHAT SPARK PLUG SHOULD BE USED FOR MY 2-STROKE? WHAT IS THE GAP?

ANSWER:

- On all 2 HP Tecumseh/ and all SOLO models a Champion CJ6Y may be used. Originally Tecumseh engine models TC200 used a Champion CJ6Y. TC300 used a Champion CJ8Y. TM049XA used a Champion CJ6Y.
- Solo engines originally use a Bosch WSR6F can be replaced with a Champion CJ6Y. If replacing Solo spark plug with a Bosch brand plug (WSR6F) the gap should be .019.
- For all 3 HP Tecumseh AV520-AV620 engines use a Champion J17LM plug.

The gap on the spark plug (CJ6Y, CJ8Y & J17LM) should be at .030 for all Tecumseh and Solo engine.

QUESTION: WHAT SPARK PLUG SHOULD BE USED FOR MY 4-STROKE HONDA? WHAT IS THE GAP?

ANSWER:

NGK CMR5H .025 GAP. Honda engines come with an NGK CMR5H or CM5H, use same for replacement.

QUESTION: WHAT IS THE BLACK STUFF RUNNING OUT OF THE MUFFLER ON MY 2HP AUGER? SHOULD I BE CONCERNED?

ANSWER:

The black stuff seeping out of the muffler is unburned oil which will be normal. 2-stroke engines require adding oil to unleaded fuel, which is used as lubrication. (Be sure to add oil into fuel container, not the engine fuel tank). Some of the oil does not always "burn off" or get used entirely and will secrete out the muffler.

If you are noticing that there is excessive oil from your muffler you can change from "conventional" oil to a Synthetic oil, this will allow you to decrease oil amount used from 40:1 to 50:1 (Solo engines only) 50:1 ratio is 2.8 oz. oil per 1 gal of fuel. Also be sure that fuel is "winter" formulated unleaded gasoline. If it is a Tecumseh engine you may change to synthetic as well, but do not run ratio other than 40:1. (3.2 ounces). Tecumseh's have a rear gasket on the muffler housing that may need to be replaced as well.

QUESTION: WHAT IS THE DIFFERENCE BETWEEN THE LAZER POWER AUGERS AND THE MAGNUM OR MAG 2000?

ANSWER:

The main difference lies in the auger or drill unit itself. The Lazer drills have two blades (shallow angle) and will shave the ice which produces a smooth, fast cut. The Lazer can drill a hole in two feet of ice in 10 to 15 seconds. The Magnum or Mag 2000 use a single "chipper" blade with a steeper angle which "chips" the ice, (slightly slower than a lazer.) If one is to be used in locations that are prone to have "bad ice" (windy, sandy, like North/South Dakota's) or will be "re-opening" holes we would recommend the chipper auger.

QUESTION: WILL A JIFFY DRILL WORK WITH A STRIKEMASTER POWERHEAD?

ANSWER:

No as Jiffy brand powerheads and augers turn counter clockwise. (StrikeMaster's rotate clockwise.)

QUESTION: WILL THE LAZER DRILL UNIT FIT THE MAG POWERHEAD?

ANSWER:

Yes, all StrikeMaster augers (Lazer & Chipper) are interchangeable with all StrikeMaster Powerheads.

QUESTION: WHAT SIZE IS THE COLLAR BOLT?

ANSWER:

8MM (M8) X 1.25(P) X 30MM (L) SOCKET CAP HEAD BOLT WITH 6MM ALLEN HEAD. It can be purchased through our online store by [clicking here](#).

QUESTION: WHAT KIND OF POWER SOURCE CAN BE USED AND HOW MANY HOLES CAN BE DRILLED WITH THE POWER SOURCE FOR THE ELECTRA LAZER DP AUGER?

ANSWER:

Any 12 volt power source can be used, (i.e. Motorcycle, automotive, garden tractor, marine, deep cycle, etc.). On a fully charged battery source, the Electra Lazer can drill between 15-40 holes (in average ice depth of 2 feet). Charge battery after each use. Average life expectancy of a 12-volt battery is 2-3 years.

QUESTION: WHAT KIND OF WARRANTY DOES STRIKEMASTER HAVE ON ITS POWER AUGER PRODUCT?

ANSWER:

StrikeMaster has a one year warranty (from date of purchase, against manufactures defect). Please refer to warranty information within each product packaging for further details. * Each Engine manufacturer has their own warranty period and guidelines; please see your owner's manual or the engine manufacturer's web site for more information.

QUESTION: HOW DO I SHARPEN MY POWER AUGER BLADES?

ANSWER:

First of all, remember that the auger blades are very sharp and should be treated as a fine cutting instrument. StrikeMaster highly recommends NOT to "sharpen", "touch-up", "recondition" or "re-machine" any power auger blades. The angles are very precise and the blade hardness is challenged when this is attempted. If there are any Knicks, dings or roll-over on blade leading edge, replace with new StrikeMaster factory packaged blades.

QUESTION: WHY DOES THE AUGER SEEMS TO WOBBLE?

ANSWER:

There should be NO movement between Powerheads output shaft and auger. The auger uses a recessed socket cap head Allen drive bolt that counter sinks through the larger auger hole in collar and sleeve. The back of this bolt (head) should tighten against output shaft of transmission. This coupling should not allow for any movement between these two pieces at this point.

However it is normal to have some very slight movement from the handle to transmission, and or output shaft to the transmission housing.

QUESTION: WHY IS MY COLLAR BOLT ALWAYS LOOSE?

ANSWER:

The collar bolt normally “won’t stay tight” and may contribute to experience a “wobble” if the threads are damaged. What we normally see is that the collar bolt is not keep tight so when it becomes loose, even ½ a turn the inner transmission output shaft is able to turn without turning auger. This allows transmission output shaft to flattened or “smash” the collar bolt threads, now If one is to tighten collar bolt at this point, the bolt threads will tighten into opposing side of auger collar before the head recesses and tightens to output shaft. To correct, replace collar bolt and keep tight.

To prevent: one first should replace bolt if any threads are damaged, then one may use a Thread locking agent on collar bolt threads at their own discretion. This may help prevent bolt loosening from vibrations, however one still needs to check often. However, Thread lock may cause issues or prove to be difficult when trying to remove.

QUESTION: I AM CONCERNED ABOUT LOOSING MY AUGER WHILE DRILLING. WHAT CAN I DO TO PREVENT?

ANSWER:

We do not hear or see this happen often and normally many problems have to happen before this can happen, but it still can happen. Even if one has used a thread locking agent on collar bolt, it still may come loose or come out completely if consistent checking is disregarded. One way to prevent loss of auger from powerhead when augering, many have (after inspecting or replacing bolt, applying thread lock and tighten) at their own discretion, wrap electrical tape around outside of black plastic collar on top of auger. Then even if collar bolt becomes excessively loose the auger cannot become “detached” from powerhead.

QUESTION: WHAT SHOULD I DO FOR STORAGE AT THE END OF THE SEASON?

ANSWER:

No matter which power auger model you have, storage procedures are almost all identical. Because of fuel and other varying factors StrikeMaster can’t guarantee results, however this is what we have found to be the best guidelines for potentially the least amount of future problems:

The best way to prevent any issues, is to run the engine frequently, especially in the “off” season. Do this simply by removing all fuel from tank. Refill ½ capacity with new fuel (4 stroke Honda only) or fuel/oil mix. Add a fuel stabilizer approx. 3-4 oz. to tank. Run engine 2-4 minutes every 3-4 weeks, this will maintain a steady flow of fresh treated fuel through the system. If one cannot or does not plan to do this, follow steps below:

- 2-Stroke Models: Remove all fuel from tank, refill with fresh fuel and oil mix. Only fill tank about ¼ full. Add a fuel stabilizer approx. 1-2 oz. into tank.
- 4-Stroke Models: Remove all fuel from tank, refill with fresh fuel. Only fill tank about ¼ full. Add a fuel stabilizer approx. 1-2 oz. into tank. *Honda only. Remove dipstick and dump out all the oil from reservoir, replace with fresh 0W-20 Synthetic oil (3.4 oz.).
- Then start engine and run for 3-4 minutes, varying throttle position. Turn off and let cool before storing.
- Remove spark plug, pour about 4 drops of oil into cylinder, rotate engine over very slowly. Re-install spark plug. Wipe off any dirt or debris.
- Remove auger from transmission output shaft, apply grease to shaft and inside auger collar. Carefully wipe off auger.
- Carefully wipe blades clean. Apply a thin layer of oil onto blades and blade bolts.
- Re-attach auger, store in dry, cool, safe location.

2. HAND AUGER FAQ

QUESTION: CAN YOUR HAND AUGERS CONVERT TO A POWER AUGER?

ANSWER:

No and we do not offer an adapter to convert hand augers to use on a power auger.

QUESTION: WHAT KIND OF WARRANTY DOES STRIKEMASTER HAVE ON ITS HAND AUGER PRODUCTS?

ANSWER:

StrikeMaster has a one year warranty (from date of purchase, against manufactures defect). Please refer to warranty information within product packaging for further details.

QUESTION: HOW DO I SHARPEN MY MORA HAND AUGER BLADES?

ANSWER:

StrikeMaster Mora hand auger blades should only be sharpened on the top edge that does NOT come in direct contact with the ice. Do not sharpen the bottom edge of the blade or the blades will not cut. If there are any knicks, dings or roll-over on blade leading edge, replace with new StrikeMaster factory packaged blades.

QUESTION: HOW DO I SHARPEN MY LAZER HAND AUGER BLADES?

ANSWER:

First of all, remember that the auger blades are very sharp and should be treated as a fine cutting instrument. Lazer hand auger blades can be touched up slightly to remove burrs but are not able to be sharpened to their original factory specs. If there are any knicks, dings or roll-over on blade leading edge, replace with new StrikeMaster factory packaged blades.

3. BLADES FAQ

QUESTION: WILL THE LAZER HAND AUGER BLADES FIT ON THE MORA HAND AUGER?

ANSWER:

No, blades are not interchangeable between the two models.

QUESTION: HOW DO I SHARPEN MY MORA HAND AUGER BLADES?

ANSWER:

StrikeMaster Mora hand auger blades should only be sharpened on the top edge that does NOT come in direct contact with the ice. Do not sharpen the bottom edge of the blade or the blades will not cut. If there are any knicks, dings or roll-over on blade leading edge, replace with new StrikeMaster factory packaged blades.

QUESTION: HOW DO I SHARPEN MY LAZER HAND AUGER BLADES?

ANSWER:

First of all, remember that the auger blades are very sharp and should be treated as a fine cutting instrument. Lazer hand auger blades can be touched up slightly to remove burrs but are not able to be sharpened to their original factory specs. If there are any knicks, dings or roll-over on blade leading edge, replace with new StrikeMaster factory packaged blades.

QUESTION: HOW DO I SHARPEN MY POWER AUGER BLADES?

ANSWER:

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