

Operating Instructions

NOTE: USE CARE AND CAUTION WHEN USING THE SOLO STARTER SYSTEM. IT IS NOT RECOMMENDED TO FREE RUN STARTERS WITHOUT A LOAD IMPOSED ON THE ROLLERS. FREE RUNNING CAN DAMAGE THE COMMUTATORS. MOST MOTORCYCLES SHOULD BE STARTED IN THIRD GEAR. IF STARTING A 125 cc ENGINE OR A TWO STROKE 250cc/350cc, YOU MAY START IN FIRST OR SECOND GEAR.

NOTE: ENSURE STARTER IS SET ON A LEVEL SURFACE. GRASS, CINDERS, CONCRETE OR ASPHALT ACCEPTABLE.



Troubleshooting

Bike won't start? Make sure gas and ignition are on. Determine if your drive line is binding, remove the spark plug(s) and with your ignition off see if the starter will rotate the wheels freely. Try this test with your clutch engaged and disengaged.

Starter moves while attempting start?

Select higher gear. Allow starter motor(s) to reach maximum rpm. Re-align bike on rollers. Hold front brake if applicable.

Bike placed in wrong direction on rollers?

Starter motor(s) will always be on your left side.

- A** Pre-select 3rd gear. (Forth gear recommended for flat track bikes.) Roll bike back on to compression (if a single), pull and hold clutch. Roll bike such that rear wheel is set between the rollers. **(WHEN YOU ARE SITTING ON THE BIKE, THE STARTER MOTORS WILL ALWAYS BE ON YOUR LEFT)** The foot switch should be conveniently located by your foot.(see photo)
- B** Be sure the bikes running system is on (ignition, fuel)
- C** Straddling the motorcycle and using your legs as a guide keep the rear wheel centrally located on the rollers and keep the bike upright.
- D** Hold the front brake to maintain control of the bike and prevent it from moving frontward or backward on the rollers. Press the foot switch and let the starter motor build up to speed. (Motor speed will stabilize). Release the clutch, and, as the rear wheel begins to spin the bike engine should fire. Once the bike is started, pull in and hold the clutch and immediately remove your foot from the starter foot switch. Put your motorcycle in neutral and roll it off the SOLO.

Maintenance Instructions

Always discontnt power supply from SOLO starter system when servicing.

A regular inspection of the SOLO starter system will ensure many years of good service. Listed below are inspection points that should be adhered to periodically.

- 1.** Check all fasteners for tightness.
- 2.** Check roller gears for excessive wear. (Small metal filings are normal especially during initial operation.)
- 3.** Check that roller gears are locked in place and don't move on roller shaft. If they are loose, remove duct tape and retighten setscrews. Note locktite is used for the gears. (replace duct tape)
- 4.** If using rear drive sprocket assembly, ensure sprockets are firmly locked onto shafts. If they are loose, remove duct tape and retighten setscrews. (replace duct tape)
- 5.** Lubricate chain every 2 or 3 race meetings using motorcycle chain lube.
- 6.** Bearings are sealed and should require very little attention. If starter is used to start multiple motorcycles, a seasonal inspection for excessive movement should be in order. Contact DocZ International if bearings require replacing.
- 7.** Battery should be charged at end of each race day.

FULLY GUARANTEED

Every effort has been made to manufacture and assemble the finest product available. Our guarantee is limited to replacing any defective parts. Doc Z International will not warranty or guarantee parts supplied by companies other than Doc Z. We will pass on any warranties made by third party manufacturers. Doc Z International will not be held responsible for indirect or consequential damages.

Include SOLO serial number, part number and return address with parts orders.



*MFG & Distributor
USA & Canada*

Art Zimmerman

'DocZ' International

e - docz01@earthlink.net

t - 440-871-7112