

24ft Pour
4in Slump



Lura ***ENTERPRISES, INC.***

The Leader in Roller Screed Technology

The Coupling System That Allows You To Adapt To Any Pour Width

Circular Pours | Conical Pours | Super Flat Pours | Sloped Pours
Wide Pours | Pervious Work | Award Winning

Table of Contents

Lura
ENTERPRISES, INC.

History of Lura Enterprises	3
Why Choose Lura?	4
How to Use	7
Flatwork.....	8
Wide Pours	9
Specialized Pours	10-11
Circular Pours.....	12
Conical Pours	16
Channel/Canal Pours	17
Sloped/Side Hill Pours.....	18
Pervious Pours	19
Form-A-Curb.....	21
Tubes	22-23
Motors.....	24-25
Accessories/Parts	26-29
Available Packages	30-32
Instruction Manual.....	34-43
FAQs	44-45
Troubleshooting.....	46-47



“Pound for pound and dollar for dollar, the best screed available.”

– Larry Bernard, LA



He wasn't trying to build a company. He was trying to solve a problem.

Our Screed System was created by Dennis Lura, a former general contractor out of Fargo, ND. After over 25+ years of working concrete, Dennis had tried all the screeds available – but there was not a screed on the market that delivered what he needed.

So he built one. Based on his experience, Dennis created a list of requirements that a screed had to meet:

- **Pour very flat concrete** – no matter how wide the pour was
- **Capable of delivering flat concrete on different types of pours** – circular, flat, conical, sloped
- **Easy to operate** – so any new crew member could operate it
- **Fast** – minimize time it takes to level concrete
- **Quick clean up and disassembly** – making better use of his crew's time on the job
- **Easy to transport** – eliminating bulky equipment

With these requirements in mind, Lura Enterprises was founded in 2005, and the **Lura Roller Screed** was created. What started as a solution for his own jobs became the Lura Lightning Strike Roller Screed System, eight patents, customers in more than 40 countries, and a thriving family-run business.

Built in North Dakota. Used Around the World.

“With ideal conditions, an eight-man crew can pour 1,000 yards in a ten-hour day and the mobility is tremendous.” – Ghilloti Construction

Why Choose Lura?

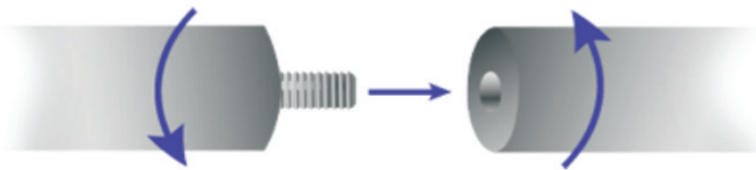
Productivity. Ease of Use. Versatility. American made.



INNOVATION

The Lura Roller Screed offers all the key components for success in flatwork concrete pours. When it comes to a challenging or unique concrete pours, the coupling Lura Screed excels like no other.

Our patented threaded axle system enhances the versatility of the Lura Screed by accommodating to any size or type of pour. Sections can be combined to create the ideal length and a variety of attachments can be easily added to further customize the unit. The Lura Screed is not your average screed. Strategic design and innovative components ensure your results won't be either. With endless accessories and customization options, configuring the right screed to strike off any pour is a snap.



The **only** roller screed in the world that you can **thread together** for customization on any pour!

LABOR SAVING DESIGN

Our unique, lightweight design allows for easy two-man operation. If you and your crew are still screeding by hand, this system will save you back breaking labor and time. Typical screeds are bulky, heavy and require multiple workers to operate. The Lura Screed is designed to reduce manpower and increase productivity.

LOW-MAINTENANCE

The Low-maintenance design promotes fast, easy cleanup. After a pour, the unit may be easily cleaned with a damp towel, keeping maintenance low, while avoiding issues with EPA washout regulations.

MANUFACTURER'S WARRANTY

Buy with confidence! At Lura Enterprises, we take great pride in our work. We engineer all of our products to meet and exceed the demands of everyday use, delivering unique results and peace of mind for customers. All Lura Screed motors and gears are backed by extensive one-year manufacturer's warranties. Additionally, we offer the option to purchase a three-year extended warranty, which covers all parts and labor for repairs resulting from manufacturer's defects. See complete warranty policy for details.



The Lura Screed is Built to Last

With many products these days, parts are purposely engineered to wear out, fail, or break after a set number of uses or years, requiring a full replacement. Or, newer parts are designed to be incompatible with existing equipment, forcing you to upgrade and replace equipment that is still in working order. **But not with the Lura Screed.**

We do not believe in planned obsolescence, and pride ourselves in creating equipment that's built to last, and works hard through every pour and every job, year after year.

You can rest assured that everything ordered at a later date will continue working with your equipment, and that each new part will continue to be compatible with even our oldest units.

"Without the Lura Screed, we'd need at least 10 more guys on the rake. Saves hours of time, and saves your body, too" – Abe Carlson



Heavy Highway Pour, Electric Motor

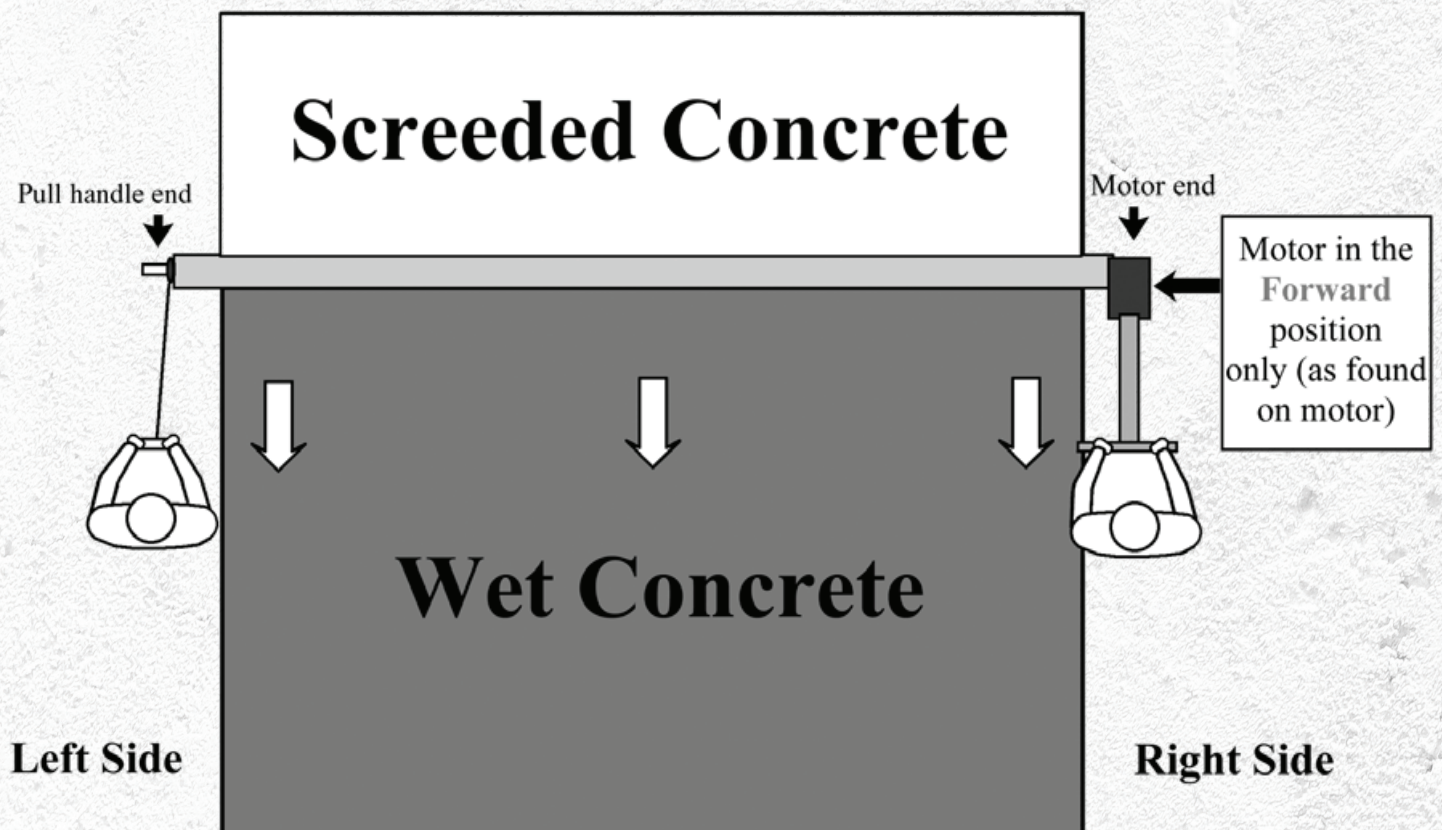
How To Use the Lura Screed

The Lura Screed system is built to be easy to understand. When we were developing it, we wanted everyone to be able to operate it – even new crew members.

We recommend you have the motor on the right side of the tube due to the right handed coupling staying in a tightening motion. The motor attaches to the hex drive, which is bolted onto the screed. Should more than one screed tube be used, they will easily thread together. On the other end is a wall plug with a pull eye, attached to the pull eye is a pull handle to maneuver the other side.

There are gas and electric motor options with standard small engine functionality. The gas motors only use 5W-30 for the gear box and engine. As seen in the diagram below, you will always pull the screed into the unscreeded area due to the screed rolling away from you this way, being the safest option. If you need to go back over an area, simply pull on the throttle and allow the screed to roll back to the area you need to re-screed.

Throughout the rest of this brochure you will find the many accessories that can be used with the system to help get the job done faster and with fewer crew members.





Flatwork

When it comes to flatwork concrete, no job or pour is too big, too small, or too challenging for the Lura Screed system from Lura Enterprises. From jobsite to jobsite, versatility is key to an effective piece of equipment – and our concrete roller screed offers versatility, reliability and so much more.

The Lura Roller Screed system has changed the way flatwork is being done. You will be able to screed out more area in less time, with a concrete truck being emptied in three minutes. Pours can be done with fewer workers eliminating the one or two people needed on a crew.

The Lura Screed system is for both commercial contractors and residential areas alike. As the only threaded axle screed system in the world, the different size tubes allow the Lura Screed to fit any job. This versatility will help your company grow with the number of new projects you can take on

The trueness of the tubes is from zero to seventeen thousandths of an inch of true across 22 feet allowing you to meet your specifications on any pour.



“This equipment really works, simplifying both our pervious and ready-mix pours. Plus, it’s labor saving and popular with the crew!”

– Kurt Miller, Custom Concrete Contracting, Inc.

Wide Pours

The combination of the powerful engine and lightweight, easy-to-use design makes the Lura Lightning Strike Screed the product of choice for large, high volume pours. Using the standard 50cc motor, pours up to 30 feet can be poured with ease, and up to 40 feet with our 120cc motor. With the flexible and customizable system included in the minimum package and additional extension tubes available for purchase, the Lura Screed system easily manages pours up to 30-feet wide.

There will be some deflection after 22 feet, so in cases where a very flat pour is necessary, screed rails are recommended. However, for some projects sloping or deflection isn’t going to affect the outcome. Another suggestion is to break the wide pour into 20-foot pours that you can manage.





Cambered Pours

A Cambered Pour is found in many specific areas where drainage is key to allow for water runoff. Garages and parking lots are examples of areas where water needs to have a way to get off the concrete. You can obtain the drainage slope by using a CV Joint – shown below. This joint allows you to set the amount of flex needed to create the drain line.

Crowned Pours

A Crowned Pour is generally found in road work. The water needs to be able to flow off the road, so there are no standing puddles. A CV Joint – shown below – is used to allow for the correct amount of flex. Crown can be included in a circular pour by using a Center Pin Pivot. You would adjust the height of the Center Pin Pivot to allow for a gentle slope from the center of the pad.

Drain Pours

Drains are a staple in the concrete world. From garages to parking lots, they are everywhere. For a drain to work properly, there needs to be a certain amount of slope towards the drain itself. The Lura Roller Screed makes pouring drains a breeze.

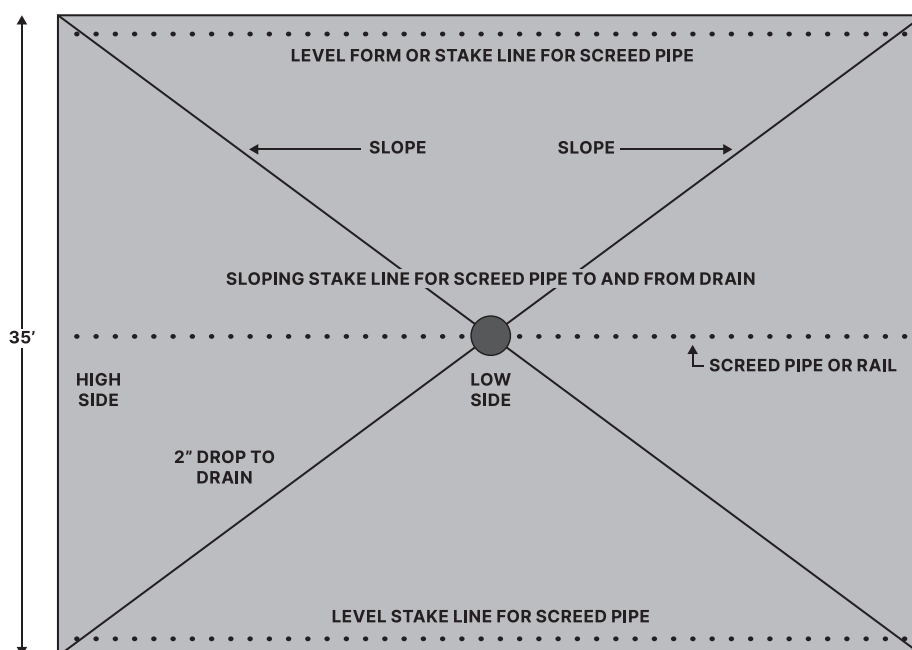
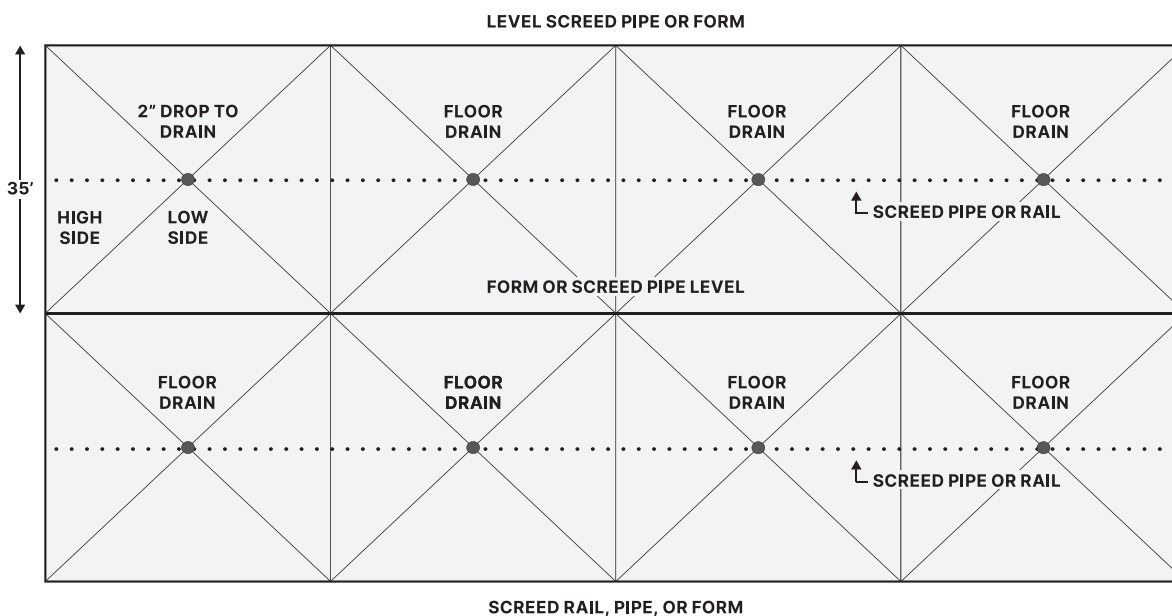


“The CV Joints allowed us to span 38' and have zero deflection.
This job would have been impossible without the CV Joints.”

– Brent Simmons | CV Joint with Trolley System

Drain Pour Diagram

The diagram below shows how to set up a drain pour on a small or large scale:



“If you ask Lura to come up with something to fix a problem, two weeks later, he has something. It’s really nice to have people who happily reinvent the wheel every chance they get.” – Scott Erickson, Evolution Paving

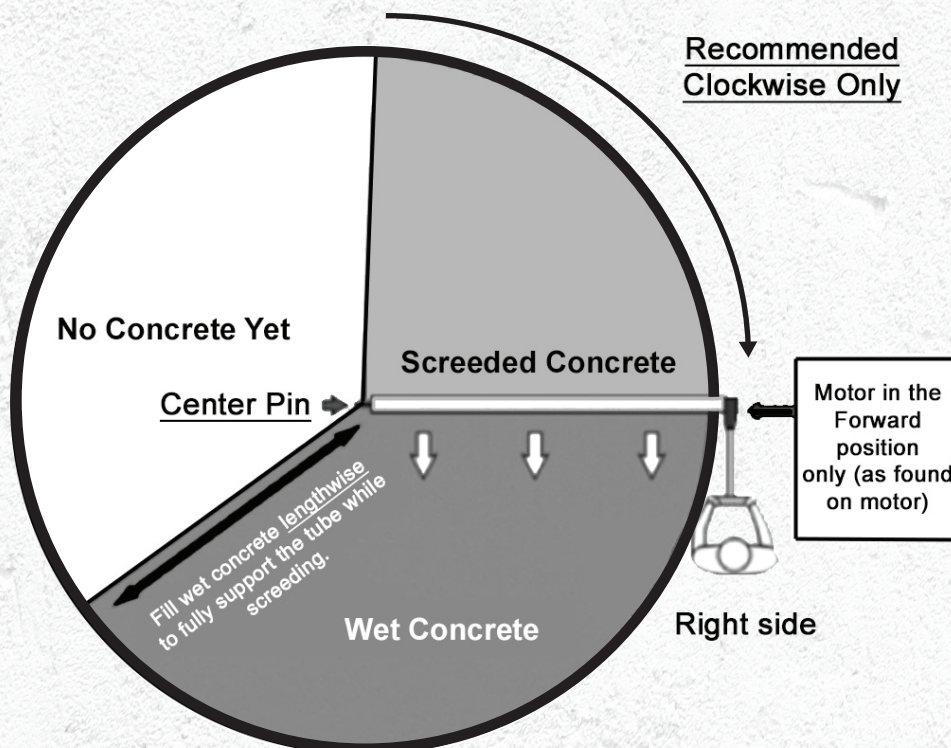
Circular Pours

The Lura Roller Screed makes circular pours as easy as 1-2-3. The patented Center Pin Pivot allows the center to be adjusted to the desired height and removes the need for additional labor. Setup can be completed in just 10 min.

CIRCULAR POUR SETUP

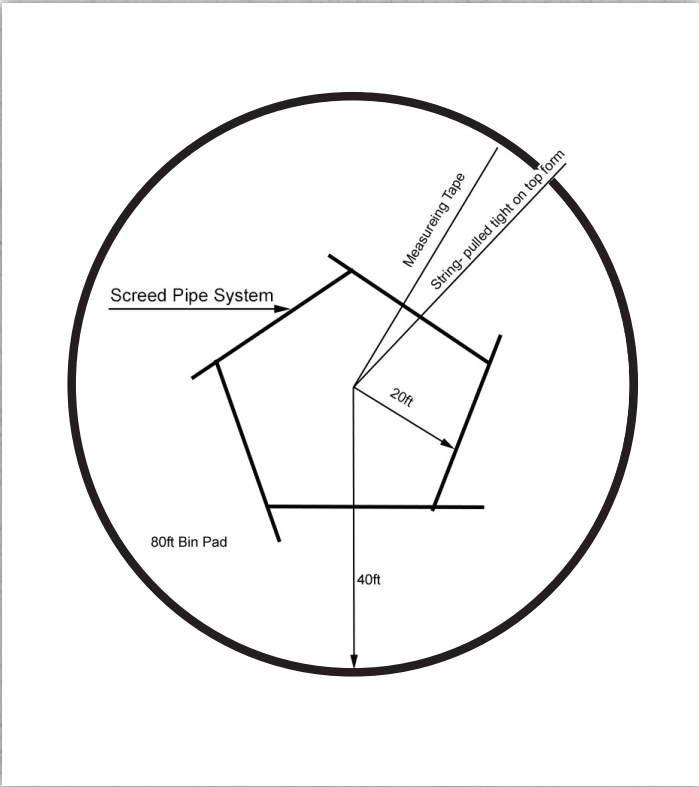
- A 30" pipe with a 3/4" diameter, is pounded into the center of the pour.
- The top of the pipe must be at least 3" below form height.
- The coil rod insert is then inserted into the pipe.
- Use the two coil nuts to adjust to the desired height.
- Then take the male end of the Lura screed tube and put it through the Center pin pivot.
- Lock it on with the UHMW nut.

It is important to move the screed in a clockwise direction. If it is necessary to move counter-clockwise, the set screws need to be locked down. When finished with the pour, the screed and coil rod pivot are removed. A small amount of concrete will be needed to fill in this area. The pipe will remain in the pour at least 3" below the surface.

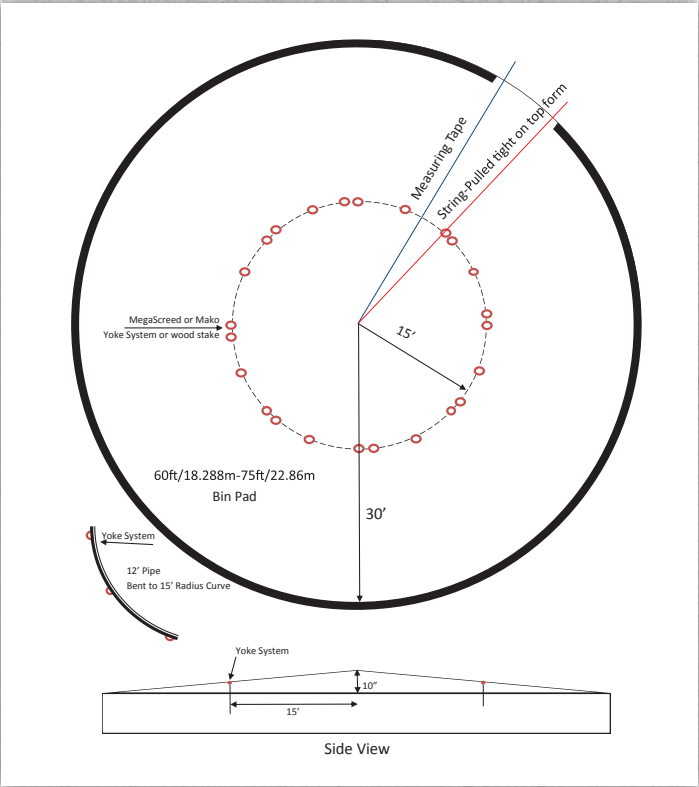




Flat Circular Pour



Crown or Cambered Pour

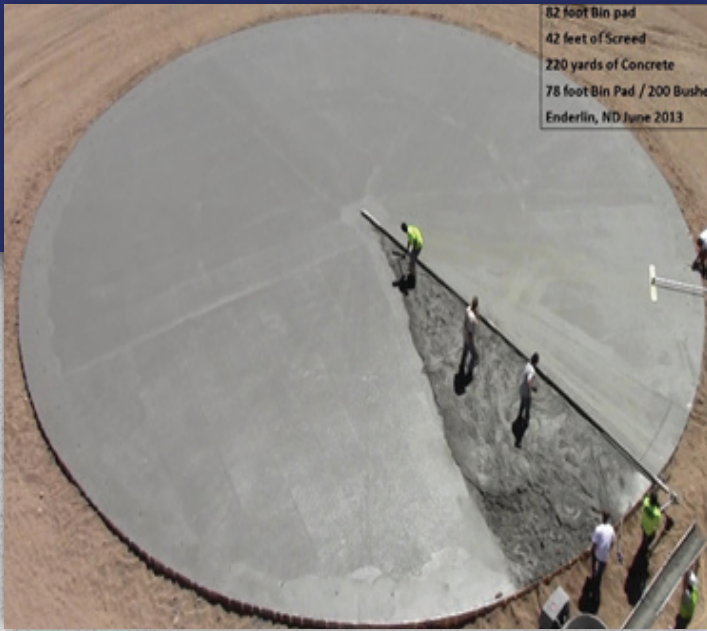
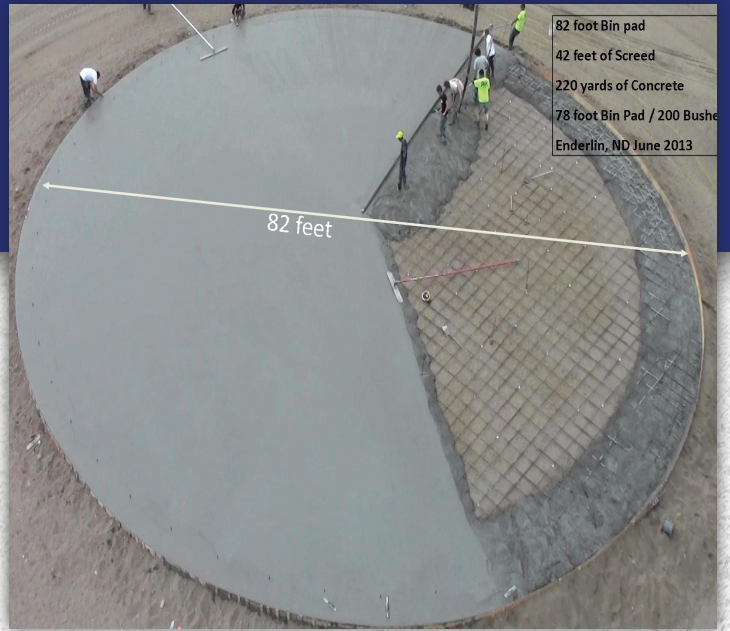


Circular Pour Set-Up

We have been told that technology walked right past the people that build circular pours. At Lura Enterprises, we listen to our customers and have come up with a time and labor saving solution, designed to customize any circular pour, including large pours, small pours, and conical, crowned or cambered pours.

Using our tubes (available from 1' to 26') and our patented coupling system, the user can extend the tubes to customize to the desired pour.

- 1)** To set up the Lura Stryker for a circular pour, you should first select the proper tubes. Measure from the center of the pour and choose tubes that extend about 1' outside your pour.
- 2)** Take the Center Pivot assembly and pound the $\frac{3}{4}$ " pipe into the ground.
- 3)** Now place the Coil Rod and pivot bearing into the $\frac{3}{4}$ " pipe
- 4)** Next take the male end of the Roller Screed Tube and place it into the pivot bearing. Thread on the Nylon nut to hold the roller tube in place.
- 5)** With the other end of the Roller Screed Tube resting on the outside form, take your laser level and place it on top of the Roller Screed Tube and set your height at that point for the laser.
- 6)** At the center of your pour, place your laser on top of the Roller Screed Tube and adjust the Center Pivot to your desired height tube. Most contractors want the center raised 1" higher than the outside forms. You can also use a string line pulled tight to set the height of the Center Pivot if you do not have a laser level.
- 7)** We recommend that you work in a clockwise motion when striking off a circular pour. This helps ensure that the tubes stay coupled together. If you are using two tubes for your pour, you will want to make sure that you have locked down the two set screws where the tubes couple together. This will keep the tubes together when you have to go counterclockwise if you have concerns of a cold joint.
- 8)** It is important to keep the center pivot solid so we recommend that about 5 gallons of concrete be placed around the $\frac{3}{4}$ " pipe early, when you are doing your footings.
- 9)** If you want the Roller Screed to mark your bolt pattern simply measure on top of the tube from the center of the center pivot to the desired bolt location. Make a mark on the tube and you can drill a sheet metal screw in at that location or tie a wire around the tube at that spot.
- 10)** When using metal forms, it is highly recommended to use the standard form runner to protect the tube.
- 11)** On a 40' diameter bin, there will be little to no deflection in the tube without support. On a 50' diameter bin, there will be about $\frac{3}{16}$ of an inch deflection in the tube without support.



"We have reduced the crew size, lessened the back issues, and love the versatility. I honestly cannot understand why anyone would use anything else! – Jon Bayman, Camrud Foss



Conical Pours

Conical Pours are similar to Circular Pours. The Center Pin Pivot is used at the bottom of the conical. Rakers work on a slope going around the cone. This ensures that extra concrete does not pool at the bottom.

A screed pipe or rail is used at the top to keep the tube in the correct place. The Center Pin Pivot and screed pipe work together to keep the correct height of concrete all the way around. The Lura Roller Screed has significantly decreased the amount of time it takes to pour on a slope.





Channel or Canal Pours

On Channel or Canal slopes some contractors will make up two or three jigs that can span from one side of the canal to the other and hang on the form on either side of the pour. The jig is usually made from 1/4-inch or 3/8-inch thick by 2-inch or 3-inch deep steel.

After one bay is poured, you should be able to put someone on both sides of the pour to lift the jig. You should not need to fill where the jig was; just bull float from above on the sloped sides and bull float the bottom of the channel by standing in the bottom of the next bay.





Sloped Pours

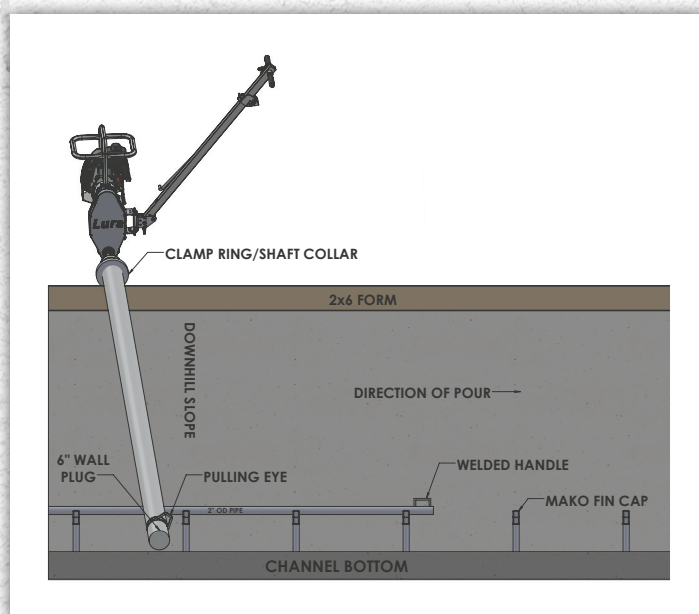
There are several ways to approach a sloped pour. One method is to start at the top of the pour and let gravity help with the screeding. With the Lura Roller Screed, contractors have been able to strike off slopes as steep as 40 degrees and 25-foot wide passes.

Some contractors will run on screed rails or screed pipes on both ends of the screed for a more accurate Monolithic placement. Our patented Wet Screed Shoe is also used for a faster placement, and has no screed pipe to fill. The motor should be on the right-hand side as you are backing down the hill. This will help keep the pipes from loosening because the threaded coupler joint has right handed threads.

Horizontal/ Side Hill Pours

To control the gravity trying to pull the tube down on Side Hill Pours, we recommend using a Clamp Ring on the tube at the top of the form and a screed pipe or screed rail near the bottom of the pour, as shown in the diagram to the right.

This method helps control the height of the tube and thickness of the pour. Contractors have poured angles over 50 degrees using this method.



“This screed is the top of the line! Speeds up the pouring process by 50%. It can screed faster and smoother than anything I’ve worked with before. Happy with my investment and so is my crew.” – Bryan Welton

Pervious Pours



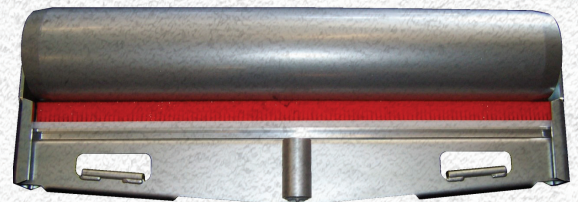
With the move toward a more environmentally friendly pavement, permeable concrete was introduced. This type of pavement is a “no fines” type of pavement that allows water to pass through it.

Pervious concrete provides solutions for runoff stormwater that standard concrete, asphalt, and other traditional surfaces cannot. It ensures that potentially hazardous materials such as oil, fuel, coolant, and other fluids do not reach waterways. Special mixes of pervious concrete also filter fertilizers, nitrates, heavy metals, dangerous minerals, and other pollutants before they reach those same water sources. Pervious concrete also ensures that water doesn’t puddle on walkways, driveways, paths, and parking lots.

Lura Enterprises has worked with Permeable pavement industry leaders to craft products specifically for the Pervious industry. Our tube system allows water to be added for extra weight. We also crafted the Lura pervious Cross roller for cross-compaction action, and several different pervious cutting tools as the industry evolved. Currently we have pervious groovers that work with a standard float rod system.

STEPS TO SUCCESS

- 1)** Starting with a good mix design is essential.
- 2)** Next, level with the Lura Lightning Strike Screed that does not float on pour, but rather cuts the concrete.
- 3)** Follow up by working the edges
- 4)** Now cover with the 2-mil plastic
- 5)** Cross roll
- 6)** Chalk a line where control joint is needed
- 7)** Cut in joints with the 2-mil plastic in place
- 8)** Finally, cover with 6 mil plastics



Pervious Cross Roller





Form-A-Curb

Introduced in 2018, there are several features that make the Lura Form-A-Curb unique in the industry. The main barrel can accept a variety of different profiles – so you will only need one barrel for all 6-inch curbs. There is also a movable guide, allowing the operator to control how wide the top of the curb is. We offer nine available profiles to fit a variety of curb requirements.

The Form-A-Curb attaches to the same power source as your tubes. One Hex Driver would slide into the gearbox and the other would hook into the Form-A-Curb. You would then have the barrel spin along the concrete creating the profile selected. The first order of a Form-A-Curb comes with everything required to connect to the power source. You would then need to purchase different heads to attach into the Form-A-Curb set up.

FORM-A-CURB KIT

1 – Profile (Choice)

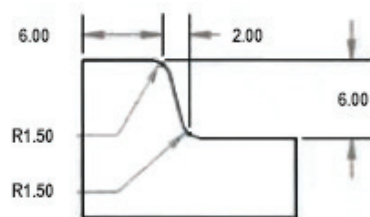
1 – Form-A-Curb Handle with Pulling Eye

2 – 7-inch Hex Drivers

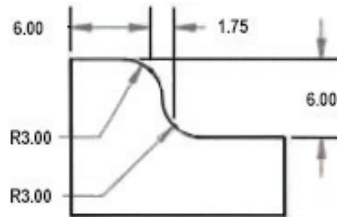
2 – D-Clips

1 – Curb Guide Collar

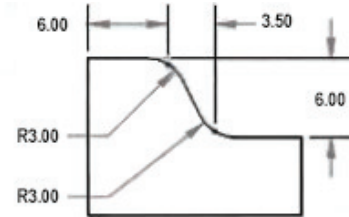
Available Profiles:



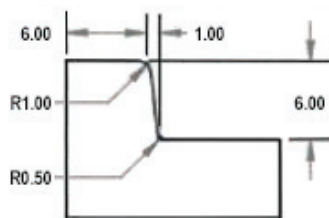
PROFILE #1



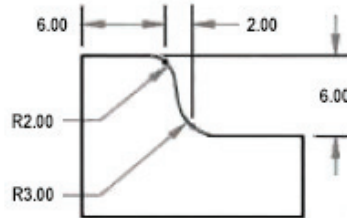
PROFILE #2



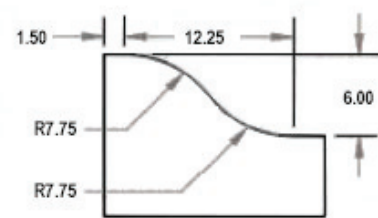
PROFILE #3



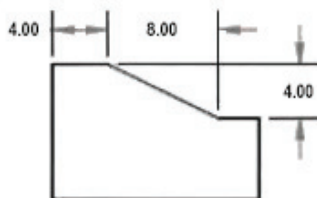
PROFILE #4



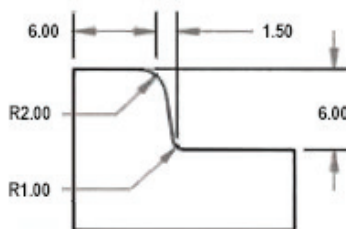
PROFILE #5



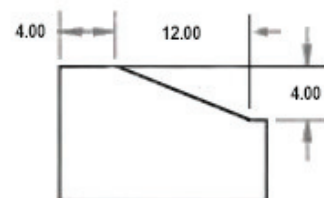
PROFILE #6



PROFILE #7



PROFILE #8



PROFILE #9

Tubes

THE LURA ROLLER SCREED CAN CATER TO YOUR POUR. Our aluminum/magnesium/titanium design is lightweight, yet rugged, and capable of clear spanning 22-feet without deflection. A screed pipe is suggested for over 24 feet.

Our most popular system is the Contractor's Package which comes with a 20-, 12-, 6-, and 4-foot tube. These tubes couple together to create over 15 different tube lengths. We can custom cut tubes to any specified length up to 26-feet long. The Lura Lightning Screed was designed to be the one tool you use for every pour.

If you need to have the motor on the left side of the pour, you need to make sure that the screws are SET on the female side of the coupler joint. When the pour is done, you will need to make sure you release these set screws.

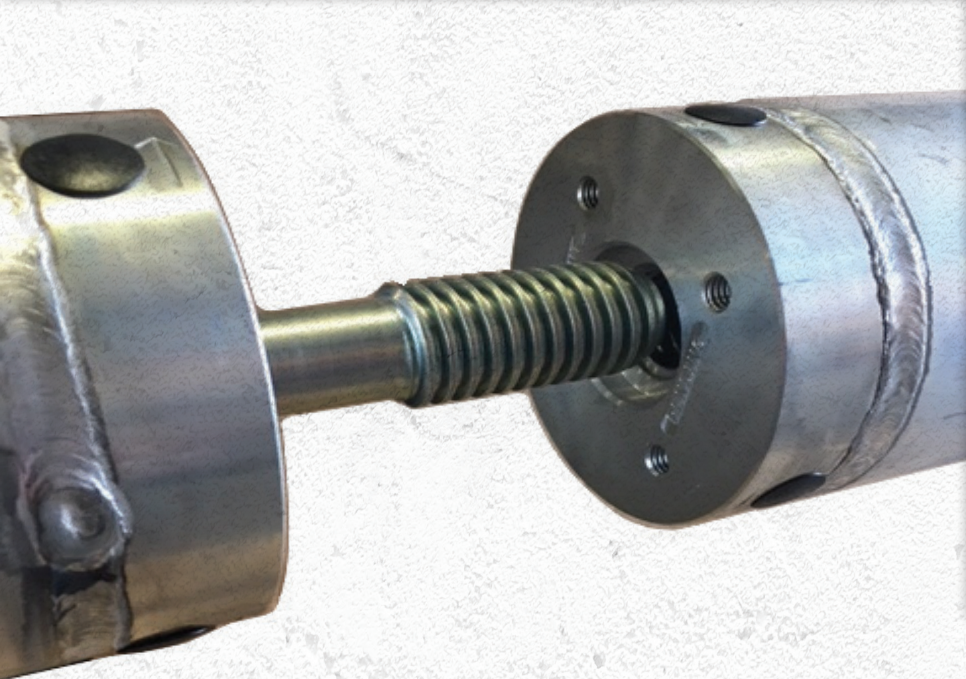
Possible Tube Sizes & Combinations

TUBE	TUBE	TUBE	TUBE	TOTAL	WITH 21" WALL PLUG	WITH 6" WALL PLUG	AVAILABLE SIZES	
20'	12'	6'	4'	42'	44'	42'6"	2'	12'
20'	12'	6'		38'	40'	38'6"	3'	14'
20'	12'	4'		36'	38'	36'6"	4'	16'
20'	12'			32'	34'	32'6"	6'	18'
20'	6'	4'		30'	32'	30'6"	8'	20'
20'	6'			26'	28'	26'6"	10'	26'
20'	4'			24'	26'	24'6"		
12'	6'	4'		22'	24'	22'6"		
20'				20'	22'	20'6"		
12'	6'			18'	20'	18'6"		
12'	4'			16'	18'	16'6"		
12'				12'	14'	12'6"		
6'	4'			10'	12'	10'6"		
6'				6'	8'	6'6"		
4'				4'	6'	4'6"		

We can custom cut tubes to any specified length up to 26-feet long.



“I don’t know why every contractor in the country doesn’t have this screed.” – John Bayman, Camrud Foss



**To prevent wobble
when pouring,
make sure ends are
clean of debris.**

**Use steel wool or a
wire brush.**



Pervious Concrete



Motors

The Lura Screed patented pass-through drive on the gas motor gearbox, allows for easy connect and disconnect for right or left sided pours. Built with a Honda motor, this concrete leveling machine delivers staggering abilities to power through virtually anything you can throw at it. The gas motors are perfect for essentially any pour in any well-ventilated environment. There are no pesky hoses or cords crisscrossing across the job-site. You do not need to lose your skid steer to power the Lura Screed like some other screeds.

Designed for ultimate productivity and versatility, the Lura Screed's gas motor comes equipped with an articulating handle, which keeps the motor upright during work on steep grades or uneven ground. Additionally, the innovative gearbox allows the flexibility to attach screed tubes on either side of the motor, giving you the freedom to screed on both sides of the motor. And the system allows for fast, easy change from forward to reverse. Simply detach the gearbox from the screed section and adjust the motor; further enhancing efficiency and time-savings.

The Lura Screed industrial electric motors work well for indoor, enclosed pours and traditional outdoor pours. The electric motor is ideal in hard to reach, elevated situations. They are built with a powerful enclosed electric motor, specially designed for the harsh concrete environment. You will not have to worry about concrete affecting the motor. The electric motor also combines with Lura's center pin pivot to handle slope pours and radius corners seamlessly and effectively. Additionally, Lura has teamed up with Mikita to offer a two-battery pack system, allowing for even greater versatility.

Whichever motor you choose, you will be confident while placing pervious or non-pervious concrete in any sized commercial, residential, or military project.

“We use less people and it takes half the time.”

– Northern Grain Improvement

50CC GAS MOTOR

Part # LELLS50

Our most popular power pack, the 50cc gas motor is the ideal motor for most businesses. Tackling any pour up to 30 feet wide, it can get just about any job done the typical contractor would have.

Unlike some others on the market today, our gas motors have no hydraulic hoses or cords running to them. This means you will need no generator or cumbersome hydraulic power pack to drag along and no hydraulic hoses catching on rebar or busted hoses spraying hydraulic fluid on your concrete.



120CC GAS MOTOR

Part # LELLS120

The 120cc gas motor gives the extra torque and horsepower a contractor might need for larger pours. This motor can handle pours up to 40 feet wide, and is the ideal motor for curbs.



EV MOTORS

Part # E-LELLS50

Our powerful EV motors go places and handle pours others can't. The dual-drive motor offers the reliability, power and efficiency you want, with the emissions-free operation you need for indoor applications.



Accessories & Parts

24" Adjustable Curb Runner – LEACR24

Enables the system to ride on top of an existing curb, form or sidewalk. Greatly reduces finish time on projects by eliminating the need to set forms and perform time and labor-intensive hand screed work. It goes from 0 to 24 inches in eighth-inch increments.



CV Joint – LECVJP1

The CV Joint sets the desired pitch. Ideal for applications where a peak is required such as crowns, cambers, or if a slab is running to a drain. The CV Joint can be tightened for flatter results or loosened for greater pitch.



Motor Side Axle Extension – MSAE

MSAE enables the motor to be inside the forms. It is typically best to keep the motor on the right side of the pour; however, the extension provides flexibility when needed. An example would be when there are obstructions on both sides.



Center Pin Pivot – LEGBB1

The Center Pin Pivot is a real time saver when it comes to circular pours. A pipe is pounded into the center of the pour with the top of the pipe at least 3 inches below the form height. The Center Pivot is then inserted into the pipe. Use the two coil nuts to adjust to the desired height. It is important to move the screed in a clockwise direction. If it is necessary to move in a counter-clockwise direction, the set screws need to be locked.



Motor Cradle – LEMC

The Motor Cradle mounts to the side rail of your truck or job trailer. It keeps the motor upright and can be locked for security.



Form Runner – LEFR

The form runners help significantly reduce the system's wear on metal forms. Simply add grease to the inside of the form runner and slide it onto the tube. It is easy to position the form runner between the screed rotation and the form.



Motor Side Riser Wheel – LEMSRW

The Motor Side Riser Wheel elevates the Lura Roller Screed system 1/8-inch above the pour. It is used when pouring next to an existing slab. The additional height helps make patching jobs faster and easier. It also takes excessive stress off the unit to prevent premature wear.



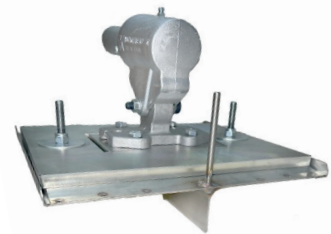
Steel Wear Tube – NEW PART!

The Steel Wear Tube can be placed on either end – or both ends – of our standard screed tubes to protect the equipment, especially when completing heavy pours. The Steel Wear Tube, combined with the Form Runner and Riser Wheel (above) help protect your investment and keep your equipment in tip top shape for every pour.



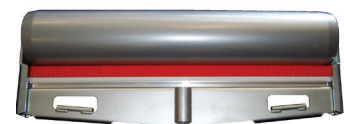
Pervious Deep Groover – LEPDGWG

The purpose of the deep groover is to create a control joint in pervious concrete. The new design decreases the chance of raveling. This groover goes 2 inches into the concrete.



Pervious Cross Roller – LEPCR1

The Pervious Cross Roller provides solid compaction on every pour. The Cross Roller weighs 75 pounds and attaches to a Bullfloat handle. The brush attachment keeps the tools clean and free of debris during use.



Accessory Tote – TOTE-GAS

The Tote is comprised of items that the contractor needs to keep their Lura Roller Screed running smoothly. These items are included in the price of the TOTE: Owner's Manual, Honda Motor Manual, Can of 6-way Oil, Black & White Plugs, D-Clips, and Spanner Wrenches.



Storage Unit Drop Down

Tripod Stands are required for proper threading of the Lura Screed Tubes, easy set up, and clean up on the job-site or anywhere. They are lightweight and collapse for easy transportation. They are critical when it comes to getting the tubes together properly or to get them apart on the job-site.



Tripod Stands – LETCS2

Tripod Stands are required for proper threading of the Lura Screed Tubes, easy set up, and clean up on the job-site or anywhere. They are lightweight and collapse for easy transportation. They are critical when it comes to getting the tubes together properly or to get them apart on the job-site.



Trolley System – TROLLEY/TROLLEY-HD

Constructed of quarter- or half-inch steel, the Trolley System is supported by eight concave rollers each capable of carrying a metric ton of load. It runs on pipes as large as 2.5 inches outside diameter to expand pours to as wide as 38 feet at a fraction of the cost of conventional equipment. Simply adjust the Trolley System to any height to allow it to clear obstacles, such as rebar or a parapet wall.

The Trolley's three adjustment points come at both ends of the pour as well as the CV joint in the center of the trolley frame. If necessary, the trolley can be articulated in other locations, as well. Completing cambered pours and bridge decks with crowns have never been so easy and inexpensive. For the ultimate in customization, the Trolley System can be powder coated to match each company's colors.



Wall Walker – LEWW

This unique accessory allows the screed tube to adjust to a raised wall situation due to its ability for the contractor to adjust to greater lengths with the use of a 2x4. The Wall Walker adjusts in 14-inch increments and eliminates the need for a screed pipe.



Wall Plug 6" – LEAWP11

The 6" Wall Plug is specially designed to enable the screed tube to be placed directly next to a wall. This accessory has a built-in riser wheel which helps protect your investment. Both the 6- and 21-inch wall plug come standard with the Contractor Package.



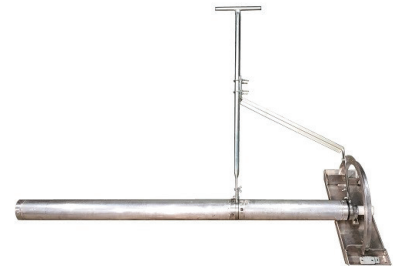
Wall Plug 21" – LEAWP31

The 21" Wall Plug is specially designed to enable the screed tube to be placed directly next to a wall. This accessory has a built-in riser wheel which helps protect your investment. Both the 6- and 21-inch wall plug come standard with the Contractor Package.



Wet Screed Shoe – LEWSH1

The Wet Screed Shoe determines proper height and speed on sloped pours. It also allows you to pour side-by-side with your wet pours. The shoe eliminates extra work by allowing the handle end to float across the top of the previous pour.



Spanner Wrenches – LESW

The Spanner Wrenches help with the coupling and uncoupling of the tubes. **MAKE SURE THE SET SCREWS ARE REMOVED BEFORE USING THE SPANNER WRENCHES.** There are grooves on the tubes (under the black cap plugs) that the Spanner Wrenches fit into. These grooves help line up the movement needed to uncouple the tubes.



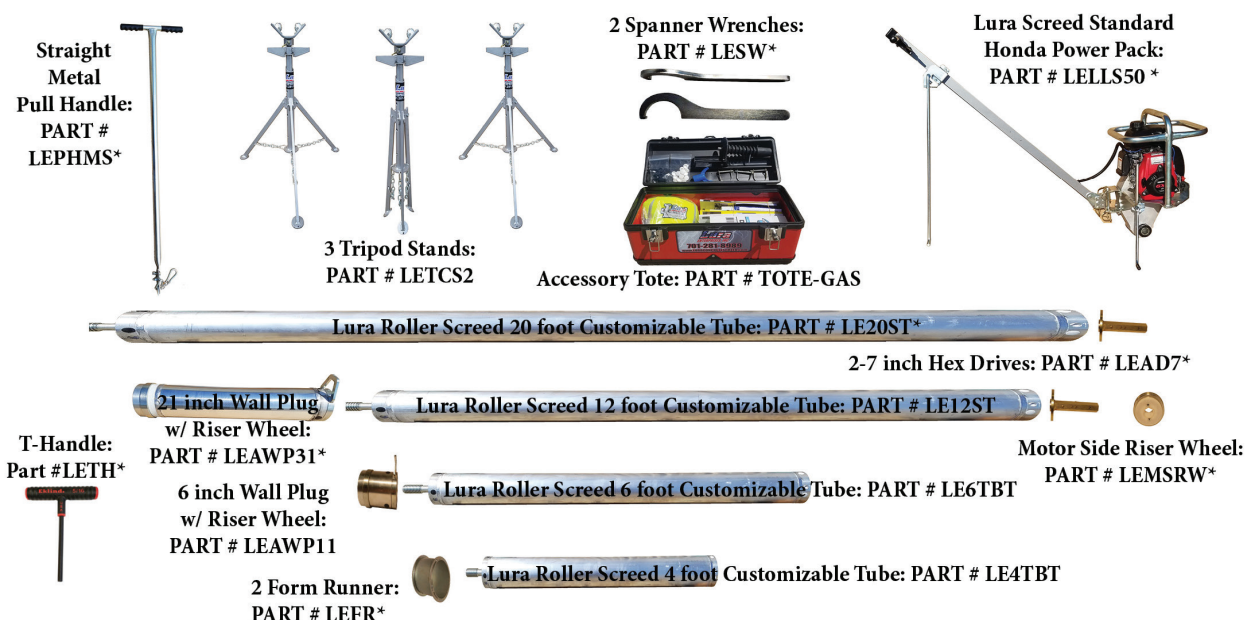
Contractor Package

The Contractor Package was designed to offer contractors a wide range of options, eliminating confusion about what to use for each application by putting everything into one convenient bundle.

The Contractor Package offers 44 feet of screed tube and 15+ combinations. Features like Riser Wheels and Form Runners protect your investment, while tripod stands make job-site assembly a breeze. One person can assemble/disassemble the tubes in no time. Because of the versatility and convenience of the Lura Roller Screed, everyone from the smallest crews to some of the largest construction companies in the world have discovered the time and labor-saving advantages of this system.

PART #	DESCRIPTION	#
LELLS50	Honda Motor	1
LE20ST	20' Tube	1
LE12ST	12' Tube	1
LE6TBT	6' Tube	1
LE4TBT	4' Tube	1
LEAWP11	6" Wall Plug w/ Riser Wheel	1
LEAWP31	21" Wall Plug w/ Riser Wheel	1
LETCS2	Tripod Stands	3
LEPHMS-STRAIGHT	Straight Metal Pull Handle	1
LEMSRW	Motor Side Riser Wheel	1
LETH	5/16" T-Handle	1
LEAD7	7" Hex Driver	2
LEFR	Form Runner	2
TOTE - GAS	Fully Loaded Tote	1
LESW - IN TOTE	Spanner Wrench (Set of 2)	1

Contractor Package Includes:



For Grain Bin Package: Add the Center Pin Pivot (LEGBB1) to the Contractor Package

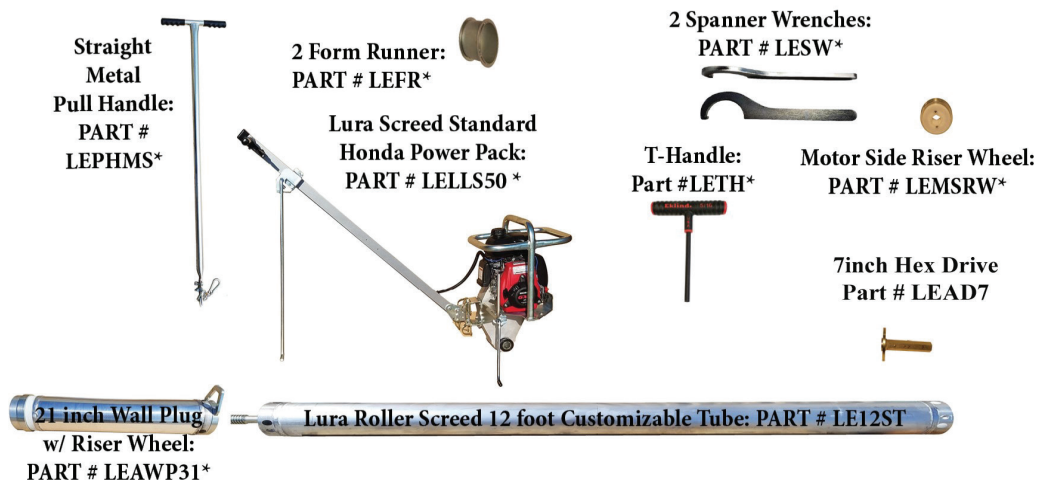
“The Lura Roller Screed Contractor Package gives concrete professionals the power to do the job today and versatility to face the pours of tomorrow.” – Dennis Lura, Lura Enterprises

Minimum Package

This package offers everything needed for the system to function in one convenient bundle. The beauty of this bundle is that crews can customize to fit their pour. We wanted to eliminate confusion about the minimum equipment required for the system to function, so we created this bundle to give the budget conscious an idea of the minimum investment needed.

PART #	DESCRIPTION	#
LELLS50	Honda 50cc Motor	1
LE12ST	12' Tube (Changeable)	1
LEAWP31	21" Wall Plug w/ Riser Wheel	1
LEPHMS-STRAIGHT	Straight Metal Pull Handle	1
LEMSRW	Motor Side Riser Wheel	1
LETH	5/16" T-Handle	1
LEAD7	7" Hex Driver	1
LEFR	Form Runner	2
LESW	Spanner Wrench (Set of 2)	1

Minimum Package Includes:



**FINANCING IS AVAILABLE
JUST CALL 701-281-8989 TODAY!**

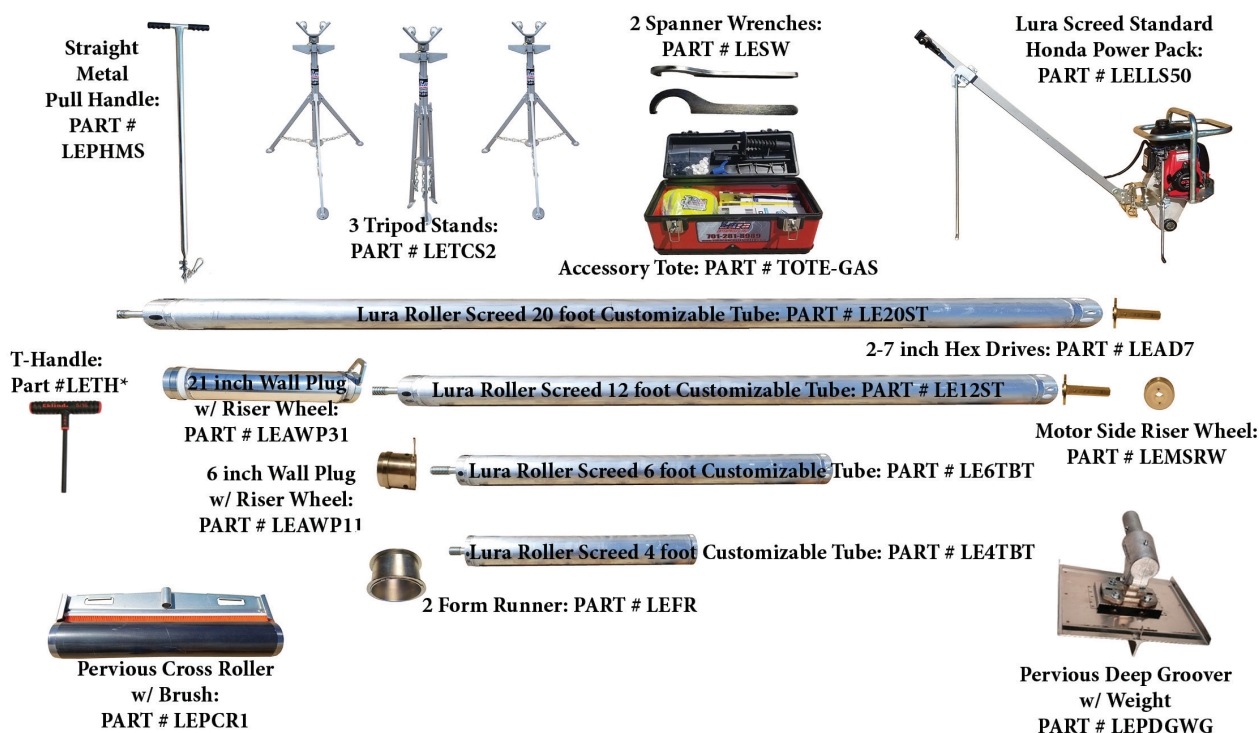
Pervious Package

Pervious concrete, also known as “No Fines” or “Permeable” concrete, allows water to flow through it, making it ideal for storm water run-off control and earning LEED certification in most cases.

The tubes are lightweight but have the option to be filled with water. This feature is ideal for pervious concrete because it allows you to customize the compaction. Each one-foot section weighs 4.5 lbs. but can reach 11 lbs. when filled. This eliminates the need for sandbags or additional weight.

PART #	DESCRIPTION	#
LELLS50	Honda Motor	1
LE20ST	20' Tube	1
LE12ST	12' Tube	1
LE6TBT	6' Tube	1
LE4TBT	4' Tube	1
LEAWP11	6" Wall Plug w/ Riser Wheel	1
LEAWP31	21" Wall Plug w/ Riser Wheel	1
LETCS2	Tripod Stands	3
LEPHMS - STRAIGHT	Straight Metal Pull Handle	1
LEMSRW	Motor Side Riser Wheel	1
LETH	5/16" T-Handle	1
LEAD7	7" Hex Driver	2
LEFR	Form Runner	2
TOTE - GAS	Fully Loaded Tote	1
LESW - IN TOTE	Spanner Wrench (set of 2)	1
LEPDGW	Deep Groover w/ Weight	1
LEPCR1	Cross Roller	1

Pervious Package Includes:



Pervious Concrete Recommendations

- 1)** The day before the pour, roll out your painter's plastic (very thin - 1 or 2 mm) and 6mm plastic onto separate round tubes, so they can be unrolled easily on the day of the pour.
- 2)** Before you start to pour the pervious concrete, the rock sub-base should be watered well so there is plenty of moisture available to evaporate during the 7 day cure and to prevent the recharge bed from pulling what little water is in the pervious concrete paste, downward.
- 3)** You can also fill the Cross Roller with water. It weighs 75 lbs. empty and 130 lbs. when filled with water – about 40 lbs. per foot. Most contractors do not add water with the new mix designs.
- 4)** Have a chalk line on hand so you can snap a line on the painter's plastic if you intend to roll your joints in. However, most contractors choose to saw cut the joints in two days after the placement.
- 5)** A crew of 7 works well on a 12'-14' wide pour: 1 on the chute, 2 raking, 2 on the Lightning Strike Screed, and 2 working the edges, rolling the plastic, cross rolling, and rolling out the 6 mil. This can be done with a crew of 5 once everyone knows what they are doing. If using wood forms, a hammer tacker is useful to staple the plastic to the forms so it doesn't blow in the wind. You may use a Hudson hand sprayer to mist the top surface with E-Con or Confilm before you roll the painters plastic. This helps the plastic stick to the cement paste. You may still leave a slight line where the Cross Roller went so one more item to have on hand is a weighted Fresno to go over any potential cross roller lines. This can be used to touch up any line that can be seen through the painters plastic.
- 6)** Build up the edges and compact with your boot next to the form before you strike it off. You want the edge as strong as possible.
- 7)** Joints can be cut in after cross rolling – right through the painters plastic, or saw cut a day or two later.
- 8)** Mark your control joint cuts on your forms the day before if possible if you are going to roll them in.
- 9)** Weigh the 6 mil down with 2x4's or whatever is on hand so the wind can't get underneath of it.
- 10)** Try to pour on a day that isn't too windy and early in the cool of the morning is best.
- 11)** A front end dump ready mix truck can easily make a 14' wide pour with a 5 or 6 person job.
- 12)** A volumetric mixer is a good option when your pour is a long distance from the plant (40 min+). With the right amount of hydration stabilizer (like Delvo), pervious can be put to sleep for several hours.
- 13)** A conveyor belt or telabelt is a good option for a 20' wide pour or any pour where you need to get a good production rate. The key on a larger job is to have two trucks dumping into the conveyor at the same time so there is no break in the placement. You CANNOT pump pervious concrete.
- 14)** You may want to find a water based stain that matches the color of the pervious concrete that you're pouring. This can be applied after the 7-day cure for uniform color and to even out imperfections.
- 15)** New products are developed every year to help insure a better cure. HydroMax for an internal cure works very well. Pervious Shield, E-Con or Confilm help keep the surface hydrated before plastic placement. One other product that works well with the Cross Roller is Scofield Bubble Gum Release.
- 16)** To ensure a successful job, make sure you are prepared the day before you pour with tools, forms, rolled plastic, and crew members that have been certified for pervious placements.

Instructional Manual

Introduction

This operator's manual contains important information for assembling, operation, disassembly and maintenance of the Lura Lightning Strike Screed.

Important

- Read the entire operator's manual before assembling or using the screed. If any information is not understood or if more information is needed, contact your dealer. All persons operating the Lura Lightning Strike Screed must read this manual or be trained by an experienced operator before starting the screed.
- The Lura Lightning Strike Screed is to be used to screed freshly poured concrete products ONLY. Any other use of the screed could damage the screed, cause premature wear, and will void the warranty.

Safety

- Keep fingers away from all moving parts.
- Do NOT wear loose clothing around moving parts (shoe laces, baggy pants, torn clothing).
- NEVER spray water directly on electrical components.
- NEVER use electrical devices (drills, impact drivers, or the power head) to assemble or disassemble screeding tubes. Always use the spanner wrenches provided to assemble or disassemble the tubes.
- Read and understand ALL safety decals on the machine.
- Learn and practice safe use of the screed in a clear area before operating the machine on a job site.
- Be sure there is clear communication between the power head operator and the rope pull operator.
- Clear the area around the screed before starting the screed at the job site.
- Be careful of sharp edges on the threaded ends of the screed tubes.
- Keep both hands on the power head tee handle while the motor is running.

Electrical Power Head Power Requirements

Extension cords:

- 0 gauge 2 wire with ground (10-2 WG)

Portable generator:

- 4000 watt with 110-120v and 20 amp circuit breaker.

Tube & Tube Options Assembly

STEP 1



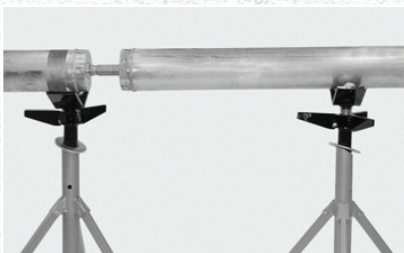
Select the length of screed tube or combination of lengths to span the area to be leveled. Place the tripod stands in a straight line and level the tube supports. Place two stands under the longest tube selected.

STEP 2



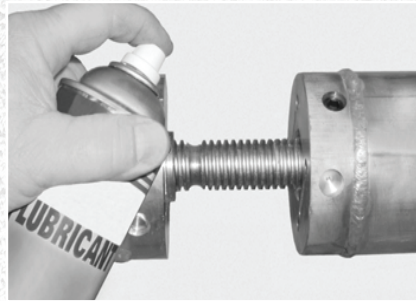
Use a third tripod stand to support the next section to be added. Turn the second tube clockwise to start the threads into the first tube.

STEP 3



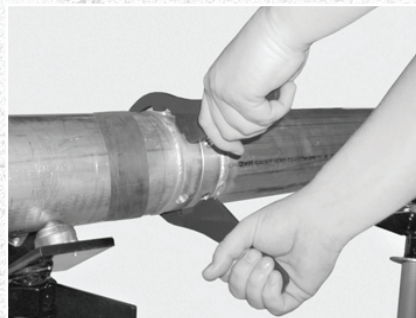
Adjust the height of the tripod stands to keep each tube level with the next tube during assembly.

STEP 4



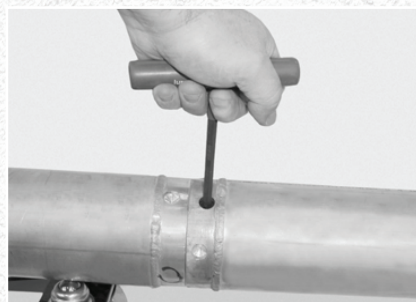
Spray the exposed threads and flat ends of both tubes with Six Way Lubricant (or equivalent lubricant). **IMPORTANT:** Contact MRO Solutions for technical and safety information on Six Way Lubricant at www.mrosolutions.com or 1-847-588-2480. For emergencies call 1-800-424-9300.

STEP 5



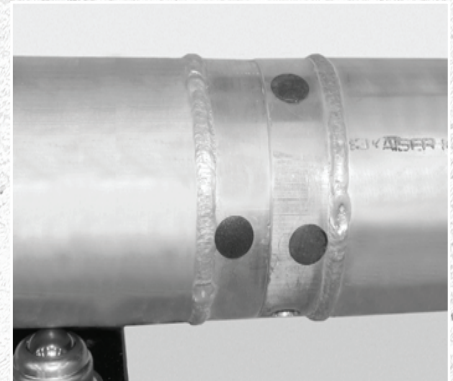
Turn the second tube clockwise until the two tube ends make contact. Use the two spanner wrenches provided to tighten the two tubes 3/4 inch rotation past tube contact. **DO NOT** use extensions on the spanner wrenches when tightening the tubes.

STEP 6



Use the tee handle wrench provided to tighten the set screws.

STEP 7

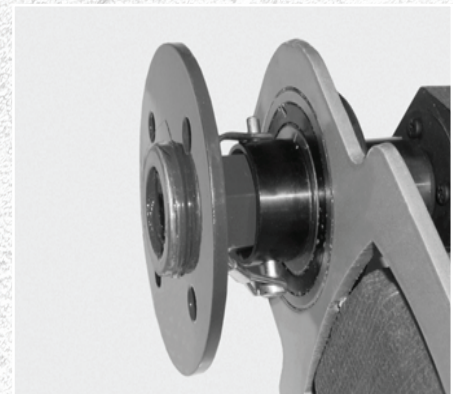


Install the plastic plugs in the spanner wrench and set screw holes.

STEP 8

Repeat Steps 2 through 7 for each additional section added.

STEP 9

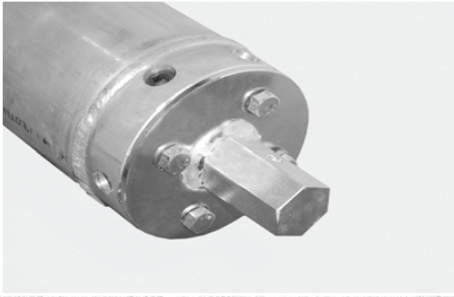


When the tube or tubes are assembled and if the driver plate is stored on the power head, remove the lock pin from the power head and tube drive plate. Remove the drive plate from the power head output shaft. **NOTE:** The drive plate is normally stored in the tool box.

Continued on next page

Instructional Manual

STEP 10

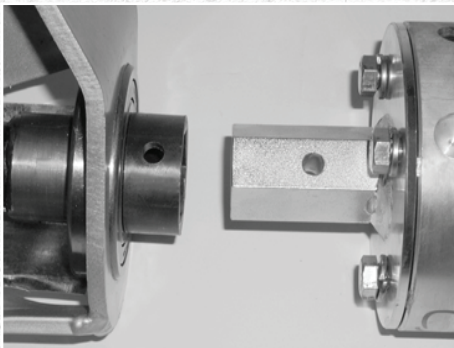


For Electric Motor Power Head
Use the four $\frac{3}{8} \times \frac{3}{4}$ inch bolts and $\frac{3}{8}$ lock washers to install the tube drive plate on the female tube end. Tighten the bolts until the drive plate contacts the tube end. DO NOT tighten the bolts more than 20 Ft.-lb.

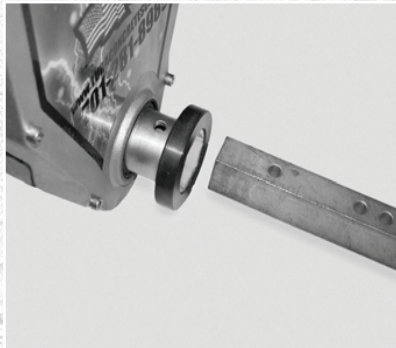


For 50cc Gas Engine Power Head
Use the four $\frac{3}{8} \times \frac{3}{4}$ inch bolts and $\frac{3}{8}$ lock washers to install the tube drive plate on the female tube end. Tighten the bolts until the drive plate contacts the tube end. DO NOT tighten the bolts more than 20 Ft.-lb.

STEP 11

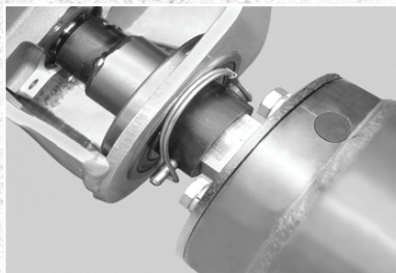


For Electric Motor Power Head Align the holes on the hex socket to the holes on the drive plate. Install the power head on the tube assembly.



For 50cc Gas Engine Power Head
Align the holes on the hex socket to the holes on the drive plate. Install the power head on the tube assembly.

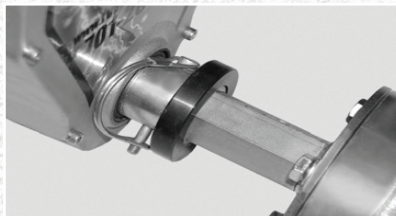
STEP 12



For Electric Motor Power Head
Install the D-clip.

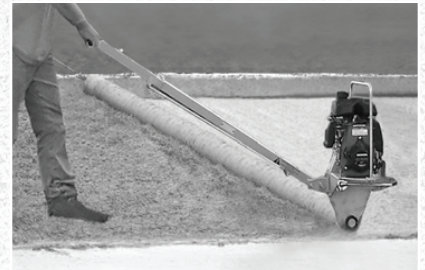


For 50cc Gas Engine Power Head
Select off-set distance from tubes and install D-clip lock pin.



Tube End Options

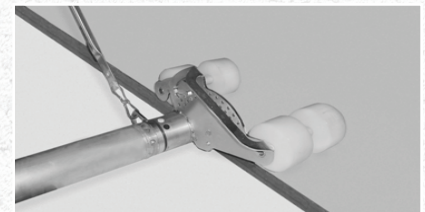
There are six tube end options for different applications.



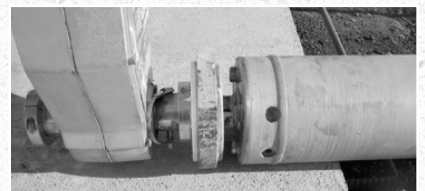
1. Wall Plug - For pours against an existing wall or obstruction.



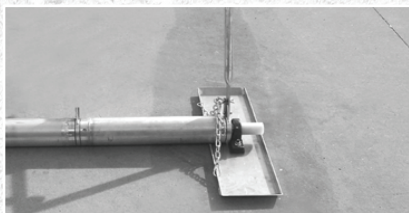
2. Pivot - For any circular type pour.



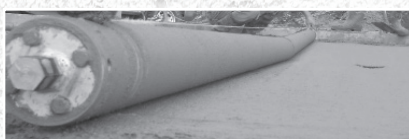
3. Adjustable Curb Roller - For pouring a drop apron against a garage slab, curb or wall requiring a drop to the next added pour. Optional roller extensions available for drops up to 54 inches (136 cm). Custom extensions available upon request.



4. Motor Side Riser Wheel - For pours next to an existing slab.



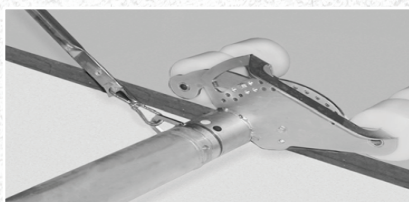
5. Wet Screed Shoe - For pours next to a fresh pour.



6. CV Joint - Crowned and cambered pours

How To Use Tube Ends

Metal Handle Pull - STEP 1



Clip metal handle to tube end option.

Wall Plug - STEP 1



Install pulling eye bearing on wall plug.

Wall Plug - STEP 1



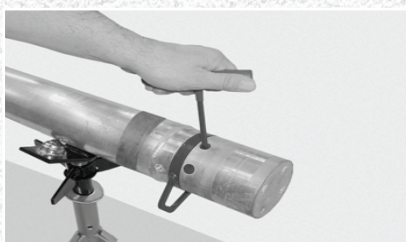
Install pulling eye bearing on wall plug.

Wall Plug - STEP 2



Install and hand tighten the wall plug assembly on the tube assembly as shown. Install the two white plastic plugs.

Wall Plug - STEP 3



Use the tee handle tool provided to tighten the set screw.

Pivot/Grain Bin Bearing - STEP 1



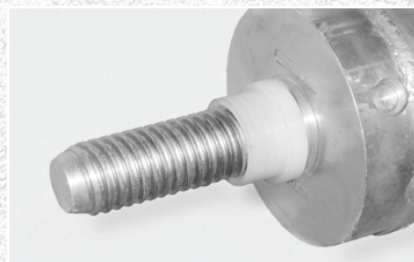
Drive centering tube into the centerpoint of the pour up to the stop flange.

Pivot/Grain Bin Bearing - STEP 2



Insert pivot bearing in the tube. Use the two nuts to adjust the height for the center of the pour. The top of the pour is 3/8 inch up from the bottom edge of the pivot bearing nut. Tighten the two nuts against each other at the correct height.

Pivot/Grain Bin Bearing - STEP 3



Install the UHMW bushing on the male end of the tube end.

Pivot/Grain Bin Bearing - STEP 4



Remove pivot bearing from the centering tube and install on the UHMW bushing.

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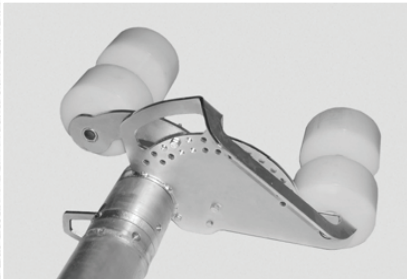
Instructional Manual

Pivot/Grain Bin Bearing - STEP 5



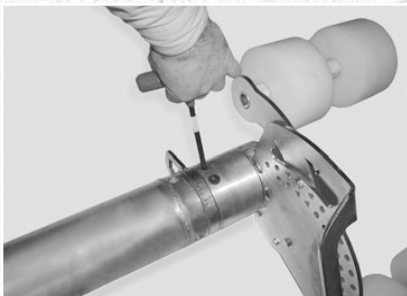
Install and hand tighten the 3-1/2 inch nylon nut.

Adjustable Curb Roller - STEP 1



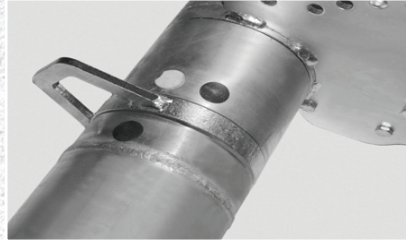
Install the curb roller assembly on the tube assembly as shown and hand tighten.

Adjustable Curb Roller - STEP 2



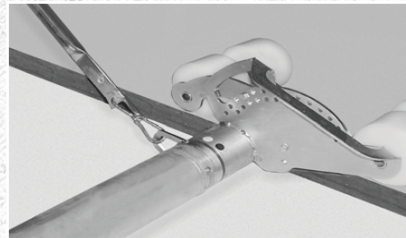
Use the tee handle tool to tighten the set screws.

Adjustable Curb Roller - STEP 3



Install the nylon plugs in the spanner wrench and set screw holes.

Adjustable Curb Roller - STEP 4



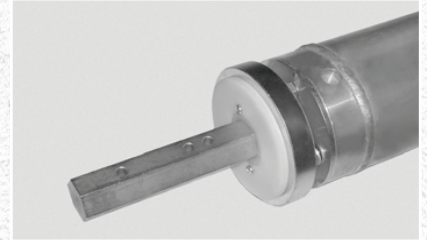
Move the tube assembly to the pour. Install the metal handle to the pull bearing loop.

Adjustable Curb Roller - STEP 5



Wall Walker shown with optional roller extensions. Standard extensions are adjustable to 54 inches (137 cm). Custom extensions available upon request.

Motor Side Riser Wheel - STEP 1



Install the riser on the drive shaft.

Motor Side Riser Wheel - STEP 2



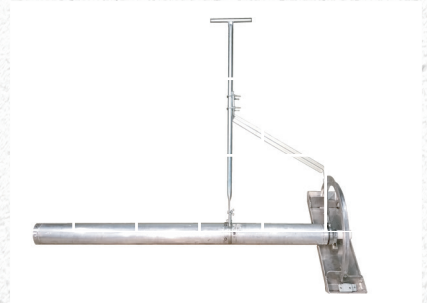
Install the drive shaft into the power head gear box. Install the D-clips.

Wet Screed Shoe - STEP 1



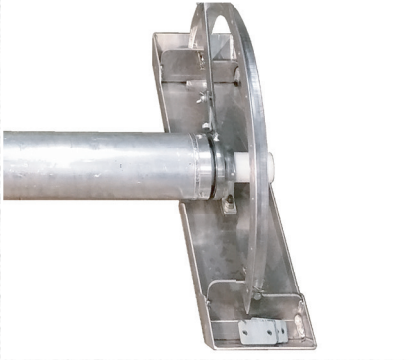
Install the UHMW bushing on the male end of the tube end.

Wet Screed Shoe - STEP 2



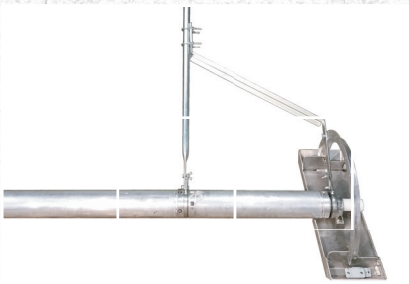
Install the shoe on the tube.

Wet Screed Shoe - STEP 3



Install the UHMW nut.

Wet Screed Shoe - STEP 4



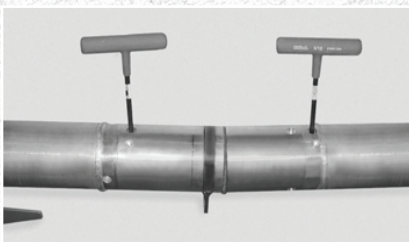
Install the handle, clamp bolt and eye bolt as shown.

CV Joint - STEP 1



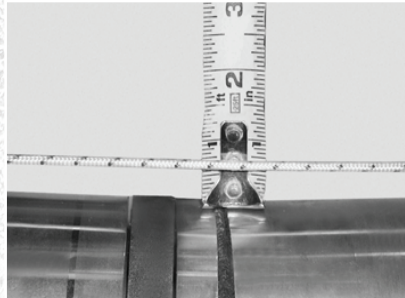
Install the CV joint between the tubes to be used.

CV Joint - STEP 2



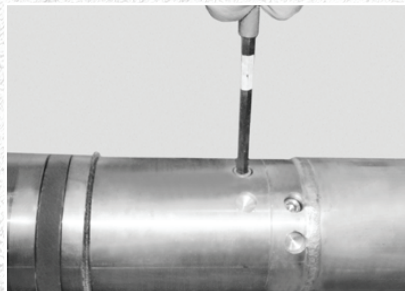
Use the spanner wrenches to tighten the CV joint on the tubes. Tighten the two set screws.

CV Joint - STEP 3



Use the spanner wrenches to turn the CV joint and tube assembly to adjust the amount of slump or crown on the screed.

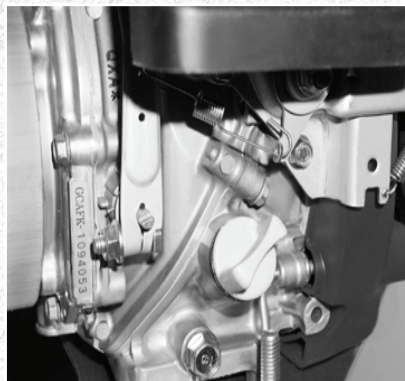
CV Joint - STEP 4



Tighten the CV joint set screw.

Operating Instructions

50cc Gasoline Engine - STEP 1



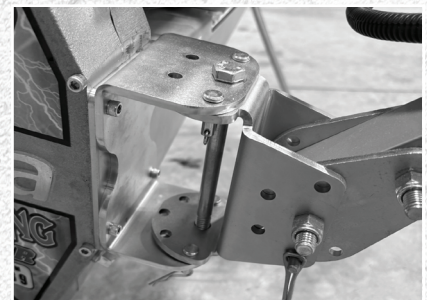
The engine must be level. Remove the plug. The oil level must be to the bottom of the fill hole.

50cc Gasoline Engine - STEP 2



Check the oil level in the gearbox. Remove the plug. The oil level must be to the bottom of the fill hole.

50cc Gasoline Engine - STEP 3



Remove the D-clip pin to adjust the handle to keep the engine level during operation. The engine must be kept level or it will affect the engine low oil shut-off.

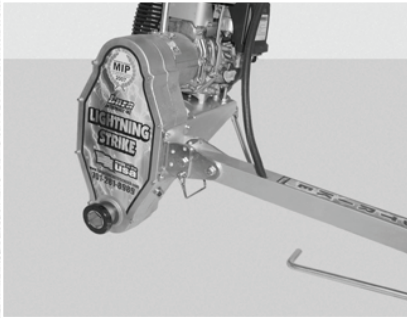


**CHANGE ENGINE OIL EVERY 25 HOURS
USE SAE 5W-30 MOTOR OIL
CHANGE GEARBOX OIL EVERY YEAR
USE UNIVERSAL TRANSMISSION FLUID**

Continued on next page

Instructional Manual

50cc Gasoline Engine - STEP 4



Install the D-clip pin to lock the handle in the position selected.

50cc Gasoline Engine - STEP 5



Fill the tank with the recommended fuel.

50cc Gasoline Engine - STEP 6



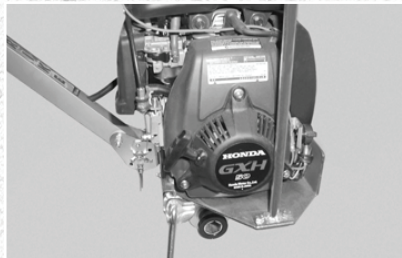
Turn switch to the ON position.

50cc Gasoline Engine - STEP 7



Set the choke lever to full choke.

50cc Gasoline Engine - STEP 8



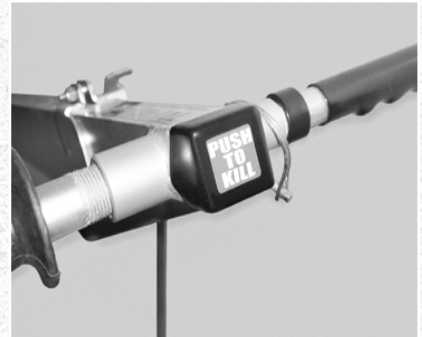
Pull the rope to start the engine. When the engine starts, move the choke from full choke to half choke until the engine can run with the choke off. NOTE: If engine starts to run rough, add Sea Foam® Motor Treatment to the fuel.

50cc Gasoline Engine - STEP 9



Use the throttle to adjust the speed of the motor and screed. To put the kick stand into the operating position, disengage the spring by pushing the button (end of shaft) on the left side and lift the kick stand.

50cc Gasoline Engine - STEP 10



Push the kill switch button to stop the engine or turn the switch from STEP 6 to OFF.

General Operation

STEP 1

The Power Head operator must be on the right hand side of the pour as shown and ready for the movement of the screed.

STEP 2



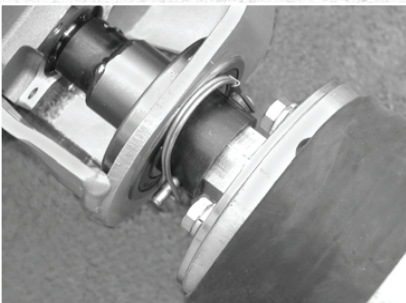
With the concrete ready, engage the switch or throttle lever and pull the screed in the direction to be leveled. Do not force the screed through the concrete, the rotary action of the Lura Lightning Strike Screed will move the concrete.

NOTE: Attendants will have to pull excess concrete or fill holes from in front of the screed.

IMPORTANT: Turn the motor OFF or release the throttle lever when waiting for concrete to be poured or raked. Letting the motor and screed tubes spin freely while waiting can cause excess wear on the tubes and heat build up in the motor.

Clean Up & Disassembly

Clean Up - STEP 1



Remove the extension cord from the power head (electric motor only). Remove the D-clip from the driver plate. Remove the screed tube from the power head.

Clean Up - STEP 2



Remove the pull clip and handle, if used.

Clean Up - STEP 3



Remove the tube assembly from the pour and place on assembly stands. If the pivot option was used, remove the pivot tube from the pour.

Clean Up - STEP 4



Using clean water, wash off all concrete from the tube assembly, including the option assembly on the rope pull or pivot end. If the pivot option was used, wash off the pivot tube.

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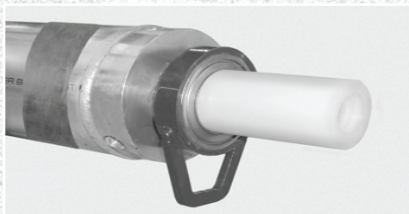
Instructional Manual

Clean Up - STEP 5



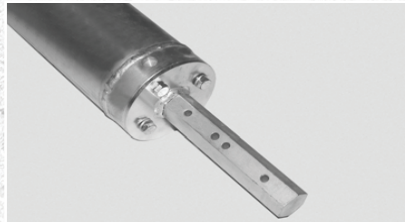
Wipe down the power head with a wet cloth.

Disassembly - STEP 1



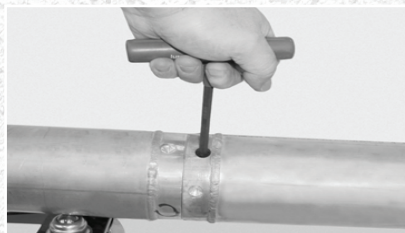
Remove the pulling eye (1) or tube end option used from the tube.

Disassembly - STEP 2



Loosen the 9/16 inch bolts to remove the hex driver.

Disassembly - STEP 3



Loosen the set screws.

Disassembly - STEP 4



Use the two spanner wrenches to loosen and disassemble the tube sections. If resistance is felt after loosening the tubes, the set screw may need to be loosened more.

Disassembly - STEP 4

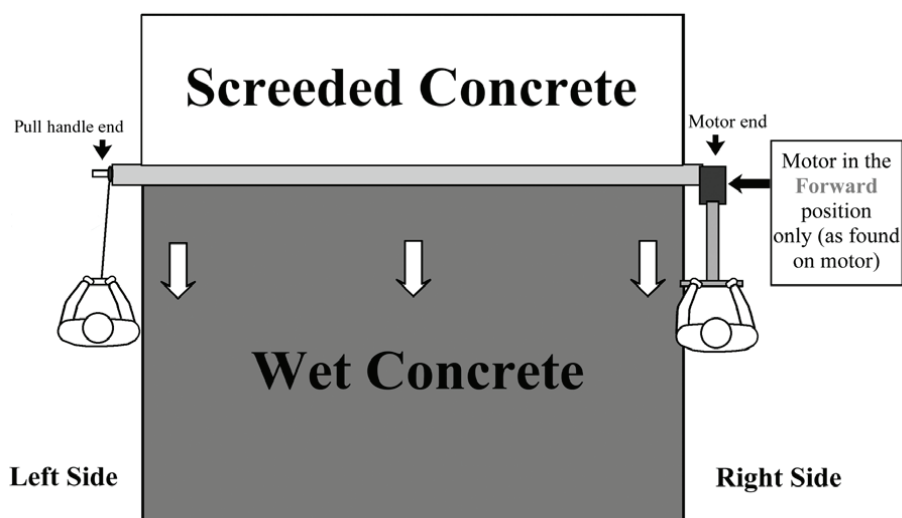


For Electrical Motor Only: If necessary for transporting or storage, remove the handle and cord strap from the power head.

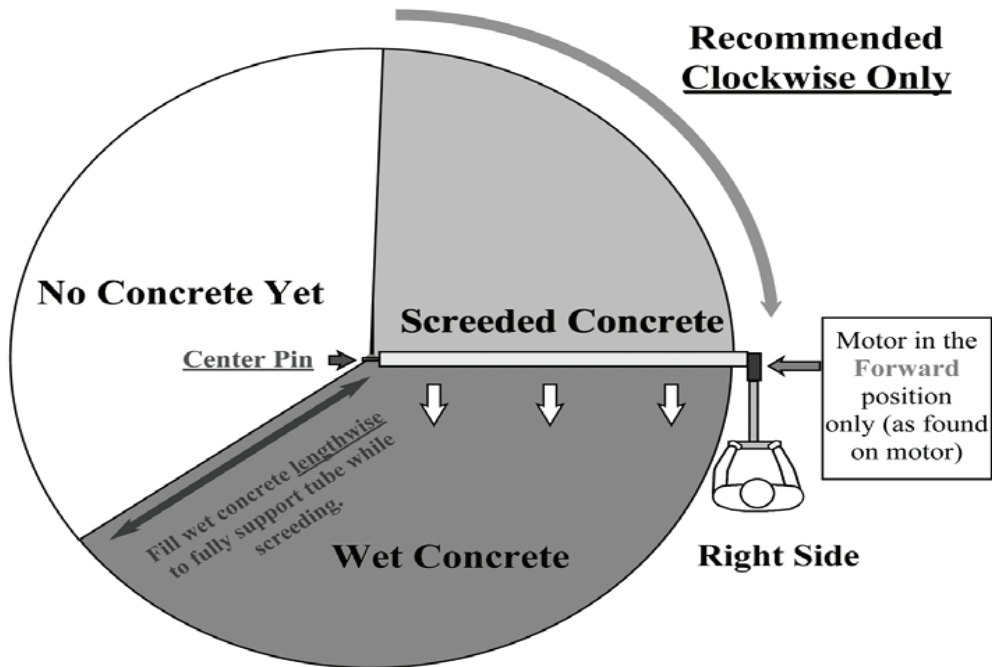
LIMITED WARRANTY

The Lura Lightning Strike Screed has a 1 year parts and labor limited warranty on the motor assembly. See your dealer for additional warranty information.

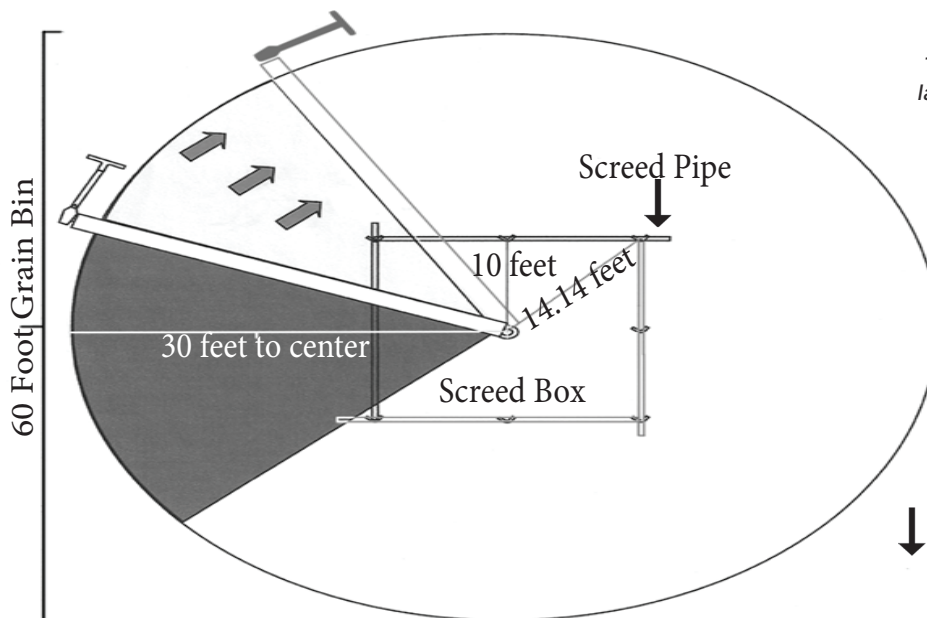
FLAT POUR – Example Diagram



CIRCULAR POUR – Example Diagram



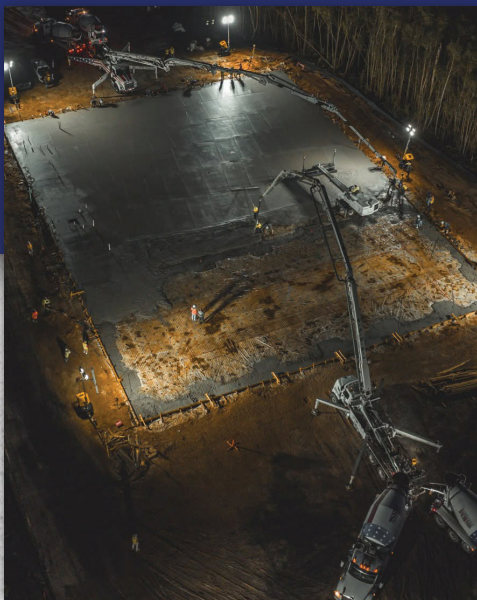
LARGE DIAMETER POUR – Example Diagram



To control any deflection on large circular pours, you may need to add a screed box.

Maintenance & Usage FAQs

What type of gasoline should I use?	The use of high octane gasoline (91-102) is recommended for optimal power. Using a high-octane gasoline will not void the warranty. This type of gasoline also has a longer shelf life than regular octane.
What type of oil does the Honda engine and gearbox use? How much?	The motor and gearbox use Mobil 1 synthetic 5W-30 motor oil. The 50CC Honda motor calls for 8oz in the motor and 16oz in the gearbox. The 120CC Honda motor calls for 16oz in both the motor and gearbox. To check the oil level: lean the motor forward about 5° and fill the motor oil to full. Oil level lower than this may result in the motor not running right, due to the oil sensor.
How do you adjust the idle?	There is a black screw located under the gas tank. Turn it CLOCKWISE to turn up the idle and turn it COUNTERCLOCKWISE to turn the idle down.
Should I put anything into the gas tank to prevent buildup?	It is suggested that you put something in the gas tank to prevent buildup. Run Sea Foam or Stabil (gas additive) on a regular basis. Sea Foam will prevent varnish from forming as the shelf life of gasoline is very short. It is available at most automotive stores and Wal-Mart.
Why are there two kickstands?	The small kickstand under the motor gives the motor a three-point stance keeping it upright at all times. The large kickstand on the handle is spring loaded and is engaged by pushing the 1/2-inch round rod on left side.
At what length is there deflection? How much? When should I use a screed pipe?	Lura tubes are straight up to 22 feet. At 25 feet there is approximately 3/16-inch deflection. If you are planning on pouring 25 feet or wider we recommend using a screed pipe or screed rail.
Where is the kill switch located?	The Kill Switch is located on the handle under the black plastic cap at the top.



Why does my motor run just fine and then shuts off?

If you tilt the motor more than 20 degrees forward or backward when you are screeding, the oil sensor shut off may power the motor down. You can control this by adjusting the clevis where the operating handle and gearbox meet. First, pull the pin out of the clevis. Next, adjust the handle to a point where the motor is in an upright position. Finally, slide the pin into the proper hole to keep it in the proper position. Also make sure that your six pack is not hitting the Kill switch, or it may be a half ounce low of oil.

Is there anything that needs to be done to have the motor on the left side?

It is a good idea to have the motor on the right side of the pour because of the right-handed tube threads will continue to tighten. If it is necessary to have the motor on the LEFT side, you must set the SET SCREWS on the tube, so they do not unscrew on you. The plastic white caps cover the SET SCREWS. Make sure to disengage the SET SCREWS when dismantling. You do not want to try to force the tubes apart with them engaged, it could cause damage to the tube threads.

My RPM has gone down... What causes that?

Sometimes the vibration from the motor causes the set screw on the throttle cable to loosen. You need to loosen the set screw more and adjust the cable back to where it is just starting to engage the Centrifugal Clutch (starts the tube spinning) and tighten the set screw again. Motor needs to be running to do this.

Troubleshooting

- 1)** This motor is equipped with an automatic low oil shut off device. Sometimes when the unit is shipped a little oil may seep out causing the motor oil to be low. When you receive it, if it does not start or it dies quickly after starting, you may need to add ½ to 1 oz of 5W-30 motor oil.
- 2)** The use of high octane gasoline (95-111 octane) is recommended if want or require more power. Using high octane gasoline will not void the warranty. This type of gasoline also has a longer shelf life than regular gasoline.
- 3)** If the motor is tilted more that 20 degrees forward or backward when you are screeding concrete, the oil sensor may shut the motor down. You can control this by adjusting the pivot. The pivot is located where the operating handle and gearbox meet. First, pull the pin out of the clevis. Next, adjust the handle to a point where the motor is in an upright position. Finally, slide the pin into the proper hole to keep it in position.
- 4)** When you are putting two (2) tubes together, you must make certain the ends are very clean. You can quickly and easily clean them with steel wool or emery cloth. Keeping the ends clean will help prevent any wobble during the pour.
- 5)** When you have the motor on the RIGHT side of the pour and you have two tubes screwed together, the machine will be tightening the threads. When you have the motor on the LEFT side of the pour, the machine will be trying to loosen the threads. In this case it is important to set the set screws. The set screws are located under the white plastic caps on the tubes. 95% of the time you can keep the motor on the RIGHT side of the pour. WHEN YOU HAVE SET THE SET SCREW, MAKE SURE YOU LOOSEN IT WHEN YOU TAKE THE TUBES APART.
- 6)** The kill switch is located under the black plastic cover on the top of the handle.
- 7)** There are two kickstands:
 - The large kickstand located at the top of the handle is spring loaded. The large kickstand is not disengaged by pulling it from the right side of the handle. Simply push the ½ inch round rod that is sticking out of the left side of the kickstand. This will release the pressure that the spring is holding the kickstand in.
 - The small kickstand is located under the motor. This gives the motor a 3 point stance when you are not using the motor (before and after the pour). Keeping the motor in an upright position at all times, will help ensure no oil or gas will leak out.
- 8)** It is a good idea to run some Sea Foam or StaBil through the gas tank on a regular basis. The shelf life of gasoline is very short and Sea Foam will keep varnish from forming. You can get it at any automotive store or Wal-Mart also carries it.

9) If you must adjust the idle, there is a black screw located under the gas tank.

- Turn it **CLOCKWISE** to turn the idle up
- Turn it **COUNTERCLOCKWISE** to turn the idle down

10) Sometimes because of vibration and use, the set screw on the throttle cable may slip. This will cause a reduction in the high RPM you want. Simply loosen the set screw where the throttle cable is attached to the throttle lever on the motor and adjust the cable so the motor is just starting to engage the Centrifugal Clutch which in turn will start the tube spinning. This adjustment can only be done when the motor is running.

11) It is a good idea to keep the motor on the right side of the pour. 95% of the time this is the side to be on because you are always tightening the threads if you have 2 tubes together. (we call this the forward position). If you need to have the motor on the Left side make sure to tighten the set screws located under the white plastic caps on the tubes. When you have completed the pour and it is time to take the tubes apart, make sure to loosen the set screws first before unthreading the tubes

12) When we ship outside of the US borders, we are required to **PURGE** the motor and gearbox of gas and oil. We use the same motor oil in the Honda Motor and gearbox (SAE 5W-30). The motor will require about 8oz. Fill the gearbox with the same SAE 5W-30 oil up to the lower oil plug. It will require about 16oz.

ONE FINAL NOTE

Lura Enterprises takes our responsibility for quality control very seriously. Our commitment does not end after the sale. For this reason, it is important to us that you contact Lura Enterprises with any questions, concerns, issues or suggestions you may have about the screeding system. It is our mission to provide the highest level of service to you. With your input, we hope to shine a light on any issues that will help us improve the product and advance the system for not only you but future screed users.

The goal here at Lura Enterprises is to make the work place safer, reduce short and long term injuries, all while saving time and increasing profits for everyone. A “safer” work place and more “profitable” work place usually opposes one another. We have married the two for a perfect blend where both labor and management win.





Lura ***ENTERPRISES, INC.***



Phone: 701.281.8989

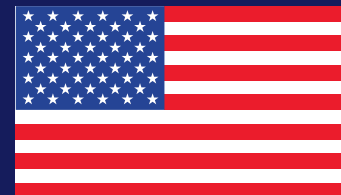


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President Dennis Lura



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