

Set Up and Maintenance Instructions

Remove the wheel from its crate. It is ready to use immediately. If there appears to be any damage due to mishandling in transit, immediately notify the delivering carrier ; then notify us. Plug the wheel into a 3 prong (grounded) 110 volt AC outlet. If you don't have grounded outlets and have to use an adaptor, make certain that you connect the green wire from the adaptor to a suitable ground. It is not safe to operate electrical equipment around water if it is not grounded.

Tip the foot pedal back and turn on the switch. The pilot light will come on, indicating power is on in the solid state circuit that controls the speed of the motor. With the pedal tipped back, the wheel should not turn, but as the pedal is tipped forward the speed should increase smoothly up to a maximum of 220 or 240 rpm. If the wheel does not turn off with the pedal back, or doesn't run fast enough, read the section on foot pedal adjustment below.

To insure proper belt tension and increased belt life, all our belt driven wheels come equipped with automatic belt tensioning devices. The new spring tensioner will eliminate having to tighten the belts. It's not necessary to release the spring tensioner when removing the belt; simply roll the belt off the pulley. To replace the belt, fit it on the small pulley first and then turn it onto the large one.

The motor is a DC motor and therefore has brushes. Brush life is about 5000 hours or 4 hours a day, 5 days a week for 5 years. If and when they do wear out, the wheel will stop working, but the motor will not be damaged. Write for new brushes, and installation instructions will be included with them. Include the serial number of your wheel.

NOTE: *Unplug your wheel during electrical storms* as the electronic circuitry can be damaged by lightning hitting related power lines thus creating power surges. It is also advisable to unplug wheel when not in use.

Electric Wheel Speed Adjustment

Inside your foot pedal are adjusting devices for the maximum speed of the wheel and the minimum speed turn on point. We carefully adjust the turn on point and top speed of each wheel at the factory. However, because of slight variations in line voltage in different parts of the country, as well as load variations on the particular circuit you are using, you may find that your wheel will not shut off with the foot pedal all the way back, or the top speed may be too fast or slow. This is simple to adjust.

Remove the plastic bottom cover and find the speed adjustment devices as shown in the drawing. If you would like your wheel to go either faster or slower when the pedal is full forward, you can turn the red disc marked HI until the speed is as you wish.

Any adjustment of the HI trim will affect the LO trim. If your wheel does not come to a stop when the pedal is all the way back, a careful adjustment of the LO trim will set it properly. If the pedal has too much travel before the motor comes on, you can adjust that too, in the same way. Trim adjustments may be made with the wheel running.

