PDL/ePDL+™ Right Pedal Assembly Kit

SAFETY CONSIDERATIONS

⚠ WARNING

Always have a personal flotation device and paddle with you when taking out a powered/pedal/paddle watercraft. Be especially careful when navigating in moving water, near dams, waterfalls, and/or hazardous water conditions.

⚠ WARNING

You are responsible for the safe and prudent operation of your watercraft. We have designed your Old Town product to be an accurate and reliable tool that will enhance watercraft operation and improve your ability to catch fish. This product does not relieve you from the responsibility for safe operation of your watercraft. You must avoid hazards to navigation and always maintain a permanent watch so you can respond to situations as they develop. You must always be prepared to regain manual control of your watercraft. Learn to operate your Old Town product in an area free from hazards and obstacles.

NOTICE: The images in this document may not look the same as your product but your unit will function in a similar way.

CONTENTS

⚠ CAUTION

Before getting started, please read all instructions thoroughly to prevent injury.

ALWAYS WEAR SAFETY GLASSES WHEN HANDLING TOOLS AND EQUIPMENT.

PARTS

A.	Right Pedal Assembly	**Part #**	01.1315.3647	**Qty**	1
B.	Right Crank Arm	**Part #**	01.1316.0222	**Qty**	1
C.	Crank Arm Puller	**Part #**	01.1315.0776	**Qty**	1
D.	Crank Arm Bolt	**Part #**	01.1316.0223	**Qty**	1

TOOLS REQUIRED

- Safety Glasses
- Adjustable or 5/8 Open Wrench
- 8mm Hex Head Socket or Wrench
- Ratchet (if using socket)

INSTRUCTIONS

1

REMOVING OLD CRANK ARM

Begin by orienting your PDL/ePDL+™ Drive on a stable, flat working surface.

2

Using an 8mm hex wrench with at least 7” of leverage, loosen and remove the old crank arm. Hold the left crank arm in place while loosening.

NOTICE: Bolt is factory tightened to 30 foot pounds. Use a wrench or ratchet with at least 7” of leverage.

3

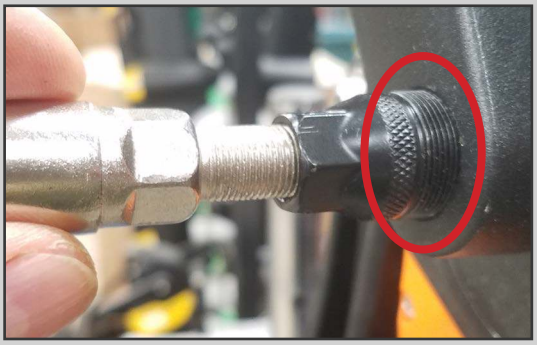
Note the threads on the perimeter of the opening in the crank arm. Turn the black, threaded end of the crank arm puller tool (C) into these threads until bottomed out.

NOTICE: Be sure to turn the black threads completely into the crank arm. Too few engaged will cause the tool to strip the crank arm threads.

4

Note how the worn threads in the previous photo are no longer visible on this properly set puller.

If you need to set more threads but are meeting resistance, back out of the silver half of the puller by turning it counterclockwise. Once ready, turn the silver half clockwise to et the puller.



INSTRUCTIONS

5

Using the adjustable wrench or 5/8” open end wrench, apply to the hex headed part of the silver half of the crank arm puller tool.

6

Hold the crank arm in place and turn the wrench clockwise. The silver half of the tool will be driven inside the black half, pulling the crank arm off of the crankshaft. Unscrew the puller tool from the crank arm.

7

INSTALLING NEW CRANK ARM

Hold the right crank arm 180 degrees from the left crank arm. Replace the right crank arm with the new right crank arm (B) and screw the new crank arm bolt (D) back into the crankshaft.

NOTICE: This bolt should still have residual anti-seize on its threads. If not, apply anti-seize or lube before installing.

8

While holding the left crank arm in place, tighten the crank arm bolt to 30 foot pounds of torque.