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ASSEMBLY & USE MANUAL

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(THIS IS PRINTED ON LABEL NEAR SLEEVE ON HANDLE END)

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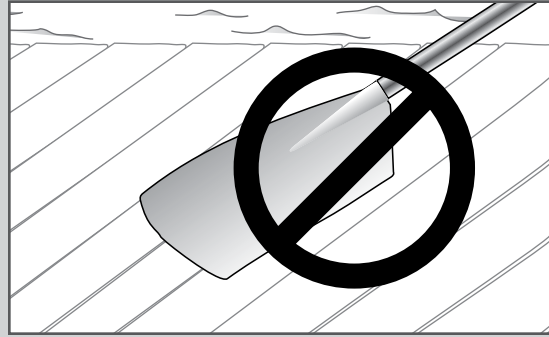
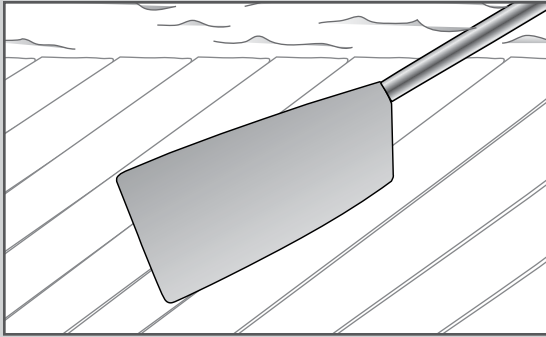
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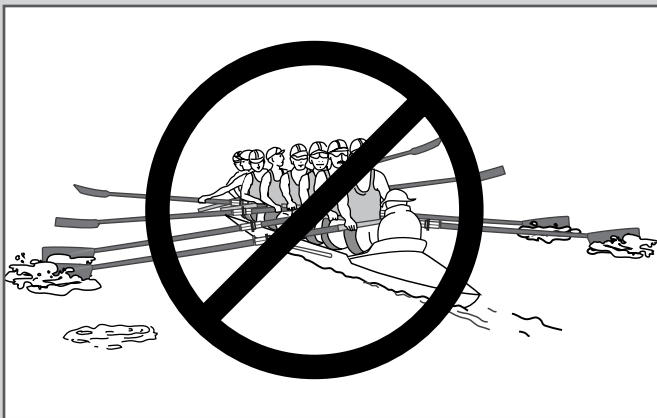
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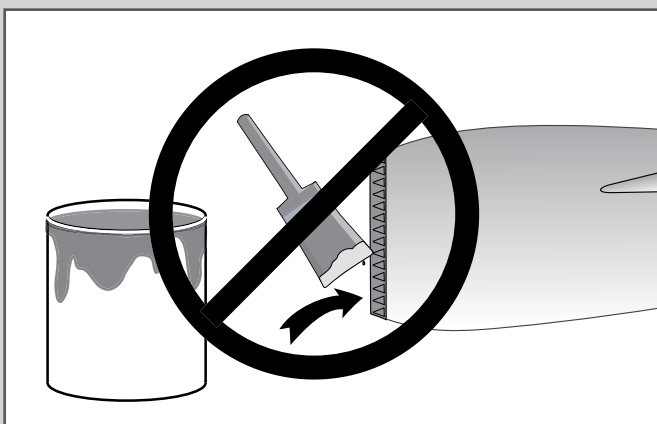
IMPORTANT INFORMATION



Keep blades face up on the dock to avoid wearing the tips.



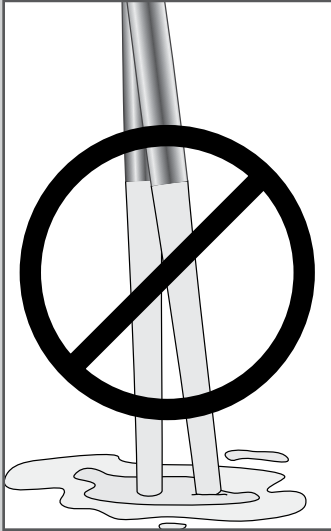
It is not advisable to row at full power if everyone in the boat is not rowing. This may load the oars beyond their design strength.



If your oars have the Vortex Edge:

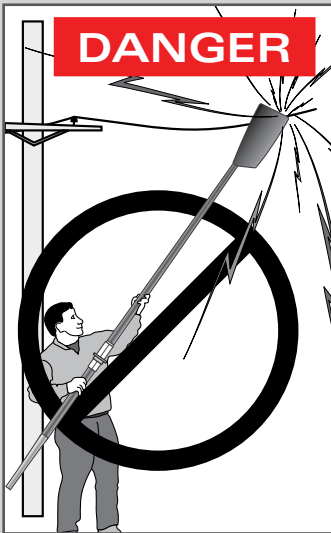
- Do not paint the plastic Vortex Edge piece. You may paint the rest of the blade.

If you have a collision, inspect your oars carefully for signs of damage before continuing to row with them. It is a good idea to do this periodically, even if no collision has occurred.



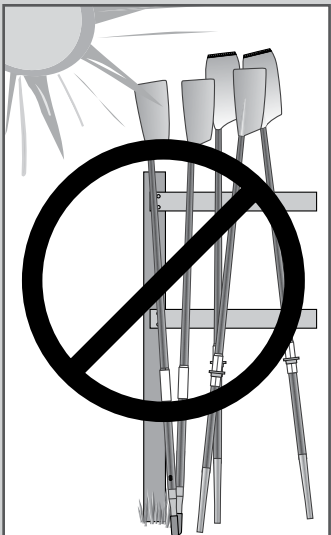
Storage of Wooden Handle Oars

- Keep handle out of water and away from dampness.
- Do not store oars with handles on damp ground or in wet grass.



Electrical conductivity:

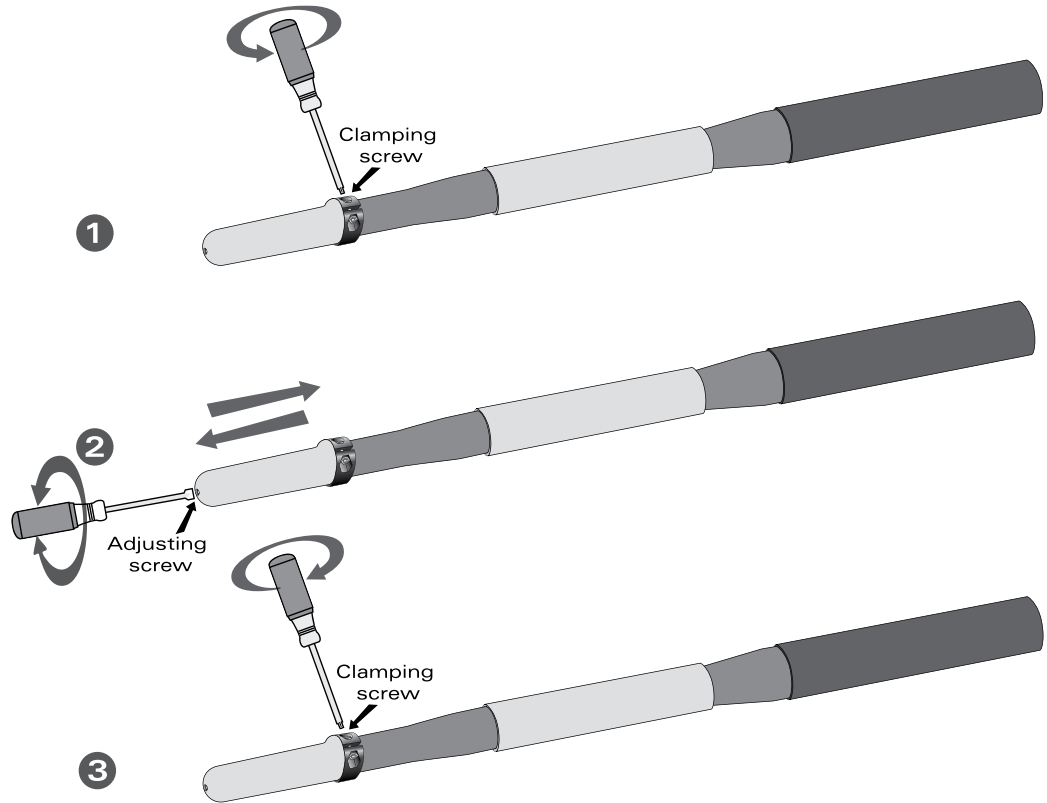
- Carbon fiber is electrically conductive!
- Keep oars away from power lines.



Do not store your oars long-term in continuous sunlight. Ultraviolet light will eventually degrade the surface and shorten the life of the oar.

SETTING YOUR ADJUSTABLE HANDLES

For ease of packaging, adjustable handles are shipped in the shortest length of their range. This length is indicated on the invoice packed with the oars. To adjust the handle to achieve your desired oar length, follow these steps:



INSTRUCTIONS ON USE

- 1) Using a T-20 (6-lobe) screwdriver, loosen the clamping screw at the shaft end of the grip. Do not remove it; just loosen it by several turns.
- 2) Using a T-20 (6-lobe) driver, a 1/4" socket wrench/nut driver or an adjustable speed drill with a 1/4" hex bit or a T-20 (6-lobe) bit, turn the adjusting screw at the very end of the grip until you reach your desired length. Apply a little forward pressure on the screw as you turn it. Turn clockwise to shorten the oar; counterclockwise to lengthen it. It takes approximately four turns to move one centimeter.
- 3) Tighten the clamping screw until snug to lock the handle into position. Do not overtighten.

SETTING PROPER OAR LENGTH

Oar length has a very significant impact on loading. In general, the longer the oar, the heavier the load will be. To determine the optimal oar length for you or your crew, it is important to consider the following factors: blade type, overall rig, rowing style, and size and speed of crew.

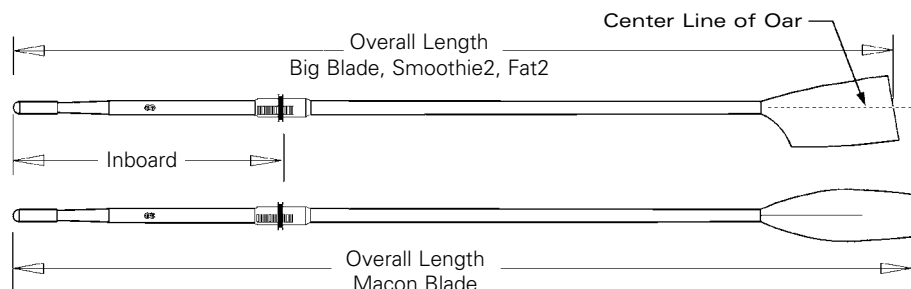
If a crew or sculler is rigged too heavily, the crew will be forced to row at a lower rate, shorten the stroke length, rush the slide, or compensate with a combination of all three.

If you are not sure what oar length to set, we recommend that you start in the middle of the range on your oars and then apply these guidelines to fine-tune your length setting.

Here are some general guidelines to follow when setting the length of your oars:

- The faster the crew, the heavier the load can be.
- The higher the stroke rate you expect from your crew, the lighter the load should be.
- Increasing the catch angle (moving athletes further through the pin) requires a shorter oar length.
- The narrower the spread, the shorter the oar should be.
- Fat Blades should be rowed with shorter overall length than Smoothies and Big Blades. A good starting place for Fat Blades is 5 cm shorter than traditional blades.

Here's how to check the overall length of your oar.



CHECKING THE OVERALL LENGTH OF YOUR OARS

Problem: The locking clamp of the adjustable grip is facing the rower's chest.

Solution: Remove the adjustable grip and reinstall it by aligning the double keyway with the double key. When correctly installed the locking clamp on the grip should be facing the same direction as the face of the blade.

TROUBLE-SHOOTING ADJUSTABLE SWEEPS AND SCULLS

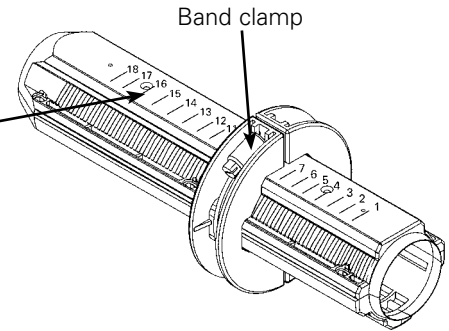
COLLAR

Each oar has a collar that consists of two pieces, which are essentially mirror images of each other. Small pegs on the ends insure that the pieces can only be put together with the proper orientation. Either side of the collar can face the oarlock; in fact, when one side wears out, you can rotate the collars to use the other side! A large stainless band clamp goes around both pieces to secure the collar onto the sleeve. See drawing.

Step 1.
Installing
the Collars

Loosely assemble the collar pieces and band clamp around the sleeve.

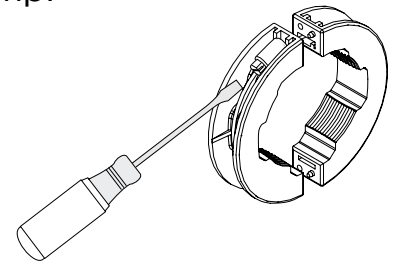
- Note the centimeter scale on the back of the sleeve as a reference for your collar position.



Step 2.
Positioning
the Collars

Be sure the teeth of the collar are engaged evenly in the sleeve grooves at the desired setting, then tighten the band clamp firmly with a screwdriver.

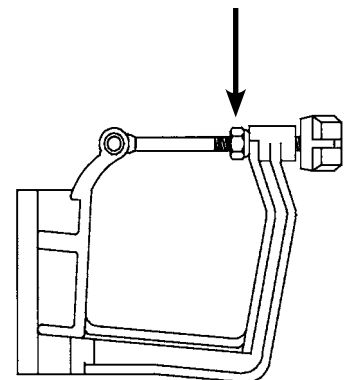
- **Do not overtighten the collar band clamp.**
- The band clamp should be tight enough to keep the collar teeth engaged in the sleeve grooves at the desired setting. Over-tightening may result in warping or damage of the collar.
- The band clamp does the work.
- A slight gap is desirable.



OARLOCK

To take full advantage of the precision shape of the sleeve, it may be necessary to fine tune the size of the opening on your oarlock. You can check for this fit by placing your oar in an oarlock and checking for smooth, non-binding rotation when going from the squared to the feathered position. If there is any binding, it can be eliminated by adjusting the nylock stop nut on the oarlock keeper to widen the oarlock. See drawing.

Use an 11mm or 7/16" wrench to turn this nylock stop nut to achieve smooth sleeve rotation.



IF YOU ROW IN SALT WATER, rinse oars after each use with fresh water.

BASIC MAINTENANCE

If you would like to change your blade color or apply additional paint or designs, follow the directions below for finishing your blades.

PAINTING YOUR BLADES

Painting Factory-Finished Blades

(White Powder Coat or Urethane Color Option Blades)

Your new blades have been finished with an epoxy powder coat or urethane color option at the Concept2 factory. With appropriate preparation, these finishes are compatible with most other finish coats such as acrylic enamel, polyurethane, or epoxy paint. Prepare these blades for painting as follows:

1. Sand the blade surface with 180–220 grit sandpaper.
2. Wipe clean with alcohol or automotive paint degreaser.
3. **IMPORTANT!** Test the paint on a small surface of your blade before painting the entire blade. Let the paint dry completely to assure proper adhesion. Be sure it does not bubble or peel off, then proceed with painting the rest of the blade.
4. Spray or brush the blade with the finish coat.

Painting Blades Manufactured in 2006 and Earlier

The gray primer is designed to be finish-coated with automotive or marine grade acrylic enamel paint. **Polyurethane is not compatible with the gray primer.**

If you would like to paint your gray blades, prepare your blades for finish painting as follows:

1. Sand the blades lightly with fine (220 grit) sandpaper.
2. Wipe the blades clean with alcohol.
3. **IMPORTANT!** Test the paint on a small surface of your blade before painting the entire blade. Let the paint dry completely to assure proper adhesion. Be sure it does not bubble or peel off, then proceed with painting the rest of the blade.
4. Apply a finish coat with automotive or marine grade acrylic enamel paint.

Note: If your oars have the Vortex Edge, DO NOT paint the plastic vortex edge cap.



It is important to keep the sleeves, collars and oarlocks clean and grit-free in order to ensure smooth feathering action and long life. In our experience, it is not necessary to lubricate these plastic components, but if you choose to use lubrication, use a light silicone lubricant or WD-40. If any oil or grease is used, it should be wiped off frequently because it tends to attract and hold grit, which will prematurely wear the sleeves, collars and oarlocks.

NOTE: Collar wear can be virtually eliminated by using C.L.A.M.s on your oars. See C.L.A.M. information on page 18. Note also that the collar is symmetric and can be used in either direction. When one side shows wear, you can flip the collar to use the other side.

SLEEVE AND COLLAR CARE

EVALUATION OF DAMAGE TO OARS

Evaluation of Damage After a Collision or Impact

We have made your oars as durable as possible within the limits of creating a lightweight racing oar. Accidents do happen, and some of those accidents may damage your oars. Some kinds of damage can be easily repaired at home; other damage may require shipping your oars back to Concept2.

1. Inspect your oars carefully after any mishap where the oar may have met excessive stress, load or impact. These mishaps may include catching a bad crab (particularly if the shaft impacts the rigger), hitting a bridge abutment, finding a big log in the river, or being improperly padded in transportation.
2. Do a thorough inspection:
 - a. Check for blade dents.
 - b. Inspect the shaft for cracks or bruises. Feel for soft spots on the shaft that could indicate invisible cracks.
 - c. Check for water in the shaft.
3. It is important to catch damage as soon as possible. It can be dangerous to row with a damaged oar.

Shaft Damage

In most cases of shaft damage, the oar should be returned to Concept2 for evaluation and repair.

Blade Damage

Blade damage most often occurs at the edge of the blade due to scuffing or hitting against something. This kind of damage can generally be repaired fairly easily with some sanding and epoxy. If there is more serious structural damage to the blade, it can be replaced. Please contact your local Concept2 representative for more information about blade replacement options.

SHIPPING OARS BACK TO CONCEPT2 OR YOUR LOCAL CONCEPT2 AUTHORIZED OAR DISTRIBUTOR

1. **You MUST contact Concept2 or your Concept2 Authorized Oar Distributor for prior authorization before returning your oars.** We will need to know when to expect them. At that time, we will advise you of your shipping options. Quite often, a photograph can be helpful in diagnosing the problem.
2. In the box with the oars, please include your name, address, daytime phone or fax number and an explanation of the repair needed. We suggest that you remove and keep the collars.

As specified in the warranty statement, all shipping costs are the responsibility of the customer. You should prepay the freight charges to and from Concept2 or your local distributor.

For a complete list of Concept2 distributors in your area, go to concept2.com.



Cleaning Wooden Sweep Handles: If you have wooden handles on your sweep oars, they will tend to accumulate oil and dirt over time. They can be cleaned and revitalized by scrubbing with a solution of bleach (or similar cleanser) and water with a stiff bristled brush.

Cleaning Black Rubber and Blue Ribbed Sculling Grips: The black rubber and blue ribbed sculling grips will age over time with exposure to sunlight. This may result in some of the surface layer of the grip material coming off on your hands as you row. To alleviate this problem, you can clean the grips periodically by scrubbing them with water and a non-abrasive pad.

Cleaning Blue Cellular Grips:

Blue cellular grips will need frequent cleaning to maintain their grip properties. If blue cellular grips feel slimy when wet, it is time to clean your grips. The frequency of cleaning blue cellular grips will depend on your rowing environment; warm, wet or dirty conditions will force more frequent cleaning of grips.

Procedure:

1. Scrub the blue grips with a nylon brush (the type used for cleaning vegetables or fingernails) and rubbing alcohol, or in a dilute solution of bleach and water (approximately 10 parts water: 1 part bleach). Do not soak grips in the bleach solution. Cleaning the grips with bleach will have the added benefit of disinfecting them.
2. Rinse well with fresh water.

Cleaning Green Rubber Grips:

Though the green grips do not accumulate dirt as readily as the blue ribbed grips, it is advisable to clean them occasionally using the method described for cleaning blue cellular grips.

Notes on Grips:

1. Grips are designed as a replaceable component part. Field life will vary depending on user care and maintenance, and rowing environment. Handles can also be replaced, but this involves more work.
2. Be sure to wash your hands after applying sunscreen!

Most commercial car top racks, such as Yakima or Thule, are adequately coated to protect the oar shaft; however, unprotected tubular metal racks can cause serious damage to an oar shaft that is tied on without any padding.

HANDLE AND GRIP CARE

TRANSPORTATION

CHECKING PITCH

There are several methods used to check the pitch of oars and sculls. The following pages describe the methods we use at Concept2 to set and check pitch. If you want to check pitch on your oars, we recommend that you use these same methods. Be sure to use the appropriate method for the type of blade you have.

PITCHING METHOD FOR MACON, BIG BLADES, SMOOTHIE2 AND FAT2 BLADES (all blades made from the 2007 Smoothie2 mold and 1987 traditional hatchet blade mold) with or without Vortex Edge.

1. Clamp a piece of wood or steel to one end of a bench or other stable structure. This block should have an even top surface and must be at least as long as your blade is wide.
2. Using a bubble level and shims, level the block and secure it to the bench.
3. Position a support block ("V" blocks are helpful here) to hold the handle end of the oar off the bench.
4. Place the blade of the oar face side down on the block, with the short side corner of the blade extending 1 inch beyond the edge of level block.

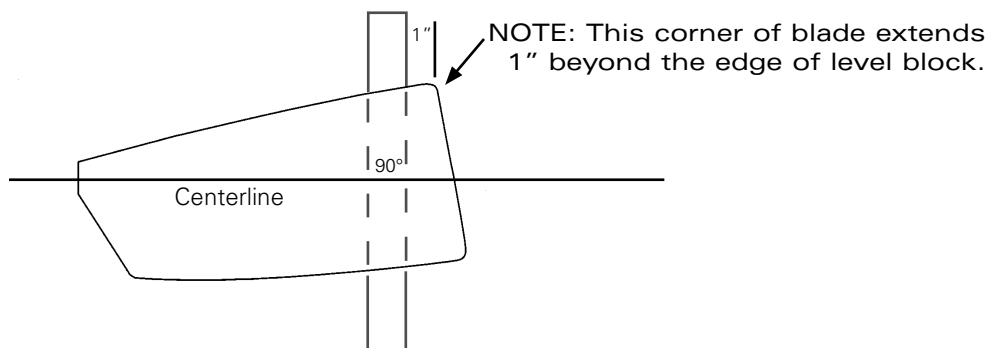
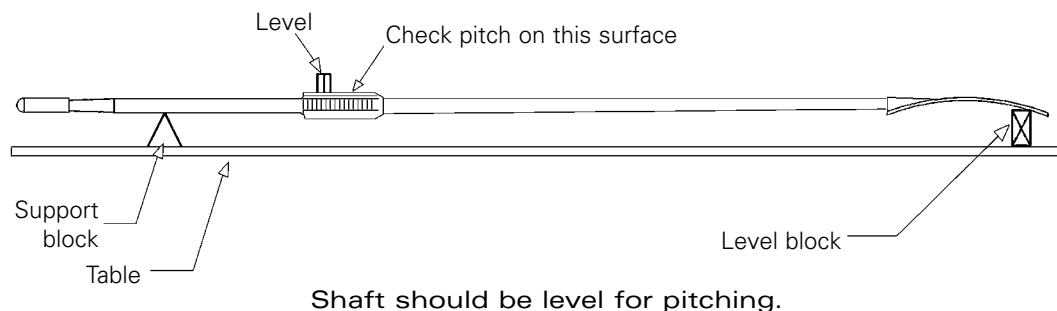
NOTE: The centerline of the oar **must** be perpendicular to the level block.

5. Position your level on the wear surface of the sleeve. If the surface is level, then the oar has zero pitch. If the surface is not level, then raise one edge of the level until it shows level. This will show you how much sleeve material will have to be removed to correct the pitch to zero.

You may fine tune the pitch as much as one-half (0.5) degree by filing or scraping down the wear surface.

6. Use an adjustable pitch level for checking oars with a designated pitch other than zero.

SIDE VIEW

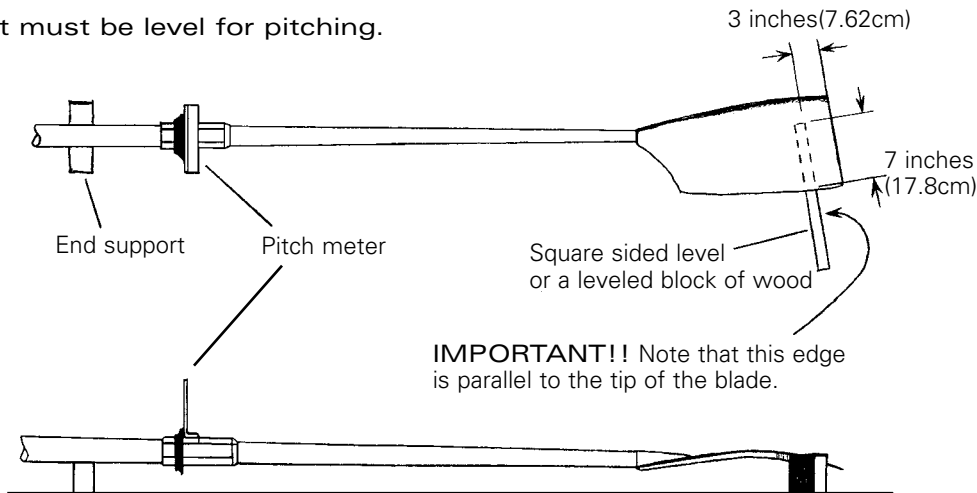


PITCHING METHOD FOR ORIGINAL SMOOTHIE AND FAT BLADES
 (all blades made from the older 1996-2006 Smoothie1 mold) with or without
 Vortex Edge.

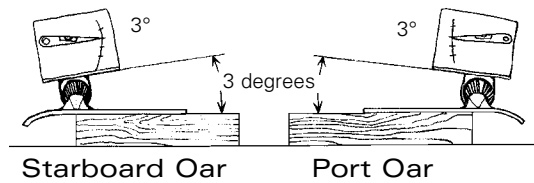
**CHECKING
 PITCH**
 continued

When measuring these blades, we do not include the curved portion at the top edge of the blade.

Shaft must be level for pitching.



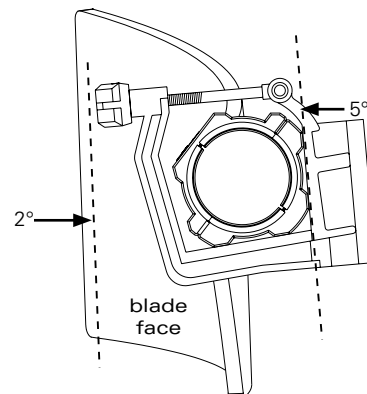
Our standard procedure is to ship Smoothies with the pitch set so the oar can be put into rigging that was set for a Big Blade, with no adjustment required.



The Smoothie performs best with the flat surface of the blade pitched at 2 degrees during the drive. With our standard oars, this surface will be set at -3 degrees relative to the sleeve/oarlock. Thus, if you use this oar in an oarlock pitched at 5 degrees, the result at the blade face will be the desired 2 degree pitch.

$$5^\circ - 3^\circ = 2^\circ \text{ net pitch at blade face.}$$

NOTE: Our oars can be pitched to your specifications. Please specify when ordering.



MAINTENANCE



DEFINITION OF RIGGING TERMS AND MEASUREMENTS

...and how they affect the feel of the boat.

C.L.A.M.- Clip-on Load Adjusting Mechanism: The C.L.A.M. slides on and off the shaft and fits over the sleeve to quickly adjust the inboard of an oar or scull. Adding one C.L.A.M. increases the inboard by 1 cm, thereby decreasing the load you feel on the oar(s).

Oarlock Height: Vertical distance from the lowest point on the front edge of the seat at the front stop position to the midpoint of the oarlock shelf. This determines the level of your hands during the pull phase of the stroke, when the blade is just buried. If your hand level is too low, you will not have room to maneuver and feather your oar. If it is too high, you will feel uncomfortable as you pull through the water, and your oars may tend to wash out (come out of the water prematurely) during the stroke.

Inboard: The distance from the end of the handle to the blade-side face of the collar or C.L.A.M. The greater the inboard, the lighter the oar will feel in your hands, and the lighter your load will be when pulling through the water.

Load: Also called gearing. Just as the gearing on a bicycle determines the force felt at the pedal, the load defined by certain rigging measurements determines the force felt at the oar handle. For example, you can increase the load by doing any of the following: decrease the inboard; increase the outboard; increase your reach; use a longer oar without changing inboard or spread.

Outboard: The distance between the tip of the blade and the blade-side face of the collar or C.L.A.M. The greater the outboard, the heavier the oar will feel and the greater the load will be.

Overlap: The amount by which the hands cross each other at the midpoint of the sculling stroke. The overlap is a function of the inboard and the spread and is generally described as half of the difference between the spread and twice the inboard. Increasing the inboard will increase the overlap, unless you increase the spread accordingly at the same time. Overlap is a matter of personal preference, but is generally recommended to keep it between 12 - 20 cm. In general, taller people row with more overlap and shorter people row with less.

Pin: The vertical axle extending up from the end of the rigger around which the oarlock rotates. The expression "through the pin" refers to the relative position of the pins and your seat at the beginning of the stroke. If the seat passes to the stern of the pins, you are said to be rowing "through the pin."

Pitch: The angle of the blade away from perpendicular during the pull phase of the stroke. This is the net result of the pitch in the oar itself and the pitch in the oarlock and the pitch in the pin. Too much pitch makes it hard to bury the blade; too little pitch makes it too easy to pull too deep through the water.

Spread: The distance between the two pins on a sculling boat; or the distance between the pin and the center line of a sweep boat. Spread interacts with the inboard setting to determine the overlap of your hands when the oars are perpendicular to the boat. Also, the greater the spread, the smaller the arc that your oar blades sweep through the water.

You will want to adjust the rig of your boat so that:

The height of your hands is comfortable.

- If your hands feel too high, lower the height of your oarlocks. In most boats, this can be done by removing the nut at the top of the pin, and transferring washers from below the oarlock to above the oarlock. Then be sure to replace the nut at the top of the pin. Alternatively, if you are not able to adjust the boat, you can raise yourself higher by using a seat pad of the desired thickness on top of the seat in your boat.
- If your hands feel too low, raise the height of your oarlocks by reversing the directions given above.

Sculling - There is differential in the height of your oarlocks so you can row with your left hand over your right hand, as is customary throughout the rowing community.

- If your hands tend to collide at the middle of the stroke, or if your boat is constantly down to the port side, you may need to increase the height differential between your right and left hands. This differential commonly ranges from 1.5 cm to 0.5 cm.

Sculling - You have a comfortable amount of handle overlap through the middle of the stroke.

- If it feels like you have too much overlap, decrease the inboard dimension or increase the spread. Remember that decreasing the inboard will also increase your load. Increasing the spread will slightly decrease the arc that your oars sweep through the water.

You have an inch or two of clearance between your hands and your body at the finish of the stroke.

- If you do not have this clearance, try moving your foot stretchers further toward the bow of the boat. You can also decrease the inboard, but be aware that this will increase the load you feel on the oars.
- If you have too much clearance at the finish, move your feet closer to the stern of the boat.

Your oars come through the water at a comfortable speed given the force that you are able to apply.

- If it feels uncomfortably heavy and slow pulling your oars through the water, shorten the length of your oar by adjusting at the grip, then move the collar toward the blade to maintain the inboard dimension. Other rigging adjustments that can be made to lighten the load are to increase the inboard dimension by moving the collar toward the blade. You may need to increase the spread in order to accommodate the change in inboard.
- If you feel you would like more load, lengthen the oar by adjusting at the grip, then move the collar toward the handle to maintain the inboard dimension. You can also increase the load by moving the collar toward the handle, decreasing the inboard dimension.

continued on page 14

GENERAL RIGGING CONCEPTS
continued

The oars maintain a consistent and appropriate depth throughout the stroke and release the water well at the finish.

- If your oar washes out or seems to ride too far out of the water, you may need to lower the height of your oarlocks, or you may try subtracting a degree of pitch.

NOTE: If the oar blades seem to dive too deep during the stroke: First, check to be sure that you are not pulling up on the oar. Pull evenly and horizontally. If it is not comfortable to pull at that level, adjust the height of your oarlocks to make it comfortable. If the oar continues to dig too deep, you may need to add a degree of pitch to your oarlocks.

Your seat does not hit either end of the track during the stroke.

- If your seat hits the stern end of the track at the catch of the stroke, check to be sure that your shins are not moving past vertical and that you are not rushing too fast to the catch. If you still hit the end, you should move your foot stretchers closer to the bow of the boat.
- If your seat hits the bow end of the track at the finish of the stroke, you will need to move your feet further toward the stern of the boat.

COMMON RANGES FOR RIGGING SETTINGS

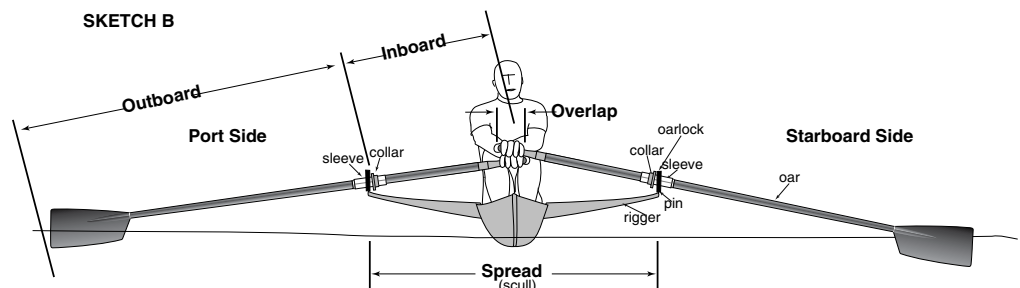
	Scull	Sweep
Inboard length	85-90 cm.	113-117 cm.
Spread	156-162 cm.	83-86 cm.
Oarlock Height	depends on boat height	
Pitch	2-7 degrees	
Overlap	12-20 cm.	n/a

SETTING INBOARD ON SCULLS

The inboard is determined by where you set the collar on the sleeve. Here are some basic recommendations for both sculls and sweep oars.

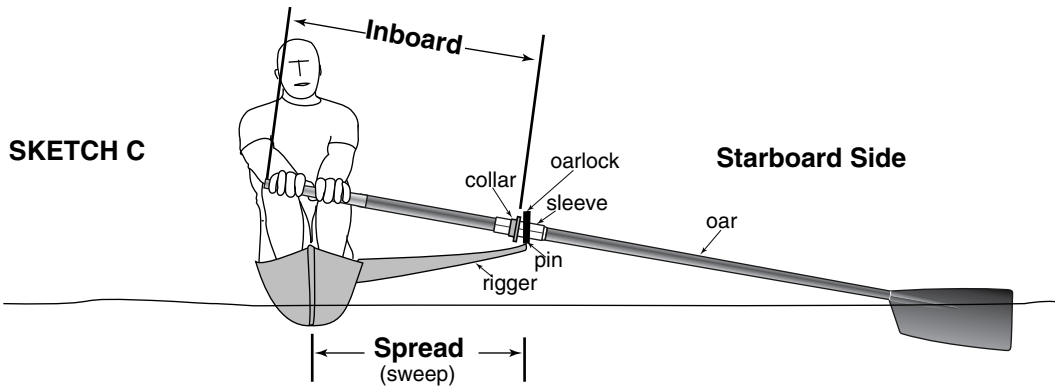
Sculls:

Measure the spread of your boat (the distance between the pins that hold the oarlocks). Take half of this dimension and add 6-8 cm. This will give you a reasonable inboard dimension. Measure this distance from the end of the handle and position the collars at that point. Tighten the fasteners evenly and firmly.



Sweeps:

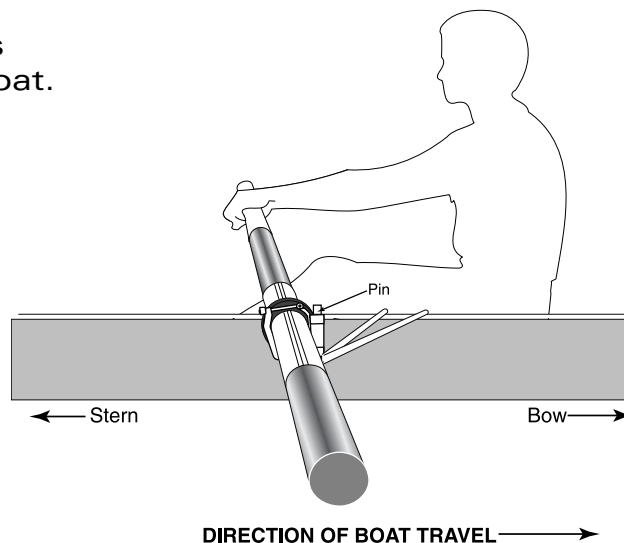
The spread of a sweep boat is the horizontal distance from the center of the boat to the center of the pin that holds the oarlock. To this dimension, add 29-31 centimeters to come up with a reasonable inboard dimension. Measure this distance from the end of the handle, and position the collars at that point. Tighten the fasteners evenly and firmly.



Once you have determined which side of the boat your oars go on, position them in the oarlocks as shown. Slide the oar in the oarlock by placing the narrow portion of the shaft near the blade into an open oarlock and slide the oar so that the collar meets the inboard side of the oarlock.

Important: Close the oarlock gate before getting into the boat. Failure to do this may result in the oar coming out of the oarlock unexpectedly and your boat flipping over. The oars should be able to rotate freely in the oarlock, but if they don't, some adjustments can be made to open the oarlock up, depending on the particular make of oarlock. If you have trouble with the fit, please contact us for suggestions. Note that Concept2 makes oarlocks specifically designed to optimize the performance of our oars.

Be sure the oarlock opens toward the stern of the boat.



SETTING INBOARD ON SWEEPS

PUTTING THE OARS ON THE BOAT

OARLOCKS

- The shape is designed for easy oar handling with positive stable positioning on both drive and recovery.
- Replaceable bushings for pitch adjustment and pin fit.
- Unbreakable "Supertough" nylon.
- Stainless steel gate.
- Meets FISA standards for oarlock turning diameter.



OARLOCKS AND BUSHINGS

5 – 3 Bushings Qty. 4	6 – 2 Bushings Qty. 4	7 – 1 Bushings Qty. 4	4 – 4 Bushings Qty. 4
-----------------------------	-----------------------------	-----------------------------	-----------------------------

Each wire holds 16 bushings for 2 oarlocks.
There are 4 of each pitch.

Pin diameter must be specified at time of order.

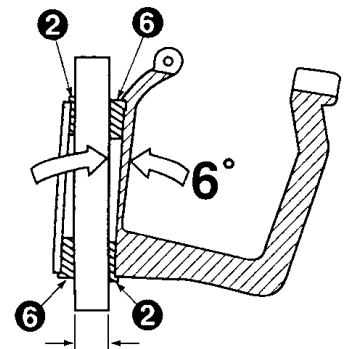
Different colored bushings fit different pin diameters as shown in the table below.

Bushing Color	Sweep	Scull
Black	9/16"	1/2" (& adapter*)
Blue	13mm	13mm
White	1/2"	7/16"

*Adapter for "crescent" type scull backstand fits into black 1/2" scull bushing.

INSTRUCTIONS FOR USING THE BUSHINGS TO ADJUST PITCH

Adjust oarlock pitch from 1 to 7 degrees by selecting two bushings with the desired pitch (which is imprinted on the bushing) and inserting them in opposite directions as shown in the drawing. (If replacing existing oarlocks, keep in mind that most non-adjustable oarlocks have a built-in pitch of 4 degrees.)



What is a C.L.A.M.?

C.L.A.M. stands for Clip-on Load Adjusting Mechanism. It is designed as a convenience to our oar customers for use on the current Concept2 sleeves only. (They may not fit properly on other sleeves.)

Just clip a C.L.A.M. onto your sleeve and you have instantly made a load adjustment without requiring any tools. You can even do it on the water.

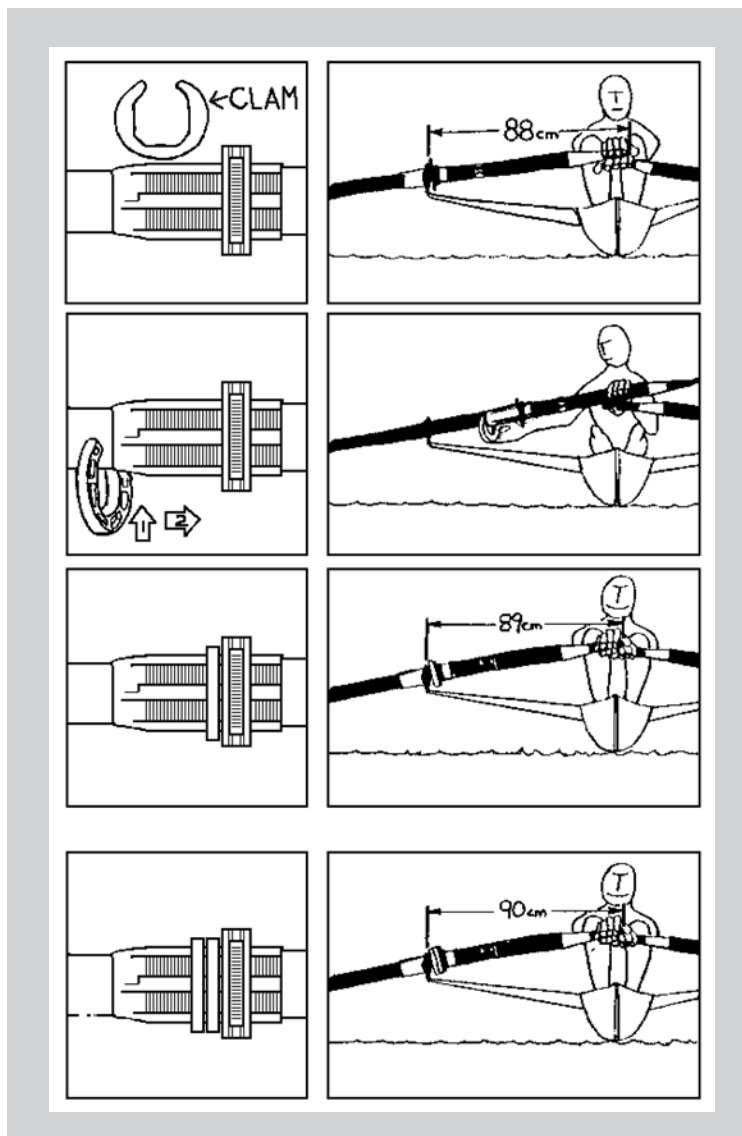
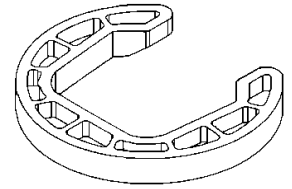
1 C.L.A.M. = 1 centimeter of inboard.

Why use a C.L.A.M.?

1. Your crews are sharing oars between an eight and a four, and the ideal eight loading is really too heavy for the four but you'd rather not have to move buttons every day. Pop on some C.L.A.M.s before the four goes out. Pop them off when they come in.
2. There's a nasty prevailing wind every afternoon that's a headwind on the way home, when you're already tired. Pop on some C.L.A.M.s when you turn around.
3. You'd like to test some different loadings for your crew without coming off the water and making oar or button changes. Carry along some C.L.A.M.s and pop them on between pieces.

You can use the C.L.A.M. as a wear surface between the collar and the oarlock.

C.L.A.M.S



**ADDITIONAL
MAINTENANCE
INFORMATION
AND
INSTRUCTIONS**

Concept2 offers separate information sheets on our maintenance and repair procedures. When you order a specific part, you will receive information pertinent to the repair or replacement procedure.

All of this information is available online at our service and support link at concept2.com You may also request printed copies by calling Concept2 or your local Concept2 distributor.

TITLE
Handles
Replacing an Adjustable Sweep Handle with a Wooden Handle
Replacing an Adjustable Sweep Handle with a Bonded Composite Handle
Removing a Wooden Sweep or Scull Handle and Replacing with a Wooden Sweep, Wooden Scull, or Composite Sweep Handle
Changing a Wood, Aluminum, Composite, or Adjustable Scull Handle to a Replacement Composite Handle
Two-part Adhesive System Instructions
Scull Grip Replacement
Sweep Grip Installation – Inside and Outside Hand
Retrofitting Adjustable Sweep Grips
Sleeve
Replacing Pre1988 Style Sleeve
Replacing 1988-late 2002 Style Sleeve
Replacing Black Sleeve
Shaft
Repair of Longitudinal Cracks in Shaft
Blade
Blade Removal and Replacement
Retrofit Worksheet - Macon to Big Blades or Smoothies
Repair of Dent in Edge of Blade
Blade Delamination Repair
Miscellaneous
Alden Ocean Shell/Martin Marine Oarmaster Oarlock Rigging Instructions

WARRANTY

Please visit concept2.com for complete warranty details or to print a copy of the warranty.