



## PEDAL SERVICE INSTRUCTIONS

### YOU WILL NEED:

- A Clean Workspace
- Chromag pedal rebuild kit
- Hammer
- Punch
- 8mm Socket
- 6 and 8mm Allen Keys
- Blue Loctite
- Grease
- Rubbing Alcohol
- Clean Rag
- Bushing Removal Tool (or a 1/2" bolt\*)
- Bushing Installation Tool (or a socket\*)

\* Note: The bushing tools are recommended and can be purchased from Chromag

### Note: There are left and right specific parts.

- The left axle has a ridge around the lip closest to the thread.
- The right axle does not.
- The left pedal uses a **black** nut.
- The right pedal uses a **silver** nut.
- The **silver** nut has a left hand (reverse) thread.
- The left and right pedal bodies can be identified by the graphics.



If organization isn't your strong suit, perform this operation one pedal at a time.

### DISASSEMBLY:

1. Remove the black end cap from the end of the pedal body with a 6mm Allen key. (Take care as this is made from aluminum)
2. Insert an 8mm Allen key into the end of the axle and undo the nut in the opposite end using an 8mm socket. **Note the right pedal which uses a silver nut will have a left hand thread.**
3. Remove the washer which may be still inside the pedal body.
4. Slide the axle out of the pedal body taking care that the seals come with it.
5. Use a punch to gently tap the bearing out of the pedal body from the opposite side. If you don't have a punch you could use a 6mm or 8mm Allen key. (Discard the bearing if you are replacing it.)
6. The plastic bushing on the crank side of the pedal body has a long lifespan and can often be left in the pedal while all other parts are replaced. Inspect it to see that it is fully inside the pedal body and flush with the edge of the counter-bore of the pedal body.
7. If the bushing appears to have crept out of its seat, you can gently shove it back in. To do this, use the bushing installation tool or a 9mm socket usually does the trick.
8. Clean the pedal body inside and out. We suggest using a thinner like alcohol to clean out any remaining grease and dirt.

### BUSHING REPLACEMENT (OPTIONAL):

1. If the bushing appears to be damaged it will need to be removed before it can be replaced. *Note: the Synth uses metal bushings, all other Chromag pedals use plastic bushings. The correct bushings are provided with each axle kit.*
2. The best way to do this is with the bushing removal tool and installation tool which can be purchased from Chromag directly. If you don't have these tools you could try using a 1/2" bolt and a socket but it is much easier with the correct tools.
3. Push the bushing removal tool firmly into the bushing and turn clockwise to cut a thread into the bushing. The tool should be firmly located in the bushing, with the bushing about halfway up the thread.
4. Don't worry about damaging the bushing too much but avoid marking the inner surfaces of the pedal body.
5. Pull the bushing from the pedal body, this will take a bit of force. If the tool pulls out of the bushing, try to cut a deeper thread.
6. Clean the pedal body and grease it.
7. Slide the new bushing onto the bushing installation tool and push into the pedal body, with the chamfered end going into the pedal first. The bushing should come to a firm and obvious stop.

## ASSEMBLY:

1. Slide the seals onto the axle, beginning with the larger seal, larger opening first. Next the smaller seal with the larger side on first.



2. Heavily grease the axle and some in the body too.
3. Add blue Loctite to the axle threads.
4. Slide the axle back into the pedal body. The axle will come to a stop when it's in.
5. Grease up the new bearing and pop it in the open end of the pedal body over the small end of the spindle. Use the 8mm socket to persuade it down a bit so the washer and nut can find some thread.
6. Pop the washer over the thread, smooth side down.
7. Put the nut onto the axle threads (silver reverse threaded nut for the right pedal and black regular threaded nut for the left.)
8. Holding the nut down with a finger, turn the axle until the threads engage and the nut turns on a few turns.
9. Insert the 6 or 8mm Allen key in the large end of the axle and use the 8mm socket to turn the bearing nut down until it stops. Give it a decent torque but no need to over tighten (approx. 9NM). No grunting please.
10. Put the black cover cap back into the body and thread it in using the 6mm Allen key. This will also help seat the bearing into the body in its proper place. A small amount of light thread locker is preferred.

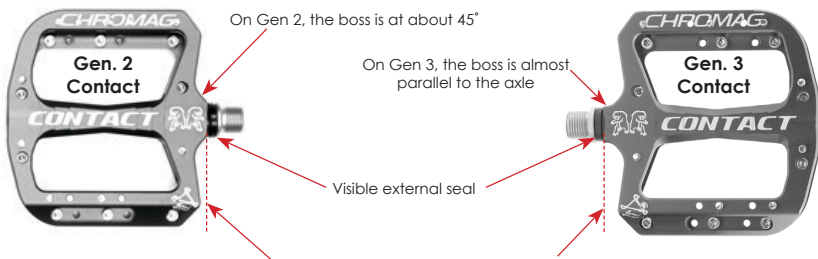
If the pedal isn't spinning well:

- Check that the o-ring seal is in the body properly and not folded up or jammed inside.
- Make sure that the black dust cap on the outside of the pedal body is properly and completely threaded into the body. *Note: The Contact uses a short end cap (11mm), Synth and Scarab pedals use a medium end cap (13mm), Dagga uses a long end cap (18mm). The correct end caps are provided with each axle kit.*

## IDENTIFYING PEDAL VERSION:

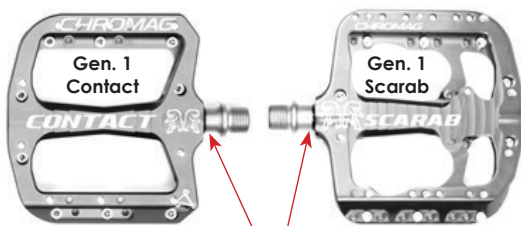
There are previous versions of the Contact and Scarab that use different generation axles. This axle kit is intended for Gen. 3 versions. All Synth and Dagga pedals use Gen. 3 axles.

**If you have trouble figuring it out, or are unsure, send us a photo!**

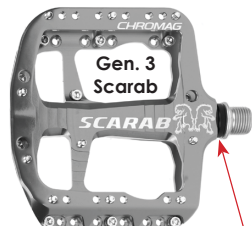


Gen. 2 Contacts have the seal but the boss sticks out less

Gen. 3 Contacts have the seal and the boss sticks out more



Gen. 1 pedals do not have a visible thick rubber seal



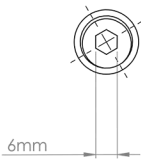
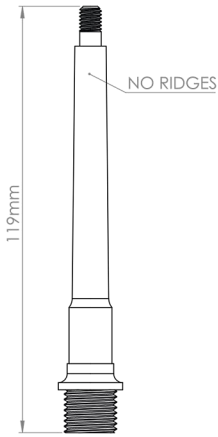
Gen. 3 Scarabs have the external seal





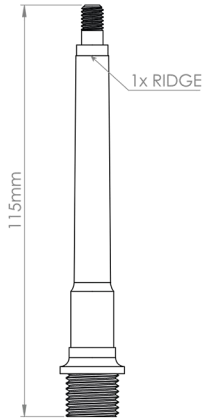
ISSUE DATE	REVISE DATE	MODEL/STYLE	DESCRIPTION	Page
30 MAR 2021	----	PEDALS	PEDAL AXLE GENERATION IDENTIFICATION	1/1

## GEN. 1



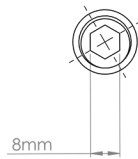
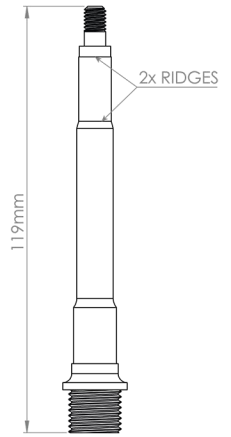
GEN. 1  
SCARAB  
CONTACT

## GEN. 2



GEN. 2  
CONTACT

## GEN. 3



GEN. 3  
SCARAB  
CONTACT  
SYNTH  
DAGGA