



1. Using the provided “ripper tool” wrench to remove the factory installed TPU plastic cleats

When removing the factory-installed TPU plastic cleats, it is necessary to use two hands with the wrench: one hand must be on the handle turning the cleat counter-clockwise to unlock it from the receptacle, while the other hand pushes the ripper tool straight down onto the plastic cleat to keep it engaged with the cleat. Without this downward force with the second hand, the ripper tool will simply “jump” out of engagement with the plastic cleat as it is attempted to be turned. A firm downward pressure applied to the ring of the ripper tool opposite the handle will keep the tool engaged with the cleat as the handle is turned counter-clockwise, as shown below. To enable use of both hands, it is helpful to do this while seated, squeezing the boot between one’s thighs to hold it.

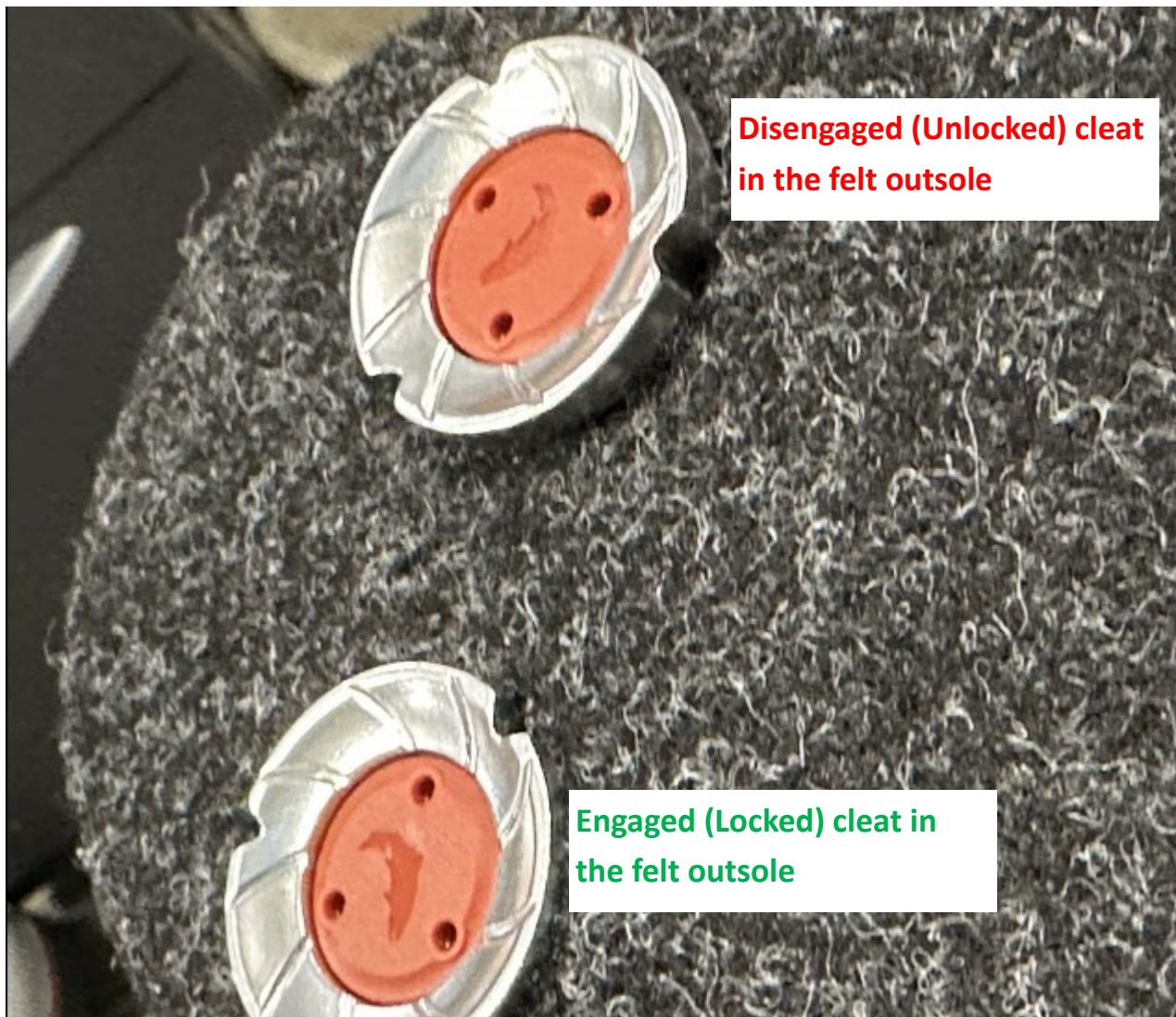


Turn the wrench clockwise approximately 90-degrees past the initial point of engagement to lock cleats into receptacles

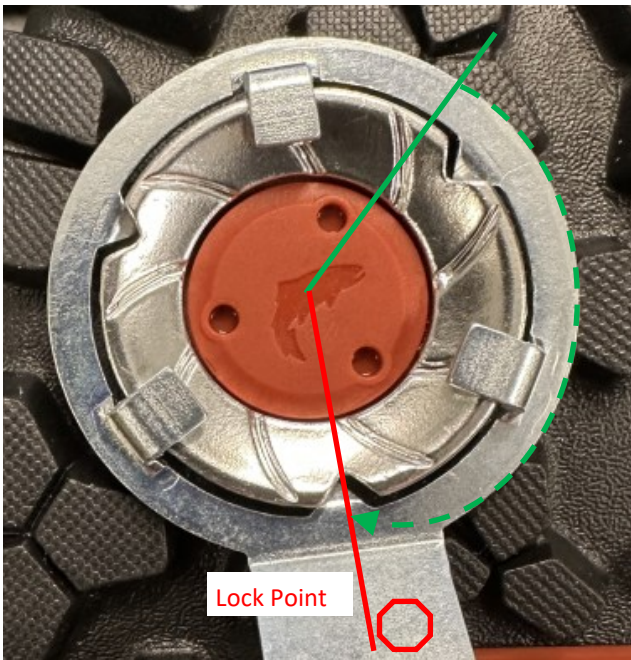
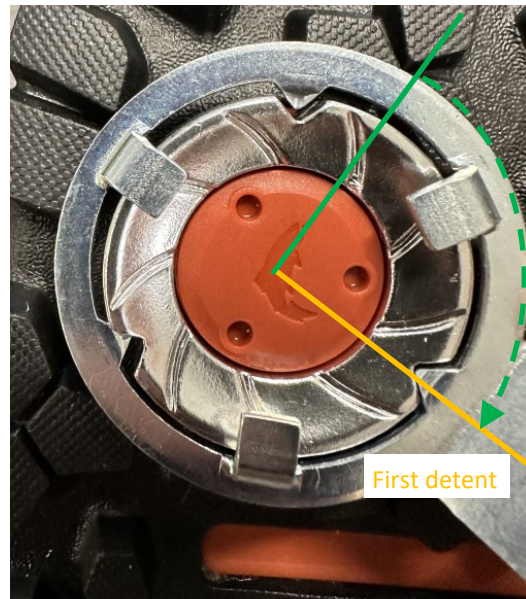
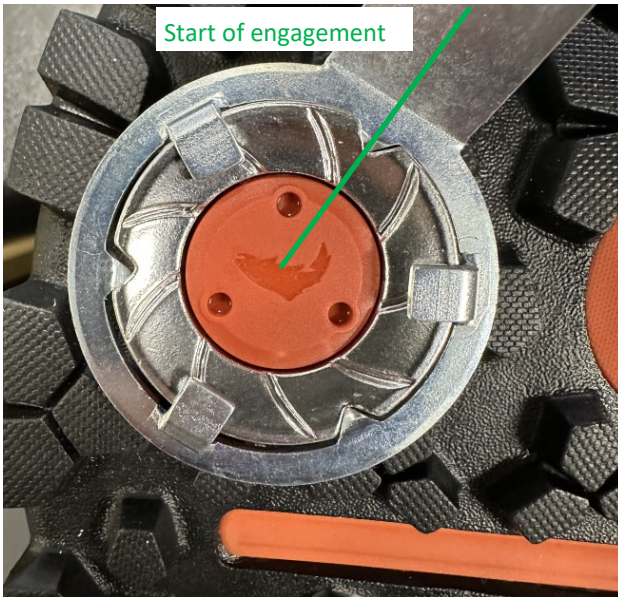
Push down with firm, even pressure on two points on the ring while turning the wrench to ensure the cleat engages with the receptacle when installing cleats

2. Getting the Aluminum powerlock cleats started/seated in the receptacles when installing the aluminum cleats (especially on the felt version)

When installing the aluminum Powerlock cleats, it is necessary to use two hands with the wrench: one hand must be on the handle turning the clockwise to lock it into the receptacle, while the other hand pushes the wrench and cleat straight into the receptacle to get the cleat to engage with the receptacle. Without this downward force with the second hand, cleat may not “bite” into engagement with the receptacle as it is attempted to be turned. A firm downward pressure applied to the ring of the aluminum cleat wrench in two locations opposite each other will keep the cleat level and aid in seating the cleat into the receptacle as the handle is turned clockwise 90-degrees, as shown below. To enable use of both hands, it is helpful to do this while seated, squeezing the boot between one’s thighs to hold it.



Note: When installing cleats into the receptacles in the felt outsole, this method is especially necessary because the cutouts in the felt are a very tight fit around the outside of the cleats. Without this two-handed method to ensure firm downward force on the cleat and wrench while turning the wrench, the cleat will not engage the receptacle. Once the cleat “bites” into the receptacle and is turned to the lock point, it will be noticeably sucked down into the cutout in the felt, protruding only about 1/8” above the felt surface.



3. Using the included tool to appropriately lock the cleats into position and ensuring one doesn't turn the cleat past the locking point and break it off in the receptacle.

When installing the cleats, one must push down and turn the cleat to begin to get the cleat to engage with the receptacle. It is difficult to be sure when this initial engagement point begins, but from the point at which the cleat is completely separate and loose in the receptacle, to the full lock is about 150 degrees of rotation. The included instructions are a misleading on this topic. They indicate that a "properly installed cleat will turn 180-degrees and will have a noticeable locking feel". If someone truly tries to go to 180 degrees, this will be past the lock point and the cleat will be broken off in the receptacle. The install begins with setting the cleat on the receptacle and rotating clockwise until the cleat begins to "bite" or engage in the receptacle. It then rotates another 100-120 degrees to a noticeable "bump" or detent in the rotation. The cleat must then continue past this detent for another 30 degrees of rotation to the firm locking stop. This is show below,



4. Using the provided tool to remove very worn aluminum cleats

After using the cleats for almost any length of time in an environment with rock, the aluminum cleats will begin to wear and deform, and the center plastic hub will become damaged on the surface. The 3 holes in the center plastic hub will most likely be badly deformed and unusable. Some reps and dealers who received the 3-post driver bit with SMS raised alarm that the cleats would not be removable at this point. The included cleat wrench solves this. Regardless of the amount of wear or deformation on the cleats, the included wrench can remove and reinstall the cleats because it relies on the three triangular notches on the outside of the cleat only. These notches will remain usable until the cleat is worn to a point below the height of the plastic hub. Below is an example of a severely worn cleat which is still easily removed and reinstalled with the provided wrench, which uses the 3 notches around the perimeter of the cleat.



5. The importance of having either the TPU placeholder cleats or aluminum cleats installed in all receptacles at all times when using the boots.

The receptacles imbedded in the midsole/outsole of the boot are made of hard plastic. It is quite robust and resilient, and it is recessed from the outsole lugs by almost 0.25 inch, however, walking on rock, gravel, dirt, and sand without an aluminum cleat or TPU plastic cleat installed will damage the receptacle, and may render them unable to receive a cleat. The factory-installed TPU cleats should be kept installed in the boots if a user does not intend to use the aluminum cleats. If a user installs the aluminum cleats, they should also keep the TPU cleats, and ideally keep them on hand when fishing. If an aluminum cleat is lost or removed for any reason, a TPU cleat should be installed immediately to avoid damage to the receptacle. The damaged receptacle (from use without any cleat installed) shown below was still able to receive a cleat, but not without difficulty.