

An aerial view of a person in a yellow kayak on clear turquoise water. The person is wearing a blue long-sleeved shirt, a blue cap, and a yellow life vest. They are holding a black paddle. The kayak is yellow with two large black circular hatches. The water is very clear, showing the rocky bottom. On the right side, there is a rocky shoreline. The top right corner of the image has a brown and orange geometric overlay.

**Lettmann**   
SINCE 1965

# USER MANUAL

for your Lettmann Touring-Kayak





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## WELCOMING

Thank you for choosing a Lettmann Kayak.

More than 50 years of boat construction experience has influenced this kayak and is visible in quality, performance and equipment. Please take your time reading this manual. The following information and tips will support your handling of the boat and increase your joy of using it.

Adjust seat, footrest and thigh holders before using it the first time making it suit your height

and needs perfectly. Afterwards you can fully concentrate on paddling and enjoy the characteristics of your new Lettmann kayak. Of course, you can hand us your boat for inspection and repair purposes. We guarantee professional execution. For these manners the ideal months are October to February.

**We wish a sportive "Ahoy".  
Your Lettmann Team**

## HOW TO TRANSPORT YOUR KAYAK

Before every boat transport please look up your vehicle's maximum permissible roof load. Your kayak should only be transported on a roof rack system, which is permissible for your car. The further the rails are apart the better the boats are positioned. A distance of 1 – 1.5 meters is ideal.

For optimal transport we suggest using roof rack accessories like foam layers, J-bars, kayak carriers or vertical posts, which are constructed for gentle boat carriage. If possible lay down the boat on an as broad as possible surface to reduce the punctual pressure.

When putting the kayak on just the bars, please be sure to use cushion. On these cushions the

boat does not only lay softer but more secure, as well.

Use lashing straps made for kayaks. They can be tightened very well and the underneath the buckle a cushion is sewed in. Usually you will need two straps to mount the kayaks securely. Pull straps tight but in a gentle way. Authorized straps throughout Europe have the norm EN 12195-2.

When tightening the straps for safety reasons, be sure to not "over-tighten" those straps.

**Attention:**  
Using rattle straps can damage your kayak!

## HOW TO STORE YOUR KAYAK

The ideal storage for a kayak is a closed building. It then is protected against UV-radiation and ages more slowly. If there is no other way than to store the boat outside, be sure to cover it with a dark tarpaulin, protecting it against moisture and light. But please remember to not directly attach the cover to the boat, but leave a space of at least 2 cm.

Our DCS-/LCS- and VCS boats can be put on a cushioned boat shelves or on cushioned posts. You could even hang the kayak into any room with straps attached to the ceiling.

Polyethylene boats should not only be laying on two points, as that could quickly lead to bumps.

Ideal storing would include putting the kayak with the bottom onto a board or another even surface.

Be sure that water has no access to cockpits or hatches. Therefore, you can get hatch cover, available in our store or online shop. Before covering the hatches, the kayak must be dry. Keep in mind that especially PE kayaks should not be exposed to intense heat, in order to prevent it from deforming.

Transporting PE boats in direct sunshine you should loosen the straps when taking longer breaks. Re-tighten the straps right before continuing your trip.

## ADJUSTING THE BOAT

Depending on the model and features you can adjust the following elements of a Lettmann kayak.

The leisure time kayaks "Sunny", "Summertime" and "Summerwind" have sliding seats, meaning that you can change their position. You only need to loosen the black triangular screw (there might possibly be a hexagon socket screw installed) in front of the seat. Now you can move the seat into the desired position, by pushing or pulling it. After moving the seat, tighten the screw is essential, otherwise the middle rail, attached to the bottom, might loosen.

The Complex seat, included in the MAC 2 and MAC 3 cockpit, is adjustable, too. By loosening the screw, you can move the seat by about 6 cm. After moving it the cushioned backstrap or back or PU backrest must be adjusted, as well.

### *Screw for adjusting the seat*

By moving the seat to the very back, you have maximum open space making getting in and out super comfortable. The seat cushion is attached to the seat pan by four cramps and therefore cannot move around. For cleaning purposes, you can remove those cramps, which is quite difficult doing it the first time. Please remove the cramps with care, so you do not damage the cushion or cramp.

Moving the seat you can even decide, whether you want the kayak to be front- or back-heavy.

### **The backstrap**

You can easily tighten or loosen the backstrap with the release-buckle. A tightly adjusted strap supports the lower back enabling ideal mobility



Buckle for backstrap adjustment



Contour backstrap

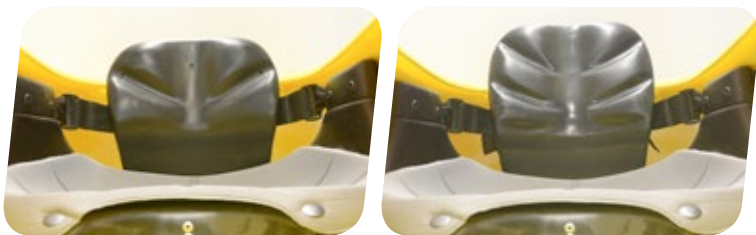
The **contour backstrap** enables ideal mobility combined with a great fit inside the cockpit and is the ultimate alternative for a sportive technique.

## ADJUSTING THE BOAT

### Short backrest / Long backrest

If you equip the boat with the short or long PU-backrest you can adjust it with the black backstrap behind, as well. That way you can change the angle of inclination.

**Attention: Keep in mind that kayaks are no deckchairs but sports equipment!**



Short backrest  
(left)  
Long backrest  
(right)

### Cushioned thigh holders

All kayaks with MAC 3 cockpits have adjustable thigh holders. Both thigh holders are fixed with 2 screws. In order to adjust these cushions, one must release both screws. When doing this, please be sure to save the small, round seal rings. Now you can adjust the thigh holders lengthwise

and only need to mount the screws again. When adjusting you need to regard that the thigh muscle needs fixation but the thigh must not be squeezed together and the cushion must not sit on the knee.



Screw for thigh holders' adjustment

## ADJUSTING THE BOAT

### Steering- and foot rest

If the foot rest is featured with steering pedals, we call a steering rest. It enables more footing and support as you can rest your feet and therefore support your torso. The foot rest is fixed with a quick-release lever (eccentric lever) onto the middle rail and is easily adjustable without the need of any tools. You should have a firm fit inside the cockpit and your feet should be reaching the pedals, so you can handle the steering system, while your thighs fit the holders as described above. Automatically adjusting when changing the position of the footrest, the steering system's ropes only need to be fixed once. They keep tightened. Neither should you be sitting loosely, nor should the adjustment be too tight, so you do not feel uncomfortable doing long trips.

### Foot Rest

The foot rest is mounted on the center rail and continuously adjustable. It makes you find a steady position in the kayak, stabilizing your

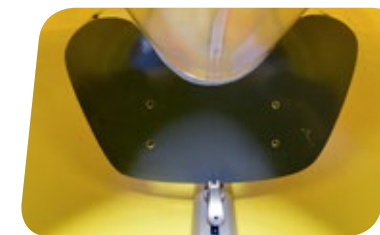
upper body by pressing your heels against the rest. If you accessorize the rest with steering pedals, it makes it a steering rest.



### Full Plate Footrest

The full plate footrest is mounted on the center rail in all our Skeg Plus kayaks and also is continuously adjustable. The feet do not have to

be fully pressed on the plate, depending how you like it best, you can put pressure only on the heels, as well.



Greece Photo: Christian Zicke





## ADJUSTING THE BOAT

### Steering Rest

Adjust the steering rest in a way, that gives you a steady fit in your kayak, pressing your heels against the lower black part. With your feet you should be able to use the flexible steering pedals. To be able to use the steering pedals correctly, your knees must point outwards and your thighs are supposed to be tucked under the thigh braces.

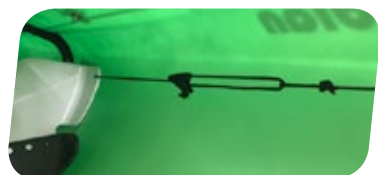
If the pedals are not being in the right angle, you can adjust the angle in- or outwards to make yourself more comfortable. To do so, you need to loosen the two inner or outer screws, enabling you to tilt the pedals. After putting it in the right position, put the screws back in. You have three different adjustment options.



### Adjusting the Steering Lines

The steering lines' length is only in need to be adjusted once. To do so, adjust the steering rest in the right position, according to your leg length. Now adjust the tension on the cords with the triangular clamps (find them in your cockpit around the shin area). By adjusting the tension, you can even affect the steering pedals' incline. The higher the tension, the steeper the pedal – and the other way around. Both pedals shall be put under the same tension, for the

steering blade to be aligned correctly. Please keep in mind, that adjusting the lines to be loose the steering impact decreases immensely. When adjusting them too tight steering might be hindered, too, because the contrary pedal might not be able to yield. Pull the triangular clamps forwards to increase the tension. Pull the rope out of the clamp and let it loosen to decrease the tension.



Tip: If kayakers of different leg length use the same kayak, the steering lines adapt automatically. Readjustment is only necessary, when a different pedal angel is required.

**Attention:** In a brand-new kayak knots and deflections might still need to set. Therefore, it is possible that steering lines need to be readjusted once or twice after the first ride.

## STEERING SYSTEMS

### The Balance Steering System

We suggest dismantling the Balance steering system when transporting it with your car. Please mind in head, that the steering systems elongate the hull.



This is how to mount the Balance steering system:

Stand behind the kayak. Push the steel rope loop through the plastic shaft (as shown in picture 1 and 2). If it does not fit directly push together the ends. Now put the rudder head on top, the Lettmann lettering facing outwards (As shown in picture 3). Afterwards please tighten the grub screws tightly. Please do not use too much force, but use a gentle hand. Attach the tripping line to the steel loop with the carbine. Subsequently hook carabines of the steering rope into the given holes at the right and left of the rudder

head. Tuck in the rudder by using the tripping line and fix it in the V-clamp next to your cockpit. Now the rudder won't disturb when putting the boat into the water. As soon as the water is deep enough you can pull the tripping line out of the clamp and release the rudder into the water. Please keep in mind that the rudder is pushed down by a spring, meaning that you need to conquer the spring's resistance when tucking it in again. You might possibly need more force than with a conventional steering system.



**Attention:** Sand is the natural enemy of every mechanical system, therefore you should keep the rudder away from sand, if possible. If the sand somehow gets between the rudder and its enclosure a friend might have to help manually tucking the rudder under water, which should then rinse out the sand. To dismantle the steering system just do those steps backwards.

Loosen the little grub screw, which the rudder head is fixed by, by about 2 turns. Now you can pull out the rudder head upwards.

**Attention:** Please prevent pulling the rope upward when retracting the rudder. First pull the rope forwards (lifts rudder), then tuck the rope upwards in to the V-clamp (fastens the rudder).

## STEERING SYSTEMS

### The Flip-Off Steering System



The Flip-Off steering system does not require dismantling for transporting the kayak. You'll receive an extra rubber band, attached to the deck, in order to fix the rudder onto the deck securely.

However, if you want to dismantle the steering system please proceed as follows:

Detach the rubber band (Picture 1) off the rudder and remove all carabines from the steering system. Turn the steering system to the right (about 45°) to then pull it out. (Picture 2)



Rubber band



45° angle

To remount the rudder, proceed as follows:

Put the rudder head back into its sleeve at an 45° angle. Then turn the rudder to the left until it snaps in. Afterwards you can return the rudder to the center and link the ropes with the carabines.

As soon as you take your kayak to the water please detach the rubber band, otherwise you won't be able to release the rudder own your

own, once you've began to paddle.

To release the rudder into the water first tuck in the nylon rope to your right into the V-clamp, then grab the ball, attached to a rubber band, to your left. Pull it out 20 to 25 cm and tuck it into the V-clamp. That way the rudder is put under tension.



## STEERING SYSTEMS

### The Flip-Off Steering System

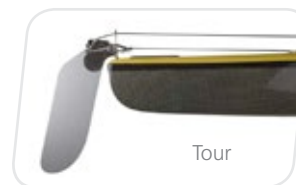
Now, pull the nylon rope out the clamp and keep it in your hand. Then let down the rudder by slowly letting the rope slide backwards, until the rudder is fully released into the water. When the rudder is fully released tuck in the rope into the clamp again.

To remove the rudder from the water you need to loosen the rubber band in the first place. Now the tension is reduced and you can easily hitch up the rudder again. When doing so please be aware that the rudder needs to be in its central position (use pedals to do so).

### ATTENTION

Please be careful while releasing the rudder. Be sure to have enough space behind you, to prevent hurting others.

### Tour- or Race-Steering System



Tour



Race

We suggest dismantling both systems, the tour and the race system for transport.

To mount these steering systems, please proceed as follows:

Insert the rudder head's pin into the sleeve, installed in the kayak's tails, at an 45° angle. Now turn the rudder heads to the left until it snaps in. Afterwards you can turn the rudder back into its central position and attach the carabines.

Eventually the rudder is easily retractable by pulling tripping line. Just fix it by tucking it into the V-clamp. To release the rudder, loosen the line and let the rudder slowly fall into the water, pulled by its dead weight.

The tripping line is fixed with a shackle directly to the rudder and then is put through the rudder head's loop and a V-clamp next to the cockpit.

## STEERING SYSTEMS

### The Lettmann-Skeg and the integrated Skeg-Steering System

The Expedition models of the Biskaya, Skinner and Skagerrak all have installed the integrated rudder-skeg. This rudder-skeg is attached permanently to the kayak, meaning that you do not dismount it for transport but simply pull it into its mold. With the skeg models you also receive a permanently installed construction, that you have to handle the same way. To release the rudder please use the ball attached to the tripping line beside the cockpit. Lift the ball until the line is pulled out of the V-clamp and let the

**Attention:** As soon as the water becomes shallow, please retract the rudder/skeg, so it does not get stuck. The rudder is only retractable if it stands in the direction of travel.

ball slide forwards, as far as possible. Due to its spring's force the rudder then will completely slide into the water and you can now just put the ball down onto the deck.

When lifting the ball and pulling it back up to the stop the rudder is retracted into its mold again. If you want the rudder to only stick out partly, in order to use it as a skeg, just don't let the ball slip to the very front.



## STEERING SYSTEMS

### Kajaksport Skeg

To extend the Kajaksport skeg you must push the skeg bar backwards. Depending on how far the skeg is in the water you influence the kayak's wind susceptibility. To retract the skeg, push the skeg bar forwards.

**Attention:** With the Kajaksport skeg it is immensely important to retract the skeg for landing or in shallow waters! The system's steel cable reacts very sensitive to pressure from underneath. Therefore, you must not push the skeg back in with your hands either. If retracting is not possible, due to sand or small stones in the box, do not use lots of pressure on the skeg bar – this could lead to bending of the retracting rope, which could lead to the skeg's malfunction.



### The integrated steering system comes with the Nordstern, Hanseat, Godthab XL, Explorer and Pacific.

The rudder of the stainless-steel steering system is released and retracted by a lever mounted in front of the cockpit.

You can even release the rudder half-way transforming it into a skeg to support the kayak's directional stability.



### ATTENTION

As soon as the water becomes shallower, please remember to retract the rudder to prevent it from getting stuck. The rudder is to be retracted standing in direction of travel.

### ATTENTION

If the lever does not hold the rudder sufficiently please tighten the slotted screw, this will increase the tension.

## HATCHES AND BULKHEADS

### Hatches and Bulkheads

The hatches should be inspected for impermeability after the season. In order to do so, pour 10 to 20 liters of water in each hatch and observe whether there is water entering the cockpit or not. While doing so turn the kayak around its own axis to reach every spot of the bulkhead. Ask a friend to help you, that can be really helpful.

If you find a leaking spot, you can easily fix it with some PU-glue (Sikaflex 221, 521 or similar products). Please keep in mind, that before using the glue, the material has to be dried down completely. Never use silicone.

Prevent heavy and sharp objects from laying around loosely in the hatch. Just lifting the kayak up, can make those objects slide around and crashing against the bulkheads, which can result in severe damages. The same can happen during transports on a roof rack or a trailer. All bulkheads are featured with a GoreTex-membrane, which balances the pressure built up inside the hatches, preventing over- or negative pressure. If the kayak is exposed to severe temperature fluctuations please quickly open the covers once, to enable pressure compensation. We suggest checking the board fittings every now and then, to see whether they are still set. If they loosened just use a screwdriver to retighten them (size 8).



## HANDLING THE HATCH COVERS

### Rubber Covers

To open the rubber covers pull the attached flaps or grab into the surrounding mold.



To close the oval rubber cover push it against the plastic ring on one side. Then push the lid over the ring at the front and back. Then bend up the cover at one side and push it over the ring's edges step by step.

Same procedure with the bigger round cover. To enable easier closing spray it with silicone oil or cockpit spray, every once in a while. After your kayak tour, leave open all covers for a while, so the hatches can dry down and get aerated.



### ATTENTION

To ensure the covers' impermeability the lid must be mounted evenly.

### The Star Light Series' Deck-Even Cover

Turn all four of the black locks around 180°, to open the Star Light's hatch cover. Then you can lift up the lid. To close the hatch again, put the cover back onto the hatch and gently press it down with one hand. Use your other hand to turn back all four locks.



Greece Photo: Christian Zicke





## HANDLING THE HATCH COVERS

### Deck-Even Covers with Toggle Lock

The deck-even covers with toggle lock are very easy to handle. To open and close gently press down the cover, near the lock, and then turn the toggle lock in the relevant direction. The lid can be removed completely.

When closing the hatch, the little metal bridge, attached to the lid, has to be slid into the tube beneath the deck. To do so hold the cover at an 60° angle when placing it on the hatch. Lock the cover by lightly pressing it down, as described above.

You can even lock the toggle lock with a small U-lock, so you can run some errands without any worries.

**Attention:** Don't leave the U-lock attached while paddling. Dirt or salty water might damage the lock leaving you to be unable to lock it.

If you're not on the water anymore, please unlock the toggle locks or even put the covers inside the kayak, if possible. That way the seals can have a rest and the interior can dry.



### Deck-Even Cover with Wing Nut

To open the deck-even cover with the centrally installed wing nut, please turn the wing nut counterclockwise up to the stop. The front hatch you have to carefully push forwards. Now you can lift the lid at the rear edge and take it off backwards.

For opening the rear hatch, turn the wing nut counterclockwise up to the stop. Then push the cover to the backwards and lift it forwards.

When closing the covers:

At the hatch's lower edge you can see a transparent flap made of plastic. In that

flap please insert the secure bar's round tail. Afterwards put down the cover, now place it into the right position. Be sure that it is the right way round.

Finally, please tighten the wing nut, until the cover is set. Please do not tighten it up to the stop. You might damage the seals and the secure bar.

If you're not on the water anymore, please loosen the wing nuts or even put the covers inside the kayak, if possible. That way the seals can have a rest and the interior can dry.



## SAFETY INSTRUCTIONS

To prevent getting in trouble on the water, we suggest the following precautions:

1. Check the weather report. Do not consider paddling, if weather conditions are too extreme.
2. Do not start your journey without telling anyone, who is able to take action in case of a needed rescue.
3. If possible, please avoid paddling on your own. A companion might be necessary in case of emergency.
4. Before starting off check your equipment for any deficiencies. Do not paddle without a CE-Norm approved buoyancy aid, which should be replaced every 10 to 15 years.
5. Equip your kayak with the right floatation panels. You do not only save your kayak from sinking, in case of capsizing, but you can hold on to it until you are rescued.
6. Please be sure to paddle with appropriate clothing, especially for the cold seasons. If you're not confident, whether or not you are sufficiently equipped, take professional advice.
7. Before kayaking on a river the first time, do your research! Get familiar with the water level and tide conditions.
8. Train to capsize, before the situation arises in the middle of the sea, lake or river. It is nothing to fear, but training it with someone more experienced is helpful and reduces complications.
9. Set priorities! Safety is most important, so don't overestimate your skills.
10. Read the information and safety instruction of your kayak's label.
11. What you should always have on hand: First-Aid kit, throwline, rescue equipment, knife, compass, water map, signal device, and a mobile phone.
12. Don't go without a mobile phone. Remember to get a waterproof bag and keep the device within reach.
13. For longer trip take repair material. For example, duct tape, 5-minute epoxy and additional steering lines. Under certain conditions don't forget to pack an alternate paddle.

## CARE TIPS FOR YOUR KAYAK

- After using your boat clean it with clear water. If there are any stubborn stains use an additional gentle cleaner. We suggest biologically deposable cleaners.
- Dry your boat with the help of a leather or micro fiber cloth, so the water doesn't stain it.
- After kayaking on salty waters, you should definitely clean the metal parts of the boat with clear water, so that the salt crystals can't cause any damages. Afterwards rinse the whole kayak.
- DCS-, LCS- and VCS kayaks' surfaces can be polished. Please use products made for nautical care. The boat can even be polished mechanically. For this purpose, you can hand us your kayak.
- Never use solvents or thinner to clean your kayak, as it might cause damage. Remove tar stains or similar spots by polishing. If that doesn't help, feel free to contact us.
- For storing your boat open up the hatches, to keep the cover intact and the boat dry.
- The screws used for attachment of the fittings, deck mat or deck net must be tightened every now and then.
- To keep everything smooth you can open your footrest's seal and clean the center rail from time to time.
- Remember to spray the rubber lids with silicone oil or cockpit spray and wipe away the access with a cloth to enable comfortable closing and opening.
- The deck-even cover can be polished. Keep the covers' edges clean, so they are always shut completely.
- Keep clean the steering system and make sure that all ropes and lines are intact and functional.

## IF YOUR KAYAK IS DAMAGED

If your kayak is damaged and you think that there is the need of reparation, feel free to contact us. The best way to do so, is to send an e-mail including photos of the damages, a description how the boat got damaged and your phone number. We're then able to tell you what to do via the phone or e-mail.

In case there are only smaller damages in the topcoat of your kayak (e.g. deep scratches or spots where the topcoat chipped off) we offer sending the liquid gel coats in your kayak's colour. By applying the coat repeatedly you can fix those damages yourself.

Smaller scratches are inevitable and naturally come with using a kayak. Obviously, they are not really pretty, but each of them have a story to tell. It is nearly impossible to mend those scratches. However, if you want to refurbish the kayak optically, you can polish the hull with an abrasive polish.

Whenever you are not sure how to handle a damage correctly, please contact us. Most of the times problems can easily be solved by just one phone call. If you're near here you can even bring the boat to our factory for a quick inspection or reparations, which you can't do on your own. The ideal time span for this would be from October to February.

Please keep in mind that the disregard of our care- and maintenance-instructions can lead to a loss of the producer's warranty claim.

You can reach us by calling +49 (0) 2841 999289-0 or by sending an e-mail to [info@lettmann.de](mailto:info@lettmann.de).

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