

Cabela's Depthmaster II Tutorial (DM30/DM45)

Part 2: Disassembly of the Right Side

This is Part 2 of a 6 Part Tutorial on assembly and disassembly of Cabela's® Depthmaster™ II reels.

In Part 2 of the tutorial the Right Side Subassembly is disassembled.

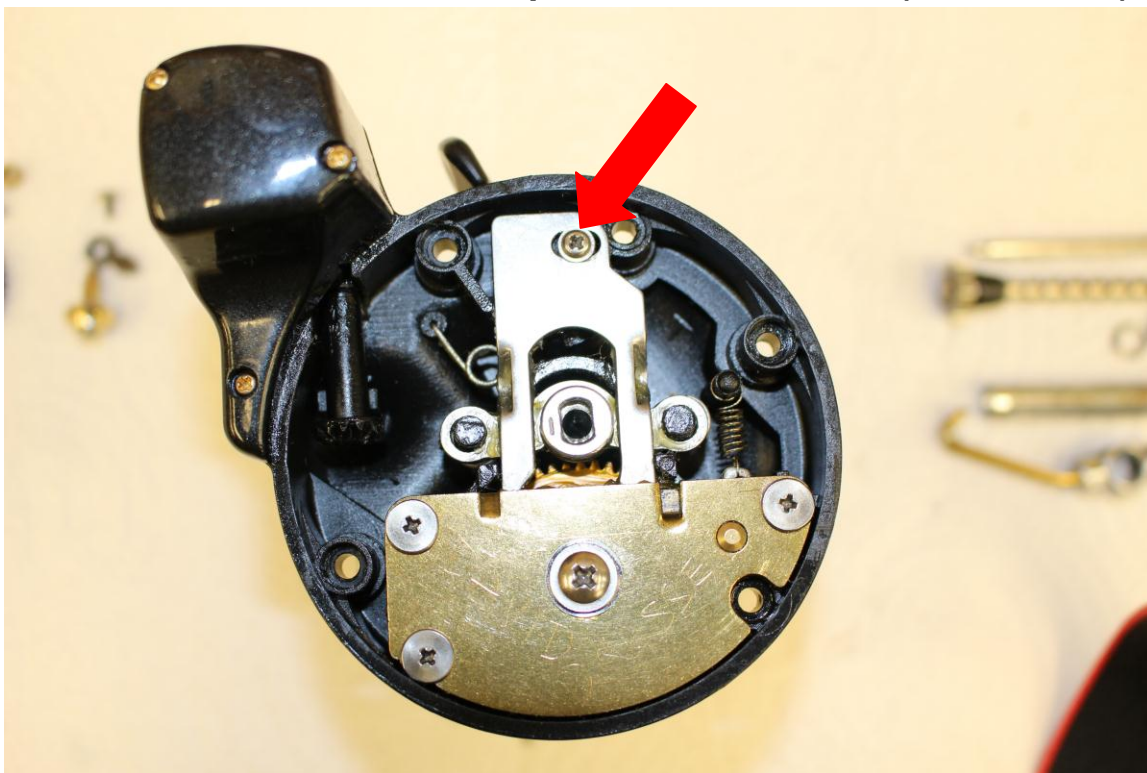
The DM30 and DM45 assembly and disassembly procedures are identical. The DM30a and DM45a are 98% the same (they are shipped from the factory with "Carbonite" carbon fiber drag washers.) The DM15, DM15a, DM20, and DM20a are 95% the same as the DM30 and DM45 reels.

Digital cameras are your friend. Take photos as you disassemble the reel if it differs from what is shown here. The photos should make it easier to put everything back together later. Use this tutorial at your own risk - see the disclaimer on the last page of this document.

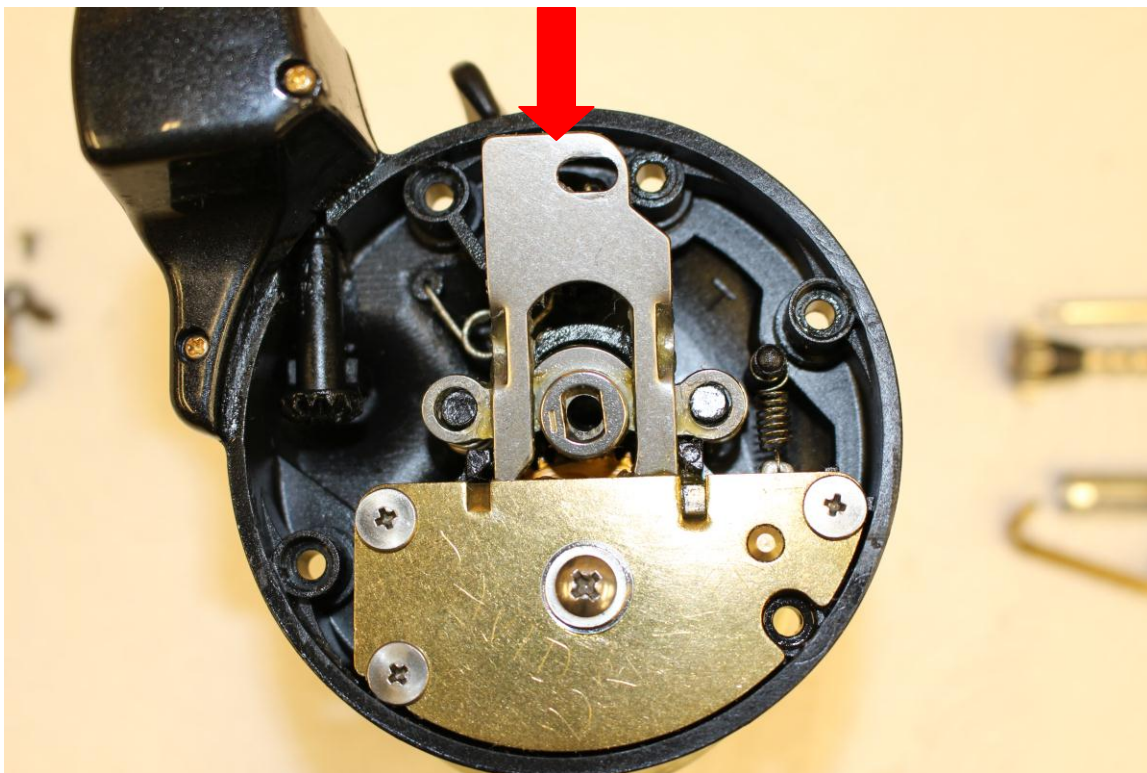


The outside of the Right Side Plate after removal from the frame. The Handle, Star Drag, Handle Ball Bearing, and related parts were removed in Part 1 of the tutorial.

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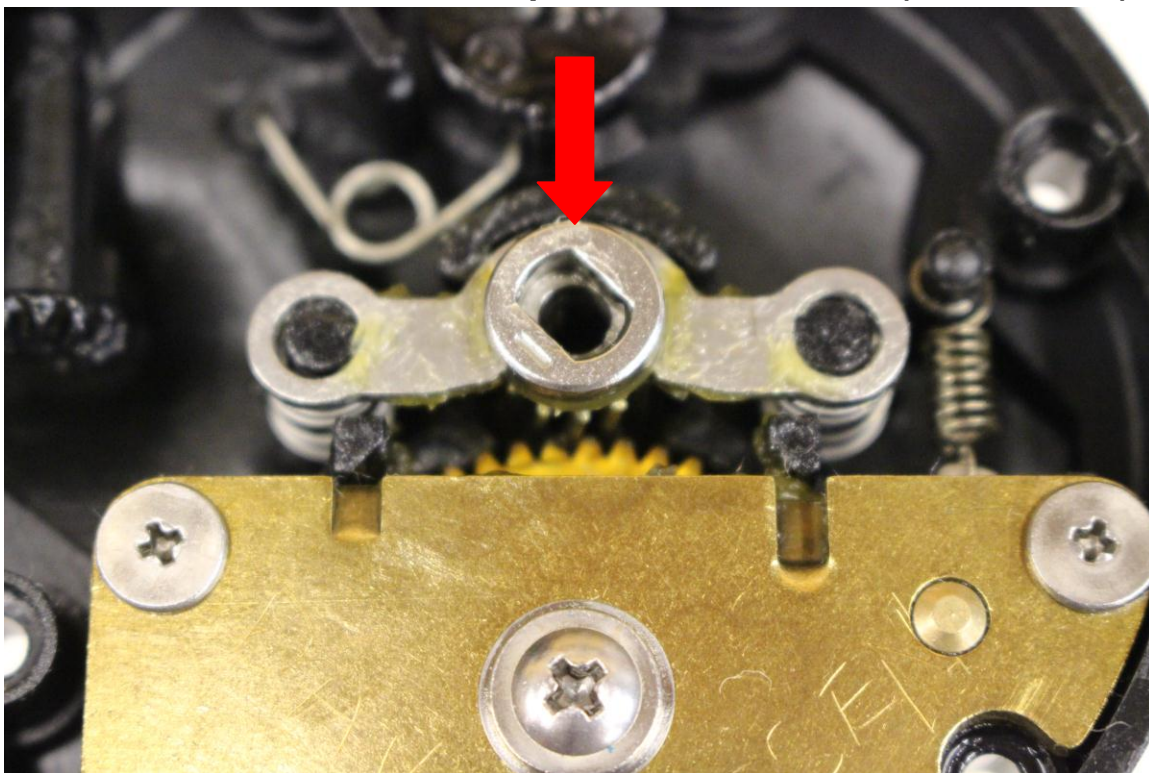


The inside of the Right Side Plate is shown here. Remove the Clutch Cam Screw.

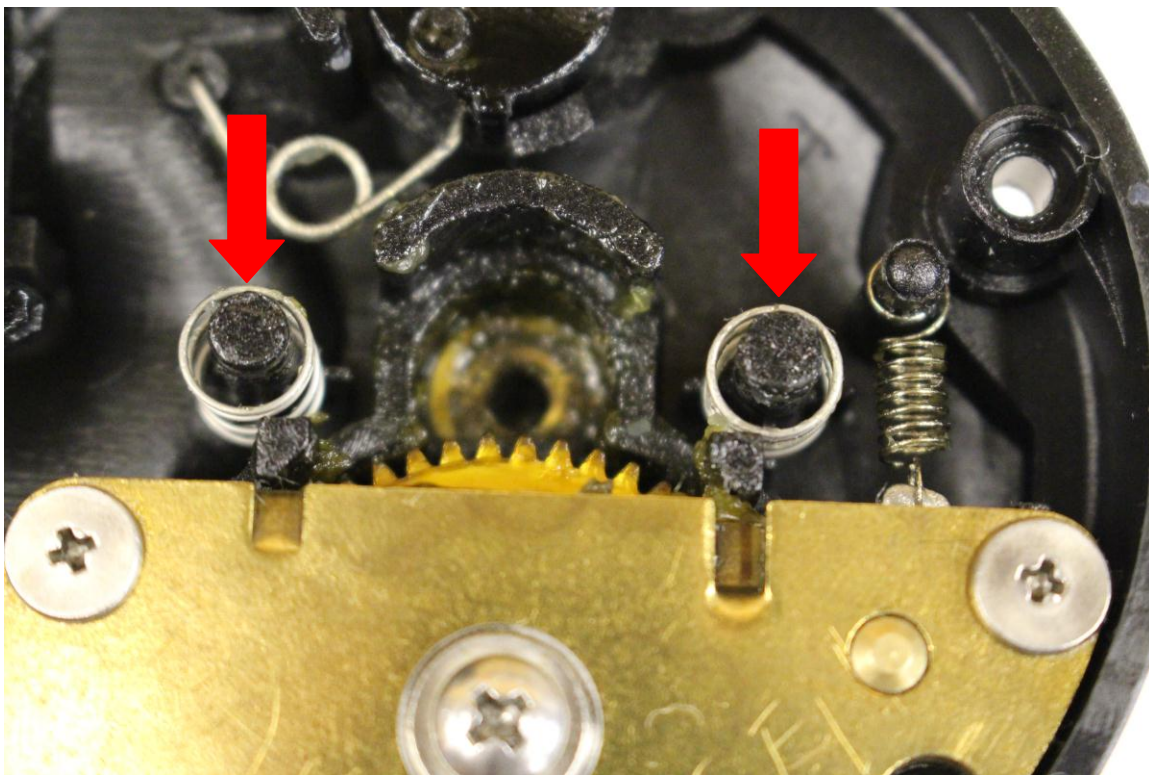


Remove the Clutch Cam Slider by lifting it up and sliding it upward, away from the Hold Plate.

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Remove the Pinion Gear and Pinion Gear Yoke simultaneously by lifting them off the side plate posts.



Remove the two Yoke Springs by lifting them off the side plate posts.

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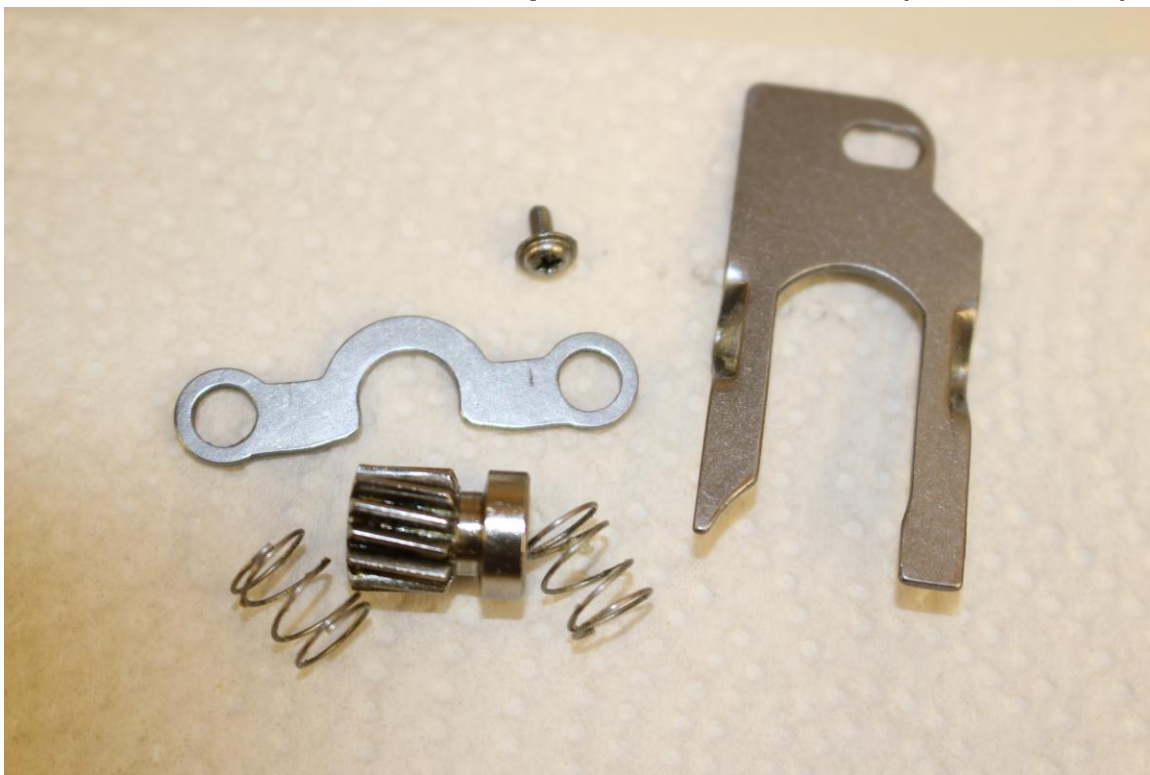
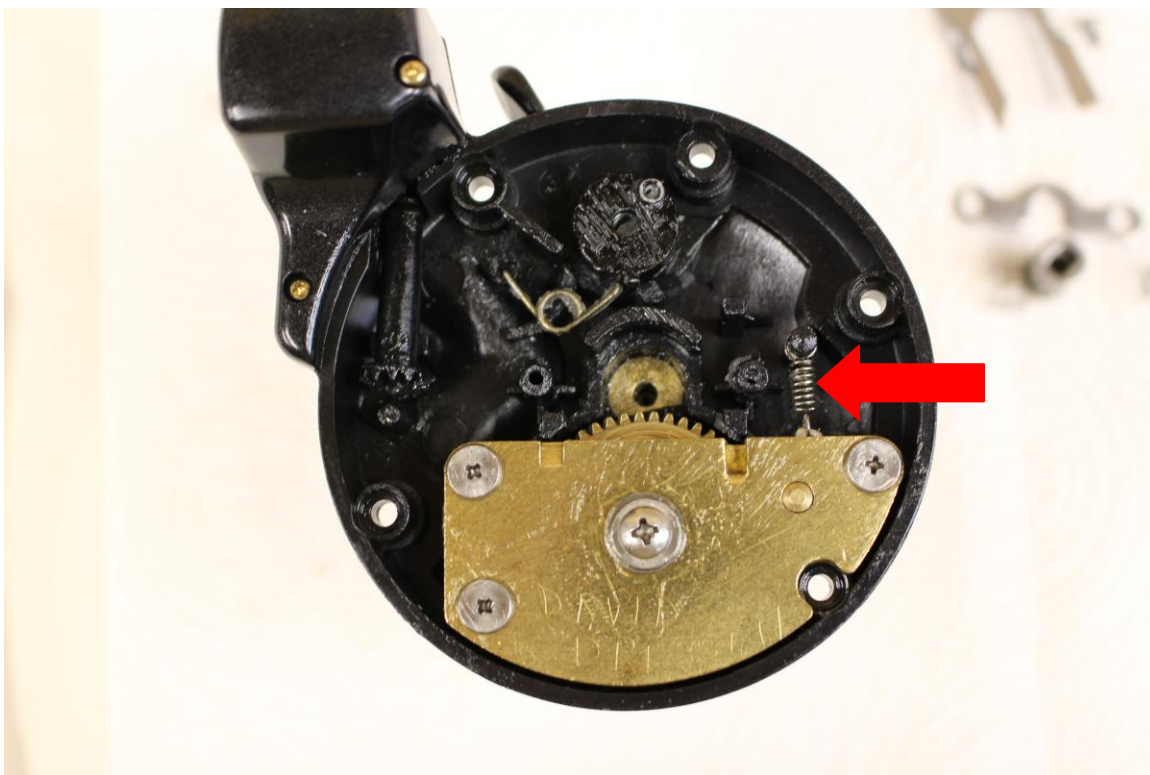
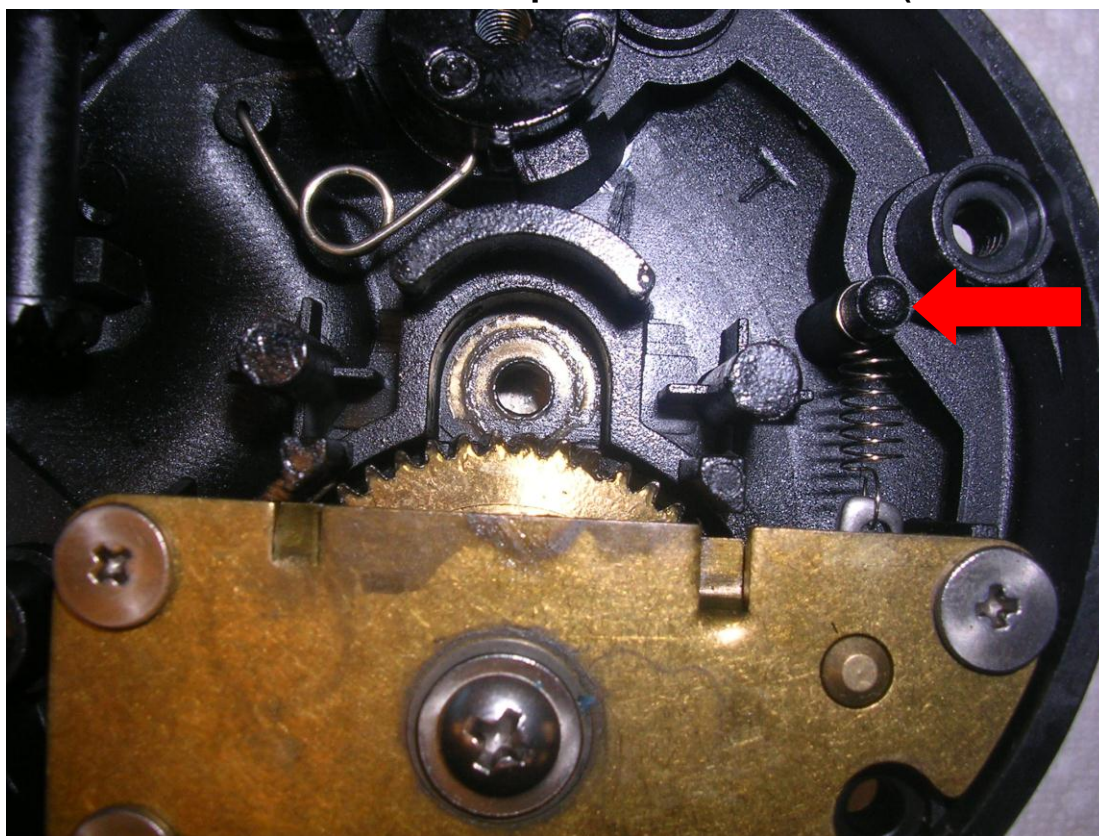


Photo showing the Clutch components we removed from the side plate.

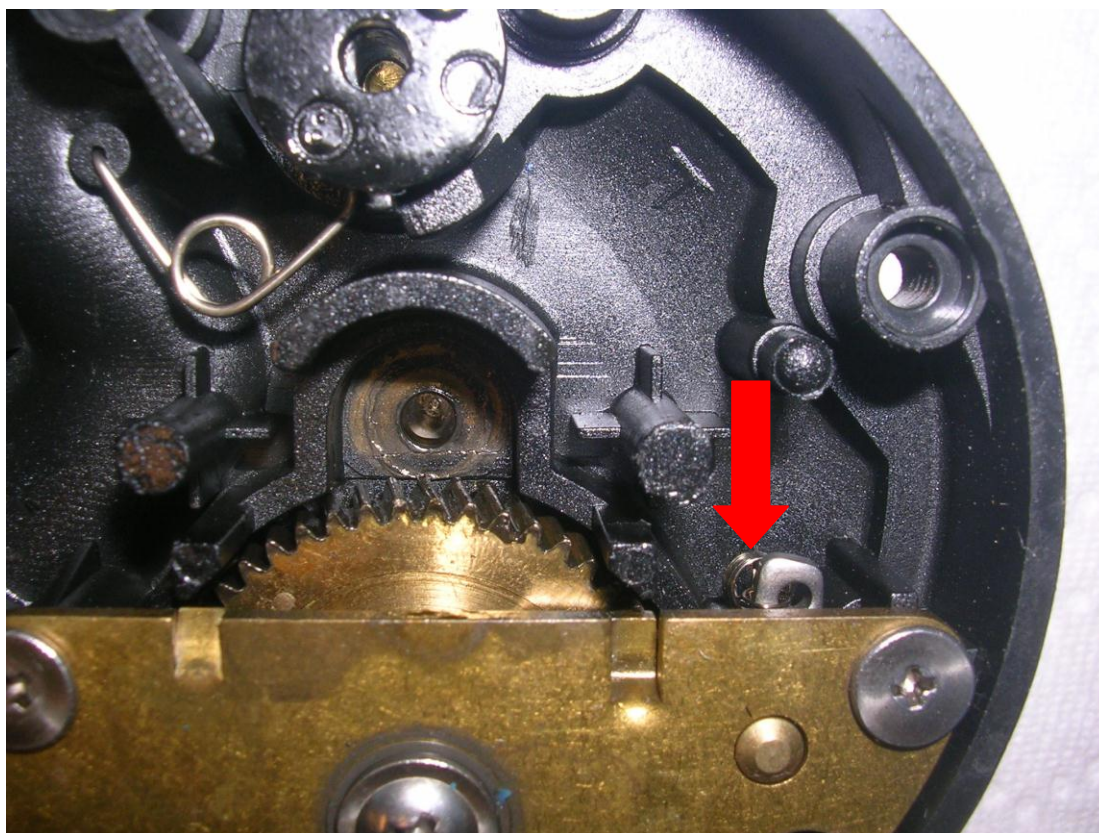


Next we will disconnect the Anti-Reverse Pawl Spring to allow the Hold Plate to be removed. (DM45)

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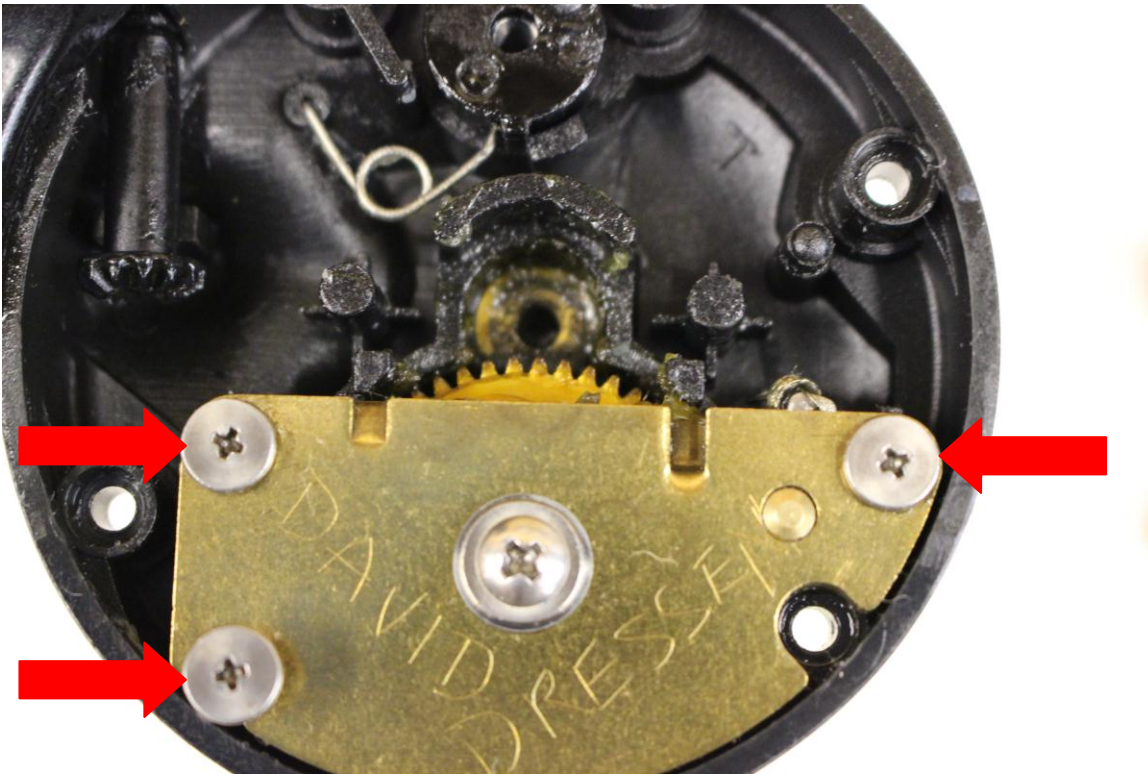


Disconnect the Anti-Reverse Pawl Spring by sliding the loop on the end of the spring off the side plate post.

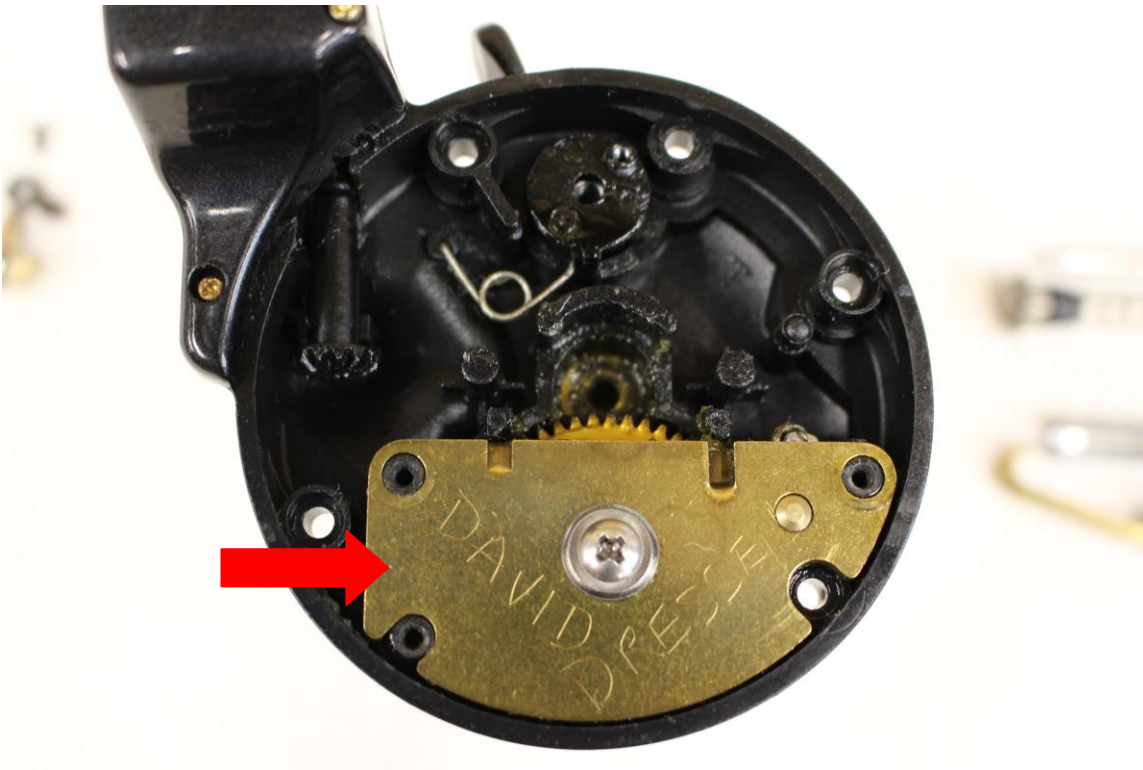


The Anti-Reverse Pawl Spring should remain attached to the Anti-Reverse Pawl.

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Remove the three Hold Plate Screws. (DM30)

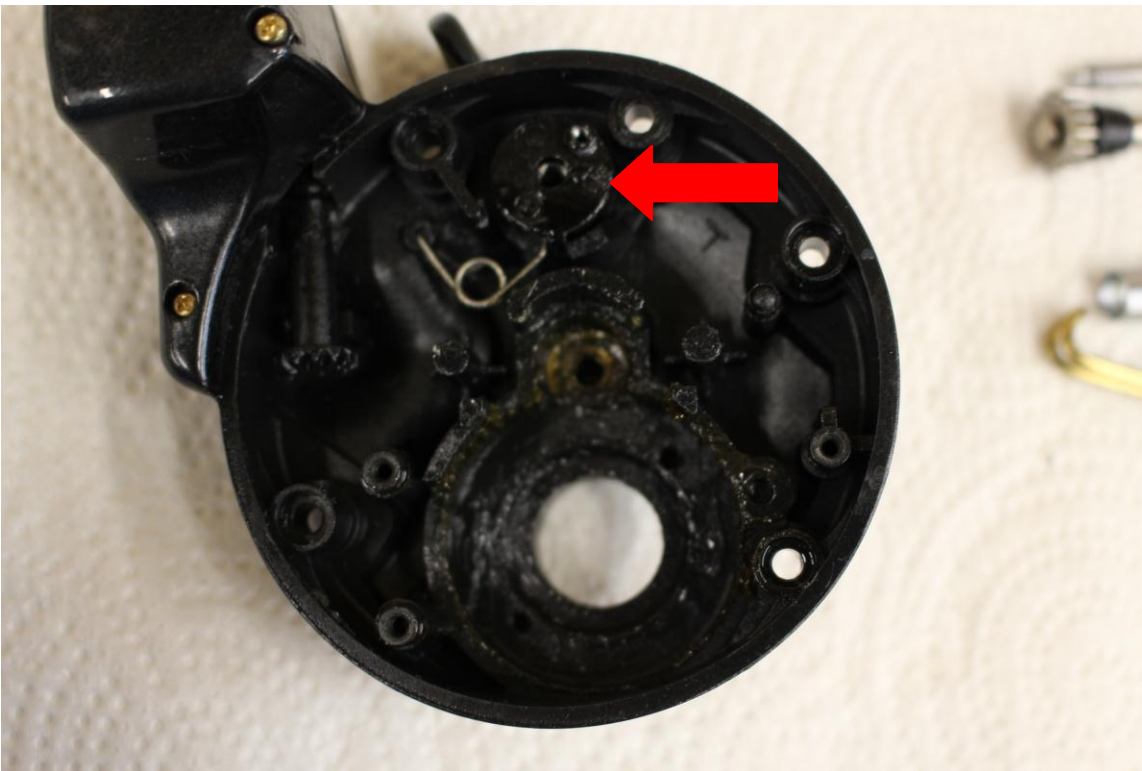


Remove the Hold Plate assembly by placing the palm of your hand over the Hold Plate, then inverting the side plate to allow the Hold Plate assembly to drop in to your hand.

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The Hold Plate assembly after removal from the side plate.



The side plate after removal of the Hold Plate assembly. Next we will remove the Clutch Cam.

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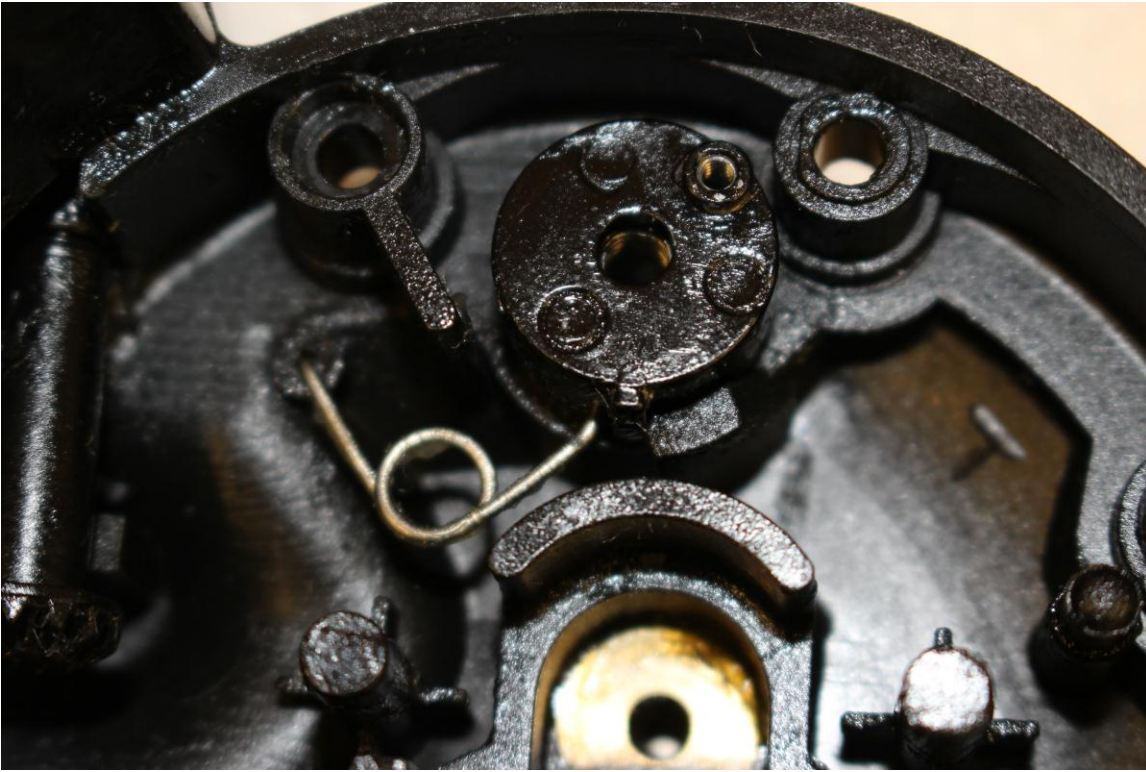


Remove the Clutch Bar (Lever) Screw.

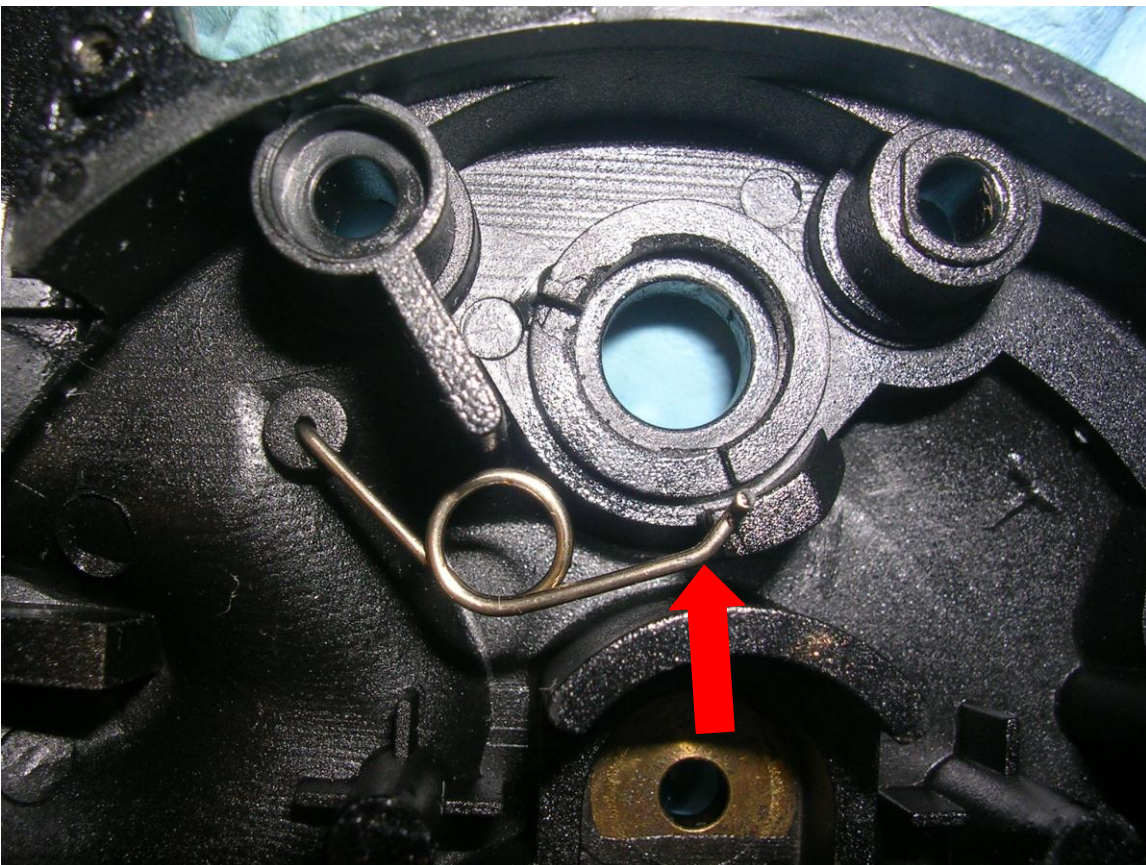


Remove the Clutch Bar (Lever) by lifting it off the shaft of the Clutch Cam while placing one finger on the Clutch Cam to prevent it from falling out of the side plate.

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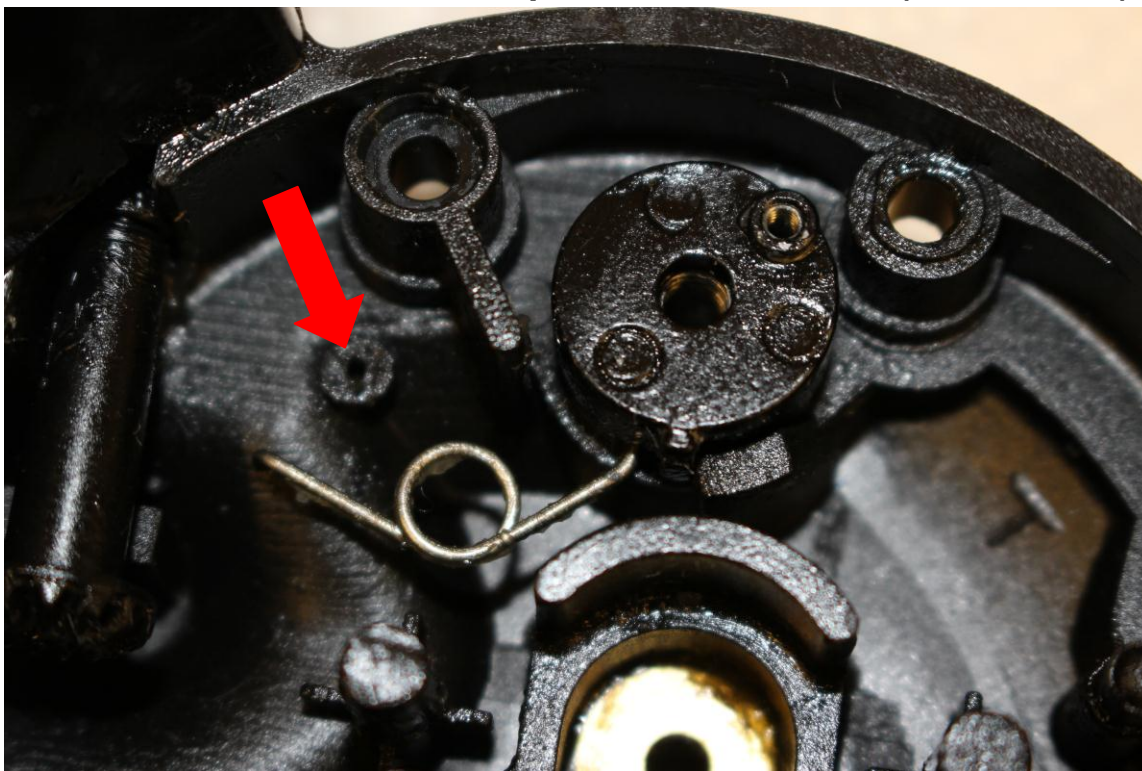


Flip the side plate over. There are two ways to remove the Clutch Cam.

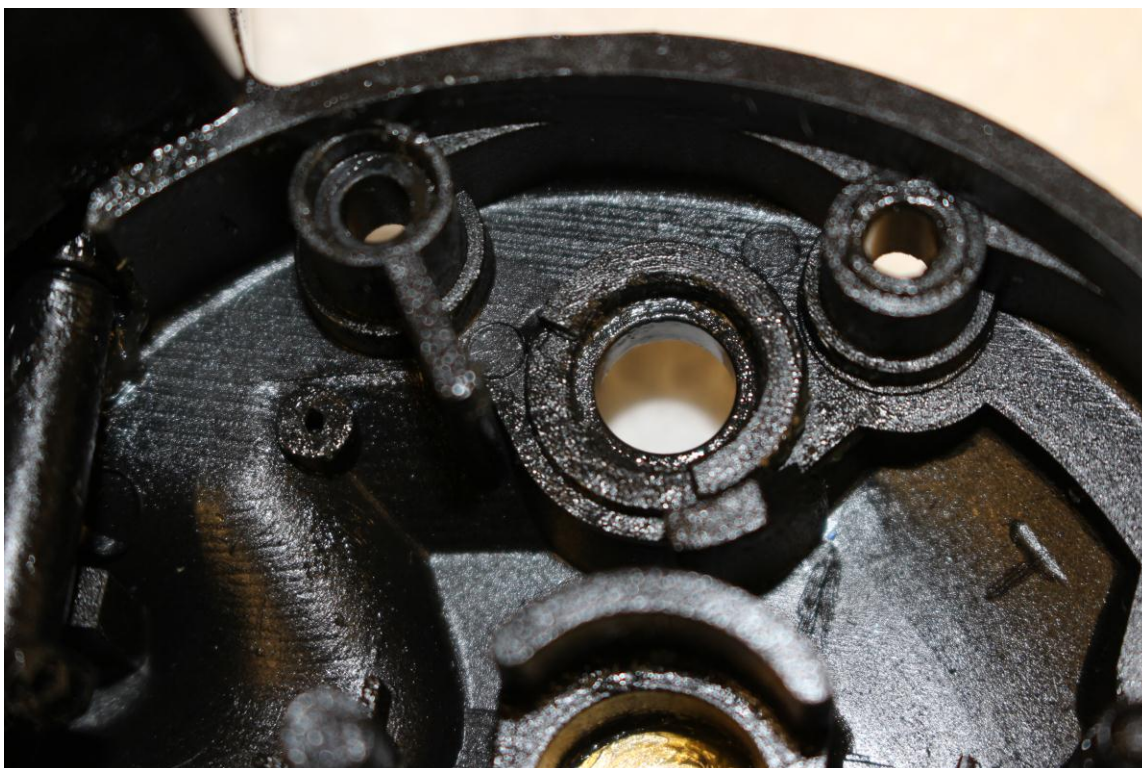


#1. You can push down on the end of the Clutch Cam spring while lifting the Clutch Cam out of the side plate. Then remove the Clutch Cam spring from the housing. Note the bend in the spring is on the Clutch Cam end.

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#2. You can lift the end of the Clutch Cam Spring out of the side plate hole as shown here. Then lift the Clutch Cam and Clutch Cam Spring out of the side plate.



The side plate looks like this after the Clutch Cam assembly is removed.

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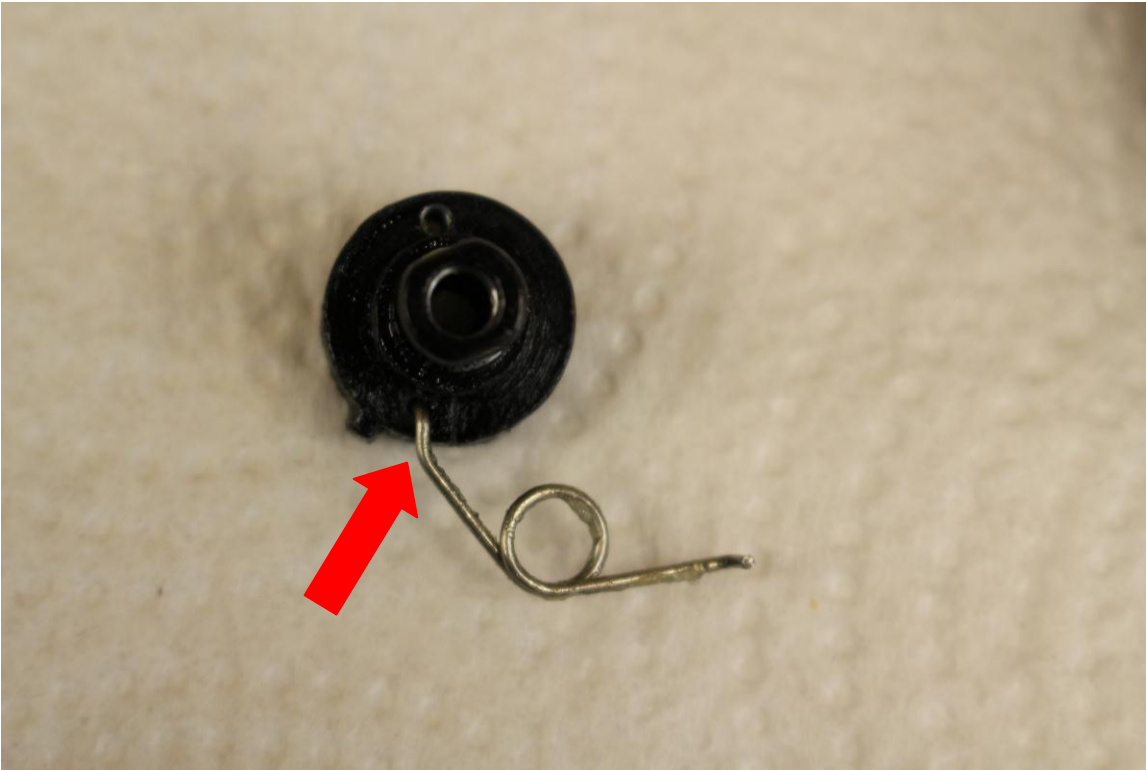
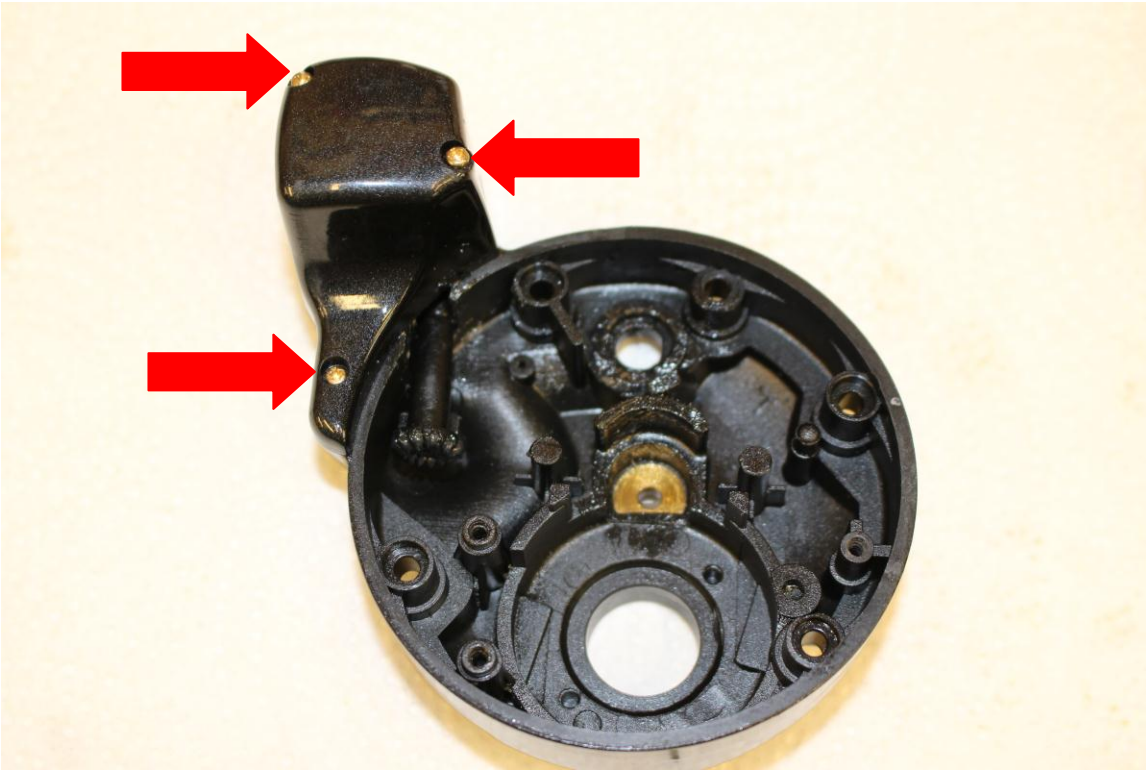


Photo showing the end of the Clutch Cam Spring inserted in the Clutch Cam.

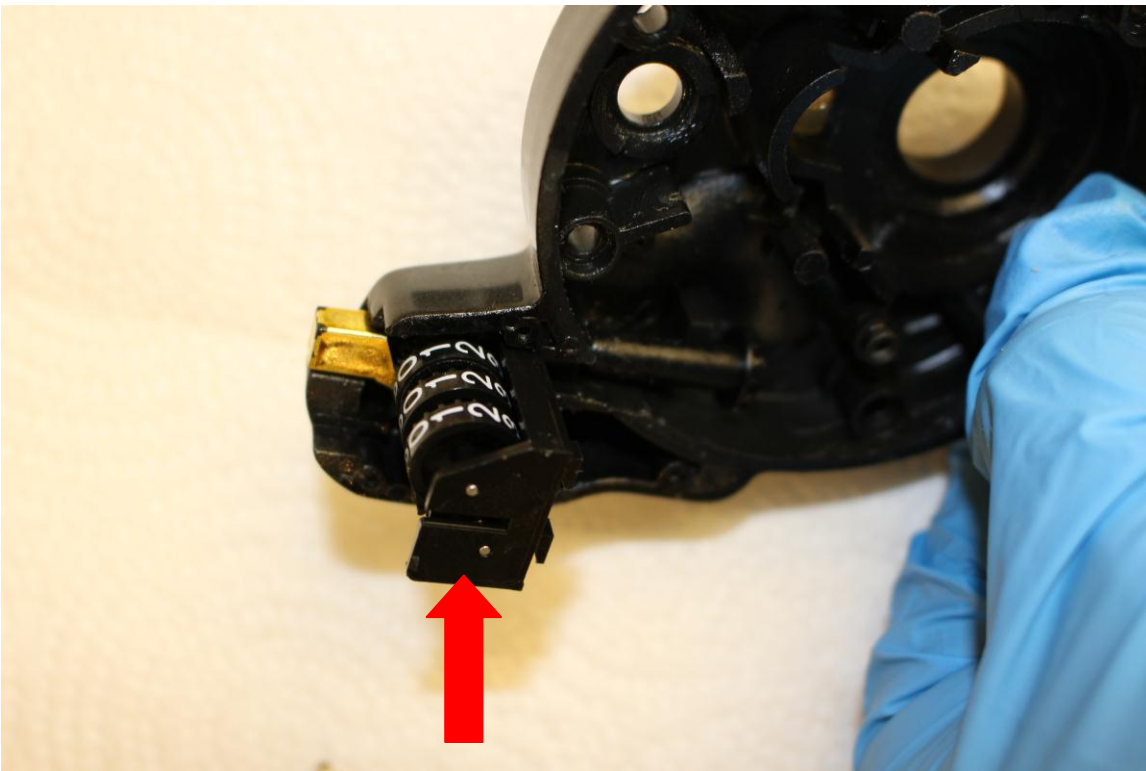


Photo showing the Clutch Cam assembly parts.

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To remove the Counter Cover Assembly remove the three brass screws and lift the cover off the side plate.



The Depth Counter subassembly is removed by lifting it out of the side plate.

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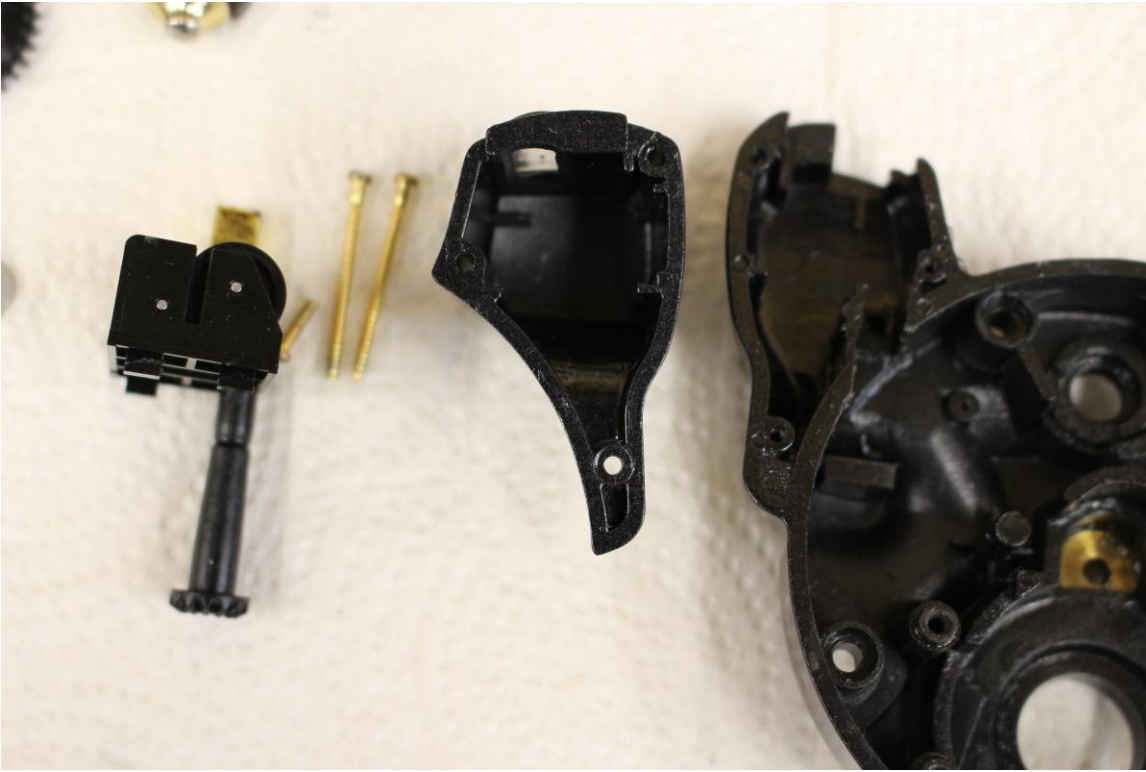
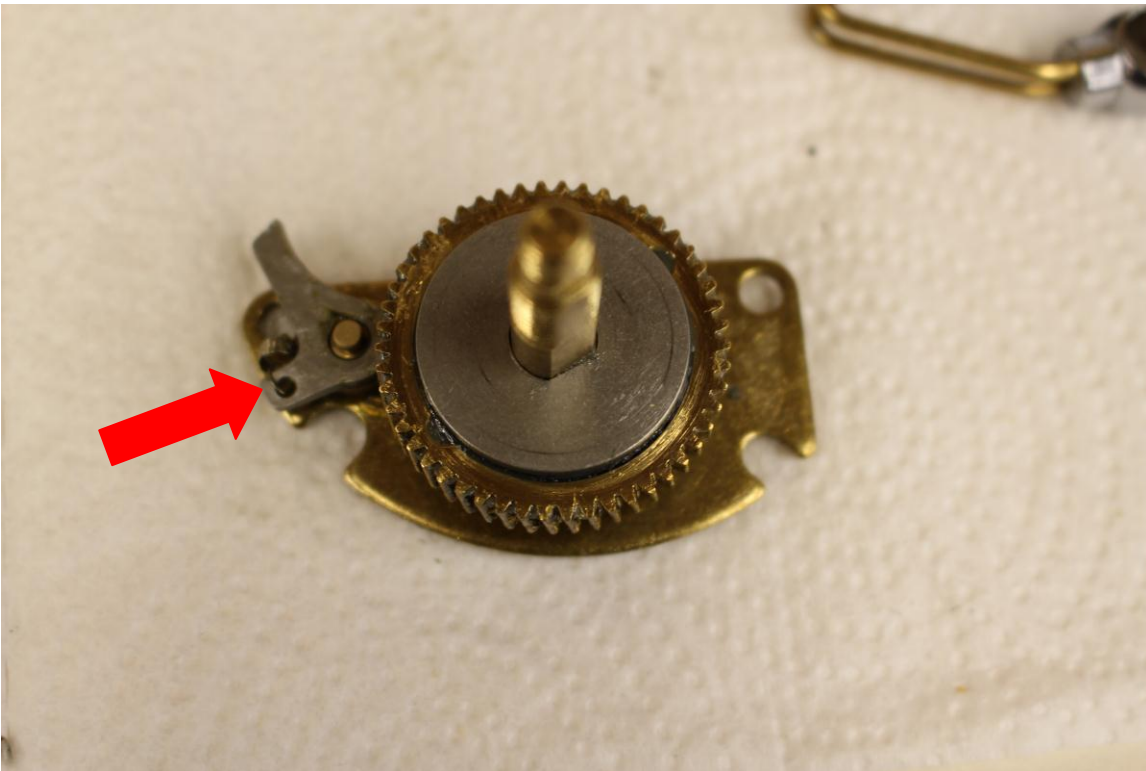


Photo of the Depth Counter subassembly after removal. If the counter is not working a replacement should be ordered (it is not designed to be disassembled and repaired).



The Anti-Reverse Pawl is removed by rotating it CCW and lifting it out from under the brass Drive Gear.

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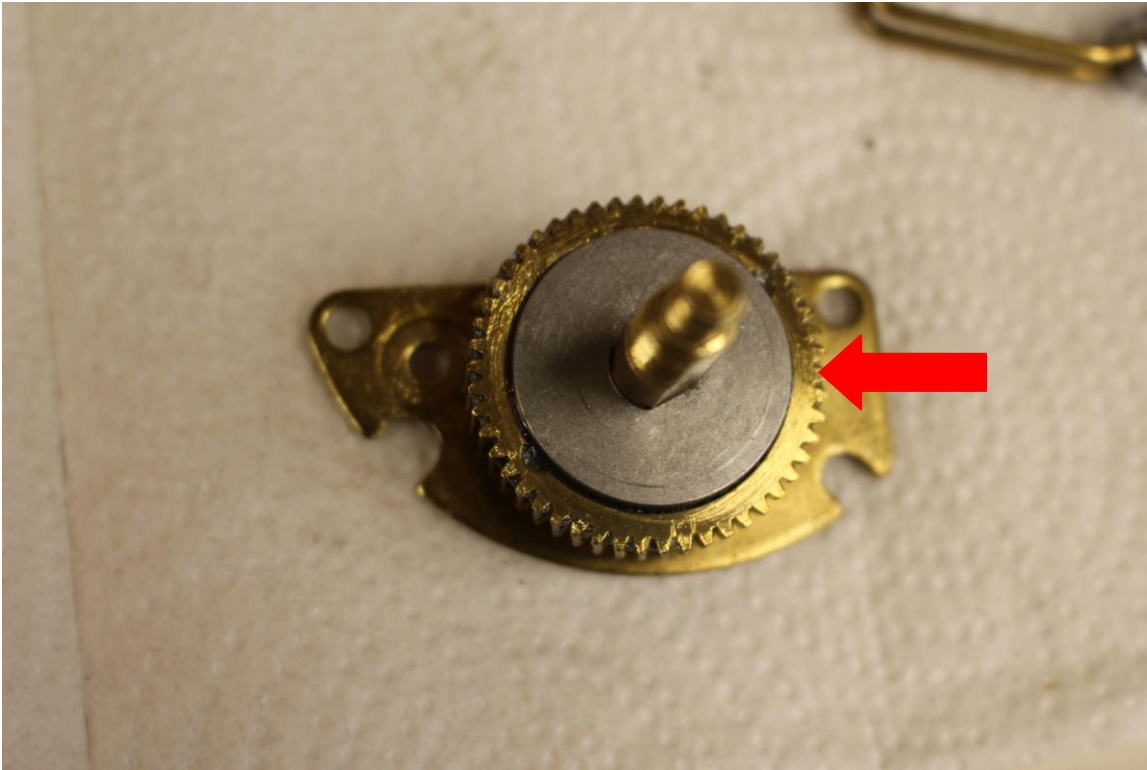


The Anti-Reverse Pawl and Anti-Reverse Pawl Pin after removal from the Hold Plate. Note that the long end of the Anti-Reverse Pawl Pin is up

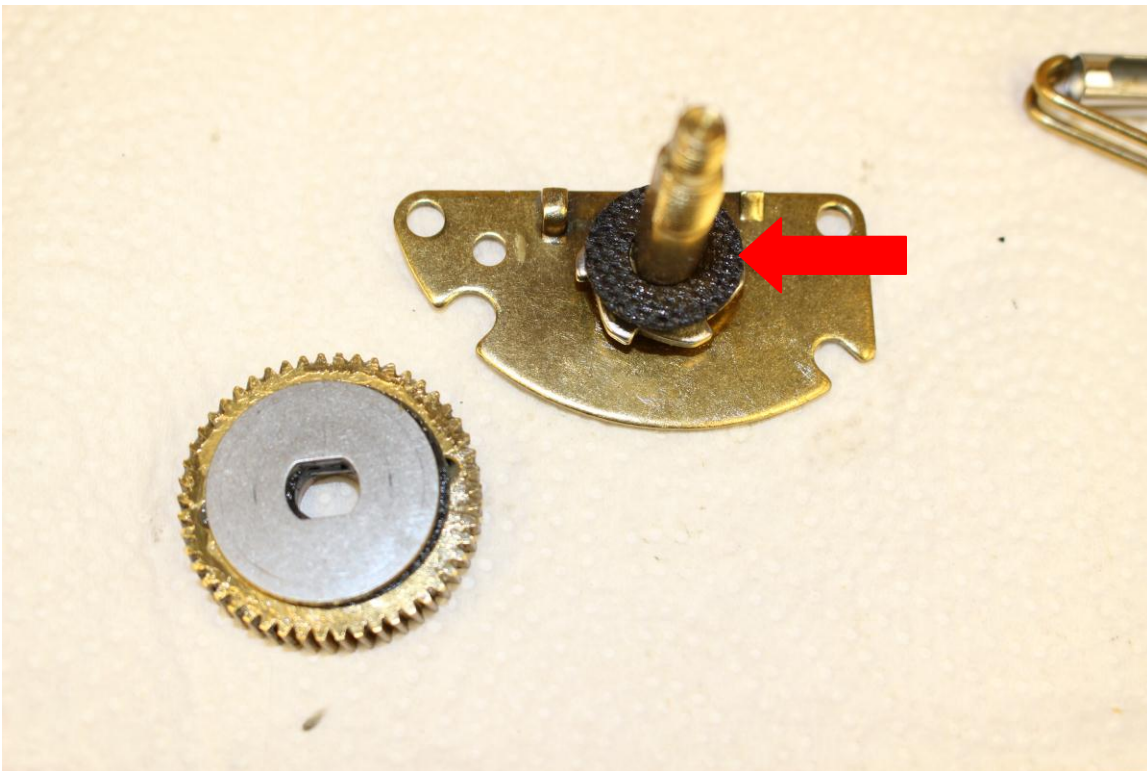


It is not necessary to remove the Anti-Reverse Pawl Spring from the Anti-Reverse Pawl unless it is damaged and will be replaced.

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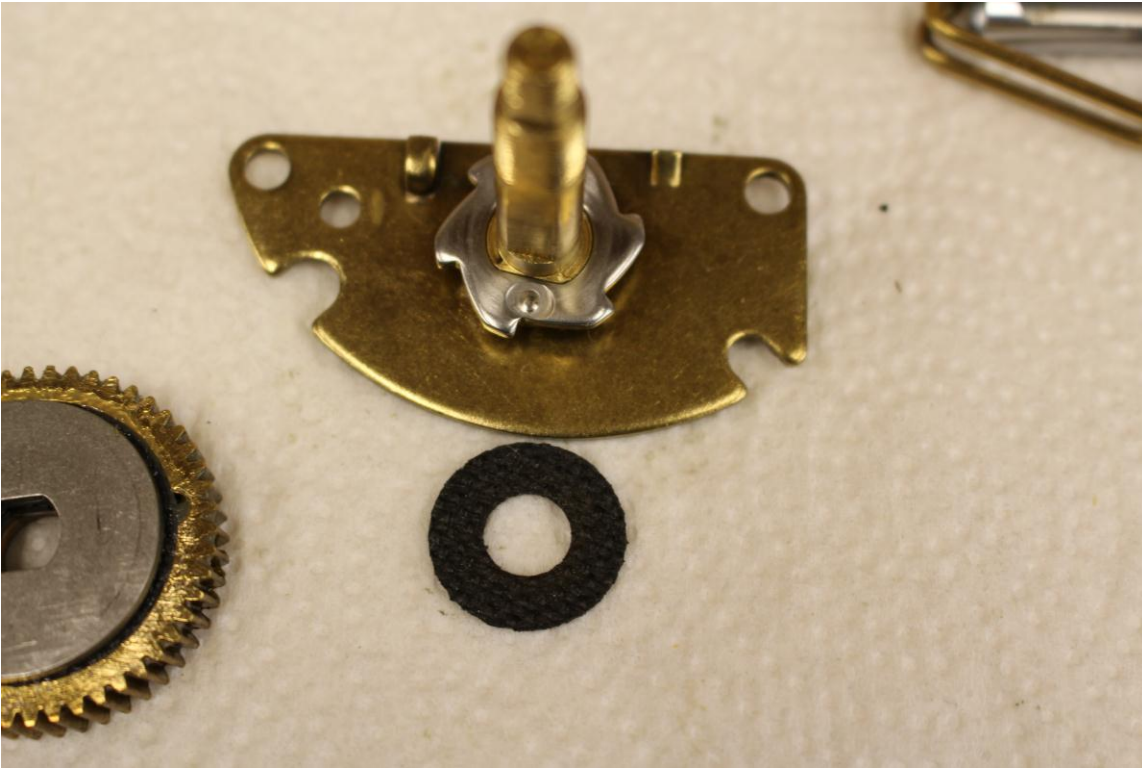


Remove the Drive Gear from the Drive Gear Shaft Assembly by sliding it up the shaft.



Remove the Drive Gear Washer from the Drive Gear Shaft Assembly by sliding it up the shaft. Note the original washer is not pictured here; this is a Carbon Fiber replacement with dimensions identical to the original washer.

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The Drive Gear Shaft Assembly consists of an Anti-Reverse Gear press fit to the brass shaft.

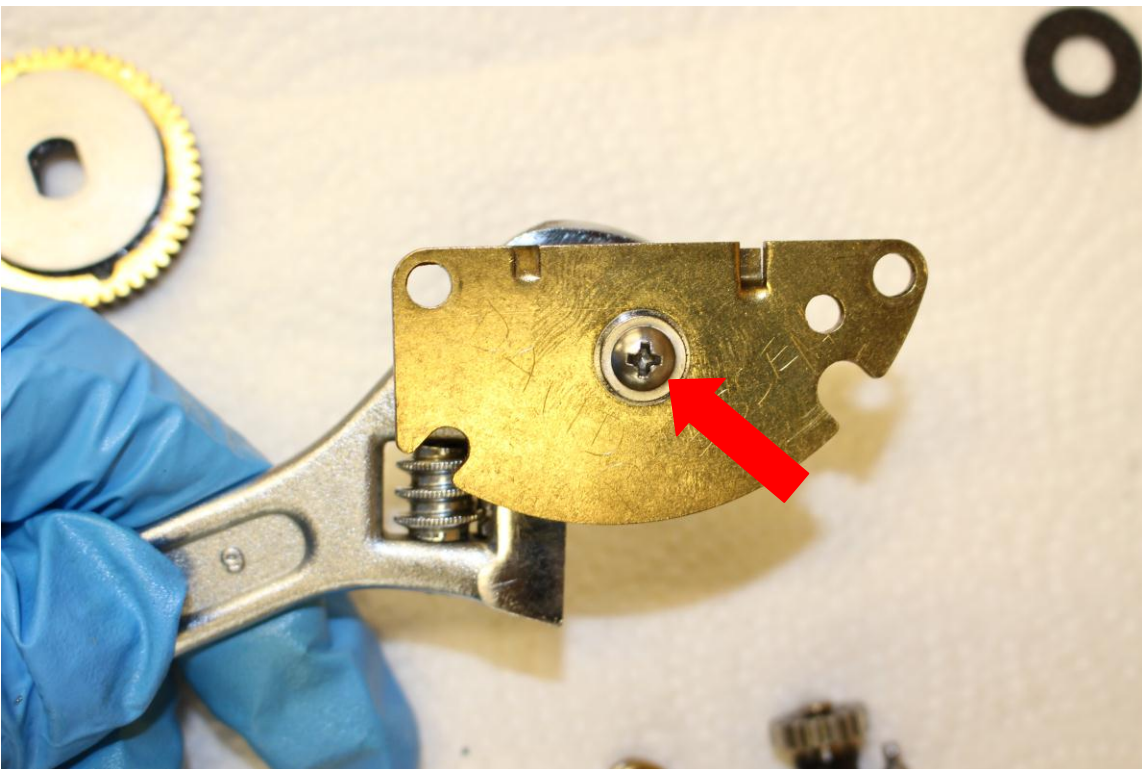


The drag washers are removed by lifting them out of the Drive Gear. The thickest metal washer (shown on the left) is on top of the stack. The friction washers shown here are Carbon Fiber replacements with dimensions identical to the original washers. The washers are shown in the order they were removed (from left to right).

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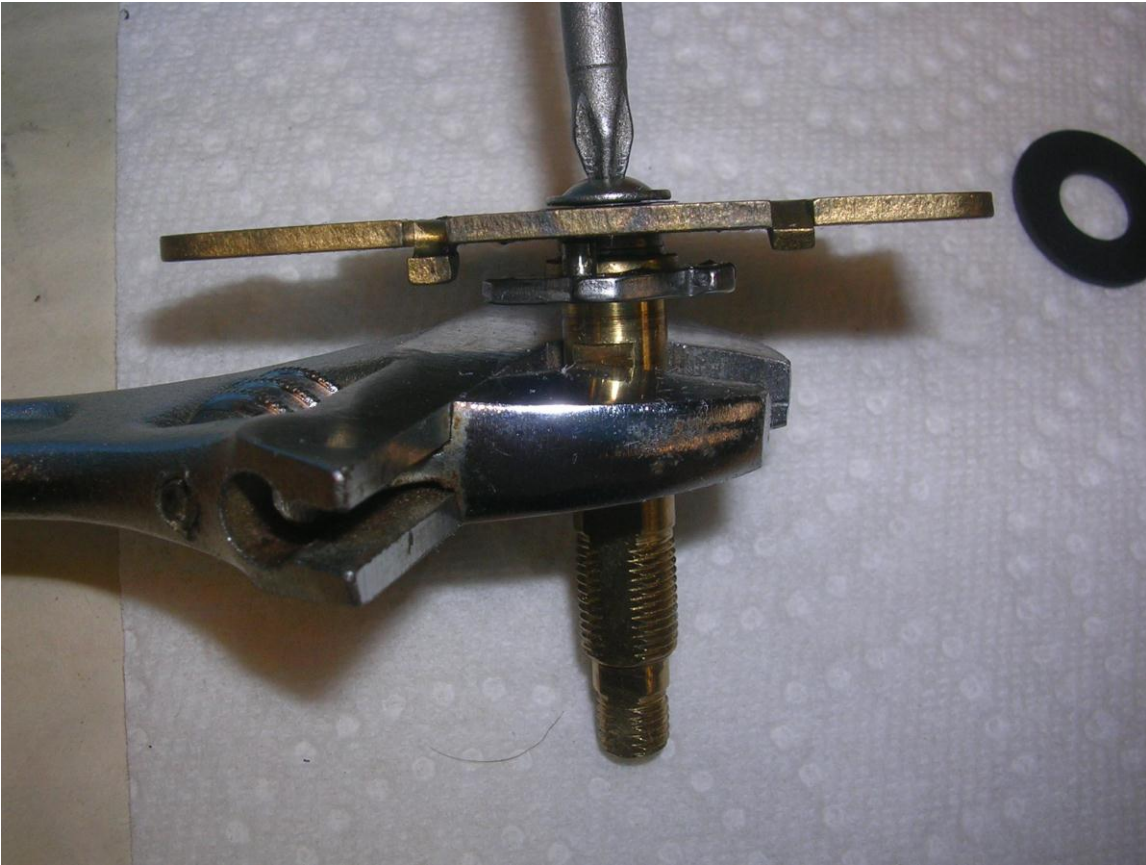


The Original (Rulon®?) Drag Washers and Drive Gear Washer shown here have the appearance of black rubber.



To remove the Drive Gear Shaft Assembly from the Hold Plate use a wrench on the flats of the Drive Shaft and remove the Drive Shaft Screw.

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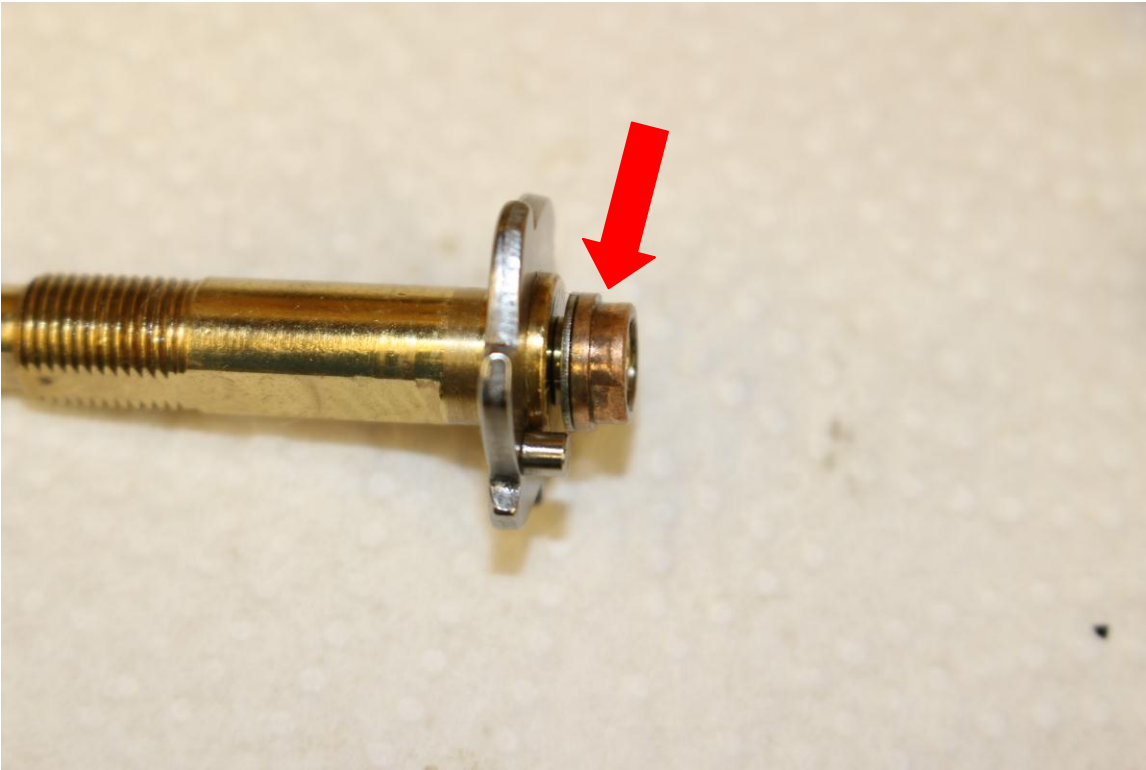


Side view showing the wrench on the flats of the Drive Shaft during removal of the Drive Shaft Screw.

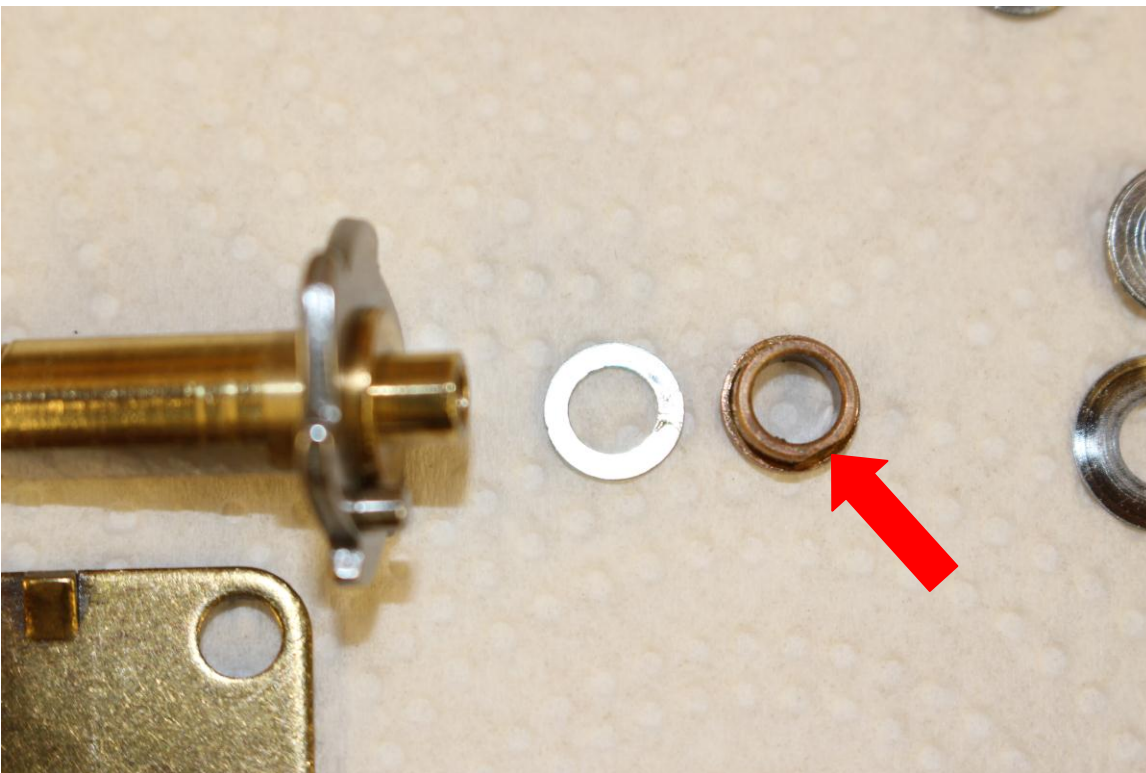


The Drive Shaft Screw and Washer after removal.

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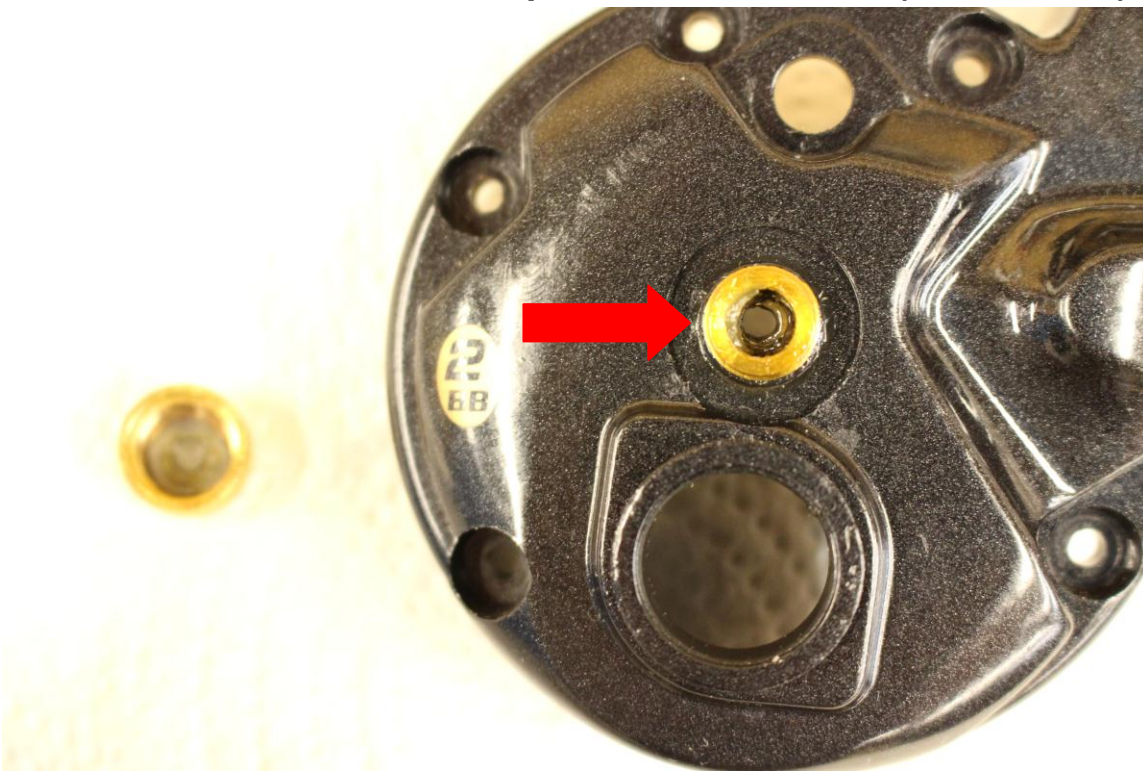


The Drive Shaft Assembly shown after removal from the Hold Plate. Remove the Drive Shaft Bushing and Drive Gear Shaft washer by sliding them off the end of the shaft.



The Drive Shaft Bushing and Drive Gear Shaft washer after removal. Note the Drive Shaft Bushing has flats which prevent it from rotating in the Hold Plate.

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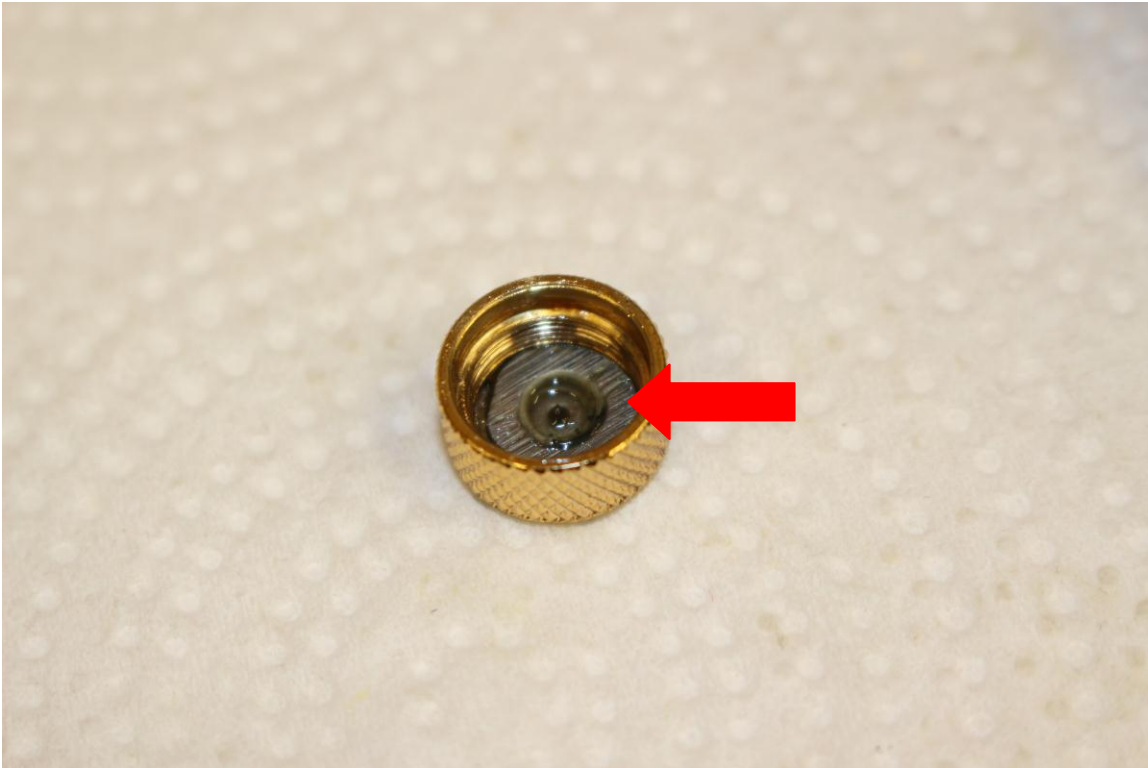


Remove the Cast Control Cap from the outside of the Right Side Plate.

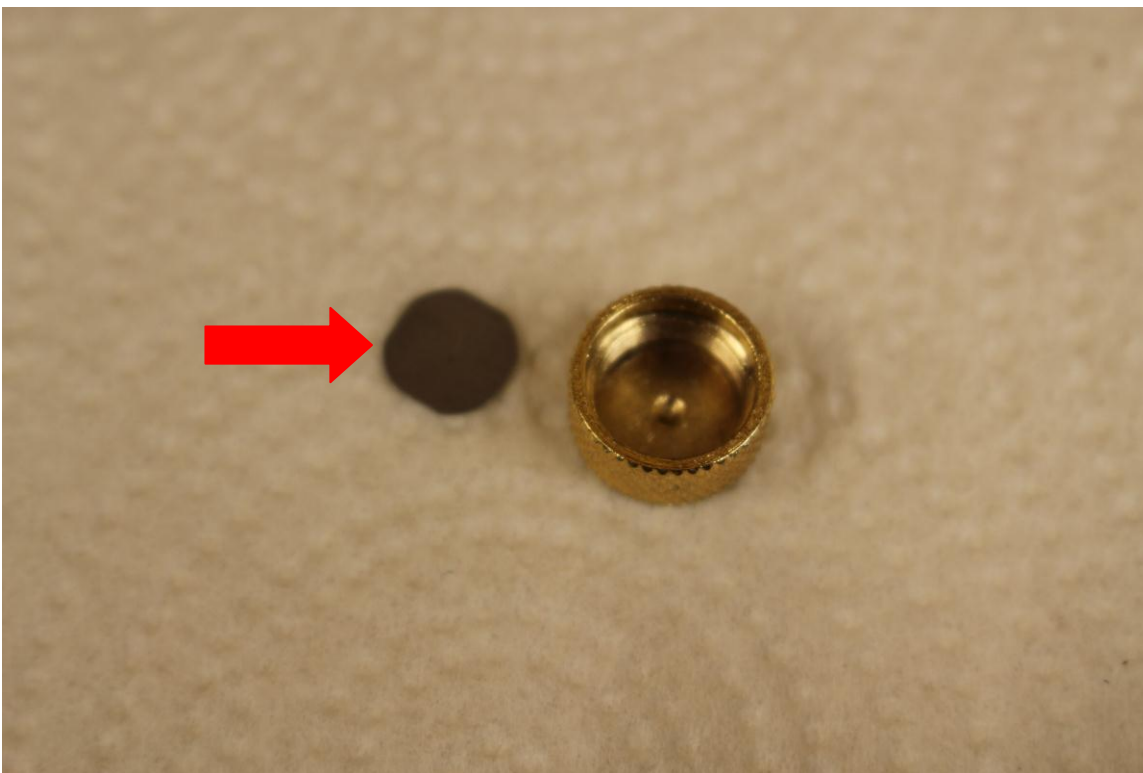


Check the O-ring for the Cast Control Cap. If it is cracked or deteriorating remove it and get a replacement. If the O-ring is in good condition then there is no need to remove it. This O-ring prevents the Cast Control Knob from rotating while the reel is being used.

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Remove the Spacer from inside the Cast Control Knob using a dental pick or similar tool.



The spacer is stainless steel on the DM30/DM45 reels. The spacer is brass on the DM30a/DM45a reels.

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End of Part 2: Disassembly of the Right Side.

This is a 6 part Tutorial:

Part 1: Disassembly to the Reel frame.

Part 2: Disassembly of the Right Side.

Part 3: Disassembly of the Left Side, and cleaning tips.

Part 4: Assembly of the Left Side.

Part 5: Assembly of the Right Side.

Part 6: Assembly of the Reel frame.

I hope you enjoyed this tutorial. Please address any comments to user: WeyeFisherCO on the Reel Repair forums at alantani.com.

It seems a little silly to put a disclaimer on a reel tutorial, but better safe than sorry, so here it is:

DISCLAIMER: The information in this document is presented without any kind of warranty. The procedures and methods described worked for the author and his circumstances, but there is no guarantee they will work for you, or are the best methods available. Sometimes manufacturers change components or designs without changing the model numbers; two reels with the same model number may not contain exactly the same components or be assembled the same way. Be aware of the hazards associated with chemicals; use extreme care when handling/using hazardous chemicals. Wear safety glasses. USE AT YOUR OWN RISK!

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