

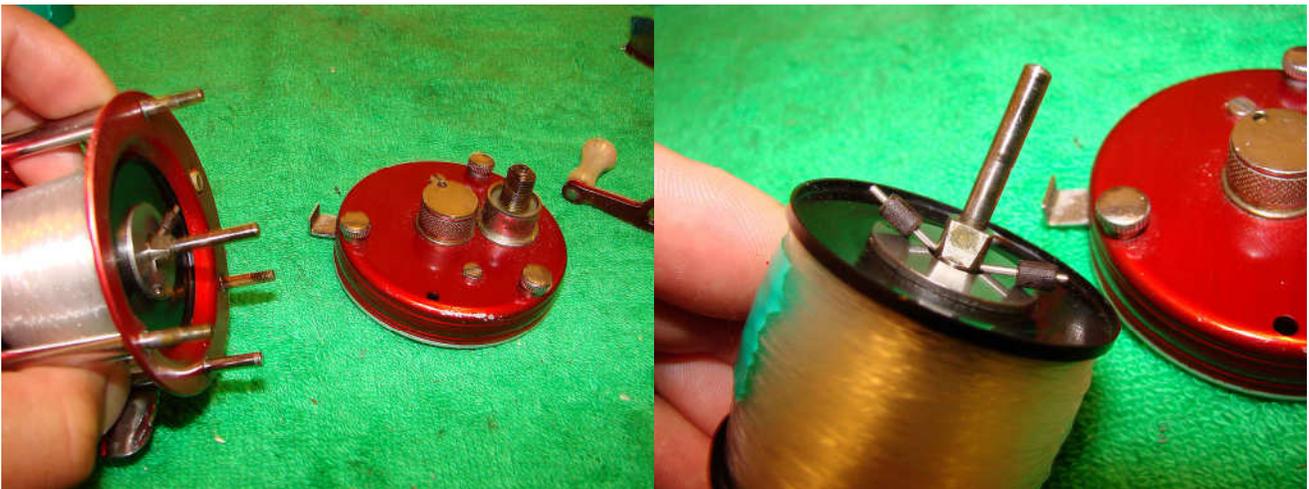
Ambassadeur 5000 (four screw) service



This four screw Ambassadeur 5000 seemed really rough when cranking. The bent handle was obvious but closer inspection showed that the spool didn't quite fit. This was really odd as the spool seemed to be slightly too wide for the frame. Initially I thought that the frame was bent as I also noticed a gap between the left side plate and frame. The colours of the two sideplates on the frame were different so I thought maybe the frame had been repaired at some stage and had been made too narrow by mistake.



The reel foot looks to have been deliberately bent, possibly to fit a reel seat on a rod? Time to look inside to see what the problem is.



When I removed the right side plate the centrifugal brake pins looked bizarre-like they had been forced upwards.



I decided to strip the line off the spool to see if I could find any clues as to what was happening...then I found this. I have never seen anything like it. It looks as if the spool has been forced apart in the middle.



It must have been a huge amount of force to cause the spool to separate and bend the brake pins (judging by the force required to get them back together). I have no idea what could have caused it.



First thing is to rejoin the spool halves-this looks much better but the pins still need to be straightened.



Pins all straightened. The spool is now a perfect fit in the frame and the centrifugal brakes work as they should. On with the rest of the service now that the spool has been fixed.



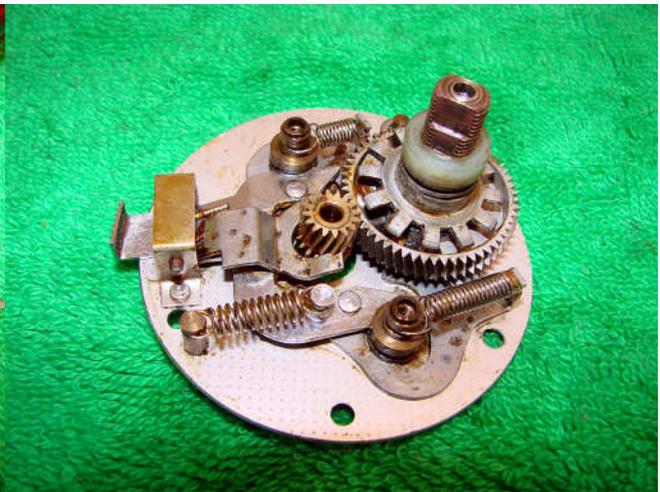
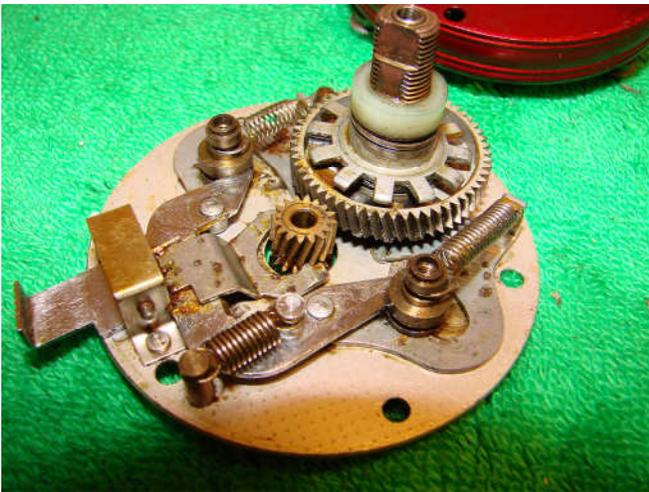
Remove the four pillar screws holding on the left side plate. Remove the idler gear screw and remove the idler gear. Turn the plate over and remove the spool cap.



Remove the circlips and the bushing. The felt can be pried out of the spool cap with a tooth pick and the copper shims can be removed. Clean the felt washer by soaking in lighter fuel. Undo the handle nut and remove the screw.



Remove the handle and star drag and then undo the three thumb nuts and remove the side plate from the frame. Undo the two bridge screws and remove the side plate from the brake plate.



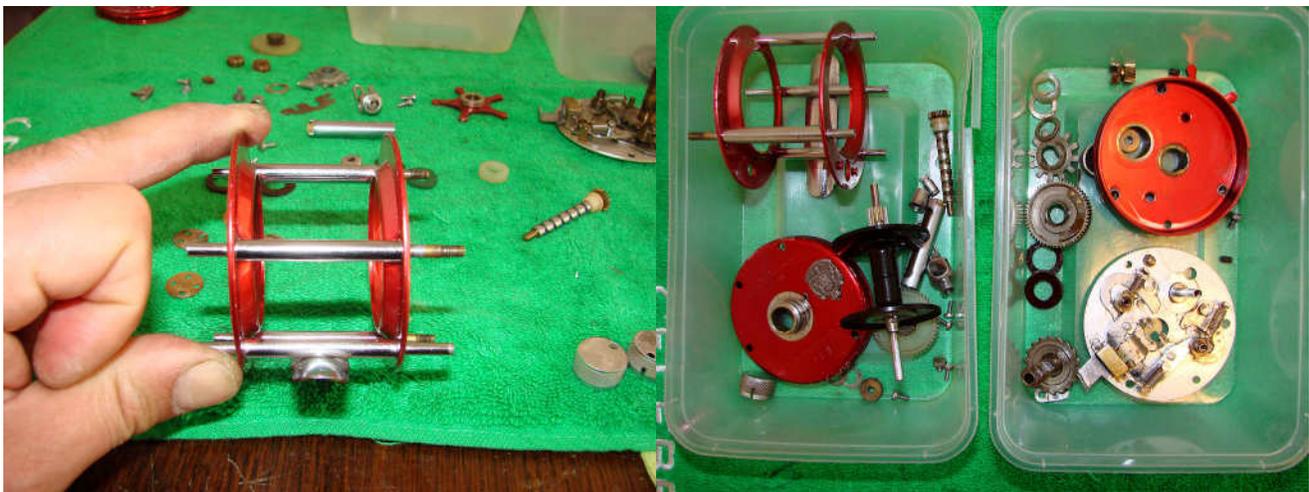
No sign of lubrication though there is no corrosion to speak of. Remove the main gear assembly and the pinion gear for cleaning. You may find it easier to remove the pinion gear if you place the reel in free spool by pressing in the thumb button.



The carriage screw lock is on upside down here! Remove by sliding off.



Remove the line carriage nut and pawl and then the carriage screw and cover can be removed from the side of the frame.



Without the side plates maintaining rigidity this frame shows a bit of flex! Everything needs to be cleaned before reassembly. Washing up liquid, warm water and a toothbrush should get things clean (use lighter fluid for the bushings, centrifugal brakes and the drag washers). If there are stubborn grease and oil deposits you can use lighter fluid/shellite, though I wouldn't recommend using it on plastic parts. Make sure that you rinse and dry all parts thoroughly.



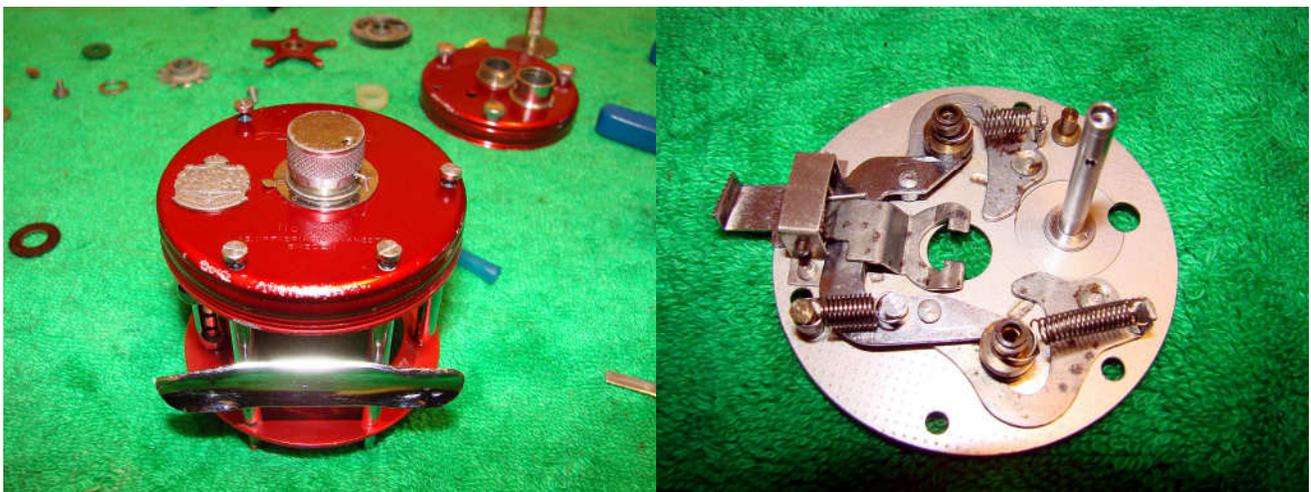
Add a drop of oil either side of the bushing on the carriage screw (near the gear) and one where it contacts with the plastic bushing in the cover. Place the assembly back in the frame. Grease the threads on the level wind.



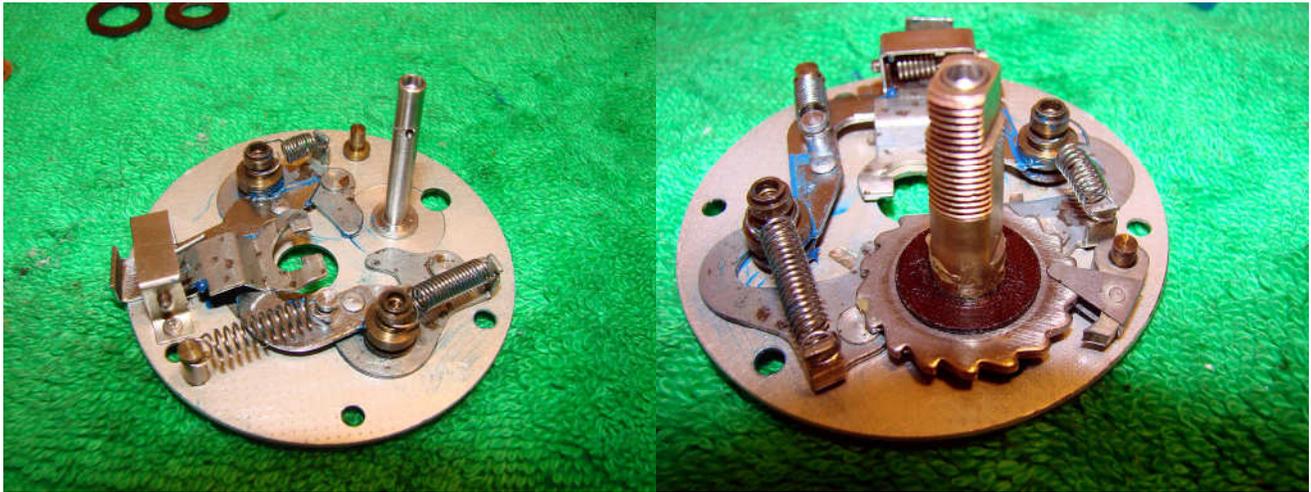
Replace the carriage screw lock, the pawl and the line carriage nut. Add a drop of oil either side of the carriage screw (in the threads). Add a drop of oil to the idler gear post and then replace the idler gear and the retaining screw. Spread liquid grease on the teeth of the idler gear.



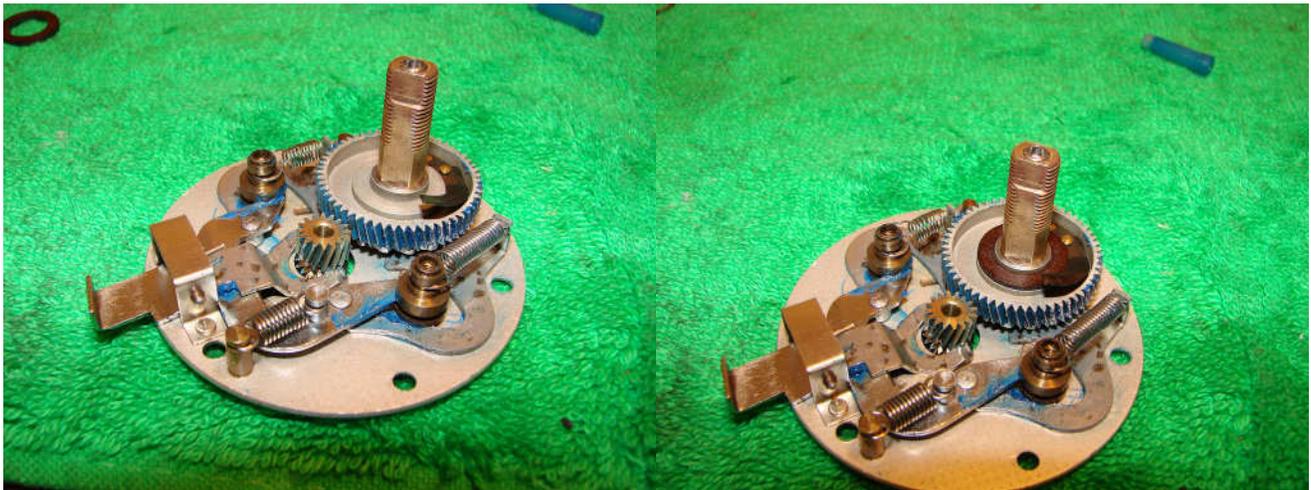
Replace the bottom circlip. Soak the bushing in oil and wipe of any excess and then replace it followed by the top circlip. Replace the shims in the spool cap (with a drop of oil), and then replace the felt washer. Apply oil to the felt washer and then replace the spool cap ensuring that the indicator wire fits properly into the slot.



Replace the side plate on the frame. Grease the threads on the four pillar screws and snug them down firmly (not too tight). Time to move on to the brake plate.



Apply a thin smear of grease to all of the friction surfaces (you can add a drop of oil to each stud that attaches the press arms to the brake plate). Smear liquid grease on the drive shaft post and then attach the drive shaft and anti reverse dog. Apply a thin smear of drag grease where the ears of the anti reverse dog grip. Apply a very light smear of drag grease to the base drag washer and the drive shaft where it contacts with the main gear.



Replace the main gear and the pinion gear. Apply grease to the gears ensuring that it reaches the base of the gear teeth. A small paint brush is useful for ensuring even coverage. Replace the top drag washer-I found that if this is greased it can make the drag jerky-as such leave it dry.



Replace the click wheel and then the curved washer followed by the flat washer and the drive shaft bearing. Smear liquid grease to the outside of the drive shaft bearing.



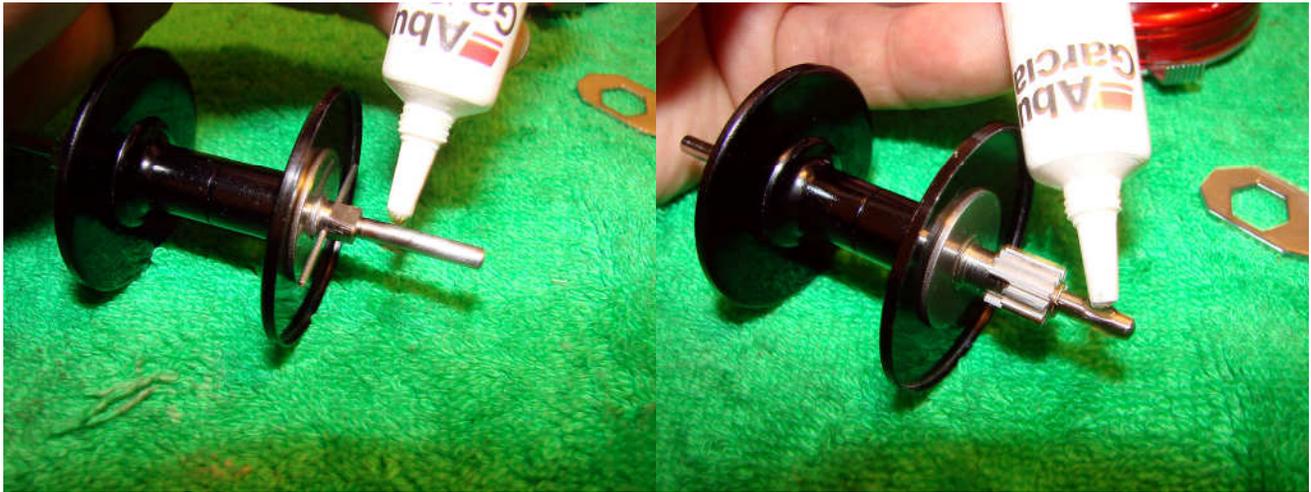
Replace the circlip in the right side plate followed by the bushing (soak in oil first and remove any excess). Replace the copper shims in the spool cap with a drop of oil. Replace the felt washer and saturate it with oil. Grease the threads for the spool cap and replace the spool cap ensuring that it is screwed in fully.



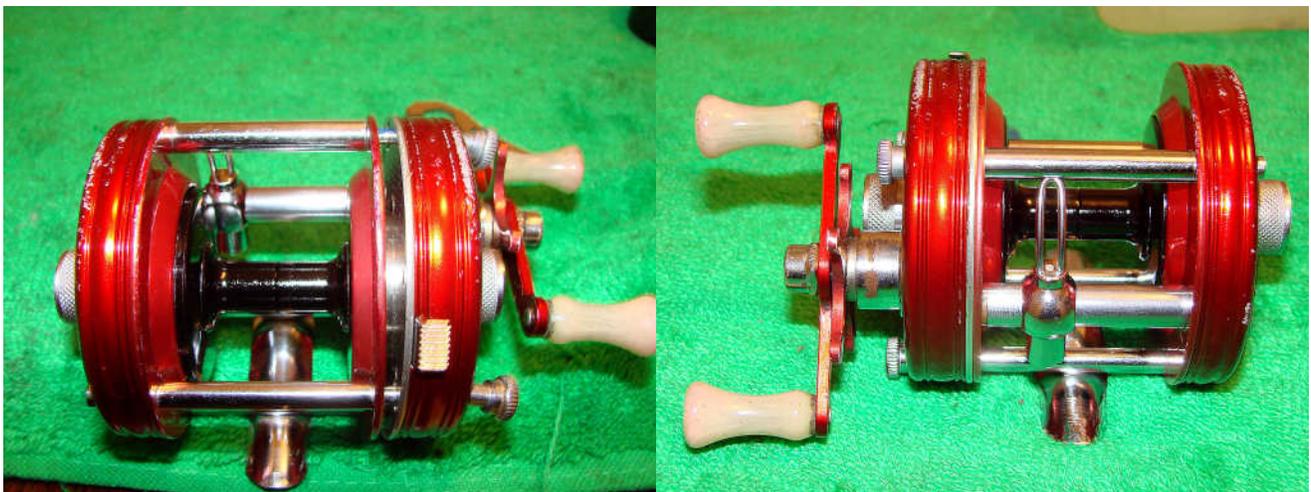
Replace the side plate on the brake plate. Grease the threads on the bridge screws and snug them down. Replace the star drag.



Replace the handle and drive shaft screw followed by the handle nut. Make sure it is snug as there is no handle nut lock on these older Ambassadeurs.



Add oil to the spool shaft on both the left and right hand side of the spool.



Replace the centrifugal brakes and make sure that they are fully pushed in. Insert the spool in the right side plate. Make sure that the threads on the frame posts are greased and then slide the whole assembly into the frame. Tighten up the thumb nuts. There is a complete difference to this reel; free spool is excellent, retrieve and drag are smooth. I'm not sure exactly how old this reel is, but with a little bit of work it is now fully operational. Not one single part needed to be replaced and I'm sure it can take a lot more abuse than it has already!

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