

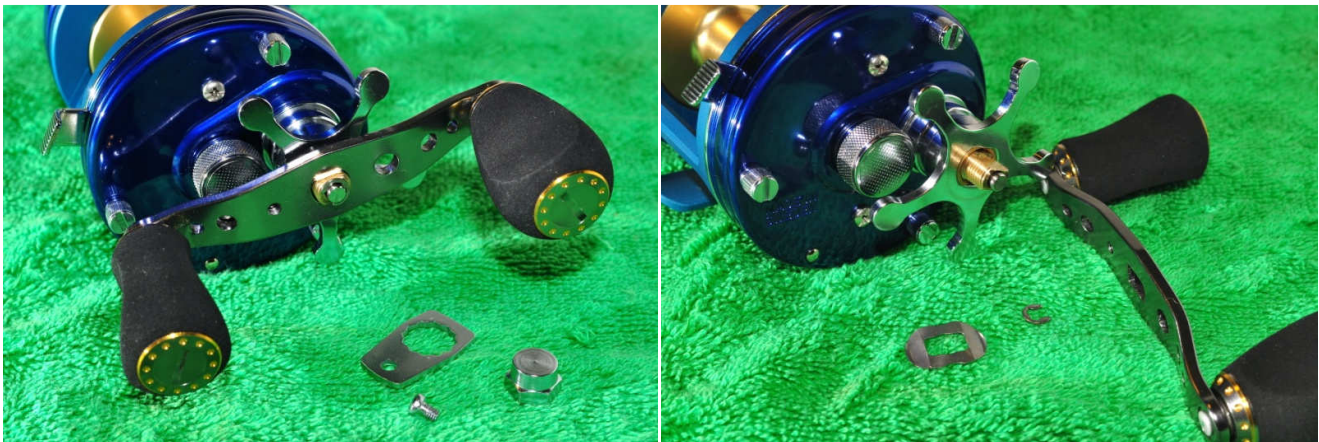
Ambassadeur 6500 CT Jay Parker/Siro Cantone Zzeta frame special



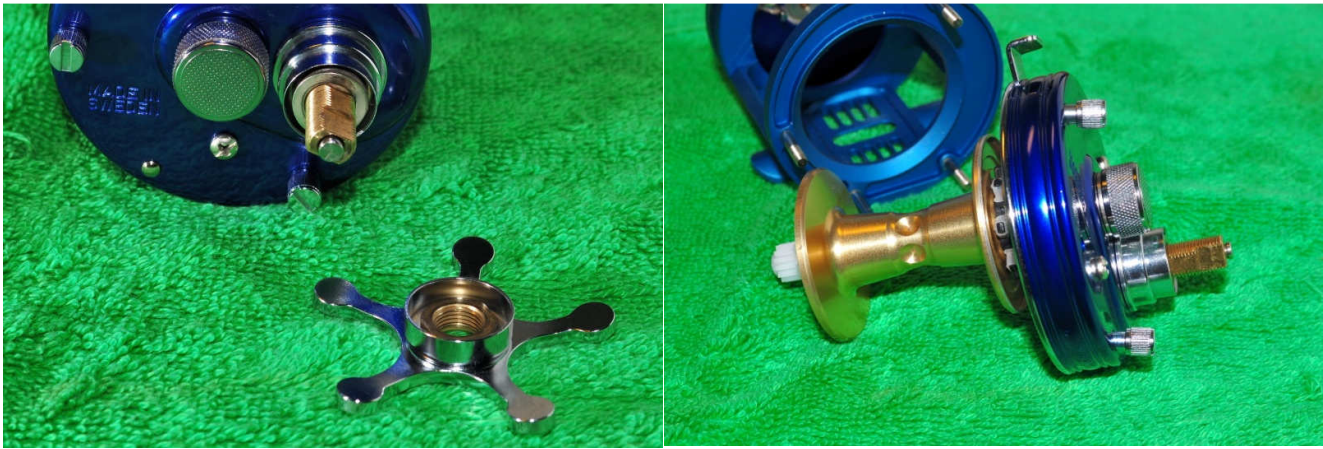
Visually this Ambassadeur is stunning. The heart of the reel is the CT Zzeta frame-machined in Italy by Siro Cantone of Zzeta Tuning. The frame is incredibly light and whilst aimed squarely at tournament casting it would be perfect for fishing. This cage offers far better spool access than a standard ABU CT frame-good for powerful casting styles. The rest of the reel has been assembled by Jay Parker and it has been very tastefully done.



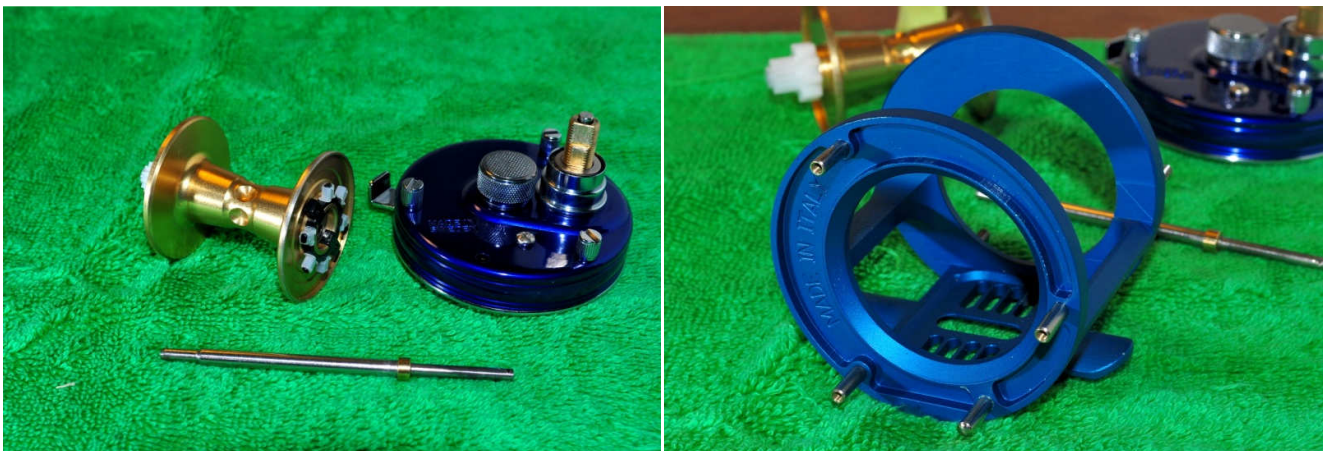
The handle is incredibly light (helped by the foam grips) and super smooth to turn (each knob runs on a ball bearing). It appears to be from a Japanese market Ambassadeur Revo Elite Akatsuki. Japanese anglers always seem to get a wider choice of special Ambassadeurs with custom parts than the rest of the world-check out the Pure Fishing Japan website! The gold handle accents go very nicely with the gold v spool.



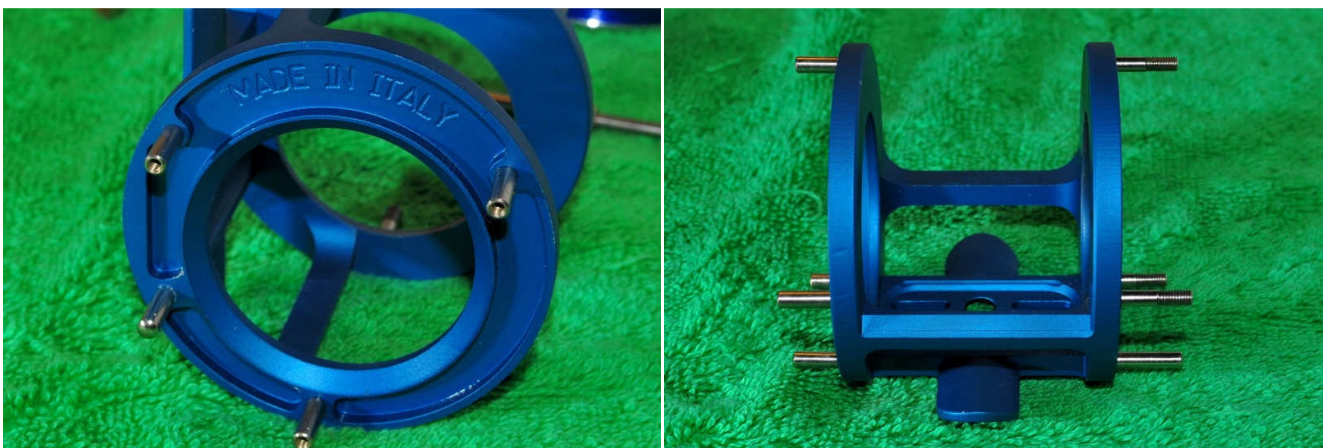
Servicing this reel should be no more difficult than a standard ABU CT reel. Remove the screw holding on the handle nut locking plate. Remove the lock plate and the handle nut. Remove the c-clip with the blade of a fine screwdriver and then remove the handle. Note the washer that sits between the handle and the star drag.



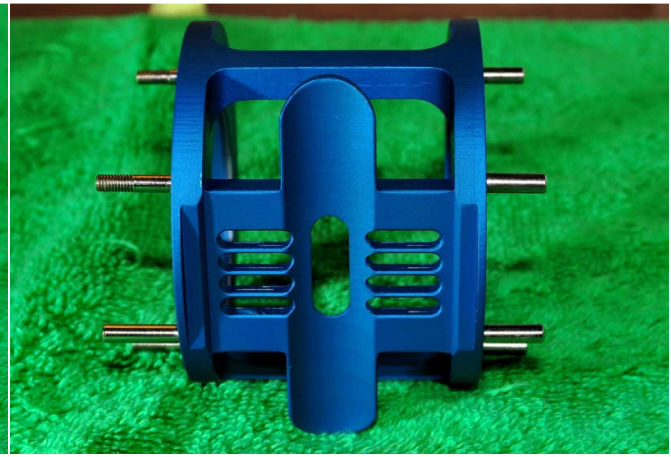
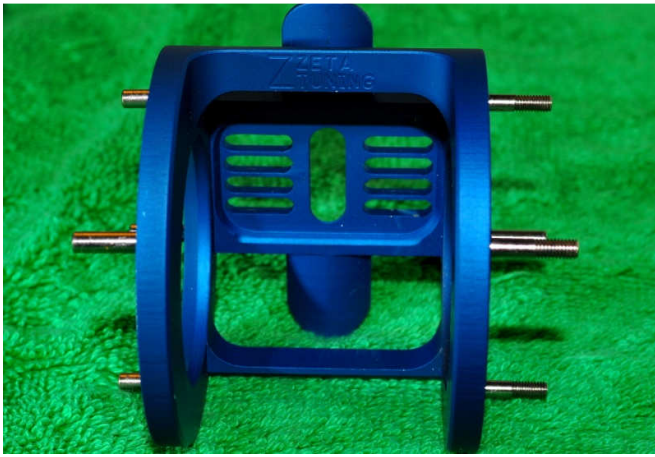
Unscrew the star drag. Undo the three thumbnuts on the right side plate and remove the side plate and spool assembly.



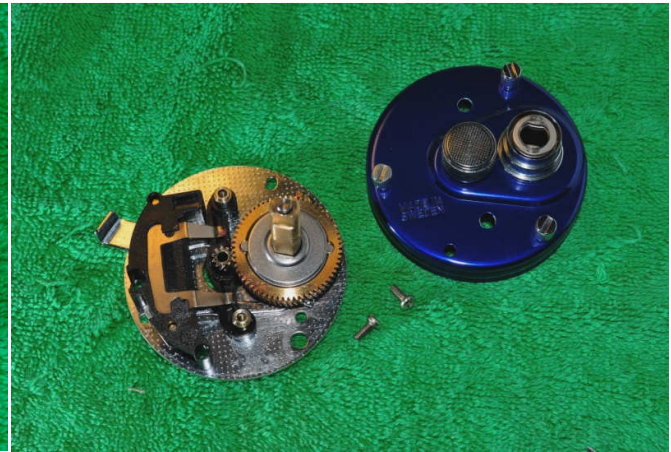
Remove the spool from the shaft and then pull the spool shaft out of the side plate-it is held in place with a plastic clip that sits in the right spool cap. The left side plate has been removed in order to have a good look at the frame. The left plate is held on by three pillar screws in usual Ambassador fashion.



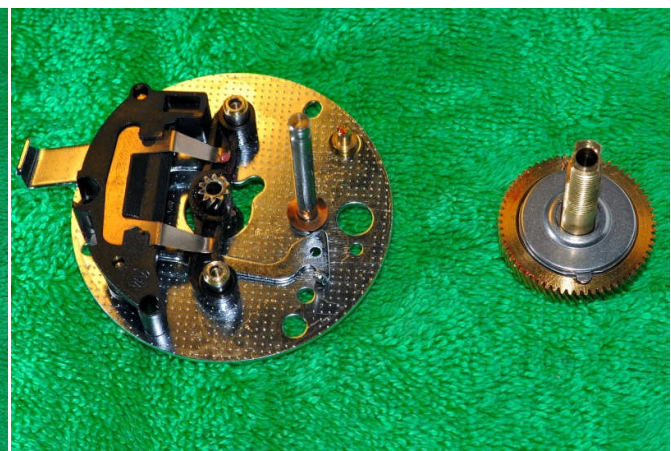
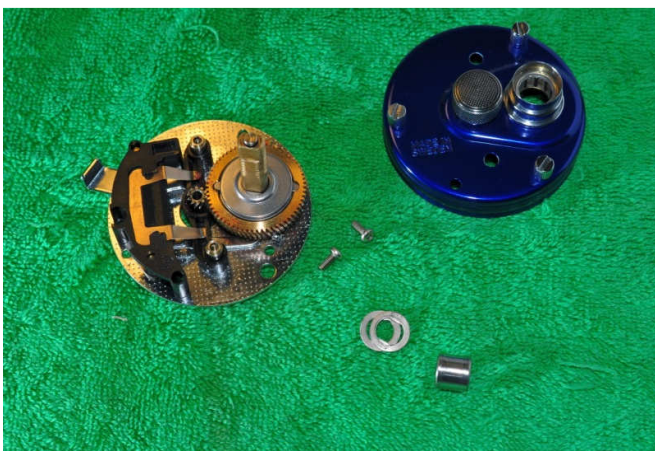
Call me old fashioned but I like to know where the products I buy are made. With so much manufacturing and production going offshore these days, often the country of origin is deliberately misleading or obscured. No doubt as to the origins of this frame and that's a good thing!



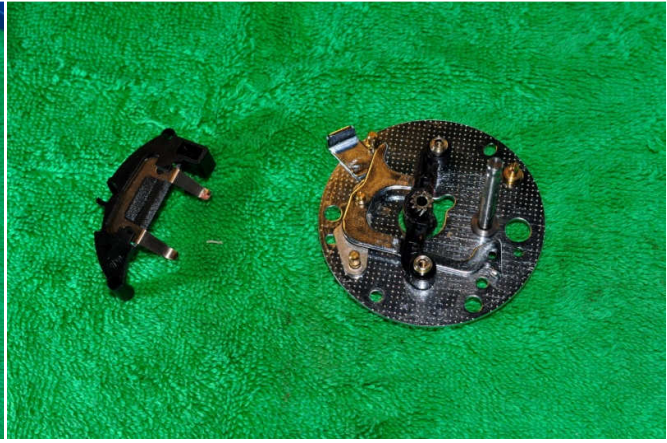
Every effort has been made to keep the weight down and you can certainly tell-check the machining by the reel foot.



Remove the two post screws and then remove the side plate from the brake plate. It's nice to see that the brake plate is chrome plated brass. They feel a bit more robust than the aluminium ones. There is a stub for an old style anti reverse dog on the plate-with a thicker base drag washer you should have enough clearance to fit an anti reverse dog as a failsafe backup if your IAR bearing was to fail whilst fishing.



Remove the two Belleville washers and the sleeve for the one way bearing from the side plate. Remove the entire gear assembly from the brake plate-don't forget the base copper washer (in the photo it's still on the brake plate).



Main gear/drag assembly laid out in order (left to right = bottom to top). Interestingly the fibre base drag washer and middle drag washer are standard issue whilst the other two are the newer carbontex material. Remove the position holder from the brake plate.

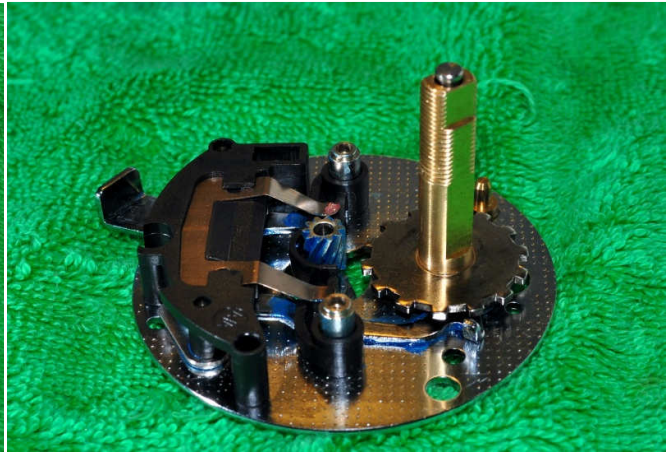
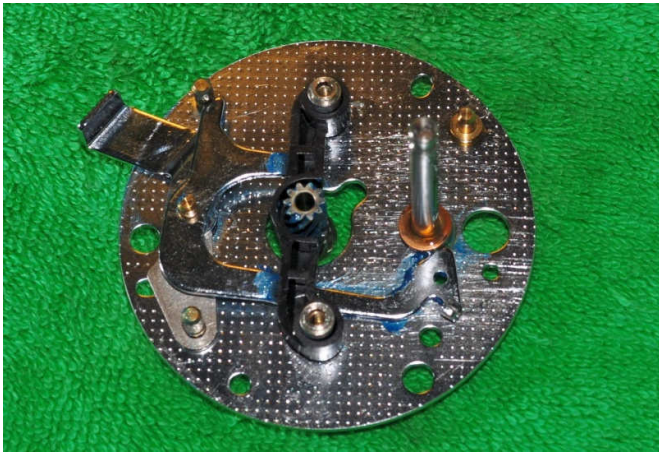


Remove the pinion gear holder. The pinion gear simply pops out of the holder-nice to see here that it is stainless steel. Finally remove the clutch arm, the release trigger, and the link arm from the brake plate.

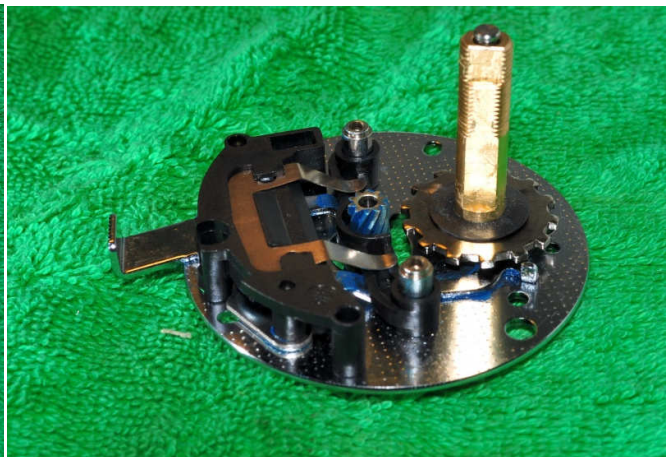


Give everything a thorough clean before reassembly. Remember when you reassemble to lightly coat the threads on screws with grease-this makes any future work much simpler and prevents any screws corroding and getting stuck.

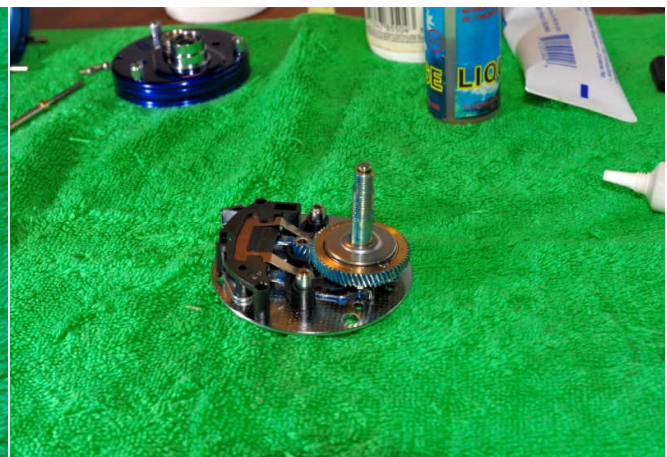
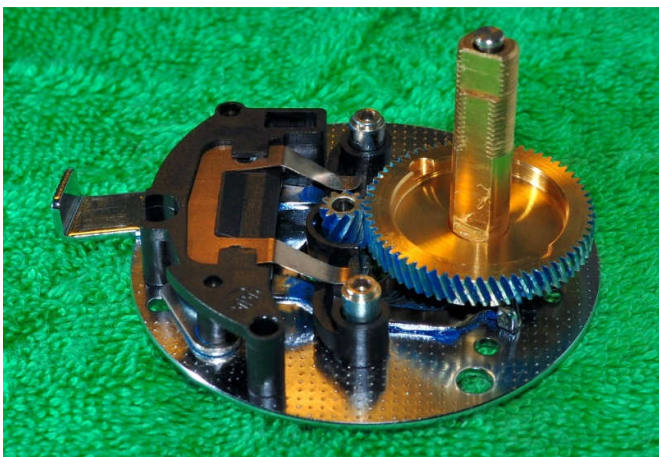
Start of by replacing the link arm, release trigger and clutch arm on the brake plate. Use a light coating of grease on the friction surfaces (anywhere that moving surfaces contact). Note I have put a dab of grease where the pinion holder contacts the clutch arm.



Replace the pinion gear in the pinion gear holder and replace on the brake plate. Add a light coating of grease to the gear teeth and also where the pinion gear contacts the pinion holder. Add a light coat of liquid grease (I find oil too light and grease too heavy) to the shaft and then replace the copper washer (add a drop of liquid grease to the copper washer as well). Replace the main shaft and the position holder.



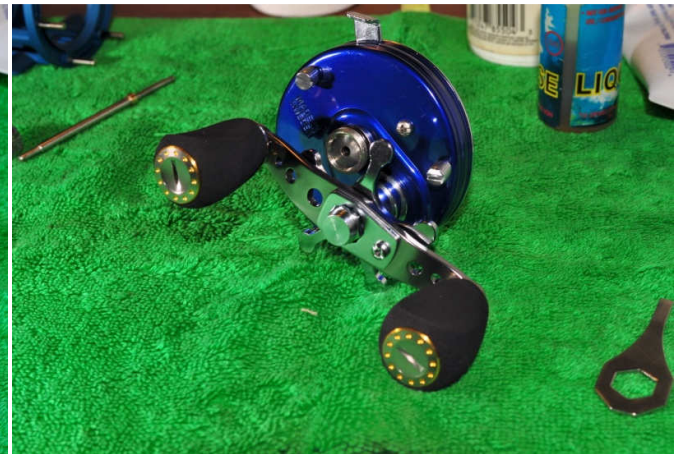
I like to run the drags with a light coating of drag grease on the fibre washers (Cal's drag grease is great). Replace the bottom fibre washer and add a smear of drag grease around the shaft where the main gear contacts-this is very important.



Replace the main gear (add a coating of grease to the teeth making sure you have total coverage). Replace the drag washers in the correct order (check the photo of the disassembled drag if unsure of the order). Make sure that the metal washer with 'ears' is seated correctly in the main gear.



Replace the side plate and fix in place with the two screws. Replace the sleeve for the IAR bearing (use a very light oil and sparingly-too much lubrication will cause your IAR bearing to fail). Replace the two Belleville washers in () configuration. Replace the star drag and washer.



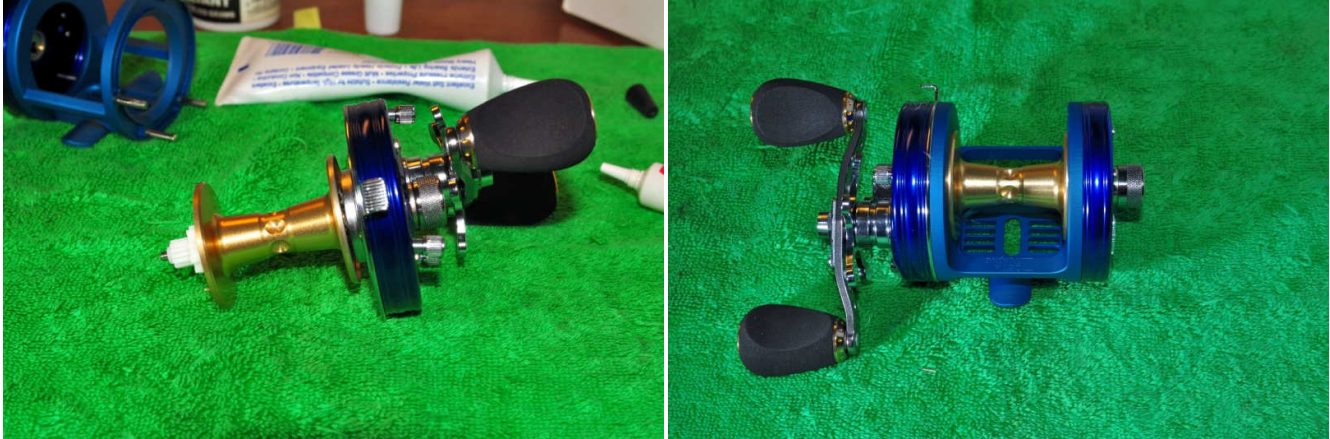
Replace the handle and c-clip and then fix the handle in place with the handle nut and locking plate and locking plate screw.



Replace the right spool cap. Add some oil to the main shaft where it contacts the pinion gear and then replace the shaft in the frame. It should click into place (the end of the shaft is held captive with a plastic clip in the right spool cap).

The spool bearings are easily removed by removing the centrifugal brakes (right side) and the plastic gear (left side). These parts are friction fit. Note the copper washer that goes under the right side bearing. Thoroughly clean the spool bearings by soaking in lighter fuel or shellite. When they are completely dry add a drop of oil of your choice

and then replace. Note that there is a correct way to install the centrifugal brakes as both sides are *not* the same. Double check before you remove them.



Ensure that the centrifugal brakes are pushed in enough to clear the brake ring on the brake plate and then slide the spool onto the spool shaft. You may find it easier if you put the reel in free spool. Slide the whole side plate and spool assembly into the frame and then tighten the thumb nuts.

Centre the spool in the frame using the left and right spool caps. When the reel is in free spool there should be a slight movement from side to side.

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