

## Ambassadeur 7000C Service

I picked up this reel second hand. It seemed to be working fine and the drag was still smooth, but I always like to give any reels I buy a service-even new ones. That way I can be confident that everything is working as it should be-and if not then it's my fault!

This is how I do a complete service for a 7000 size reel. I wouldn't go to this extent all the time but as I don't know this reel, it's good to do a complete teardown to see if anything needs replacing.

Terminology for parts varies and can be confusing. If a part is known by more than one term (that I am aware of) I have added that name in brackets. I have tried to make this guide detailed so that it can be followed by someone who has never taken a reel apart-apologies to those with more experience.



*7000C waiting for a service*

7000 series reels are all pretty much the same internally; I have a Swedish 7500C3 and a Swedish 7000CL Big Game Collection and the only real difference between them and this 7000C is a bearing instead of a bushing on the crank.

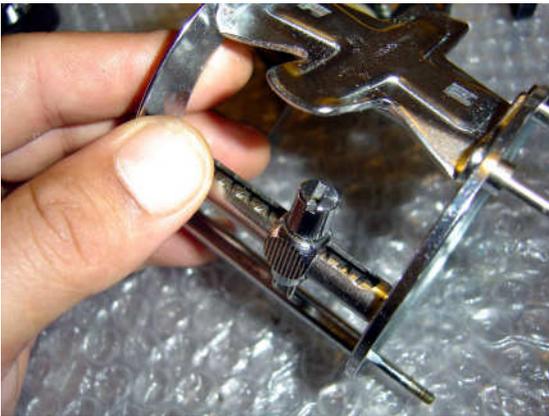
Starting on the left side plate, remove the three screws holding it on and it will pull off.



*Left side plate removed*

The spool can be removed from the left side of the frame (or from the right hand side if you prefer-remove the three thumbnuts on the right hand side plate and it will pull off). The centrifugal brakes will most likely fall off the pins on the RHS of the spool when you remove the spool so make sure not to lose them.

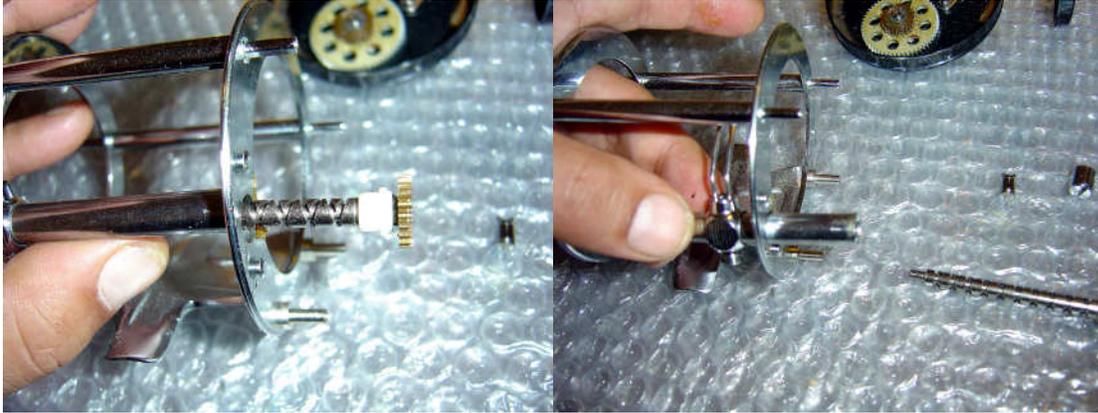
### Level wind



Unscrew the line carriage nut and remove the pawl.

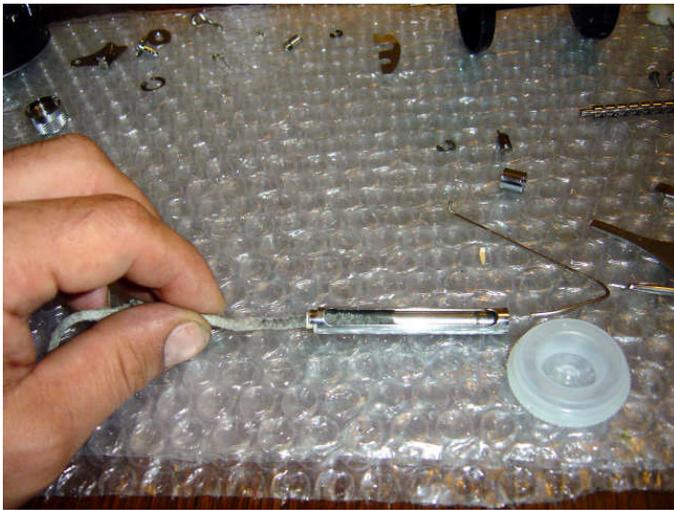


Note orientation of carriage screw lock. Remove carriage screw lock by sliding the top off first.



Remove the carriage screw (worm gear) from the left side of the frame, followed by the carriage screw cover (worm guard). They may come out together.

Now give everything a good clean before reassembly. I use a toothbrush and washing up liquid in warm water-just make sure to rinse off any washing up liquid thoroughly and to make sure parts are dried properly. Shellite or lighter fluid is good for any stubborn old grease or oil.



A pipe cleaner dipped in lighter fuel is great for cleaning the inside of the carriage screw cover.

When everything is clean and dry it's time to reassemble.



Put a drop of oil either side of the plastic bushing on the carriage screw making sure it soaks in properly.

Place another drop of oil on the other end of the carriage screw where it makes contact with the plastic bushing in the worm guard and then slide it into the worm guard.



Reassembly back in the frame is the opposite of disassembly; make sure that the top of the line guide sits properly in the groove in the frame crossbar.

Place the pawl in the line guide making sure that it seats properly. Grease the threads on the line guide and replace the line carriage nut, snug but not over tightened.

Place one drop of oil either side of line carriage screw and one in the middle (in the grooves). I like to spin the gear sticking out of the left side of the frame to ensure that the oil is spread properly.

## Left side plate disassembly and reassembly



Remove the c-clip holding on the cogwheel (idler gear). Be careful as it will fly off somewhere if you're not holding on to it.

Remove the idler gear. This one is metal-newer Ambassadeurs will have plastic ones.



Remove the c-clip holding on the click plate and unhook the click pawl spring.



You can then remove the click plate. Normally the click plate post should drop out; here it's a bit of a tight fit. In this case you can push it through and then remove from the other side.



Remove the click spring. The click button, click button plate and click pawl can then be removed. Everything needs a good clean before going back together.



Unscrew the spool cap. If you have circlip pliers use them to remove the circlip (spool bearing lock) holding in the bearing. I use a pair of needle nose pliers with the tips filed down to fit.



Remove the bearing. I find a bent paperclip works well.

Put the bearing in a jar containing lighter fluid and leave it to soak for half an hour or so. This should get rid of any old grease or oil. Replace the cleaning fluid until it remains clear.

You can check if the bearings are clean by spinning them on the end of a pencil—they should be nice and smooth with no roughness. If you are happy with them then leave them to dry completely on some paper towel before adding any oil.

If after several soakings they are still rough then it's time to change them. In this reel the bearings were rough and so I'll take the opportunity to upgrade them to ABEC 5 bearings.



Remove the copper shims from the left spool cap and give them a good clean. They are then ready to go back into the spool cap with a drop of oil.

Now that everything is squeaky clean it's time to reassemble the side plate.



Put a drop of oil on the idler gear post then add the idler gear and c-clip.



Smear some grease on the back of the click button plate and replace it in the side plate.



Replace the click plate post in the side plate and smear some grease on the back of the click plate. Place the click plate on the post and replace the circlip.



Replace the click button and click pawl. Note how the pawl sits on top of the click plate. Replace the click spring.



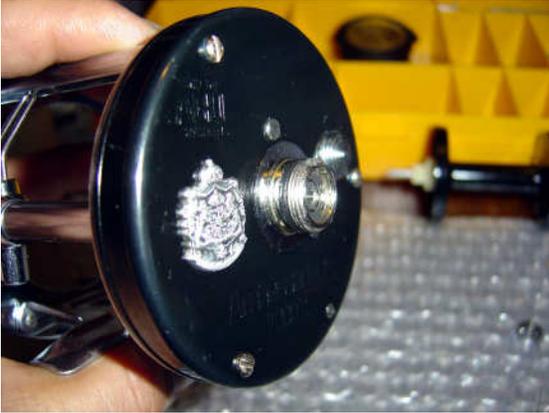
Then replace the click pawl spring. You can add a dab of grease to the friction surfaces if you like. I find that too much grease can make the clicker quieter so try not to use too much-a thin smear is fine.

Add some grease to the teeth on the idler gear (I find liquid grease very good for this) before reattaching the side plate to the frame. Don't forget to grease the screw threads and be careful not to over tighten.



Add a drop of oil to the bearing before putting it back in the side plate. I like Rocket Fuel Red Label for 7000 size reels.

Replace the bearing and circlip. This bearing is unshielded on one side and I have left the open side facing outwards as this will make oiling easier in the future. Some people like to have the open side facing inwards for protection from the elements-the choice is yours!



Grease the o-ring and threads with an o-ring friendly grease and then reattach the spool cap-just loosely at this stage.

### **Right side plate disassembly and reassembly**



Unscrew the spool cap and remove the copper shims. It looks like salt water has been in here so I'm sure the bearing will be junk like the other one. It's best to replace them as a pair anyway.



Remove the screw holding on the handle nut lock. Remove the handle nut lock and the handle nut. Remove the c-clip and then the handle. Be careful with the c-clip as it will want to spring off.



Remove the star wheel. Note that there is a friction washer between the handle and the star wheel. Remove the two bridge screws and then lift off the side plate.



It doesn't look too bad though there doesn't seem to be much in the way of lubrication.

If you turn the drive shaft clockwise the anti-reverse dog will be released. The whole drive shaft assembly can then be lifted off as one unit.



There is a copper shim at the base of the drive shaft-take care not to lose this part.



**PHOTO 49** Everything laid out in order top to bottom (left to right). The drive shaft bushing is to the right of the side plate. These drag washers are actually a bit worn-I have some carbontex fibre and metal washers on order and they will be replaced as soon as they arrive.



After cleaning the side plate in goes a new bearing lubed with a couple of drops of oil. Note there is no bearing lock in this side. Make sure the copper shims are nice and clean. Add a drop of oil and the spool cap is ready to go back on the side plate.



Add some grease to the threads and then screw down the spool cap *fully*. Note that there is no o-ring on this side and so the spool cap *must* be screwed in fully.



Before tackling the brake plate we'll start on the drive shaft assembly. Make sure that everything is clean and free from corrosion. The drag washers can be cleaned by wiping down with a soft cloth and some lighter fuel.



The base drag washer should be greased regardless if you like to run your drags wet or dry. Use a good quality drag grease-I find Cal's to be excellent. Make sure that you use the drag grease *sparingly*. A dry washer and a greased washer should look the same. In this case I will be using the other drag washers dry (no grease).

Make sure to put some drag grease where the main gear sits on the shaft. **This is important!** Your drag can fail if you don't!



Replace the base drag washer and then the main gear followed by the base fibre drag washer. Note that the base fibre drag washer has a larger diameter inner hole than the two other fibre washers. After the base drag washer replace the first metal drag disc as shown in the photo above.

Another fibre washer goes on top followed by the keyed metal drag washer (metal washer with round inner hole and two 'ears'), another fibre washer and then the top metal drag disc. **See photo 49 if you unsure of the correct sequence.**



Replace the two spring washers on top of the drag stack. The larger diameter one sits on the bottom in this orientation ). Put a smear of grease on the shaft.



Replace the bushing. I place a smear of liquid grease on the outer surface of the bushing where it contacts with the plastic in the side plate.

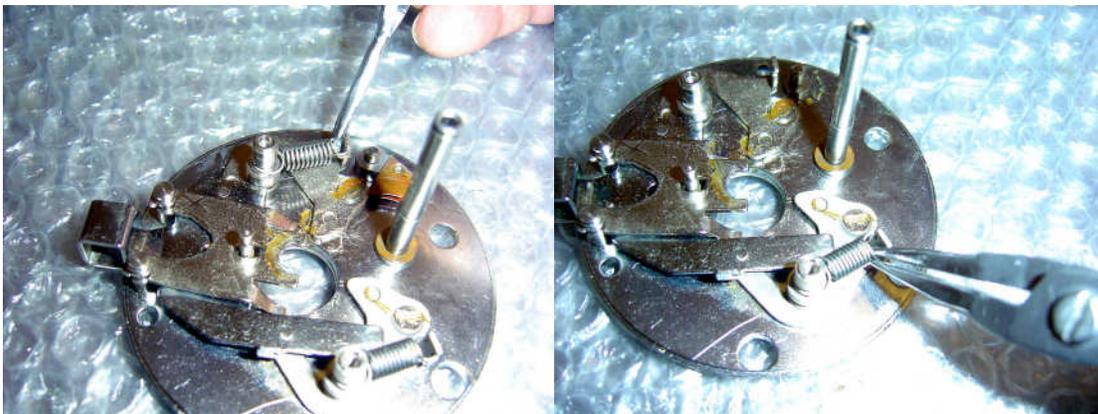
The finished gear assembly can be put to one side while the brake plate is tackled.



Remove the pinion yoke lock. This is easiest if you push down on the pinion yoke spring while you are removing it. Keep a firm hold on the spring as it will want to disappear into the distance.



Remove the pinion yoke spring followed by the clutch spring.



Remove the two lock arm springs.



Remove the clutch arm and then the press arm (release trigger).



Everything needs a thorough clean before reassembly.



Check the brake drum (brake ring). In this case it looks like some saltwater has entered so it needs to be polished up



Note where moving metal parts contact each other and smear these surfaces with a thin film of grease. Replace the press arm (release trigger).



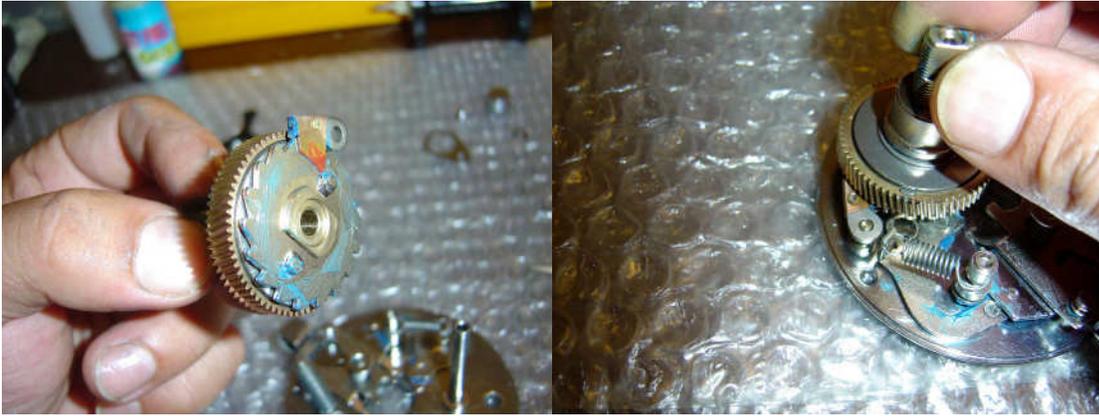
Replace the clutch arm and then the lock arm springs, clutch spring and pinion yoke spring.



Add a drop of liquid grease to the base of the drive shaft and add the copper shim. Grease the drive shaft with liquid grease-I find oil too thin and grease too thick.



Add some grease where the pinion gear contacts the clutch arm. Newer reels have the pinion gear sitting in a plastic bushing. Replace the pinion gear in the clutch arm-you may find it easier from the other side of the brake plate.



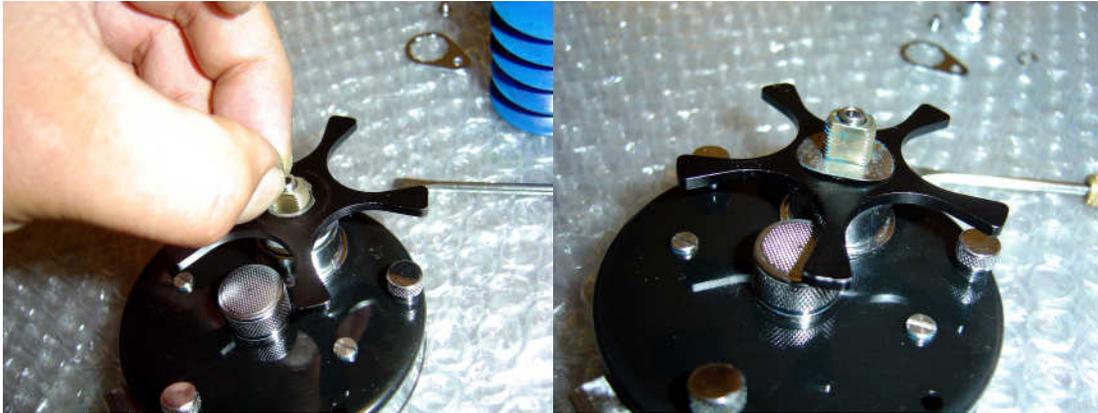
Attach the anti reverse pawl to the base of the drive shaft using a thin smear of grease and then replace the whole drive shaft assembly on the brake plate. You can add a drop of oil to the post for the anti reverse pawl.



Add a thin smear of grease to the gears-you can use a toothpick or a fine paintbrush to spread evenly. I like to turn the gears to ensure coverage on the pinion gear.



Replace the side plate and replace the bridge screws (make sure the threads are greased) taking care not too over tighten. Add a smear of grease to the base of the star drag where it contacts the bushing in the side plate.



You may have to hold the top of the drive shaft while you tighten the star drag. Add a thin smear of grease to the friction washer and replace it on top of the star drag.



Replace the handle and c-clip and then tighten up the handle nut (don't over tighten). Add a thin smear of grease to the base of the handle nut lock and then replace the locking screw (don't forget to grease the threads).

## Spool and centrifugal brakes



The centrifugal brakes look to be soaked in oil and the spool shaft needs a bit of a clean up too. The brakes can be cleaned with lighter fluid. If you find that dry brakes make too much noise for you then you can run a cotton swab with a miniscule amount of oil on it around the braking surface in the brake ring.



Add some oil to the spool shaft where it contacts the pinion gear. Make sure that the centrifugal brakes are pushed in fully and then place in the right hand side plate making sure it is seated properly.



Grease the three studs on the frame and then the whole assembly can be slid into the frame. Tighten up the thumbnuts.

Place the reel in free spool and turn the left hand spool cap until the spool just starts to rotate. Turn the indicator dial to zero to correspond to the mark on the spool cap. If you really want to control the cast by tightening the left spool cap you will have a reference where zero is.



Give the reel a wipe down with a clean cloth and you're done. Simple!

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