

Ambassadeur 5600EXT service



5600EXT waiting for a service. This reel didn't look too bad though there were some salt deposits present.



The screws and part of the side plate have suffered from saltwater corrosion. The screws were actually seized tight and wouldn't move. Don't try to force stuck screws-this may cause them to snap off, especially if they have been badly corroded by salt. In this case the screws were liberally coated with penetrating fluid and left overnight. Fortunately this did the trick.

Try to make it a habit of greasing the threads on all the screws when you service your reel-it will save headaches like this in the future.

Right side plate



Remove the handle nut cover and the handle nut. Lift off the handle. Salt deposits are very evident.



Remove the friction washer and undo the star drag. Undo the two side plate screws (the ones at the top and the bottom of the side plate) and remove the side plate. If the side plate seems hard to remove try pushing on the clutch plate from the inner side of the frame.



The clutch plate shows some salt deposits-interestingly it is made of plastic; no corrosion worries at least! Remove the two remaining side plate screws and lift the side plate from the clutch plate. Unfortunately the right side plate is showing a little bit of corrosion around the screw holes.

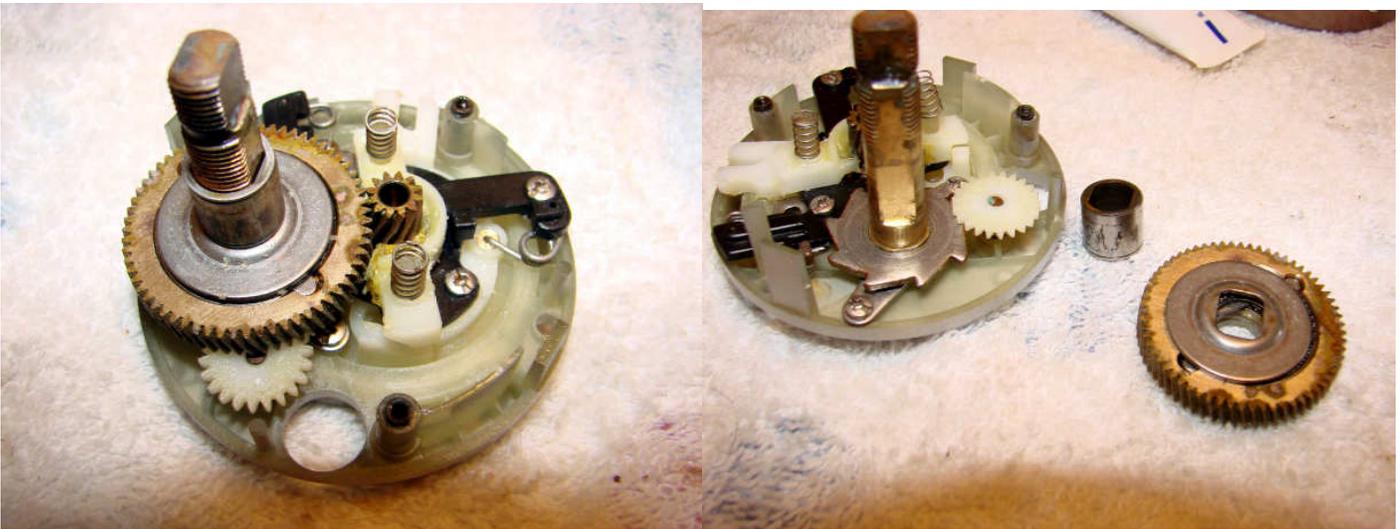


These screws need to be replaced. Fortunately the inside of the side plate is not as bad as it looks. The IAR bearing works fine and the corrosion on the plate can be cleaned off. To prevent future corrosion you can put a little bit of grease on your finger and smear it on the inside of the side plate.

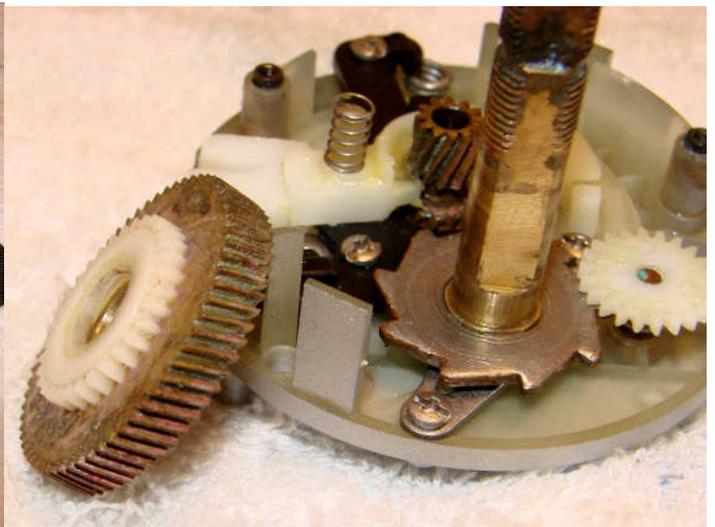
Clean the IAR bearing by soaking a cotton bud in lighter fuel/shellite and running it around the inside of the rollers. When the rollers are completely clean and dry place a drop of oil on a clean cotton bud and run that around the rollers. Over lubrication of the one way bearing will cause it to slip so just enough oil to coat the rollers is plenty.



Remove the right spool cap. Remove the clip and take out the plastic bushing. Give the bushing a thorough clean before replacing and fixing it back in place with the clip. Remove the copper shims from the spool cap and give the cap and shims a thorough clean. Add a drop of oil in the spool cap before replacing the shims. Add a drop of oil on top of the shims (the spool shaft contacts here).



Remove the sleeve for the one way bearing and lift off the main gear complete with the drag washers. It looks like saltwater has made its' way down to the main gear, hopefully the drag washers will be ok.



Drag washers separated out. Left to right = top to bottom. The drag looks to be unaffected by saltwater intrusion though the same cannot be said of the main gear and pinion gear teeth. It's nice to see that the drag washers are the new carbon style.

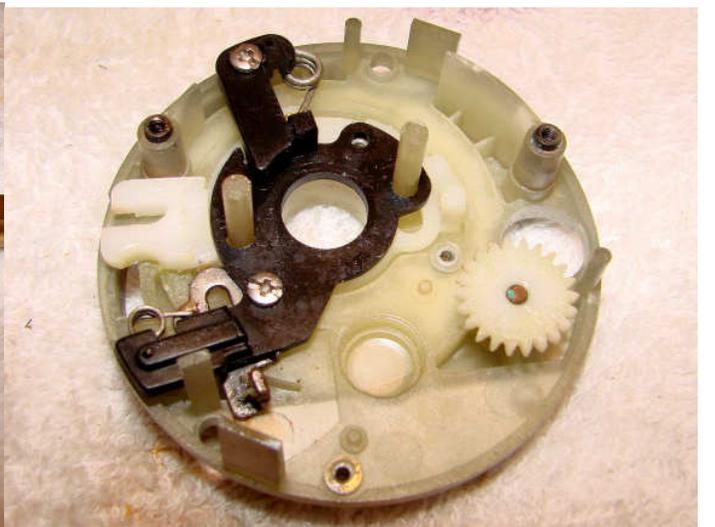
Note the plastic level wind drive gear that sits underneath the main gear-this simply lifts off.



The left photo shows the clutch plate before disassembly. Firstly remove the pinion yoke (with two springs) and the pinion gear.

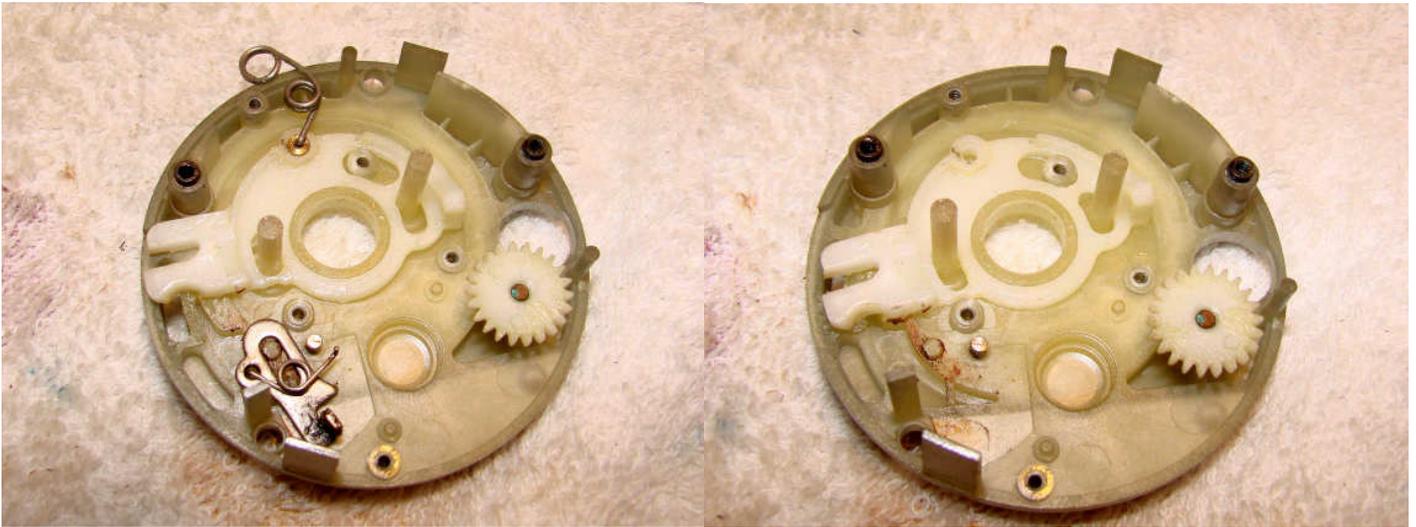


Remove the two screws holding the main shaft assembly and remove from the brake plate. The ratchet slides off the main shaft. Note the circlip at the base of the main shaft. Remove this and separate out the parts.

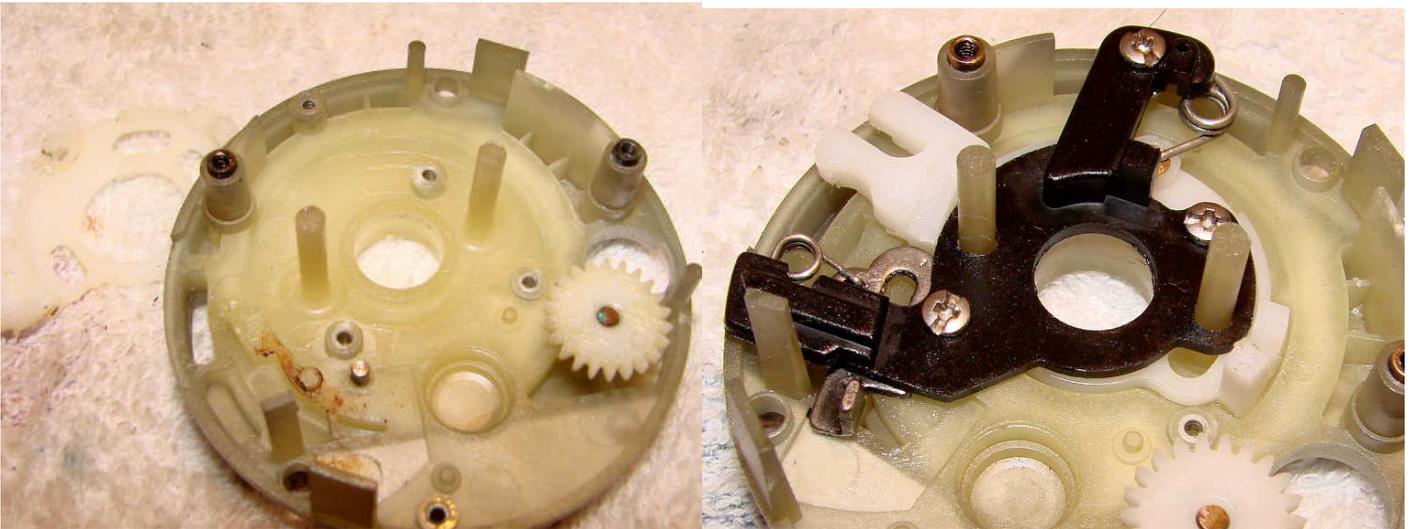


Parts separated, left to right = bottom to top. Circlip, washer, bearing, washer, bearing plate, washer, main shaft. Give the bearing a thorough clean by soaking in lighter fuel. When it is completely clean and dry repack it with grease and reassemble the shaft assembly.

Remove the three screws holding on the position holder (black part-one has already been removed). Note that there are two springs underneath. Be very sure to note their correct orientation before removing the position holder.

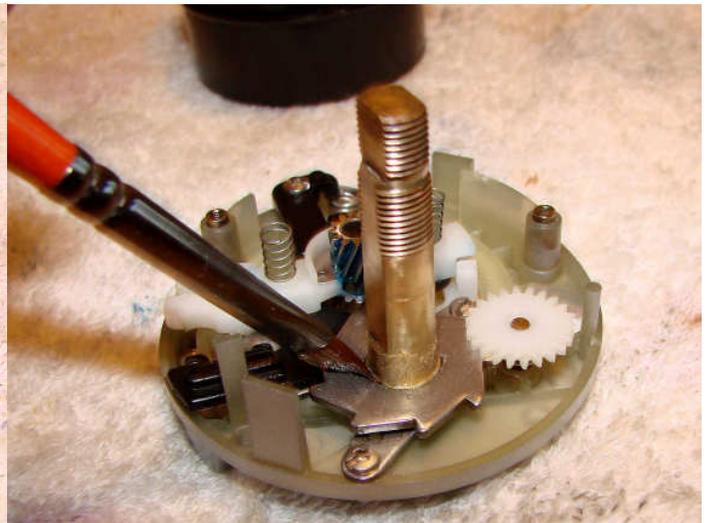
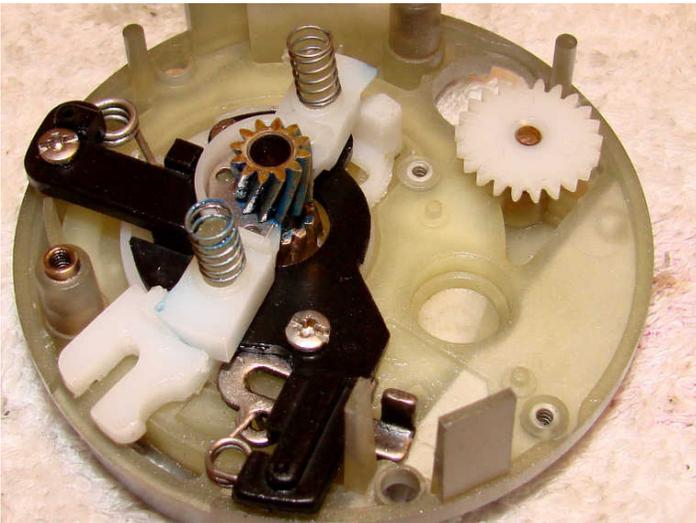


With the position holder removed the springs can be removed. Note the top spring has a brass insert. Remove the kick lever (metal part), and then finally remove the lift curve (white plastic part).



It is not really necessary to remove the worm drive gear. Give the clutch plate a thorough clean before reassembly.

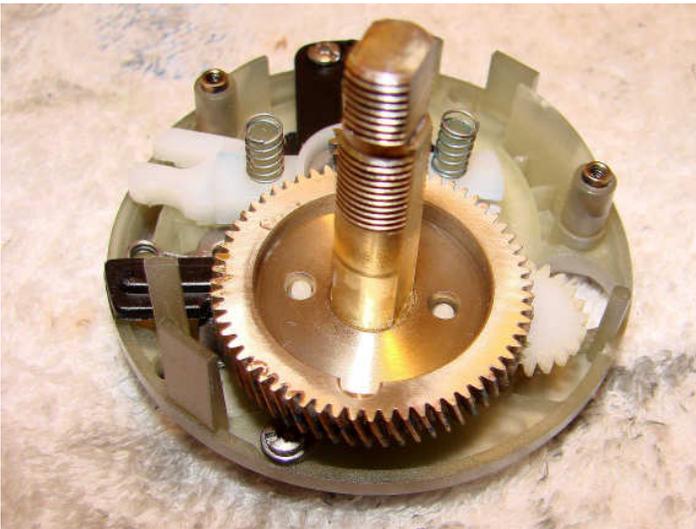
Add a drop of oil to the spindle for the worm drive gear. Apply a thin smear of grease to the friction surfaces on the lift curve and replace on the brake plate. Apply a thin smear of grease on the friction surfaces on the kick lever and replace. Replace the two springs and the position holder, fixing in place with the three screws. Make sure that the springs are replaced in the correct position.



Apply grease to the teeth of the pinion gear and also where it contacts the pinion yoke and then replace it in the pinion yoke. Apply a thin smear of grease to the friction surfaces on the pinion yoke and then replace it on the brake plate with the two springs.

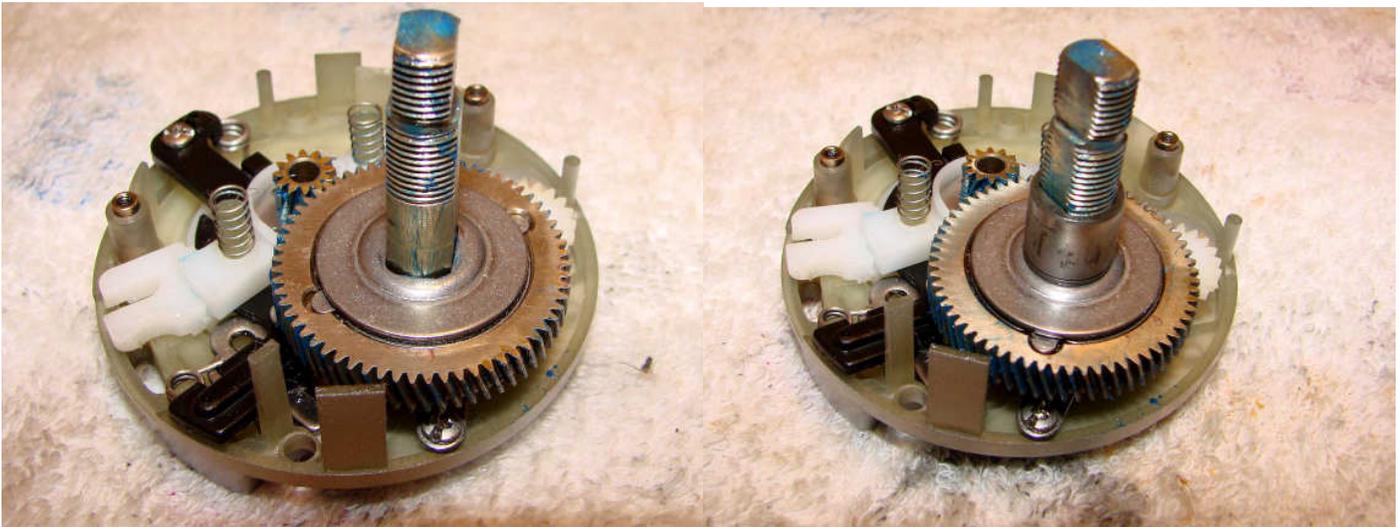
Reattach the shaft assembly to the brake plate and secure the bearing plate with the two screws.

Place some drag grease on the drive shaft where the shaft contacts the main gear.



Apply some light grease to the teeth on the plastic level wind drive gear and ensure it is sitting correctly underneath the main gear before replacing this on the drive shaft.

As water has obviously entered the inside of this reel before I will be greasing the drag washers. Make sure to use a dedicated drag grease such as Cal's' and coat the carbon fiber washers. Make sure to wipe off any excess. Replace the drag assembly and coat the teeth on the main gear with grease.



I have put a light coating of grease on the main shaft to minimize any effects of water intrusion. Replace the IAR bearing sleeve-note it can only fit on in one way.



Replace the side plate on the clutch plate and fix in place with the side plate screws-of course the threads are greased now! Three washers need to be replaced on top of the bearing sleeve-the small washer is first followed by the two curved washers. Note that the correct orientation is ().



Grease the o-ring and the threads for the spool cap and then replace it on the side plate. Make sure that the threads on the main shaft are greased and then replace the star drag and the friction washer.



Before replacing the handle you can grease/oil the spindles for the handle knobs.

Set the completed right side plate to one side while tackling the frame and the left side plate.

Spool

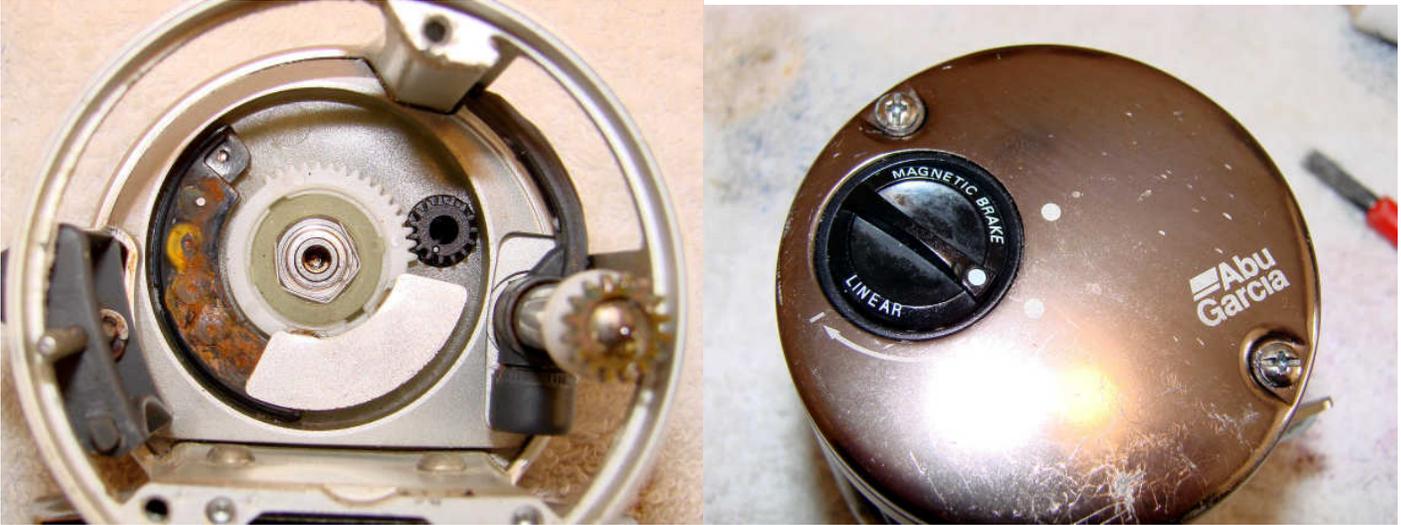


Remove the spool from the right side of the frame. The frame and level wind look as if they have been affected by salt water.



Add a drop of oil to the bearing on the right side of the spool. Clean the spool shaft thoroughly and smear some oil on the right hand shaft where it contacts the pinion gear. Clean both spool tips and add a drop of oil to each end.

Left side plate

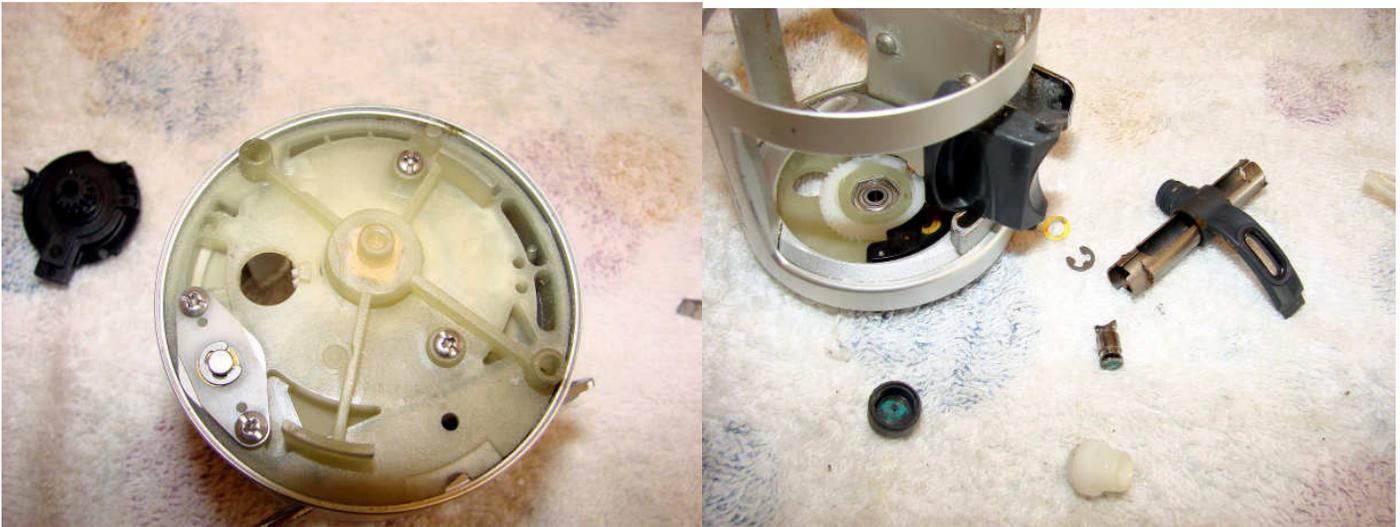


It looks like saltwater has made its way into the left side plate as well-there is a lot of corrosion where the magnets are.

Undo the two screws holding on the left side plate and lift it off.



Interestingly the inner side plate is also plastic-note the drain holes at the bottom of the inner side plate. To the right of the inner side plate is a circlip holding the thumb bar in place. Remove this to free the thumb bar from the inner plate.

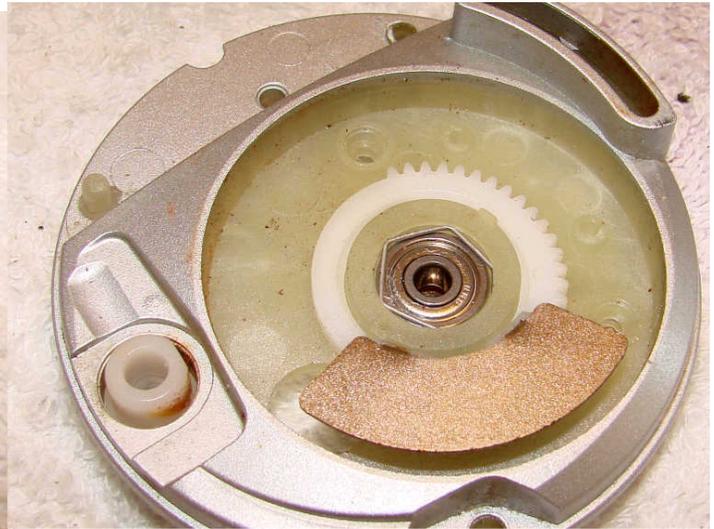
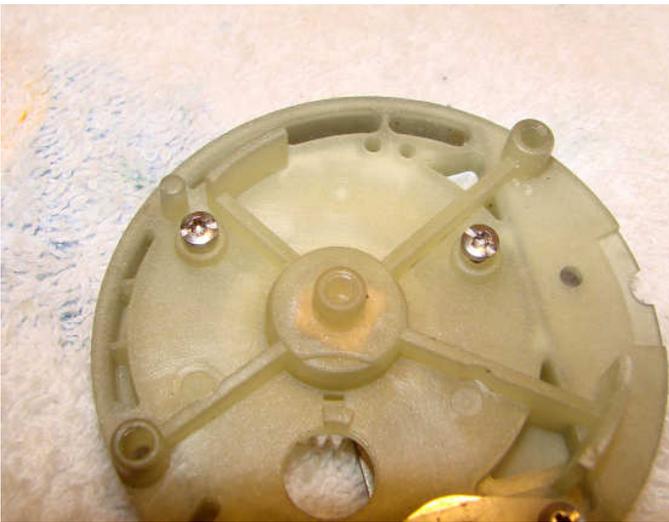


The black mag control simply lifts off. To the left of the plate is a circlip holding on the level wind assembly. Remove this to free up the level wind and then remove the level wind. Disassemble the level wind for cleaning. Note that there is a small washer that sits underneath the level wind pawl.

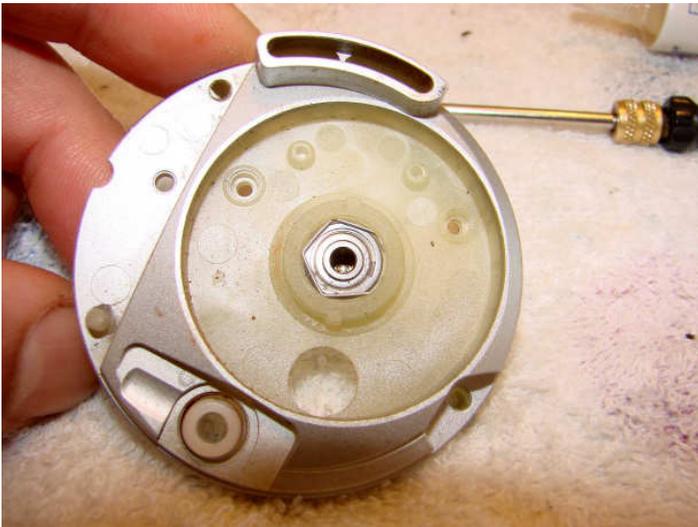
Unfortunately it looks like there is a bit of saltwater damage here as well.



Push the inner side plate out from the frame-there are no screws holding it in place. The corrosion on the magnet carrier doesn't look good.



Remove the magnet carrier by removing the two screws on the other side of the inner side plate. The mag carrier simply lifts off. Remove the mag adjustment plate. Note that there are cut outs on the white plastic part-line these up with the notches on the inner brake plate and then you can lift it off.



Remove the bearing from the left inner side plate-it is held in place with a clip. Give the bearing a thorough clean and when it is dry add a drop of oil of your choice. There will be a copper shim underneath the bearing-clean this off and then replace in the side plate.



Add a drop of oil to the copper shim and then replace the bearing and clip.

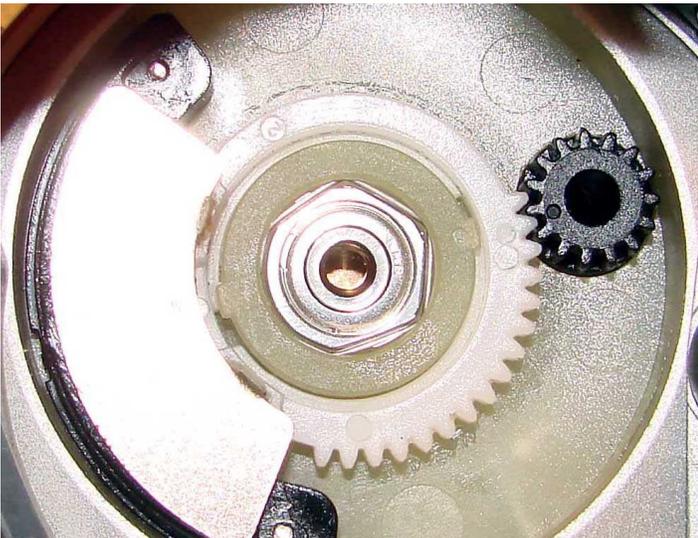


Replace the mag adjustment plate by lining up the notches.

It isn't really necessary to remove the mags from the mag carrier unless there are obvious signs something is not right as in this case. The mags are in a terrible state. Four mags should give more than enough cast control and so the one on the left was removed. The remaining mags were cleaned up and then covered with marine grease to try and stop any further corrosion.



Replace the mag carrier in the inner side plate and fix in place with the two screws. The mag adjuster can then be replaced on the side plate.



Note the reference marks for the mag adjuster. You need to line up the marks correctly or you will not have full adjustment for the mag control.

Add a drop of oil to the plastic bushing on the worm gear and also to the other end where it sits in the side plate.



Reassemble the whole level wind assembly and replace it in the side plate. You may find it easier to do this if you replace the side plate in the frame first and without the mag adjuster in place.

Replace the circlip for the level wind to fix it in place and then replace the thumb bar and fix it in place with the circlip.



Make sure that the line guide is sitting correctly in the frame and then replace the pawl and washer and the line guide nut. Add a few drops of oil to the grooves in the worm gear.



Replace the spool in the right side plate assembly and then slide this into the frame. Make sure that you lift the thumb bar to the up position while you do this. Grease the side plate screws and then snug these up to fix the right side plate to the frame.

Hopefully it shouldn't be a while before another service is needed-just make sure to wash off saltwater after fishing. I find warm water under a barely running tap to be best-hosepipes and the like end up forcing salt water *into* the reel. Make sure that your drag is fully tightened so stop water getting into the drag washers. Dry your reel off with a towel and leave it somewhere warm to dry completely. When it is dry add a couple of drops of oil to the worm gear and handle knobs and remember to loosen the drag fully. I wipe down my reels with a cloth sprayed with silicon spray when they are dry-I'm sure it helps prevent corrosion and it makes the reel smell nice too!

© *Tim Parratt 2008*