

Record 1700 Model C



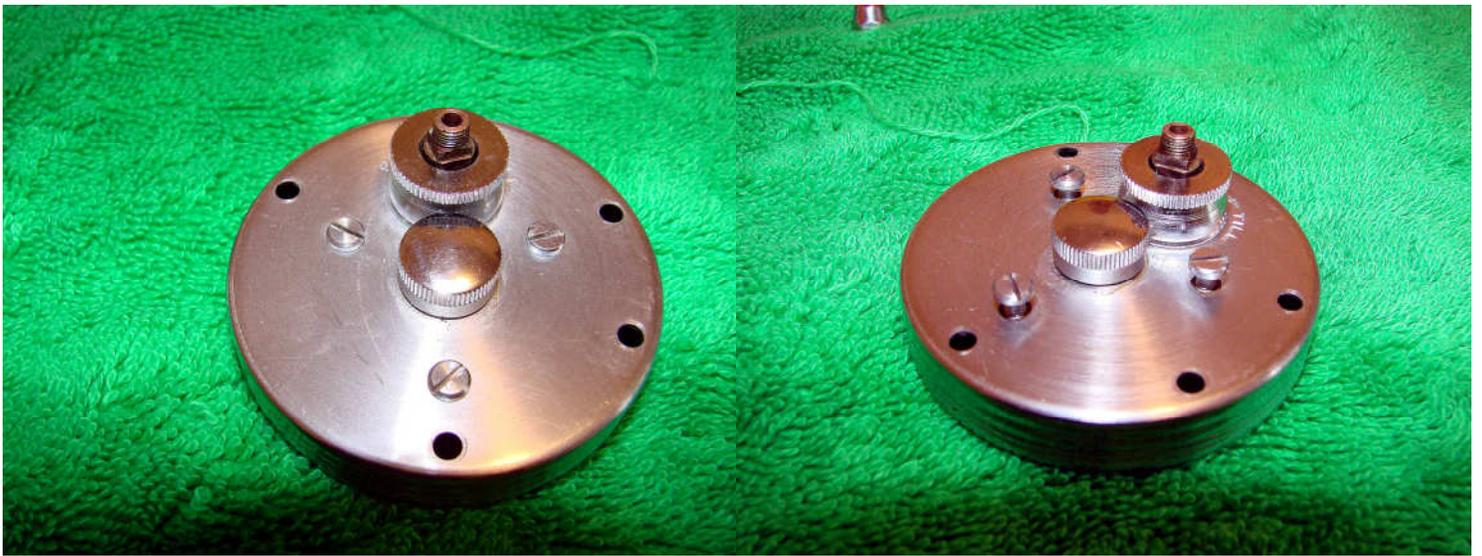
This is actually the first Record I have seen in the flesh, courtesy of Wayne-thank you! I wasn't sure what to expect but it feels very compact and incredibly well made; the handle knobs are the only plastic! It is a beautiful reel with build quality that puts many modern reels to shame. Seriously, how likely is it that the shiny new reels in the 2008 tackle catalogues will still be around, let alone fully functioning, in 50-60 years time?

The spool does not disengage for casting so the handles spin with the spool-makes you appreciate how easy we have it now with centrifugal, magnetic, and even digital casting brakes. Things are certainly easier but are they more enjoyable?

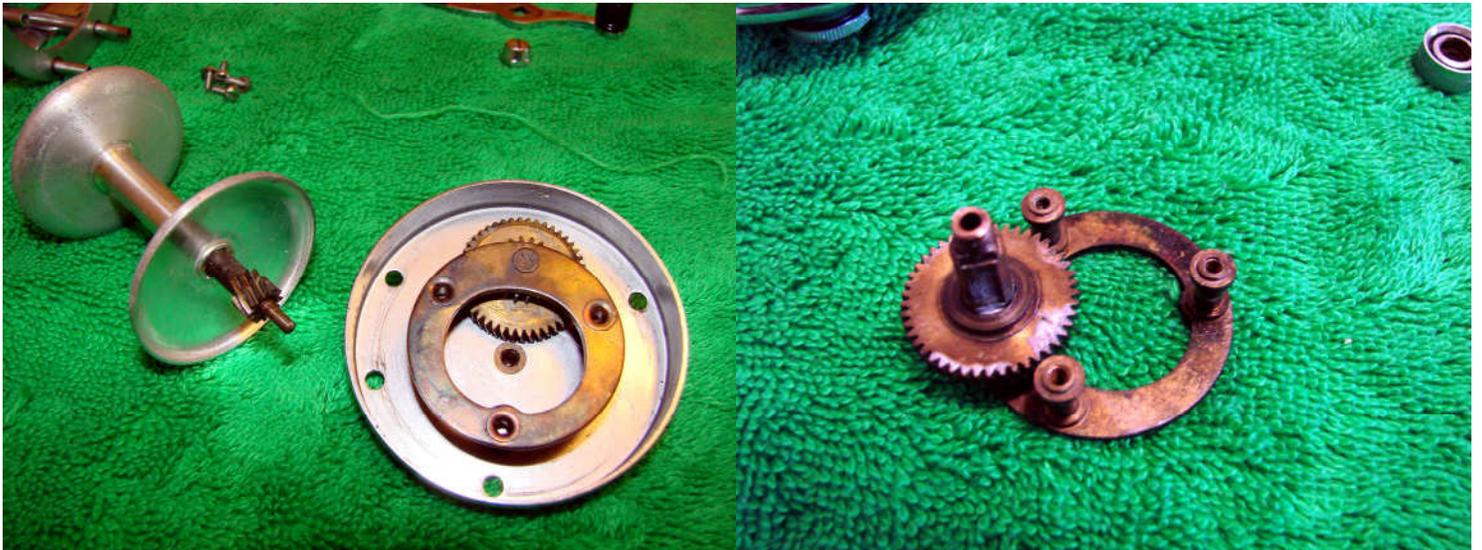
For this reel I will just be carrying out a service so it is in good working condition-I would like to keep it as original as possible.



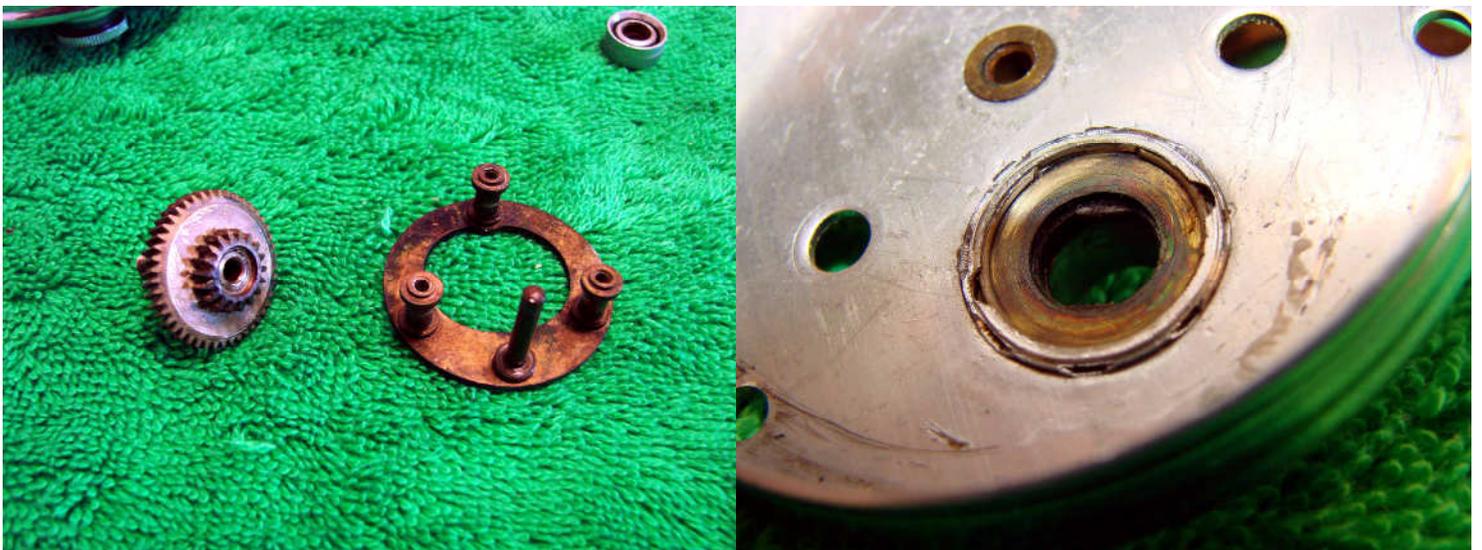
Starting on the right side plate (called head cap on the schematic), remove the handle nut and the handle. Undo the four pillar screws holding the side plate to the frame-the importance of having properly fitting screwdrivers cannot be overstated. Nothing makes a reel look old quickly as mangled screw slots. It is nice to note that the threads on these screws are greased.



Lift off the side plate and undo the remaining three screws on the side plate. These attach the bridge to the side plate. The spool can be removed from the frame at this time.



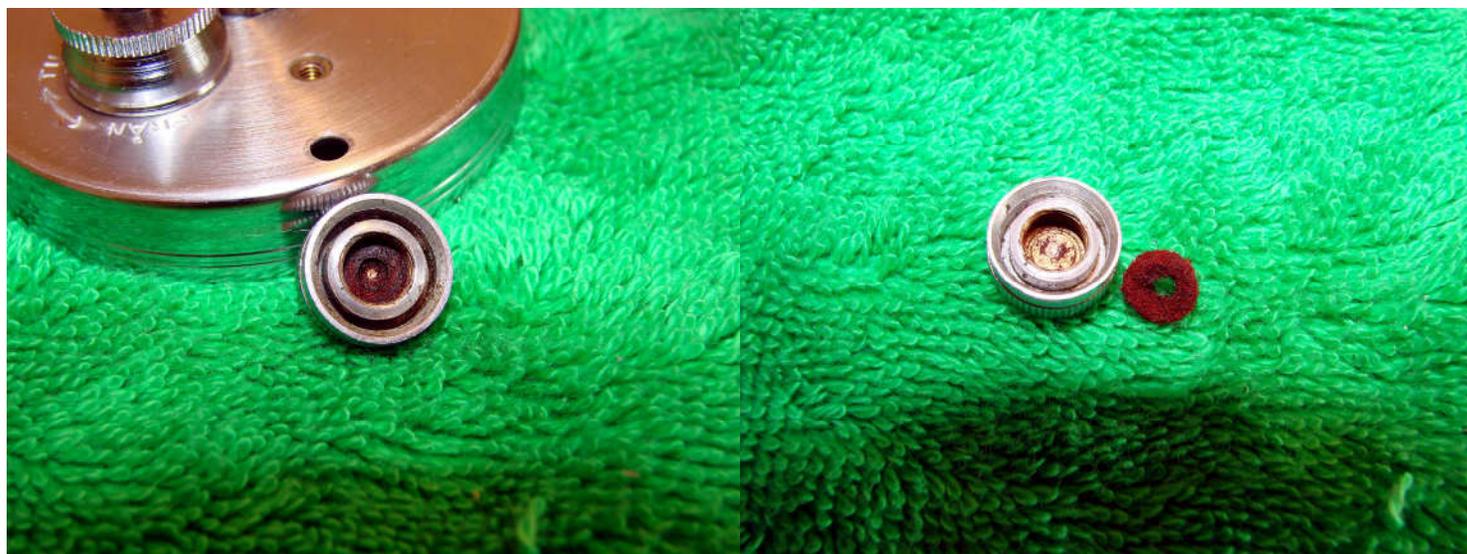
Turn the side plate over and remove the entire bridge assembly with the main gear attached. Note the fibre washer that sits on the main gear.



The main gear lifts off the bridge. The washers in the side plate are held in by a split ring (locking washer). Note the two slots. Use a pin or similar tool in the slots to pry out the split ring-take care as it may spring off.



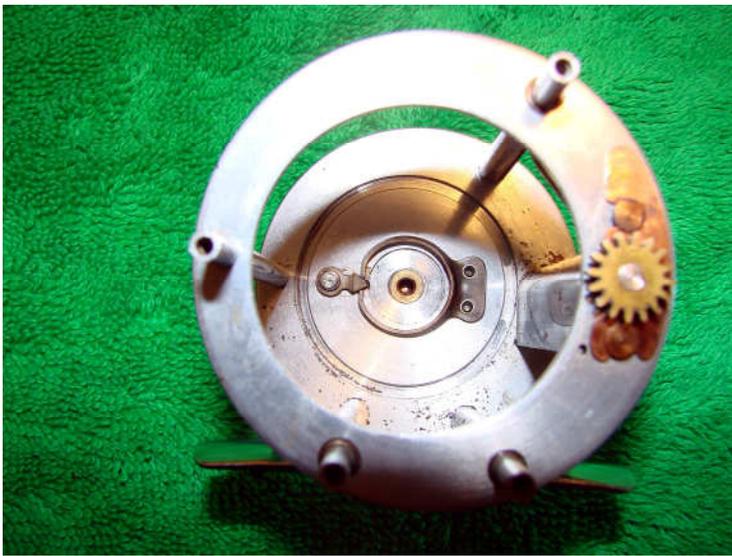
The washers can then be removed. The order here is left to right =bottom to top (I have called the washers with 'ears' keyed washers). Split ring, keyed washer/fibre washer/keyed washer/spring washer. The fibre washer that sits on the main gear is not shown.



Remove the spool cap from the right side plate. There is a little bit of corrosion in the red felt washer that has come from the spool shaft. Very carefully pry out the felt washer. A wooden toothpick is good as it will not scratch. Be aware that the felt is old and may be delicate.

I cleaned the spool cap with a pipe cleaner and swirled the felt washer around a film canister with lighter fuel in. This removed the old oil and corrosion. When dry I replaced the felt washer and added a couple of drops of oil. I put oil on the threads (so that grease would not contaminate the oil in the felt washer) before reattaching to the side plate.

Procedure is the same for the left spool cap. Don't forget to clean the holes in both side plates where the spool shaft sits before reattaching the spool caps. A pipe cleaner soaked in lighter fuel is perfect for this.



The locking washer for the worm gear-the design hasn't changed on present day Ambassadeurs. To remove the line carriage (level wind), first unscrew the screw holding on the plate at the base of the level wind.



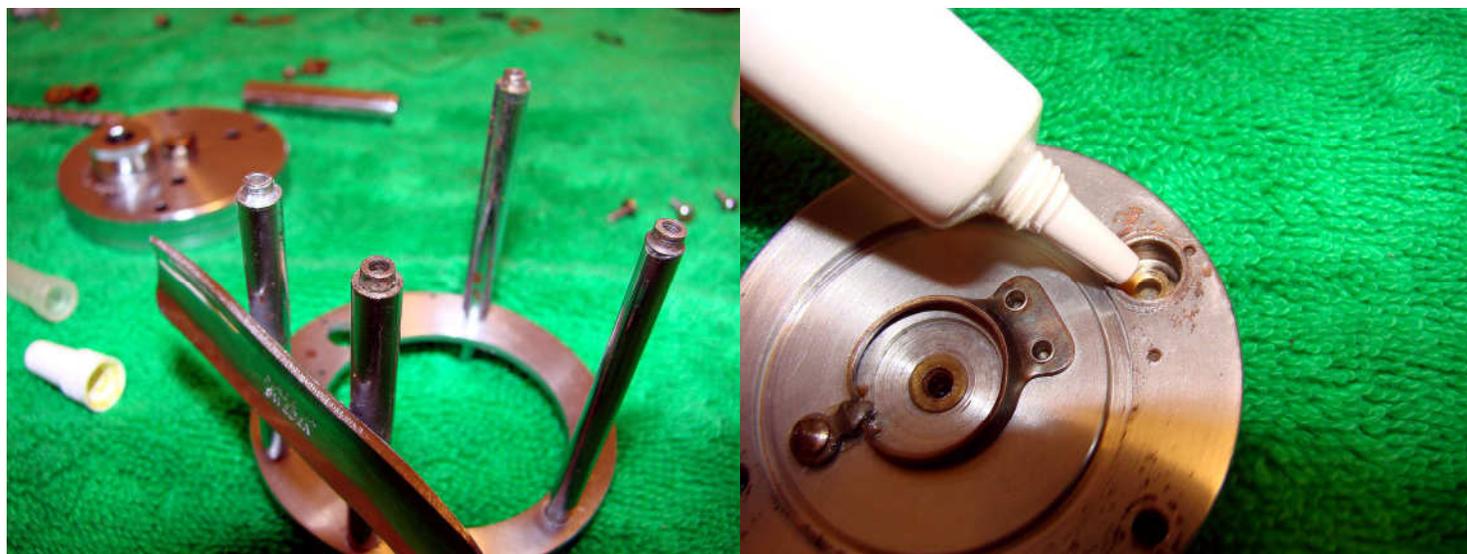
Remove the plate for access to the pawl, this can be removed with a pair of tweezers. Note it is 'double ended'-when one side wears out you simply flip it over-ingenious!



Slide off the locking washer-the worm gear can then be removed from the side of the frame. If you remove the four screws holding on the left side plate this lifts off. The worm cover can then be removed.



Note that one of the frame bars is not attached to the frame. Add a drop of liquid grease to the clicker assembly-if you work the clicker button backwards and forwards (other side of side plate) it will ensure proper coverage. Add a drop of grease to both sides of the click hammer where it contacts the click spring.



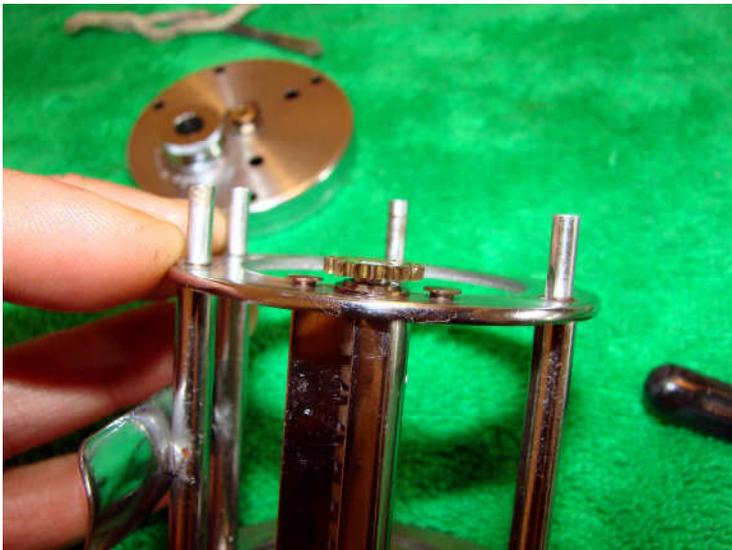
Before reattaching the side plate it is a good idea to place a thin smear of grease to posts where they contact the side plate. Add a drop of oil to the worm gear cap in the left side plate before reattaching the side plates. Don't forget to grease the screw threads. There are two holes in both side plates where the worm gear cover sits.



The gear cog on the end of the worm gear pulls off. Remove the bushing and place liquid grease where it contacts the worm gear. Replace the bushing and then press the cog back on to the worm gear so it is a snug fit.



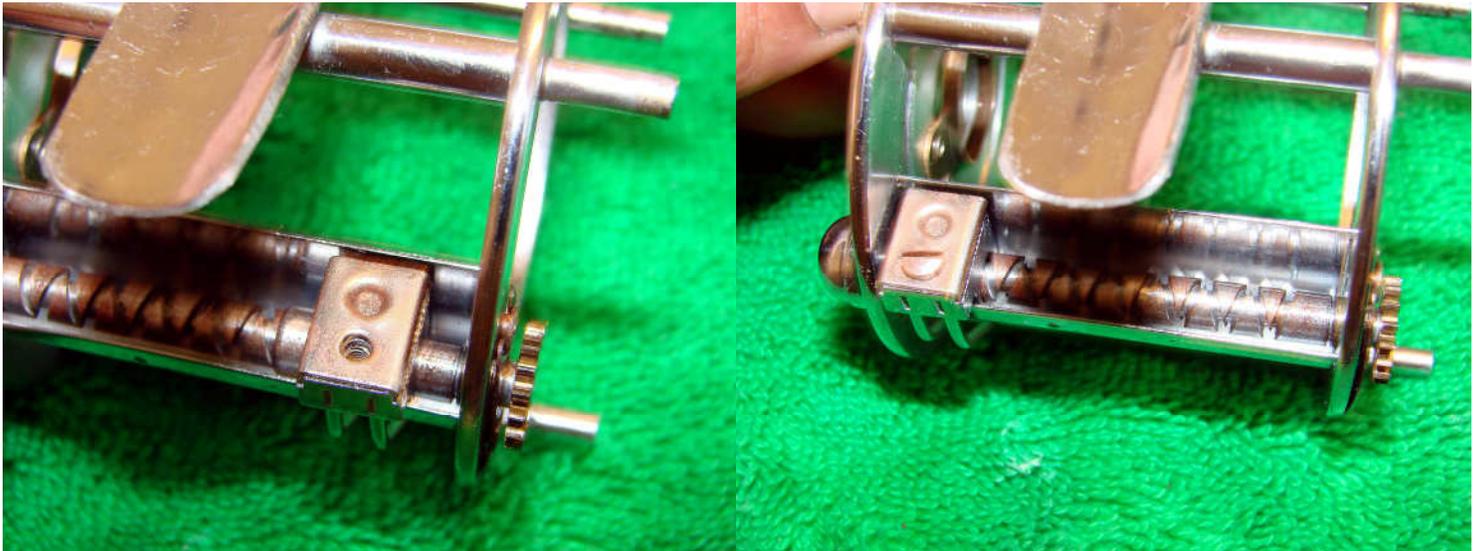
Place the level wind so that it sits in the left side plate-this makes it easier when replacing the worm gear. Note in the above picture that the bushing is not yet flush with the frame.



The bushing will need to be pushed flush with the frame before the locking washer can be replaced.



Add a drop of oil or liquid grease to the inside of the level wind before replacing the pawl. Make sure that it seats properly in the grooves on the worm gear-do not force!



Replace the pawl cover and screw (greased threads naturally!).



Place liquid grease on the entire worm gear-not just in the threads-the level wind is supported by the worm gear (unlike modern Ambassadeurs where it is supported by the worm gear cover). Add a drop of oil or liquid grease to the base of the crank ring (?) when it is fully screwed out. Screw it in and out a few times to ensure proper coverage.



Lightly coat the washers with drag grease and replace in the right side plate making sure that the retaining clip is seated fully. In this photo there is actually a lot of grease! A pipe cleaner dipped in lighter fuel is great for cleaning the inside of the main gear.

Grease both sets of gear teeth on the main gear-an old toothbrush or small paintbrush is good for ensuring coverage at the base of the teeth.



Smear some liquid grease on the post for the main gear ensuring complete coverage and then replace the main gear. Add a light coating of drag grease to the fibre washer before replacing on top of the main gear. Add a light smear of grease to the three posts on the bridge where they contact the side plate.



Place the whole bridge assembly back in the side plate and then replace the three bridge screws-remembering to grease the threads! The left side of the spool shaft will need to be cleaned up.



As will the right side. When clean add a drop of oil to the shaft where it contacts in the side plate (both sides), and some grease to the pinion gear.



Place the spool back in the frame and then reattach the right side plate. Replace the four (greased) pillar screws. Adjust the spool caps so there is barely discernible side to side play i.e. they are lightly touching the ends of the spool shaft.



All finished. The difference to this reel is incredible-it now operates very smoothly and quietly-a testament to the build quality-it is hard to believe how old it is. I would love to actually take it fishing-even if only once. Hopefully to catch nothing too big though as a combination of spinning handles and thumb for drag might be quite painful!

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