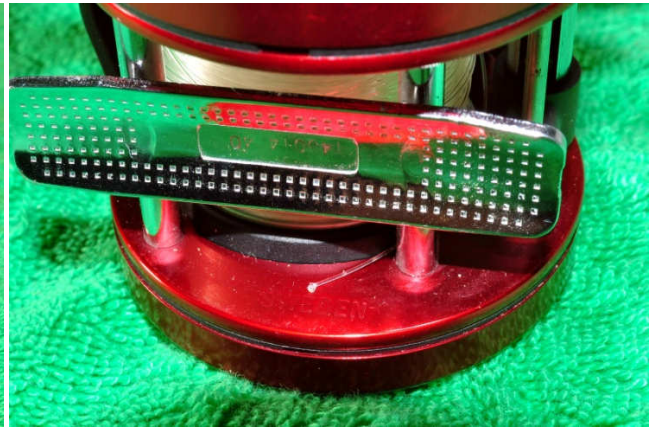
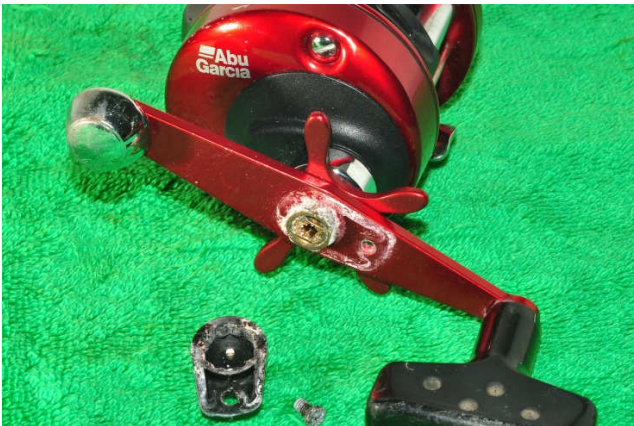


Ambassadeur 5600D5 SW service



I had always assumed that the D5 Ambassadeurs were made in the far east-Swedish Ambassadeurs tend to have 'Made in Sweden' engraved quite prominently on the side plates. If you look carefully at the base of the inner plate (top right photo) you can just make out 'Sweden' engraved on this reel-it's so well hidden it's as if Abu don't want anyone knowing that this reel is from Sweden!

I expect that the SW stands for 'salt water', though apart from the power handle and colour I'm not too sure what the other differences are to the standard D5.

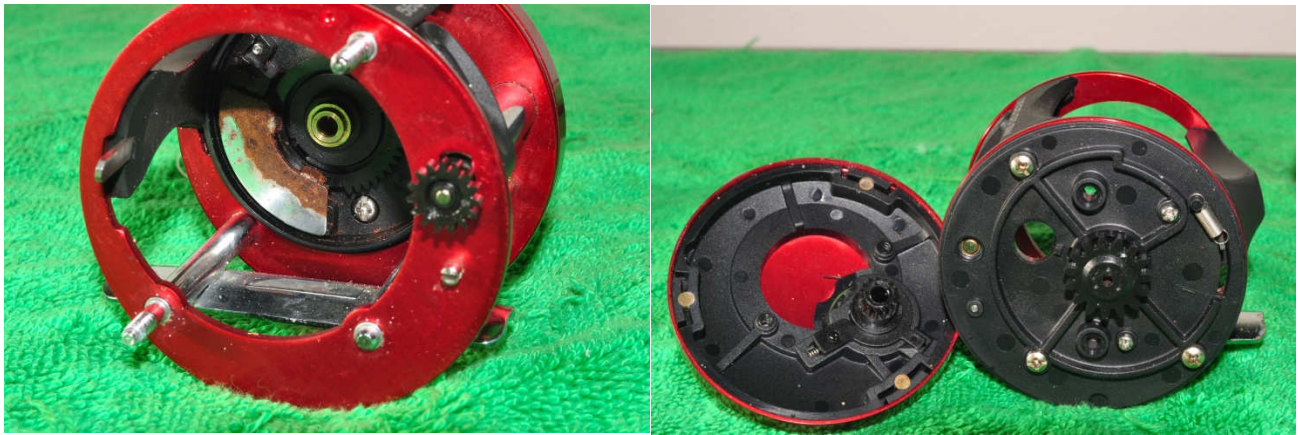


Start by removing the handle nut lock screw and cover. These types of handle locks always seem to have salt deposits under them-all of my Ambassadeurs that came with this type of handle nut have had them replaced with the chrome plate and nut (I think it looks much nicer too).

Remove the handle nut and handle and then unscrew the star drag. Note the 'micro click' for the star drag.



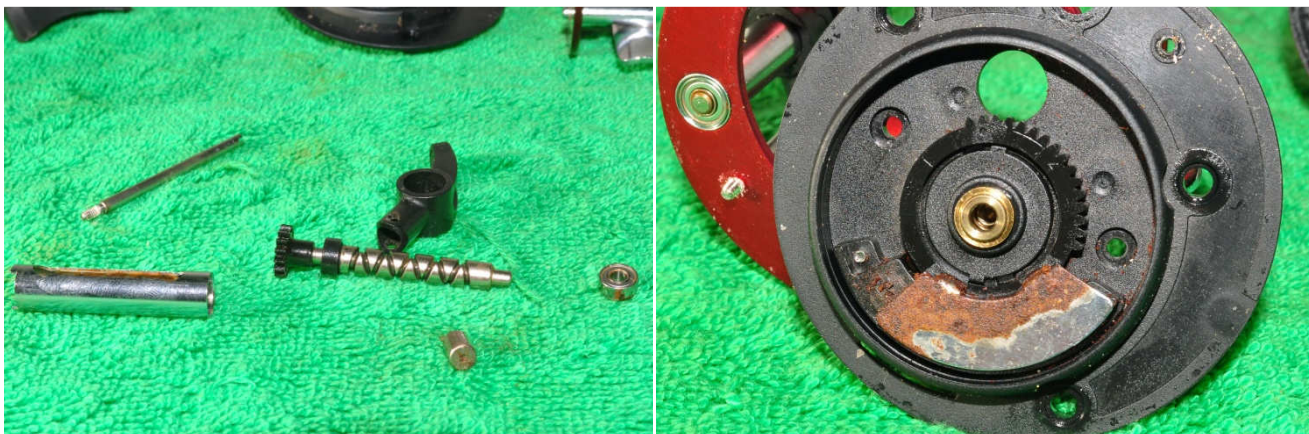
Note there are only two pillar screws on this model. Remove them and lift off the entire right side plate.



Remove the spool from the frame. The magnet cover on the left side plate looks quite corroded. To remove the left side plate you will need to remove the two screws on the inner left plate-the outer side plate lifts off leaving the inner side plate still attached to the frame. Remove the spring for the thumbbar and undo the three pillar screws. You will find that the inner plate is still attached to the frame at this point.

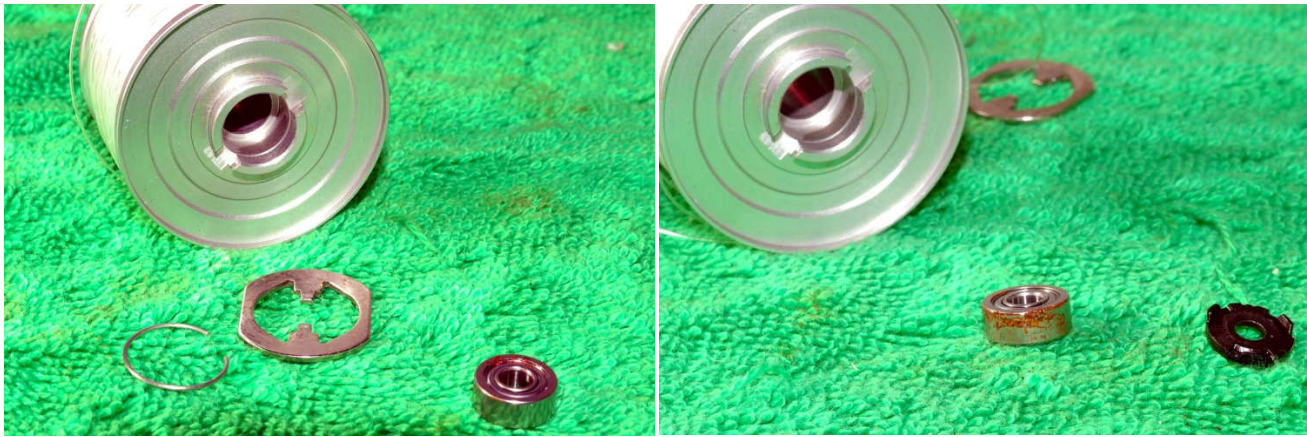


Below the level wind gear there is the guide bar for the level wind-note that the end is slotted and it screws into the left inner side plate. Unscrew this and remove from the frame and the left inner side plate can then be removed. Note the salt deposits.



The level wind pawl can be removed from the line guide and the whole assembly can be removed from the frame. Note that there is one ball bearing on the level wind. Give the frame and level wind assembly a thorough clean and then reassemble using oil on the worm gear and level wind bearing and grease on the threads for the level wind guide bar.

Clean up all corrosion on the magnet cover and then coat with grease (I used Corrosion Block to stop any further corrosion). Reassemble the left side plate on the frame remembering to reattach the spring for the thumbbar.



Remove the bearings from the spool-take care not to lose the retaining spring for the right side bearing. The left side bearing is held in place with a plastic locking washer-this can be gently pried out. There is some corrosion on the bearings but luckily it is just on the outside. Clean off the corrosion and then thoroughly clean the bearings before adding a drop or two of oil of your choice (I like Rocket Fuel Yellow Label in mag controlled reels though if you can't be bothered adding oil to your bearings every few fishing trips then you may want to use something a bit heavier such as the oil that came in the box with your reel or plain old 3 in 1 oil). Reassemble the spool.



To remove the right side plate you will need to undo the two screws on the inner side of the brake plate (this photo shows the side plate already removed-I have replaced the screws for the purpose of the photo). The black plastic housing for the IAR bearing and the metal side plate can then be removed. To remove the main gear shaft you will need to remove the metal lock washer (on the first photo with the two screws).



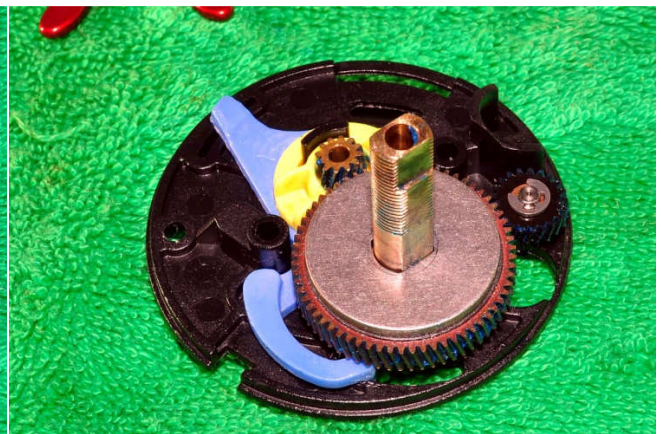
The entire right side plate can then be disassembled and given a thorough clean. Don't forget to remove the bearing at the base of the gear shaft (in the photo above it is still in the brake plate). Thoroughly clean this and then pack with grease. In this case I removed the shields to ensure it was clean and dry and then packed with grease before replacing the shields.



Replace the bearing in the brake plate. Lightly grease the friction surfaces on the clutch arm (blue plastic part) before replacing on the brake plate.

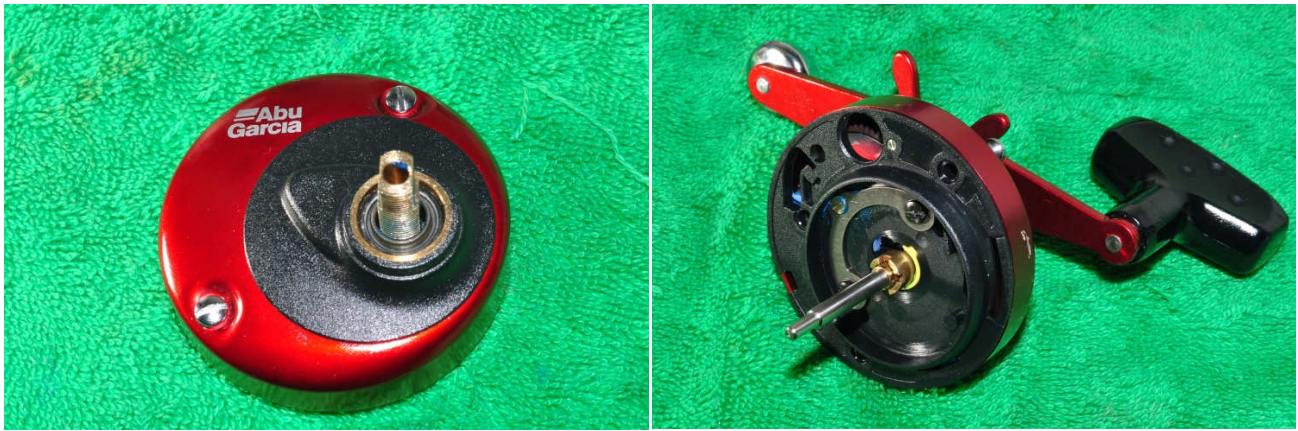


Replace the ratchet wheel (red plastic part) on the main gear shaft (note correct orientation) and then replace in the brake plate. Fix it in place with the metal lock washer.



Replace the base metal drag washer and then the fibre washer/main gear/fibre washer/top metal drag washer. Don't forget to lightly grease the drag washers with drag grease and to also grease the main shaft where the main gear sits. Ensure that the main gear is the correct way up.

Replace the pinion gear in the pinion yoke (yellow part) with a light coat of grease where it contacts. Replace the pinion yoke on the brake plate (you may need to do this before replacing the main gear assembly). Lightly grease the gear teeth on the main and pinion gears.



Replace the outer metal side plate. Clean the IAR bearing and sleeve (a cotton bud is good for this) and then very lightly coat with oil (too much lubrication here will make the IAR bearing slip).

Replace the sleeve on the main shaft and then the whole plastic IAR bearing holder can be seated on the metal side plate. Reattach the two screws on the inner side of the brake plate. Lightly oil the part of the spool shaft where it contacts the pinion gear and then replace the shaft in the right side plate. Replace the star drag and handle assembly.

Don't forget when reassembling to use a light coat of grease on all threads-it makes future servicing so much easier. If there are areas inside the reel where you are worried about salt water ingress, for example under the handle lock, then you can use a fine paintbrush to put a light coating of grease-this will help to protect metal from corrosion.



All finished and ready to fish.

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