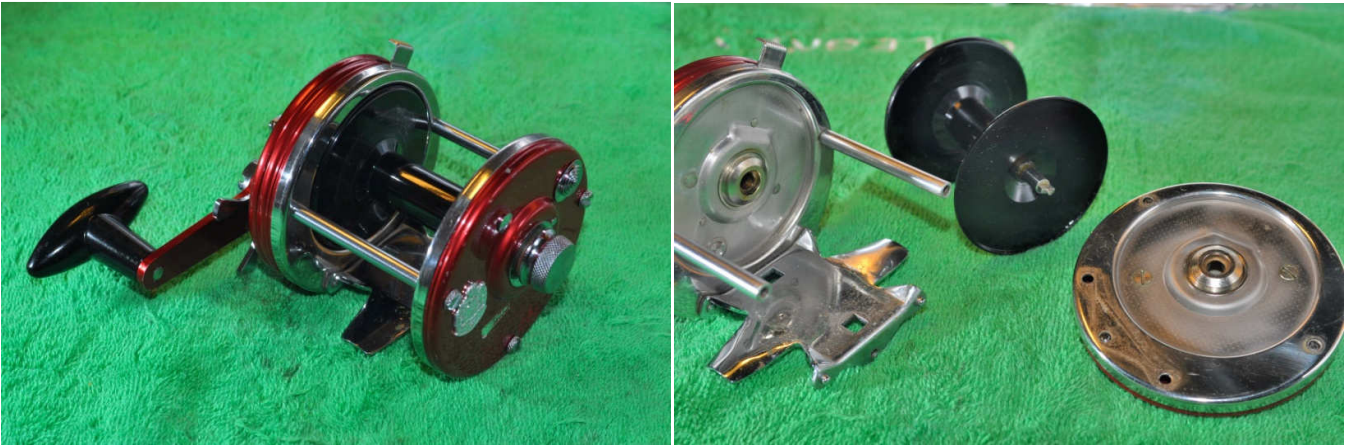
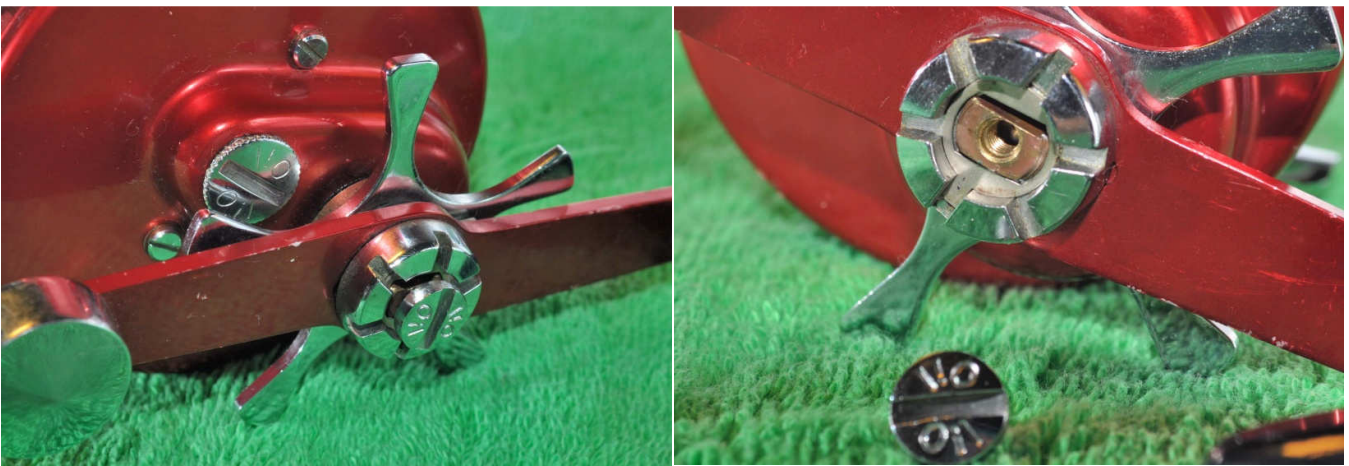


Ambassadeur 9000 service guide



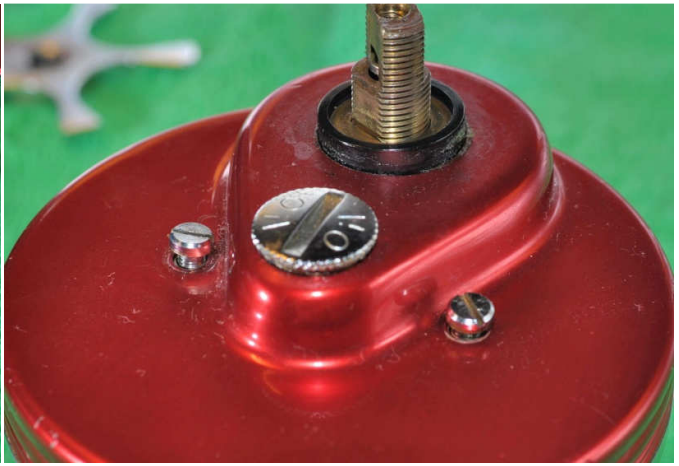
Start by loosening the three thumb nuts on the left side plate. The whole side plate and the spool can then be removed.



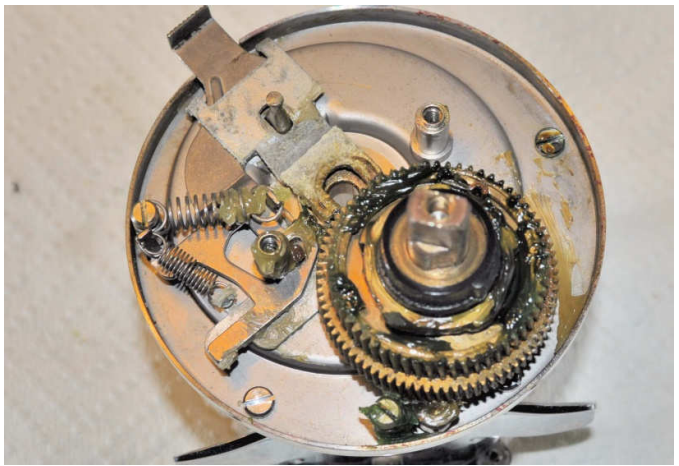
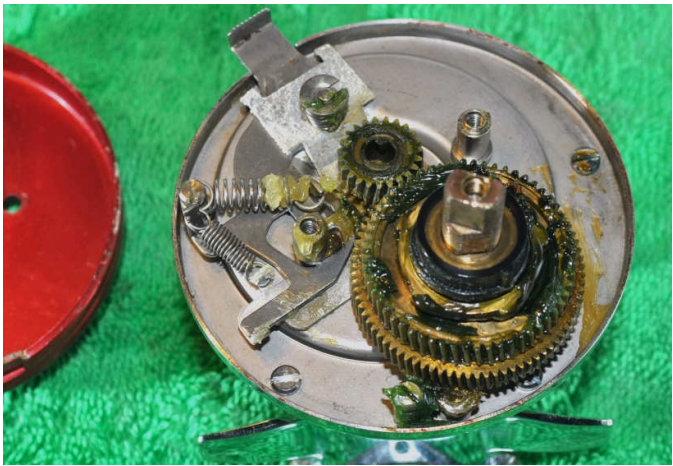
Remove the screw on the inside of the handle nut. Note that there is a locking washer inside the handle nut-remove this and then the handle nut can be unscrewed.



Remove the handle. There is a locking washer under the handle-you need to slide it to one side before you can remove it.



Remove the second washer and then unscrew the star drag. Remove the two bridge screws and lift off the entire side plate.



There is some slight salt water corrosion on the pinion yoke-apart from the old gummed grease everything looks ok. Remove the pinion yoke lock and the pinion lock spring-take care as the spring is compressed and has a habit of flying off. Remove the pinion gear.



Remove the entire gear assembly including the anti reverse pawl. Note that the copper shim is still on the side plate. Separate out the gear assembly. In the photo, bottom left (a/r pawl) is the bottom of the assembly, and top right (drive shaft bearing casing-black plastic part) is top of the assembly.



Remove the press arm spring (beefier spring) and the clutch spring. Remove the pinion yoke, free spool clutch and the free spool press arm.



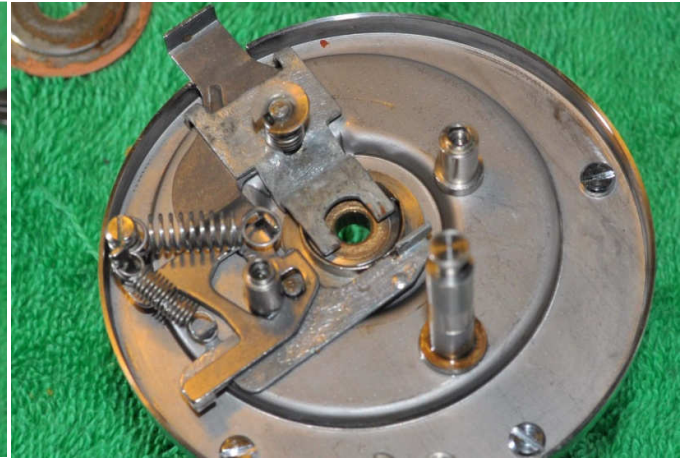
The bushing in the centre of the plate is held in with a circlip-the bushing needs to be removed for a clean.

To gain access to the bushing in the left side plate you need to loosen the two screws on the inner surface of the left side plate-these screws are held captive in the plate.



The bushing in the left side plate needs a good clean. Soak the clean bushings in oil and then replace them in the side plates.

Give everything a thorough clean before reassembly.



Replace the free spool press arm, free spool clutch and the pinion yoke in the frame applying a light coat of grease to the friction surfaces. Replace the pinion yoke spring and the pinion yoke lock. Replace the press arm spring and the clutch spring. Apply some thick oil on the copper shim and the drive gear post. Other friction surfaces need a light coat of grease.



Replace the anti reverse dog on the drive shaft and then replace this on the side plate. Replace the gear assembly remembering to put a smear of grease where it contacts the drive shaft.



Replace the rest of the gear assembly-if unsure of the correct sequence check the disassembled photo. Add a thin coat of grease to the gear teeth and then replace the side plate. Note the notch in the side plate that lines up with the stub on the shaft bearing casing-make sure that these line up. Replace the two bridge screws.



Replace the star drag and the two washers on top of the star drag. Replace the handle and tighten the handle nut. Replace the locking washer in the centre of the handle nut and then replace the inner screw.



Replace the spool in the frame adding oil to the shaft where it contacts the bushings and then reaffix the left side plate and tighten up the three thumb nuts.

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