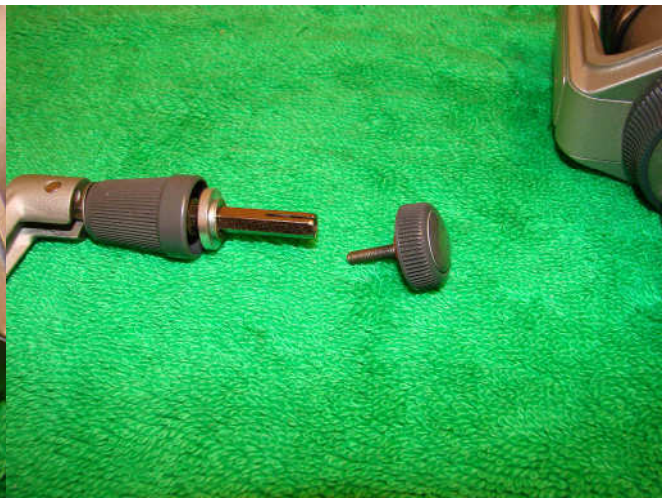
Cardinal CD-6 3000 service

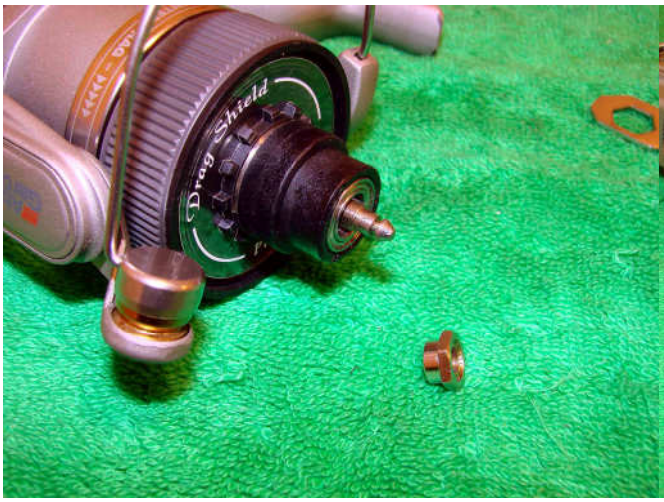
This is the first CD-6 Cardinal that I have seen. One thing that really astounded me when I looked at the schematics is just how similar to the Suverän this reel is, even though the reel foot states 'Made in Korea'. The only real major differences between the CD-6 and the Suverän are the main and pinion gear design (albeit a big difference) and the fact that the reel foot is metal on the Suverän. Of course there are some cosmetic differences but if you can look past that then the CD-6 can be viewed as a Suverän on a budget.

Many part numbers are identical which raises the question as to if the CD-6 is assembled in Korea from Swedish parts or if the Suverän is assembled in Sweden from Korean parts. Nit picking aside it is a very nice reel. I have been guilty of dismissing non Swedish ABUs without a second thought-after all how can a proper ABU not be made in Sweden? However this reel certainly made me look twice.

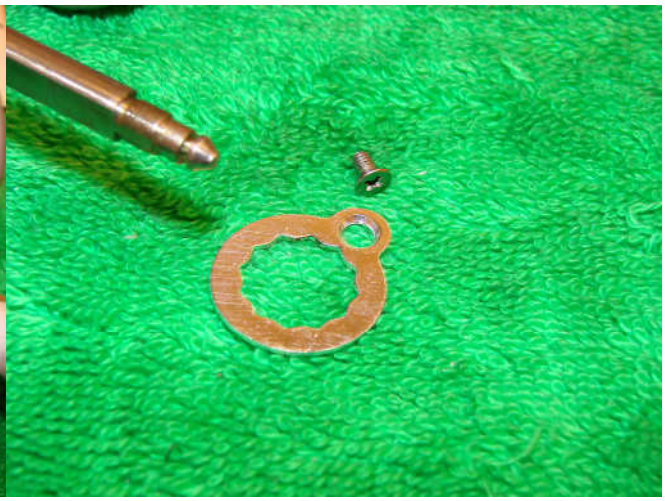
It seems to be increasingly hard to find reasonably priced second hand Suveräns and this reel could be a viable alternative. The most praised part of the Suverän, the outstanding centre drag, is absolutely identical to the centre drag on the CD-6; the part numbers are exactly the same. Spools are also interchangeable-though I must admit that I'm not so keen on the low line capacity for the reel size-not everyone fishes with superlines! Down to servicing.

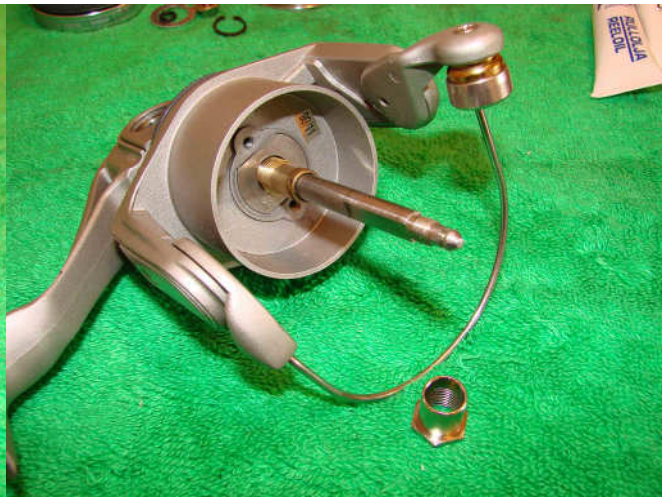
Remove the handle by unscrewing the handle knob.



Remove the spool and undo the nut holding on the centre drag assembly. Put the drag assembly to one side as we do the rest of the reel.

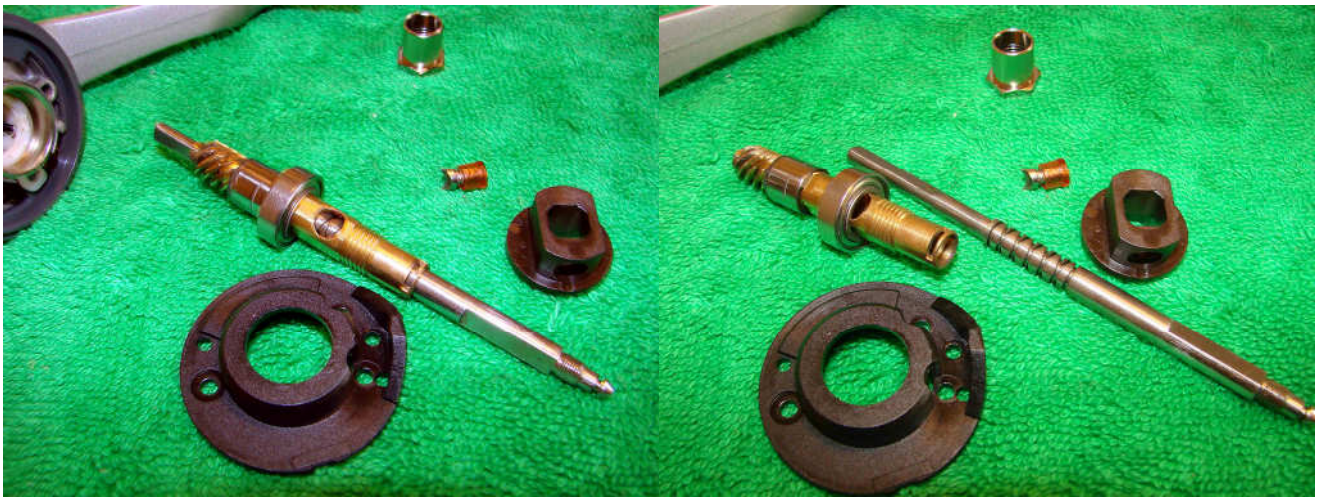



Remove the rotor nut lock plate screw and the rotor nut lock plate.

Remove the o-ring and undo the rotor nut.


The rotor will lift off. Remove the four screws holding on the flange cover and remove the whole assembly.



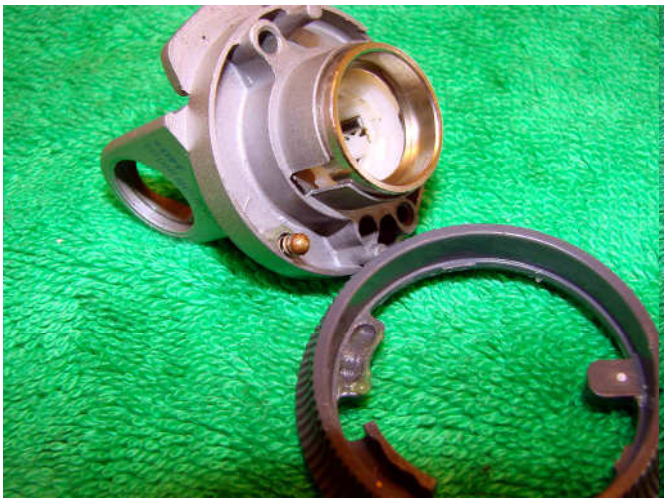
Remove the pawl, pawl holder and the flange cover. The main shaft can be removed from the pinion gear.

You can then remove the bearing, sleeve and washer. The gear box slides out of the body.

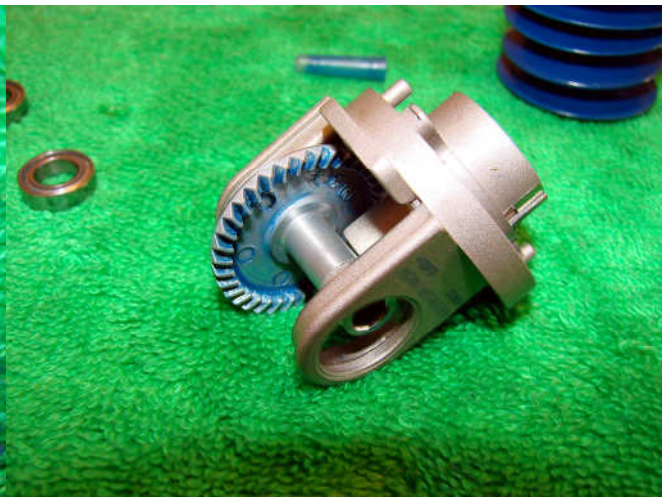
Remove the circlip holding the bearing in place and then remove the bearing. Do the same for the other side.


Remove the drive gear from the gear box-it looks like there is no grease here. Note the washer on the other side of the drive gear.


Remove the spring and slide out the sleeve just enough so that the clutch lever can be raised to allow the stopper lever to be removed. Clean the rollers on the one way bearing with a cotton bud soaked in lighter fuel. When completely dry run a bud with a drop of oil on it around the rollers. Do NOT over lubricate the one way bearing.




Make sure that you don't lose the stopper and spring-it sits in the gear box. Clean everything before reassembly. Shields can be removed from the bearings to clean out old grease.

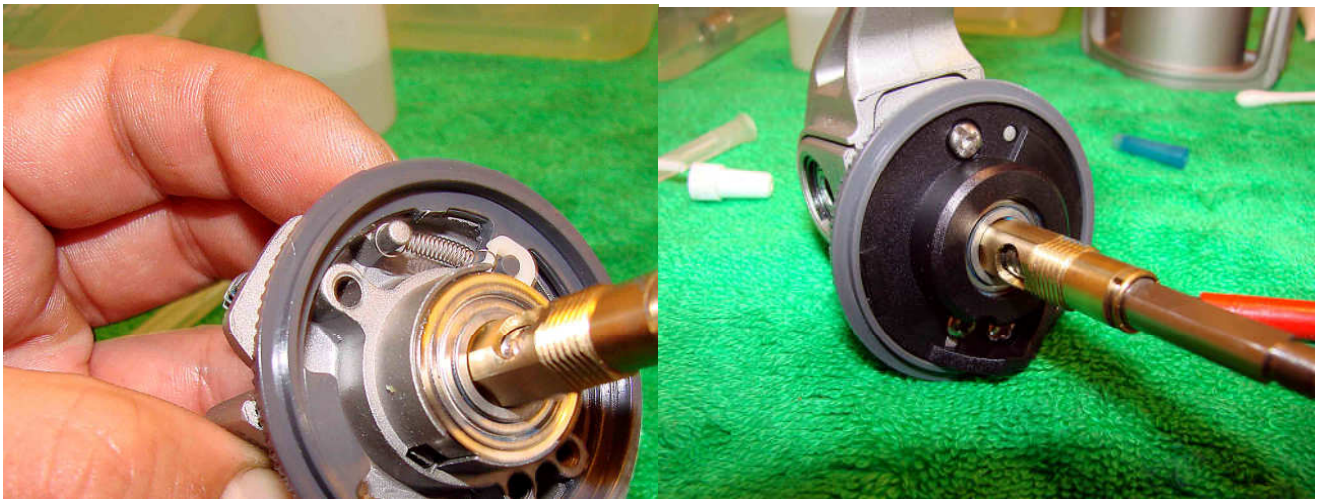



Pack the bearings with your lubricant of choice. I found grease alone to be a bit too thick so I used a mixture of oil and grease. Replace the shields and retaining clips. Put grease on the main gear and place back in the gear box. Don't forget the washer on the other side of the main gear.

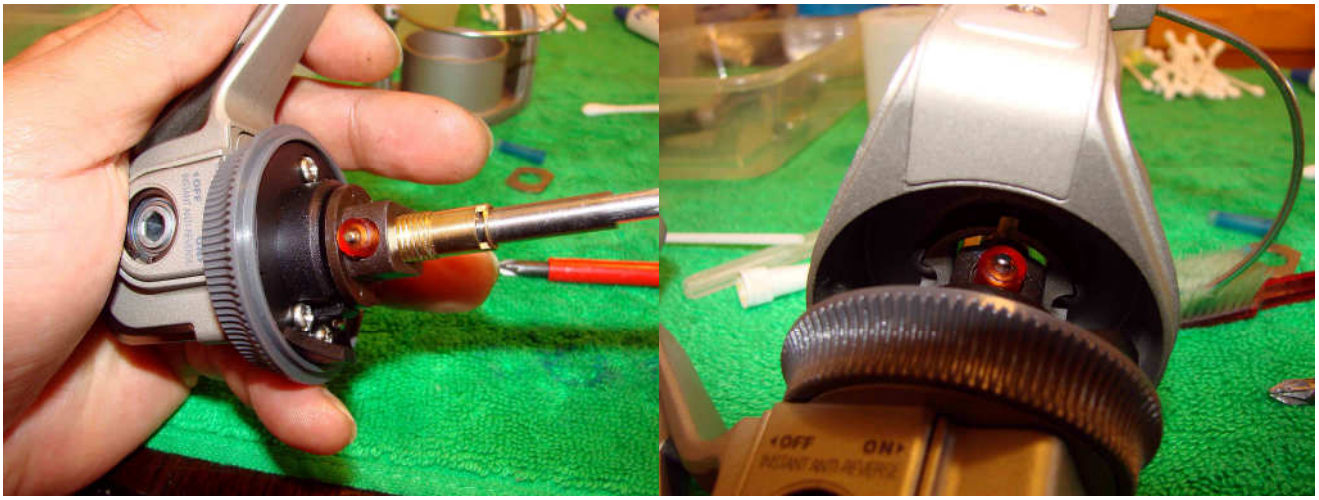
Replace the bearings and retaining clips. Pull the sleeve up slightly so that the stopper lever can be replaced. Smear some grease where the pin contacts.


Replace the stopper lever ensuring that the pin stays in place. Snug down the sleeve and replace the spring. Smear liquid grease on the main shaft and grooves for the pawl and then replace in the pinion.

Replace the washer, the sleeve, and then the bearing. Add some grease to the pinion teeth.

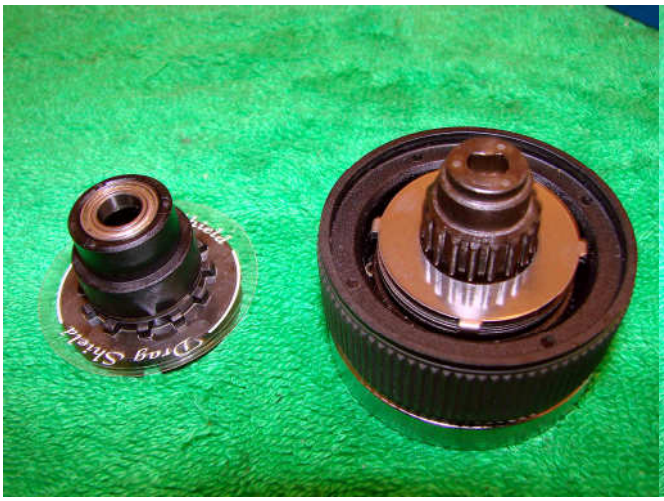


Replace the main shaft assembly back in the gear box. Slide the gear box into the reel body, make sure that everything is seated properly, replace the flange cover and then replace the four screws.



Replace the pawl holder and the pawl assembly. Replace the rotor-note the slot in the rotor that the pawl assembly slots in to.


Replace the rotor nut, rotor nut lock plate, the lock plate screw and the o-ring. Put the reel to one side as we give the drag assembly a service.




Remove the upper spool bushing (contains the bearing and drag shield). Close inspection of the drag assembly shows that the washers are not in the correct sequence.


Double check the schematic for your reel. Here the washers are laid out in correct order bottom to top = left to right (metal washer-fibre-keyed metal washer-fibre-metal washer-fibre-keyed metal washer). The keyed metal washers are the ones with tabs on. The fibre washers are the same material as the ones in Ambassadeurs before carbon matrix came out. The drag shield does not look like it will really protect

the drag from water (there is a gap) and so I will grease the fibre washers. First thoroughly clean the washers with a cloth dipped in lighter fluid. When fully dry rub a tiny amount of drag grease (Cal's is excellent) into the fibre washers and wipe off any excess. Don't forget to clean the bearing. Reassemble the drag stack.

Replace the whole drag assembly back on the main shaft ensuring that it is seated properly. Replace the nut and spool.

All finished- Suverän like performance for a fraction of the price!