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Ambassadeur 6000 manual

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Please allow up to 5 seconds... Abu Garcia Ambassadeur bait cast fishing reels love catfish fishermen across the United States and hands down the most popular fishing reels for catfish. Abu Garcia Ambassadeur fishing reels can throw a mile as well as carry a catma monster, and they will stand up to decades of use and abuse and continue to perform. Keeping fishing coils clean and well oiled ensures optimum performance. If you don't have the time or desire to take coils of catma apart, your local repair department reel will clean coils of about 20-30 bucks each. If you like tinkering, disassembly Abu reels is relatively easy if you keep some key points in mind. Here's a guide to cleaning fishing reels. As always, you can find some simpler methods, but here's my method. These basic steps to clean and lubricate the fishing reel will work for all the lures of fishing reels. Some parts may have slight variations, but the overall process will be the same. Here's how to clean and lubricate Abu Garcia's Ambassadeur fishing reel. Many thanks to Stephen Gonzales for helping with this post! Tools and Supplies NeededThe best thing you'll need to start cleaning fishing reels. 10mm open end end tip screwdriver Before green or Oxy Clean Clean or rag Some put parts in a toothbrush or brush cleaning Drag and drop Cleaner (optional) Spare parts (if necessary) If you find details to replace during the cleaning process, you can find details readily available on eBay or even through local bait and a problem-solving store. If you're not sure what you're looking for or need reel schematics most Abu Garcia Schematics available online through Abu Garcia. Southwest parts and service is also a great resource for scheme and parts. You can use any coil of lubricant and oil you prefer. I use different lubricants, but Abu Garcia brand products work well because they work well and can be found in most stores. From my screwdriver kit I only use a 1.4mm flat tip and #1 Phillips screwdriver. An additional flat screw-up of the tip is available if 3 thumbs are too tight on Abu's front, but most importantly for the paw cover. You can use Simple Green or Oxy Clean to clean the parts. Be careful not to get any spray on the line if your detergent is biodegradable. This reduces the chances of affecting the properties of your line. If you're really going to clean a lot of coils, you can use an ultrasonic detergent to clean parts. We went into this system because of the volume of fishing coils to clean it up really helps speed up the process, and investment is minimal if you buy one like this. We use a mixture of water and a small amount of Simple Green and this makes the process of cleaning the breeze. Before you begin, you won't remove your fishing line, just put a piece of electrical tape on the line. This comes in handy when putting the coil back together because it keeps your free line from getting between the coil and the frame. If it is time to change your fishing line, then go ahead and remove it. Here's an amazing DIY fishing line stripper you can build for a penny. Don't forget to work in a well-controlled area. There are a few tiny pieces and they can easily take off again. PRO... Put the parts in order in separate slots of egg carton and in order are removed. This will help find the details and keep up with the order they go to when putting the reel back together. We tear the reel into 4 main parts: Left face Frame Coil Right faceln all parts refer to as if you are holding the coil in the casting position, with the wind level pointed away from you. While we'll start by removing the right part of the face first, we'll go over that part of the reel last. This section has the most moving parts and consumes most of your time when cleaning the coil. Start by removing the 3 thumb screws on the right side of the face. Use a flat tip screwdriver if the screws are too tight. The correct assembly of the face will come off the frame and the coil will come off the reel of the bridge. Then remove the 3 screws on the left face with Philips #1 screwdriver. Clean the face of any dirt and debris. Check your teeth at the wheel to make sure the gears are not undressed. Apply lubrication/lubrication along both sets of teeth on the wheel. Put one drop of oil in the seat of the bridge (a hole in the face) and one on the coil wheel. You can put that face aside because that's all there is to this piece. Now we will work with an even wind. Turn the worm mechanism so that the guide lines move up to one side. This will need to be done in order to clear the coil with your foot with a screwdriver. Remove the paw cover with a screwdriver. Remove the pawn from the assembly guide line, so as not to lose it (small part). Slide the worm clamp away from the worm gear and set this piece aside. Remove the worm mechanism and the entire assembly will disperse. Again, take care, here. The worm gear sleeve at the other end of the worm gear cover may loosen (a small part). If you have a C4 coil, you will have a bearing instead of a sleeve. Clean any dirt or old grty. Run a cotton swab through the worm gear lid and guide line to get any dirt or debris. Also clean the tip of the paw, as this is what passes through the grooves on the worm gear. As for the frame, I usually clean it for cosmetic purposes, but you really don't want any dirt in and around points like where the coil makes contact and where the worm gear cover sits. The thumb snaps and you can remove it to give it a more thorough cleansing. Let's put this build back together. On the worm gearbox itself, put one drop of oil on the tip and one drop on the white collar just below the gear. Slide the worm into the worm cover. When you slip the assembly back into the frame, remember that the worm mechanism is attached, so it will flush into the frame with the right seat. If the plastic sleeve has fallen out of the worm gearbox cover, make sure it is properly targeted. If you have problems with seat assembly, usually that's because the sleeve is back. That's where having a third hand is handy. Slide the full assembly of the worm gearbox back into the frame. While it may take a bit of patience and some fingers fussy, you'll want to remember 3 key points: Make sure the top tip of the guide line seat inside the slot top frame is post. Make sure the bearing does not fall out on the floor.... learned that one hard way). Make sure that the worm gear cover tabs fit perfectly into the frame of the coil on the sleeve/supporting side. When you reinstall the worm clamp, make sure it sits between the white collar and the gear. Flip the frame and move the guide line back to one side. Pop into your paw and move your line guide a little while your pawn is almost flush and is inside grooves on worm gear. Screw the paw cover back and turn on the mechanism for checking the function. Move the guide line to the center and place a drop of oil on the directing the side of the line to the grooves of worm gear (here is one place in which you can use two drops). Move your line guide back and forth to spread the oil around. I also city for a drop of oil in the groove on the thumb of the protective post, where the top portion guide line slides across. Now you are done with this section. Place this aside and grab the reel. Remove the plastic coil of pinion gear. Place a drop of oil on the bearing coil and pop the pinion gear coil back. Note: The older Abu may have brass mouth instead of bearing. I recommend replacing the bit with a bearing coil with a much smoother coil. If you want to do this: Coil bearing - part No 13472 And part number is the same for the series 4000 - 6000. Now flip the coil and place a drop of oil on this bearing as well. There is no need to remove the brake coil. It's for the reel. Now for good things The coil's air is held in a small black clamp inside the handle of the tension coil. Loosen the coil tension knob and remove the remaining one. Use the Philips #1 screwdriver to remove the handle cover. Here you will see a small C-clip. Be very careful with this clip. I've lost too much, so I keep the spares at hand. This C-clip not only keeps the handle nut from losing, but it keeps your gearbox handle firmly and down to align your gears inside your face (just some FYI). If you lose it, it's not the end of the world, but you may notice some omission problems with the reel. Not a fun time. Use a 1.4mm flat-tip screwdriver to gently curse the tip between the C-clamp and the handle. Again, be careful not to throw this clip into the endless space equipment. Remove the 10 mm open end wrench handle and remove the handle. There will be a loose plate handle right under the handle, so be careful when removing the handle. Now unscrew your star drag. Flip your assembly and two metal stretch plates will come out of the shaft. Turn the assembly back upwards and remove the two inner face screws. Lift the face out of the brake plate assembly. Take the gear shaft handle and remove the entire assembly from the brake plate. Remove excess lubricant from the brake plate assembly. There is a small copper washer that sits on the brake plate of the post. Remove excess grass and wipe it clean. Place a small drop of oil at the base of the post and place the puck back on the oil. Next, remove the gear drive from the handle drive shaft, including all metal and edging drag washers, and against the back of the bearing. Clean all the grass from the drive shaft of the handle. Flip the gear drive upside down and you should see the black rebel puck. Thoroughly clean any excess grass and oil. Grizzly and oil will be slipped into this build and washers and will lead to slippage with drag. Place this black round washer back on the handle drive shaft. Wipe any oil lubricate from felt and metal washers. Place the gear drive back on the shaft drive handle. Now place all the pucks back on the gear drive in the order you see in this picture from left to right. The rebel puck goes to the gear drive first, then the round puck. Next, add another puck, then a round tab of metal washer. Finally, add the last overthrew puck, then a round puck with the collar raised. On the brake plate assembly, add another drop of oil over the copper washer that sits on the post and slide the drive gear assembly back to the post. Apply a light amount of grease between the gearbox for the brake plate pins and the drive gear. Peel against the back load sleeve and place it back on the assembly of drive gears. Clean the face. Place one drop of oil in the bridge seat and two drops inwards against the reverse bearing. Go back and second check pucks on drive gear. Make sure that the puck with the ends of the tabs sits correctly in the grooves. Slide your face back on the assembly of the brake plate, remember to align the push-down buttons so you get the right place. Screw the face with two inner screws. Now you will reinstall two metal stretch plates. Orientation is important. The easiest way to remember is that the tension plates must mimic the open and closed brace shapes as they are placed on the handle drive shaft as follows: () The plate bending upwards must go first, then the plate bends downwards. At that point I tighten my handle voltage reel almost all the way down because it's easier to reach. Wind the star back. Flip your build and place a drop of oil in the hole of the metal coil of pinion gear. Slide the gazing (brass collar side) back into the pinion gear coil until you hear it click. It should make a small lock in a black clamp inside the handle tension reel. Once it's found out, you can return to the handle of the tension reel. On the inside of the metal collar that surrounds the gear/eye, place two drops of oil. You can put drops anywhere, but I usually put them at opposite ends of each other for even distribution. This will help lubricate the brake blocks on the coil for smoother casting. Postpone the assembly for now. Take the frame and screw on the left face of the face. Back in the right assembly on your face, slide the coil on the reel, ensuring that the brake blocks don't come out of the collar and that the assembly of the brake unit is aligned with the gear for the perfect seat. With both builds focused in this way, I like the pop-competition frame on top. So I know my reel is still sitting right. Take care and do not force the pieces together. Make sure that the alignment is correct. After the assemblies are hooked on the place, tighten 3 thumbs. Reinstall the spacer plate with a handle, with two open ends flat against the star's drag. Apply oil at the base of each paddle on the handle and turn the paddle several times to spread it out handle back onto the shaft and tighten the nut with the wrench. Before re-attaching the C-clamp, check the alignment of the handle nut cover. Again, very carefully, pop the C-clip back in the post. Screw the handle nut cover and you did! Want more? This article is part of the current tutorial on rods and catfish reels, check out ultimate Guide To Catfish Reels and Ultimate Guide To Catfish Rods for even more details on the selection and use of rods and coils for catfish. If you're looking for an amazing catfish rod paired with your Abu Garcia Ambassadeur reel for catching catfish be sure to check out my Chad Ferguson signature series catfish rods from a whisker tackle. Solve.

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