

## CONSERVATION AND EDUCATION

FEBRUARY 2017

Now that we're into the heart of winter (or whatever you call it this year), it's time to think ahead and plan for the season, and one project often left until the last minute is reel service. After seeing failures from all reel brands, let's talk about some common failures, and how to prevent them.

- Tiagra:
  - On the older versions (5+ yrs), they had a bronze sleeve for the clicker plunger, which sometimes shattered – if your clicker stops working or gets very faint – it most likely broke, and there are pieces floating around. The new sleeve is machined stainless and will not fail.
  - On new reels, many times the screws holding the clicker plate to the spool aren't tight enough, and rattle out.....remove and retighten with blue Loctite.
- Talica:
  - The pinion bearing (inside the right side plate) is lightly oiled from the factory, and fairly quickly gets water in it and locks up. When having a pinion bearing replaced, have it packed completely with grease.
- International:
  - The shifting mechanism on 2-speed Internationals needs to be replaced if it ever skips out of gear momentarily (this especially happens when the handle is spun under load with a drill)
  - Drag should be greased with Cal's every couple of seasons, which will help with smoothness (new reels come with greased drag, old reels are dry)
- Platinum Twindrag
  - Although these reels get more drag than the rest, they also need to be serviced almost every year to keep running smoothly.

Also, every year, take them off the butts and clean any salt up then use Tef-gel on metal-metal contact and the rod clamp screws. You will thank yourself when you have to get them off.