

Daiwa BG Saltwater 2016: Service Tutorial and First Look

by johndtuttle

Hello there fishos. 🐟

This is a new offering from Daiwa just presented at ICAST 2016 and a more complete review by the esteemed "Alan Hawk" can be seen on his site:

<http://www.alanhawk.com/reviews/bg16.html> where he does his usual fine job for those interested in a truly in depth review. This post is going to be a little rough at first but eventually I will round it out to be a worthy service tutorial. The reel is very simple and mostly incorporates established Daiwa tech and methods of construction that we are familiar with in a new and sexy package.

This new Daiwa BG "sw" (saltwater) reel is the new foundation that Daiwa is going to build their entry level heavy duty saltwater line upon, replacing the older Saltist with this new version of the BG and also offering another updated Saltist with a "mag-sealed" pinion assembly and line roller, otherwise very similar to this reel. These remain one of the top high speed budget popping reels for use in saltwater providing the retrieval speed that some tropical species (ie Jacks and Tuna) love, as they commonly aggressively attack popular lures ripped fast. Needless to say those bruisers also beat up reels and a robust construction is needed.

The old BG we remember will still be a budget offering and remains in the Daiwa line.

Meet the Black Gold Saltwater 😊:



with implements of destruction:



Updated edgy cosmetics:



Line Roller:



Polyphthalamide bushings. The Saltist will use mag-sealed bearings:



Spool cosmetics:



Capacities of the BG 5000. Note the rubber ring on the spool to grip braid:



The spool has a (\\/) taper to the spindle. This is Daiwa's ABS (Anti-Backlash Spool):



And, yes! This (\\/) taper to the line lay is what it's supposed to look like properly spooled (confirmed with Daiwa USA):



Plastic "heel" guard, with a modern "tactical fore-grip" look to it:



Removed with the beefy screws for the side plate. These screws are an enormous improvement over the Hex screws of the old Saltist:



The Air Rotor is a very nice design. Its graphite, but not the more expensive "Zaion" graphite in Daiwa's higher end reels so expect some flex under load. I did not notice any contact with the spool of course:



The shaft of the Drive Gear is female (handle) to male (gear):



Be sure to keep those threads greased.



The inside of the side cover was well greased from the factory:



The Main Drive Gear is famously large for strength and power transmission:



The brass washer is a shim:



**To remove the Gear we have to remove the Pinion assembly first.
To do that we have to remove the Rotor. Start with the Collar:**





Under the Rotor is the Cover with the washer:



Under the washer we see that there is no sealing of the pinion assembly (there is a noticeable gap between the cover and the sleeve). If you dunk your reel there is a perfect tub for saltwater to collect right around your clutch. In the more expensive Saltist this is where the Mag-Seal would go:



Under the cover is the Clutch and Pinion. You can see a lot of water will fill this aforementioned tub if the reel is submerged. This is not a knock on Daiwa or the BG, few (if any) reels at this price properly seal this area. Consider it more a fair "heads up" to keep this reel dry:



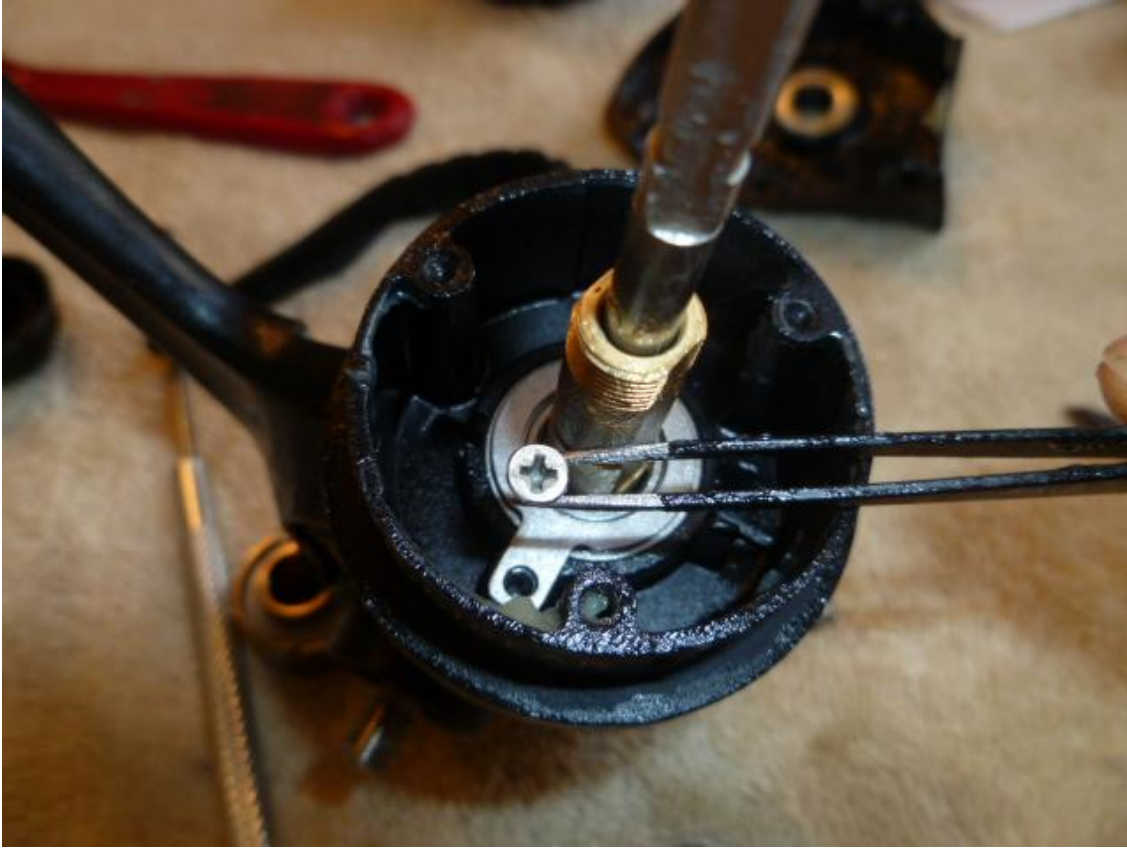
with the Roller Clutch lifted out:



Nice SS springs inside the Clutch. A big improvement over what seemed to be chromed spring steel in the Saltist:



Two nice beefy screws to retain the assembly.
The Saltist screws here were notorious for stripping:



And then we can lift it out:



Later we will also service the other pinion bearing and bushing for the shaft (clean & re-lube):



But to get to them the Gear has to be removed first and it is retained and positioned by this small clip on the right side. It's a bear to photograph sharply in place but you can see it at the tip of the probe and arrows:



If you don't have experience with this sort of clip beware! Keep a thumb over it when removing it or it will go shooting off and stick on the dog or land in the nether, never to be seen again in this time nexus 😬.



The main shaft and Crosswind Block have to be removed as a unit. This is after the pinion assembly has been removed. The Stabilizer Bar lifts right out:



And with that clip removed you can wiggle the Gear to one side and lift out the Shaft:



Keep the groove for the stud on the oscillation gear to run in well greased:



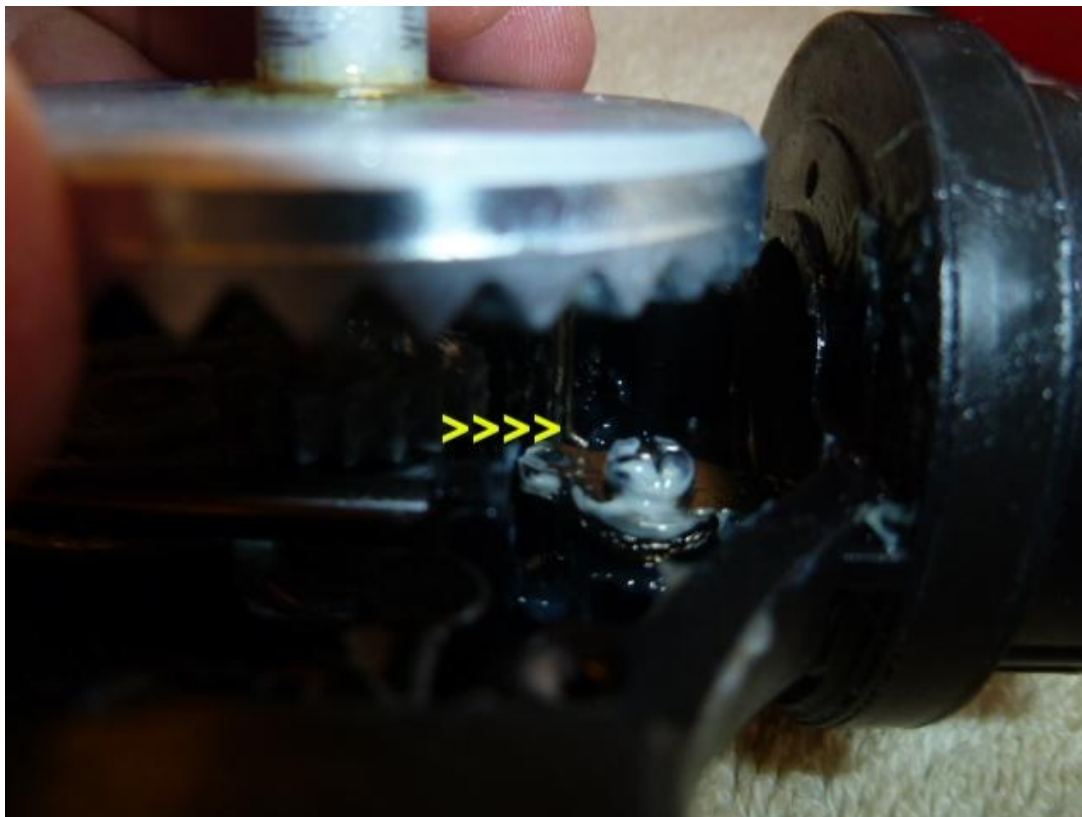
The Drive Gear is well greased from the factory with Daiwa gear grease and is a cast Alu/Zinc alloy. Pretty much the industry standard at this price. The wire you see there activates the backup AR if needed:



At the tip of the yellow arrows you can see the hole for that spring. Getting that wire tip back in place is the only challenging bit about the service:



You have to use a probe to guide it into that hole in the Anti-reverse Pawl while you hold the Gear and wire over it:



Once the wire is back in the hole in the Pawl, the main shaft/crosswind block goes in, then hold the gear in while you get the clip on the right side back on to hold the gear in place. It's really not that bad. You may need your probe to tip the pawl out of the way to get the pinion and ratchets back in proper position.

But, be sure to test this back up AR for proper function before you replace the clutch, or you'll have to start over 😞. Ask me how I know this 😊.

The Clutch has these slots that must be positioned over the Bearing Retainer after sticking the plastic bit in its cup and then turning it. It sounds a little weird but I believe this allows the same clutch to be used in other reels that allow you to turn the clutch on and off to allow back reeling:



I did not remove the Oscillating Gear for this first look. It resides on a bearing for smooth operation and will need a service in time. Generally, the retaining screw needs loctite to keep it properly snug and, unless necessary, I leave it alone and let sleeping dogs lie. 😊



Under the Spool is the clicker and shims:



Drag stack nicely greased from the factory:



And one spool bearing that needs a regular drop of oil:



The Handle features a peened on knob and only needs oil on its joints for regular maintenance. Remarkably it was well greased from the factory:



A fast peek under the cover on the Rotor shows us the Bail Spring. Note there is no "auto" trip lever, just a rotor brake incorporated into the action of the spring. The Daiwa BG Saltwater is manual trip only, something that every first rate spinner should do to both prevent accidental bail closure (leading to loss of pricey gear), slow the formation of wind knots and to save on beating up the gear train.



REEL SPECIFICATIONS

BG SPINNING REELS

Model Number	Action FW / SW	Bearings	Gear Ratio	Line Per Handle Turn	Wt. (oz.)	Line Capacity (Lb. Test / Yards)	Drag Max
BG1500	UL / -	6+1	5.6:1	28.3"	8.5	4/155, 6/100, 8/80 J-BRAID: 8/220, 10/130, 15/100	4.4
BG2000	M / L	6+1	5.6:1	29.5"	8.5	6/135, 8/110, 10/90 J-BRAID: 10/160, 15/130, 20/110	4.4
BG2500	H / ML	6+1	5.6:1	33.2"	9.3	6/210, 8/170, 10/140 J-BRAID: 15/190, 20/170, 30/120	13.2
BG3000	XH / M	6+1	5.6:1	37.4"	10.8	8/240, 10/200, 12/170 J-BRAID: 15/280, 20/240, 30/190	15.4
BG3500	XH / M	6+1	5.7:1	38.5"	14.1	10/240, 12/210, 14/170 J-BRAID: 20/310, 30/230, 40/150	17.6
BG4000	- / M	6+1	5.7:1	39.9"	14.3	10/300, 12/260, 14/210 J-BRAID: 20/370, 30/280, 40/200	17.6
BG4500	- / MH	6+1	5.7:1	43.1"	22.0	14/350, 17/280, 20/210 J-BRAID: 40/340, 50/270, 65/230	22
BG5000	- / H	6+1	5.7:1	47.4"	22.6	14/470, 17/380, 20/280 J-BRAID: 40/480, 50/360, 65/310	22
BG6500	- / H	6+1	5.3:1	48.7"	29.5	20/370, 25/310, 30/260 J-BRAID: 50/550, 65/440, 80/330	33
BG8000	- / XH	6+1	5.3:1	53.3"	30.0	20/550, 25/440, 30/370 J-BRAID: 50/730, 65/590, 80/440	33

Ok, I think we have covered all the bases! 😊

See a below summary post for some final thoughts.

"In conclusion, I think the BG looks good but as for the Saltist: I would want to see some big improvements before I would waste my money."

The Saltist does have mag-sealing of the pinion assembly and line roller to explain the higher cost as well. I would have to say the jury is out on whether or not this is a "value" for most guys. I think the DiY crowd will do far better (in this reel at least) with the simpler BG version and SOP for maintenance.