

To Grease or Not to Grease?

Discussion in 'Avet Reels Support' started by RickO, May 16, 2008.

Watch Thread

Page 1 of 5 1 2 3 4 5 Next >



1.

RickO rickozaki@sbcglobal.net

Location:

LA

Name:

Rick Ozaki

Boat:

SportBoats

○ Messages:

(99)

○ Likes Received:

(10)

WOW! The quest for perfection. You would think something as simple as slowing down a fish hell bent on freedom over a frying pan would be easy. NOT!

Well, I have read all of your posts from Hawaii to Germany, from salmon to giant bluefin tuna, from jerky to super smooth and from grease or no grease.

The bottom line is, no matter how much someone listens, researches, reads or peers into the crystal ball, they are always going to follow the method that they feel either makes the most sense or that which makes them more confident in their own ways.

Well, here is one more post that I hope will settle down this flurry of varied self determined opinions weather to grease or not to grease.

Today, May 14th was dedicated to full-on total R&D (grease/no grease) day at Avet. Sarkis, Harry, Dave Rocchi and Ben Frazier spent the day burning a lot of gas, burning a lot of drag washers and tearing down and scrutinize a lot of reels.

They obviously needed to standardize their testing so 100 yard monofilament topshots were designated as the line of choice since they had between 100 and 110 yards for their flight path. That length would cover most topshots with spectra backing and at the same time maintain consistency of the increase in line pressure as the line diameter decreased and the spool rotation increased.

Both single and twin drag reels were tested. Single drag reels were tested at full and twin drag reels were tested at strike (Dave really wasn't up for what you called "asphalt skiing"). Line size was standardized to 40lb for single disk and 130lb for twin disk. Speed varied from 25 to 30 MPH at 75 yards depending on how close the lookie-lou's got. Between the V-10 Dodge truck and the Hummer, speed was not nearly as critical as breaking.

While maintaining a common stance, they used what they thought was the best drag grease available and testing was performed immediately after the line was retrieved back on the reel with a calibrated scale.

Results are as follows:

v Single drag reels (dry drags): After 1st test = 100% of original drag, 2nd test followed immediately = 105% of original drag and immediately followed by 3rd test which also yielded 105% of original drag setting.

Teardown exposed slight yellow/bluish tinting of drag plate, but very little visual wear of carbon fiber drag.

v Single drag reels (greased drags after setting drag with excessive grease wiped off): Prior to load testing, the wet drag maintained same drag pressure as the dry drag on straight short pull. 1st (high speed) tests showed an average of 6 - 8% reduction from original drag setting. 2nd tests resulted in 10 to 13% reduction from original setting and 3rd tests stayed around the same.

Teardown also exposed yellow/bluish tinting of drag plate. Also appeared that as heat built up grease would become thinner and the centrifugal force would send (oil at this point) the grease to the outer diameter of the spool. After the third test, there appeared to be very little grease left on the drag. Possibly absorbed into the drag material but not visible at this point.

v Conclusion at this point: Single drags will be fine with smaller fish that won't put the reel to the big test by pulling a lot of drag and building up a lot of heat. When the heat starts to build up, it appears as though the drag effectiveness is compromised.

v After the 3rd test, they allowed the reel to cool off for 3 minutes and retested with a short pull test. The drags came back to within approximately 5% of the original setting, and after 10 minutes of cool off, the drags came back to 100% of the original setting.

v Twin drag testing was performed with a Pro EXW50/2 loaded with 130lb mono over spectra. The Spectra was never exposed during any of the tests. All testing (both greased and non-greased) was with a drag setting of 35lbs at strike.

v First and second dry tests resulted in drag increasing to 37lbs. After the second test, those drags were getting very hot and we decided to take it apart cool it down and grease em up, wiping off any excess.

v Results from the 1st test equated to the same as the dry test showing an increase of 2 lbs of drag (37lbs).

v Results from the 2nd test showed a decrease of 3.5 lbs down to 33.5 lbs of drag immediately after the line was retrieved.

v The reel was disassembled and showed just slight discoloration of the plate and once again small amount grease built up on inside of side plate. Also there was very little sign of any grease on washers themselves.

v They figured it was getting late but had time for one more test, so the drag washers went to the sink and were soaked with water and reassembled.

Once again the drags were set at 35lbs (strike) and off went the Hummer. This was somewhat non-conclusive since the drags were still warm, but not hot and the water absorbed into the drag washers pretty quickly. As a result of the wet/no so wet drag, there was only a loss of .5lbs down to 34.5lbs of drag.

v Conclusion at this point: Twin drags with no grease stayed fairly consistent and even increased slightly when initially heated up (or worn in).

With grease applied, the drags also increased up to 37lbs but when really heated up the drags started to lose a little moving down to 33.5lbs.

Your call at this point depending what your fishing for. Grander's from Hawaii to Portugal that are going to do everything possible to melt you and your drags while strapped in and strapped down using monster drag settings (35-70) or stand-up on the rail dealing with a little less drag (30 - 45) and YFTs, BFTs etc. that hopefully will settle down and not get too stupid with you.

Avet's stance at this point: They are going to hold on to their original direction of NO grease due to inconsistencies resulting from varying temperatures, having to reapply grease periodically, grease having a tendency of attracting inherent elements such as salt, carbon dust etc.

One very important factor to take into consideration is that Avet is building high quality reels for people fishing all over the world for every type of application be it extreme or simple day of enjoyment on the water type of fishing. Their thought process is to keep them simple, affordable, and strong while maintaining a high level of quality and customer satisfaction. Consistency and quality control are two of the most challenging facets of any major reel manufacturer. As the age old adage goes, "you can make everyone happy some of the time and you can make some of the people happy all of the time, but you can't make everyone happy all of the time" • . This is one company that I know that will keep trying their best to make everyone happy.

Any questions or comments regarding Avet Reels please contact me rickozaki@sbcglobal.net

RickO, May 16, 2008 Report

#1 Like + Quote Reply

azbaseball likes this.



2.

Yerman Newbie

Location:
Palmdale

Name:

Brian

Boat:

None

○ Messages:

(722)

○ Likes Received:

(3)

Great read. Thank you very much for listening to our customers concerns and making an effort to determine once and for all what the best way to go about this issue. Here are a few questions/comments I have.

1. Corrosion resistance is a big reason why I have decided to go with greased drags. There are too many reels out there, Avet and others, that corrode if saltwater gets on the drags.

2. With a lever drag reel, I feel that we have the ability to quickly and accurately add a couple pounds of drag after a long run that warms up the drag. So, if the drags get hot after a burst from the fish, it's it just as easy to add back the few pounds of drag that is lost from the drags heating up?

3. I know you said you used what you thought to be the best drag grease out there. Can we get a little more information on that? Mainly, what drag grease did you decide upon?

I think that with the advantage that a lever drag gives us, we can quickly adjust to compensate for any loss of drag pressure experienced by the reel because of the heat and grease. So, to me it comes down to an issue of corrosion resistance. I think that the minimal loss of drag pressure is acceptable to have a reel the is many times more corrosion resistant and possibly smoother.

Speaking of smoothness, did you guys make any kind of observations regarding the smoothness of the drags with or without grease. I think that is a very important factor to include when doing the testing you are talking about.

Thanks for listening...

Yerman, May 16, 2008 Report

#2 Like + Quote Reply

CV-Wayne likes this.



3.

Ali Master of Nothing Admin

Location:
San Diego
Name:
That Guy
Boat:
31' Innovator
○ **Messages:**
(21,598)
○ **Likes Received:**
(3,727)

The biggest point Harry made to me on this issue is the corrosion factor.

The grease just HOLDS the salt on the drag-plate instead of letting it be washed out when you stick them in a bucket.

The case of on the Avet reels is designed to be flushed and drained unlike most reels. This also makes it easier for salt to enter. If it can't be flushed out due to grease, you're gonna have problems.

I don't understand the argument. The guys that design and manufacture this reel have spoken. I'd listen....

Grease drags in Avets = Bad

Ali, May 16, 2008 Report

#3 Like + Quote Reply

OpporTUNAty likes this.



4.

Yerman Newbie

Location:
Palmdale
Name:
Brian
Boat:
None
○ **Messages:**
(722)
○ **Likes Received:**

(3)

Gato Gordo said: ↑

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I don't understand the argument. The guys that design and manufacture this reel have spoken. I'd listen....

Grease drags in Avet's = Bad

Click to expand...

Good point. However, I would like to have my post be considered to be more like I'm fishing for a response from Avet, and not an argument because they made no mention on the issues I brought up. So, it's not an argument, I just wanted Avet to comment on the questions I brought up regarding corrosion and smoothness of the drags because to me, having the smoothest and most reliable drag with no corrosion is more important to me than losing a couple of pounds of drag that can be given back to the reel with a push of a lever.

I just think that the post focuses on the amount of drag pressure that is lost or gained based solely on greasing a drag, when the whole point of adding grease to the drags is for corrosion resistance and smoothness, not the amount of drag gained or lost. I don't think you will find many people that will say they greased your drag washers because the dry washers were not giving them enough drag. Almost always, people will say that added drag grease to their drags to prevent corrosion and make the drag smooth and predictable.

I hope that clears up my intentions of my first post.

Yerman, May 16, 2008 Report

#4 Like + Quote Reply



5.

MikeyLikesIt did you say F I S H I N G ???

Location:

East-a-La-Mesa, baby!

Name:

starts with an "M".....

Boat:

#1 boat scrubber - Team Madrugador

○ Messages:
(9,633)

○ Likes Received:
(2,532)

The guys that design and manufacture this reel have spoken. I'd listen....

Grease drags in Avet's = Bad

it has taken me a lot of years to learn that when engineers design something, they do so for particular reasons.

When I was young, I was all over "mod"ing (modifying) anything I had.....sheet, I stuffed a 351 Windsor into a sub-framed PINTO.....so, yeah, modding can be a good thing.....however;

I now just listen to engineers. I find that I have way more time to do things and Im not nearly as broke from having to re-buy things that should have lasted to begin with.

.....guess I'm glad I never broke out the grease!
(to MOD my AVETS).

that's my \$.02, but you guys go right ahead and grease them. Harry and Company won't mind a bit.....

The difference between intelligence & stupidity is:
intelligence has its limits
- Albert Einstein.

MikeyLikesIt, May 16, 2008 Report

#5 Like + Quote Reply



6.

LChamp Newbie

Location:

LA

Name:

Anthony

Boat:

Wave Walker

○ **Messages:**

(339)

○ **Likes Received:**

(0)

Question, I've heard about the smaller reels (LX & JX) being designed to stick in a bucket of water to clean out, but does that go for all Avet's? I just can't bring myself to putting the whole reel in water for some reason. I guess that's why I take them apart a lot to clean them out. How long would you leave the reel in the bucket to have them cleaned correctly?

LChamp, May 16, 2008 Report

#6 Like + Quote Reply



7.

RickO rickozaki@sbcglobal.net

Location:

LA

Name:

Rick Ozaki

Boat:

SportBoats

○ **Messages:**

(99)

○ **Likes Received:**

(10)

x-star said: ↑

Great read. Thank you very much for listening to our customers concerns and making an effort to determine once and for all what the best way to go about this issue. Here are a few questions/comments I have.

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2. With a lever drag reel, I feel that we have the ability to quickly and accurately add a couple pounds of drag after a long run that warms up the drag. So, if the drags get hot after a burst from the fish, it's it just as easy to add back the few pounds of drag that is lost from the drags heating up?

3. I know you said you used what you thought to be the best drag grease out there. Can we get a little more information on that? Mainly, what drag grease did you decide upon?

I think that with the advantage that a lever drag gives us, we can quickly adjust to compensate for any loss of drag pressure experienced by the reel because of the heat and grease. So, to me it comes down to an issue of corrosion resistance. I think that the minimal loss of drag pressure is acceptable to have a reel the is many times more corrosion resistant and possibly smoother.

Speaking of smoothness, did you guys make any kind of observations regarding the smoothness of the drags with or without grease. I think that is a very important factor to include when doing the testing you are talking about.

Thanks for listening...

Click to expand...

Hi Brian

If you are planning to grease your drag, the only grease to use is Cal Sheets grease. We tested a large variety of grease and Cal's won hand down!

As we have previously posted, Avet Reels do not need grease drag washers.

Rick Ozaki

Any questions or comments regarding Avet Reels please contact me rickozaki@sbcglobal.net

RickO, May 16, 2008 Report

#7 Like + Quote Reply



marlyn I've posted enough I should edit this section

Location:

oak hills

Name:

mark

Boat:

21' skiff and 12' portabote recycled from milk jugs

- Messages:

(7,598)

- Likes Received:

(705)

Awesome post!

Please do more of them. It's nice to know that Avet actually took this to heart enough to put it to test. If i choose to grease my drag will that void my warranty completely? or just the drag-plate? Harry took over a half hour talking with me at length about this at Fred Hall ,what a great guy. X-star makes a good point about sacrificing a little drag for SMOOTHNESS and corrosion resistance.

marlyn, May 16, 2008 Report

#8 Like + Quote Reply



9.

seriola Newbie

Location:

Barcelona

Name:

JÃfÃ¼rgen

Boat:

Altair Zafir 32

- Messages:

(44)

- Likes Received:

(0)

Hi Rick,

you have opened a new thread. So I changed from the lowdown of an 80 to here.

WOW, what an interesting report. It seems that the guys at AVET take our problems for real, and that is important.

Yes these testing are all times interesting, but some points are not clear. A reel on water with fish on it is different than a reel behind a truck. Why?

1) Reel, line and rood are one unit and in combination there are a few hundreds of possibilities how they will work together. Damping coefficient, dynamic absorpction and so on.

2) A truck is running with a constant speed, or an increasing speed. A fish will variegate his speed, and important point to understand the START UP problem.

3) Understand I this correct, the truck was on 25 / 30 mph, when the leader get tension?

Now, we know a bit about brake power and variety under grease.

But the general START UP Problem isn't touched with any sentence. The owners are dissatisfied about this, no one has screamed about missing brake power.

Personally resume: there are two ways to get happy: Greased and non greased.

Those of us who fish every day a Grander will use them dry, because they need every Lb of drag power.

The other ones, like me, should use them greased, because a Grander we fish here in EU nearly never in our life (perhaps on Canaries or Madeira). I prefer smoothness from start up on. Big BF? Yes sometimes, but should that be a problem with 2 pound less brake power, my thumb will help me to solve this problem.

This information is clear, but for those of us, who have to go on greased is still the question of losing guarantee an important point.

I understand, that AVET's construction with an open brake (no chamber) could change a bit the point of view. But to understand this better, please explain me what is your fear about some grains of salt in the grease.

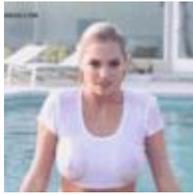
What should happen?

The washer of my 50 is made from corrosion resistant Material. The chance, that salt enter between the carbon and the washer where there fixed on, is much higher. With grease on it, it's ZERO.

Saludos
JÄrgen

seriola, May 19, 2008 Report

#9 Like + Quote Reply



10.

Gil Marlin World Peace? Visualize Using Your Turn Indicator

Location:

Laguna Percebu Baja Norte

Name:

Scott

Boat:

19.655' Aluminum

○ Messages:
(25,371)

○ Likes Received:
(2,789)

Rick, you ought to get rid of those screws and weld the side plates on... 🤖

But then we wouldn't have this repair forum to enjoy... 😊

Whale Oil Beef Hooked

Gil Marlin, May 19, 2008 Report

#10 Like + Quote Reply



11.

Afry Capitán

Location:

Ramona, Ca

Name:

Arnie

Boat:

38 Mediterranean, 23 Key West

○ Messages:
(4,372)

○ Likes Received:
(23)

I always engage the drags (preload) when rinsing my reels then back them off to store.

If it's best to rinse the drag washers (non-greased) to remove salt should I rinse the reels with the drags loose to allow fresh water to get in there and remove the salt?

A rectangular sticker with a white background and blue, hand-painted style text. The text is arranged in two lines: "SPOTTED OWL Tastes" on the top line and "Like PHEASANT!" on the bottom line. The font is bold and slightly irregular.

Sticker on the wall at Mike's Sky Ranch

Afry, May 19, 2008 Report

#11 Like + Quote Reply



12.

Yerman Newbie

Location:

Palmdale

Name:

Brian

Boat:

None

○ Messages:

(722)

○ Likes Received:

(3)

I have re-read this post several times and this is the conclusion I have come to...

It is now perfectly clear that Avets stance is no grease. However, I now believe that the position that Avet has taken is based on the fact that they want their drags to have 100% drag pressure all the time. What this tells me is that the engineers at Avet as so concerned with this issue, that they are blind to the fact that loosing drag is not, and never has been, an issue for people who grease their drags.

People that grease their drags are concerned about corrosion, smoothness, durability, and "start up." It seems to me that Avet completely missed this point when doing this write-up. It is even more apparent in the response from Rick's response to my post. After everything I said in my post, Rick's response is, "the only grease to use is Cal's Grease." What about all the other stuff I talked about? What is your stance on those issues?

So, should I just forget about this post and go about my business? Should I stop trying to get a response from Avet regarding the issues I have questions about and just grease my drags and mind my own business? Maybe. But maybe Avet should listen to their customers real concerns and do their testing on what matters to real world fisherman.

I am sorry that I sound like I might be attacking Avet in this post but I'm not. It's just apparent to me that Avet is not on the right track with their testing. If they listened a little better, they might understand that the concerns people have with grease or no grease has NOTHING to do with the amount of drag the reel has after it warms up a little bit. I love your reels. If you look at my old post, every suggestion I make to people about reels is a suggestion to get some kind of Avet. But, I would really like to see Avet make an effort to address the issues that really matter to fisherman and not sweep them under the rug like Rick has already done to my first post.

Yerman, May 19, 2008 Report

#12 Like + Quote Reply



13.

seriola Newbie

Location:

Barcelona

Name:

JÄfÄ¼rgen

Boat:

Altair Zafir 32

○ Messages:

(44)

○ Likes Received:

(0)

Yes, in case it's an AVET. They have open construction and write in their maintainance guide to do clean here with loose drag.

If you speak about Penn international, Tiagras and Titus gold, rinse them under preload.

seriola, May 19, 2008 Report

#13 Like + Quote Reply



14.

Afry Capitán

Location:

Ramona, Ca

Name:

Arnie

Boat:

38 Mediterranean, 23 Key West

○ Messages:

(4,372)

○ Likes Received:

(23)

seriola said: ↑

Yes, in case it's an AVET. They have open construction and write in their maintenance guide to do clean here with loose drag.

If you speak about Penn international, Tiagras and Titus gold, rinse them under preload.

You mean I should read the instructions? 😊Thanks



Sticker on the wall at Mike's Sky Ranch

Afry, May 19, 2008 Report

#14 Like + Quote Reply



15.

seriola Newbie

Location:

Barcelona

Name:

JÃfÃ¼rgen

Boat:

Altair Zafir 32

o Messages:

(44)

o Likes Received:

(0)

Upps, and greetings to barby.

My english isn't good enough, i have to learn more.

seriola, May 19, 2008 Report

#15 Like + Quote Reply



16.

Jason I break stuff @ BD Admin

Location:

Encinitas, CA USA

Name:

Jason

o Messages:

(18,810)

o Likes Received:

(2,813)

English is over rated. We all know what you wanted to say.

Jason, May 19, 2008 Report

#16 Like + Quote Reply



17.

Addicted2fishin where's da fish

Location:

Hawaii

Name:

RJ

Boat:

19 Glasspro, 17 Ali'i Kai

○ **Messages:**

(842)

○ **Likes Received:**

(5)

To all those that read my post. It wasn't a debate over greasing.... the good and bad. It was about fixing a problem that shouldn't have been there. Avet seemed to have missed the point when testing the theory. It's about start up and not constant load.

I could not under any circumstance get rid of the most irritating factor associated with the most important part of a reel.... the jerky drag. Initial break was so disappointing that I almost cried after 3 hours of pulling line off of the reel. No amount of breaking in fixed the problem. So my point is "How am I going to get it to become smooth without going against Harry's and Sarkis' words?" Unfortunately.... can't unless they find away during the build to incorporate quality control to prevent this from happening..... or Shimano / Cal drag grease. I am over a thousand miles away from the Mainland.... in the middle of the ocean. 3 weeks of downtime is crucial.

Like Brian said... they didn't even touch the subject of initial break... or in my case the problems with 4 of our 80's with the same exact sticky drag. Address these and there wouldn't be a need to grease.

Some people are fine with not greasing. Some are fine with greasing. It's a tradeoff in performance... which I know a little about watching some reels fry and some hot enough to cook pancakes on the sideplate but not missing a beat.

Now all they have to address is the problem with the drag in the 80's and not debate about grease or not to grease. I had to do what I had to do to make it work.. if not... I would have not one fish in the boat and a ton of lost lures and fish.

Aloha.

Addicted2fishin, May 19, 2008 Report

#17 Like + Quote Reply



18.

Slater cuss on Monday,pray on Sunday,dream about one day

Location:

Lakeside

Name:

Rob

Boat:

sold! / cattle boat

○ Messages:

(4,204)

○ Likes Received:

(801)

I think most people are concerned with: Is it a good idea to grease our drags for a more consistent & smoother trouble free system???? So what if you lose a few pounds on drag pressure but get an upside of increased drag smoothness "silkeness", just turn it up!

Jerky drags suck & who wants to tear down reels all the time for a small amount of water intrusion!

Was heading to Lupe on the Gun for a 5day about 15 minutes before hitting the tuna grounds a wave came over the side & nailed a whole rail of rods....

First thing I did was checked the virgin LX, drag was totally jerky. Had no choice but to tear it down in the galley & borrowed some hotties blowdryer...

Could a little bit of grease prevented this from happening ???

Slater, May 19, 2008 Report

#18 Like + Quote Reply



19.

Addicted2fishin where's da fish

Location:

Hawaii

Name:

RJ

Boat:

19 Glasspro, 17 Ali'i Kai

○ Messages:

(842)

○ Likes Received:

(5)

slater said: ↑

I think most people are concerned with: Is it a good idea to grease our drags for a more consistent & smoother trouble free system???? So what if you lose a few pounds on drag pressure but get an upside of increased drag smoothness "silkeness", just turn it up! Jerky drags suck & who wants to tear down reels all the time for a small amount of water intrusion!

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Could a little bit of grease prevented this from happening ???

From my experience with my lx and 50.... yes. For warranty reasons don't do it. I sacrificed my warranty for fish-ability.

Addicted2fishin, May 19, 2008 Report

#19 Like + Quote Reply



20.

Slater cuss on Monday,pray on Sunday,dream about one day

Location:

Lakeside

Name:

Rob

Boat:

sold! / cattle boat

○ Messages:
(4,204)

○ Likes Received:
(801)

Addicted2fishin said: ↑

From my experience with my lx and 50.... yes. For warranty reasons don't do it. I sacrificed my warranty for fish-ability.

Warranty is only a year & drags probably aren't covered due to water intrusion anyway!!! Warranty doesn't seem like a good enough reason not to grease'em!

Slater, May 19, 2008 Report

#20 Like + Quote Reply

Page 2 of 5 < Prev 1 2 3 4 5 Next >



1.

coryellk Fly Navy

Location:

Fallbrook, CA

Name:

Kevin

Boat:

When Wife makes more \$...

○ **Messages:**
(1,472)

○ **Likes Received:**
(1)

Jason said: ↑

English is over rated. We all know what you wanted to say.

That's how timski gets a "B" average. I would normally be loath to write something like this but I know timski and fredski wouldn't get through half of Rick's original post before moving onto one with more pictures.

coryellk, May 19, 2008 Report

#21 Like + Quote Reply



2.

baja tailhunter Newbie

Location:

glendora ca.

Name:

steve huth

Boat:

mike's-bill's good to have friends

○ **Messages:**
(699)

○ **Likes Received:**
(2)

So the way i see it is that Avet only cares about drag pressure loss and not about how smooth the reels are.

Avet says do not grease drags and live with a jerky drag.

Cal's, Allen, Shimano, Daiwa, Accurate use grease and all have very smooth drags.

Each person will have to choose what they want a reel to feel like.

I HAVE BEEN USING GREASE ON ALL MY REELS FOR AT LEAST 7 YEARS WITH NOT 1 DRAG FAILURE.

baja tailhunter, May 20, 2008 Report

#22 Like + Quote Reply



3.

alantani I've posted enough I should edit this section

Location:

Saratoga, CA

Name:

alan tani

Boat:

grady white tournament 19, grady white journey 258

○ Messages:
(1,875)

○ Likes Received:
(547)

been watching the original post, and then this one, for quite a while now. i actually sat down late one night and wrote a long response after some very cold vodka. it took two glasses to write it. it would have taken four glasses to post it. good thing i ran out of alcohol.

I work on a lot of Avet's. it's the same routine; cal's grease on the drag washers, Yamaha grease in the screw holes, Yamaha grease on all the non-exposed metal surfaces, open and lubed (corrosion x) spool bearings, all other bearings packed with grease, rearrange the Belleville's to increase the drag range, and oversized handles. the result is a very reliable reel. it will perform well within specs, it will perform reliably with specs. there are other reels that perform at a higher level, and many more that are lower. for the money you pay, the Avet's are a perfectly reasonable value.

many of you know that a greased carbon fiber drag has been my standard for many years. I am happy to say that this drag system is now used in the flagship two speed reels of Penn, Shimano, Daiwa, Accurate, and Okuma. Avet is last company that does not. I find that odd, but not odd enough to warrant a review of my current procedures. clearly in the minority, Avet's stance troubles me little. for those of you that wish to abide by Avet's policies, I wish you luck. for those of you that wish to grease your drag washers, I welcome you to the dark side.....

eddie's brother, grady white 258



alantani, May 20, 2008 Report

#23 Like + Quote Reply



4.

Addicted2fishin where's da fish

Location:

Hawaii

Name:

RJ

Boat:

19 Glasspro, 17 Ali'i Kai

○ Messages:
(842)

○ Likes Received:
(5)

alantani said: ↑

been watching the original post, and then this one, for quite a while now. i actually sat down late one night and wrote a long response after some very cold vodka. it took two glasses to write it. it would have taken four glasses to post it. good thing i ran out of alcohol.

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Click to expand...

Great post Alan. Because of you... I have turned to the dark side. 🙌🏆🙌🏆. Awesome.

Addicted2fishin, May 20, 2008 Report

#24 Like + Quote Reply



5.

seriola Newbie

Location:

Barcelona

Name:

JÃfÂ¼rgen

Boat:

Altair Zafir 32

○ **Messages:**
(44)

○ **Likes Received:**
(0)

**To grease or not togrease, that's the question?
Let's run over to the dark side.....**

seriola, May 20, 2008 Report

#25 Like + Quote Reply



6.

coryellk Fly Navy

Location:

Fallbrook, CA

Name:

Kevin

Boat:

When Wife makes more \$...

○ Messages:
(1,472)

○ Likes Received:
(1)

seriola said: ↑

To grease or not to grease, that's the question?
Let's run over to the dark side.....

Check please. I'm there as well.

coryellk, May 20, 2008 Report

#26 Like + Quote Reply



7.

fishnrust Newbie

Location:

Vegas

Name:

Rusty

Boat:

none

○ Messages:
(425)

○ Likes Received:
(0)

Been there since the first time I opened an Avet and saw the saltwater intrusion.

Does that make Cal Lord Vader?

fishnrust, May 20, 2008 Report

#27 Like + Quote Reply



8.

smelling Newbie

Location:

San Diego

Name:

jerry

Boat:

Cabo Fly bridge '32

○ **Messages:**
(184)

○ **Likes Received:**
(0)

How can your reels last forever?, that's not going to happen -George "Bush"- MONEY TALKS !!!

skid that

smelling, May 24, 2008 Report

#28 Like + Quote Reply



9.

smelling Newbie

Location:

San Diego

Name:

jerry

Boat:

Cabo Fly bridge '32

○ **Messages:**
(184)

○ **Likes Received:**
(0)

alantani said: ↑

been watching the original post, and then this one, for quite a while now. i actually sat down late one night and wrote a long response after some very cold vodka. it took two glasses to write it. it would have taken four glasses to post it. good thing i ran out of alcohol.

i wish you luck. for those of you that wish to grease your drag washers, i welcome you to the dark side.....

Hi my name is ALAN and I'm a FISHAHOLIC!

Hello, ALAN !!! It works if you grease it. 🤪



skid that

smelling, May 24, 2008 Report

#29 Like + Quote Reply



10.

1crazy1 Newbie

Location:

Bakersfield

Name:

Clayton

Boat:

25 Davis Bahia 1CRAZY1

○ **Messages:**
(92)

○ **Likes Received:**

(0)

alantani said: ↑

been watching the original post, and then this one, for quite a while now. i actually sat down late one night and wrote a long response after some very cold vodka. it took two glasses to write it. it would have taken four glasses to post it. good thing i ran out of alcohol.

i work on alot of avets. it's the same routine; cal's grease on the drag washers, yamaha grease in the screw holes, yamaha grease on all the non-exposed metal surfaces, open and lubed (corrosion x) spool bearings, all other bearings packed with grease, rearrange the bellevilles to increase the drag range, and oversized handles. the result is a very reliable reel. it will perform well within specs, it will perform reliably with specs. there are other reels that perform at a higher level, and many more that are lower. for the money you pay, the avets are a perfectly reasonable value.

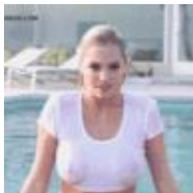
many of you know that a greased carbon fiber drag has been my standard for many years. i am happy to say that this drag system is now used in the flagship two speed reels of penn, shimano, daiwa, accurate, and okuma. avet is last company that does not. i find that odd, but not odd enough to warrant a review of my current procedures. clearly in the minority, avet's stance troubles me little. for those of you that wish to abide by avet's policies, i wish you luck. for those of you that wish to grease your drag washers, i welcome you to the dark side.....

Click to expand...

Your the man Alan! Its nice to see there are still some VERY detailed guys still out there. REEL DEAL says he can finally cast with his again. lol Tell me Alan, were they the worst you have ever seen??

1crazy1, Jun 3, 2008 Report

#30 Like + Quote Reply



11.

Gil Marlin World Peace? Visualize Using Your Turn Indicator

Location:

Laguna Percebu Baja Norte

Name:

Scott

Boat:

19.655' Aluminum

○ Messages:
(25,371)

○ Likes Received:
(2,789)

Alan... is this what you meant to say??? 🍷

Attached Files:



spirit2007_076.jpg

File size:

63.5 KB

Views:

180

Whale Oil Beef Hooked

Gil Marlin, Jun 4, 2008 Report

#31 Like + Quote Reply



12.

bladeduffer Newbie

Location:

Vista

Name:

Adolph

Boat:

I'll let you know once I win the Lotto.

○ Messages:
(48)

○ Likes Received:
(0)

Alan,

followed your illustration for the SX overhaul, went ahead and applied Shimano drag grease to the drag washer. When dry, it almost felt like it was grabbing in some spots. When I took it apart, there was a fine layer of drag washer dust on the drag brake disc. After I wiped it down, smooth and no grabbing. After greasing and wiping down the excess, the drag feels as strong as before but much smoother.

Thanks for the tutorial!!!

bladeduffer, Jun 29, 2008 Report

#32 Like + Quote Reply



13.

Irrr Newbie

Location:

Australia

Name:

Enoch

Boat:

None

○ Messages:
(5)

○ Likes Received:
(0)

There is a fundamental difference in the design of drag chambers in the single drag avets and the doubles. I have an sx and an ex 4/0. I say for the single drag reels, grease the drags, because salt water can get behind the drag washer and no amount of flushing will get it out once it's in. But with the ex series, there is nowhere for the salt water to "hide", so a simple flush with water with the drag in free will get it all out. There is really no need to grease these washers.

Irrr, Jun 30, 2008 Report

#33 Like + Quote Reply



14.

Yerman Newbie

Location:

Palmdale

Name:

Brian

Boat:

None

○ Messages:
(722)

○ Likes Received:
(3)

Irrr said: ↑

There is really no need to grease these washers.

Unless you want a smoother drag 😏

Yerman, Jun 30, 2008 Report

#34 Like + Quote Reply



15.

bladeduffer Newbie

Location:

Vista

Name:

Adolph

Boat:

I'll let you know once I win the Lotto.

○ **Messages:**
(48)

○ **Likes Received:**
(0)

x-star said: ↑

Unless you want a smoother drag 😏

I guess that's what it ultimately comes down to. Yeah, my Saltiga 30L wet drag system is boat loads smoother than the dry system on my Avet LXs. Like I said, once greased, nice and smooth though still not as slick as the 30L. The thing with the dry setup is that it would seem you would get a lot more friction hence more drag or "brake" dust accumulation.

bladeduffer, Jul 1, 2008 Report

#35 Like + Quote Reply



16.

clarkemp3 Newbie

Location:

SE Florida

Name:

Clarke

Boat:

14' skiff (friend's), 20' grady (family's)

○ **Messages:**
(7)

○ **Likes Received:**

(0)

So,

If you don't grease, you don't lose drag, but the reel isn't so smooth and salt gets stuck inside?

If you grease, you may lose a little drag, but the reel is smooth and salt DOESN'T get stuck inside? Or does?

Confused here. Trying to decide what to do with my SX that comes in the mail in a few days.

clarkemp3, Aug 21, 2009 Report

#36 Like + Quote Reply



17.

woody82270 Newbie

Location:

San Diego

Name:

Woody

Boat:

Parker 2520

○ Messages:
(16)

○ Likes Received:
(4)

You guys that grease your drags, go ahead and oil the brake rotors on your wifes car also. It'll help with cooling and friction.

woody82270, Oct 13, 2009 Report

#37 Like + Quote Reply

Joguzman711 likes this.



18.

Blue Seas Fab Moderator Advertiser

Location:

Un-charted desert isle

Name:

Ken

Boat:

23' Sea Hunt Ultra

○ Messages:
(2,872)

○ Likes Received:
(47)

woody82270 said: ↑

You guys that grease your drags, go ahead and oil the brake rotors on your wifes car also. It'll help with cooling and friction.

Hmm, the first couple applications would burn the oil off due to the EXTREME drag pressure, then the pads would be glazed and overheat the rotors. It would be jerky, but it would stop, just like the factor AVET drags



www.BlueSeasFab.com
Official Seadek Dealer West Coast
2610 Ingraham Street ste A
SAN DIEGO, CA 92109

Blue Seas Fab, Oct 13, 2009 Report

#38 Like + Quote Reply



19.

Sabriah Tot !...!...!...!...!...!

Location:

Scandinavia

Name:

Sabriah

Boat:

none

○ **Messages:**
(23)

○ **Likes Received:**
(0)

From Wikipedia (Disc brake - Wikipedia, the free encyclopedia)

"Carbon-Carbon braking is now used in most top-level motorsport worldwide"

Sounds good.

"Carbon brakes have occasionally been applied to road cars, by the French Venturi sports car manufacturer in the mid 1990s for example, but need to reach a very high operating temperature before becoming truly effective and so are not well suited to road use."

Ok, check. Fishing reels do get hot. Ferrari use reinforced carbon-carbon (Reinforced carbon-carbon - Wikipedia, the free encyclopedia), probably for a good reason.

And, a bit down on Disc brake, Warping (Disc brake - Wikipedia, the free encyclopedia)

"Grease or other foreign materials can create a slippery spot on the disc, also creating pulsation."

So, maybe vehicles have other requirements. But which?!

Doughnuts observation "pads would be glazed and overheat the rotors" is true but can be overcome with cross-drilling or slotting. Ok, that would, however, create even more surface for corrosive agents...

It is really an interesting subject. Yet the concerns for corrosion in reels doesn't necessarily apply to racing cars, where wheel changes are frequent.

Has anyone heard of ceramic drags for fishing reels?! Maybe they would be useful? Wikipedia has a note on them too (Disc brake - Wikipedia, the free encyclopedia).

Sabriah Tot, Oct 18, 2009 Report

#39 Like + Quote Reply



20.

Whalebreath Well-Known "Member"

Location:

Vancouver BC

Name:

Carl Z

Boat:

.

○ Messages:
(1,772)

○ Likes Received:
(238)

Sabriah Tot said: ↑

Has anyone heard of ceramic drags for fishing reels?

Zebco has those

Whalebreath, Oct 18, 2009 Report

#40 Like + Quote Reply



1.

Sun Tzu Ya damn skippy!!

Location:

Sylmar

Name:

Al

Boat:

Fishcat

o Messages:

(363)

o Likes Received:

(0)

woody82270 said: ↑

You guys that grease your drags, go ahead and oil the brake rotors on your wifes car also. It'll help with cooling and friction.

Car brakes are made to stop a car asap.

Reel drags are made to add resistance a sloooow a fish down.

Shitty analogy. 🤔

Sun Tzu, Oct 18, 2009 Report

#41 Like + Quote Reply



2.

lasparky11 Well-Known "Member"

Location:

Peoria/Az/USA

Name:

Gene

Boat:

X-wife she's so fat she floats

o Messages:

(1,248)

○ Likes Received:
(123)

My .02 I greased the drags on my HX & LX they work much better. At 15lbs & 9lbs of drag how much could you lose. Comparing car brakes to fishing reel drags? apples & oranges!

Someone once told me that time was a predator that stalked us all our lives. But I rather believe that time is a companion who goes with us on the journey — reminds us to cherish every moment because they'll never come again. What we leave behind is not as important as how we've lived.

lasparky11, Oct 18, 2009 Report

#42 Like + Quote Reply



3.

alantani I've posted enough I should edit this section

Location:

Saratoga, CA

Name:

alan tani

Boat:

grady white tournament 19, grady white journey 258

○ Messages:
(1,875)

○ Likes Received:
(547)

woody, next time you're in the san jose area, swing on by the house. i'd be happy to go through a reel for you and you can see what a difference it will make. drag washers are a low tech, low speed, application. perhaps the comparison with a car might work if the car was limited to 10 miles per hour.

eddie's brother, grady white 258



alantani, Oct 19, 2009 Report

#43 Like + Quote Reply



4.

fishpelagic dan the fisherman

Location:

Los Angelos

Name:

dan

Boat:

which ever one i'm fishing on

○ Messages:

(1,657)

○ Likes Received:

(0)

great read

fishpelagic, May 30, 2010 Report

#44 Like + Quote Reply



5.

Swarthy Dago Coredor de las olas

Location:

USA

Name:

My name is Nobody

Boat:

n/a

○ Messages:

(3,815)

○ Likes Received:

(1)

corrosion on stainless and carbon ? No grease for me. Not necessary if one properly maintains their reel.

"If you're not shootin', you should be loadin'. If you're not loadin', you should be movin', if you're not movin', someone's gonna cut your head off and put it on a stick."

Swarthy Dago, May 30, 2010 Report

#45 Like + Quote Reply



6.

alantani I've posted enough I should edit this section

Location:

Saratoga, CA

Name:

alan tani

Boat:

grady white tournament 19, grady white journey 258

o Messages:

(1,875)

o Likes Received:

(547)

Swarthy Dago said: ↑

corrosion on stainless and carbon ? No grease for me. Not necessary if one properly maintains their reel.

can we get a follow up from you in a year? thanks! alan

eddie's brother, grady white 258



alantani, May 30, 2010 Report

#46 Like + Quote Reply



7.

johndtuttle Angler/Client

Location:

Carmel, CA

Name:

john

Boat:

not crazy enough yet

○ **Messages:**

(5,545)

○ **Likes Received:**

(1,636)

alantani said: ↑

been watching the original post, and then this one, for quite a while now. i actually sat down late one night and wrote a long response after some very cold vodka. it took two glasses to write it. it would have taken four glasses to post it. good thing i ran out of alcohol.

i work on alot of avets. it's the same routine; cal's grease on the drag washers, yamaha grease in the screw holes, yamaha grease on all the non-exposed metal surfaces, open and lubed (corrosion x) spool bearings, all other bearings packed with grease, rearrange the bellevilles to increase the drag range, and oversized handles. the result is a very reliable reel. it will perform well within specs, it will perform reliably with specs. there are other reels that perform at a higher level, and many more that are lower. for the money you pay, the avets are a perfectly reasonable value.

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Click to expand...

If any of you guys on this site have ever read my posts you know I love a good debate. I may be joining this one a little late but am willing to add some thoughts that are a middle path that may provide some clarification. Some prefer grease for it's smoothness, others think the main advantage is reliability for the greased parts and some don't do any of the right things to maintain the reliability of their reels and need the most fool proof system. So consider:

1. Avet Reels have a more "open" design intended to improve fresh water flushing of the reel. In this instance Avet's position is that grease will allow more salt water to be held *inside* the reel

makes sense as they expect *more* to get in and potentially find the wrong nook and start corrosion. With ideal flushing ungreased parts are not a problem...But how ideal is your flushing? I think this is an important question for Avet owners (as well as others) to answer if you are interested in this debate.

2. That is not a knock on Avet's design concept, it is a knock on the average user...would the average user benefit from a greased and more shielded design that may be more "idiot" proof? Less salt in, less parts for salt to get to (due to grease) may be a more reliable system for the average idiot? The user should answer this question for himself.

3. If you love your Avet's ungreased and rinse them very well as they recommend you will likely have no problems whatsoever.

4. If you have your Avet's greased and blueprinted certain parts will be more protected, some may have more risk from Avet's more open design. You must properly rinse your reel per Avet's recommendations to maintain reliability. Hard to say if you are lazy which is worse, to grease or not grease in Avet's case. To blue print and grease is probably far better if your reel is much more closed like most designs as grease is an important barrier in the first place and you can't exactly truly flush the inside of most reels. Avet's design does allow better flushing but their position that their warranty is void if excessive grease is present in the reel is reasonable as you may have sealed salt in that would otherwise have been flushable. Imagine a slightly "wet" with salt reel during a days fishing that then has hot grease flowing about during a long run...easy to see how that salt could get sealed in and become "unflushable".

5. The normal standard for what is best (ie what most manufacturers are doing) has to be understood in the context of the overall design and what the manufacturer expects from normal care of the reel and the aptitude of the end user. Knowing how your maintenance habits mate with the manufacturer's design will probably produce the most reliable system for you. Avet may expect their end user to properly maintain (flush) their reels and make a design that allows that better than most, others may not expect people to properly care for their reels and design around that 🌐.

6. Issues of "start up", smoothness and performance when hot are really personal issues/choices as Avet will likely contend that their drags have certain advantages when dry and others contend that greased drags have their own set of benefits. I consider this part of the debate an "Apples vs Oranges" one with the issues re: reliability/corrosion that would lead to failure the dominant consideration.

Last edited: Jul 18, 2010



IMG_5911 by johnduttler, on Flickr

So easy a 5yo can do it: <http://www.youtube.com/watch?v=3w7jCUqSPeQ>

johnduttler, Jul 18, 2010 Report

#47 Like + Quote Reply



8.

mackereljoe Member

Location:
Long Beach

Name:

Joey

Boat:

None

○ Messages:
(381)

○ Likes Received:
(118)

I don't understand MD talk, but i'm convinced greased is the way to go.

mackereljoe, Jul 26, 2010 Report

#48 Like + Quote Reply

Joguzman711 likes this.



9.

trentless Newbie

Location:

Plymouth MA USA

Name:

Trent Schermerhorn

Boat:

20' Pathfinder Bayboat "SHALLOW MINDED"

○ Messages:

(4)

○ Likes Received:

(0)

clarkemp3 said: ↑

So,

If you don't grease, you don't lose drag, but the reel isn't so smooth and salt gets stuck inside?

If you grease, you may lose a little drag, but the reel is smooth and salt DOESN'T get stuck inside? Or does?

Confused here. Trying to decide what to do with my SX that comes in the mail in a few days.

Listen to Alan,

Grease it up well right out of the box, remove excess from drag washer(s), and grease all screws. Eventually salt will corrode aluminum and stainless as well as create a buildup that will interfere with normal reel functions.

Welcome to the dark side, come on the water's fine!

trentless, Aug 19, 2010 Report

#49 Like + Quote Reply



10.

johndtuttle Angler/Client

Location:

Carmel, CA

Name:

john

Boat:

not crazy enough yet

○ Messages:

(5,545)

○ Likes Received:

(1,636)

mackereljoe said: ↑

I don't understand MD talk, but i'm convinced greased is the way to go.

I know its a too long damn read (TL;DR). But in a Nutshell:

1. If you grease your Avets you **may** trap Salt inside due to more salt getting in from their more "open" nature. This is why Avet does not warrantee excessively greased reels.

2. Consequently if you do grease them you have not decreased your maintenance needs and may be able to neglect them **less**.

3. However a greased Avet performs more smoothly than a non-greased one and while some parts are more protected by the grease, some may be at more risk due to the inability to "flush" certain nooks of the reel due to the presence of the lube.

So, you have not cured your maintenance needs by greasing them but regular maintenance in conjunction with greased drags is probably the most smooth and reliable system unless you go ungreased and also do superb maintenance per Avet.

Your mileage may vary.

Last edited: Aug 21, 2010



IMG_5911 by johndtuttle, on Flickr

So easy a 5yo can do it: <http://www.youtube.com/watch?v=3w7jCUqSPeQ>

johndtuttle, Aug 21, 2010 Report

#50 Like + Quote Reply



11.

Johnny J Formally INOXicated

Location:

Anza, CA USA

Name:

John

Boat:

not mine

○ Messages:

(4,847)

○ Likes Received:

(1,324)

Grease & Oil.....

I am the Hook in Grip-n-Hook

Johnny J, Aug 21, 2010 Report

#51 Like + Quote Reply



12.

strackle99 I've posted enough I should edit this section

Location:

Allied Gardens

Name:

Todd

Boat:

The one on the fish

o Messages:

(2,142)

o Likes Received:

(981)

Has anyone greased the HX raptor? Anyone have any links to any rebuild tutorials?

This ain't Russia; Do what you want!

strackle99, Nov 8, 2010 Report

#52 Like + Quote Reply



13.

boofhead Newbie

Location:

Byron Bay NSW Australia

Name:

Jamie

○ Messages:

(40)

○ Likes Received:

(0)

I would also be interested in HX raptor And SX raptor rebuild/service tutorials. As i live in Australia i will have to maintain and repair my own reels. Any info or help would be much appreciated.

boofhead, Nov 8, 2010 Report

#53 Like + Quote Reply



14.

hucklongfin Deep release specialist

Location:

Mission Viejo

Name:

MarkT

Boat:

Blazer Bay 1860

○ Messages:

(5,910)

○ Likes Received:

(2,528)

I greased my HX Raptor. The drags were jerky... it's better now, not perfect but better. I'm thinking that some of the jerkiness issues are due to the drag plate not being perfectly parallel to the washer. You can get jerkiness on other lever drags when the drag isn't all the way to strike. Fully engaged at strike there are no issues... on other reels.

I was at the FHS Saturday and stopped by the Avet booth. The HX Raptor I picked up there wasn't jerky. I told the guy there that mine was jerky but got better after greasing. He said it was jerky because I greased it. I pointed out (again) that it was less jerky after greasing and he again blamed the grease. I told him to stick to marketing and stay away from engineering. I repeated this story at Cal's booth and they just laughed.

Unless and until they solve their pinion bearing issues (which are strictly a design/engineering issue) I'm not interested in their opinions on putting grease on drag washers.

When I was your age, Pluto was a planet.

hucklongfin, Mar 14, 2011 Report

#54 Like + Quote Reply



15.

fisheyes85 Newbie

Location:

Forster NSW Australia

Name:

Tom

Boat:

my mates boat!

○ **Messages:**

(11)

○ **Likes Received:**

(0)

I went fishing for yellowtail kingfish last week in NZ. Fish between 30 and 40lb gave the drag of my MXL single speed a good work out... The captain of the boat remarked on how jerky my drag was on start up (approx 18lb at full- whatever that is at strike).

I think I will grease my drag washers. This has probably been answered previously/is obvious, but: **IS THE PROCESS OF CLEANING THE REEL AFTER USE AS PRESCRIBED BY AVET THE SAME IN REELS WITH GREASED WASHERS AS THAT USED FOR REELS WITH NON-GREASED DRAG WASHERS?**

fisheyes85, Sep 2, 2011 Report

#55 Like + Quote Reply



16.

alantani I've posted enough I should edit this section

Location:

Saratoga, CA

Name:

alan tani

Boat:

grady white tournament 19, grady white journey 258

○ **Messages:**
(1,875)

○ **Likes Received:**
(547)

Swarthy Dago said: ↑

corrosion on stainless and carbon ? No grease for me. Not necessary if one properly maintains their reel.

it's been a year. any possibility of getting an update on the condition of your avets?

eddie's brother, grady white 258



alantani, Sep 2, 2011 Report

#56 Like + Quote Reply



17.

Swarthy Dago Coreodor de las olas

Location:

USA

Name:

My name is Nobody

Boat:

n/a

○ **Messages:**
(3,815)

○ **Likes Received:**
(1)

alantani said: ↑

it's been a year. any possibility of getting an update on the condition of your avets?

Hi, how you been ? No possibility cuz i have not been out at all. Can't afford it ! Wow this is old. What I've been doing is only putting grease on the aluminum surfaces, bushings of course and oiling bearings. Can't remember why I was mentioning stainless. Once and for all, grease on the drags or not ?

Joe

"If you're not shootin', you should be loadin'. If you're not loadin', you should be movin', if you're not movin', someone's gonna cut your head off and put it on a stick."

Swarthy Dago, Sep 2, 2011 Report

#57 Like + Quote Reply



18.

macka17 Newbie

Location:

yeppoon Queensland Australia

Name:

Mack

Boat:

Quintrex 5.25mtr

○ Messages:

(64)

○ Likes Received:

(0)

Tom.

We always used to tune our drags prior to using the reels.

In those days it was whatever??? material out. and Split chrome oil soaked leather in. Cut to size with Hole punches. I've still got some in garage for my ABU's.

Small reels don't need carbontex efficiency on size of fish they catch. Leather much smoother....

Macka

Nowadays Carbontex is the thing.

BUT.

Always smooth out the metal washers. Chromed Brass or Stainless.

Get a piece of Laminated window glass from Glaziers.

Some "wet and dry " paper 600\800\1000. Lay glass down wet the paper. put on glass. then buff up the washers on the paper with your finger's.
It gets all the unevenness waves\ripples. Whatever. out of washers.
You can see it. and feel when it's good.

Instant 60% improvement on drags.

Greasing fibre will improve again.
But the smooth. even steel plates make a lot of difference.

macka17, Aug 25, 2012 Report

#58 Like + Quote Reply



19.

NachoOne Not your normal Nachos

Location:

So Cal., CA. USA

Name:

Nacho

Boat:

Long Gone

○ **Messages:**
(1,497)

○ **Likes Received:**
(57)

Me, all my new reels get the Alan and Brian treatment and some are five years old and they all work perfectly.

NachoOne, Aug 26, 2012 Report

#59 Like + Quote Reply



20.

TexMojoll Well, Shit!

Location:
Lacey, Washington
Name:
Larry
Boat:
Parker 2820

○ **Messages:**
(4,805)

○ **Likes Received:**
(1,857)

Great Thread, just found it.

TexMojoll, Oct 27, 2012 Report

#60 Like + Quote Reply

Page 4 of 5 < Prev 1 2 3 4 5 Next >



1.

gecsr1 Keeping My Boat, unless You have 75K to spend ...

Location:
Poway Ca
Name:
Gary
Boat:
28' Aquasport "Reel Adventure II"

○ **Messages:**
(10,119)

○ **Likes Received:**
(1,742)

And now.....That we beat the shit out of this subject.... Whats Next 🇺🇸🇩🇪

PS: Great Read..... 🍷🍺

gecsr1, Oct 27, 2012 Report

#61 Like + Quote Reply



2.

John Wade Newbie

Location:

luoyang/henan/China

Name:

John

Boat:

Joho

○ **Messages:**

(3)

○ **Likes Received:**

(0)

studying from here

Sand Recycle Machine

John Wade, Nov 27, 2012 Report

#62 Like + Quote Reply



3.

tarponjack Newbie

Location:

Ga

Name:

Jack

Boat:

MasterBaiter

○ **Messages:**

(2)

○ Likes Received:

(0)

Interesting info here!!

tarponjack, Dec 6, 2012 Report

#63 Like + Quote Reply



4.

dkd711 Skunk Master...

Location:

Huntington Beach

Name:

Duke

Boat:

"WFO SKUNK"

○ Messages:

(3,516)

○ Likes Received:

(15)

macka17 said: ↑

Tom.

We always used to tune our drags prior to using the reels.

In those days it was whatever??? material out. and Split chrome oil soaked leather in. Cut to size with Hole punches. I've still got some in garage for my ABU's.

Small reels don't need carbontex efficiency on size of fish they catch. Leather much smoother....

Macka

Nowadays Carbontex is the thing.

BUT.

Always smooth out the metal washers. Chromed Brass or Stainless.

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Some "wet and dry " paper 600\800\1000. Lay glass down wet the paper. put on glass. then buff up the washers on the paper with your finger\.

It gets all the unevenness waves\ripples. Whatever. out of washers.

You can see it. and feel when it's good.

Instant 60% improvement on drags.

Greasing fibre will improve again.
But the smooth. even steel plates make a lot of difference.

Click to expand...

Interesting, We do this "Lapping" technique on computer CPUs and Heatsinks prior to seating them together for better thermal conductivity when Overclocking. Never thought about doing it to the metal drags washers but it makes sense! Gonna give it a go on some of my setups.

dkd711, Dec 9, 2012 Report

#64 Like + Quote Reply



5.

bigwill857 Newbie

Location:

Redding, CA

Name:

William Hartsell

Boat:

none

○ Messages:
(446)

○ Likes Received:
(20)

RickO said: ↑

Hi Brian

If you are planning to grease your drag, the only grease to use is Cal Sheets grease. We tested a larged variety of grease and Cal's won hand down!
As we have previously posted, Avet Reels do not need grease drag washers.

Rick Ozaki

Cal's reel grease is the shiznit.

bigwill857, Aug 25, 2013 Report

#65 Like + Quote Reply



6.

190Montauk Newbie

Location:

Newbury Park, California

Name:

John

Boat:

2008 Boston Whaler / Whaler 19

○ Messages:

(161)

○ Likes Received:

(19)

Very interesting post. Thank you AVET for all of your research to verify your recommendation to NOT grease your drag washers. That's what I call customer service.

190Montauk, Jan 30, 2014 Report

#66 Like + Quote Reply



7.

FishersOfMen Newbie

Name:

Yours

Boat:

Yah right

○ Messages:

(34)

○ Likes Received:

(5)

LACHamp said: ↑

Question, I've heard about the smaller reels (LX & JX) being designed to stick in a bucket of water to clean out, but does that go for all Avets? I just can't bring myself to putting the whole reel in water for some reason. I guess that's why I take them apart a lot to clean them out.

How long would you leave the reel in the bucket to have them cleaned correctly?

Simply, yes.

AVET says you can run (wash, submerged) your reels in a bucket of clean water for a few seconds. Just enough time to crack the handle a few times to get the small amount of salt water remnants that might be left over from a trip. I have had no issues with my SX, MXL, and JX. With the SX and JX I have been running these since 2006-2007 with no issues. No rust or signs of wear. If I get them exposed to a lot of water I will open them up because on occasion the main frame side that the clicker plate is located can hold a small amount of water that can't be shaken out. I use AVET lube and grease but according to AVET this is all that's ever really needed, just a quick tear down once a season and just wipe off and re-apply a thin layer of grease with a high temp, marine bearing grease (no brand name needed, grease is grease). Nothing special needed here. Just don't grease the 2 inner shaft bearings. LUBE ONLY, so you don't take away from freespool.

But like in another post, you can change the engineering of this reel by removing all the grease and strictly using oil only, but again, corrosion resistance was always on their mind when they created these awesome reels. AVET will tell you grease all exposed and covered bearings, except for the 2 inner shaft bearings to keep out the elements. I like to stay specific to what they use but once my flip cups of AVET grease are gone, I'll buy some store bought grease only because this is what the manufacturer is telling me to save some \$\$\$\$\$. So you talk about customer service if something so small is one of their point of views, think how much more thought was put into all the details of their products.

And NO grease on dry drags. Just don't do it. Again why change a product that has been proven to work effectively and be reliable time and again. I'm not knocking other products with wet drag systems I'm just stating what they have told me and many others that greasing their drags is not recommended.

I know there are more expensive products out there and yes with wet drags but if you want to spend the money, you can...but this is also the single vs. 2-speed conversation. Really anything under an HX should be single speed and never a raptor. Spend it on a bigger reel, but that's me talking and now I'm wandering.

So good luck...

Tight Lines,

JB

FishersOfMen, Feb 9, 2014 Report

#67 Like + Quote Reply

OpporTUNAty likes this.



8.

FishersOfMen Newbie

Name:

Yours

Boat:

Yah right

○ Messages:

(34)

○ Likes Received:

(5)

190Montauk said: ↑

Very interesting post. Thank you AVET for all of your research to verify your recommendation to NOT grease your drag washers. That's what I call customer service.

SO TRUE!!!!

FishersOfMen, Feb 9, 2014 Report

#68 Like + Quote Reply

OpporTUNAty likes this.



9.

Addicted2fishin where's da fish

Location:

Hawaii

Name:

RJ

Boat:

19 Glasspro, 17 Ali'i Kai

○ Messages:

(842)

○ Likes Received:

(5)

Just an update. 3 of my greased 50's and 80's are super smooth since 2006 and 2008(or was it 09)with minimal maintenance and lots of abuse. The 1 50 I didn't grease...well let's say my dad wants to throw it overboard. It's like an old senator with a glazed drag. You should see the pole tip bend and bend to the breaking point and then straighten up lol. Gonna give it the Alan Tani treatment finally. Then I can finally love that reel again.

Addicted2fishin, Jul 19, 2014 Report

#69 Like + Quote Reply

aguachico likes this.



10.

OpporTUNAty Bad Days?

Location:

California

Name:

Jim, Jim

Boat:

RELIANCE, San Diego

o Messages:

(107)

o Likes Received:

(11)

FishersOfMen said: ↑

Simply, yes.

AVET says you can run (wash, submerged) your reels in a bucket of clean water for a few seconds. Just enough time to crack the handle a few times to get the small amount of salt water remnants that might be left over from a trip. I have had no issues with my SX, MXL, and JX. With the SX and JX I have been running these since 2006-2007 with no issues. No rust or signs of wear. If I get them exposed to a lot of water I will open them up because on occasion the main frame side that the clicker plate is located can hold a small amount of water that can't be shaken out. I use AVET lube and grease but according to AVET this is all that's ever really needed, just a quick tear down once a season and just wipe off and re-apply a thin layer of grease with a high temp, marine bearing grease (no brand name

needed, grease is grease). Nothing special needed here. Just don't grease the 2 inner shaft bearings. LUBE ONLY, so you don't take away from freespool.

But like in another post, you can change the engineering of this reel by removing all the grease and strictly using oil only, but again, corrosion resistance was always on their mind when they created these awesome reels. AVET will tell you grease all exposed and covered bearings, except for the 2 inner shaft bearings to keep out the elements. I like to stay specific to what they use but once my flip cups of AVET grease are gone, I'll buy some store bought grease only because this is what the manufacturer is telling me to save some \$\$\$\$. So you talk about customer service if something so small is one of their point of views, think how much more thought was put into all the details of their products.

And NO grease on dry drags. Just don't do it. Again why change a product that has been proven to work effectively and be reliable time and again. I'm not nocking other products with wet drag systems I'm just stating what they have told me and many others that greasing their drags is not recommended.

I know there are more expensive products out there and yes with wet drags but if you want to spend the money, you can...but this is also the single vs. 2-speed conversation. Really anything under an HX should be single speed and never a raptor. Spend it on a bigger reel, but that's me talking and now I'm wandering.

So good luck...

Tight Lines,

JB

[Click to expand...](#)

Sounds good, I'm just say'in.

OpporTUNAty, Aug 6, 2014 Report

#70 Like + Quote Reply



11.

johndtuttle Angler/Client

Location:
Carmel, CA
Name:
john
Boat:

not crazy enough yet

○ Messages:
(5,545)

○ Likes Received:
(1,636)

FishersOfMen said: ↑

And NO grease on dry drags. Just don't do it. Again why change a product that has been proven to work effectively and be reliable time and again. I'm not knocking other products with wet drag systems I'm just stating what they have told me and many others that greasing their drags is not recommended.

The tests Avet relates for the single drag reel are not very good real world tests, imho. Essentially they smoke a single drag reel at settings that would destroy it and find a 10% decrease in performance once it gets hot enough to discolor the drag plate. This is not a real world test. If your LX is getting smoked like this you have other problems bigger than a 10% decrease in max drag (a few pounds).

We are interested in how the drag performs over time, in normal use and between maintenance intervals. A real world test is an Avet that has been used hard in the salt and given average attention (at best) to maintenance...

...like those after years of use related by many Avet users in this thread. They found smoother performance for real world (average drag) fishing when they lightly greased their drag washers. They found less corrosion between what are typically long service intervals. Let's face it: Most guys don't take care of their reels properly. What is the best method of protecting a reel for them? Nothing on an exposed drag? Or at least a factory greased drag? I promise you the greased drag reel will hold up to lack of maintenance longer all else being equal.

I think Avet reels will work great if you meticulously keep them flushed from salt. I just believe (FWIW) that the average guy is better served by the protection from corrosion and overall smoother performance at usable drag settings that lightly greased drag washers provide. That seems to be the point of view that Accurate, Daiwa, Okuma, Penn and Shimano have as well.

best regards

still love those made in America Avets

Last edited: Dec 30, 2014



IMG_5911 by johndtuttle, on Flickr

So easy a 5yo can do it: <http://www.youtube.com/watch?v=3w7jCUqSPeQ>

johndtuttle, Dec 29, 2014 Report

#71 Like + Quote Reply



12.

Overkill 711 Newbie

Location:

N Whittier

Name:

Joe

Boat:

Overkill

○ **Messages:**
(18)

○ **Likes Received:**

(3)

johndtuttle said: ↑

I know its a too long damn read (TL;DR). But in a Nutshell:

1. If you grease your Avets you **may** trap Salt inside due to more salt getting in from their more "open" nature. This is why Avet does not warrantee excessively greased reels.
2. Consequently if you do grease them you have not decreased your maintenance needs and may be able to neglect them **less**.
3. However a greased Avet performs more smoothly than a non-greased one and while some parts are more protected by the grease, some may be at more risk due to the inability to "flush" certain nooks of the reel due to the presence of the lube.

So, you have not cured your maintenance needs by greasing them but regular maintenance in conjunction with greased drags is probably the most smooth and reliable system unless you go ungreased and also do superb maintenance per Avet.

Your mileage may vary.

Click to expand...

Awesome pic

Overkill 711, Nov 21, 2015 Report

#72 Like + Quote Reply

Alan likes this.



13.

sss5358 Newbie

Location:

Puyallup

Name:

Steve

Boat:

22 ft Smokercraft, Deenita III, 17 ft Alumaweld Sea Dory

○ Messages:

(19)

○ Likes Received:

(4)

I like my Avet reel but do not think much of the design to allow flushing. I fish primarily in salt water, from a boat the never leaves the water for months because it is moored. Consequently the air is full of salt and here in Oregon the air is damp. First year I have owned this reel, drag started sticking. Took it apart and saw salt water intrusion and rust, and this after only 3 months of use. I can see this reel will take much more care than my other reels. No more rinsing off with hose. Company recommends dunking in water, yet after the experience of water intrusion I don't like doing that. So guess I'll be tearing this reel down frequently to make sure it doesn't rust again. Which is why I grease my drag now. It doesn't stick if I get a little water in there.

sss5358, Feb 1, 2018 Report

#73 Like + Quote Reply



14.

geebee Newbie

Location:

San Diego

Name:

Gee Bee

Boat:

GB

○ Messages:

(106)

○ Likes Received:

(18)

alantani said: ↑

... see what a difference it will make ...

First, I think coming from a guy who's serviced an average of 1,000 reels a year (for how many decades now?) -- even Avet engineers should pay attention.

CLEANING OUT SALTWATER

WHAT I GOT FROM THIS THREAD is that Avets are designed to leak water in (more so than other reels) and drain out. That seems like it is prone to leaving a nasty residue of saltwater in tight internal spots.

I wasn't aware of that design -- how to clean or wash down Avet reels after fishing.

Do I have this correctly:

We are supposed to freespool and then douse the reel in fresh water (either by swishing it around in a bucket of water or heavily spraying water on it enough to flush the internal parts)? And then let the reel dry out in free spool?

Last edited: Mar 21, 2018

geebee, Mar 21, 2018 Report

#74 Like + Quote Reply



15.

geebee Newbie

Location:

San Diego

Name:

Gee Bee

Boat:

GB

○ Messages:

(106)

○ Likes Received:

(18)

JERKY DRAGS ON AVET REELS

I own three Avets, MXJ 2-speed, MXJ Raptor, HX Raptor and fish them offshore SOCAL, northern Baja Calif several one-day trips a year. None greased.

My MXJ Raptor was jerky new out of the box - greatly disappointing me - but a few 20-30lb tuna runs smoothed it right out.

I just bought my HX Raptor new and it, too, seems to have jerky drags, but expect my Avet reel will break in on a few hard runs.

HOW TO GET SMOOTH DRAGS ON AVET REELS

What I mean by silky-smooth drags are my Shimano TLD 20 & 30 2-speed reels. They have the carbon fiber-type drags and are greased out of the box. The only rinsing routine I've ever done with these Shimano reels is tighten down the drag and gently spray a little water on them.

That's why dousing my Avets in freshwater with open drags seems so weird.

After reading alantani's posts, I will be going to the dark side, but is it true that greasing Avet drag washers void Avet's warranty?

I would find that hard to believe....

Last edited: Mar 21, 2018

geebee, Mar 21, 2018 Report

#75 Like + Quote Reply

BT3Steve likes this.



16.

BT3Steve Wishin I was Fishin!

Location:

Los Angeles/Culver City

Name:

Steve

Boat:

I wish

o Messages:

(203)

o Likes Received:

(102)

Wow! This post is from 08/09 -14/15! It would be nice to get some updated info. There should be plenty of real world data now. Has Avet changed anything with their design or stance since this period?

I don't always go fishing, but when I do, I prefer catching!

BT3Steve, Mar 21, 2018 Report

#76 Like + Quote Reply

17.



geebee Newbie

Location:

San Diego

Name:

Gee Bee

Boat:

GB

○ Messages:
(106)

○ Likes Received:
(18)

geebee said: ↑

Do I have this correctly:

We are supposed to freespool and then douse the reel in fresh water (either by swishing it around in a bucket of water or heavily spraying water on it enough to flush the internal parts...?)

Really, I don't mind have a conversation with myself.

And this isn't a thread jack -- proper cleaning after fishing trip has a lot to do about greasing routines and understanding Avet's current design approach.

Google hit this top page 2007 "Cleaning of the avet 2 speeds" post on bdoutdoors-com:

fyermn said: ↑

It has been a while since i read about the best way to clean the 2 speeds after a trip...Do I use the toilet method, or the dishwasher method, or the just soak them in a pail of water (with or without salt-x) overnight? Also, should all the line be removed (spectra)?

Toilet is not an option (yuck), don't have a dishwasher, and removing the line to soak them overnight in saltX after a day or two on the water (or cracking them open after every time I fish) ... well heck, these are really expensive tools to not know what I am doing and let them corrode up from the inside out and cause sticky drags in the process...

Confused Avet fan.

Last edited: Mar 22, 2018

geebee, Mar 22, 2018 Report

#77 Like + Quote Reply



18.

geebee Newbie

Location:

San Diego

Name:

Gee Bee

Boat:

GB

○ Messages:
(106)

○ Likes Received:
(18)

HOW TO CLEAN AN AVET REEL AFTER FISHING 2018

Okay, I just talked to Avet corporate specialist in Calif.

He recommended the correct procedure for washing down cleaning an Avet reel after fishing as follows:

3. Close lever to strike
4. Submerge the reel into clean cold fresh water
5. Move the reel around for five seconds ONLY in a "churning butter" motion,
6. Remove the reel from the water, and
7. Open the lever to free spool and let it dry out.

PS: My two cents on that would be to use a rotating figure-8 churning motion, and to let the reel sit a few minutes to drain a bit before free spooling to let it dry out. I don't think he meant we need to chill the dipping water. I may be inclined to add a very light amount of Salt-X in the water. Your mileage may vary.

He added:

- Do not use hot or soapy water because they tend to penetrate the bearings and remove the lubricants.
- He stressed 5 seconds only in the water, no more no less.
- He said the main water entry points are the slight gaps around the spool edges, the same with most reel designs.
- He said a lot of line going on/off the reel (repeated casting/reeling in like casting fast-reeling jigs) may add internal saltwater because the water entry points are around both sides of the spool.

- He said going beyond his basic advice would be dependent on how much splashing saltwater the reel was exposed to, for example, a splashy ride on a small or long-range boat would expose the reel to a lot more saltwater than a day trip with an experienced crew taking care to minimize saltwater exposure.

Last edited: Mar 22, 2018

geebee, Mar 22, 2018 Report

#78 Like + Quote Reply

the_tunaman and BT3Steve like this.



19.

BT3Steve Wishin I was Fishin!

Location:

Los Angeles/Culver City

Name:

Steve

Boat:

I wish

- Messages:

(203)

- Likes Received:

(102)

Thanks for sharing the updated info

I don't always go fishing, but when I do, I prefer catching!

BT3Steve, Mar 22, 2018 Report

#79 Like + Quote Reply



20.

geebee Newbie

Location:

San Diego

Name:

Gee Bee

Boat:

GB

○ **Messages:**
(106)

○ **Likes Received:**
(18)

GREASING AVET DRAGS Vs DRY UN-GREASED 2018

The same Avet factory expert recommend NOT greasing Avet drags (on the MXJ and HX Raptors we were discussing) and gave a very thorough visually-based explanation why Avet does not recommend greasing their drag washers.

His explanation was so compelling it put me back on the fence - I'm holding off greasing my Avet drags unless I note a problem later (my new MXJ Raptor ungreased drag got very smooth once I caught a few hard-running tuna).

I understood his opinion HOW the Avet design is all calibrated around ungreased drags and greasing them changes the drag's friction percentage and conflicts with the engineering of various reel parts...

If you want a short qualified answer to this question, I would recommend calling Avet directly at 818-576-9895 to help you decide to grease or not to grease your Avet drag washers.

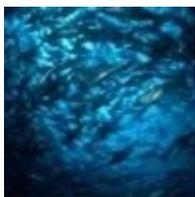
TIGHT LINES ALL ... it was interesting.

Last edited: Mar 22, 2018

geebee, Mar 22, 2018 Report

#80 Like + Quote Reply

Page 5 of 5 < Prev 1 2 3 4 5



1.

OpporTUNAty Bad Days?

Location:

California

Name:

Jim, Jim

Boat:

RELIANCE, San Diego

○ **Messages:**

(107)

○ **Likes Received:**

(11)

Didn't this thread die years ago? At the end of the day do what you want. It's what you want to hear anyways! Get bent, clean up however you want and go again. Enough already. Seems like more and more these days everyone is punching a keyboard instead of cranking a handle out on the salt.

Keep tight lines.

OpporTUNAty, Mar 25, 2018 Report

#81 Like + Quote Reply