

# Warning Do Not Grease Your Avet Drag

SOURCE : [www.fishing.net.nz/forum/warning-do-not-grease-your-avet-drag\\_topic88807.html](http://www.fishing.net.nz/forum/warning-do-not-grease-your-avet-drag_topic88807.html)

06 Mar 2013  
Forum Sponsor



Joined: 06 Oct 2011  
Location: Whitianga  
Status: Offline  
Points: 538

I just had a Avet SX reel returned to me, that has been "pimped" and what a mess. There is a reason for Avet not doing this to their reels at the factory, It voids the warranty on the Avet reels, affects the drag curve, and makes the bearings wear faster. Avet makes a Raptor version in The SX, MX, JX, LX, and HX series for that reason. It is simple to grease the drag and change the configuration of the Belleville washers to increase the drag, and im sure if it made sense to do it Avet would be doing it at the factory,

This is from the Avet web site FAQ section on this matter.

## Should I grease or lube my drag?

No. Avet Reels feature a woven carbon fiber dry drag system. Because the carbon disc is woven, the tops of the weaves are what make surface contact with the mating stainless steel disc. This is the surface area and dry friction coefficient that all of the other components in the drag system are designed and calibrated around. This includes the cam ramp angles and Belleville pressure washers (drag pressure springs), that as a whole determine the drag curve for the line class range the reel is designed for. Greasing the drag fills in the voids between the weaves, multiplying the actual surface area contact between the carbon and steel discs, and throwing off the drag curve. This condition makes the drag lever extremely sensitive to adjustment, substantially increasing or decreasing drag pressure with only a fraction of the travel of the lever, especially when the reel is used in the lighter line class range a particular model is designed to accommodate.

This is also from Avet, on the tests done when greasing their drags

## To Grease or Not to Grease?

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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 looker 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 loose a little moving down to 33.5lbs.

Your call at this point depending what your fishing for. Granders 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, as 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.

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Posted: 06 Mar 2013 at 9:13pm

Monty ▾

Titanium





Joined: 01 Aug 2005

Location: Auckland

Status: Offline

Points: 3410

Well I can only catch little fish, so its no grease for me on the SXJ lol.

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 Quote  Reply  Posted: 07 Mar 2013 at 9:06pm  
trickytone ▾

Silver



Joined: 28 Sep 2008

Location: Mackay/Whangare

Status: Offline

Points: 115

Don't you mean do not pimp your Avet drag? They are known to kill the right side plate bearing by running too much drag. It is best to keep the drag set at max listed by avet at strike and if thats not enough get a raptor. The testing above is correct but they also do get water in the drag which makes them sticky. Adding the correct amount of grease will help keep the water out. The other issue is the salt water under the drag plate causes corrosion so grease under the drag helps stop that.

Check what Alan Tani has to say  
<http://alantani.com/index.php?topic=1381.0>

There is more info about this on his site too.

I have greased my HX drag as per Alan's recommendations and set my drag to Avet's specs. It performs amazing and stays that way.

By the way I'm pretty sure Avet use the same carbon fibre and stainless drag combination as pretty much all other manufacturers and if they have no issue with greased carbon fibre then it's most likely ok. Up to the owner of the reel to choose.

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reeldeal ▾

Forum Sponsor



Joined: 06 Oct 2011

Location: Whitianga

Status: Offline

Points: 538

Yes pimping your drag will burn through bearings i highly advise against doing this, i can show poeple how to do it, as it is just a case of reconfiguring the belleville washers and takes about 2 minutes to do. But as you stated thats what the Avet raptors are for. Again you are right, it is up to the owner to choose to grease the drag or not, as long as they are doing it the right way, and not painting grase onto their drag as this reel was.

I spoke to Cal from Cal Sheets (cals grease) yesterday about this issue, he said, 3 small dabs like really small dabs of cal grease, no other brand, would be ok, and should not affect the drag curve, however, the amount that was applied to the reel i opened up was to much, One thing to remember is grease will be different consistensy in different temperatures, and having to much grease will alter the drags performance. Thats why cals grease should be the only grease used, and in the smallest amount.

I have also spoken to Harry and Sarkas, the owners of Avet about this and they advise against it.

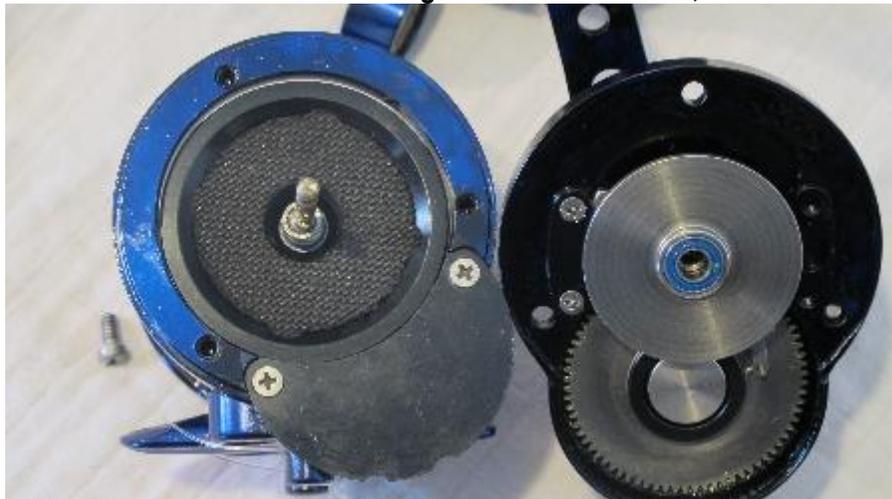
It will affect the warrenty and void it, not so much a major, as the only parts likey to go on these reels are the bearing which I sell for \$25 a set (excluding EX series) Just dont over grease the drag disc. A replacement Drag Disc (Carbon brake Pad) is only \$15 if needed, again for all size reels, except the EX series.

One other thing to think about, Avet designs and engeneers the reels at a full factory, with CNC machines, they service alot more of their reels than anyone else, those other guys are really just doing it out of a shed, not a full factory, Avet has no shortage of grease at their factory, I think Harry and Sarkas know a little bit more about their reels, than guys that are tinkering in their sheds trying to improve on a product that is one of the biggest selling reels in the US. If they are so good at doing this why are they not making their own reels?

I'm not trying to discredit what you are saying but, i deal with Avet on a daily bases and these are the recommendations of the owners and designers of Avet reels, I cannot alter from their recommenations, as they will not support my warrenties.

Also most people do not clean the reel the way Avet suggests, By filling a bucket of Cold water only (no soap, and not warm or hot), set the drag to strike, dunk the entire reel for 3-5 seconds, no longer, shaking it while under water, remove and shake the reel dry to get the excess water out, pull drag back to free. and leave to dry, i have done this to all my Avet reels, and have never had an issue with corrosion

This is my SX 5.3MC lts 2 years old, and has still got original bearings, i do drop a bit of oil in the bearings every 3 months or so, but it is clean inside and has no signs of corrosion at all, because of the dunk cleaning .



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bazza ▾

Titanium



Joined: 12 Dec 2006

Location: Mostlyinthepoo

Status: Offline

Points: 13393

Hi Cameron .... absolutely stoked with the SXJ 5.3 I purchased from you except for one thing namely the ratchet button is far too stiff to operate other than forcing with a bit of wood or sucklike or risk breaking a thumbnail trying to move it. Engaging altho difficult needing extreme force is not quite so bad as can push down

on it but trying to slide it upwards to disengage using a thumb near impossible particularly if thumb is damp as it mostly is when fishing.

Was dissappointed not to get a reply from Avet thru the "contact us" function on their website sent almost a week ago equestion suggestions on how it could be loosened & if I should sit down slidig it back & forth for an hour or so using a piece of wood or hard rubber.

Every time we clean something, we just make something else dirty.

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reeldeal ▼

Forum Sponsor



Joined: 06 Oct 2011

Location: Whitianga

Status: Offline

Points: 538

Hi Barry,

We have the plastic inserts for them, we are out of town till monday, if you want to drop it in after that let me know and we will get it sorted, being a plastic part it will wear in, however some are stiffer than other, we can get it sorted for you, as the reel is still under warrenty.

Cheers Cam

Ps dont know when you emailed Avet, but their computers got hacked last Thursday, and they have not been able to send or receive emails, they are working on this at the moment.

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bazza ▼

Titanium



Joined: 12 Dec 2006  
Location: Mostlyinthepoo  
Status: Offline  
Points: 13393

 reeldeal wrote:

Hi Barry,

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Cheers Cam

Ps dont know when you emailed Avet, but their computers got hacked last Thursday, and they have not been able to send or receive emails, they are working on this at the moment.

Thanx Cameron

Yep I was inclined to think it would wear in given time so first off will try sitting down with whilst watching tv & work it back & forth using something non scratch for an hour or so.

If it is still tight after that will ask you to have a look at it.

Cheers Barry

Every time we clean something, we just make something else dirty.

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reeldeal ▾

## Forum Sponsor



Joined: 06 Oct 2011

Location: Whitianga

Status: Offline

Points: 538

No worries, I just pulled one of mine apart that i have with me and it only takes about 5 minutes at the most to do, if you cant be bothered or get over doing it just drop it around when you get a chance and we can either do it while you wait, or you can pick it up the next day, its up to you either way,

Glad to hear you are enjoying the reel. Any big fish caught yet? One guy got some nice albies on his not long ago. I did have one other guy who had the same problem on a MXJ, and his wore in over, being plastic, they dont take much to ease up, but i understand if its a pain to do, and is no hassle to fix.

Cheers Cam

Also if you ever need a response to a problem, just get hold of me, Avet are a busy company, and sometimes take a while to get back, i'm always checking my emails and im happy to answer any questions.

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 Quote  Reply  Posted: 08 Mar 2013 at 1:55pm  
jaypeegee ▾

Platinum





**Joined: 22 Aug 2010**

**Location: Neo Tea Roa**

**Status: Offline**

**Points: 1503**

**There is a bunch of useful discussion here on this subject**

**<http://www.bdoutdoors.com/forums/avet-reels-support/104954-grease-not-grease.html>**

**Alan Tani weighs in with sage advice as usual.**

**What I find interesting is the consideration around Avets testing methodology : Namely that the testing was around constant pull drag test and not startup drag test.**

**Alan Tani has made some interesting points re the glued on drag at his site also:**

**<http://alantani.com/index.php?topic=1381.0>**

**If grease is to eliminate saltwater affecting the reel then there is a pro and con argument**

**If grease is to assist drag transition at startup again the pro and con arguments exists**

**Regarding modding breaking bearings - it seems more accurate to state that fishing above recommended drag settings is a more likley cause of this - which is a given on any reel.**

**They do look the bogs dollox though**

"You don't have to be smart to laugh at a fart, but you have to be stupid not to."



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🕒 Posted: 08 Mar 2013 at 3:28pm  
reeldeal ▾

Forum Sponsor



Joined: 06 Oct 2011  
Location: Whitianga  
Status: Offline  
Points: 538

You are right about the bearings, use the reel in the weight class recommended and you will be all good, if you want to fish a heavier line class on the same size reel, get an Avet Raptor,

Clean your reel the way Avet suggests, (I assume the reel shown on his site did not) and you will not have a problem with salt build up.

It's up to the user to decide if they want to grease the drag disc or not, but if you do decide to grease it, do it right, 3 dabs of cal's grease, no more, do not paint grease onto the entire disc then wipe it clean (again from an owner of a reputable company).

However as stated before I can not honor any warranty on an Avet reel that has had its drag greased. If these repair guys know how to improve on reels and make a better product, why are they not setting up their own reel company, by the sounds they would kill it if they did.

Oh and yes Avets are the nicks and duts

Here is a 300lb + yellowfin caught on an Avet HXW Raptor. With no grease on the drag.

