

# AVET REELS To Grease or Not to Grease

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

1. May-16-2008, 09:01 AM #1



RickO

◦ rickozaki@sbcglobal.net

Name

Rick Ozaki

Boat

SportBoats

Occupation

Avet Reels Rep.

Location

LA

Age

59

Posts

89

## To Grease or Not to Grease?

**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'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 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, "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.

fishnuttiest likes this.

Any questions or comments regarding Avet Reels please contact me [rickozaki@sbcglobal.net](mailto:rickozaki@sbcglobal.net)

Reply With Quote

2. May-16-2008, 10:05 AM #2



Yerman

◦ Captain

Name  
Brian  
Boat  
None  
Occupation  
COO  
Location  
Palmdale  
Age  
33  
Posts  
716

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...

Reply With Quote

3. May-16-2008, 04:50 PM #3



RickO

◦ rickozaki@sbcglobal.net

Name  
Rick Ozaki  
Boat  
SportBoats  
Occupation  
Avet Reels Rep.  
Location  
LA  
Age  
59  
Posts  
89

## Best Grease on the market

🗨️ Originally Posted by x-star 🗨️

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?
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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...

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

Reply With Quote

4. May-16-2008, 11:29 AM #4



Ali

◦ Master of Nothing

Name

That Guy

Boat

31' Innovator

Occupation

Internet Dork

Location

San Diego

Age

2

Posts

17,370

Images

425

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

The grease just HOLDS the salt on the dragplate 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 arguement. The guys that design and manufacture this reel have spoken. I'd listen....

Grease drags in Avets = Bad

fishnuttiest likes this.

## Reply With Quote

5. May-16-2008, 12:13 PM #5



Yerman

◦ Captain

Name

Brian

Boat

None

Occupation

COO

Location

Palmdale

Age

33

Posts

716

🗨️ Originally Posted by Gato Gordo 🗨️

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

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

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**Grease drags in Avets = Bad**

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.

Reply With Quote

6. May-16-2008, 12:35 PM #6



MikeyLikesIt

◦ Team "that guy" ringleader...

Name

...starts with an "M" .....

Boat

Wellcraft 248 "Valerie Jean"

Occupation

Fixing things.....usually.

Location

El Cajones

Posts

6,482

Images

79

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

Grease drags in Avets = Bad

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it has taken me alot 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 subframed PINTO.....so, yeah, moding 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 Im glad I never broke out the grease!  
(to MOD my AVETS).

thats my \$.02, but you guys go right ahead and grease them. Harry and Company wont mind a bit.....

"Ineptocracy" A system of government where the least capable to lead are elected by the least capable of producing and are rewarded with goods paid for by the confiscated wealth of others.

### Reply With Quote

7. May-16-2008, 01:06 PM #7

LACChamp

◦ Captain

Name

Anthony

Boat

Wave Walker

Occupation

Fisher wantabe

Location

LA

Posts

339

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?

### Reply With Quote

8. May-16-2008, 06:40 PM #8



marlyn

◦ Captain

Name

mark

Boat

21' skiff and 12' portabote recycled from milk jugs

Occupation

ozone destroyer

Location

oak hills

Age

50

Posts

6,681

Awesome post! Please do more of them. Its 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 dragplate? 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.

Reply With Quote

9. May-19-2008, 05:25 AM #9

seriola

◦ Skipper

Name

JÃfÃ¼rgen

Boat

Altair Zafir 32

Occupation

renovabel energies

Location

Barcelona

Posts

44

Hi Rick,

you have opened a new tread. So i change 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 absorption 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 if 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  
Jürgen

Reply With Quote

10. May-19-2008, 07:15 AM #10



Gil Marlin

▣ I blame Obama...

Name  
Scott  
Boat  
19.655' Aluminum

Occupation  
Former Natural Athlete...  
Location  
Laguna Percebu Baja Norte  
Posts  
18,029  
Images  
3

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... 😊

Reply With Quote

Page 1 of 7

1. May-19-2008, 08:45 AM #11



Afry

◦ Capiti 1/2n

Name  
Arnie  
Boat  
38 Mediterranean, 18 Bayrunner  
Occupation  
Dirt pimp  
Location  
Ramona, Ca  
Age  
53  
Posts  
4,345  
Images  
148

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?



## Reply With Quote

### 2. May-19-2008, 09:11 AM #12



Yerman

◦ Captain

Name

Brian

Boat

None

Occupation

COO

Location

Palmdale

Age

33

Posts

716

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 are so concerned with this issue, that they are blind to the fact that losing 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.

#### Reply With Quote

3. May-19-2008, 09:12 AM #13

seriola

◦ Skipper

Name

JÃfÃ¼rgen

Boat

Altair Zafir 32

Occupation

renovabel energies

Location

Barcelona

Posts

44

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.

#### Reply With Quote

4. May-19-2008, 09:16 AM #14



Afry

◦ Capiti ½n

Name

Arnie

Boat

38 Mediterranean, 18 Bayrunner

Occupation

Dirt pimp

Location

Ramona, Ca

Age

53

Posts

4,345

Images

148

🗨️ Originally Posted by seriola 🗨️

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



Reply With Quote

5. May-19-2008, 09:45 AM #15

seriola

◦ Skipper

Name

JÃfÃ¼rgen

Boat

Altair Zafir 32

Occupation

renovabel energies

Location

**Barcelona**

**Posts**

**44**

**Upps, and greetings to barby.  
My english isn't good enough, i have to learn more.**

**Reply With Quote**

**6. May-19-2008, 12:04 PM #16**



**Jason**

◦ ><))>

**Name**

**Jason**

**Boat**

**31' Innovator "Tuna Jihad" SIMRAD everything**

**Occupation**

**Bloodydecks / Fishdope.com**

**Location**

**Encinitas, CA USA**

**Age**

**38**

**Posts**

**16,307**

**Images**

**56**

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

**Reply With Quote**

**7. May-19-2008, 06:16 PM #17**



**Addicted2fishin**

◦ where's da fish

Name

RJ

Boat

19 Glasspro, 17 Ali'i Kai

Occupation

Server

Location

Hawaii

Age

38

Posts

830

To all those that read my post. It wasn't a debate over greasing.... the good and bads. It was about fixing a problem that shouldn't have been there. Avet seemed to have missed the point when testing the theory. Its 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. Its 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.

Reply With Quote

8. May-19-2008, 06:44 PM #18



Slater

▣ Captain

Name

Rob

Boat

sold! / cattle boat

Occupation

@# \$!

Location

Lakeside

Age

40

Posts

2,393

Images

4

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 ???

Reply With Quote

9. May-19-2008, 07:26 PM #19



Addicted2fishin

- where's da fish

Name

RJ

Boat

19 Glasspro, 17 Ali'i Kai

Occupation

Server

Location

Hawaii

Age

38

Posts

830

💬 Originally Posted by slater 🗨️

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 "silkiness", just turn it up!

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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 ???

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

Reply With Quote

10. May-19-2008, 07:54 PM #20



Slater

▣ Captain

Name

Rob

Boat

sold! / cattle boat

Occupation

@# \$!

Location

Lakeside

Age

40

Posts

2,393

Images

4

🗨️ Originally Posted by Addicted2fishin 🗨️

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

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

Reply With Quote

Page 2 of 7

1. May-19-2008, 08:20 PM #21

coryellk

▣ Fly Navy

Name

Kevin  
Boat  
When Wife makes more \$...  
Occupation  
Goat Roping  
Location  
Fallbrook, CA  
Posts  
1,474

💬 Originally Posted by Jason 🗨

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.

Reply With Quote

2. May-19-2008, 09:12 PM #22



baja tailhunter

◦ Captain

Name  
steve huth  
Boat  
mike's-bill's good to have friends  
Occupation  
contractor  
Location  
glendora ca.  
Age  
56  
Posts  
684

So the way i see it is that avet only cares about drag presure 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, Diawa,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.

Reply With Quote

3. May-19-2008, 11:15 PM #23



alantani

◦ Captain

Name

alan tani

Boat

grady white tournament 19, grady white journey 258

Occupation

pharmacist. reel repair is just a hobby that got out of control!

Location

Saratoga, CA

Age

57

Posts

1,661

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.....

eddie's brother, grady white 258



Reply With Quote

4. May-20-2008, 12:37 AM #24



Addicted2fishin

◦ where's da fish

Name

RJ

Boat

19 Glasspro, 17 Ali'i Kai

Occupation

Server

Location

Hawaii

Age

38

Posts

830

💬 Originally Posted by alantani »

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

Reply With Quote

5. May-20-2008, 06:51 AM #25

seriola

◦ Skipper

Name

JÃfÂ¼rgen

Boat

Altair Zafir 32

Occupation

renovabel energies

Location

Barcelona

Posts

44

To grease or not togrease, that's the question?

Let's run over to the dark side.....

Reply With Quote

6. May-20-2008, 11:45 AM #26

coryellk

◦ Fly Navy

Name

Kevin

Boat

When Wife makes more \$...

Occupation

Goat Roping

Location

Fallbrook, CA

**Posts**  
1,474

🗨️ Originally Posted by seriola ▶▶

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.

Reply With Quote

7. May-20-2008, 05:26 PM #27

fishnrust

◦ Captain

Name  
Rusty  
Boat  
none  
Occupation  
sales  
Location  
Vegas  
Posts  
423  
Images  
141

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

Does that make Cal Lord Vader?

Reply With Quote

8. May-23-2008, 09:09 PM #28

smelling

◦ Captain

Name  
jerry  
Boat  
Cabo Fly bridge '32  
Occupation  
Paramedic  
Location  
San Diego

Posts  
184

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

Reply With Quote

9. May-23-2008, 09:13 PM #29

smelling

◦ Captain

Name

jerry

Boat

Cabo Fly bridge '32

Occupation

Paramedic

Location

San Diego

Posts

184

## Fishaholics Anonymos

💬 Originally Posted by alantani ▶▶

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. 🤪



Reply With Quote

10. Jun-03-2008, 05:28 PM #30



1crazy1

◦ Skipper

Name

Clayton

Boat

25 Davis Bahia 1CRAZY1

Occupation

Self Employed

Location

Bakersfield

Posts

92

💬 Originally Posted by alantani ▶▶

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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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. lool Tell me Alan, were they the worst you have ever seen??

Reply With Quote

Page 3 of 7

1. Jun-04-2008, 06:02 AM #31



Gil Marlin

◦ I blame Obama...

Name

Scott

Boat

19.655' Aluminum

Occupation

Former Natural Athlete...

Location

Laguna Percebu Baja Norte

Posts

18,029

Images

3

Alan... is this what you meant to say??? 🇺🇸

📎 Attached Images

◦  spirit2007\_076.jpg (84.0 KB, 78 views)

Reply With Quote

2. Jun-29-2008, 02:41 PM #32



bladeduffer

◦ Skipper

Name

Adolph

Boat

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

Occupation

IT

Location

Vista

Age

47  
Posts  
48

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!!!

Reply With Quote

3. Jun-30-2008, 05:50 PM #33

Irrr

◦ New Guy

Name  
Enoch  
Boat  
None  
Occupation  
Scientist  
Location  
Australia  
Posts  
5

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.

Reply With Quote

4. Jun-30-2008, 05:55 PM #34



Yerman

◦ Captain

Name

Brian

Boat

None

Occupation

COO

Location

Palmdale

Age

33

Posts

716

🗨️ Originally Posted by Irrr 🗨️

There is really no need to grease these washers.

Unless you want a smoother drag 😏

Reply With Quote

5. Jun-30-2008, 09:34 PM #35



bladeduffer

◦ Skipper

Name

Adolph

Boat

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

Occupation

IT

Location

Vista

Age

47

Posts

48

🗨️ Originally Posted by x-star 🗨️

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.

Reply With Quote

6. Aug-20-2009, 09:22 PM #36

clarkemp3

◦ New Guy

Name

Clarke

Boat

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

Occupation

Mate

Location

SE Florida

Posts

7

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.

**Reply With Quote**

7. Oct-13-2009, 06:07 AM #37

woody82270

◦ New Guy

**Name**

woody

**Boat**

24' slickcraft, miss nugget

**Occupation**

commercial fisherman

**Location**

pittsburg, ca.

**Posts**

13

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

**Reply With Quote**

8. Oct-13-2009, 08:47 AM #38



doughnut

◦ <http://www.midwayjeep.com>

**Name**

Ken

**Boat**

23' Sea Hunt Ultra

**Occupation**

Tackle Stockpiler

**Location**

Un-charted desert isle

**Age**

51

**Posts**

2,836

👤 Originally Posted by woody82270 📄

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 😊



Reply With Quote

9. Oct-18-2009, 04:19 AM #39

Sabriah Tot

◦ !.....!.....!.....!

Name  
Sabriah  
Boat  
none  
Occupation  
watcher  
Location  
Scandinavia  
Posts  
23

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).

Reply With Quote

10. Oct-18-2009, 06:28 PM #40



Whalebreath

◦ Captain

Name

Carl Z

Boat

~~~~~

Occupation

~~~~~

Location

Vancouver BC

Posts

1,049



🗨️ Originally Posted by Sabriah Tot 🗨️

Has anyone heard of ceramic drags for fishing reels?

Zebco has those

Reply With Quote

1. Oct-18-2009, 07:31 PM #41



Sun Tzu

◦ Ya damn skippy!!

Name

Al

Boat

Fishcat

Occupation

Medical, Infidel Extraordinaire

Location

Sylmar

Posts

363

💬 Originally Posted by woody82270 🗨️

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. 🤔

Reply With Quote

2. Oct-18-2009, 07:49 PM #42



lasparky11

◦ Captain

Name

Gene  
Boat  
X-wife she's so fat she floats  
Occupation  
Retired  
Location  
Burbank/CA/USA  
Age  
57  
Posts  
970

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!

Reply With Quote

3. Oct-19-2009, 01:20 PM #43



alantani

◦ Captain

Name  
alan tani  
Boat  
grady white tournament 19, grady white journey 258  
Occupation  
pharmacist. reel repair is just a hobby that got out of control!  
Location  
Saratoga, CA  
Age  
57  
Posts  
1,661

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



Reply With Quote

4. May-30-2010, 06:16 PM #44



fishpelagic

◦ dan the fisherman

Name

dan

Boat

whichever one i'm fishing on

Occupation

school

Location

Los Angeles

Posts

1,636

great read

Reply With Quote

5. May-30-2010, 07:06 PM #45



Swarthy Dago

◦ **Coredor de las olas**

**Name**

**My name is Nobody**

**Boat**

**n/a**

**Occupation**

**pleasure her**

**Location**

**USA**

**Posts**

**3,842**

**Images**

**41**

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

**Reply With Quote**

**6. May-30-2010, 07:42 PM #46**



**alantani**

◦ **Captain**

**Name**

**alan tani**

**Boat**

**grady white tournament 19, grady white journey 258**

**Occupation**

**pharmacist. reel repair is just a hobby that got out of control!**

**Location**

**Saratoga, CA**

**Age**

**57**

**Posts**

**1,661**

**🗨️ Originally Posted by Swarthy Dago 🗨️**

**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



Reply With Quote

7. Jul-18-2010, 10:05 AM #47



johndtuttle

◦ Angler/Client

Name

john

Boat

not crazy enough yet

Occupation

md

Location

Carmel, CA

Posts

3,411

💬 Originally Posted by alantani ➡

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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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 by johndtuttle; Jul-18-2010 at 01:32 PM.

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

Reply With Quote

8. Jul-26-2010, 02:19 PM #48

mackereljoe

◦ Captain

Name

Joey

Boat

None

Occupation

None

Location

Long Beach

Posts

133

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

Reply With Quote

9. Aug-19-2010, 03:07 PM #49

trentless

◦ Registered User

Name

Trent Schermerhorn

Boat

20' Pathfinder Bayboat "SHALLOW MINDED"

Occupation

Construction Management

Location

Plymouth MA USA

Posts

4

💬 Originally Posted by [clarkemp3](#) ➡

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!

Reply With Quote

10. Aug-21-2010, 02:02 PM #50



johndtuttle

◦ Angler/Client

Name

john

Boat

not crazy enough yet

Occupation

md

Location

Carmel, CA

Posts

3,411

💬 Originally Posted by mackereljoe

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 by johndtuttle; Aug-21-2010 at 02:04 PM.

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

Reply With Quote

Page 5 of 7

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1. Sep-02-2011, 01:52 PM #1



Swarthy Dago

◦ Coredor de las olas

Name

My name is Nobody

Boat

n/a

Occupation

pleasure her

Location

USA

Posts

3,842

Images

41

🗨️ Originally Posted by alantani 🗨️

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."**

Reply With Quote

2. Jul-26-2010, 02:19 PM #2

mackereljoe

◦ Captain

Name

Joey

Boat

None

Occupation

None

Location

Long Beach

Posts

133

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

Reply With Quote

3. Aug-21-2010, 02:02 PM #3



johndtuttle

◦ Angler/Client

Name

john  
Boat  
not crazy enough yet  
Occupation  
md  
Location  
Carmel, CA  
Posts  
3,411

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Last edited by johndtuttle; Aug-21-2010 at 02:04 PM.

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

Reply With Quote

4. Sep-01-2011, 10:19 PM #4



fisheyes85

◦ New Guy

Name  
Tom  
Boat  
my mates boat!  
Occupation  
optometrist  
Location  
Forster NSW Australia  
Posts  
11

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?**

Reply With Quote

5. Nov-07-2010, 10:03 PM #5



strackle99

◦ Captain

Name  
Todd  
Boat  
12 ft kayak  
Occupation  
bum on a kayak looking offshore  
Location  
San Diego  
Posts  
317  
Images  
8

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

**This ain't Russia; Do what you want!**

**Reply With Quote**

**6. Nov-07-2010, 10:41 PM #6**

**boofhead**

◦ **Skipper**

**Name**

**Jamie**

**Occupation**

**Hotel Duty Manager**

**Location**

**Byron Bay NSW Australia**

**Posts**

**40**

**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.**

**Reply With Quote**

**7. Mar-14-2011, 08:40 AM #7**



**hucklongfin**

◦ **Captain**

**Name**

**MarkT**

**Boat**

**Pelican Predator**

**Occupation**

**Bit Twiddler**

**Location**

**Mission Viejo**

Age  
57  
Posts  
1,579  
Images  
4

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 leverdrags 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 strickly a design/engineering issue) I'm not interested in their opinions on putting grease on drag washers.

Mark

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8. Aug-25-2012, 08:25 PM #8

macka17

◦ Skipper

Name  
Mack  
Boat  
Quintrex 5.25mtr  
Occupation  
retired  
Location  
yeppoon Queensland Australia  
Age  
70  
Posts  
64

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\

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.

Reply With Quote

9. Dec-08-2012, 11:33 PM #9

dkd711

◦ Skunk Master...

Name

Duke

Boat

"WFO SKUNK"

Occupation

You crash, I Cash...

Location

Huntington Beach

Posts

3,449

🗨️ Originally Posted by macka17 🗨️

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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.

Reply With Quote

10. Aug-26-2012, 07:55 AM #10

NachoOne

◦ Not your normal Nachos

Name

Nacho

Boat

2 by 4, row boat, Please never sink

Occupation

retired

Location

Rowland Heights, CA. USA

Posts

1,116

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

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Page 6 of 7

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1. May-16-2008, 09:01 AM #1



RickO

◦ rickozaki@sbcglobal.net

Name

Rick Ozaki  
Boat  
SportBoats  
Occupation  
Avet Reels Rep.  
Location  
LA  
Age  
59  
Posts  
89

## To Grease or Not to Grease?

**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 looke 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 yealded 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 to 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.

fishnuttiest likes this.

Any questions or comments regarding Avet Reels please contact me [rickozaki@sbcglobal.net](mailto:rickozaki@sbcglobal.net)

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