



This is the first in an on-going series of newsletters designed to update our Warranty and Repair network on parts changes that have taken place in our reels, and the reasons for those changes. Newsletters will be mailed to our Warranty and Repair shops, and will also be available for access at any time on our website. The first few newsletters will attempt to chronicle all the various changes that have been made to Penn reels over the past several years. Once we have updated the most recent history of changes, we will issue an ongoing newsletter several times a year whenever changes are made. We hope these newsletters provide you the information you need to better service your customer repairs. Please contact us if there is any further information you need, or if anything in the newsletter needs to be clarified. We appreciate your support. Special thanks to Jimmy Reynolds of J.R.'s Reel Repair who assisted in the writing of this newsletter.

“SENATOR SERIES CHANGES”

1. 113H and 114H Side Plates (001 113H; 001 114H)

Several years ago, we switched from compression molded plates to injection molded plates. This caused two major problems - 1) Screws continually backing off in the bridge, and/or 2) Anti-reverse failures - so we have gone back to the original compression molded plates which are more rigid than the injection molded plates. This change took effect in June, 2001 and the part numbers remain the same (see above). See pictures to the right to determine how to identify the compression molded plates from the injection molded plates. Send your old injection molded plates back to Penn and trade for new compression molded plates.



**Injection Mold
Incorrect**

**Compression Mold
Correct**

2. Material Change for Senator Main Gears

We have changed the material from free turning full hard brass to manganese bronze. This will alleviate the problems with the main gear teeth stripping. Manganese bronze is harder than the free turning brass. This change took effect in September of 1999. The parts numbers remain the same (005 113H). It takes a chemical analysis to determine if this part is brass or manganese bronze. If you suspect you have brass gears in your parts bin, return them to Penn, and we will substitute manganese bronze parts.

3. 114 Click Button

We have replaced the riveted click button to one that is removable (utilizing a retaining ring), making the replacement of the click tongue much easier. The part number has changed from (036 114) to (036 114H), the retaining ring number is (069B600). This change took effect in October, 1999.

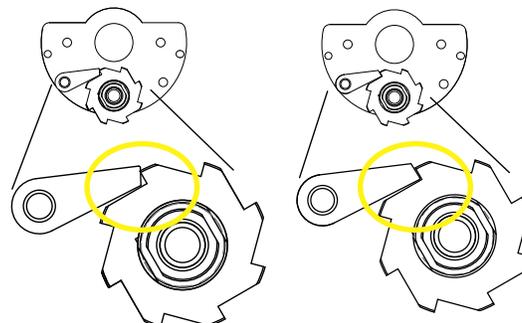
4. 114 Click Spring

The click spring will now be screwed onto the plate, allowing you to change the spring if needed. In the past, the spring was riveted onto the plate and you had to change the whole plate if the spring broke. This change took effect in October, 2001 and the part remains the same (062 114).

After making this change, we found that the screw holding the click spring in place was vibrating out. We are currently using **Loctite** to prevent the screw from vibrating out. We will also be making available in the near future a nylok patch on the screw threads which will prevent it from backing out. We will notify you when these are available.

5. 117 Pinion Gears

We have changed the material to 303 Stainless Steel. This material is more corrosion-resistant than the material we were using. This change took effect in March, 2001 and the part number remains the same (013 117). If you suspect you have old material in your parts bin, put a magnet in the bin and anything that sticks to it is old material. Be sure to properly grease any of the old gears before using them.



Incorrect

Correct

6. Anti-Reverse Dog Assembly

The anti-reverse in all Senators may malfunction if the dog was assembled or repaired upside down (see picture). If you are experiencing an anti-reverse problem, check and see if the dog is right side up.



7. Molded Rod Clamp (033 113)

Customers preferred the molded rod clamp to the metal rod clamp, but were unable to hook a safety line to it. These molded rod clamps now come with a lanyard ring, enabling anglers to attach a safety line to the clamp. This change took effect in March, 2003 and the part number remains the same.

8. Handle Nuts (023 114, 023 116)

Several years ago we stopped putting an oil port (ball & spring) on these nuts. Customers complained so we have restored the oil ports. This change took effect March, 2003 and the parts numbers remain the same.

9. Rod Clamp Screws 114 Series

We have changed the rod clamp screws in the 114 Series from (034 114HLW) to (034 010KG). This change took effect August, 2003. The new screw has more thread length engaging with the frame. However, the old (034 114HLW) screws should still be used in older aluminum half frame reels that have a cast stand (see picture to the right). Additionally, the 033C114H kit is being replaced with the 033C114HF kit.



10. 113-114 Series Frames

We have received numerous complaints concerning screws or inserts stripping out of frames. The original threaded inserts were pulling out of the frame (see picture 1 below). We started using the self tapping screws to correct this problem (see picture 2 below), but they stripped out as well. We have now corrected both problems. We no longer use the self tapping screws. We have gone back to the insert design but we have redesigned the shape of the inserts to give them more bite into the frame (see picture 3 below). This change took effect December, 2003. Here are the changes to the part numbers:

OLD #	NEW #	Parts Required
183 113T	183 113	Requires 16 screws Part # (039 009).
183 113HT	183 113H	Requires 16 screws Part # (039 009).
183 113HLWT	183 113HLW	Requires 16 screws Part # (039 009).
183 113HSPT	183 113HSP	Requires 16 screws Part # (039 009).
183 114T	183 114	Requires 5 screws Part # (039 012) and 5 screws Part # (039 014HL).
183 114HT	183 114H	Requires 5 screws Part # (039 012) and 5 screws Part # (039 014HL).



Picture 1



Picture 2



Picture 3

11. 115 Pinions

The pinion part # for the 115 reel has been changed from (013 114) to (013 115). The new pinion has been strengthened and improves spindle engagement.