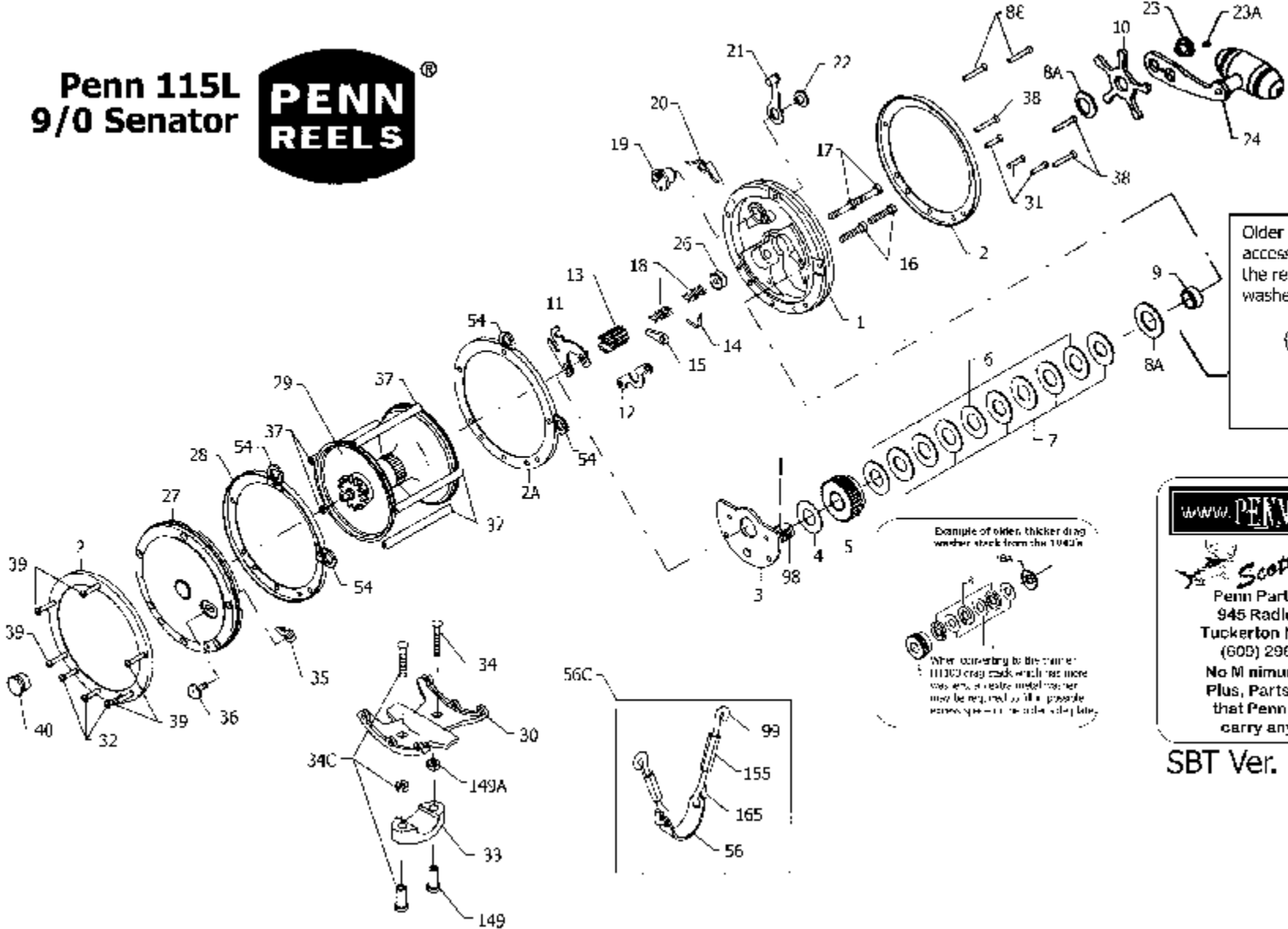


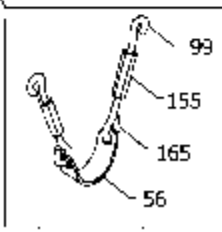
**Penn 115L
9/0 Senator**



Older reels had crags accessible from outside the reel, using the 140 felt washer and the 136 collar/cap. Those older reels did not have a 9 collar or the 8A washer between the 9 and the star drag.

Example of older, thicker drag washer stack from the 1100's

After converting to the newer 11100 drag stack which has more washers, a extra metal washer may be required to fill a possible space between the drag plate



www.PENNparts.com

Scott's Bait & Tackle
 Penn Parts Dept.
 945 Radio Road
 Tuckerton NJ 08087
 (609) 296-1300
No Minimum Order!
Plus, Parts In stock
that Penn doesn't
carry anymore.

SBT Ver. 090713

Penn Reel Parts list for Model: 115L 9/0 Senator

KEY NO	PART NO.	DESCRIPTION	KEY NO	PART NO.	DESCRIPTION
2	2-115-O	SIDE PLATE RING-OUTER	28	28-115-I	NON-HANDLE SIDE INNER
2A	2-115-I	HANDLE SIDE RING-INNER	30	30-115	STAND
3	3-115	BRIDGE W/ SLEEVE	31	39-12	HANDLE SIDE STAND SCREW (3 REQUIRED)
4	4-115	FIBER WASHER	32	32-21	NON-HANDLE SIDE STAND SCREW (3 REQUIRED)
5	5-115	MAIN GEAR	33	33-340	ROD CLAMP
6	6-115	DRAG WASHER (5 REQUIRED)	*	*33R-114	RINGED ROD CLAMP (OPTIONAL)
7	7c-115	METAL DRAG WASHER SET	34	34-45	CLAMP SCREW (2 REQUIRED)
8A	8-115	TENSION SPRING	34C	34C-45	ROD CLAMP SCREW W/ NUTS
9	9-114	SPACING SLEEVE	35	35-115	CLICK TONGUE
10	10-114	STAR DRAG WHEEL	36	36-115	CLICK BUTTON
11	11-115	ECCENTRIC JACK	37	37-115	FRAME POST (5 REQUIRED)
12	12-114	PINION YOKE	38	39-13	HANDLE SIDE POST SCREW (5 REQUIRED)
13	13-115	PINION	39	39-12	NON-HANDLE SIDE POST SCREW (5 REQUIRED)
14	14-116	DOG SPRING			
15	15-115	DOG	54	54-114	HARNES LUG (4 REQUIRED)
16	16-114	BRIDGE SCREW LOWER (2 REQUIRED)	56	56-116	ROD BRACE (ONLY)
17	17-114	BRIDGE SCREW UPPER (2 REQUIRED)	56C	56C-115	ROD BRACE COMPLETE
18	18-114	CLUTCH SPRING	98	98-114	GEAR SLEEVE
19	19-115	ECCENTRIC	99	99-115	HOOK SCREW L.H. THREW (2 REQUIRED)
20	20-114	ECCENTRIC SPRING	136	136-115	PRESSURE PLATE WASHER
21	21-114	ECCENTRIC LEVER	140	140-115	FELT WASHER
22	23-60	ECCENTRIC SCREW	149	149-45	CLAMP NUT (2 REQUIRED)
23	23-116	HANDLE SCREW	149A	149-200	HEX NUT (2 REQUIRED)
23A	110-60	HANDLE LOCK SCREW	155	155-115	TURN BUCKLE (2 REQUIRED)
24	24-115	HANDLE	165	165-115	HOOK SCREW R.H. THREAD (2 REQUIRED)

* Not Shown

NOTE: Many of www.pennparts.com schematics include changes that were either made by Penn, or errors found and corrected by our parts dept.

SBT Ver. 021514

IMPORTANT NOTE FOR OLDER 115 REELS

1958 to present day, the 3-115 bridge uses the 23-116 handle nut screw.

Somewhere in between Penn made a design change:

1950 or older reels, the 3-115 bridge used the 23-114 nut screw.

IF your current nut is stamped 23-114, you will need to order the 23-116 nut screw to go with the current version of the bridge.

Newer 115L bearing System

1	1N-115	HANDLE SIDE PLATE
26	26-116	BEARING WITH CAP (pressed into side plate)
29	29L-115	SPOOL (CHANGED, SAME PART#)
27	27N-115	NON-HANDLE SIDE PLATE
*	62-114	CLICK SPRING (REMOVABLE)
*	63-209	CLICK SPRING SCREW
40	40-114HL	NON-HANDLE SIDE BEARING
*	120-114H	O-RING FOR BEARING

Older 1960's system

1	1-115	HANDLE SIDE PLATE, ORIGINAL
26	26-114	BEARING WITH NUT HEAD
29	29L-115	SPOOL, ORIGINAL
27	27-115	NON-HANDLE SIDE PLATE
*	--	CLICK SPRING PERMENANT PART OF #27 PLATE
40	40-114H	NON-HANDLE SIDE BEARING

The easiest way to see which system your reel has is to look at the handle side bearing.

The old one has the nut head. The newer one is covered by a cap that is pressed into the plate, almost flush.

THESE OLD 1950'S STYLE PARTS ARE NOT AVAILABLE:

136	136-117	Collar (old style outer access drags)
140	140-117	Felt Washer (old style outer access drags)
1	1-115 (50's)	Original 115 plate (with outer access hole)

We don't know if this older plate also used a different #26 bearing? See 27 and 29 notes below!

27	27-115-Early	Older still..side plate that used a 40-114 bearing - which would NOT work with any of the newer 1 pc spools!
29	29M-115	3 pc style metal spool (Instead of smooth sides ramping up, it has a ringed connection at each side of the center spool piece)

THE ABOVE 1950'S PARTS ARE NOT INTERCHANGABLE WITH ONES THAT CAME LATER

There were too many changes in size of bearings and the spool shaft