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Takamatsu et al.

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(54) **REEL PART FOR FISHING REEL**

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A01K 89/015	(2006.01)
F16H 55/06	(2006.01)
F16H 55/17	(2006.01)

(52) **U.S. Cl.**

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(58) **Field of Classification Search**

CPC A01K 89/01; A01K 89/015; A01K 89/01902

See application file for complete search history.

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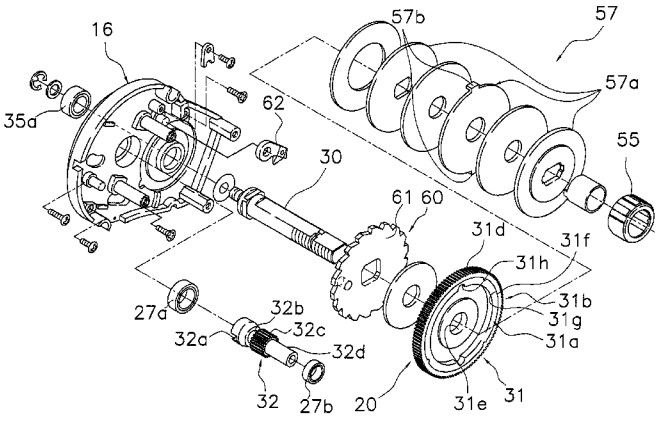
(57) **ABSTRACT**

A reel part is provided for a fishing reel. The reel part includes an inner member and an outer member. The inner member has a surface treatment layer. The outer member is fixed to an outer peripheral side of the inner member. The outer member includes a processed part that is processed after being fixed to the inner member.

13 Claims, 10 Drawing Sheets



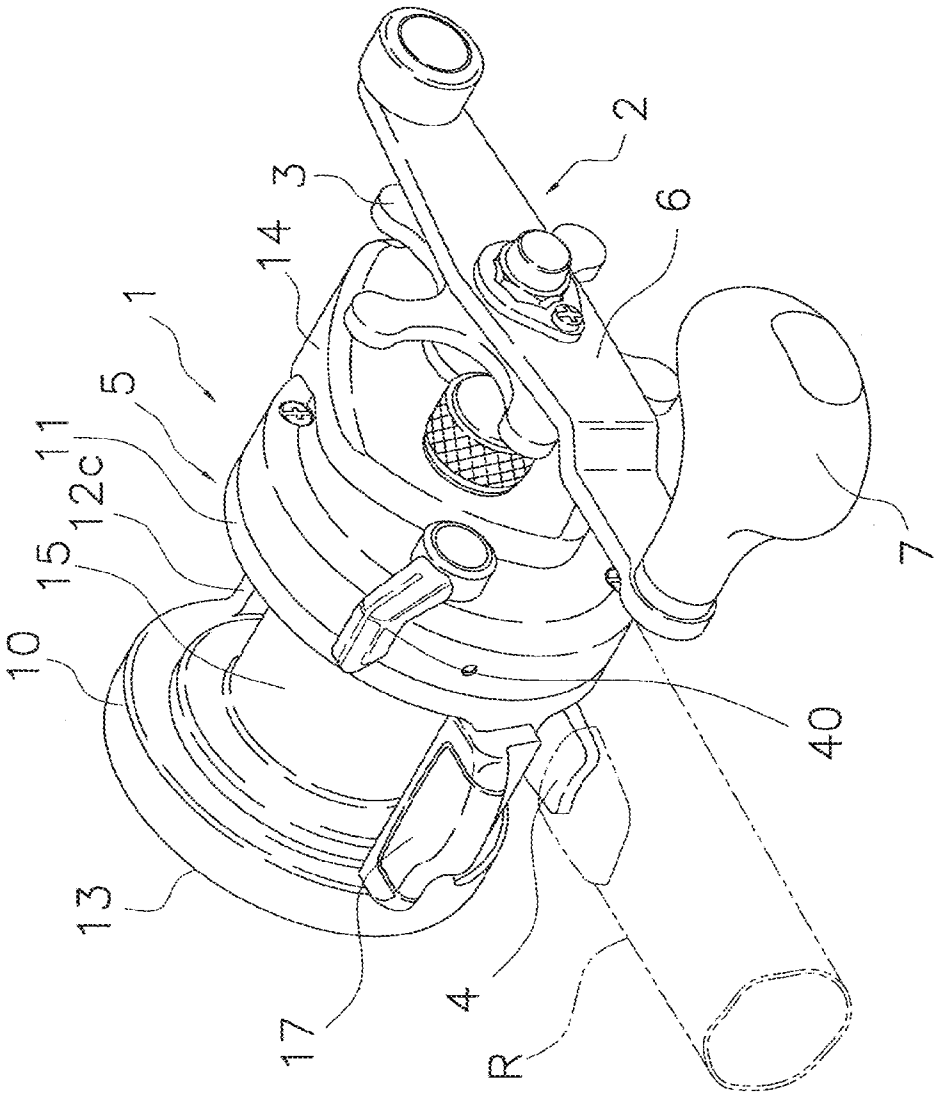
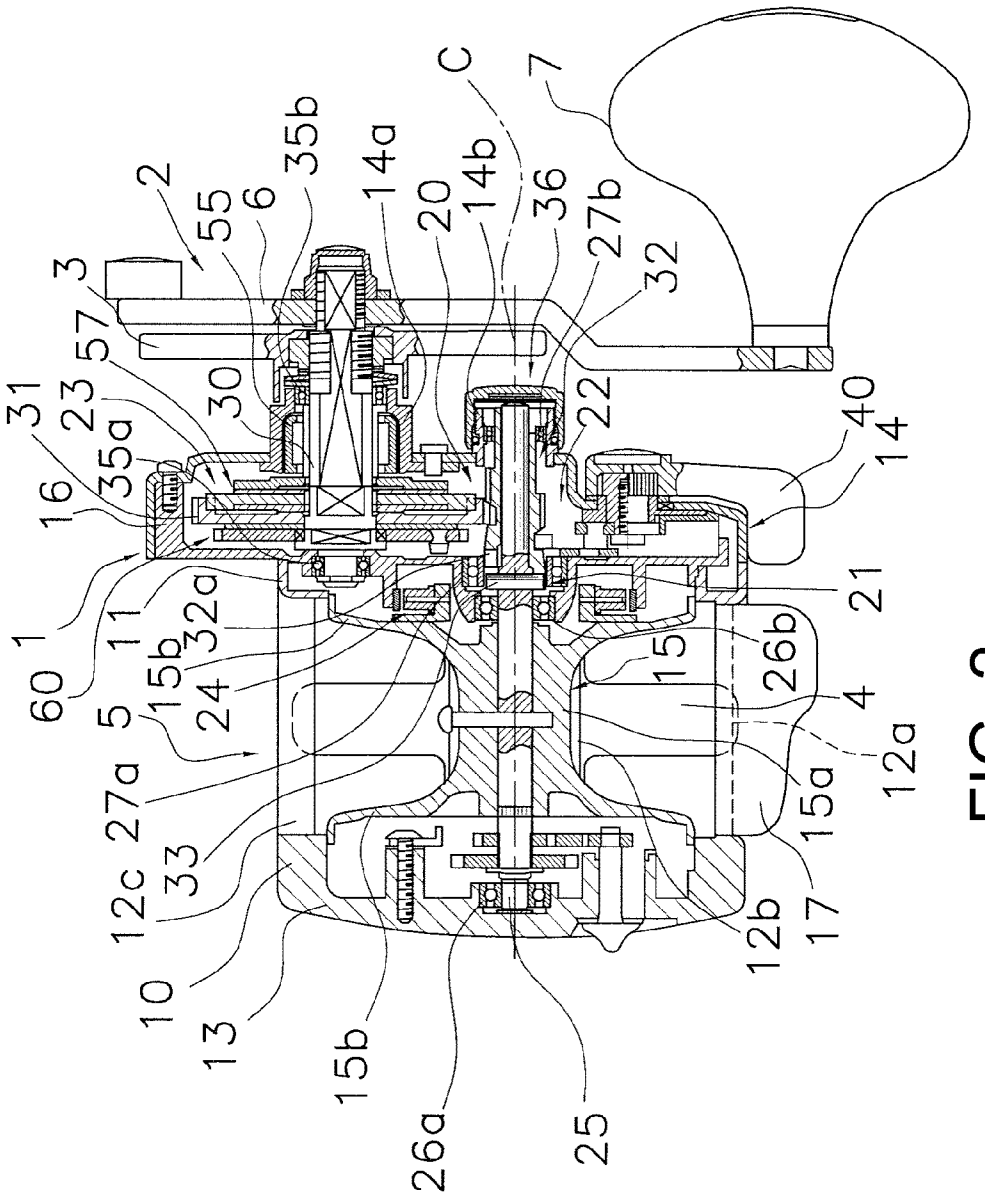


FIG. 1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14
16
21
1
11
32a
60
15b
24
5
27a
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10
13
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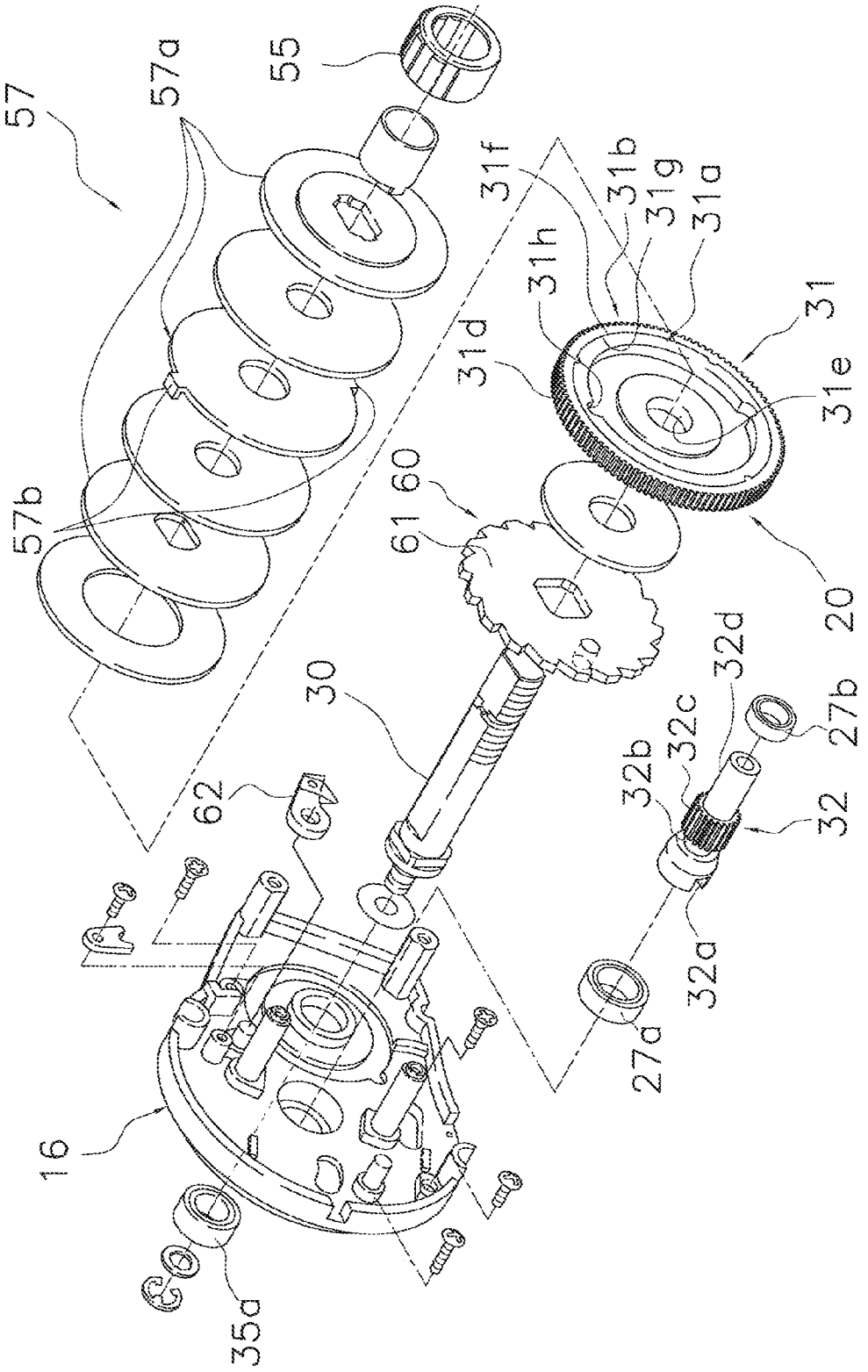
17
12b

FIG. 2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31h
31
31d
31e
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30
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27b
32c
32b
32
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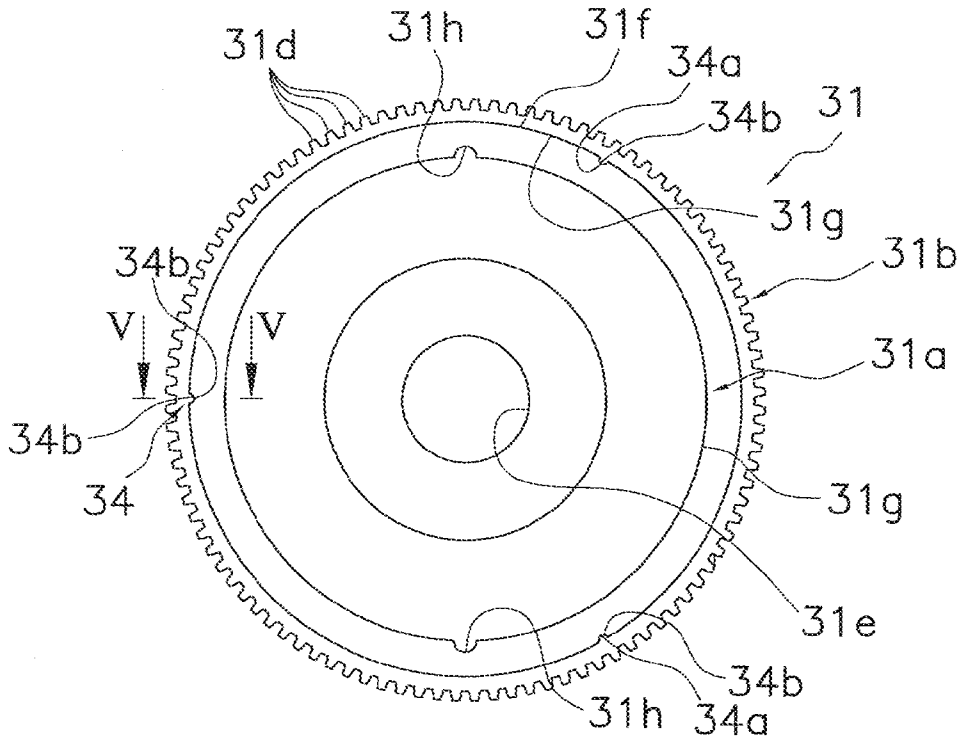
32a
27a
16
35a

FIG. 3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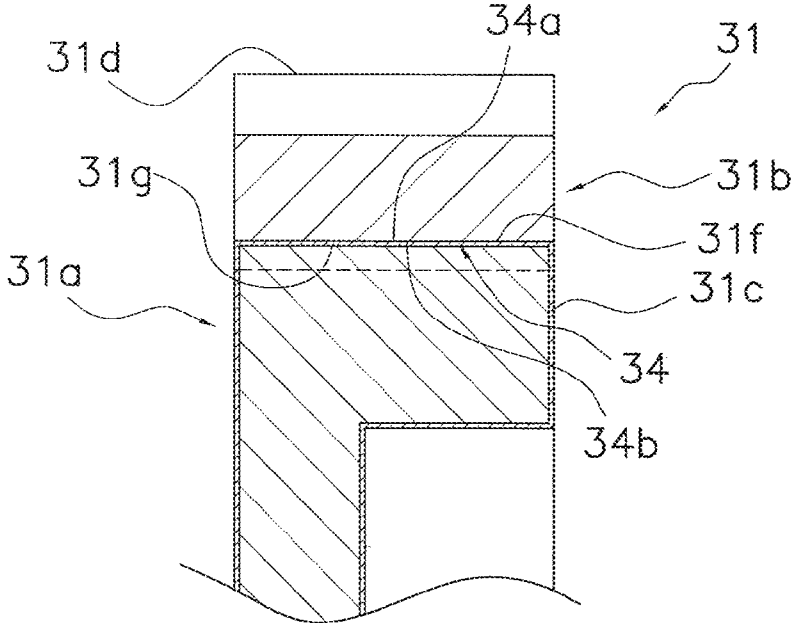
31h
34a

FIG. 4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34b

FIG. 5

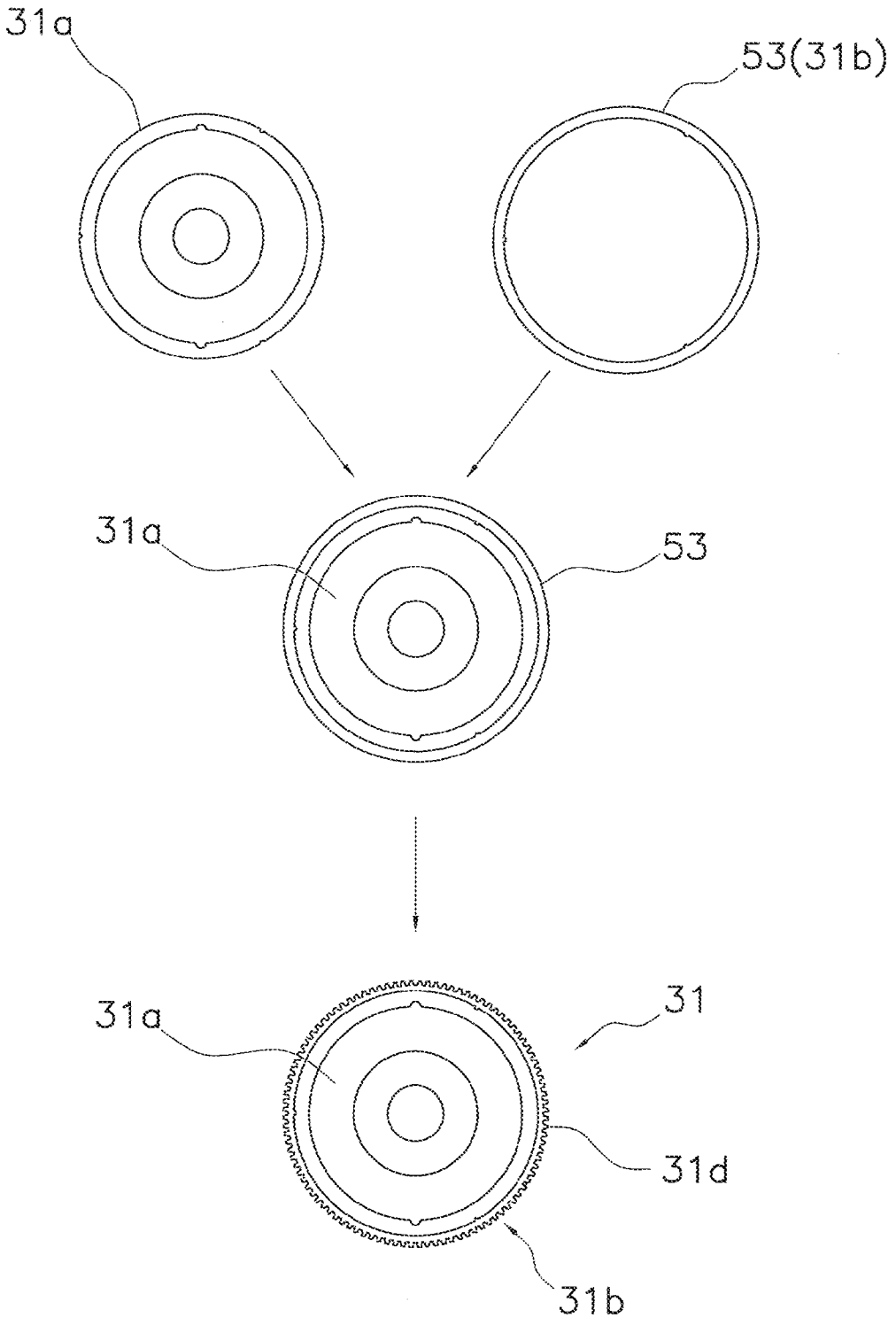
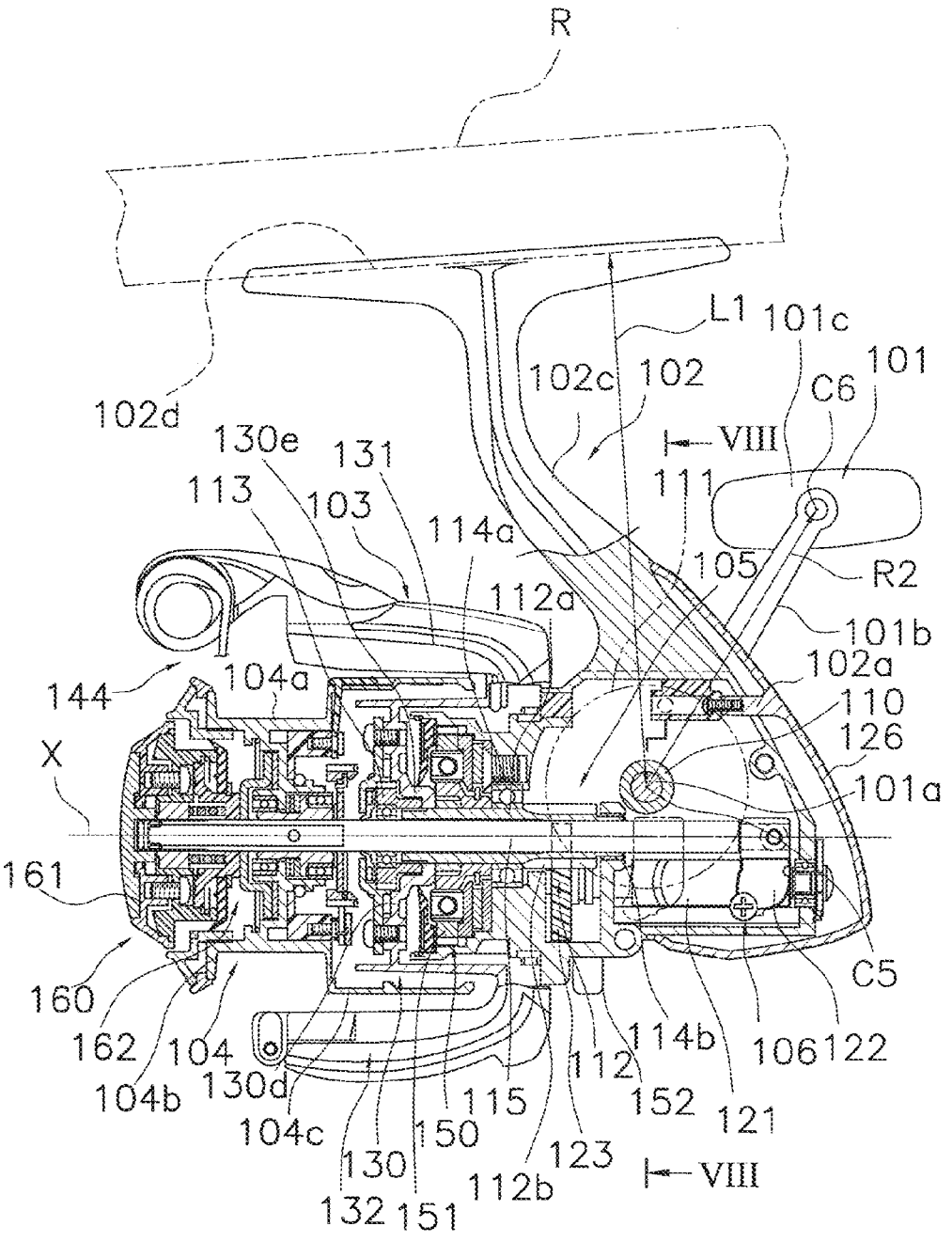


FIG. 6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C6
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102
102d
130e
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113
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VIII
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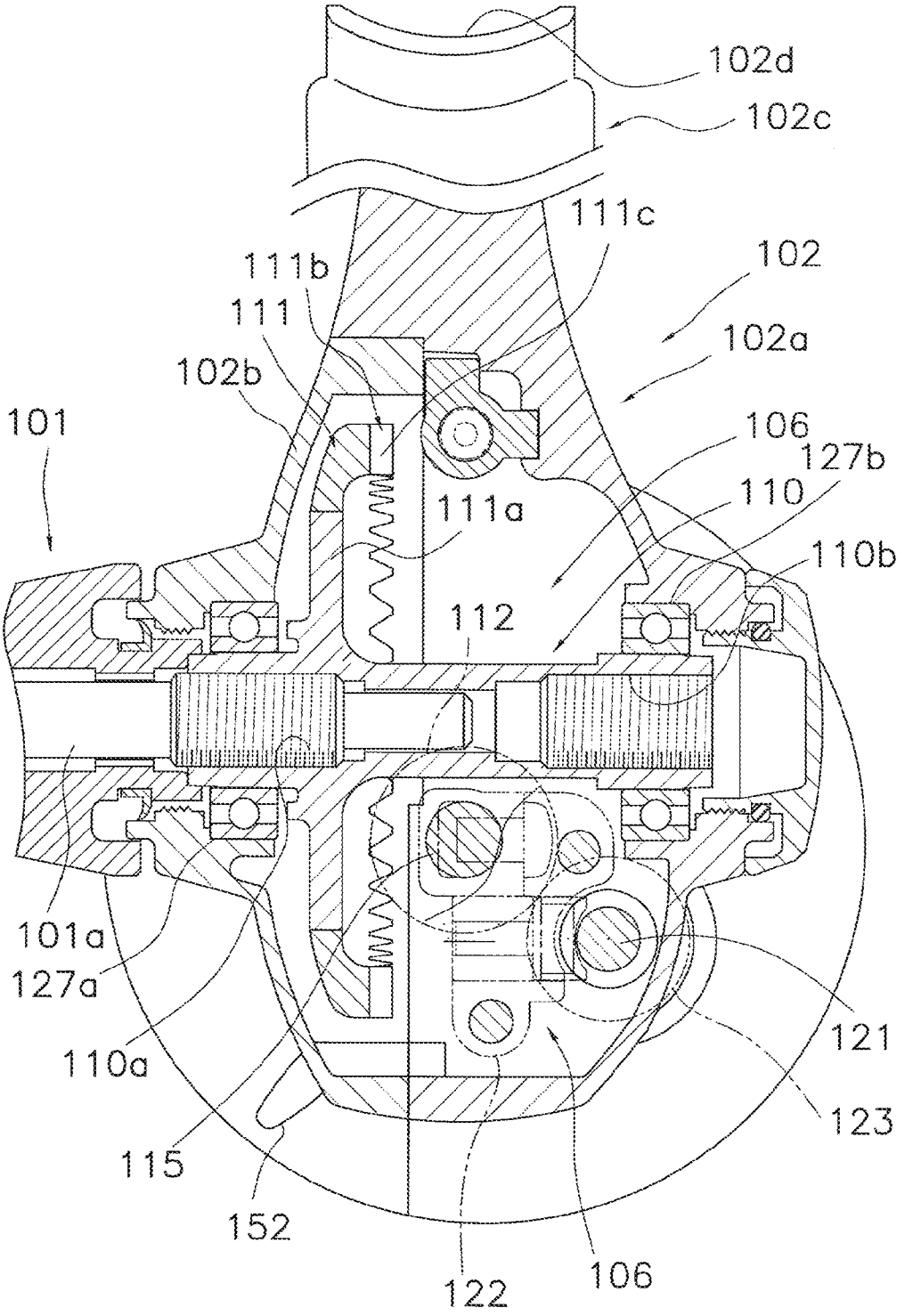
112a
101b
102a
104a
144
110
126
X
101a
161
C5
160
162
104
106
122
114b
112
104b
130d
115
152
121
104c
150
123
130
112b
VIII
132
151

FIG. 7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102a
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101a
127a
110a
121
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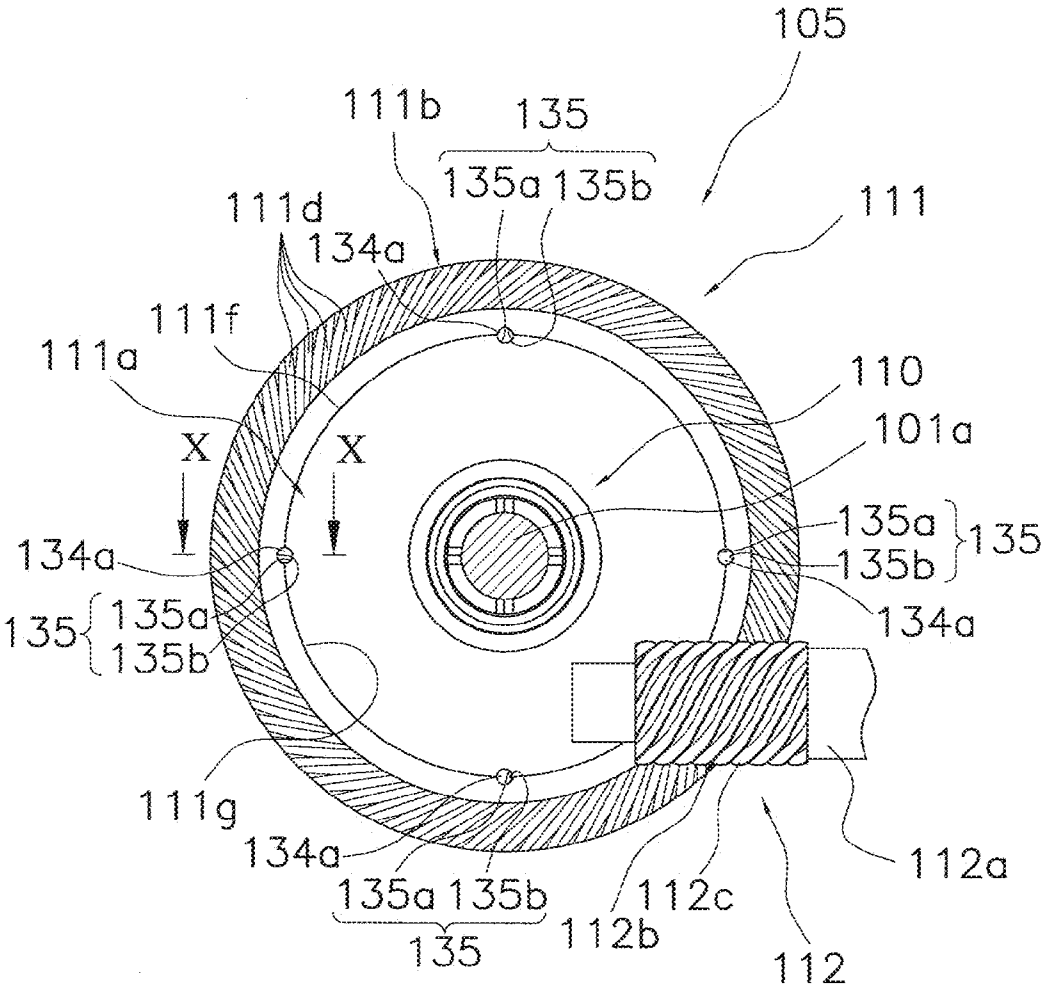
115
152
122
106

FIG. 8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111b
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110
101a
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135b
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134a
111g
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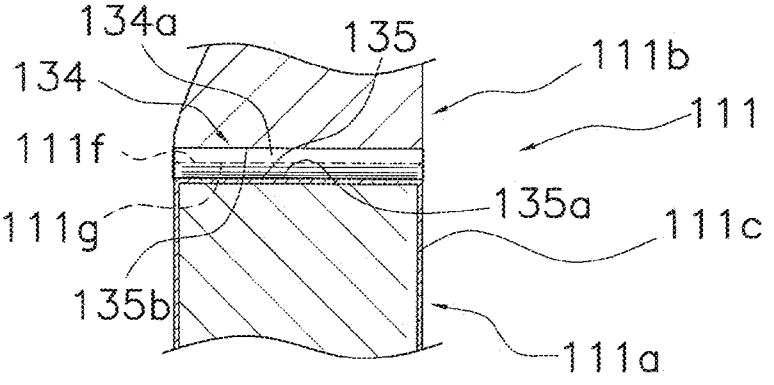
135a 135b
135
112b
112c
112a
112

FIG. 9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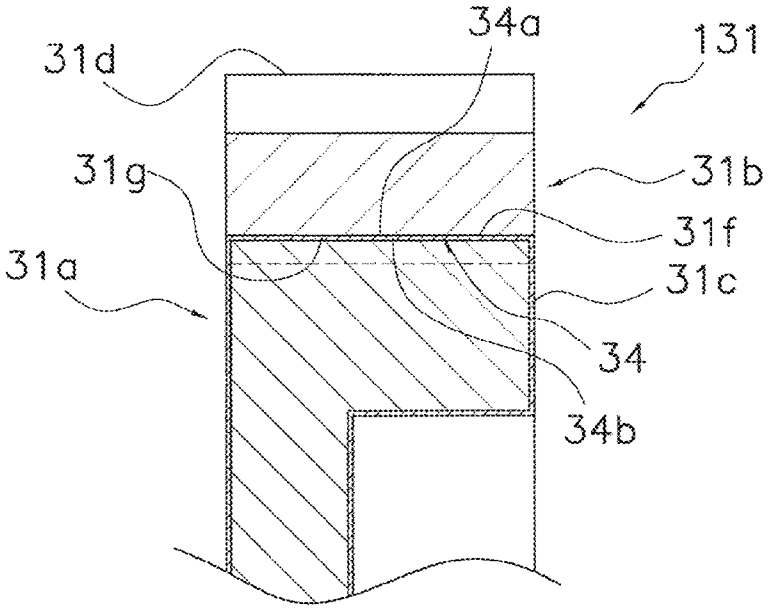
111a

FIG. 10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131
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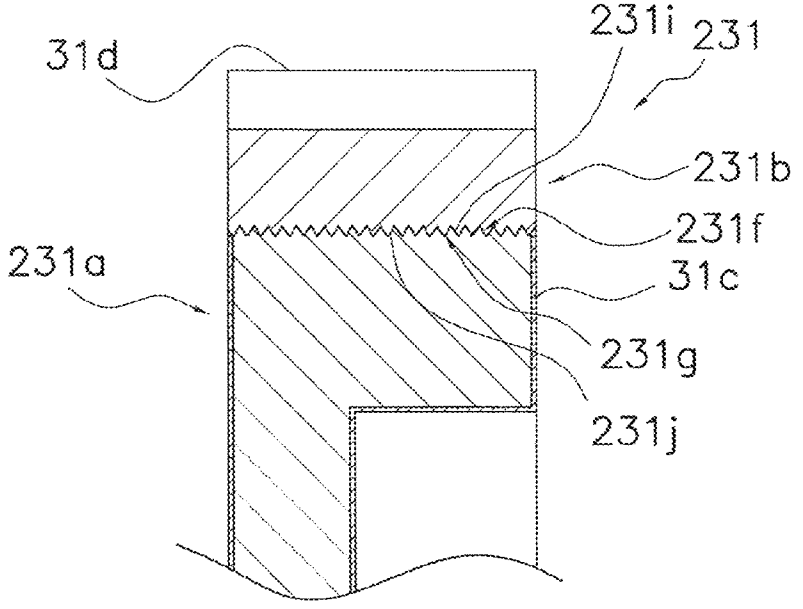
31c
34
34b

FIG. 11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231g
231j

FIG. 12

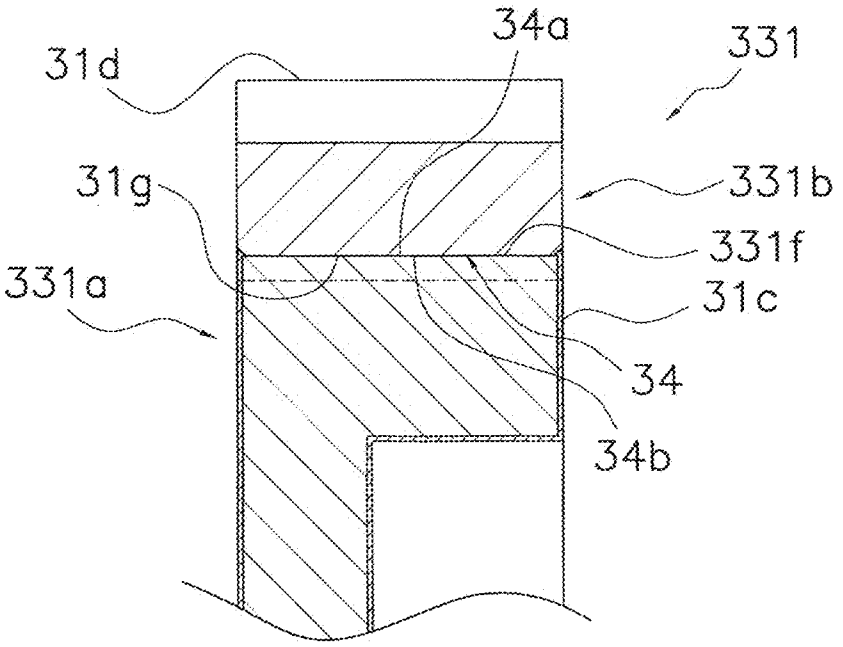

FIG. 13

REEL PART FOR FISHING REEL

CROSS-REFERENCE TO RELATED APPLICATIONS

This application claims priority to Japanese Patent Application No. 2013-073705, filed on Mar. 29, 2013. The entire disclosure of Japanese Patent Application No. 2013-073705 is hereby incorporated herein by reference.

BACKGROUND

1. Field of the Invention

The present invention generally relates to a reel part. More specifically, the present invention relates to a reel part for a fishing reel.

2. Background Information

Reel parts that require strength and need to be lightweight are used for fishing reels. For example, a drive gear that transmits the rotation of the handle to the spool must have strong gear teeth in order to pull in fish with a strong pull. However, if a member with an overall high degree of strength is used, making the drive gear lightweight is difficult. Thus, in order to maintain the strength of the drive gear and to make the drive gear lightweight, in a drive gear as a reel part for a spinning reel, one that comprises an aluminum alloy disc part and a zinc alloy teeth part on the outer periphery of the disc part is conventionally known (refer to, for example, Japanese Laid-Open Patent Publication No. 1998-150889). In a conventional reel part, the teeth part is integrally molded on the outer periphery of the disc by outsert molding.

SUMMARY

Generally, with light alloys of aluminum, etc., surface treatment layer such as anodic oxide layer, etc., is firmed in order to improve corrosion resistance. If a zinc alloy is integrally molded to a disc part on which such a surface treatment layer is formed, there is the possibility that the surface treatment layer will be damaged and that the performance of the surface treatment layer in the reel part will degrade.

Additionally, if the gear teeth are formed using outsert molding, there is the risk that the accuracy of the gear teeth will decrease. If the accuracy of the gear teeth decreases, the engagement of the drive gear and gears that engage with the drive gear becomes poor, complicating the smooth rotation of the rotating parts that rotate with the rotation of the drive gear, such as a spool or a rotor.

One object of the present invention is to achieve a lightweight reel part while maintaining the accuracy, strength, and surface treatment layer performance of the reel part.

The reel part for fishing reels according to the present invention comprises an inner member and an outer member. The inner member comprises a surface treatment layer. The outer member comprises a processed part. The outer member is fixed on the outer peripheral side of the inner member, and is processed after being fixed to the inner member to form the processed part.

In this reel part, after an outer member is fixed to an inner member that has a surface treatment layer, the processed part of the outer member is processed. With this, the surface treatment layer will no longer be affected; therefore, the performance of the surface treatment layer can be maintained, and the accuracy for the processed part can remain high. Additionally, by using a material with a small specific gravity for the inner member and by using that with high rigidity for the outer member, the strength can be maintained, and a lightweight can be achieved.

The processed part can comprise gear teeth. In this case, the strength of the gear teeth can be maintained.

The gear teeth can also be formed by machining. In this case, the gear teeth can be formed with a high degree of accuracy.

The gear teeth can also be formed by casting. In this case, the face gear teeth, which increases the cost when formed by machining, can be formed while suppressing an increase in cost.

The inner member can be made from a first metal having a corrosion-resistant layer as the surface treatment layer, and the outer member can have gear teeth and be made from a second metal that has a specific gravity that is larger and a rigidity that is higher than the first metal. In this case, lightweight gears can be achieved while the strength and corrosion resistance of the gear teeth are maintained.

The inner member can fit the outer member and can be fixed to the outer member by press fitting. In this case, the inner member and the outer member can be solidly fixed by press fitting.

The inner member can be fixed to the outer member by plastic deformation towards the outer member. In this case, for example, the inner member and the outer member can be solidly fixed by plastic deformation, such as press fixing, etc.

The inner member can be fixed to the outer member by bonding. In this case, the inner member and the outer member can be easily fixed. Additionally, by combining the fixing and bonding by press fitting or plastic deformation mentioned above, the inner member and the outer member can be more solidly fixed.

The inner member can comprise a male threaded part, and the outer member can comprise a female threaded part that screws onto the male threaded part. In this case, the inner member and the outer member can be easily fixed by a threaded engagement.

The inner member and the outer member can each comprise a detent part to engage with each other and to prevent the rotation. In this case, since the brakes will be applied to the rotation of the inner member and the outer member, even if the inner member and the outer member are fixed by press fitting, elastic deformation, bonding, etc., the inner member and outer member can be reliably rotated integrally.

The inner member can be mounted on a drive axle that rotates in conjunction with a handle of the fishing reel, and the gear teeth of the outer member can engage with a pinion gear that rotates around a spool axis of the fishing reel. In this case, a lightweight drive gear can be achieved while maintaining the accuracy, the strength, and the surface treatment layer performance of the drive gear of a dual-bearing reel, a spinning reel, or a single-bearing reel.

The fishing reel can be a dual-bearing reel that has a spool that rotates around an axis of a spool axle that is parallel with an axis of a drive axle. The inner member is rotatably mounted on the drive axle in conjunction with the drive axle of the dual-bearing reel. In this case, in the dual-bearing reel, a lightweight drive gear can be achieved while maintaining the accuracy, strength, and surface treatment layer performance of the drive gear.

The fishing reel can be a spinning reel having a spool that reciprocates forward and backward in an axial direction of a spool axle that is transverse to an axis of the drive axle, and the inner member can be integrally and rotatably mounted on the drive axle of the spinning reel. In this case, in the

spinning reel, a lightweight drive gear can be achieved while maintaining the accuracy, strength, and surface treatment layer performance of the drive gear.

According to the present invention, a lightweight reel part can be achieved while maintaining the accuracy, strength, and the surface treatment layer performance of the reel part.

Other objects, features, aspects and advantages of the disclosed reel part for a fishing reel will become apparent to those skilled in the art from the following detailed description, which, taken in conjunction with the annexed drawings, discloses preferred embodiments of the reel part for a fishing reel.

BRIEF DESCRIPTION OF THE DRAWINGS

Referring now to the attached drawings which form a part of this original disclosure:

FIG. **1** is a cross-sectional diagram of a dual-bearing reel employing a first embodiment of the present invention;

FIG. **2** is a plan view cross-sectional diagram of the dual-bearing reel;

FIG. **3** is an exploded perspective view of the rotation transmission mechanism of the dual-bearing reel as well as of the surroundings;

FIG. **4** is a frontal view of the drive gear of the dual-bearing reel;

FIG. **5** is a cross-sectional diagram of the section line V-V in FIG. **4**;

FIG. **6** is a diagram showing the manufacturing process of the drive gear;

FIG. **7** is a lateral cross-sectional diagram of a spinning reel employing the second embodiment of the present invention;

FIG. **8** is a cross-sectional diagram of the section line VIII-VIII in FIG. **7**;

FIG. **9** is a side view of the rotation transmission mechanism of the spinning reel;

FIG. **10** is a cross-sectional diagram of the section line X-X in FIG. **9**;

FIG. **11** is a diagram corresponding to FIG. **5** of another embodiment;

FIG. **12** is a diagram corresponding to FIG. **5** of another embodiment; and

FIG. **13** is a diagram corresponding to FIG. **5** of yet another embodiment.

DETAILED DESCRIPTION OF EMBODIMENTS

Selected embodiments will now be explained with reference to the drawings. It will be apparent to those skilled in the art from this disclosure that the following descriptions of the embodiments are provided for illustration only and not for the purpose of limiting the invention as defined by the appended claims and their equivalents.

In FIG. **1**, a dual-bearing reel employing the first embodiment of the present invention is, for example, a medium-sized round reel used for jigging. The round reel comprises a reel body **1**, a handle **2** for rotating a spool that is disposed on the side of the reel body **1**, and a star drag **3** that is disposed on the reel body **1** side of the handle **2**. A spool **15** is rotatably mounted on the reel body **1**. The reel body **1** can be mounted to the fishing rod R via a fishing rod mounting leg **4**

The reel body **1**, as shown in FIG. **2** comprises a frame **5**, a first side cover **13**, a second side cover **14**, and a mechanism mounting plate **16**. The frame **5** comprises a first side plate **10** and a second side plate **11** that are disposed with a predefined gap in between them, a rear part coupling member **12***a* that couples the first side plate **10** and the second side plate **11** in the rear part, a lower part coupling member **12***b* that couples them in the lower part, and a front part coupling member **12***c* that couples them in the front part. The first side cover **13** is integrally formed with the first side plate so as to cover the first side plate **10** laterally. The second side cover **14** is integrally formed with the second side plate so as to cover the second side plate **11** laterally. The mechanism mounting plate **16** is disposed on the second side plate **11**, and a space to house the various mechanisms mentioned below is formed between the mechanism mounting plate **16** and the second side cover **14**.

The frame **5** is obtained through die cast molding, and the second side cover **14** is obtained through press molding a thin metal plate. The first side plate **10**, the second side plate **11**, and the first side cover **13** each form a near circle when seen from the side, and the outer peripheral surface is machined using, for example, a lathe, etc. The second side cover **14** and the mechanism mounting plate **16**, as shown in FIGS. **1** to **3**, each have a shape in which a part of the near circle, as seen from the side, protrudes in the radial direction. The second side cover **14** bulges outwardly the axial direction with the mounting part of the drive axle **30** (mentioned below) as the center.

The rear part coupling member **12***a*, the lower part coupling member **12***b*, and the front part coupling member **12***c* are plate-like members that are integrally formed with the first side plate **10** and the second side plate **11** in a shape that follows the outer periphery of the first side plate **10** and the second side plate **11**. The rear part coupling member **12***a*, the lower part coupling member **12***b*, and the front part coupling member **12***c* couple the first side plate **10** and the second side plate **11** in three locations. In this way, by integrally forming the first side plate **10** and the second side plate **11** with the rear part coupling member **12***a*, the lower part coupling member **12***b*, and the front part coupling member **12***c*, deformation such as sagging will not easily occur even if a large load is applied to the reel body **1**, and a decrease in the reeling efficiency is suppressed. The outer peripheral part of these coupling members **12***a*, **12***b* and **12***c* are integrally machined with the first side plate **10**, second side plate **11**, and the first side cover **13**.

A fishing rod mounting leg **4** is fixed to the lower part coupling member **12***b*. The fishing rod mounting leg **4** is disposed in the longitudinal direction along the center position between the first side plate **10** and the second side plate **11** of the frame **5**. This center position is also the center position of the spool part of the spool **15**. A synthetic resin thumb rest **17** for retaining the reel along with the fishing rod R is mounted on the rear part coupling member **12***a*.

The thumb rest **17** is formed so as to come into contact with the upper part and the rear part of the rear part coupling member **12***a*, and the rear part protrudes in the radial direction outward from the first side plate **10** and the second side plate **11**, i.e., rearward. The upper surface rear part of the thumb rest **17** is tilted while curving convexly downward. Additionally, the protrusion amount rearward of the left end and the right end of the upper surface rear part of the thumb rest **17** gradually declines toward the left side.

By installing a thumb rest **17** with this kind of shape and by putting, for example, the left thumb on this thumb rest **17**, holding the fishing rod R with the other fingers and gripping the reel body **1** along with the fishing rod R, the fishing rod R can be reliably retained along with the reel body **1** during vertical jigging, etc.

The handle **2**, as shown in FIGS. **2** and **3**, comprises a crank arm **6** that is non-rotatably mounted on the tip of the drive axle **30** and a handle grip **7** that is rotatably mounted to one end of the crank arm **6** around the grip shaft axis that intersects perpendicularly with one end part of the crank arm **6**. In the handle **2**, the rotating plane of the proximal end part of the handle grip **7** is closer to the reel body **1** side than the rotating plane of the fixed part from the crank arm **6** to the drive axle **30**. With this, the distance between the handle grip **7** and the fishing rod R becomes closer than in conventional configurations; the torque around the axis of the fishing rod R when the handle grip **7** is rotated and when the fishing line is wound up decreases; and the decrease in the handle winding efficiency can be suppressed.

The spool **15**, as shown in FIG. **2**, is rotatably disposed between the first side plate **10** and the second side plate **11**. The spool **15** comprises a bobbin trunk **15***a* to which the fishing line is wound, and a pair of flanges **15***b* that are disposed on both sides of the bobbin trunk **15***a*. A spool axle **25** is fixed to the center of the bobbin trunk **15***a*. The spool axle **25** is rotatably supported independently by the reel body **13** via an axle bearing **26***a*, by the mechanism mounting plate **16** via an axle bearing **26***b*, and by the second side cover **14** via an axle bearing **27***b*. A casting control mechanism **36** is disposed on both ends of the spool axle **25**.

In the space between the mechanism mounting plate **16** and the second side cover **14** are disposed a rotation transmission mechanism **20** for transmitting the torque from the handle **2** to the spool **15**, a clutch mechanism **21** that is installed in the rotation transmission mechanism **20**, and a clutch operating mechanism **22** for conducting the on/off operation of the clutch mechanism **21**.

The rotation transmission mechanism **20** comprises a rotation control mechanism for regulating the torque when the torque is reversely transmitted from the spool **15** to the side with the handle **2**. Additionally, a centrifugal brake mechanism **24** for controlling the spool **15** that freely rotates in the line delivering direction is disposed in the center part of the second side plate **11**. Outside of the first side plate **10** and inside of the first side cover **13** are disposed a sounding mechanism that makes a sound during the rotation of the spool **15** and a lock mechanism that completely locks the spool **15** to facilitate the breakage of the line when snagging occurs, etc.

The rotation transmission mechanism **20**, as shown in FIGS. **2** and **3**, comprises a drive axle **30** on one end where the handle **2** is fixed, a drive gear **31** that is coupled to the other end of the drive axle **30** via the rotation control mechanism **23**, and a pinion gear **32** that engages with the drive gear **31**. The drive gear **31** is one example of a reel part according to the first embodiment of the present invention.

The drive axle **30** is disposed parallel to the spool axle **25**. One end of the drive axle **30** is rotatably supported by the mechanism mounting plate **16** via an axle bearing **35***a*, and the center part is rotatably supported by a first boss part **14***a* of the second side cover **14** via an axle bearing **35***b*. The rotation of the drive axle **30** in the line delivering direction is prohibited by one-way clutches **55** and **60** mentioned below.

The drive gear **31** is rotatably mounted to one end side of the drive axle **30** and is integrally rotatable with the drive axle **30** via the rotation control mechanism **23**. The drive gear **31**, as shown in FIGS. **3** to **5**, comprises a disc-shaped inner member **31***a* that has a surface treatment layer **31***c* (refer to FIG. **5**) and an annular ring-shaped outer member **31***b* that is fixed to the outer peripheral surface of the inner member **31***a* and that has multiple gear teeth **31***d* on the outer peripheral surface. The multiple gear teeth **31***d* are disposed with a gap in the circumferential direction.

The inner member **31***a* is, for example, a first metallic member with a relatively small specific gravity, such as aluminum alloys and magnesium alloys. The inner member **31***a* further comprises a through-hole **31***e* that is rotatably mounted to the drive axle **30** and a circular outer peripheral part **31***f* that is fixed by press fitting to the outer member **31***b*. In the case that the inner member **31***a* is made from an aluminum alloy or a magnesium alloy, the surface treatment layer **31***c* is a corrosion-resistant layer such as an anodic oxide layer, etc. The surface treatment layer **31***c* is formed on the entire surface of the outer surface, including the through-hole **31***e* of the inner member **31***a*, the outer peripheral part **31***f*, an engaging recess **34***a* of the detent part **34** mentioned below, a surface that intersects perpendicularly with the axis of the drive axle **30**, etc.

The inner member **31***a* is formed so that the outer peripheral side to which the outer member **31***b* is fixed is formed to be thicker than the inner peripheral side. On the stepped surface of the thin-walled part and the thick-walled part of the inner member **31***a*, of the plurality of drag washers **57***a* of a drag mechanism **57** mentioned below, is formed a pair of engaging recesses **31***h* that are rotatably mounted on the drive axle **30** and that engage with the our parts **57***b* of the drag washer **57***a* that has a pair of ear parts **57***b* on the outer peripheral part. With this, the drive gear **31** and the drag washer **57***a* will integrally rotate in the line delivering direction with respect to the drive axle **30**.

The outer member **31***b* is a second metallic member with a larger specific gravity and a higher rigidity than the inner member **31***a*, for example a zinc alloy or a stainless steel alloy. The outer member **31***b* comprises a circular inner peripheral part **31***g* that fits the outer peripheral part **31***f* of the inner member **31***a*. The gear teeth **31***d* that are formed on the outer peripheral surface are one example of a processed part, and they are formed through machining (gear cutting) after the outer member **31***b* is fixed to the inner member **31***a*. Regarding the gear teeth **31***d*, the number of teeth is in the range of 100 to 120 and is a helical gear with a helical angle of less than 20 degrees; the pitch circle diameter is around 42 mm, and the module is 0.35.

Additionally, the drive gear **31** further comprises a detent part **34** that is installed between the inner member **31***a* and the outer member **31***b*, that engages with the inner member **31***a* and the outer member **31***b* and that prevents the rotation of the inner member **31***a* and the outer member **31***b*. In the first embodiment, the detent part **34** comprises a plurality of engaging recesses **34***a* (for example, 3) that are formed as a semi-circle on the outer peripheral part **31***f* of the inner member **31***a* and a plurality of engaging protrusions **34***b* (for example, 3) that are formed in a semi-circle on the inner peripheral part **31***g* of the outer member **31***b* so as to engage with the engaging recesses **34***a*. Here, since an engaging protrusion **34***b* was thinly formed on the outer member **31***b* in the radial direction, a decrease in the strength of the outer member **31***b* can be suppressed. The plurality of engaging recesses **34***a* and the plurality of engaging protrusions **34***b* are disposed at equal intervals in the peripheral direction. With this, even if the drive gear **31** rotates, the balance of the rotation will not easily become unbalanced, so a smooth rotation of the drive gear **31** will not be inhibited. Meanwhile, the disposition of the engaging recesses and the engaging protrusions can be reversed, the engaging recesses can be installed on the outer member, and the engaging protrusions can be installed on the inner member. With the engagement of the recesses and protrusions of these engag-

ing recesses **34***a* and the engaging protrusions **34***b*, the detents can be applied to stop the rotation of the outer member **31***b* with respect to the inner member **31***a*.

As shown in FIG. **6**, the drive gear **31** is manufactured from a ring member **53** in which configurations besides the gear teeth **31***d* are formed and becomes the outer member **31***b* and the inner member **31***a* that have all of the configurations, including the surface treatment layer **31***c*. By press fitting the inner member **31***a* to the inner peripheral part of the ring member **53** while matching the phase of the engaging recesses **34***a* and the engaging protrusions **34***b* and by forming the gear teeth **31***d* on the ring member **53** after press fitting, the outer member **31***b* and the drive gear **31** are completed.

The pinion gear **32** configures the rotation transmission mechanism **20** and, at the same time, functions as the clutch mechanism **21**. The pinion gear **32** comprises a cross-shaped engaging groove **32***a* that is formed on one end, a constricted part **32***b* that is formed at the midpoint, multiple gear teeth **32***c* that are formed adjacent to the constricted part **32***b*, and an axle bearing support part **32***d* that is formed on the other end. The gear teeth **32***c* of the pinion gear **32** engage with the gear teeth **31***d* of the drive gear **31**. The number of teeth of the gear teeth **32***c* of the pinion gear **32** is, for example, "18." In FIG. **3**, the number of teeth is not accurately depicted.

Since the number of teeth of the pinion gear **32** is large, the height of the teeth of the gear teeth **32***c* is low. For this reason, a high engaging accuracy is required of the pinion gear **32**. In order to realize the above, both ends of the pinion gear **32** are supported by the reel body **1**. Specifically, one end of the pinion gear **32** on which the engaging groove **32***a* is formed and the other end on which the axle bearing support part **32***d* is formed are each separately supported rotatably by the mechanism mounting plate **16** via the axle bearing **27***a* and by the second boss part **14***b* of the second side cover **14** via the axle bearing **27***b*. Additionally, the pinion gear **32** can move between the clutch on position diagramed in the lower side of the spool shaft axis C in FIG. **2** and the clutch off position diagramed on the upper side of the spool shaft axis C in the spool axial direction.

With this kind of configuration, the torque from the handle **2** is directly transmitted to the spool **115** in a state in which the clutch mechanism **21** is turned ON.

The clutch mechanism **21** comprises a tube-shaped pinion gear **32** that is slidably mounted on the outer peripheral part of the spool axle **25**, an engaging groove **32***a* that is disposed on one part of the pinion gear **32**, and a clutch pin **33** that is disposed on the spool axle **25**. If the pinion gear **32** is slid along the spool axle **25** and the engaging groove **32***a* is engaged with the clutch pin **33**, the torque is transmitted between the spool axle **25** and the pinion gear **32**. This state is the coupled state (the clutch on state). If the engagement of the engaging groove **32** and the clutch pin **33** is disengaged, the torque is not transmitted between the spool axle **25** and the pinion gear **32**. This state is the cut-off state (the clutch off state). In the clutch off state, the spool **15** rotates freely. The pinion gear **32** is biased in the direction in which the engaging groove **32***a* and the clutch pin **33** engage, that is, in the clutch on state, by the clutch operating mechanism **22**.

The rotation control mechanism **23** comprises a roller-type, one-way clutch **55** that rotates the drive axle **30** only in the line winding direction (and prohibits the rotation in the line delivering direction), a drag mechanism **57**, and a pawl-type, one-way clutch **60**. The drag mechanism **57** is a mechanism that applies a predefined braking force to the rotation in the line delivering direction of the spool **15**. The drag mechanism **57** can adjust the drag force with the star drag **3**. The drag mechanism **57**, as shown in FIG. **3**, comprises a plurality of drag washers **57***a* that are mounted on the drive axle **30**. A part of the drag washers **57***a* is integrally and rotatably mounted on the drive axle **30**, and the rest are rotatably mounted on the drive axle **30**.

The pawl-type, one-way clutch **60** rotates the drive axle **30** only in the line winding direction. The pawl-type, one-way clutch **60**, as shown in FIGS. **2** and **3**, comprises a ratchet wheel **61** that is integrally and rotatably mounted on the drive axle **30** and a ratchet pawl **62** that can engage with the ratchet wheel **61**. The ratchet pawl **62** (refer to FIG. **3**) is biased to the ratchet wheel **61** side.

The clutch operating mechanism **22** comprises a clutch operating lever **40** to switch the clutch mechanism **21** into the clutch on and clutch off states. The clutch operating lever **40** is slidably mounted on the outer side surface of the second side cover **14**. The clutch operating mechanism **22** moves the pinion gear **32** into the clutch on position and the clutch off position in conjunction with the operation of the clutch operating lever **40**.

With a dual-bearing reel that is configured in this way, in a drive gear **31**, the outer member **31***b* is fixed to the inner member **31***a* comprising a surface treatment layer **31***c*, after which the gear teeth **31***d* of the outer member **31***b* are machined. With this, the surface treatment layer **31***c* will no longer be easily affected; therefore, the performance of the surface treatment layer **31***c* can be maintained, and the accuracy of the gear teeth **31***d* can remain high. Additionally, by using a material with a small specific gravity for the inner member **31***a* and using that with high rigidity for the outer member **31***b*, the strength can be maintained, and a light-weight drive gear **31** can be achieved.

In the first embodiment, the drive gear according to the first embodiment of the present invention was explained using a dual-bearing reel as an example; however, in the second embodiment, a drive gear of a spinning reel will be explained.

A spinning reel that employs the second embodiment of the present invention is a medium-sized spinning reel. As shown in FIG. **7**, the spinning reel comprises a handle **101**, a reel body **102** that rotatably supports the handle **101**, a rotor **103**, and a spool **104**. The rotor **103** is rotatably supported by the front part of the reel body **102**. The spool **104** is for winding the fishing line to the outer peripheral surface and is disposed to be movable to the front and back between first rotor arm **131** and the second rotor arm **132** of the rotor **103**. The handle **101** can be mounted to either the left side or the right side of the reel body **102**.

The handle **101**, as shown in FIG. **7** and FIG. **8**, comprises a handle axle **101***a*, a handle arm **101***b* that extends from the handle axle **101***a* in the radial direction, and a handle grip **101***c* that is rotatably installed at the tip of the handle arm **101***b*.

The reel body **102** comprises a reel body **102***a* that has a housing space inside whose side part opens and a cover member **102***b* (FIG. **8**) that is detachably mounted to the reel body **102***a* to plug the housing space of the reel body **102***a*. Additionally, the reel body **102** comprises a main body guard **126** that covers the reel body **102***a* and the rear part of the cover member **102***b*.

The reel body **102***a* is, for example, made of a light alloy, such as a magnesium alloy and an aluminum alloy; a T-shaped fishing rod mounting leg **102***c* that extends forward and backward is integrally formed on the upper part. A mounting seat **102***d* to which the fishing rod R is mounted forwardly descending in the longitudinal direction is dis-

posed on the upper part of the fishing rod mounting leg **102***c*. The transverse section of the mounting seat **102***d* is depressed curving in a circular arc shape.

A rotation transmission mechanism **105** and an oscillating mechanism **106** are installed in the housing space of the reel body **102***a*, as shown in FIG. **7**.

The rotation transmission mechanism **105** transmits the rotation of the handle **101** to the rotor **103** as well as the spool **104**. The rotation transmission mechanism **105** rotates the rotor **103** in conjunction with the rotation of the handle **101** and moves the spool **104** forward and backward. The rotation transmission mechanism **105**, as shown in FIGS. **8** and **9**, comprises a drive axle **110** with which the handle axle **101***a* of the handle **101** is integrally and rotatably coupled, a drive gear **111** consisting of a face gear that rotates along with the drive axle **110**, and a pinion gear **112** that engages with this drive gear **111**. The drive gear **111** is one example of a reel part according to the second embodiment.

As shown in FIG. **9**, the drive gear **111** is formed integrally with or separately from (integrally in this embodiment) the drive axle **110**. The drive axle **110** is integrally and rotatably coupled with the handle axle **101***a* by a threaded coupling or a noncircular engagement (a threaded coupling in this embodiment). The drive axle **110** is rotatably mounted to the reel body **102** by an axle bearing **127***a* that is mounted on a cover member **102***b* and an axle bearing **127***b* that is mounted on the reel body **102***a*. A left female threaded part **110***a* and a right female threaded part **110***b* that screw onto the handle axle **101***a* are formed on the inner peripheral surface of both ends of the drive axle. Here, the left female threaded part **110***a* on the near side of the drive gear **111** is a left screw, and the right female threaded part **110***b* that is on the far side of the drive gear **111** is a right screw. Therefore, there are two kinds of handle axes **101***a* that are prepared, one for the right screw and another for the left screw.

The drive gear **111**, as shown in FIGS. **8**, **9** and **10**, comprises an inner member **111***a* that is integrally formed with the drive axle **110** and that has a surface treatment layer **111***c* (refer to FIG. **10**); and an annular ring-shaped outer member **111***b* that is fixed on the outer peripheral side of the inner member **111***a* and that has multiple face gear teeth **111***d* on one side surface of the outer peripheral side. The multiple face gear teeth **111***d* are disposed with a gap in the circumferential direction.

The inner member **111***a*, along with the drive axle **110**, is a first metallic member with a relatively small specific gravity, such as an aluminum alloy and a magnesium alloy. The inner member **111***a* is formed by casting the first metal, after which a surface treatment layer **111***c* is formed. The inner member **111***a* comprises a circular outer peripheral part **111***f* that is fixed to the outer member **111***b* by press fitting. In the case that the inner member **111***a* is made from an aluminum alloy or a magnesium alloy, the surface treatment layer **111***c* is a corrosion-resistant layer such as an anodic oxide layer, etc. The surface treatment layer **111***c* is formed on the entire surface of the outer surface, including an outer peripheral part **111***f* of the inner member **111***a*, a semi-circular first engaging recess **135***a* with which a detent part **134** mentioned below engages, and a surface that intersects perpendicularly with the axis of the drive axle **110**, etc.

The outer member **111***b* is a second metallic member with a larger specific gravity and a higher rigidity than the inner member **111***a*, for example a zinc alloy or a stainless steel alloy. The outer member **111***b* further comprises a circular inner peripheral part **111***g* that fits the outer peripheral part **111***f* of the inner member **111***a*. The face gear teeth **111***d* formed on the outer peripheral surface are one example of a processed part, and they are formed through casting after the outer member **111***b* is fixed to the inner member **111***a*. The number of teeth of the face gear teeth **111***d* is, for example, between 50 and 70; the outer diameter is, for example, around 26 mm; and the inner diameter is, for example, around 21 mm.

Additionally, the drive gear **111** further comprises a detent part **134** that is installed between the inner member **111***a* and the outer member **111***b* and that engages with the inner member **111***a* and the outer member **111***b* and prevents the rotation of the inner member **111***a* and the outer member **111***b*. In the second embodiment, the detent part **134** comprises a plurality of rotation brake pins **134***a* (for example, 4) that engage with the inner member **111***a* and the outer member **111***b*. Therefore, in the second embodiment, the detent part **134** is installed separately from the inner member **111***a* and the outer member **111***b*. The rotation brake pins **134***a* fit through-hole **135** that is formed from a plurality of first engaging recesses **135***a* (for example, 4) that are formed as a semi-circle on the outer peripheral part **111***f* of the inner member **111***a* and a plurality of second engaging recesses **135***b* (for example, 4) that are formed in a semi-circle on the inner member **111***g* of the outer member **111***b*. The rotation brake pin **134***a* is stopped in the through-hole **135** by caulk fixing that presses both ends and plastically deforms them. The plurality of through-holes **135** is disposed in the circumferential direction at equal intervals. With this, even if the drive gear **111** rotates, the balance of the rotation will not easily become unbalanced; therefore, a smooth rotation of the drive gear **111** will not be inhibited.

The pinion gear **112**, as shown in FIG. **9**, comprises a tube-shaped gear main body **112***a* and a gear part **112***b* that comprises a helical gear **112***c* and that is formed on the rear part outer peripheral surface of the gear main body **112***a*. The gear main body **112***a* is rotatably mounted on the reel body **102***a* around an axis that crisscrosses the handle axle **101***a* (around the spool axle **115**). The gear main body **112***a*, as shown in FIG. **7**, is rotatably supported by a reel body **102***a* by a front axle bearing **114***a* and a rear axle bearing **114***b* in the vicinity of the gear part **112***b*. The spool axle **115** can penetrate the center of the gear main body **112***a*. A nut **113** for fixing the rotor **103** screws onto the front end outer peripheral surface for the gear main body **112***a*. The rotor **103** is integrally and rotatably coupled to the front part outer peripheral surface of the gear main body **112***a*.

The oscillating mechanism **106**, as shown in FIGS. **7** and **8**, is a mechanism for moving a spool axle **115** that is coupled to the center part of the spool **104** via a drag mechanism **160** forward and backward to move the spool **104** in the same direction. The oscillating mechanism **106** comprises a traverse camshaft **121** that is disposed in parallel under the spool axle **115**, a slider **122** that is guided to the reel body **102***a* in the longitudinal direction along the traverse camshaft **121**, and an intermediate gear **123** that is fixed to the tip of the traverse camshaft **121**. The slider **122** is fixed non-rotatably to the rear end of the spool axle **115**. An intermediate gear **123** engages with the pinion gear **112**.

The rotor **103**, as shown in FIG. **7**, is a light alloy such as a magnesium alloy and an aluminum alloy, is non-rotatably coupled to the pinion gear **112**, and is rotatable with respect to the reel body **102**. The rotor **103** comprises a tube section **130** that is integrally and rotatably coupled with the pinion gear **112**, and a first rotor arm **131** and a second rotor arm **132** that are connected to a position facing the rear part of

the tube section **130** and that extend forward with a space between them and the tube section **130**.

The tube section **130** comprises a disc-shaped wall part **130***d* on the front part inner peripheral side, and an annular boss section **130***e* that is integrally and rotatably coupled with the pinion gear **112** is formed in the center part of the wall part **130***d*. The front part of the pinion gear **112** penetrates the inner peripheral part of this boss section **130***e*, and the boss section **130***e* is integrally and rotatably locked to the front part of the pinion gear **112**. By screwing in the nut **113** into the pinion gear **112** in this state, the rotor **103** is fixed to the pinion gear **112**. A bail arm **144** that guides the fishing line to the spool **104** in the line releasing direction and the line winding direction is slidably mounted on the outer peripheral side of the tip of the first rotor arm **131**.

A reverse rotation prevention mechanism **150** is disposed inside of the tube section **130** of the rotor **103** for prohibiting releasing the reverse rotation of the rotor **103**. The reverse rotation prevention mechanism **150** has a roller-type, one-way clutch **151** whose inner ring idles and a switching lever **152** that switches the one-way clutch **151** between the operating state (the reverse rotation prohibited state) and the non-operating state (the reverse rotation permitted state). The switching lever **152** is slidably mounted on the reel body **102***a*. A cam, which is not diagramed, is installed on the tip of the switching lever **152**; if the switching lever **152** is oscillated, the one-way clutch **151** switches between the operating state and the non-operating state due to the cam.

The spool **104**, as shown in FIG. **7**, is disposed between the first rotor arm **131** and the second rotor arm **132** of the rotor **103** and is mounted to the tip of the spool axle **115** via a drag mechanism **160**. The spool **104** comprises a bobbin trunk **104***a*, the outer periphery to which is wound the fishing line, a tube-shaped skirt section **104***c* that is integrally formed with the bobbin trunk **104***a* at the rear of the bobbin trunk **104***a*, and a large-diameter flange part **104***b* that is installed on the front end of the bobbin trunk **104***a*.

The drag mechanism **160** brakes the rotation of the spool **104** and comprises a drag adjustment knob **161** that is screwed onto the tip of the spool **115** and a braking section **162** that is pressed by the drag adjustment knob **161** and that brakes the spool **104**.

With a spinning reel that is configured in this way, in a drive gear **111**, the face gear teeth **111***d* of the outer member **111***b* are cast after fixing the outer member **111***b* to the inner member **111***a*, which has a surface treatment layer **111***c*. With this, the surface treatment layer **111***c* will no longer be easily affected; therefore, the performance of the surface treatment layer **111***c* can be maintained, and the accuracy of the gear teeth **111***d* can remain high. Additionally, by using a material with a small specific gravity for the inner member **111***a* and by using that with high rigidity for the outer member **111***b*, the strength can be maintained, and a light-weight drive gear **111** can be achieved.

The embodiments of the present invention were described above, but the present invention is not limited to the above-described embodiments; various modifications can be made without departing from the scope of the invention. Specifically, the various embodiments and modified examples described in the present Specification can be freely combined according to necessity.

In the following explanation, members with configurations that differ from the first embodiment are expressed by adding a number in the hundreds digit to the reference symbols in the first embodiment. Thus, regarding members with the same configuration, the same reference symbols are used as the members in the first embodiment.

(a) In the aforementioned embodiments, the inner member **31***a* (or **111***a*) is fixed by press fitting, but the present invention is not limited to this configuration. In the drive gear **231** shown in FIG. **11**, the inner member **31***a* is adhered to the outer member **31***b* by an appropriate adhesive agent. Meanwhile, the detent part **34** has the same configuration as in the first embodiment. In this case, an adhesive reservoir with a recess that can store the adhesive agent can be installed in either the outer peripheral part **31***f* of the inner member **31***a* or in the inner peripheral part **31***g* of the outer member **31***b*.

(b) With the drive gear **331** shown in FIG. **12**, the inner member **231** comprises a male threaded part **231***i* in the outer peripheral part **231***f*, and the outer member **231***b* comprises a female threaded part **231***j* that screws into the male threaded part **231***i* in the inner peripheral part **231***g*. Here, the inner member **231***a* and the outer member **231***b* are fixed by a threaded engagement. In this case, due to the rotation braking, caulk fixing both end parts of the outer peripheral part **231***f* of the inner member **231***a* to the outer member **231***b* by plastic deformation is preferable.

(c) With the drive gear **331** shown in FIG. **13**, the outer member **331***b* is fixed by the plastic deformation of the inner member **331***a* with respect to the outer member **331***b*. Specifically, by plastically deforming both end parts of the outer peripheral part **331** of the inner member **331***a* toward the outer member **331***b*, the outer member **331***b* is fixed to the inner member **331***a*.

(d) In the aforementioned embodiments, the shape of the detent part was configured to be circular, but the present invention is not limited to this configuration. The configuration of the detent part can be any shape, so long as the shape can prevent the rotation of the inner member and the outer member.

(e) in the aforementioned embodiment, for the outer member **31***b* (or **111***b*) having gear teeth **31***d* for face gear teeth **111***d*) as the processed part, zinc alloys and stainless steel alloys were used as examples, but the present invention is not limited to this configuration. The outer member can be anything as long as the metal has a larger specific gravity and a higher rigidity than that of the inner member.

The embodiments described above can be expressed as the following.

(A) The drive gear **31** (or **111**) as the reel part comprises an inner member **31***a* (or **111***a*) and an outer member **31***b* (or **111***b*). The inner member (or **111***a*) comprises a surface treatment layer **31***c* (or **111***c*). The outer member **31***b* (or **111***b*) comprises gear teeth **31***d* (or face gear teeth **111***d*) that are fixed on the outer peripheral side of the inner member **31***a* (or **111***a*) and are processed after they are fixed to the inner member **31***a* (or **111***a*).

In this drive gear **31** (or **111**), the gear teeth **31***d* (or face gear teeth **111***d*) of the outer member **31***b* (or **111***b*) are processed after fixing the outer member **31***b* (or **111***b*) to the inner member **31***a* (or **111***a*) that has a surface treatment layer **31***c* (or **111***c*). With this, the surface treatment layer **31***c* (or **111***c*) will no longer be affected; therefore, the performance of the surface treatment layer **31***c* (or **111***c*) can be maintained, and the accuracy of the gear teeth **31***d* (or face gear teeth **111***d*) can remain high. Additionally, by using a material with a small specific gravity for the inner member **31***a* (or **111***a*) and by using that with high rigidity for the outer member, the strength can be maintained, and a light weight can be achieved.

(B) The processed part can comprise gear teeth **31***d* (or face gear teeth **111***d*). In this case, the strength of the gear teeth **31***d* (or face gear teeth **111***d*) can be maintained.

(C) The gear teeth **31***d* can also be formed by machining. In this case, the gear teeth **31***d* can be formed with a high degree of accuracy.

(D) The gear teeth **111***d* can also be formed by casting. In this case, the face gear teeth **111***d*, which increase the cost when formed by machining, can be formed while suppressing an increase in cost.

(E) The inner member **31***a* (or **111***a*) can be made from a first metal having a corrosion-resistant layer as the surface treatment layer **31***c* (or **111***c*), and the outer member **31***b* (or **111***b*) can have gear teeth **31***d* (or face gear teeth **111***d*) and can be made from a second metal that has a specific gravity that is larger and a rigidity that is higher than the first metal. In this case, lightweight gears can be achieved while the strength and corrosion resistance of the gear teeth **31***d* (or face gear teeth **111***d*) are maintained.

(F) The inner member **31***a* (or **111***a*) can fit the outer member **31***b* (or **111***b*) and can be fixed to the outer member **31***b* (or **111***b*) by press fitting. In this case, the inner member **31***a* (or **111***a*) and the outer member **31***b* (or **111***b*) can be solidly fixed by press fitting.

(G) The inner member **31***a* (or **111***a*) can be fixed to the outer member **31***b* (or **111***b*) by plastic deformation towards the outer member **31***b* (or **111***b*). In this case, for example, the inner member **31***a* (or **111***a*) and the outer member **31***b* (or **111***b*) can be solidly fixed by plastic deformation, such as caulk fixing, etc.

(H) The inner member **31***a* (or **111***a*) can be fixed to the outer member **31***b* (or **111***b*) by bonding. In this case, the inner member **31***a* (or **111***a*) and the outer member **31***b* (or **111***b*) can be easily fixed. Additionally, by combining the fixing and bonding by press fitting or plastic deformation mentioned above, the inner member **31***a* (or **111***a*) and the outer member **31***b* (or **111***b*) can be more solidly fixed.

(I) The inner member **231***a* can comprise a male threaded part **231***i* and the outer member **231***b* can comprise a female threaded part **231***j* that screws into the male threaded part **231***i*. In this case, the inner member **231***a* and the outer member **231***b* can be easily fixed by a threaded engagement.

(J) The inner member **31***a* (or **111***a*) and the outer member can each comprise a detent part **34** (or **134**) to engage with each other and to prevent the rotation. In this case, since the brakes will be applied to stop the rotation of the inner member **31***a* (or **111***a*) and the outer member **31***b* (or **111***b*), even if the inner member **31***a* (or **111***a*) and the outer member **31***b* (or **111***b*) are fixed by press fitting, elastic deformation, bonding, etc., the inner member **31***a* (or **111***a*) and outer member **31***b* (or **111***b*) can be reliably rotated integrally.

(K) The inner member **31***a* (or **111***a*) can be mounted on a drive axle **30** (or **110**) that rotates in conjunction with a handle **2** (or **101**) of the fishing reel, and the gear teeth **31***d* (or the face gear teeth **111***d*) of the outer member **31***b* (or **111***b*) can engage with a pinion gear **32** (or **112**) that rotates around a spool axle **25** (or **115**) of the fishing reel. In this case, a lightweight drive gear **31** (or **111**) can be achieved while maintaining the accuracy, the strength, and the surface treatment layer performance of the drive gear **31** (or **111**) of a dual-bearing reel, a spinning reel or a single-bearing reel.

(L) The fishing reel can be a dual-bearing reel that has a spool **15** that rotates around a shaft axis that is parallel to the shaft axis of the handle **2**. The inner member **31***a* is rotatably mounted on a drive axle **30** in conjunction with a drive axle **30** of a dual-bearing reel. In this case, in a dual-bearing reel, a lightweight drive gear **31** can be achieved while maintaining the accuracy, strength, and surface treatment layer performance of the drive gear **31**.

(M) The fishing reel can be a spinning reel having a spool **104** that moves forward and backward in the axial direction that crisscrosses with the shaft axis of the handle **101**, and the inner member **111***a* can be integrally and rotatably mounted on the drive axle **110** of the spinning reel. In this case, in a spinning reel, a lightweight drive gear **111** can be achieved while maintaining the accuracy, strength, and surface treatment layer performance of the drive gear **111**.

What is claimed is:

1. A reel part for a fishing reel comprising:
an inner member having a surface treatment layer, and
an outer member fixed to an outer peripheral side of the inner member, the outer member including a processed part that is processed after being fixed to the inner member.

2. The reel part according to claim **1**, wherein
the processed part comprises a plurality of gear teeth.

3. The reel part as recited in claim **2**, wherein
the gear teeth are machined gear teeth.

4. The reel part as recited in claim **2**, wherein
the gear teeth are casted gear teeth.

5. The reel part as recited in claim **2**, wherein
the inner member is a first metal having a corrosion-resistant layer as the surface treatment layer, and
the outer member is a second metal with a larger specific gravity and a higher rigidity than the first metal, the gear teeth are made of the second metal.

6. The reel part as recited in claim **2**, wherein
the inner member is press fitted to the outer member.

7. The reel part as recited in claim **2**, wherein
the inner member is plastically deformed to the outer member to fix the inner member to the outer member.

8. The reel part as recited in claim **2**, wherein
the inner member is bonded to the outer member.

9. The reel part as recited in claim **2**, wherein
the inner member includes a male threaded part, and
the outer member includes a female threaded part screwed into the female threaded part.

10. The reel part as recited in claim **2**, further comprising
a detent part that is installed between the inner member and the outer member and that engages with the inner member and the outer member and prevents a rotation of the inner member and the outer member.

11. The reel part as recited in claim **2**, wherein
the inner member is configured to be mounted to a drive axle that rotates in conjunction with a handle of the fishing reel, and
the gear teeth of the outer member are configured to engage with a pinion gear that rotates around a spool axis of the fishing reel.

12. A dual-bearing reel including the reel part as recited in claim **2**, and further comprising
a handle;
a drive axle operatively coupled to the handle; and
a spool that rotates around a spool axis that is parallel to an axis of the drive axle,
the inner member being mounted to the drive axle that rotates in conjunction with the drive axle,
the gear teeth of the outer member being engaged with a pinion gear that rotates around the spool axis.

13. A spinning reel including the reel part as recited in claim **2**, and further comprising
a handle;
a drive axle operatively coupled to the handle; and

a spool that rotates around a spool axis and moves forward and backward in an axial direction of the spool axis, the spool axis being transverse to an axis of the drive axle, and

the inner member being integrally and rotatably mounted on the drive axle,

the gear teeth of the outer member being engaged with a pinion gear that rotates around the spool axis.

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