Instructions S 45:

The new S 45 spinning wheel is a very compact wheel. The point where the spun yarn goes into the flyer is only 20” (50cm) from the floor! But because of the slanted standing position of the spinning wheel, the spinner can achieve a comfortable working height by adjusting the distance to the wheel.

Keeping the yarn in line with the flyer will prevent vibration in the spun yarn.

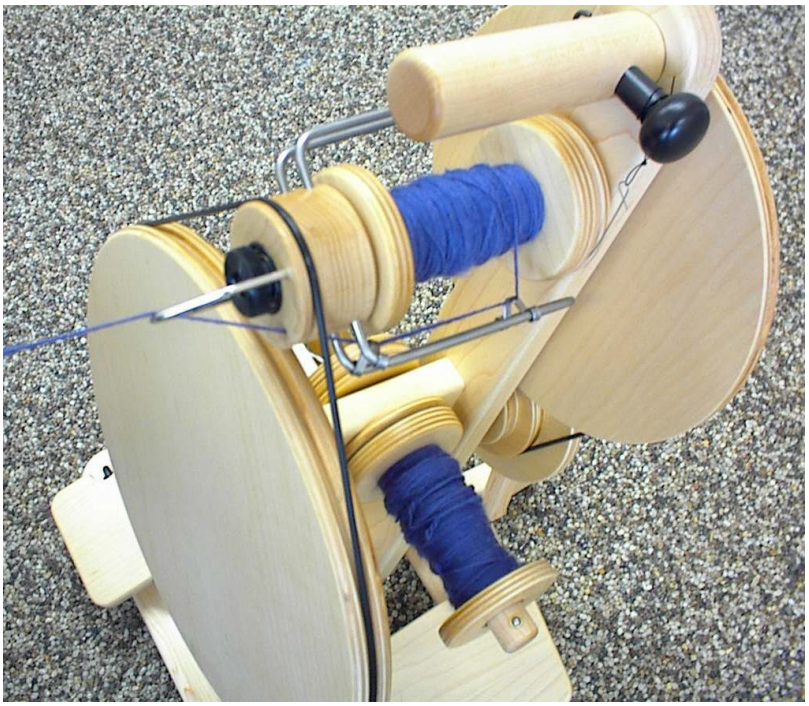
The treadling action is transferred from the treadle and footman to a flywheel. A drive belt runs from the flywheel to a set of pulleys.
By moving the drive belt to a different pulley, you can adjust the drive ratio. The rear pulley gives a ratio of 1:7, the next pulley produces a ratio of 1:12, and the front pulley gives a 1:20 ratio.

When you take the spinning wheel out of the packing box, you will notice that the drive belt runs over the smallest of the lower pulleys, and the over the middle pulley of the upper pulleys. In this position the drive belt is relaxed in order to prevent unnecessary stretch in the drive belt.
We advise placing the drive belt in this position when you are not using the spinning wheel. The drive belt for the flyer and the front flywheel has significantly less tension due to lower forces on this drive. Under normal circumstances you can leave the drive belt when the wheel is not in use. Only when the wheel is not used for long periods of time, you should remove the belt from this drive.

The S 45 is a flyer driven spinning wheel (Scotch tension) and you can control the pull-in of the spun yarn by slowing down the bobbin with a brake.
Turning the black knob near the handle counter clock wise, will tighten the steel wire in the groove of the bobbin. You then feel that the spinning wheel pulls harder on the spun yarn.
Do not let the wheel pull harder than necessary, because you will need more power to treadle.
As the bobbin fills up, you will need to increase the brake tension in order to keep the pull on the yarn the same.

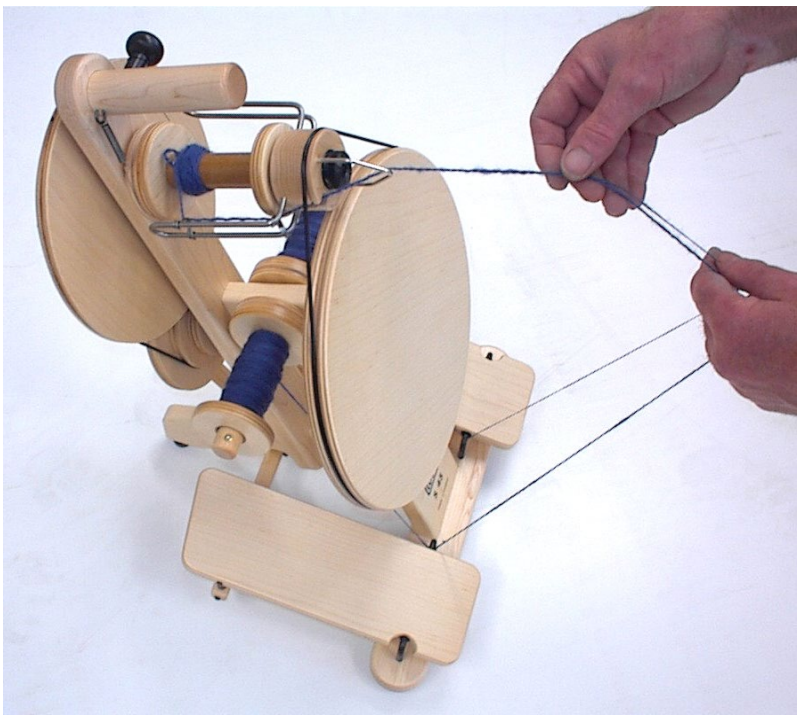
Make sure that the nylon thread which is connected to the steel wire brake band is always twisted around the knob so that the thread goes down to the bobbin on the back side of the knob (right hand side). This makes the steel brake band to line-up with the groove in the bobbin. Failing to do so will make the steel brake band run into the flyer.

The flyer and the bobbin run independently on the same shaft on the S 45.
To change the bobbin, you first have to remove the flyer. Use the black plastic knob on the front of the flyer to remove the flyer from the shaft.



On one of the arms of the flyer are two yarn guides. One is stationary, and the other one can be moved along the flyer arm in order to change the location where the yarn is deposited onto the bobbin.
The picture shows clearly how the yarn is guided from the flyer orifice and the yarn guides onto the bobbin.

Behind the front flywheel are two shafts where bobbins can be placed for plying. When you put a full bobbin on these shafts, you have to make sure that the end of the yarn does not get picked-up by the pulley on the back of the wheel. If this would happen, the yarn would get tangled up around the shaft of the pulley and the spinning wheel gets jammed.



To ply from two bobbins, guide the yarns from the bobbins under the treadle hinges on the in-board side of the treadles and up to your hands.
See picture.