

Maintenance for LOUËT SPINNING WHEELS

In principle the wheels need **NO** maintenance!

- 1) The three ball bearings, 2 for the wheel and 1 for the footman are lubricated for life and have seals to keep the grease in and everything else out.
 - 2) The flyer has two bearings. The shaft rests in a nylon bushing in the vertical wooden post and the nylon yarn guide rests on a brass bearing.
 - These bearings come with a dab of petroleum jelly as lubricant.
 - After spinning for 10-12 hours clean the surface of these bearings dry.
 - Normally no additional lubrication is required.
 - If you experience a squeaky sound a drop of water will usually clear it up.
 - For spinning extremely fine fibers it might be useful to use a drop of very light oil on these surfaces.
- The “no maintenance” aspect of the LOUËT wheel is an often overlooked virtue.
 - We feel that if the rotating parts are lubricated then they attract dirt, fiber, sand etc., which will act like a grinding compound on the rotating parts.

Wobbling Wheels

If the wheel wobbles 99.99% of the time is out of alignment.

- Hold your thumb steady against the front of the wheel and turn the wheel, then pull your thumb back until the wheel only touches your thumb on one spot of the wheel. This is called the high spot. Mark this spot. I use a piece of easily removable tape.
- Loosen off the nut on the wheel shaft about one turn and push the wheel towards the center post.
- I usually put my fingers of both hands behind the post and push with my thumbs.
- Tighten the nut and check the wheel alignment again. Repeat if required.

**For additional Tech Support Information please visit our website at
www.louet.com**

Wheel Adjustment

When you observe the wheel from the side and you observe that the wheel “wobbles”, that is, it does not run straight; you can make some simple adjustments to correct this situation.

First we have to establish the extent of the wobble.

- 1) Put your band on the mother of all, as shown in the picture. Put your thumb against the wheel.
With your other hand, turn the wheel. You will notice, that the distance between your thumb and the wheel varies during the 360 degree turn of the wheel.
- 2) Does the wheel hit your thumb once or twice during the revolution of the wheel? If the wheel hits your thumb twice (180 degrees apart), than the wheel is warped and needs to be replaced; otherwise, the wheel is out of alignment and the wheel can be adjusted.
- 3) Go back to step 1), and mark the spot on the wheel where the wheel hits your thumb. I usually use a yellow post-it sticker.
- 4) Use the Louet wrench to turn, the nut on the shaft backwards about half a turn.
Next, push the wheel in the opposite direction of the wobble. I usually place myself behind the wheel, put my fingers around the uptight and push with my thumbs against the wheel. Then tighten the nut again.
- 5) If you are lucky, this is all there is to it. Of course, we need to check this out, so we go back to step one and repeat the process.
- 6) If the wheel runs true ($1/16''$ - $1/8''$ off is acceptable) you are done. If the wheel still wobbles, you adjusted it to far, or not far enough. If it was to far, loosen the nut again and adjust the other way. Usually, this will be sufficient. Wit was not far enough, repeat the process and try again. If you are unsuccessful after several repeats, you have to go to some more drastic measure.

