

# Louët

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## MAINTENANCE for LOUET SPINNINGWHEELS

In principal, the wheels need NO maintenance !

- \* The three ballbearings, 2 for the wheel, and one for the footman, are lubricated for life, have seals to keep the grease in and everything else out.
- \* The flyer has two bearings.  
The shaft rests in a nylon bushing in the vertical wooden post, and the nylon yarnguide, rests on a brass bearing.  
These bearings come with a dab of petroleum jelly as lubricant.  
After spinning for 10 - 20 hours, clean the surfaces 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 LOUET wheel is an often overlooked virtue.  
We feel, that if the rotating parts are lubricated, they attract dirt, fiber, sand etc., which will act like a grinding compound on the rotating parts.

## WOBBLING WHEELS

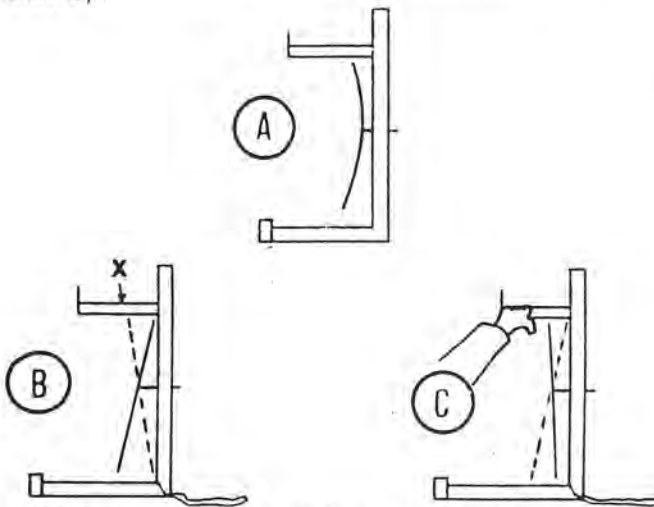
If the wheel wobbles, 99.99 % of the time it is out of alignment.

- \* Hold your thumb like in the picture, and turn the wheel. Pull your thumb back, till 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 centerpost.  
I usually put my fingers of both hand behind the post, and push with my thumbs.  
Tighten the nut, and check the wheel alignment again.  
Repeat if required.

## What to do if your Louët drive-wheel wobbles

A few customers have commented to us that their drive-wheel seemed to have developed a "warp". On closer examination, we've found that the drive-wheels weren't warped, but **were** running out-of-true.

Here's the difference, exaggerated for clarity:



Warping ('A' above) is a structural problem, caused by one side of the drive-wheel expanding or contracting differently from the other side.

It can be caused by leaving the spinning wheel too close to a hot stove, or by finishing the front & back of the drive wheel very differently (for example, putting three coats of varnish on the front, and only one on the back). This problem is not peculiar to spinning wheels - table tops warp for exactly this reason, when finished on the top and left bare on the bottom.

If your customer should have a wheel that really is warped, we can supply a replacement drive-wheel. It is very seldom the case that the drive-wheel actually is warped.

Usually the drive-wheel is slightly crooked on its axle, which causes it to wobble, or "run-out". Before we pack a wheel, we go through the procedure detailed below to make the drive-wheel run straight. Subsequently, it's possible to make a drive-wheel start to run-out by bumping it against something, tripping over it, etc. It generally takes a fairly hard blow to do so, so the fact that the drive-wheel moves and

absorbs the shock prevents more serious damage, like bending the axle.

Here's how to fix run-out:

- 1) To allow the drive-wheel to turn freely, slip the drive cord off of it, and off of the bobbin. Pull the cord to the rear of the spinning wheel and lay it on the floor, out of the way.
- 2) With the spinning wheel positioned as in 'B' above, place your left hand (palm-down & flat) on top of the horizontal frame part which supports the flyer ('X' is where to place your hand). Wrap your fingers over the frame part, and extend your thumb to the right and down, towards the drive-wheel.
- 3) With your right hand, give the drive-wheel a spin. Slide your left thumb towards the face of the drive-wheel, until it just brushes the face when the drive-wheel wobbles furthest to the left (as in 'C', above).
- 4) Keeping your left hand where it is, stop the drive-wheel. Rotate the drive-wheel slowly. With your left thumb as a reference point, find the point where the face of the drive-wheel has moved as far to the left as it goes.
- 5) Now change your grip: put both thumbs against the face of the drive-wheel, where your left thumb was. Wrap your fingers around the vertical frame part (which is behind the drive-wheel) and squeeze.
- 6) Go back to step 3 and check how much run-out remains. Generally, you'll need to repeat steps 3 through 5 three or four times.

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