



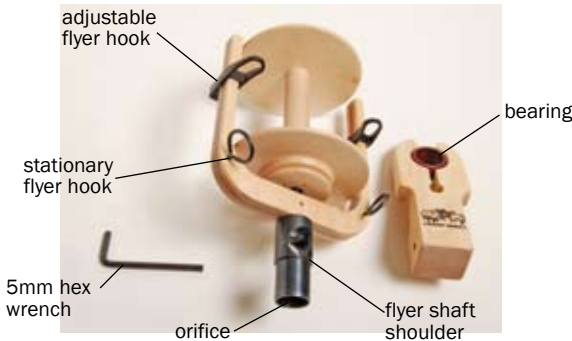
Matchless Bulky Plyer Flyer Head

Installation and Use



Contents

- Matchless bulky front maiden & bearing
- Bulky flyer
- Bulky bobbin
- 5mm hex wrench

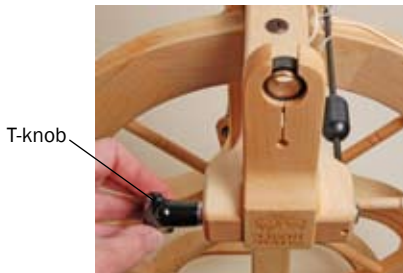


flyer with bobbin and front maiden

Installing the Bulky Plyer Flyer Head

Remove the original front maiden

- Remove the flyer, bobbin and whorl.
- Unscrew the T-knob and remove it and the two washers.



- Using a hammer and a block of scrap wood, gently tap out the bolt.



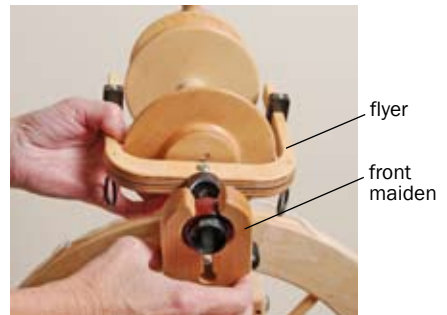
- Pull on the bolt until the front maiden is released. Do not remove the bolt from the mother-of-all. (Note: on older Matchless wheels, there is an insert with the T-knob bolt. Remove the bolt; the insert stays in place.)
- Remove the front maiden and store.

Install the bulky front maiden

- Insert the bulky front maiden so that the maiden stop (black hex head screw) is facing the inside of the wheel.
- Line up the hole in the bulky front maiden with the bolt and push it through to the other side.
- Place the two washers on the end of the bolt and secure with the T-knob.

Install the bulky flyer

- Loosen the front maiden so that it can be tipped toward you as you sit in front of the wheel.
- Insert the orifice end of the flyer into the front maiden bearing.

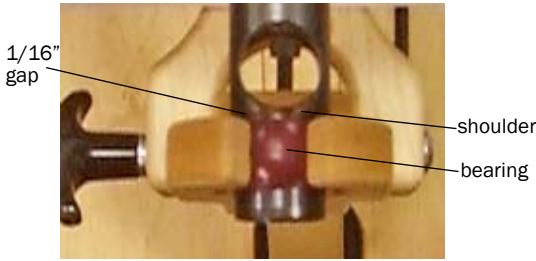


- Drape the drive band over the flyer.
- Insert the whorl end of the flyer in the rear bearing.
- Secure the front maiden.
- Install the drive band. We recommend doubling the drive cord over the whorl for Scotch tension.

Adjusting the front maiden

We have adjusted the maiden stop (black hex head screw) at the factory, but you should check to see that it is adjusted properly for your wheel. Look down from the top to where the flyer

shaft enters the front bearing. There should be a 1/16" space between the burgundy bearing



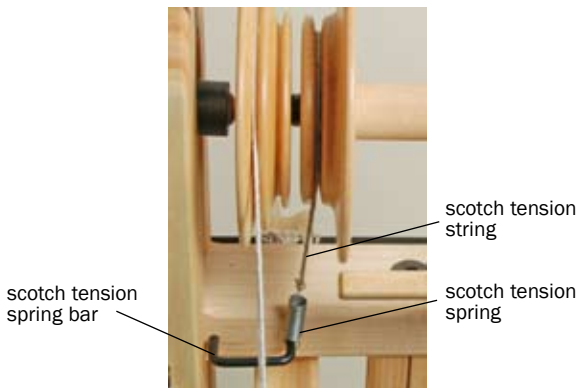
and the black shoulder of the flyer shaft. If there is not, fold down the front maiden and use the 5mm hex head wrench to adjust the screw in or out as necessary. Fold the front maiden up and check the fit.

Getting ready to spin

We recommend using the Bulky Flyer Plyer Head in Scotch tension mode. To set your wheel up for Scotch tension, install the Scotch tension spring and string.

For clockwise spinning:

- Hook the spring on the Scotch tension spring bar on the left side of the mother-of-all.



- Place the string over the bobbin pulley.
- Insert the end of the string in the hole in the Scotch tension rod on the right side of the wheel.
- Turn the Scotch tension rod to loosen or tighten the string.

For counter-clockwise spinning:

- Hook the spring loop on the Scotch tension rod on the right side (figure A).



figure A - right side

- Bring the string over the bobbin and through the Scotch tension spring bar on the left (figure B)



figure B - left side

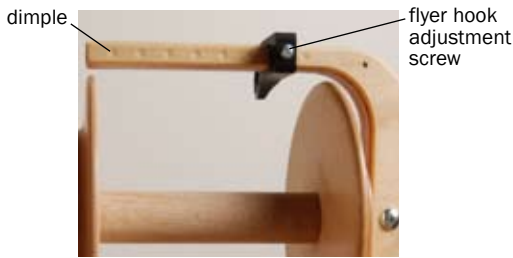
- under the mother-of-all (figure A and B) and
- through the hole in the Scotch tension rod on the right side (figure B).

Use the thumbscrew underneath the mother-of-all on the right side to hold the Scotch tension rod in place. (Wheels older than late 2003 do not have this feature.)

Moving the flyer hooks

Along the bottom of each flyer arm are eight small dimples. The adjustable flyer hooks slide along the flyer and snap into place at each dim-

ple. The flyer hooks move most easily if you hold the hooks above and below the flyer.



You can adjust the flyer hooks by tightening or loosening the screw on the bottom of the hooks. Make small adjustments and test.

Note: to keep your flyer in balance, always leave both hooks on the flyer.

Checking the flyer

After installing the flyer assembly, with the drive band off, spin the flyer arms with your finger. If it turns freely, you're ready to spin. If there seems to be resistance, follow the directions in the section *Adjusting the front maiden*.

If the flyer still does not turn freely, you might need to loosen the bearing adjustment screw on



the side of the front maiden. Use a Phillips head screw driver and loosen a quarter turn. Test the flyer and repeat this process again if needed.

Using Longer Drive Bands

If you are using a slow speed whorl, we recommend switching to a longer drive band. Using your usual drive band with the larger whorls will stretch out the drive band over time, so that when you resume spinning with a smaller whorl, your drive band will be too large.

Accessories



Additional Whorls

Get more out of your wheel with additional whorls



Schacht Oil Bottle

Keep your wheel working smoothly



Mini Carders

Small enough to travel with - 72 psi carding cloth