

LADYBUG™

LB6602 LB6606
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BULKY PLYER FLYER

INSTALLATION & USE

~ FOR ALL LADYBUG WHEELS ~



USE THE BULKY PLYER FLYER

when you're plying or spinning bulky yarns, art yarns, and large skeins. The bulky flyer features an extra-large orifice and flyer hooks. The bulky bobbin can hold about 8 ounces of yarn.

You can use the same bulky flyer and bulky bobbin on the Ladybug, Matchless, Flatiron, and Sidekick wheels. Each wheel has its **own** bulky front maiden; these can be purchased separately if you own more than one Schacht wheel.

Set up the Bulky Plyer Flyer by removing the standard front maiden and attaching the bulky front maiden. Install the bulky bobbin, flyer, and whorl of your choice for Scotch tension mode. **We recommend using the Bulky Plyer Flyer in Scotch tension mode only.**

NOTE: The Ladybug's Scotch tensioning changed in 2012 when its mother-of-all (MOA) was redesigned. Install the bulky front maiden, bulky flyer, and bulky bobbin as shown here. Then see the last page for Scotch tension set-up.

SAFETY CAUTION

For ages 12 and older. Hardware prior to assembly could pose a choking hazard. Allergen notice: A Danish oil finish is used on the wood.



Find out more at schachtspindle.com
Schacht Spindle Company 6101 Ben Place Boulder, CO 80301
303.442.3212

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PARTS

Ladybug bulky front maiden & bearing
bulky flyer
bulky bobbin

TOOLS REQUIRED

flat (slotted) screwdriver
#2 Phillips screwdriver (optional)
3/16" hex wrench (optional)

REMOVE THE STANDARD FRONT MAIDEN

1. Remove the standard flyer, bobbin, and whorl from the wheel as you would to change a bobbin or whorl.
2. Remove the front maiden knob and T-nut slide from the wheel (Figure 2A) and set them aside to install the bulky front maiden. Leave the T-nut slide on the shaft of the knob.
3. Lift the front maiden off the wheel, then tilt it sideways until the barrel nut slides out, as shown in Figure 2B. (If the barrel nut doesn't come out, push it through the hole with a screwdriver.) Set aside the barrel nut for a later step. Store the standard front maiden and standard flyer safely.

INSTALL THE BULKY FRONT MAIDEN

4. Orient the bulky front maiden as shown in Figure 3.
5. Slide the barrel nut from Step 3 into the bulky front maiden (Figure 3B). Use a screwdriver to position the barrel nut: the slot on its end should be vertical and its hole should line up with the hole in the maiden.
6. From beneath the MOA, insert the front maiden knob and T-nut slide (removed in Step 2) through the slot in the MOA and into the bulky front maiden (Figure 3B). Screw the knob loosely into the barrel nut.

INSTALL THE BULKY FLYER

If you're comfortable installing the regular flyer, bobbin, and whorl in Scotch tension mode, follow the same steps to install the bulky flyer and bulky bobbin. You can start spinning.

Steps 7 to 11 explain the process:

7. Place the bulky bobbin on the flyer with

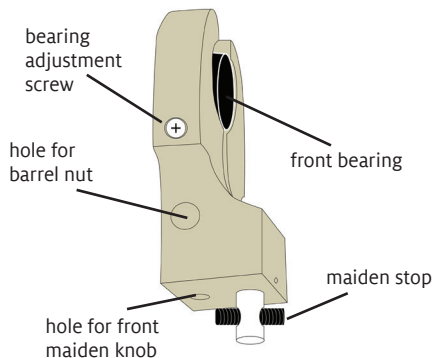


FIGURE 1: BULKY FRONT MAIDEN PARTS

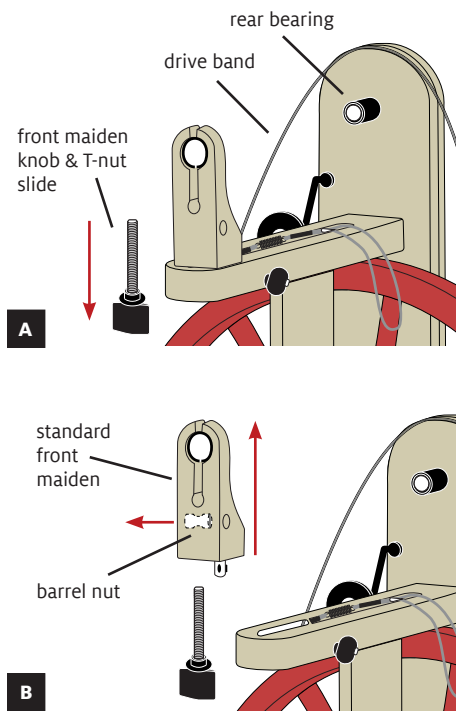


FIGURE 2: REMOVE STANDARD FRONT MAIDEN

the large end at the back. Add a whorl to the flyer (Figure 4).

8. Loosen the front maiden knob and slide the front maiden as far forward as possible on the mother-of-all (MOA).

9. Insert the flyer shaft through the Scotch tension brake (for new MOA wheels) and seat it firmly into the rear bearing. If your wheel does not have the spring-and-string installed, or has an old MOA, see page 4.

10. Slide the bulky front maiden back so that the flyer orifice fits into the front bearing. Leave a small gap, about 1/16", between the front bearing and the flyer shoulder (Figures 4 and 5). If the front bearing presses on the flyer shoulder, the flyer will not rotate freely and you will find it hard to treadle.

11. Tighten the front maiden knob. Set the drive band into a whorl groove.

You're ready to spin. Adjust take-up by turning the Scotch tension peg to tighten or loosen the brake. **NOTE:** As you spin or ply, the bulky bobbin will get heavier. You may need to tighten the Scotch tension brake often.

TROUBLESHOOTING

- If the bulky flyer does not spin freely, remove it and reinstall without the drive band and Scotch tension brake. Check for the 1/16" gap between the bearing and the flyer shoulder (Figures 4 and 5). Spin the flyer by hand. If it spins freely, you can start spinning.
- If the flyer does not spin freely, remove it. Loosen the front maiden knob until you can reach the maiden stop (see Figure 1). Use a 3/16" hex wrench to turn the screw in or out half a turn as needed. Replace the front maiden, re-install the flyer, and secure the front maiden knob. If it spins freely, you can start spinning.
- If the bulky flyer still does not turn freely, adjust the bearing adjustment screw on the side of the bulky front maiden (see Figure 1). Use a #2 Phillips screwdriver to loosen the screw a quarter turn. Test and repeat this step again if needed.

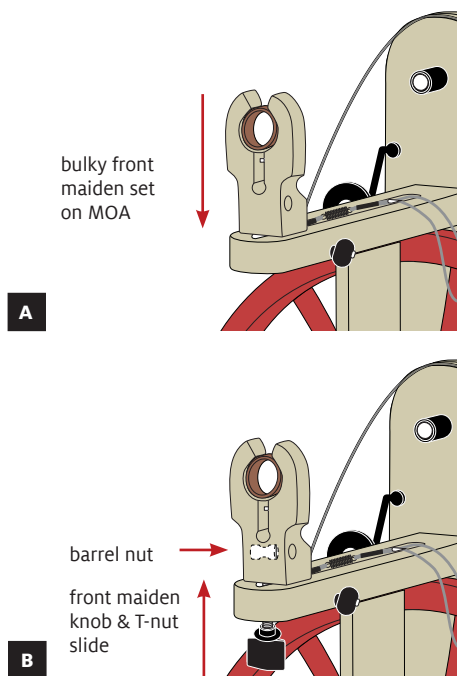


FIGURE 3: INSTALL BULKY FRONT MAIDEN

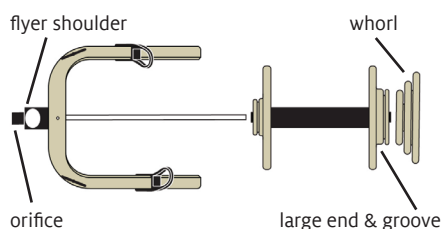


FIGURE 4: SET UP FLYER

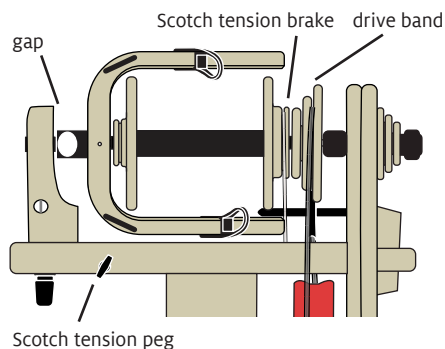


FIGURE 5: INSTALL BULKY FLYER

MOVING THE FLYER HOOKS

Set the adjustable flyer hooks at any position you choose so that the bobbin fills evenly (Figure 6). Hold a hook above and below the flyer arm and slide it into place. To keep your flyer in balance, always leave both adjustable hooks on the flyer.

The stationary flyer hooks should never extend beyond the flyer arms. If necessary, turn them gently.

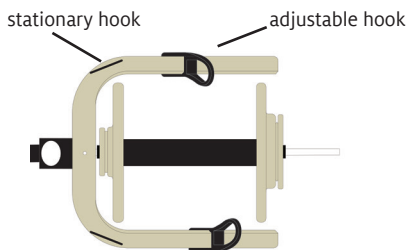


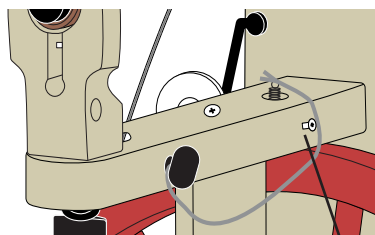
FIGURE 6: FLYER HOOKS

USING SCOTCH TENSION

Wheels built before Feb. 2, 2012

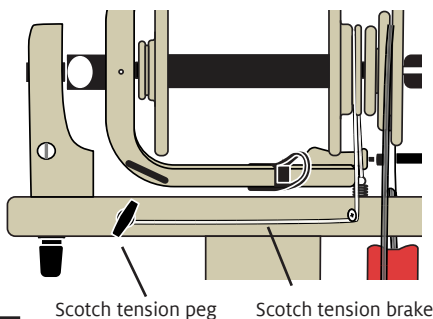
For older Ladybugs, the MOA has a small screw on its right side, shown in Figure 6A. Set up the Scotch tension brake as follows:

- Pull up the brake from the spring in the MOA toward the left side of the wheel (as viewed from the front).
- Place the brake over the large end of the bobbin from left to right.
- Catch the brake under the screw on the right side of the MOA (Figure 6B).
- Wrap the brake around the Scotch tension peg. As you spin, turn this peg to adjust take-up.



A

screw



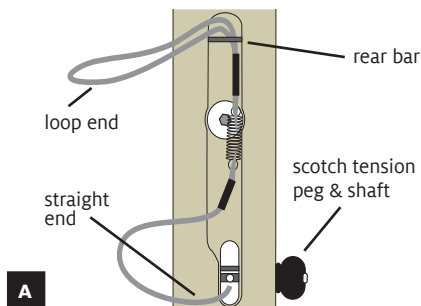
B

FIGURE 6: SET UP SCOTCH TENSION (OLD MOA)

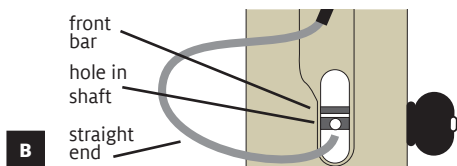
INSTALLING SPRING AND STRING

Wheels built on or after Feb. 2, 2012

- Slide the loop end of the Scotch tension spring and string under the rear bar, laying the loop to one side (Figure 7A). Use your orifice hook to pull the loop up if needed.
- Turn the Scotch tension peg so you can see the hole in its shaft (Figure 7B). Pull the straight end of the spring and string over the front bar and through the hole. Tie a double knot the string end to secure it. ■



A



B

FIGURE 7: INSTALL SPRING AND STRING (NEW MOA)