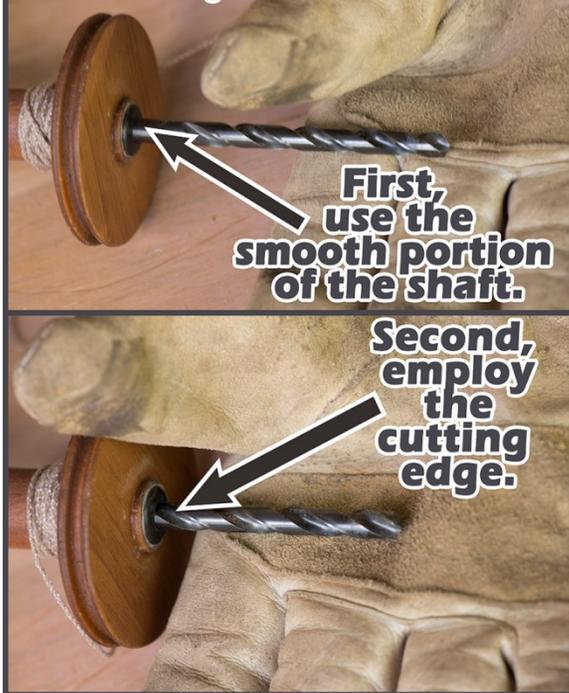


Your bobbin too!!

Use Heavy Leather Gloves!!



The flanged nylon bushings also accumulate gunk. The tar-like accumulation is oxidized oil and can be cleaned with a soft absorbent cloth if done early and often.

Gunk traps lint and harder debris too, potentially scoring the nylon and even marring the metal spindle of the flyer!!

Taking an Ashford™ bobbin as an example, the hole in the bushing is very close to ¼ inch in diameter, so it can be restored to its proper size by removing the adherent gunk with a ¼ inch metal rod. A ¼ inch drill is the handiest.

Do use heavy leather gloves—drills have sharp edges!!!

Step 1. Remove gunk.

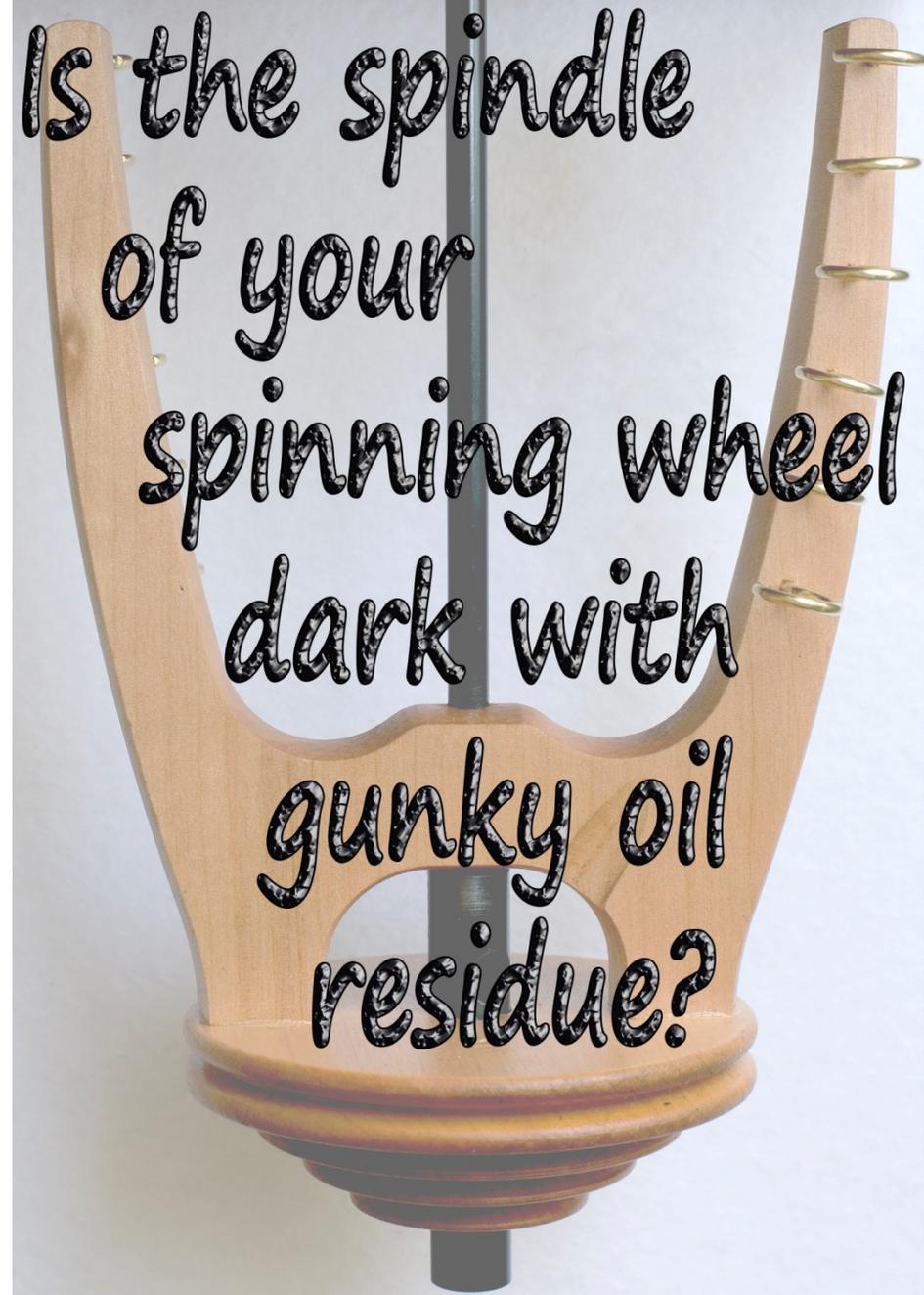
Advance the **back end** of the drill into the bushing, pushing any adherent tar-like debris off the nylon surface.

Step 2. Trim any nylon burrs.

The surface of the nylon bushing may have been scored, turning up burrs from the surface. If this is so, advance the drill to the beginning of the cutting surfaces and turn the bobbin counterclockwise to cut off any burrs.

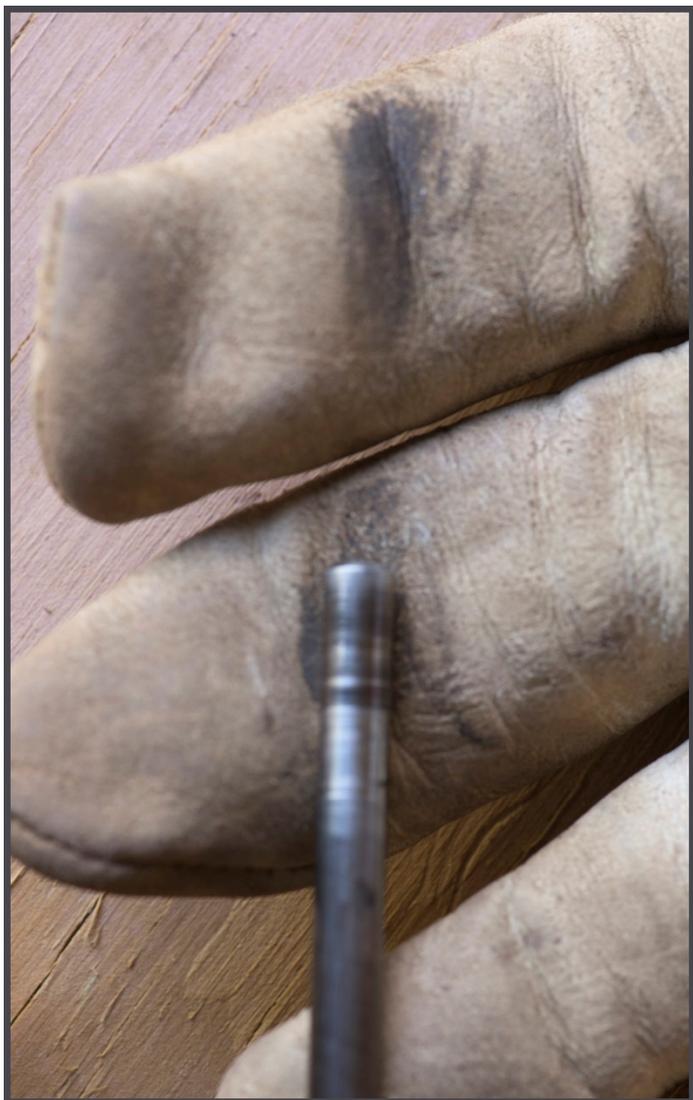
Read more about spinning in Marcy Petrini's

Spinning on a Flyer Wheel and at www.marcypetrini.com.



Terry Dwyer

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Is this your spindle shaft?

If a wipe of the flyer shaft comes up thick, black and ugly, it is time to clean up.

How often?

Consider annually if you oil liberally, on an anniversary date that is easy to remember.

But, less often if you are spare with your oil.



Oil accumulates where you lubricate:

- The spindle where the bobbin rotates (narrow arrow).
- The axle where the flyer is held by the maiden (broad arrow).

Clean with a non-abrasive cloth

- If there has been little accumulation, use a paper towel or soft, absorbent cloth to wipe the shaft clean.
- If the residue is a sticky tar-like residue, scrub the metal with a non-scratch nylon pad dipped in mineral spirits (or turpentine). Use heavy duty gloves to protect your hands from the organic solvent which will dissolve the lipids in your skin.