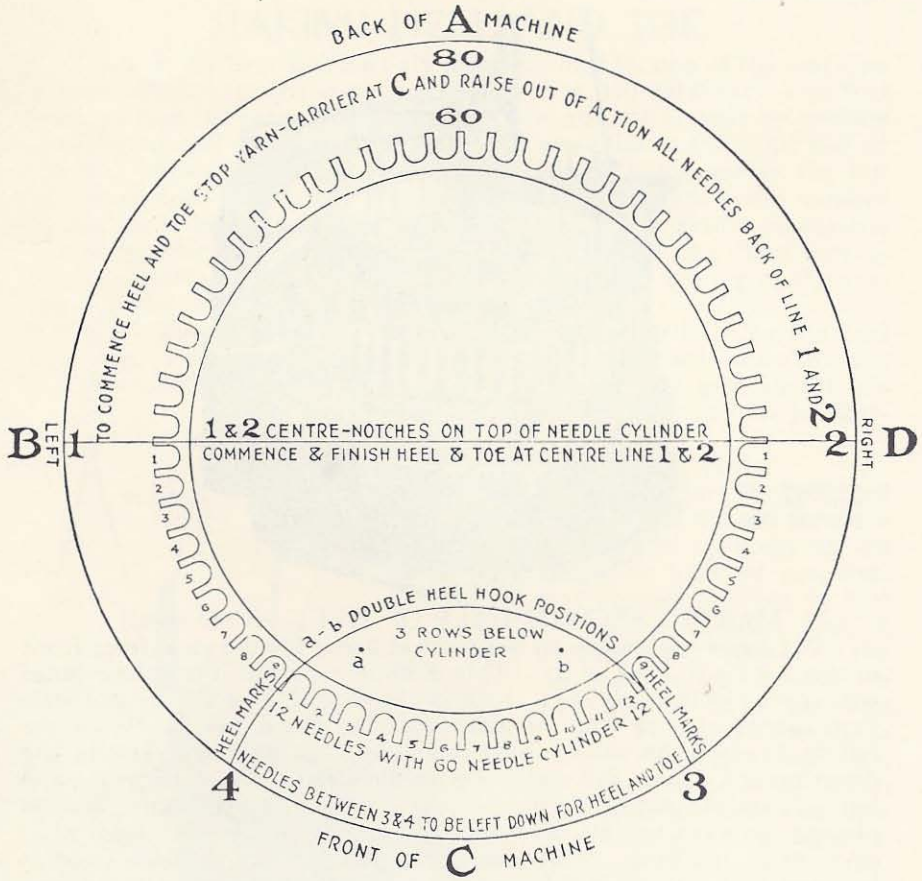
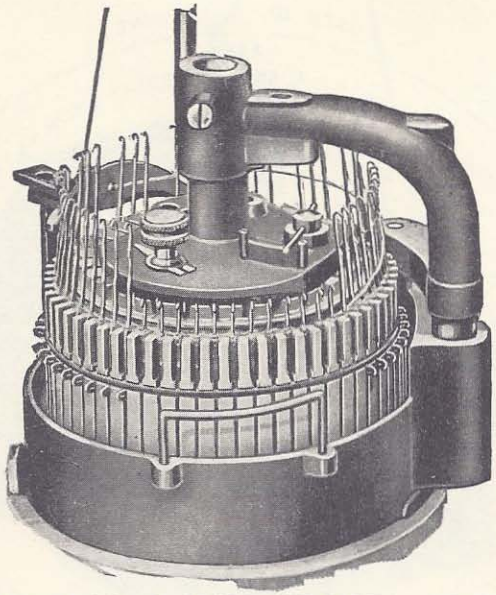


Fig. 19

HEEL—SECOND HALF

The second half of the heel is knit in the same way, the needles previously raised being lowered one each row knit. The only needles now in action in the whole cylinder are those between points 3 and 4. The heel hook is always used to hold down work in knitting the second part of the heel and is placed directly in the centre of the heel web, hooks inward, three rows of stitches down from the top of needle cylinder. Place one or more weights upon the heel hook and pull down on the heel hook by hand when the ordinary weight of heel hook is not sufficient to keep the stitches close down to the top of needle cylinder.



MACHINE SET FOR SECOND HALF OF HEEL

Fig. 20

MAKING SECOND HALF OF HEEL—(Continued)

Put down one needle on the right at 3 and lift the yarn from front of this needle to back of it. (This is important and if not done holes will appear in the knitting). Knit in the direction of C-B-A and stop yarn carrier at A or back of machine. Put down one needle on the left at 4; place the wool behind it and knit by turning crank in the direction of C-D-A. Put down one needle alternately on the right and left side on the same side as the yarn carrier each row knit, **always** placing the yarn behind the needle. Hold the work well down at C or front of machine. Keep stitches well down on the side needles by hand or with the buckle and weights and pay strict attention to this. Leave one needle up in front of each B and D, which will be the one first raised on each side. Knit the last row forward in the direction of B-C and stop yarn carrier at front of machine. Put down ALL needles, put in driving pin and proceed to the foot.

TO KNIT FOOT

If the cylinder needle latches will not stay down raise the needles slightly. Now remove the yarn from the heel spring so as to remove all strain from the yarn while knitting the foot. Knit the foot as many inches long as desired, see Fig. 22, measuring with rule from the dial downward. The top of the foot will be 3-1 rib, the bottom plain.

KNITTING THE TOE

The toe is made exactly the same as the heel, except that in the second half all needles are put down to line B-D including the needle first raised. Knit the last half row of toe forward in the direction of B-C and stop yarn carrier at front of machine. Put down all needles remaining up. Remove yarn from heel spring. Knit two or three rounds for hand closing of toe. (See Figure 21).

The sock is now finished, but do not remove it from the machine. Start the next sock by running in dividing cotton and continuing another sock.

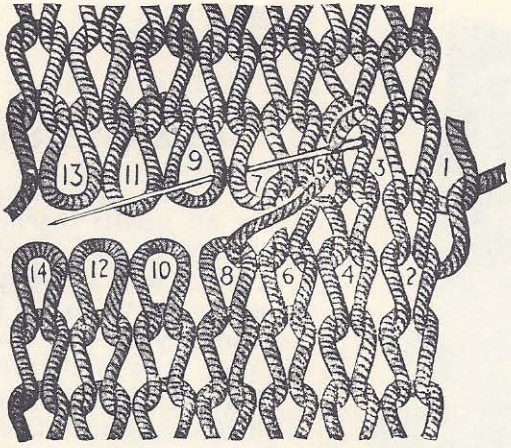


Fig. 21

CLOSING THE TOE

When the sock or stocking is taken out of the machine, the toe must be laid flat and pressed under a damp cloth with a hot iron. This makes the stitches flat and firm, and prevents their unravelling. Now unravel exactly the number of extra rounds knitted. It will be observed that a small hole appears in the knitting at each side of the toe where the actual finish took place. This is the point to which you should unravel. Then join up the stitches by hand with a dull pointed ordinary darning needle as follows:

Begin on one side of the toe according to Figure 21 and pass the needle down through 1, up through 2, back through 1, into loop 3, down through 2, into loop 4, up through 3, into loop 5, down through 4, into loop 6, up through 5, into loop 7, continuing this process until you have completed closing the toe, taking care each time to draw the stitch so that it will be the same length as in the knitting.

This joining up of the toe is very simple if the instructions are followed precisely, and the illustration carefully studied. It is best practiced at first on light colored work, joining up with dark wool, so that the formation of the stitch can be better followed. If correctly done it cannot be told from the remainder of the knitting. The stitches must not be twisted or crossed, and the tension of the joining stitch should be the same as that of the knitting itelf, neither tighter nor slacker. The number of rows unravelled should be exactly the extra number knitted, if fewer, a lump will be caused at each end of the joining up. Toeing up should be done with great care and when properly done the closing will not be discernable.

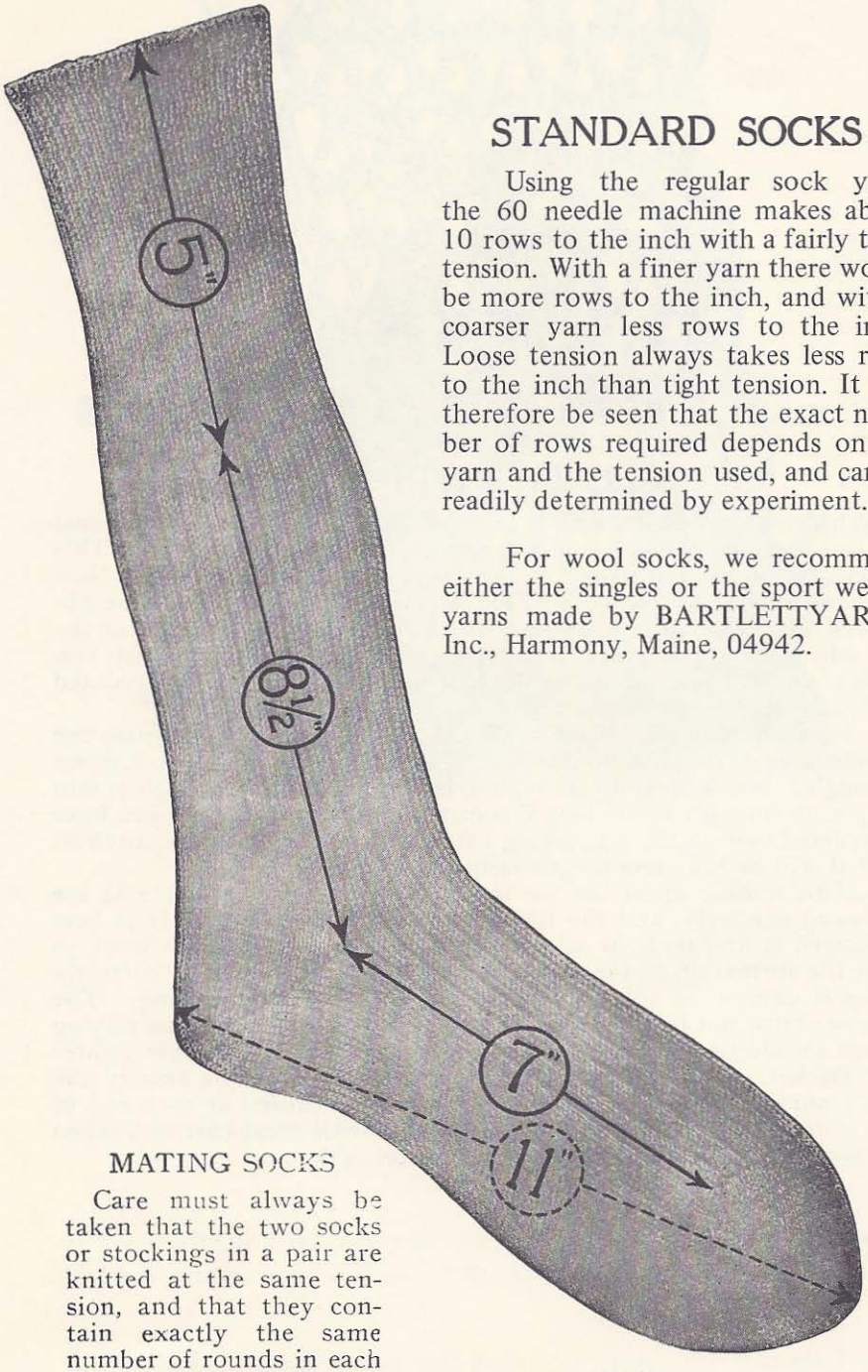


Fig. 22

STANDARD SOCKS

Using the regular sock yarn, the 60 needle machine makes about 10 rows to the inch with a fairly tight tension. With a finer yarn there would be more rows to the inch, and with a coarser yarn less rows to the inch. Loose tension always takes less rows to the inch than tight tension. It will therefore be seen that the exact number of rows required depends on the yarn and the tension used, and can be readily determined by experiment.

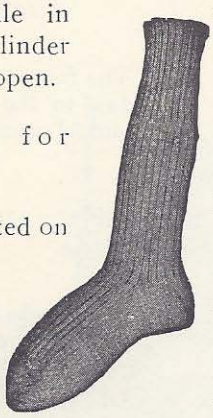
For wool socks, we recommend either the singles or the sport weight yarns made by BARTLETTYARNS, Inc., Harmony, Maine, 04942.

MATING SOCKS

Care must always be taken that the two socks or stockings in a pair are knitted at the same tension, and that they contain exactly the same number of rounds in each part or they will not "pair."

STANDARD SOCK

SOCK WITH 1-1 RIB CUFF AND 3-1 RIB LEG AND FOOT



1. Have a needle in every slot in cylinder with latches open.
2. Set machine for loose tension.
3. Set up as directed on page 13.
4. Knit six revolutions to get a plain stitch on every needle.
5. Now put in Ribber Attachment. See pages 14 and 33.
6. Put a ribber needle in every slot in dial, transferring cylinder stitch to ribber needle as each ribber needle is inserted. See page 16. 1-1 rib.
7. Put in dividing cotton. See page 18 and knit three rows with ribber.
8. Put back yarn, and knit one row. See page 18.
9. Put switch pin in "Out" position, and knit three rows for selvedge. See page 18.
10. Put switch pin back in "In" position, and proceed to knit cuff 1-1 rib, 5 inches long, holding work well down.
11. Set machine for 3-1 rib. See page 20. You will now have every other needle in the dial and every fourth needle out of the cylinder.
12. Knit leg 3-1 rib 8½ inches long.
13. Stop yarn carrier at back of machine.
14. Remove all dial needles in front of half cylinder marks see chart, Fig. 19 and transfer their stitches to the cylinder needles which place in the empty slots, See page 20.
15. Turn yarn carrier to front of machine.
16. Remove driving pin to prevent rib needles knitting. See page 6.
17. Note that your machine is now set for 3-1 rib at back and plain work at front.
18. Raise cylinder needles out of action on back half of cylinder.
19. Place yarn over heel spring.
20. Place heel hook and weights in position.
21. Turn yarn carrier to back of machine.

22. Raise needle 1 on right out of action. Knit one course to the left and stop yarn carrier at back of machine. Raise needle 1 on left out of action. Knit one course to the right and stop yarn carrier at back of machine. Raise one needle on right out of action, and continue knitting back and forth, raising out of action the needle to which yarn is attached until first half of heel is completed. See chart page 23. Note that the rib needles in back half of dial are not in action.

23. For second half of heel knit back and forth always lowering needle on the same side as the yarn carrier, and lift the yarn from in front of the needle lowered to the back of it, leave up one needle on each side in front of half cylinder marks, which will be the two needles first raised.

24. Turn yarn carrier to front of machine.

25. Lower all needles into action watching that latches are open.

26 Put in driving pin.

27. Release heel spring and knit the foot. Note that top of foot is 3-1 rib and bottom plain.

28. The foot from the back of the heel to the point of the toe should measure 11 inches.

29. Knit toe same as 15 to 22 inclusive.

30. Knit back and forth always lowering needle on same side as the yarn carrier, and lift the yarn from in front of the needle lowered to the back of it. Put down all needles to half cylinder marks, including both needles first raised.

31. Bring yarn carrier from left side to front of machine.

32. Lower all needles into action seeing that latches are open.

33. Release heel spring.

34. Knit three revolutions which are later unravelled for closing toe. See page 25.

The sock is now finished, but do not remove it from machine. Now begin and follow directions from paragraph 6.

INSTRUCTIONS FOR SPLICING YARN

To splice yarn, cross the ends at about four inches, moisten finger and thumb and take the end of yarn nearest the Yarn Carrier, roll it and the other strand of yarn together between finger and thumb. Then hold both strands away from the Yarn Carrier and they will easily go through as one strand.

KNITTING SOCKS

Particular care should be taken not to knit socks too tight in cuff and leg. They must allow the hand or foot to slip in easy and fit without being too snug or binding.

After pressing toes, remove all dividing cotton from selvedge, and when doing so do not cut too close so as to cut into selvedge of sock.

If you do the toeing with great care and when properly done, the closing will not be discernible.

Never use the machine when it has been stored in a cool place. Before using the machine, keep it in a hot place at least for three hours.

PART IV

MAKING ADJUSTMENTS

Each Auto Knitter is carefully tested with actual knitting and adjusted before leaving the factory. These adjustments will enable you to work the machine and observe its action, without change, but you should familiarize yourself with the different adjustments in order to regulate the machine for varying sizes of yarn and other conditions, when necessary.

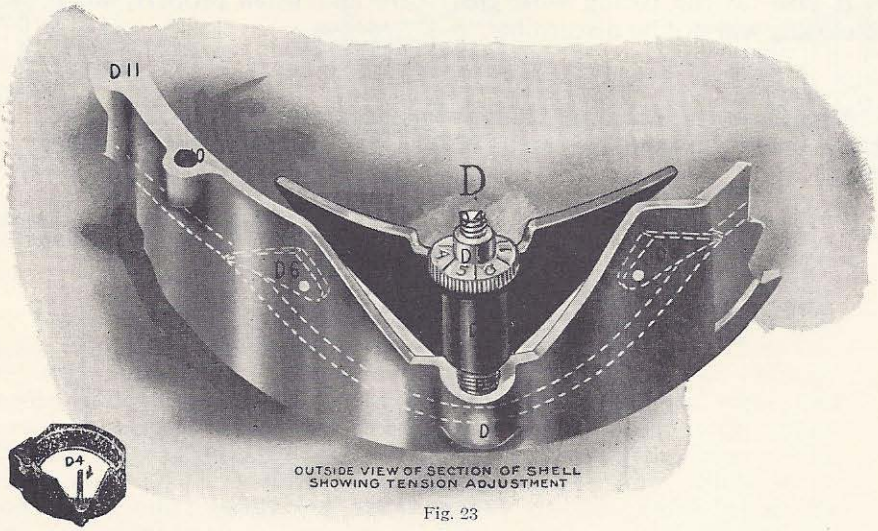


Fig. 23

D
Cam Shell

CYLINDER TENSION ADJUSTMENT—LENGTH OF STITCH—TENSION CAM (D2)

It is the Cylinder Tension Cam which governs the length of the cylinder or plain stitch, and it is regulated by means of the Cylinder Tension Screw (D5). You will notice that on the surface of the Cylinder Tension Screw there are figures indicating degrees of tension. Corresponding to these figures on the under side of the screw are holes into which fits a little pin to hold the tension at the point it is placed. If you ever take the Tension Screw and Cam from the machine, make sure that you replace this pin and the Spring (D3). Otherwise the tension will slip.

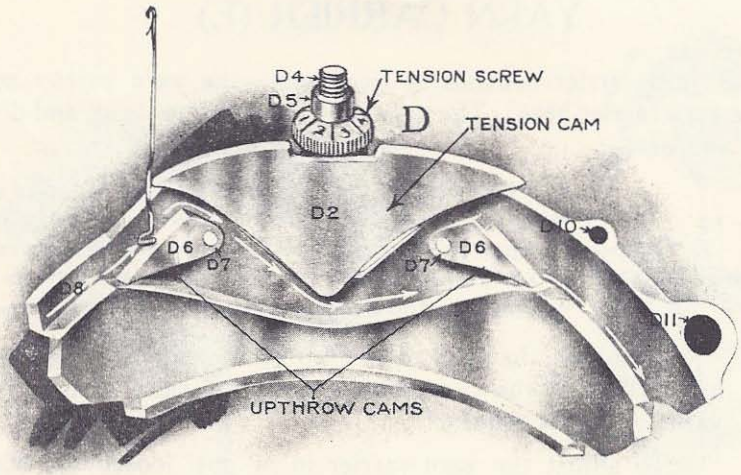
To tighten the tension—turn the Cylinder Tension Screw to the left, raising the tension cam.

If the tension is too tight—the work will climb up on the needles —the machine will turn hard—and the work will be very closely woven and hard.

If you find that the needles are not knitting and the yarn lies in front of them your trouble may be too short a stitch (tight tension).

To loosen the tension—turn the Cylinder Tension Screw to the right lowering the tension cam.

If the tension is too loose—the work will be flimsy, and wide. Also the machine is apt to drop stitches.



INSIDE VIEW OF SECTION OF SHELL
SHOWING CAMS AND NEEDLE PATH

Fig. 24

UPTHROW CAMS (D6)

There are two upthrow cams (D6) Fig. 24. It is these two cams working with the Tension Cam (D2) which operate the cylinder needles. When knitting forward the right upthrow cam should be under the needles, raising them to take their stitches as they reach the yarn carrier. The left upthrow cam just passes over the heels of the needles. In reversing the machine as in making the heel and toe, this position is reversed but in all instances whether working forward or backward it is the Upthrow Cam which reaches the needles first that operates them.

Never turn the machine backwards with all the needles in action, for this may cause the machine to either block and refuse to turn, or get the upthrow cams in a position so that both are riding on top of the heels of the needles, when your cylinder needles will not form stitches.

If your machine blocks and will not turn—raise 10 or 12 cylinder needles out of action (see page 21) just in front of the forward cam. Press the point of this cam down in position (Fig 24) so that the Upthrow Cam may regain its position **under the heels** of the needles, turn the crank wheel forward, see that the cylinder needles are operating, put back in action the cylinder needles raised, and continue knitting.

Should the needles fail to rise and the yarn wrap around them without knitting, it may be because both upthrow cams are over the heels of the needles, in which case the needles will not form stitches. Remove all work from the machine. Raise all cylinder needles out of action. See that upthrow is pressed in position to travel under the heels of the needles. Put cylinder needles in action. Set up new work on the machine (Page 13) and continue knitting.

YARN CARRIER (E)

The yarn carrier consists of two parts—the yarn carrier stem and the yarn carrier head. The yarn carrier is adjustable up and down and in and out.

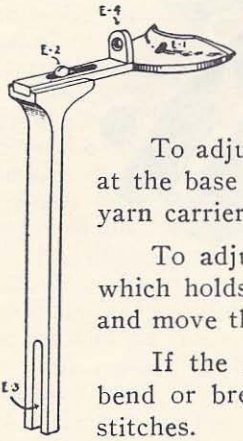


Fig. 25
Yarn
Carrier

For proper position of the Yarn Carrier see that the point of cylinder needle in action just reaches the top edge of hole in the yarn carrier head, and that the yarn carrier is as close as possible to the needles without touching them.

To adjust the yarn carrier up or down loosen the screw at the base of the yarn carrier stem, and raise or lower the yarn carrier as required.

To adjust the yarn carrier in or out, loosen the screw which holds the yarn carrier head to the yarn carrier stem, and move the head in or out as required.

If the yarn carrier is too close to the needles, it will bend or break the needle latches, thereby causing dropped stitches.

If the yarn carrier is too far away from the needles, it will cause the machine to drop stitches, as the needle latch will close without having received its stitch.

If the yarn carrier is too low, it will break ribber needles, and will perhaps even cause the machine to bind and refuse to move.

PLACING AND REMOVING CYLINDER NEEDLES

To remove a cylinder needle from the machine draw it up so that the heel touches the clasp ring. Turn the top of the needle outward and downward until the heel will release itself from the clasp ring. When removing a number of cylinder needles extend the clasp ring by catching it with the work hook over the clasp ring holder which sets in the cam shell. Then simply raise out of the cylinder those needles released by the clasp ring.

To replace cylinder needles, place heel of the needle down behind the clasp ring, then turn it up straight in the cylinder and push down as far as it will go. If you have extended clasp ring, the needles will slide into the slots directly. Be sure to let your clasp ring back when needles are in position. Always remove or replace needles away from the yarn carrier or away from the cams for you cannot raise needles when they are held in the cams.

THE DIAL ADJUSTER

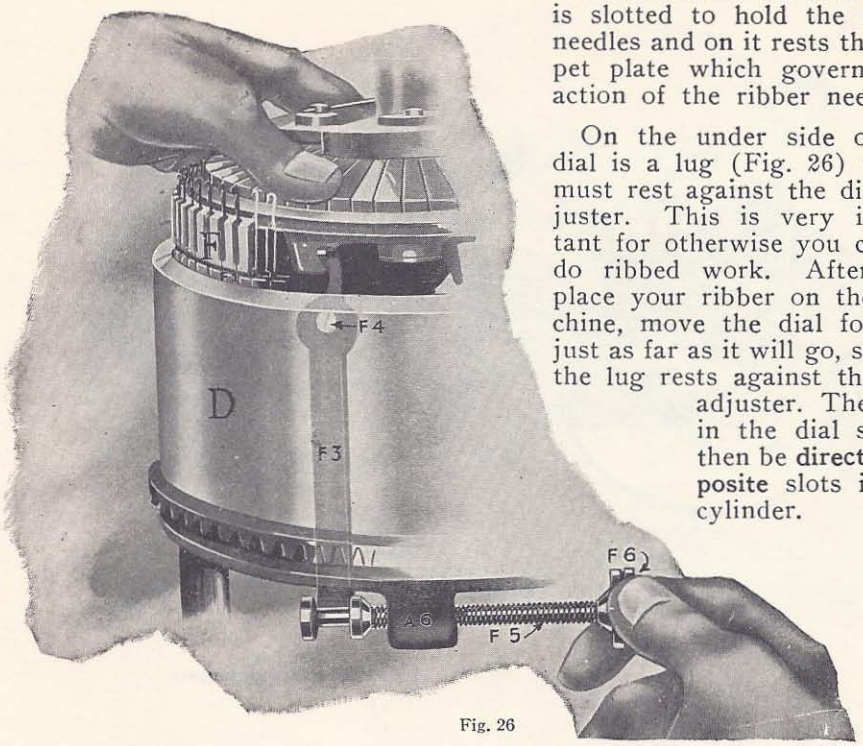


Fig. 26

The dial is the flat disc which is slotted to hold the ribber needles and on it rests the tappet plate which governs the action of the ribber needles.

On the under side of the dial is a lug (Fig. 26) which must rest against the dial adjuster. This is very important for otherwise you cannot do ribbed work. After you place your ribber on the machine, move the dial forward just as far as it will go, so that the lug rests against the dial adjuster. The slots in the dial should then be **directly opposite** slots in the cylinder.

If the dial slots are not directly opposite cylinder slots the dial may be adjusted backward or forward by means of the dial adjuster.

To move the dial forward—turn the screw F6 to the right.

To move the dial backward—turn the screw F6 to the left.

Note: If when you have work on the ribber, it shifts pressing the ribber needles up against cylinder needles, it is because you have not pressed the dial lug in place against the dial adjuster, and it will be necessary for you to remove the work from the machine and start afresh.

The dial is adjusted up and down by means of the Ribber Arm Height Regulating Screw J1. This screw passes through the Ribber Arm, and rests on the Cam Shell.

There should be just sufficient space between the cylinder and the dial to allow the work to pass through easily.

If the dial is too high, the machine will drop stitches, and the ribber needles may rub against the yarn carrier.

If the dial is too low—the work will not pass through between the cylinder and dial, causing the machine to clog.

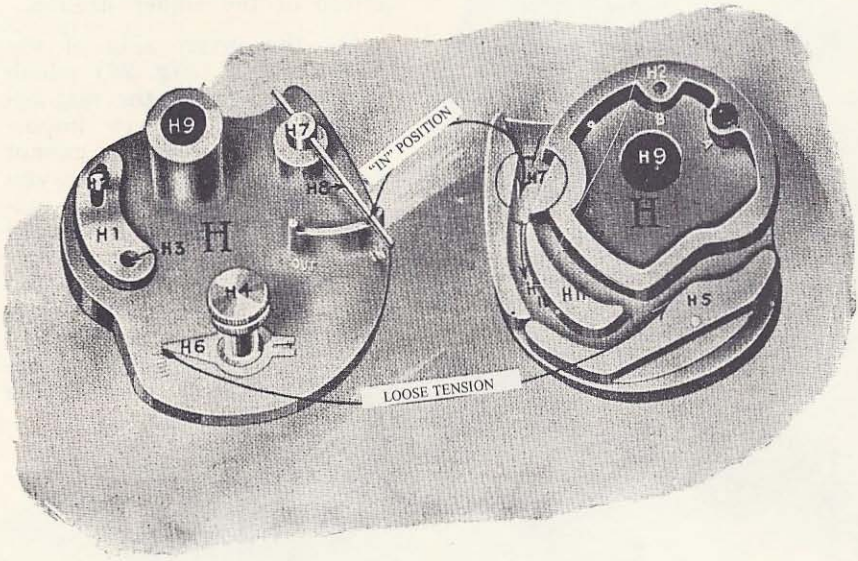


Fig. 27

THE TAPPET PLATE

The tappet plate containing the needle paths for the ribber needles has only three adjustments—the switch cam H-7 which throws the needles in or out of action by diverting them to the inner or outer path, the timing segment H-1 controlling the time at which the needles shoot out to take their stitches, and the tension cam H-5. Only one of these, the tension cam, will need to be changed from time to time as different grades of yarn are used and different kinds of knitting are done. It corresponds to the tension cam D-2 in the cam shell which operates the cylinder needles.

The tension cam in the tappet plate performs the same duty for the ribber needles as the tension cam in the cam shell does for the cylinder needles—that of making the stitches long, short or medium.

RIBBER TENSION

The same cautions hold for this tension cam as for the other—too short a stitch makes a tight webbing, hard to knit and too closely knit for use—while too long a stitch makes a flimsy web and may necessitate a change in the timing segment. The tension is changed by loosening the screw H-4 and moving the pointer H-6 along the graduated scale toward the center for a long, loose stitch and away from the center for a short tight stitch.

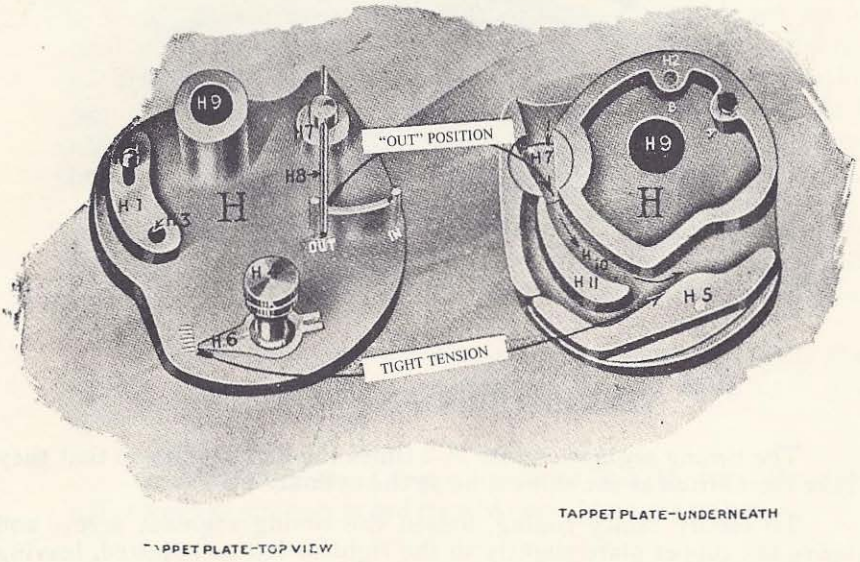


Fig. 28

The switch cam H-7 is moved by the lever H-8. When this handle is in the "in" position the ribber needles are guided by the switch cam into the needle path which cause the needles to make stitches. When in the "out" position the cam guides the needles into "idle" paths and no stitches are made. This switch cam handle should be in either position all the time—"in" when making ribbing and "out" when not ribbing—but never between the two as the needle paths would be blocked and the needles broken.

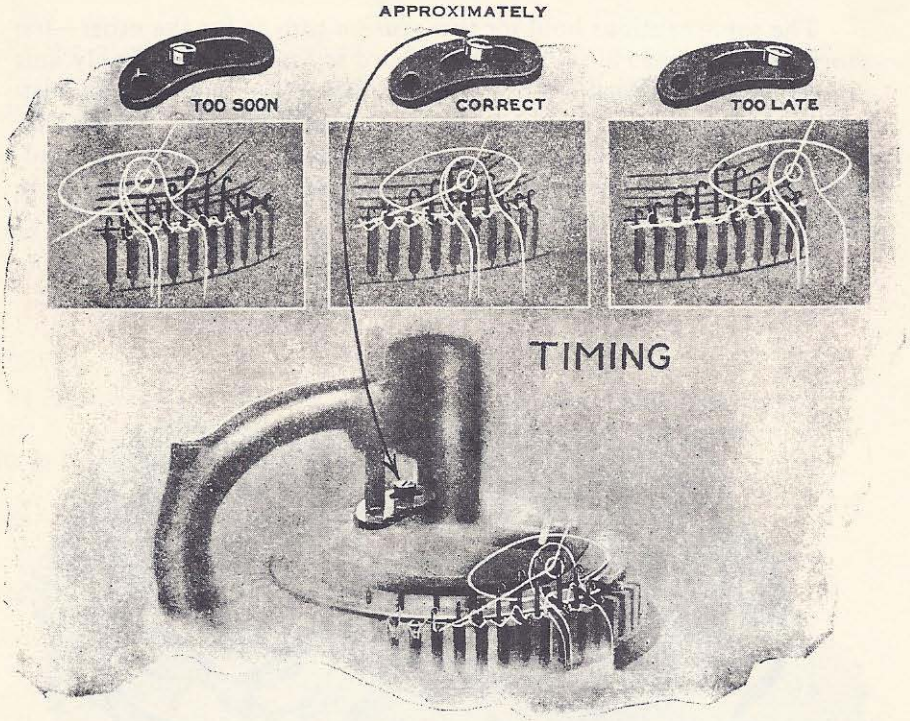


Fig. 29

TIMING THE RIBBER NEEDLES

The timing segment screw H-2 times the dial needles so that they take their stitch at the same time as the cylinder needles.

To rectify faulty timing, loosen the timing segment screw and move the tappet plate slightly to the right or left as required, leaving the driving pin H-3 in position in its hole at other end of segment. When set tighten timing segment screw with screw driver.

Watch the dial needles to see what is taking place. If the dial needle is too late the yarn gets behind the latch and slides off without making a stitch; if too soon, it gets back without the yarn getting in the hook at all. In either case it drops its stitch. The correct timing requires the yarn to lie across the ribber needles, half way between the latch and the hook when the latch of the needle stands straight up. **The latches of the cylinder and dial needles about to form a stitch should be timed so as to close at the same time.**

Any alteration to the timing should be made carefully as a slight move makes considerable difference. As a rule it will be found correct if screw H-2 is about halfway in its slot in segment. However, varying grades of yarn may alter this slightly.

MAKING ADJUSTMENTS

HEEL SPRING The heel spring is only used in knitting heel and toe or flat work. It is adjusted by the screw in the yarn stand top. If there is too much tension on the spring it is liable to cut holes in the webbing. If the spring is too loose it will not take up the slack in knitting backwards.

WEIGHTS The weight does not affect the length of the stitches but only holds them down so that the needles can rise. So then, if the stitch is of the right length, and you have the proper amount of weight, there will be no difficulty, as needles are always self-acting.

BOBBIN It is important that you learn to wind a good bobbin. Wind the yarn on the bobbin so that it will run off evenly and freely, otherwise you cannot expect good knitting. If a bobbin does not run properly, rewind it a second time.

CHANGING CYLINDERS To put the cylinder in see that dial adjuster is at the left and start one screw, giving it two or three turns only, then start the other screw tightening up both gradually. There is no need to disturb the shell and gear ring but, to prevent their getting moved out of place by accident, it is well before starting to turn the crank wheel so that the handle is at the bottom and notice the position of the yarn carrier and tension cam. The yarn carrier should be at the back of the machine and the lug which holds the tension cam should be between the two bumpers on the gear ring, otherwise the gears will not set the shell in motion. Be sure of these relative positions when the change is completed.

HOLDING DOWN WORK It is of the utmost importance always to pull the work well down with the left hand in addition to the weights, and to see that all needle latches are down before commencing to knit at any time. In knitting tight work, put on plenty of weight, or assist the weights in holding down the fabric, with the left hand. Too light weight will allow the stitches to raise up on the needles as they are being formed. Too heavy weight will cut holes in the webbing. Care must be taken in holding down the webbing with the left hand in knitting the heel and toe. Hold down in such a manner that you are not drawing down harder on the last needles that are down in the cylinder at the sides, than in the center. This will be the cause of cutting holes in the gore of the heel and toe.

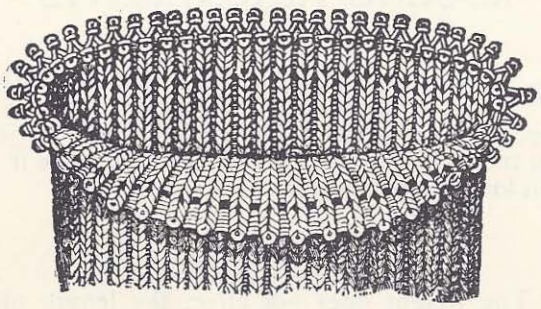


Fig. 30

TO PUT WORK ON THE MACHINE

If the work accidentally runs off through breaking of wool or other cause, press the end of the knitted work with a hot iron to make the stitches firm. Then unravel one or two rounds to get an even row of stitches and pick the stitches onto the needles again with work hook or spare needles as follows:

Have yarn carrier at front of machine. Put stitches on about 40 needles, commencing at right hand side of cylinder and working round the back, letting the loose end of wool hang down at right hand side. (The stitches at first need only be just inside the hooks so as not to stretch them, but when all are on the needles they must be pulled down to cylinder top as usual.) Raise these 40 needles out of action and turn yarn carrier forward to back of machine, being careful not to damage any of the needle latches, which are apt to fly out when no stitch is on the needle, and may catch against the yarn carrier if care is not taken. Put stitches on the remaining needles and raise them out of action. Now pull the stitches down to the top of the cylinder; bring the yarn carrier to the front; thread the machine with wool or cotton and join up to hanging end. Take up any slackness; press down about 50 needles, commencing with the first after that from which the wool hangs and proceed to knit. Before beginning to knit see that all the needle latches are down, and do not forget to pull the work down.

A little practice will give facility in thus putting work on the machine. It is worth acquiring as the stitches have to be placed on the needles in this way for re-footing.

PICKING UP DROPPED CYLINDER STITCHES

If a stitch slips off the needle from any cause it will generally, if the weights are on, run down through a number of rounds. The weights should be taken off immediately and the stitch picked up as follows:

Take a spare cylinder needle and pass this down hook end first, between the work and the cylinder, with the hook pointing inwards towards the work. Pass the left hand up inside the cylinder from underneath the machine. Take hold of the work and bring the dropped stitch within the reach of the needle hook. Get the stitch onto the hook, being careful not to split the wool, slide the needle through the stitch until the stitch is behind the latch, then turn the needle a quarter turn to the right, pull it slowly back until the latch stands out almost straight but not quite, the stitch still being behind it. Then work the latch up behind the yarn immediately above the stitch. This done proceed to draw the needle slowly back and the latch will take the yarn inside the hook, allowing the old stitch to slide over and thus forming the new one. Having now a new stitch inside the hook, slide the needle through the work again until the stitch is behind the latch, and repeat the whole operation until you get the stitch to the top, when it must be placed on its cylinder needle.

If the ribber is in use when the stitch slips off the cylinder needle, the ribber needles must first be taken out, as directed below and the complete ribbing attachment removed.

For first practice, should a stitch have slipped off the needle, it is sufficient to pull up onto the needle any stitch from the nearest part of the knitting, the only object being to get a distinct and separate loop around each needle, so that it will knit properly. One loop must not be taken around two needles. If only a single stitch is off at any point, the cross thread of yarn just behind the needle should be pulled onto it. ("Behind a needle" is "inside the cylinder.")

PICKING UP DROPPED RIB STITCHES

This is done on the same principle as explained above except that, of course, it is done from the inside of the work instead of the outside. All of the ribber needles must be taken out of the dial and left hanging to their stitches, outside the cylinder. The complete ribbing attachment can then be removed so as to allow free access to the work.

LIST OF AUTO KNITTER PARTS

A. Bed Plate . . . . . *
1. Clamp Screws (each) . . . . . .
1. Yarn Stand Rod Set Screw . . . . . .
3. Crank Wheel Stud . . . . . .
4. Washer for Crank Wheel . . . . . .
5. Screw for Crank Wheel . . . . . .

B. Gear Ring . . . . . *
1. Yarn Carrier Screw . . . . . .

C. Crank Wheel . . . . . *
1. Crank Wheel Rivet . . . . . .
2. Crank Wheel Handle . . . . . .

D. Cam Shell . . . . . *
1. Clasp Ring Holder . . . . . .
2. Tension (or V) Cam . . . . . .
3. Tension Screw Spring . . . . . .
4. Tension Screw Pin (Cast in Shell)
5. Tension Screw Head . . . . . .
6. Right and Left Upthrow Cams (each)
7. Upthrow Cam Pin . . . . . .

E. 1. Yarn Carrier Head . . . . . *
2. Yarn Carrier Head Screw . . . . . .
3. Yarn Carrier Stem . . . . . *

F. Cylinder . . . . . *
1. Cylinder Clasp Ring . . . . . .
2. Cylinder Screws (each) . . . . . .
3. Dial Adjuster Lever . . . . . .
4. Dial Adjuster Lever Screw . . . . . .
5. Dial Adjuster Regulator . . . . . .
6. Dial Adjuster Regulator Head . . . .

G. Ribber Dials . . . . . *

H. Tappet Plate and No. 1 to 8, omitting No. 3 Sold only as a Unit.
For .... .Complete *
1. Timing Segment . . . . . .
2. Timing Segment Screw . . . . . .
3. Driving Pin . . . . . .
4. Ribber Tension Thumb Screw . . . .
5. Ribber Tension Cam . . . . . .
6. Ribber Tension Pointer . . . . . .
7. Switch Cam . . . . . .
8. Handle or Switch Pin . . . . . .
9. Dial Post . . . . . .

I. Needles (each) . . . . . .
1. Cylinder (long). Per dozen . . . . .
2. Ribber (short). Per dozen . . . . .

J. Ribber Arm . . . . . *
1. Height Regulating Screw and Nut . .
2. Ribber Arm Set Screw . . . . . .

K. Yarn Stand Rod . . . . . .

L. Yarn Stand Top . . . . . *
1. Yarn Stand Top Set Screw . . . . . .
2. Take Up (or heel) Spring . . . . . .
3. Take (or heel) Spring Screw . . . . .
4. Take Up Lock . . . . . .
New Yarn Stand Top L-6 . . . . . .
New Yarn Stand Top L-6 with Machine . . . . . .

N. Weight and Holders . . . . . .
1. Base . . . . . .
2. Weight Holder . . . . . .
3. Weights . . . . . .

O. Buckle . . . . . .

P. Yarn Winder Clamp . . . . . *
1. Yarn Winder Wheel . . . . . .
2. Yarn Winder Belt . . . . . .
3. Yarn Winder Spindle . . . . . .
4. Yarn Winder Stud Screw . . . . . .
5. Yarn Winder Handle Rivet . . . . . .
6. Yarn Winder Handle . . . . . .
7. Yarn Winder Clamp Screw . . . . . .

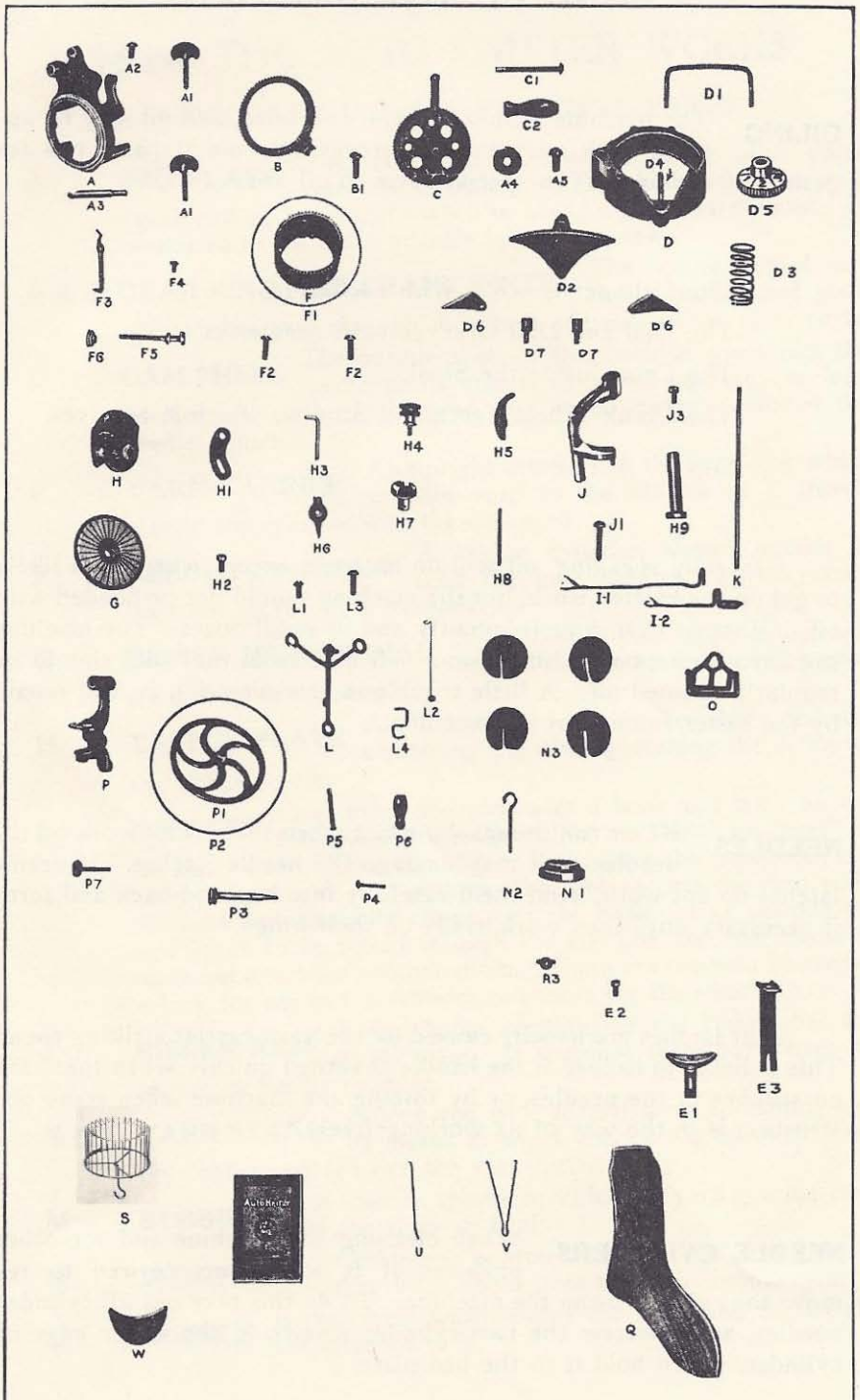
S. Set Up Complete . . . . . *

U. Work Hook . . . . . .

V. Heel Hook . . . . . .

W. Crescent . . . . . .

Y. Instruction Book . . . . . .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W

CARE OF THE MACHINE

OILING The machine should be kept well oiled, and oil may be applied with advantage wherever two metal parts rub together in working. The special parts to oil are:

The Cylinder Grooves with needles in.

The Dial and Dial Grooves with needles in.

The Cams inside the Shell.

The Crank Wheel Teeth and Stud on which it revolves.

Generally speaking, oil will do no harm except where it is likely to get on the knitted work, but the machine should not be flooded with oil. Oiling is best done frequently and in small doses. The machine can then be kept neat and clean. All fluff from the wool should be regularly cleaned off. A little trouble in this direction is well repaid by the easier running of the machine.

NEEDLES Never run the machine fast when there is no work on the needles as it may damage the needle latches. If needle latches do not work, bend them carefully into line and back and forth if necessary until they work easily on their hinge.

Bent latches are usually caused by the yarn carrier striking them. This is liable to happen if the handle is turned quickly when there are no stitches in the needles, or by forcing the machine when some obstruction is in the way of its working freely.

NEEDLE CYLINDERS When cleaning the machine and for other purposes it is sometimes desired to remove the cylinder from the machine. To do this take out all cylinder needles, and unscrew the two cylinder screws in the under edge of cylinder, which hold it to the bed plate.

notes

notes