

ASSEMBLING THE ASHFORD BULKY SPINNER

FINISHES - Timber used in Ashford spinning wheels is kiln dried, but due to possible differences in climate, it is important to seal thoroughly (ie. apply a finishing surface) as soon as possible. This enhances the appearance and protects the wood from greasy wool.

IT IS EASIER TO APPLY THE FINISH BEFORE ASSEMBLING, as follows:

a. Use the garnet paper to smooth all surfaces, then brush off the dust. Silver Beech varies in colour, and although we endeavour to match the pieces, some variation is possible. A medium to dark stain will cover it.

b. We recommend an oil stain followed by several coats of clear lacquer.

c. Between coats, rub down with steel wool.

d. Alternatively, french polish can be applied with brush or pad.

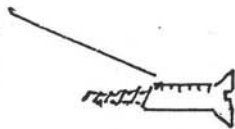
e. If preferred, linseed oil can be rubbed into the wood, then polished with a wax polish.

GENERAL - Before commencing, read each step carefully.

WAX or SOAP rubbed on the screws makes assembling easier.

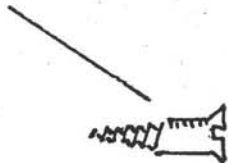
1. Secure rubber pads to the under side of feet (A and B), 25mm (1 in) from the end. Use CSK screws 15mm (five-eighths inch) long.

Ill. 1.



2. Using CSK screws, attach hinges to foot A (lead holes drilled) as shown in ill. 2

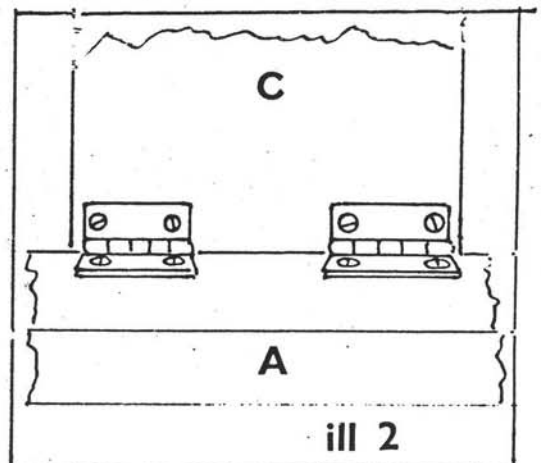
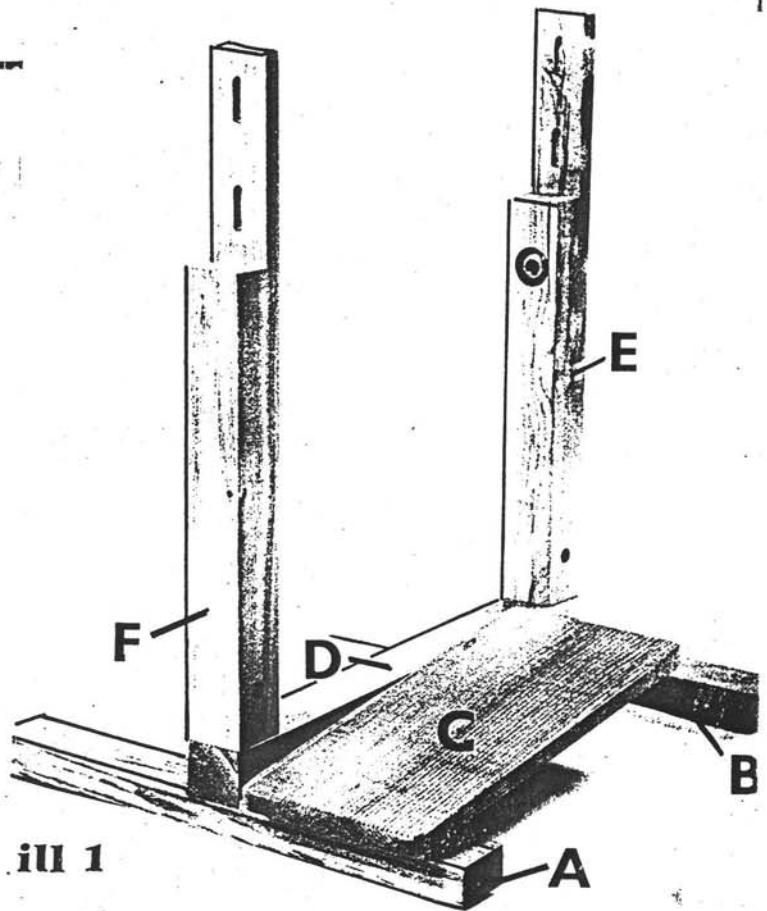
3. Attach Treadle Board C to hinges using 12mm (1/2 in) CSK screws. See ill. 2



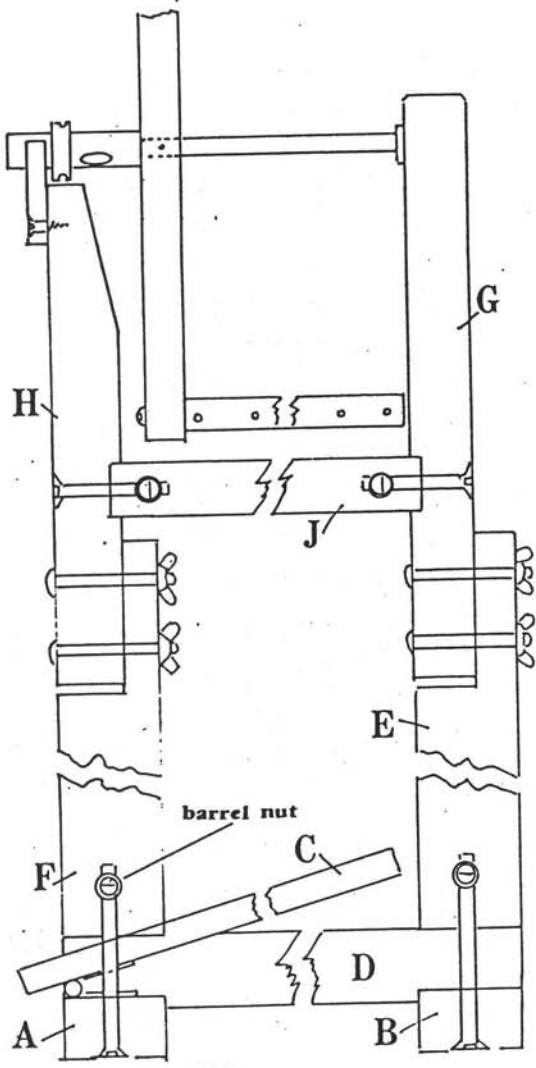
4. Carefully examine ill. 1 and 3. Attach base rail D and front support F, to foot A with 100mm (4 in.) Inhex bolt and barrel nut. To line-up, turn the barrel nut with small screw driver. Tighten with Allen Key.



5. Attach base rail D and rear support E, to foot B, in the same way. If the assembly does not sit flat on floor, reassemble with B reversed.



8. Secure the front flyer-bearing to upright H with 22mm (three-quarter in.) CSK screws.



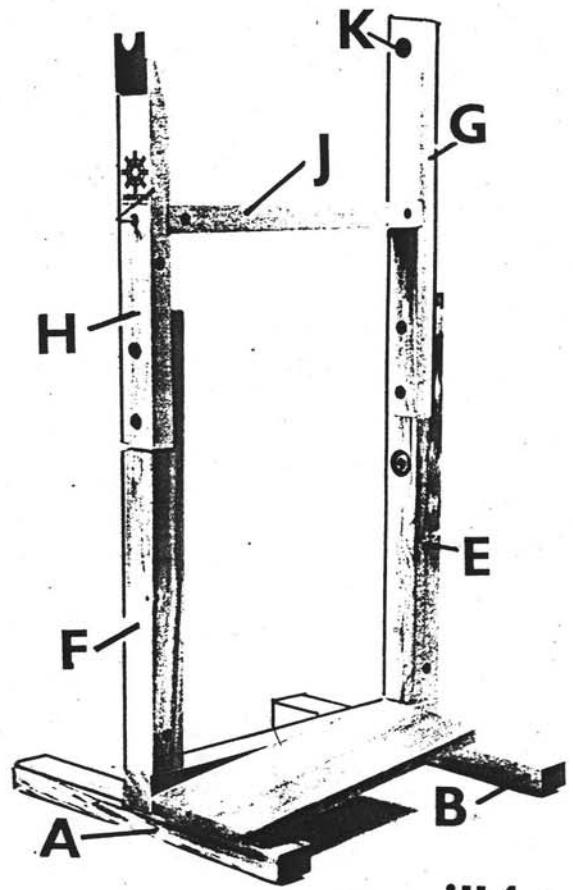
ILL3

6. Push the nylon bearing K into upright G.

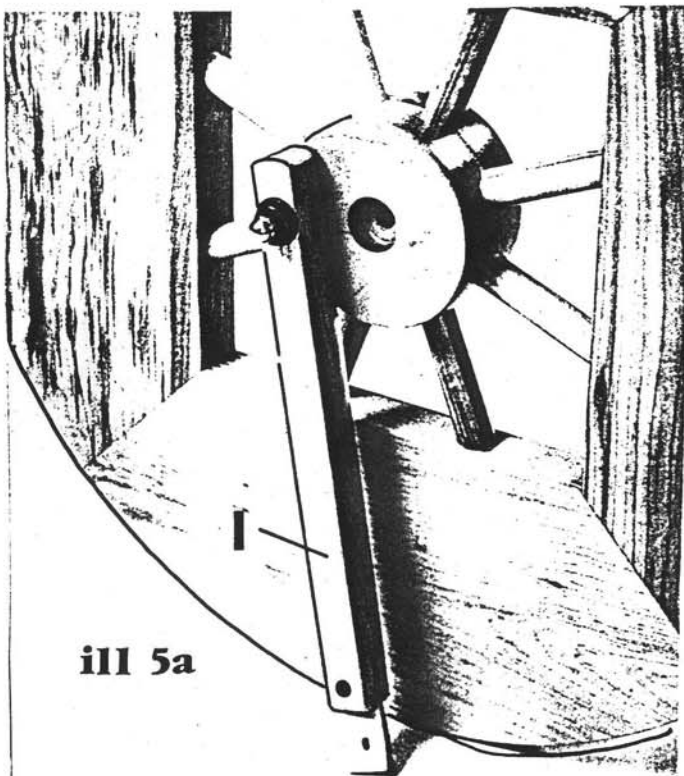
7. Fasten the top spacer J, to upright G, with 50mm (2 in.) Inhex bolt and barrel nut.

9. Attach the upright H to spacer J, with 50mm (2 in.) Inhex bolt and barrel nut. See ill.4

10. Locate the top assembly to the lower frame. Fasten with carriage bolts and wing nuts, remember to place washers under the wing nuts. See ill. 3 and 4



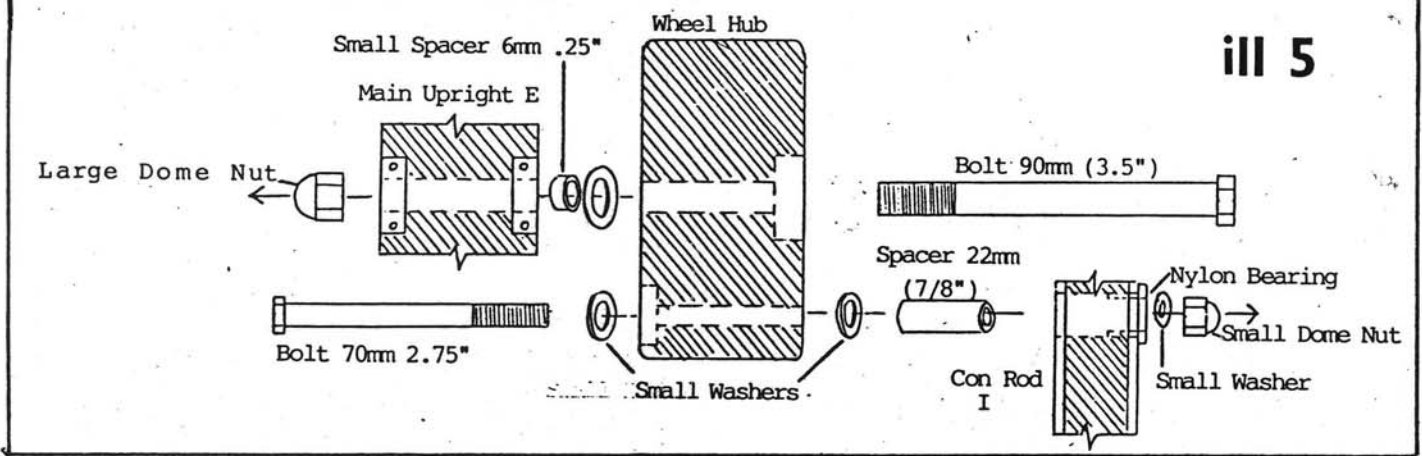
ill4



ill 5a

11. Attach the leather to the CON ROD (not treadle board) with round head screw as shown in ill.5a.





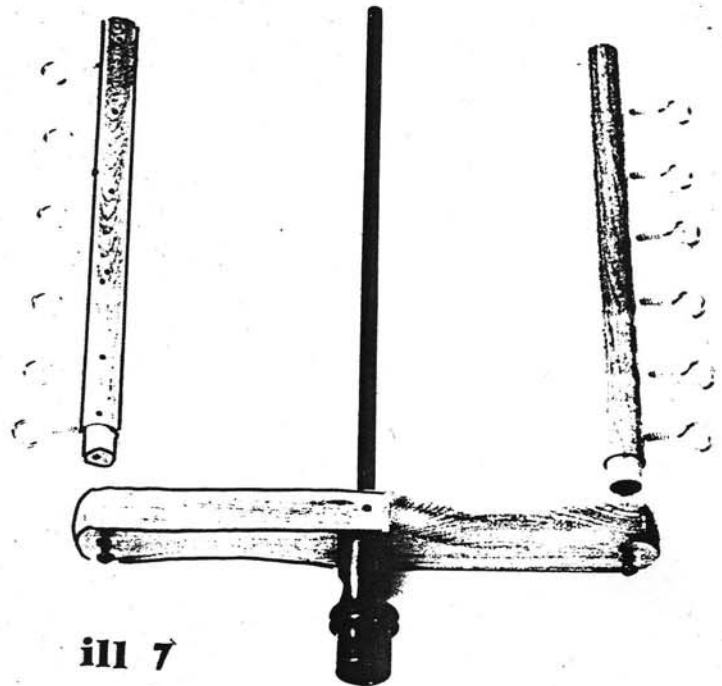
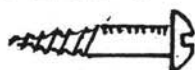
15. Screw the flyer hooks into the flyer arms. Ill. 7

12. Secure the con rod I to the wheel, ill.5, placing washer on engineers bolt 70mm (two and three-quarters in.) long. Push bolt through off-centre hole in hub. Over the protruding end, place another washer followed by spacer 22mm (seven-eighths in.) long. Fit the con rod, keeping the nylon bearing to the outside. Fasten with another washer and dome nut. All shown in ill.5

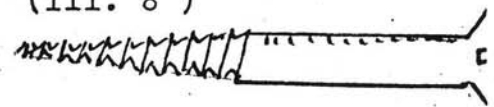
13. Still referring to ill.5 attach the wheel to the frame as follows:

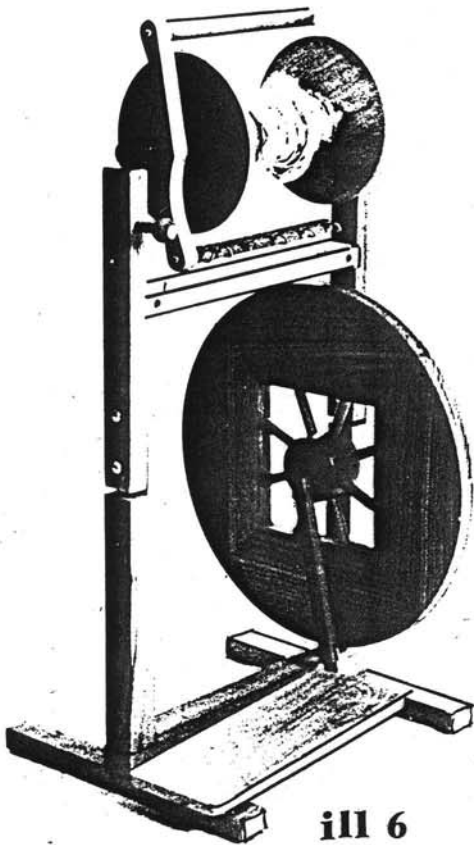
Push 90x8mm Engineers bolt through the centre hole in the wheel hub, fit another washer then 6mm (1/4in) spacer; pass the bolt through the ball bearings and lock it in place with dome nut. As there is a slight tolerance between the bolt and the ball bearing, wheel wobble can be reduced by loosening and re-tightening the nut with the wheel in a different position.

14. Now attach con rod leather to treadle rail, as shown in ill. 6 Use this size screw.



16. Locate the bobbin end without countersink holes, onto the end of the bobbin centre with the longer projection - line up the holes in both pieces. Locate the bobbin pulley on the same end and secure with 50mm (two inch) thin screws. (ill. 8)





ill 6

17. Locate the bobbin end with counter sunk holes, on the other end of the centre and secure with 25mm (1in.) thin screws.

18. Place bobbin on flyer spindle with pulley to rear, then locate flyer in position on top of frame.

19. With the top frame sitting at the bottom of its slots, tie the cotton drive cord around the wheel and bobbin. Cut off the loose ends.

20. Screw the small cup hook into the top front upright.

21. Tie the spring to the nylon. Hook the spring onto the cup hook. Pass the nylon over the groove in spindle and thread through the tension knob. Tie with a knot. For additional flyer braking, the nylon can be wound twice around the spindle.

22. The drive-belt tension, can be adjusted by loosening the wing nuts and lifting the top frame. Retighten the wing nuts.

23. CARE OF YOUR WHEEL. The main wheel revolves on sealed-for-life bearings. It does not require lubrication.

However, oil should be applied to:

- The con rod bearing by the hub.
- Front and rear spindle bearings.
- Bobbin bearings.
- Hinges under the treadle board.

SPINNING ON THE ASHFORD BULKY SPINNER

The wheel has a bobbin-drive, flyer brake system. The bobbin is driven by the wheel - the spun yarn causes the flyer to revolve. The spun yarn is drawn onto the bobbin by slowing down the flyer.

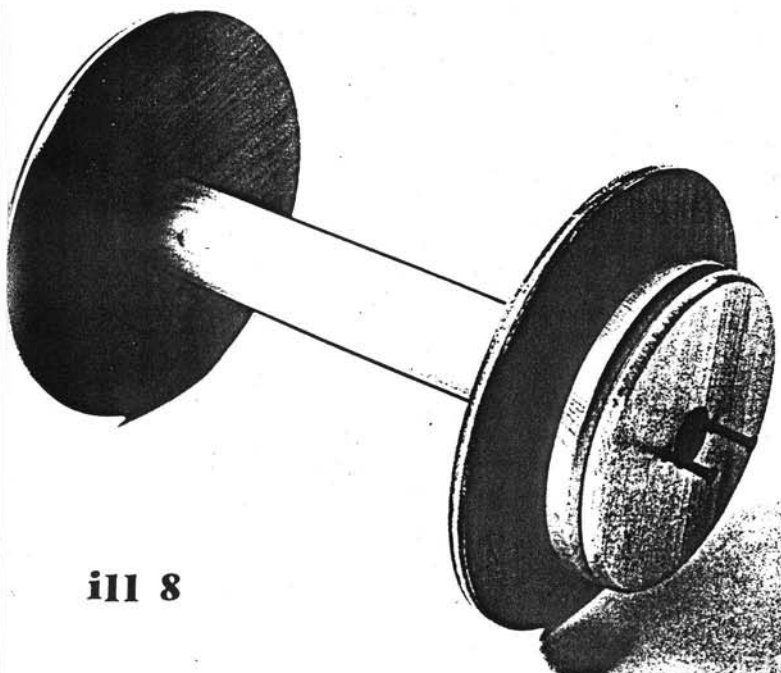
Use the tension knob for braking the flyer speed ... only a minimal adjustment is required.

The bulky spinner is normally used to produce a one-ply yarn, spun with the wheel revolving clockwise.

The bulky spinner will produce a wide range of fascinating yarns for rugs, weaving and knitting. Experiment and experience the joy of creative spinning. We wish you

HAPPY SPINNING.

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ill 8