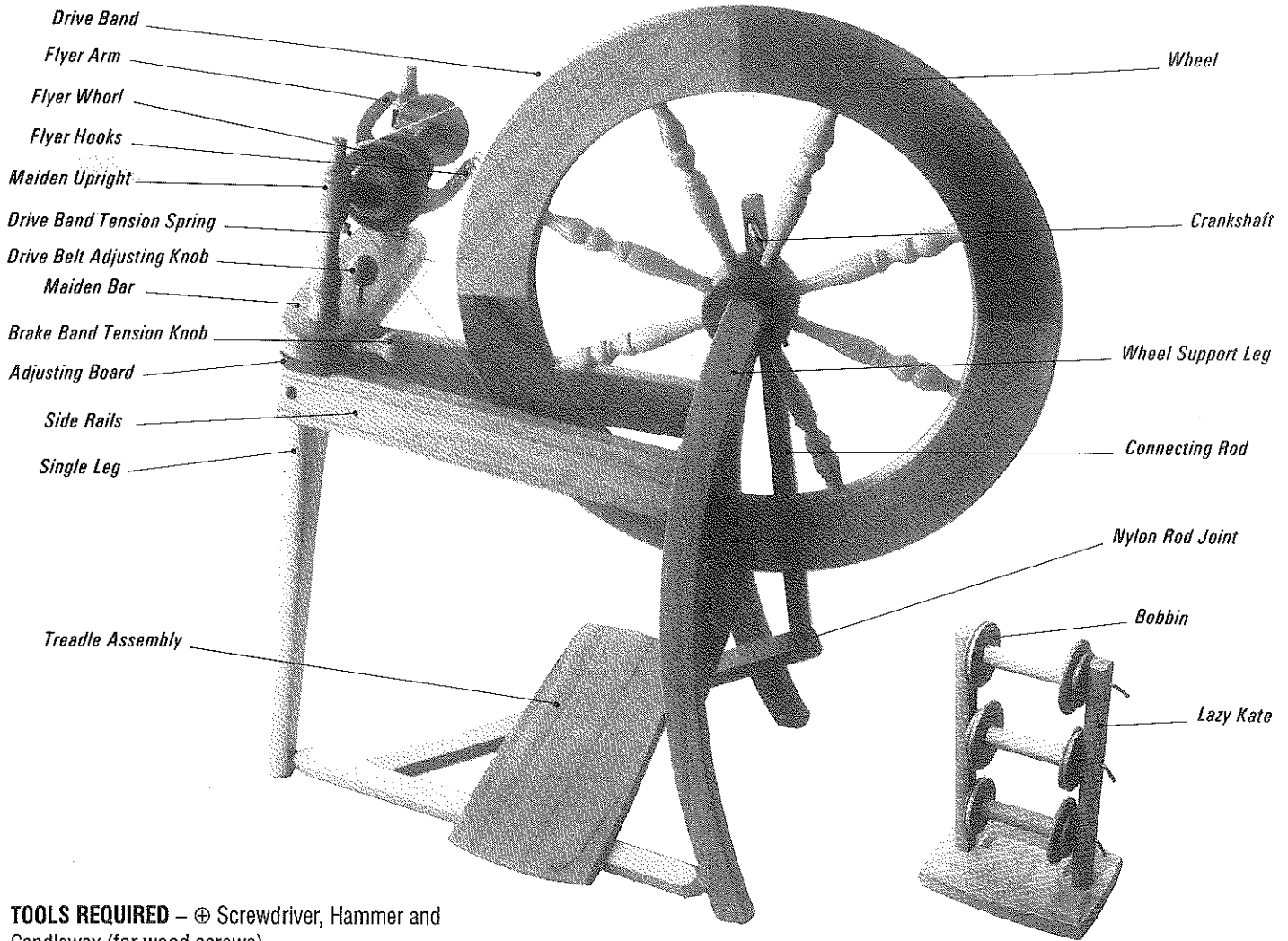


THE ASHFORD TRADITIONAL SPINNING WHEEL ASSEMBLY INSTRUCTIONS FOR SINGLE AND DOUBLE DRIVE



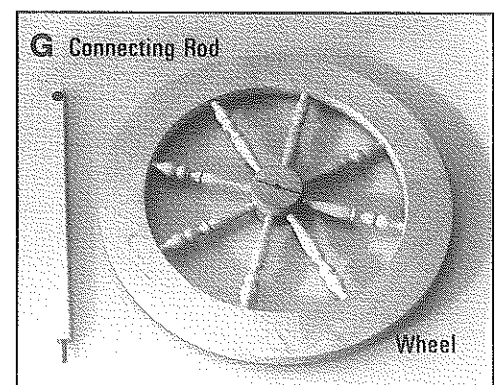
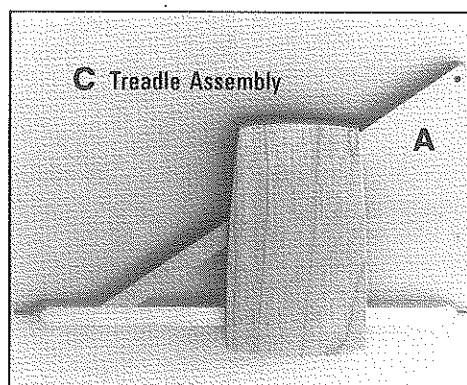
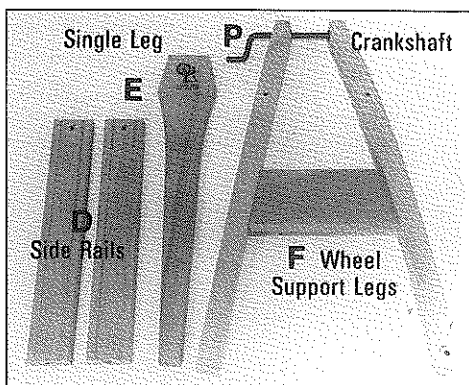
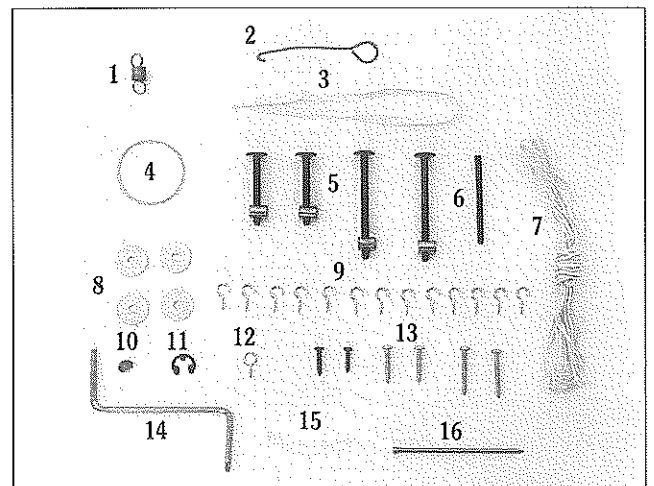
TOOLS REQUIRED – ⊕ Screwdriver, Hammer and Candlewax (for wood screws).

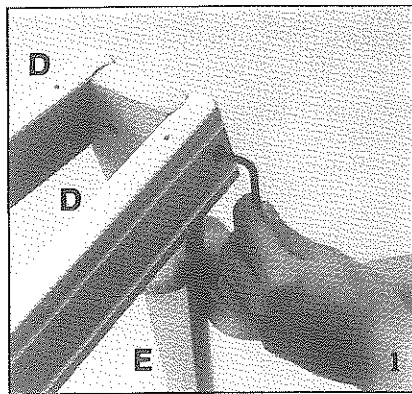
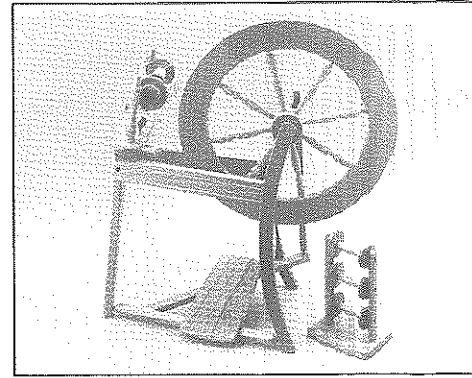
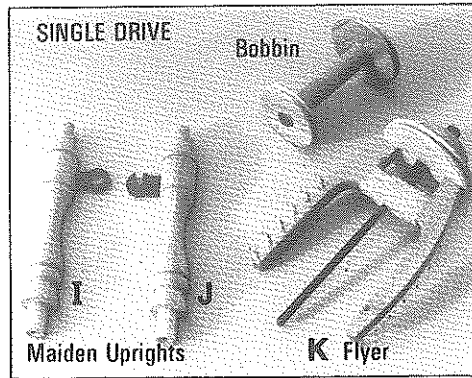
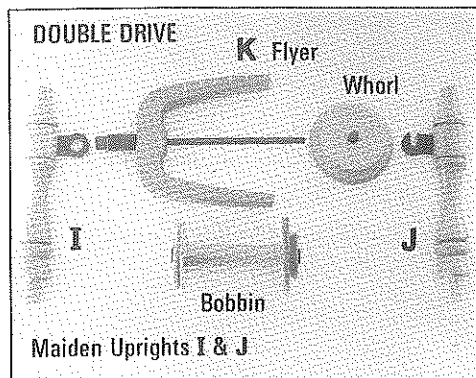
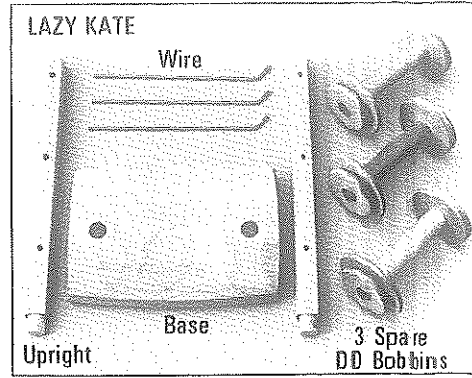
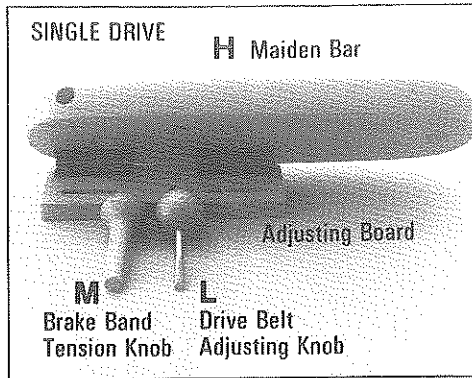
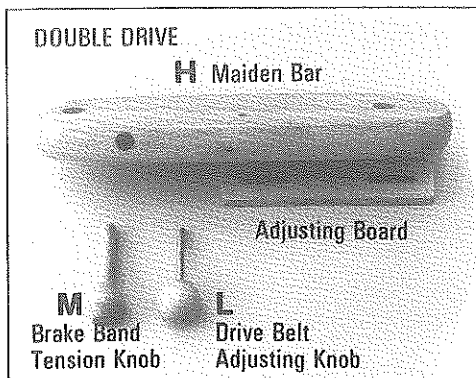
Before Commencing – Read the instructions completely, identify the parts and note the assembly sequence.

FINISHING THE WOOD – We recommend that the wood surfaces be waxed before assembly. This protects the kiln dried wood from climatic changes and enhances the beauty of the wood.

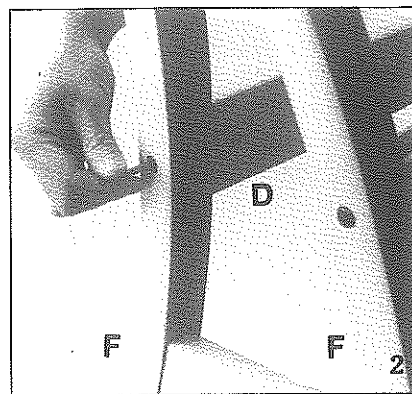
For the Ultimate Finish – Use the special, natural, new formula Ashford Wax Finish. The Silver Beech Tree is a native of New Zealand and has a lovely variety of colour and grain. The Ashford Wax Finish will enhance the natural colours and beauty of the wood. Ashford Spinning Wheels are also available factory finished in clear lacquer or walnut finish.

- 1 Spring
- 2 Threading Hook
- 3 Tape
- 4 Nylon Brake Band
- 5 Bolts and Barrel Nuts
- 6 Tension Pin
- 7 Drive Belt
- 8 Washers
- 9 Hooks
- 10 Thumb Tack
- 11 E Clip
- 12 Screw Eye
- 13 Screws
- 14 Allen Key/Pozi
- 15 Nylon Rod
- 16 Nail

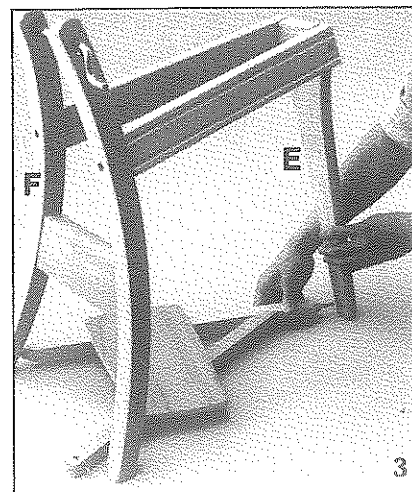
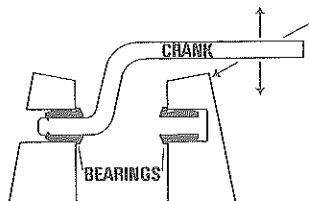




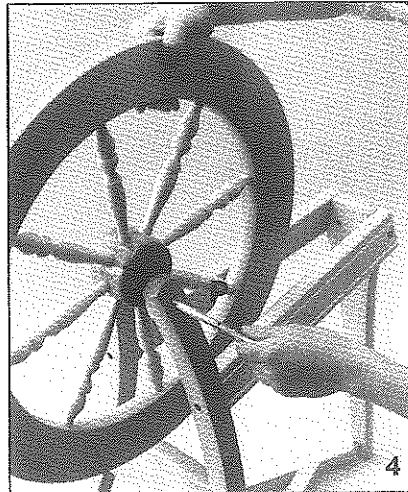
(1) Keeping the small lead holes in the side rails 'D' uppermost and the holes in 'E' facing inwards, loosely connect the rails 'D' to the leg by inserting the barrel nuts into the large holes in 'E' and threading the short bolts through the side rails into them. It may be necessary to remove wood shavings left in the holes and a screwdriver can be used to line up the threaded hole in the barrel nuts with the bolt.



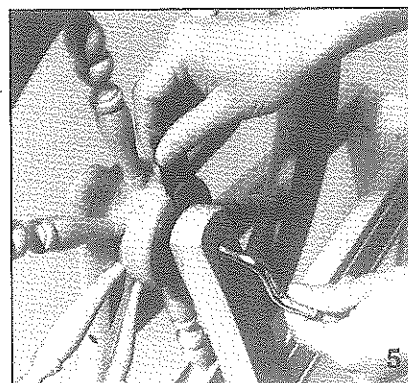
(2) Take the wheel support legs 'F' and connect to the side rails 'D' with the long bolts and barrel nuts.



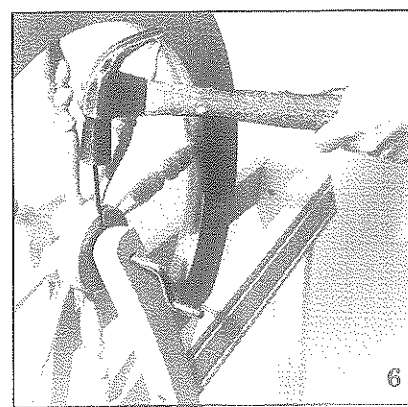
(3) Wax ends of steel rod in treadle rail and fit the treadle assembly between legs 'E' and 'F'. Insert the crank through both wheel bearings. If the bearings are correctly aligned the crank should rotate freely. If the crank does not rotate freely insert the short end of the crank into one bearing and move it vertically or horizontally. Then repeat for the other bearing testing the alignment of the two bearings as you proceed. See illustration. Once the crank rotates freely tighten all bolts with the allen key provided then carefully lubricate the bearings with Ashford Spinning Wheel Oil, light machine oil, grease or vaseline.



(4) Place the wheel in position between the legs with the groove in the hub to the same side as the crank and insert the crankshaft 'P'. This has deliberately been made a firm fit in the hub so do not lubricate or ream out the hole.

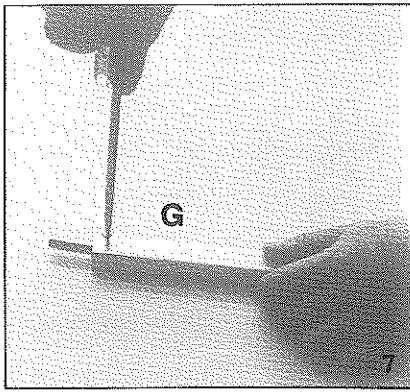


(5) To secure the wheel, first locate the hole in the crank by pushing the nail supplied in the hardware, through the groove in the hub, and twisting the crank backwards and forwards until the hole is located.

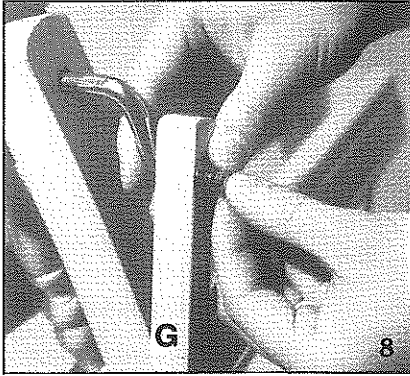


(6) Next remove the nail and tap in the tension pin through the hub and crank.

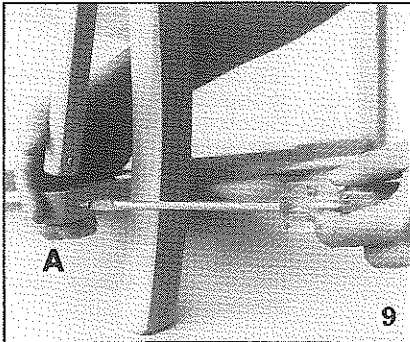
It is required to remove the pin, file off the point of the nail and punch the pin back through hub.



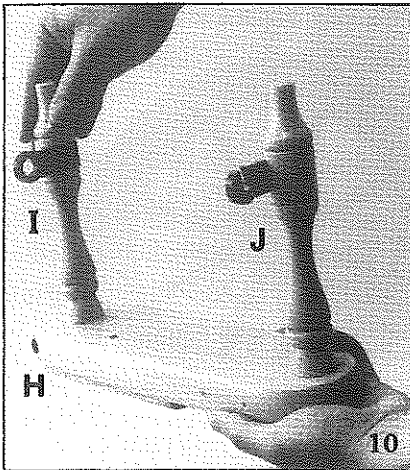
(7) The small piece of nylon rod forms a joint at the bottom of the connecting rod 'G' and is held in place with a 16mm (5/8 inch) pan head screw.



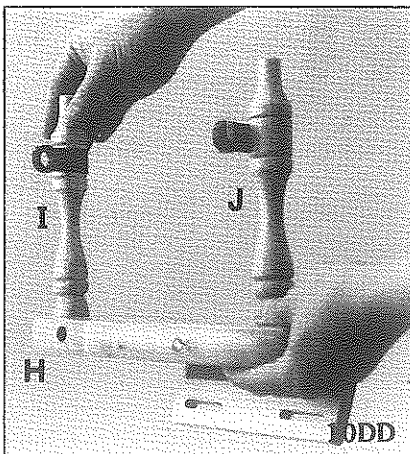
(8) Fit connecting rod 'G' to the crank, keeping the bearing to the outside. Fit the E Clip into the groove of the crank. To remove prise off with a screwdriver.



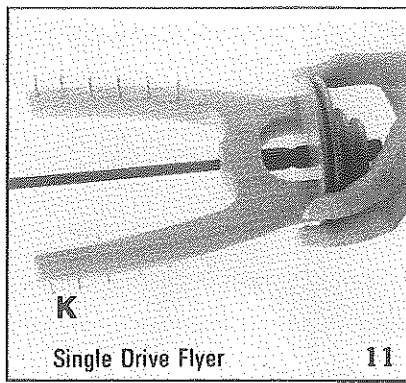
(9) Insert the other end of the nylon rod through the treadle rail 'A' level with the bottom and secure with a 19mm (3/4 inch) pan head screw.



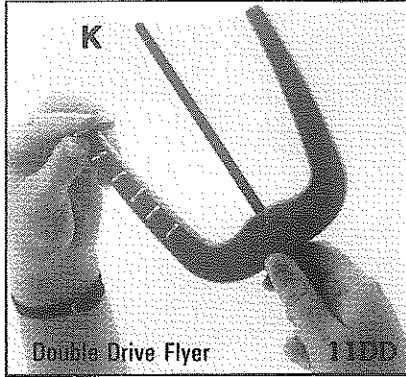
(10) Flyer Unit - For Single Drive (Scotch Tension)
Wax the dowel ends of both 'I' and 'J' before inserting in the maiden bar 'H' and secure sufficiently with 25mm (1 inch) round head screws and large washers so they can be twisted to remove the bobbin.



(10DD) Flyer Unit - For Double Drive.
Follow instruction 10 but note from the photograph the different position of the adjusting board.

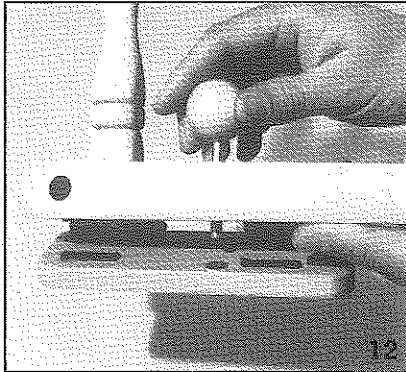


K
Single Drive Flyer 11

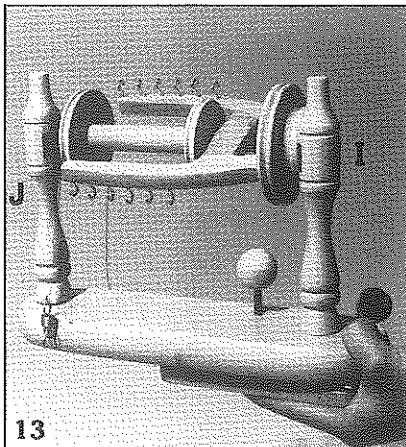


K
Double Drive Flyer 11DD

(11 & 11DD) For Single Drive (Scotch Tension) and Double Drive.
Thread in 12 screw hooks into flyer. All holes are pre-drilled.

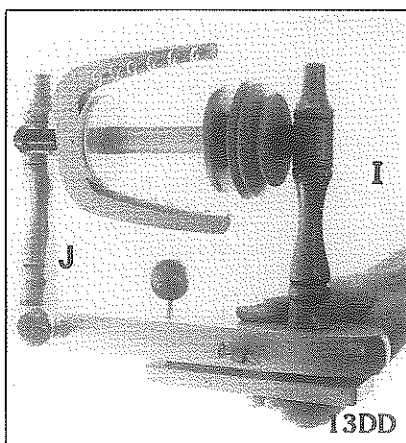


(12) Thread drive band adjusting knob 'L' into maiden bar. To prevent the bolt in knob "L" marking the adjusting board, place a thumb tack directly beneath it.



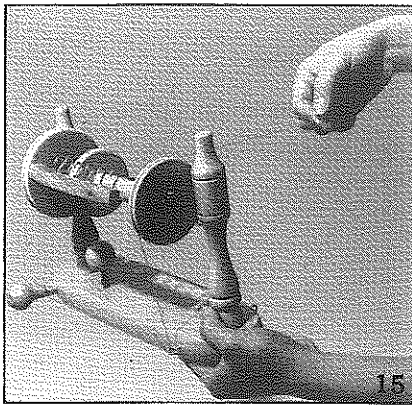
(13) Place a bobbin on the flyer spindle. Now fit the flyer and bobbin between the maiden uprights.

To remove bobbin, grasp large bobbin end and lift spindle out of click bearing and twist upright "I" sufficiently to allow bobbin to be removed from the flyer.



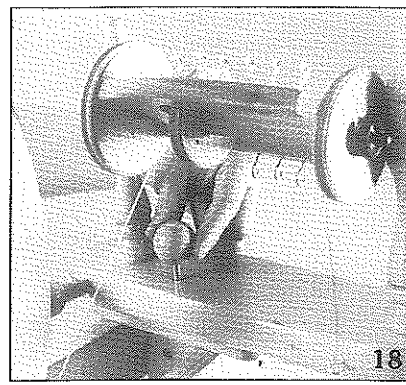
(13DD) Double Drive:
Place a bobbin on the flyer spindle, then push on the whorl, holding only the flyer shaft not the woodwork.
Now fit the flyer and bobbin between the maiden uprights. To remove bobbin, remove flyer as in 13, then remove flyer whorl holding onto the flyer shaft.

(14) (Not Illustrated). Thread the nylon line through the hole in the brake band tension knob 'M' and secure one end with a knot. Fit knob 'M' into large hole in the maiden bar 'H'. Do not wax or lubricate the spigot of knob 'M'.



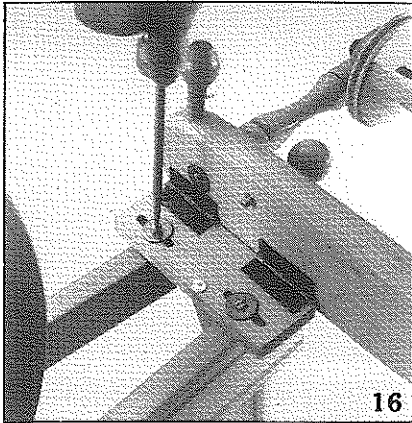
(15) Single Drive (Scotch Tension) and Double Drive Maiden Bars:

Fix one screw hook into the hinged side of maiden bar 'H' and the screw eye into the opposite side. Holes are pre-drilled. Thread nylon line through screw eye, over grooved end of bobbin, then tie to spring. Hook spring onto screw hook. Adjust to obtain desired brake tension. Do not over stretch spring.



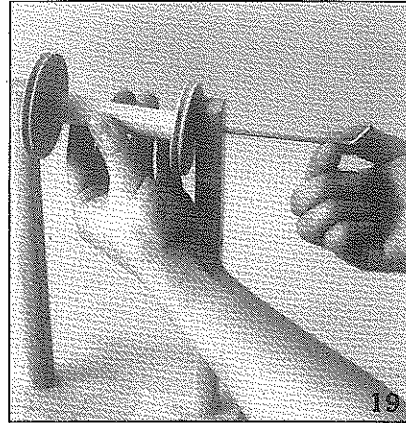
(18) Adjust drive belt adjustment knob until the drive belt is just tight enough so it doesn't slip when treadling.

Double Drive. Adjust drive belt adjusting knob. This will require some adjustment later when you are ready to spin.



(16 & 16DD) For Single Drive and Double Drive.

Put two 32mm (1 1/4 inch) screws through the washers then through the adjusting board slots and secure loosely into rails 'D'. These will be tightened later.

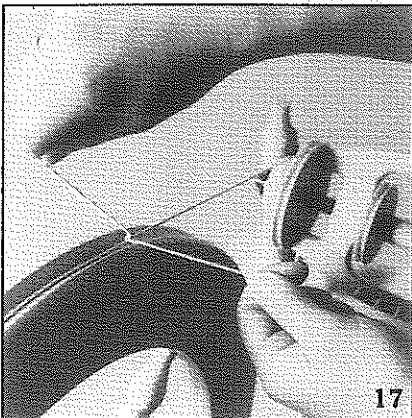
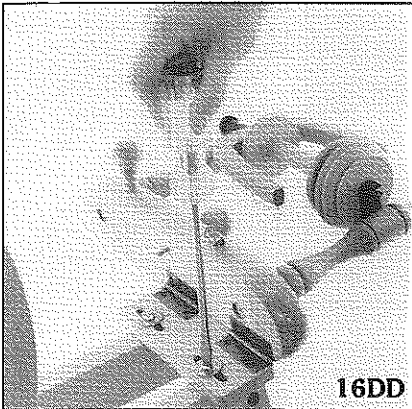


(19) The two uprights are inserted into the Lazy Kate base. Ensure that the holes are aligned by locating the wires in position. Store the three spare bobbins on the Lazy Kate.

(20) Oil all bearings for the silent efficient running of your wheel. Repeat application every 3-4 hours of work.

We recommend Ashford Spinning Oil for this purpose.

(21) Threading Hook Assembly: (Not Illustrated). Thread tape through looped end of threading hook then tie ends together. This may now be positioned over brake tension knob for easy location.



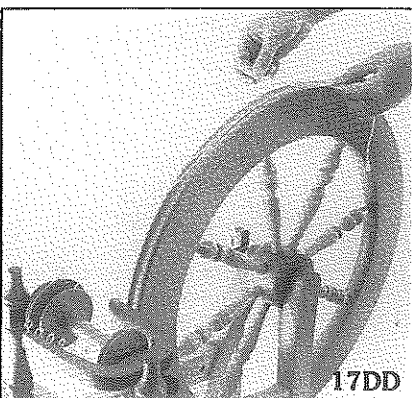
(17) Place driving belt around the wheel and large flyer pulley 'K' then tie the ends with a flat knot. Sight along the belt and move the maiden bar until the wheel and flyer pulley are aligned. Next tighten the two screws.



'Flat Knot'

To change back to double band spinning, unhook spring from hook, remove nylon from around bobbin and wind up excess nylon with brake band tension knob. Place one loop of the drive belt over the flyer whorl, and the other loop over the small bobbin whorl.

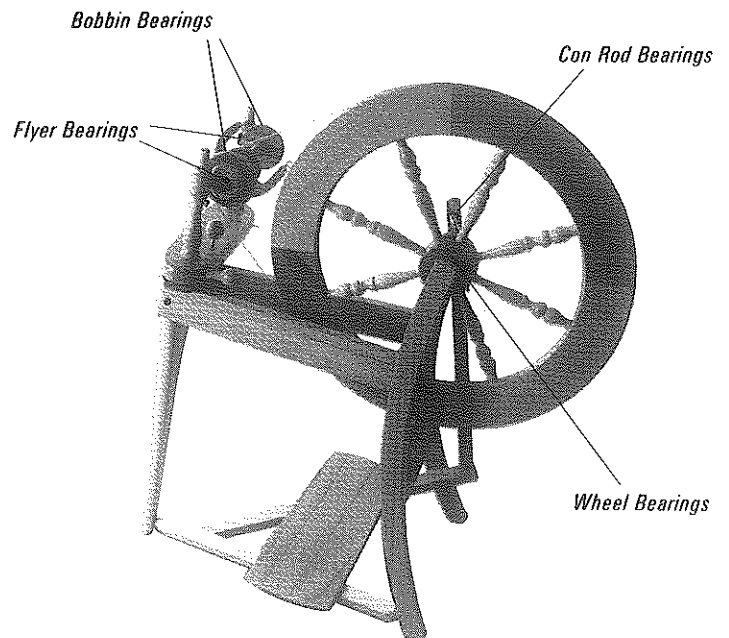
(22) To convert the Double Drive to Single Drive (Scotch Tension). Place both loops of the drive belt over the large flyer whorl (loosen drive belt tension if necessary). Next place nylon brake band over large grooved end of bobbin, hooking the spring onto screw hook on maiden bar. Re-adjust tension knob without over stretching spring.



(17DD) Double Drive:

Place driving belt around the wheel and under the flyer whorl, place over wheel again and under bobbin whorl, securing with a flat knot.

Sight along the drive belt and move the maiden bar until the wheel, the flyer and bobbin whorls are aligned. This centering position allows both the fast and slow positions on the flyer whorl to be used at the one setting.



DESIGNED AND MANUFACTURED BY:

ASHFORD HANDICRAFTS LTD.

P.O. BOX 474, ASHBURTON, NEW ZEALAND.