

# ASSEMBLY INSTRUCTIONS FOR ASHFORD TRAVELLER SPINNING WHEEL Mk. 2

## FINISHING YOUR WHEEL

The timber used in all Ashford Spinning Wheels is kiln dried, and due to possible difference in climatic conditions, it is important to thoroughly "seal" (i.e., apply the finishing surface) as soon as possible after arrival. As well as enhancing the appearance this also protects the wood from absorbing grease from the wool. It can be easier to apply the finish before assembling. All surfaces should first be smoothed with the garnet paper supplied then all dust brushed off. Silver Beech varies in the colour and although we try to evenly match all the pieces some variation is likely. A medium to dark stain will usually cover these differences. We recommend an oil stain, followed by several coats of clear lacquer. In between each coat, rub down with steel wool. Alternatively french polish can be applied with a brush or pad or Linseed oil can be rubbed into the wood and then polished well with a wax polish.

## GENERAL:

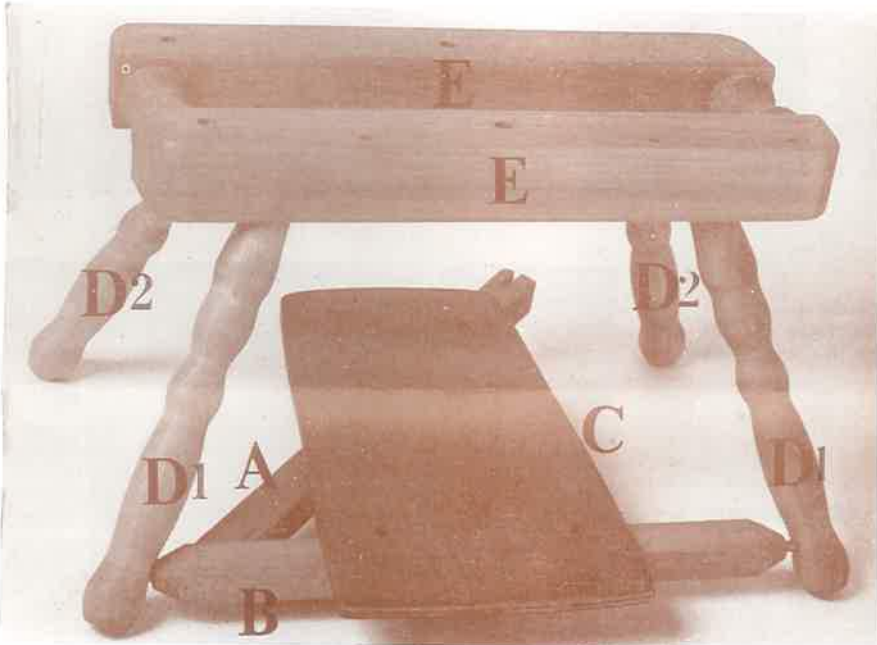
Read each step right through before commencing. Wax or soap rubbed on to the screws will make assembling easier.

### STEP 1:

Treadle rails A and B are secured together with a 1½ inch (40mm) round head screw.

### STEP 2:

Treadle board C is attached with four ¾ inch (20mm) countersunk screws after positioning evenly on the treadle rails, keeping the bottom edge of C parallel to rail B, with the screws in the centre of the rails.



### STEP 3:

As the legs are a neat fit in the holes in the base rails, rub candlewax on dowed end of leg before inserting. With the treadle board facing up, fit the treadle assembly into the holes in D1. Now tap the two front legs into section E, noting the front rail of E has five holes on upper surface. Tap the back legs D2 in place. Hammer all legs firmly in. To ensure base sits level, sandpaper the ends of the longest legs. Secure legs with ½ inch (16mm) screws.

### STEP 4:

Locate the two wheel supports F1 and F2 into base E (middle of rails) and secure with a washer and nut, keeping the upright F1 with the hole right through to the rear, and bearings facing inwards.

### STEP 5:

Clear the tension pinhole in the wheelhub with the nail. Position the wheel between the supports with the tension pin hole in the hub towards the crank side (rear). Locate the crank through the hub which has deliberately been made a tight fit. To secure the wheel, first locate the hole in the crank with the nail supplied, by twisting the crank backwards and forwards. The hole is parallel with the bend in the crank. Lie spinning wheel down on the edge of the wheel, remove the nail and carefully tap the tension pin through the hub and crank. It is recommended that a large screwdriver or similar object be placed over the pin and that this be hammered. If it is required to remove the pin, file off the point of the nail and punch it back.

### STEP 6:

With the wheel spinning freely and approximately 1/16 inch (1mm) clearance between uprights, tighten the nuts.

### STEP 7:

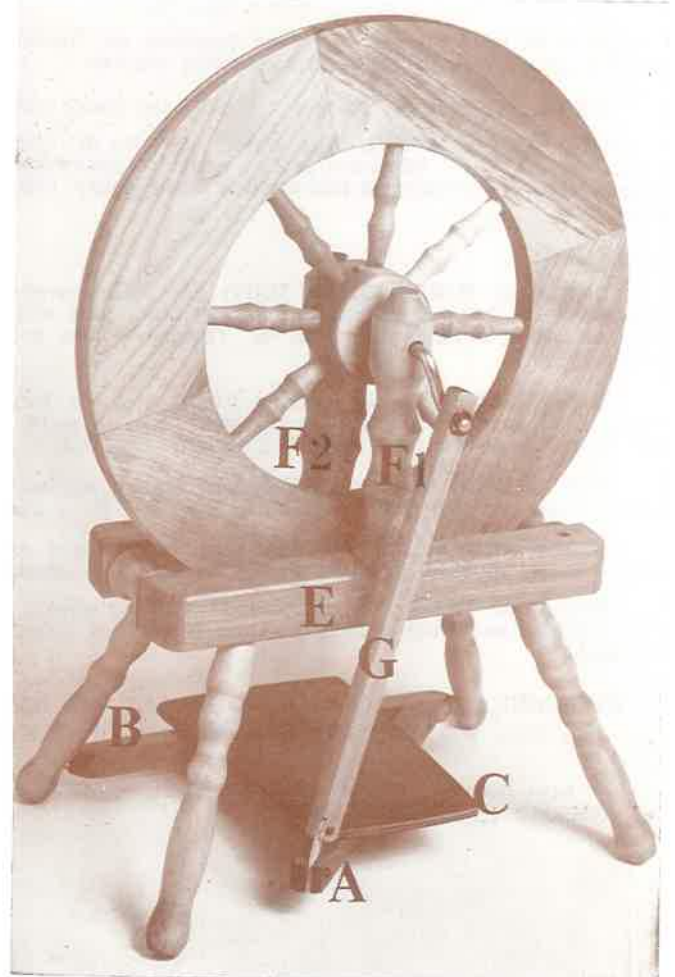
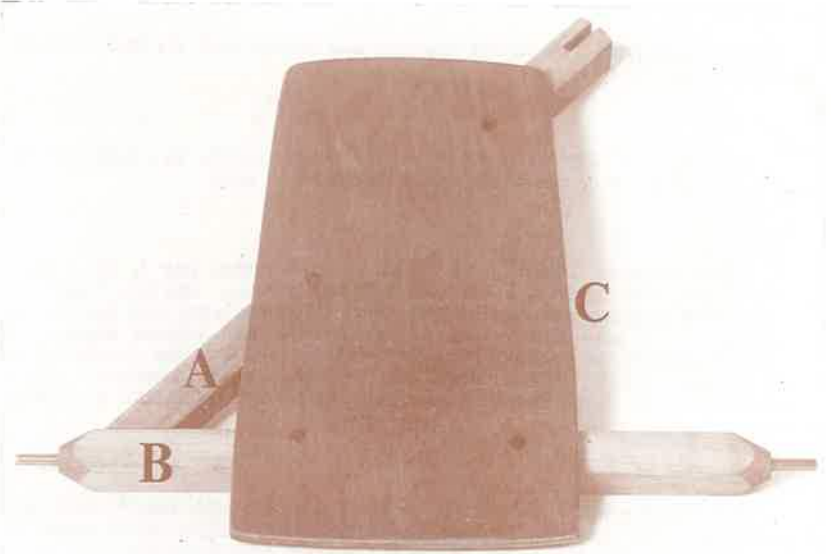
The small rectangle of leather forms a flexible joint and is held in con rod G with a ⅝ inch (16mm) round head screw. Do not over tighten screw.

### STEP 8:

Fit the connecting rod G to the crank, keeping the bearing to the outside. Insert the cotter pin through the hole and bend each leg up around the crank with a screwdriver.

### STEP 9:

Secure the leather into treadle rail A with a ¾ inch (20mm) round head screw, check to see the treadle board does not travel below horizontal. Do not over tighten screw.



**STEP 10:**

Locate the two maiden bar supports H into position and secure with washers and nuts.

**STEP 11:**

Place the top rail I on the uprights and secure with 1¼ inch (32mm) countersunk screws.

**STEP 12:**

With ½ inch (12mm) countersunk screws secure the two hinges to the maiden bar L by the wing of the hinge which has 2 holes only.

**STEP 13:**

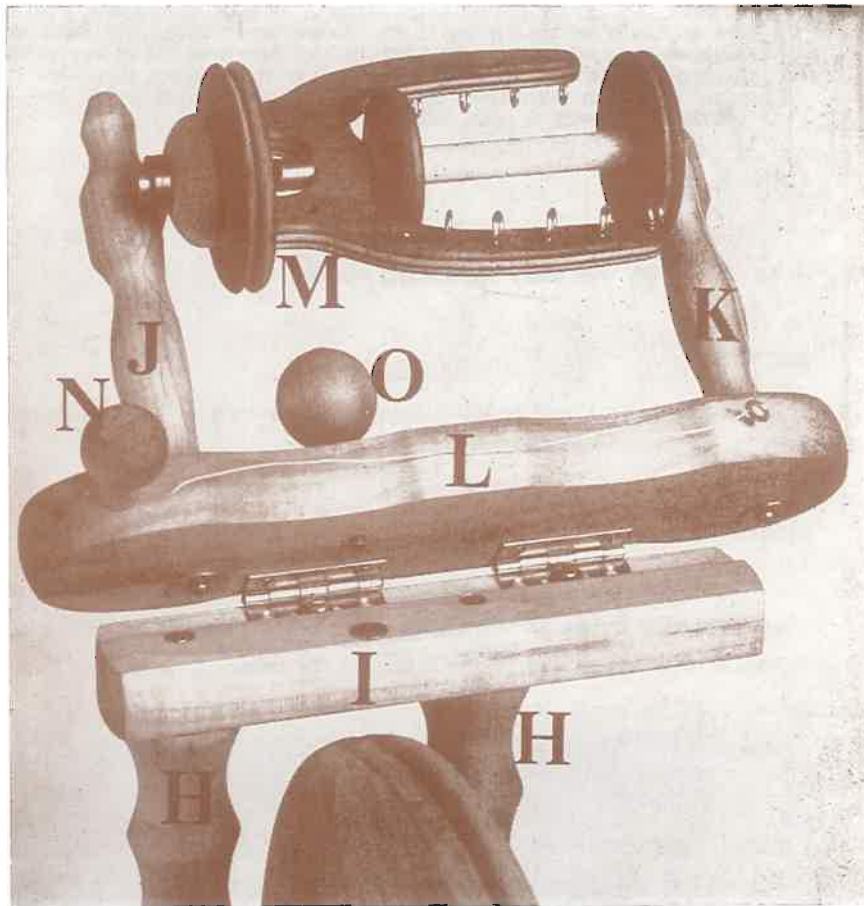
Flyer uprights J and K are held in the maiden bar L by 1 inch (25mm) round head screws and large washers with small holes. Upright J has a large hole in the nylon bearing and is clamped tight (after ensuring this bearing is at right angles to L) in hole nearest the adjusting knob and tension knob holes. Flyer upright K must twist to allow changing of bobbins. Wax the dowel end and rotate until it twists easily, being careful not to lever on the bearings. The clamping washer under K should not be too tight, but can be adjusted if K becomes too loose.

**STEP 14:**

The maiden bar L is secured to the top rail I with two ¾ inch (20mm) pan head screws and washers, through the slots in the hinges which allow for correct alignment of the driving band. When the correct alignment has been made the belt will run equally well on both the large (Slow) and small (Fast) pulleys.

**STEP 15:**

Fix the hooks into the flyer and one into the outside of L. Fix the screw eye into the inside of L. Place the flyer and one bobbin in place between the uprights. Fit the tension knob N into the front of L. Knot the nylon and thread through the tension knob, screw eye, over the bobbin and tie to the spring or rubber band. Make sure there is sufficient length of nylon to allow all tension to be relaxed. Do not wax or lubricate the spigot of N.



**STEP 16:**

Tie the driving cord tightly around the wheel and large flyer pulley. Align the wheel between the fast and slow flyer pulleys and tighten screws into top rail I. Screw knob O into place to adjust driving band. Push the drawing pin into top rail I to prevent the adjusting knob damaging it.

**STEP 17:**

Tap the three steel rods into the front rail of E for bobbin holders.

**THREADING HOOK:**

Thread the tape through the hole and tie in a loop. Hang over tension knob N for easy location.

**CHECK** that the uprights J and K are at right angles to the flyer shaft, so the flyer runs freely.

**OIL** all bearings regularly with a light oil.

**RUN IN** your spinning wheel by treading for approximately 10 minutes. Apply belt dressing or resin to driving band to prevent slipping.

**READ** your "Learn To Spin" booklet for wheel care and spinning hints.

**TWO SPEED FLYER:** The small pulley on the flyer has been added at the request of a number of spinners interested in fast spinning (production spinning). Spinners using the long draw method of drafting will find the new small pulley (which drives the flyer M faster, an advantage).

**ACCESSORIES:**

**REDUCED JUMBO FLYER UNIT:** The MK2 Traveller has been designed to take the Jumbo Flyer. Spinners interested in heavy bulky yarn will find this a useful accessory. The KIT consists of a large flyer with ⅝" (16mm) orifice, a special maid and one large size bobbin.

**HAND CARDS (Curved backs):** Prepares fleece for superior spinning and/or blends fibres. Fettle cloth 60 points to sq. inch. Sold in pairs. Size 203 x 127mm (8 x 5in.) Size 127 x 127mm (5 x 5in.)

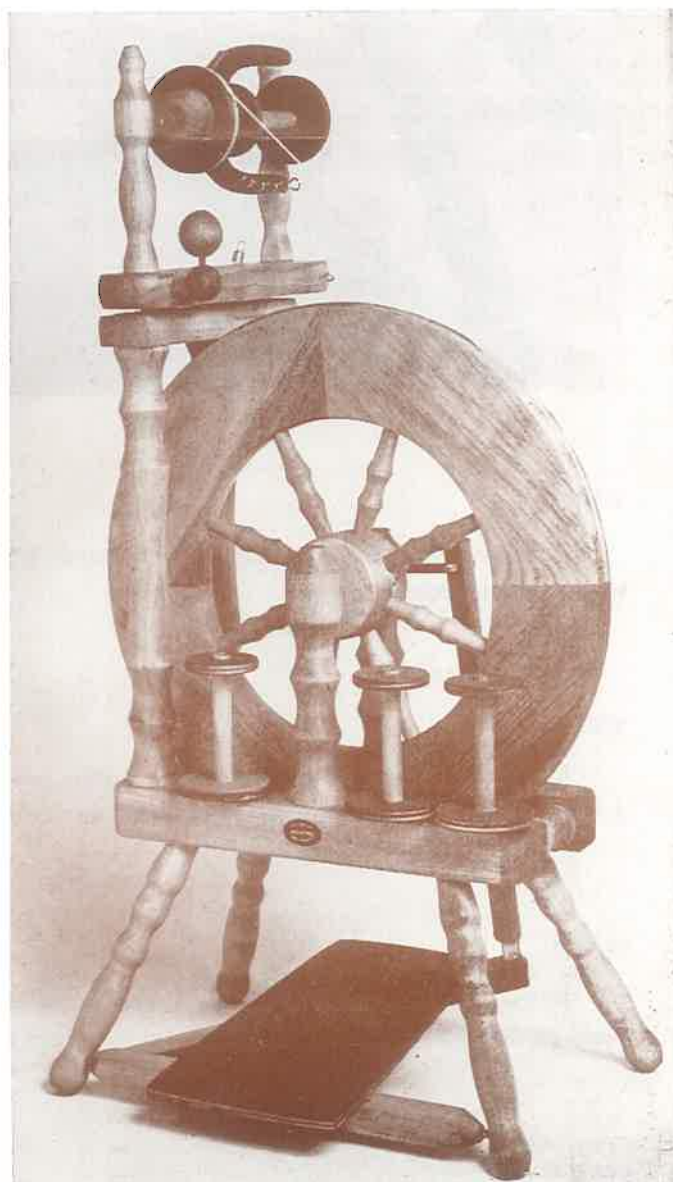
**FLICK CARD:** Used to tease wool by flicking against wood or leather surface. Single fettle cloth mounted on wood. Size 65 x 65mm (2½ x 2½in.)

**NIDDY NODDY:** A turned handpiece with tapered crossbars for skeins 915mm (36in.) long. Makes quicker washing, drying, dyeing and calculations for warps.

**SPINNING CHAIR:** To complement spinning wheels. Made in N.Z. native silver beech. Carved back has slotted hand-hold. Comfortable seat height 430mm (17in). Lathed legs firm and stable.

DESIGNED AND MANUFACTURED BY ASHFORD HANDICRAFTS LTD.,  
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