

# **Kromski Fantasia**

## **Assembly Instructions**

### **Important Notice**

If you have any difficulty in understanding these instructions, assembling the wheel, or having it operate to its fullest potential, **WE WANT YOU TO CONTACT US. WE CAN HELP.**

If something does not fit, does not turn or rotate, looks unusual, or if, in spinning, something seems wrong, **CALL US FOR CUSTOMER SERVICE. 229-859-2001**

You may also e-mail us your telephone number and a convenient time to reach you (we will want you near the wheel) so we can help. Our e-mail: **mail@kromskina.com**

Video assembly instructions can be viewed here:

**www.kromskina.com**

Please check out our expanding offering of **training and informational videos** on this page as well.

Thank you

**Kromski North America**

Distributor of Kromski products in North America

# Kromski Fantasia Spinning Wheel

First, thanks for choosing the Kromski Fantasia. We want your spinning experience to be enjoyable and the first thing to do is to assemble the wheel correctly and with care so that it works properly. We suggest you read through these instructions completely before you begin, as this will resolve any questions you may have before they arise. We have also placed these instructions online should you ever need a new copy. Additionally, we have 2 videos online that present the assembly of the Fantasia and an introduction to this wheel. Take a look: <http://newvoyager.com/videos.html>



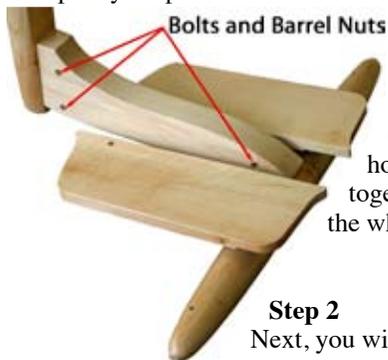
## Finishing

If you purchased an unfinished Fantasia, we strongly suggest a finish of your choosing. A good wood stain and surface finish will help prevent a degree of staining from regular use and from the use of lubricating oil. Finishing a wheel prior to assembly is probably the best way to proceed. The wheel part is MDF and there are a number of products on the market to not only protect the surface but also create color or graining effects. A solvent-based primer (oil, alcohol or lacquer-based) is a must on the MDF if you are going to paint the wood. Talk to your local paint store to ensure you use appropriate materials.

## Unboxing the wheel

The Fantasia was created and boxed in Poland and has traveled some distance to get to you, so the first thing to do is to unbox the wheel, remove all the parts and check for any problems that may be obvious. If you observe a problem, contact your dealer.

Make sure all parts are unwrapped and set aside. Give yourself some room to work away from the parts so you don't step on anything. Compare your parts to those shown at the end of these instructions.



### Step 1

The first step is to attach the treadle brace to the treadle assembly and wheel post. You will use the hardware shown in picture 1. The barrel nut may already be inserted in the brace hole if not in parts bag. Using the supplied hex wrench, tighten the bolt to pull the two parts together. Make this connection very snug. Using 2 more sets of the same hardware, now attach the wheel post to the rear of the treadle brace. Again, make the connections very snug.

### Step 2

Next, you will attach the Scotch tension arm, the spindle, and the metal handle to the wheel post.



The tension arm uses the last set of hardware shown in picture 1. Insert the barrel nut in the larger hole on the tension arm. Position the tension arm to the post and push the wooden dowel into the post and rotate so that the metal bolt lines up with the barrel nut when pushed through the post from the rear. Use the hex wrench to snug this part to the post.



The metal handle uses 2 Phillips head bolts; tighten to pull the handle in snug to the post.

The spindle is a long metal shaft that has 2 sealed bearing units pressed on to the shaft. Between the bearings are 4 spacer washers; you will need to add a fifth spacer on the butt end of the spindle as you insert the entire assembly into the large hole at the top of the wheel post. Be sure to keep the spindle perpendicular to the post as you push the spindle into the hole. This is a snug fit but not difficult.

If needed, clamp the post to a work surface so you can use 2 hands on the spindle. Or get a second person to assist.



Once the spindle is seated in the hole you will secure it with 2 hex bolt units. Both ends have a hex head; the threaded bolt piece goes into the post from the front and the female piece is inserted from the rear. Using your hex wrench, pull the 2 parts to the post and make a snug fit. This



connection should never be loose but do not over tighten.

### Step 3

Now you will attach the 3 eye screws to the Scotch tension arm. There are 3 pre-drilled holes on the arm; each will receive an eye screw. To optimize the use of the Scotch tension, we suggest that the eyes of the 2 rear screws be opened a bit so you can easily remove the spring and the band from the eye to make adjustments for spinning and plying.



The Scotch tension brake band is adjusted with a small thumb peg. This peg can be positioned on either side of the tension arm. Tie the brake band to the thumb peg.



The front eye screw (on left side of tension arm) can be used to hang your threading hook.

### Step 4

You will find a metal crank with your wheel parts. This will be secured to the wheel using the 2 large wood screws. This part can be installed incorrectly; take care. The long arm of the crank **MUST** be towards the wider end of the accent piece of wood that bisects the wheel. Screws should be snug.



At the rear of the wheel you will see a metal shaft. On to this shaft slip on a smaller washer and then the larger washer. Fit the shaft through the hole in the wheel post and then secure with the 3 parts shown in picture below. Again, make this connection very snug. Rotate the wheel and note the ease of the spin.



Place your elastic drive band over the wheel and post and allow to drape at the floor to the rear of the treadles. The drive band must be in position before you begin the next step.

### Step 5

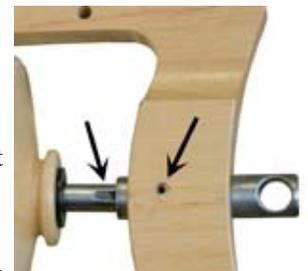
The footmen are next. Remove the small bolt from the top of each footman. With the rounded side towards you, slip each footman over the brass bushings on the crank by gently opening the split in the wood. Insert the small bolt and tighten to the small nut snugly. Left treadle to front footman; right treadle to rear footman.

The flexible footman connector at the bottom of each footman will now be pushed thru the hole in the treadle and will be secured with the 2 small wood screws (oil on connector will help). The distance between the bottom of the footman and the treadle surface should be measured and set to approximately 2 inches.

### Step 6

The flyer on your Fantasia is unique for a single drive wheel. The whorls/pulleys for the flyer are separate parts from the flyer and similar to double drive designed wheels. This allows you to change the whorls so you have significantly more speed/ratio settings. A 5 and 8:1 whorl comes with your wheel; others can be purchased.

To set up the flyer, first slip a whorl on the spindle with the slotted back side going on first. Push to the rear of the spindle and engage the whorl slot with the pin that will secure the whorl. Place the drive band around the wheel and onto one of the grooves on the whorl. Now put a bobbin on the spindle. We suggest that you get into the habit of putting the bobbin on with the large bobbin pulley going to the rear of the spindle. This will improve the function of the brake band. Put the brake band over the bobbin pulley.



Next comes the flyer. Your Fantasia comes with 4 sliding flyer hooks; put 2 hook on each arm of the flyer

so that each matches the picture left. Wax flyer arm if you want to ease pressure to move hook. Your flyer is positioned on the front of the spindle and is held in place with rare earth magnets. Mounting and removing the flyer is easy, but the orientation of the flyer to the spindle is important to ensure the 2 parts lock together. Slip flyer onto the end of the spindle while you rotate the wheel. You will feel the spindle and flyer pull together by the force of the magnets and lock into position. That small pin in the flyer is hollow and must be clean to prevent air from being trapped inside. A paper clip wire run in the hole will keep it clean.



If you have followed all instructions, your Fantasia is ready to spin. Above we told you how to mount the bobbin and flyer. Now we will tell you how to change bobbins. It is very easy and very fast. With one hand hold the rear of the bobbin and the wheel post. With your other hand grip the front of the flyer and pull straight off the spindle. Place the flyer on your lap and remove the bobbin. You never have to work with the drive band when just changing a bobbin. Place a new bobbin on the spindle, position the flyer on the end of the spindle, then turn the wheel and the flyer will "magnetically" pull into position.

## Basic Single Drive Spinning Wheel instructions

The Fantasia standard whorl has 2 ratios - 5 and 8:1 . The higher the ratio, the faster twist develops in your yarn. If you are a beginner, use the largest, slowest speed to learn to spin. To change speeds, move the drive band from one groove to another or place a different size whorl on the spindle. The Fantasia has no need for adjustable drive band tension.

Typically spinners rotate the wheel clockwise when spinning, counter-clockwise when plying. How you direct your yarn onto the flyer and onto the bobbin is important; done the wrong way and you will not achieve “take-up” of the yarn onto the bobbin. So, with the flyer arms at 3 and 9 o’clock, from the bobbin core route your leader yarn to a sliding hook on the right arm, forward to the fixed position hook, into the rear of the orifice and then out to you. With the wheel rotating clockwise, your yarn will go on and over the bobbin core. Because the Fantasia flyer has only a rear support you will want to keep your delivery angle of your yarn to the orifice as direct as possible. Excessive angles of the yarn to the orifice will cause some vibration.

When you ply (and your wheel is turning in a counter-clockwise direction), the plied yarn takes the same route noted above BUT will go under the bobbin core.

The Scotch tension braking system on any single drive wheel is critical to the proper working of the wheel. It creates drag on the bobbin that allows the yarn coming off the flyer hook to be wrapped around the bobbin core when you allow yarn to enter the orifice. As you begin to spin, you will not need much tension on the brake band, but as the bobbin fills up and gets heavier, more tension must be added. How much? Not much, and the increase in tension will be little “tweaks” as the bobbin fills up. Best to use the biggest pulley on the bobbin with the brake band. You need to feel the yarn in your hand wanting to be pulled into the orifice; if the pull is not strong enough to carry the yarn onto the bobbin, increase tension; if you sense the pull is too strong and might even break your yarn, back off on the tension.

When you are plying, you will need more tension on the brake band as the dynamics are different than when spinning. The yarn is now heavier and there is more resistance going through the orifice and along the hooks. To improve take-up while plying, we suggest this: re-route the brake band by moving the spring end to the right side and directing the band over the bobbin to the eye screw on the left side and then to the front tensioning peg. By doing this, you put the tension spring on the side away from the rotation of the bobbin and this allows the braking to be more effective. Use the 2 metal rods to hold bobbins for plying; place in treadle rail. Remove immediately after using so you have a safe wheel.

### Elastic drive band

The drive band can be dyed if you would like to make a clear band match more your wheel color or some other color. Rit dye works well.

The elastic band has some advantages on a single drive wheel. It has great gripping power without placing excessive tension on the drive band (which can degrade the treadling feel) and, because it is elastic, you will be able to switch ratios/speeds without adjusting tension.

### Maintenance

As with any new wheel, there will be a break-in period, not only for the wheel but for the spinner to get accustomed to the feel and adjustments that need to be made during spinning. Follow the lubrication suggestions below and then treadle for a while without spinning. Find the best location on the treadle for your feet; not too low or high on the treadle. Perhaps treadle with no shoes to get a better feel. Having your entire foot on each treadle is a must to take advantage of the mechanical needs of the wheel.

Make sure there is nothing on the shaft that will impede easy rotation of the bobbin. Lubricate as noted below.

Your Kromski Fantasia comes with a handy needle nose oiling bottle. All spinning wheels have points that require lubrication. We recommend that all these points be oiled when you begin spinning for the day. On the Fantasia, you need to regularly oil the following points:

- Metal spindle shaft at both ends where the bobbin bearings ride
- You might want to put a dab of petroleum jelly on the very front of the spindle shaft where the flyer mates to the spindle
- The footman/crank connection at the brass bushings
- The treadle hinges only if they create a noise

### Sliding hooks

The ease of sliding of these hooks can be enhanced if you place our finger is the best location. To show you this we suggest watching this short video - <http://www.youtube.com/watch?v=C59kWQZhlaM>

Enjoy your Fantasia. Make yarn.



Below is some information from the November 2005 issue of *American Woodworker*. This is just one way to proceed with a Fantasia that is unfinished if you want to paint your spinning wheel. The important step is to seal the MDF and in this example they are suggesting an oil based spray shellac. This is a good sealer for any wood in addition to MDF.

## QUESTION & ANSWER

by Dave Munkittrick  
and Richard Tendick

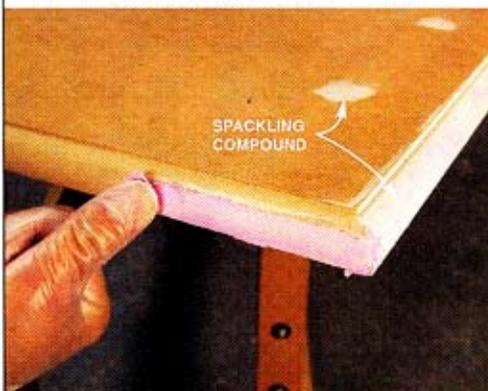
### ULTRA-SMOOTH MDF EDGES

**Q** I built some colorful cabinets for our nursery. I like the look of painted MDF, but I can't get the edges as smooth as the faces. Any tips?

**A** I've got just the thing to smooth out those rough edges: spackling compound. First, sand the raw MDF edges with 150- or 180-grit paper. I really like the new sanding sponges for this job. They're stiff enough to get into the corners on a molded edge but soft enough to conform to a rounded edge. Use a putty knife or your fingers to apply the spackling compound (see photo, below

left). I used Dap Dry Dex, which goes on pink but turns white when it's ready to be sanded. When it's dry, sand the spackled edge with the 180-grit sponge. It's OK if you sand back down to the MDF a bit. The spackling compound does not have to cover the coarse edge; it just has to fill in the pits. Before you paint, seal the whole piece with a high-quality primer sealer like Zinsser BIN, a shellac-based primer that dries super-fast and sands beautifully. Switch to a 220-grit paper or sponge to sand the primer and the paint. Finally, spray on several coats of color enamel paint. Be sure to lightly sand between coats. The result will be a stunning, glass-smooth surface.

Spread a thin coat of spackling compound onto the edges and sand smooth before painting. Spot-fill any defects on the face of the MDF as well. The result will be ultra-smooth edges and faces on painted MDF.



Sources 3M SandBlaster sanding sponges, Dap Dry Dex spackling compound, Zinsser BIN Primer Sealer and Rust-Oleum Painter's Touch gloss are all available at most home centers and hardware stores.