

A woman with curly brown hair, wearing a white long-sleeved shirt and light-colored trousers, is sitting behind a large, ornate wooden spinning wheel. The wheel has a large flywheel with many spokes and a complex system of bobbins and threads. The scene is set in a forest with trees and fallen leaves in the background.

KROMSKI
& SONS

The Symphony

ASSEMBLY
INSTRUCTIONS

K R O M S K I & S O N S

Symphony Parts



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The first step is to attach the rear leg (the front legs and treadle assembly are already in place).

Now you will mount the wheel posts.



Take a barrel nut, bolt, a center ring and a washer. Use a screwdriver on nut to help line up hole. Snug, but do not completely tighten the bolt.



Prepare the drive band, by doubling, so that there are 2 loops, and drop it over the front wheel post.

Locate a washer and a brass sleeve bearing from your parts and slip on the wheel axle.



Secure the wheel axles with two wooden pegs, being sure to orient the small groove on the outside surface of the bearing on top. The wooden peg will slip along this groove as you push it in. Put the small hole (for oil) closest to the wheel hub.



Attach the fancy ends to the top of the two wheel posts. We do not recommend gluing.

Locate the long tension adjusting screw and wooden bolt (threaded on one end, hole in the other). Insert the screw into the hole on the bolt and screw it all the way in.



Insert the locking peg into the hole on the bottom of the bench so that it secures the tension screw.



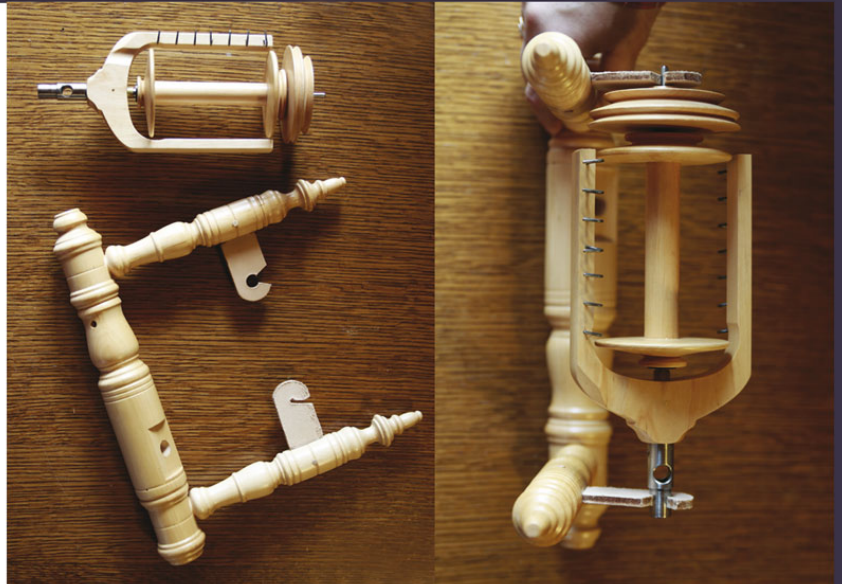


Place mother-of-all support into the wooden bolt. (This is the larger of the 2 wooden nuts.)

Place a bobbin on the flyer with the large pulley to the outside, next to the whorl. Attach the large whorl - nut side nearest the bobbin. If using the small whorl the bobbin must be placed with the small pulley next to the whorl.

Note: Reverse threads on whorl counterclockwise to put on, clockwise to remove.

Set the flyer onto the leather bearings.



Place the Mother-of-All base over the threads on the wooden bolt. Attach the Mother-of-All nut. Do not tighten completely.

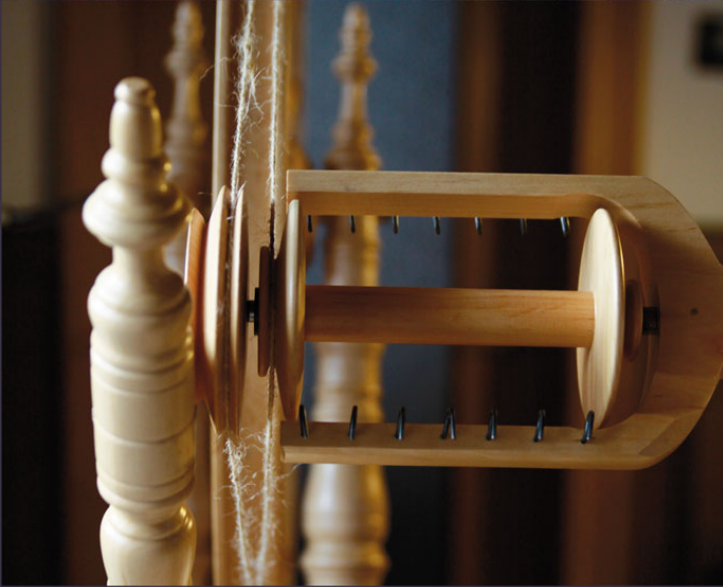


Now you will adjust the angle of the wheel to the flyer. Standing over the end of the wheel, grab both posts and rotate them together, until the wheel turns freely.

Now firmly tighten the two bolts under the wheel posts.



Place the drive band (two loops) around the wheel. To get the band in position it may be necessary to tighten or loosen the tension on the band by turning the tension adjusting knob at the end of the bench.



Lay one loop of the drive band into the groove on the bobbin. Lay the other loop into the groove on the whorl. Adjust the tension by turning the tension adjusting screw (pg 5). Tighten the nut on the Mother-of-All. Loosen and retighten this nut each time tension is adjusted.

Loosen the small screws in each footman. Slip the footman onto the crank.

The footman with the larger top hole must be put in the rear position. This rear footman mounts on the brass bushing. Pinch the top of the footman together and tighten screws. The inside footman must swing easily on the crank.



Loop a length of leather through the hole at the end of each footman and tie a firm square knot against the bottom of the footman.

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Thread both ends down through the larger hole on the treadle. Remove any slack. Pull the two ends up through the two remaining holes in the treadle, pull tightly again, then tie.

Locate the short straight dowel and push it into the pre-drilled hole on the bench top. Store the extra whorl on this peg.



Attach the eye screws into the pre-drilled holes on the Mother-of-All base. Position them as shown.



Attach the brake spring to the outside eye screw.
Lay the brake band across the top of the MOA base and through the 2nd eye screw. Tie the end to the thumb peg and insert it into the hole on the base.
Tighten to remove excess.
When spinning scotch tension, place both loops of the drive band on the whorl and bring the brake band over the end of the bobbin.
Use the thumb peg to adjust tension.

Assemble the Lazy Kate.
Attach the eye screw into the small hole on the cross support.



Make sure that the two cross supports that have holes in them (one small hole for an eye screw and a larger hole for a thumb peg) are both on the same side of the frame - left or right, it makes no difference.

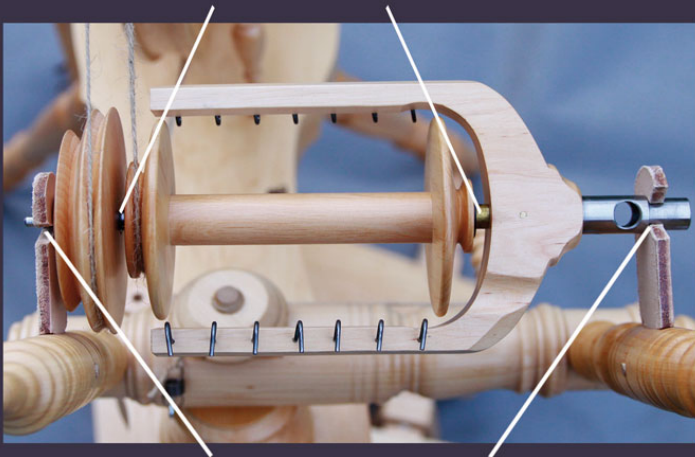


Your bobbins go on the metal rods with the brake band going over the pulleys that are at the end of each bobbin. Tighten the thumb screw as needed to create drag on the bobbins as you ply.



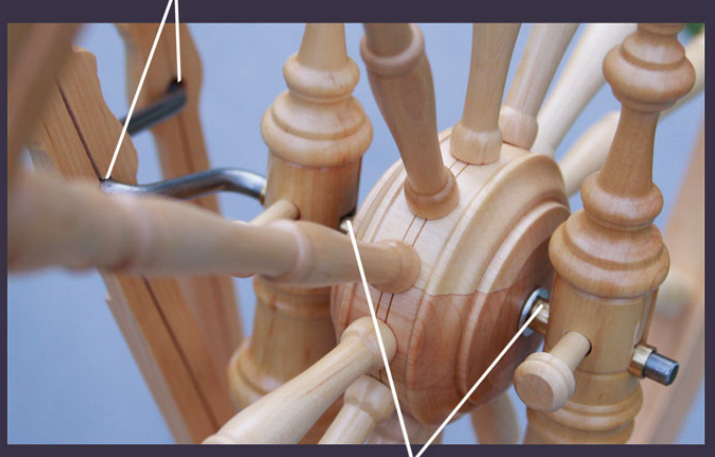
MAINTENANCE POINTS FOR LUBRICATE - OIL

Metal spindle shaft at both ends where the bobbin bearings ride

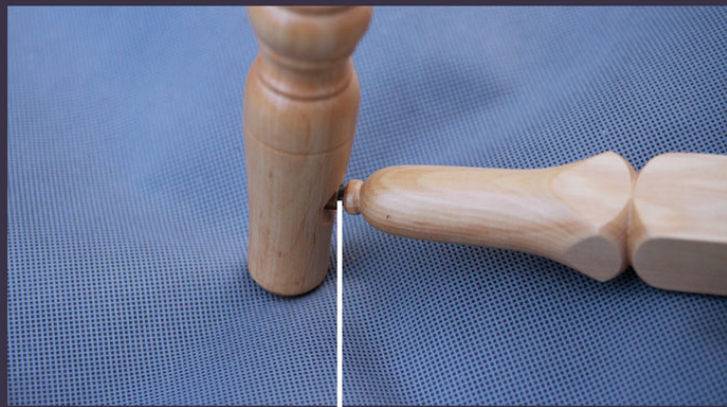


Leather bearings that support the flyer

The footman/crank locations



The two metal sleeve bearings that hold the axle; a small oil hole is on each for adding lubricant.



Apply wax to the treadle ends where they enter the front legs.

