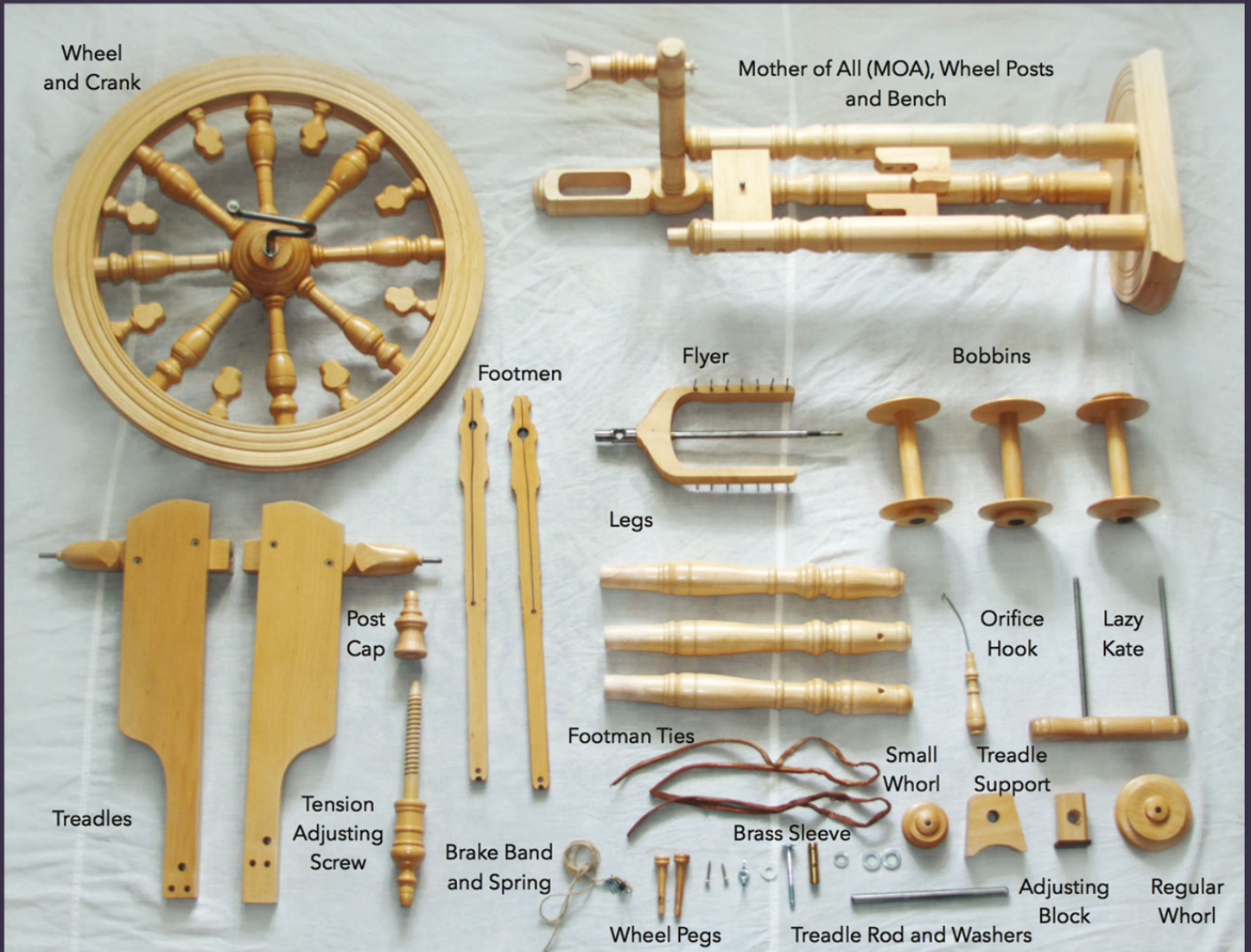




KROMSKI
& SONS

The Minstrel

ASSEMBLY
INSTRUCTIONS

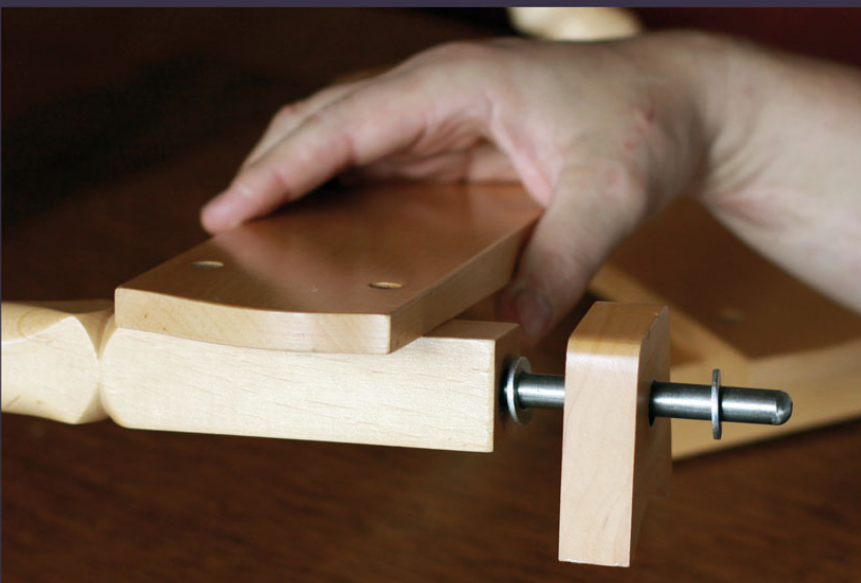


Before you begin, check to make sure that all of the parts are correct. Notice the chiseled out spot on the leg. This is normal. It will be hidden once the wheel is assembled.

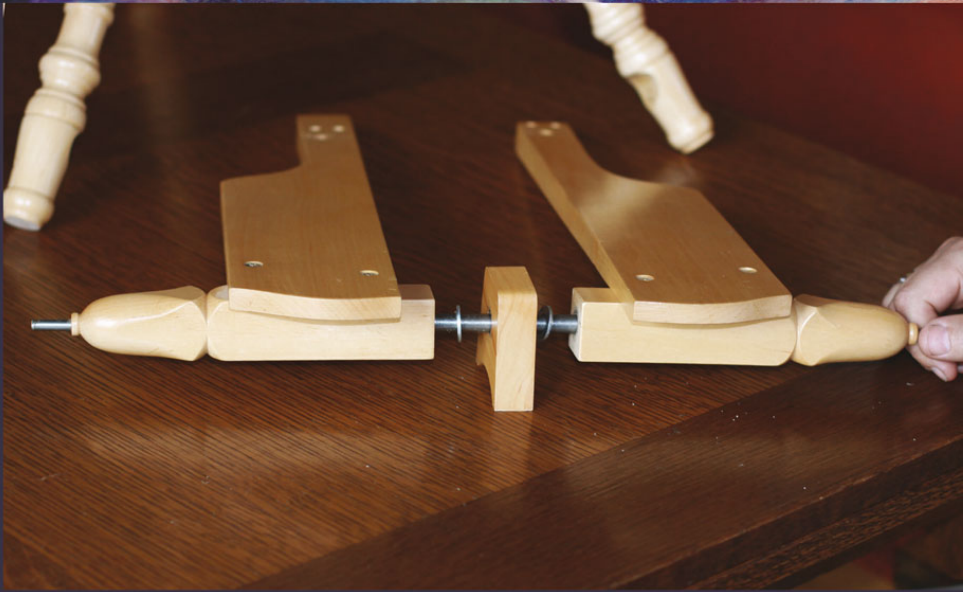


Attach the legs to the bench. Each leg is numbered. It is very important that they are inserted into the correct hole. Pay careful attention to the registration marks on each and align them as shown.

The legs are designed to be snug. Glueing is not necessary. Use a rubber mallet or light hammer to gently tap them into place.



Next, assemble the treadle unit. Place the middle support piece onto the metal rod with a washer on either side. The middle support will be loose. This is normal.



Rub some paraffin wax onto the rod before inserting it into the treadles. Attach the treadles to the center rod as shown. The treadle unit should look like this when fully assembled.

Remove the rod from the outer side of the treadles. Hold the treadle in place and gently tap the rod back in to secure.

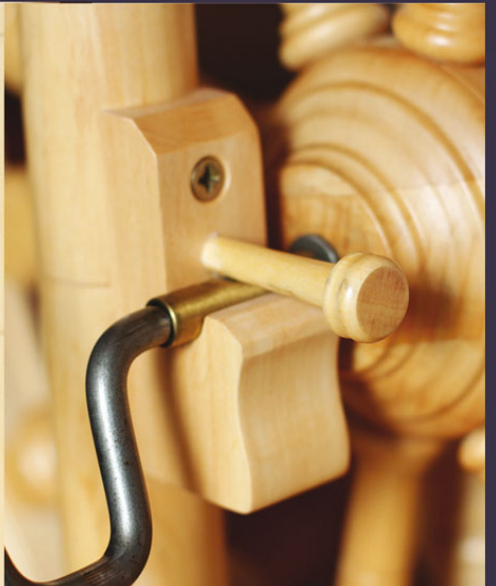


Next, find the brass sleeve and the drive wheel. Place the washer on the axle and position the wheel between the posts.



Locate the tiny hole on the brass sleeve. This is one of the spots you will oil. Place the sleeve over the axle with the oil hole closest to the hub. The small groove in the sleeve should be facing upwards.

Insert the wheel peg into the hole adjacent to the groove on the sleeve. Push firmly. This will hold the wheel in place.



Next, run a leather strap through the hole on the bottom of the footman.





Carefully pry open the top of the footman and slide it onto the wheel crank. The footman with the smaller hole will attach to the crank closest to the wheel. The larger hole must be installed on the small brass bushing at the end of the crank. This bushing is another oil spot.

Use the tiny screws to hold them in place. The footman should swing freely on the crank.

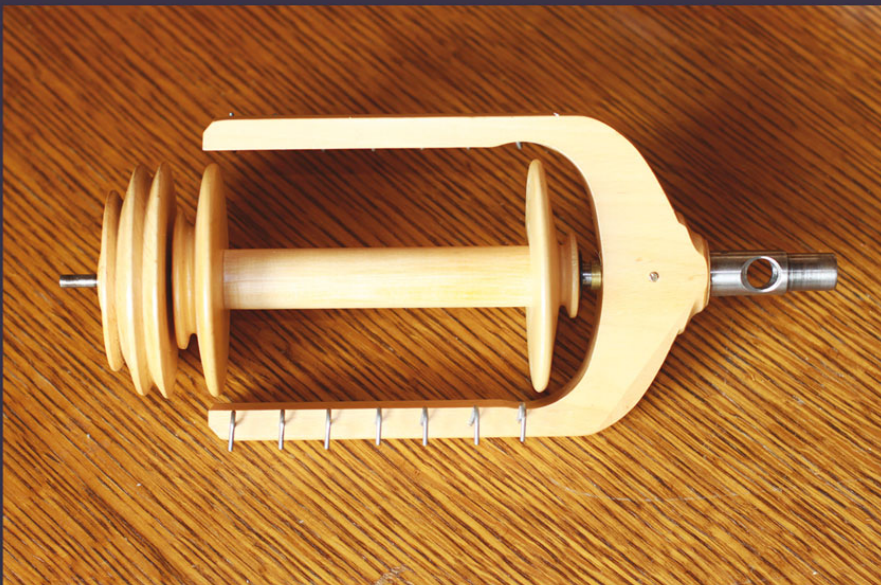


The footman closest to the wheel hub is tied to the left treadle. Bring both ends of the leather strap down through the larger hole on the treadle. Then bring each end up through one of the smaller holes and tie snugly. Repeat on the right treadle with the remaining footman. These may require a retightening from time to time as the leather stretches.

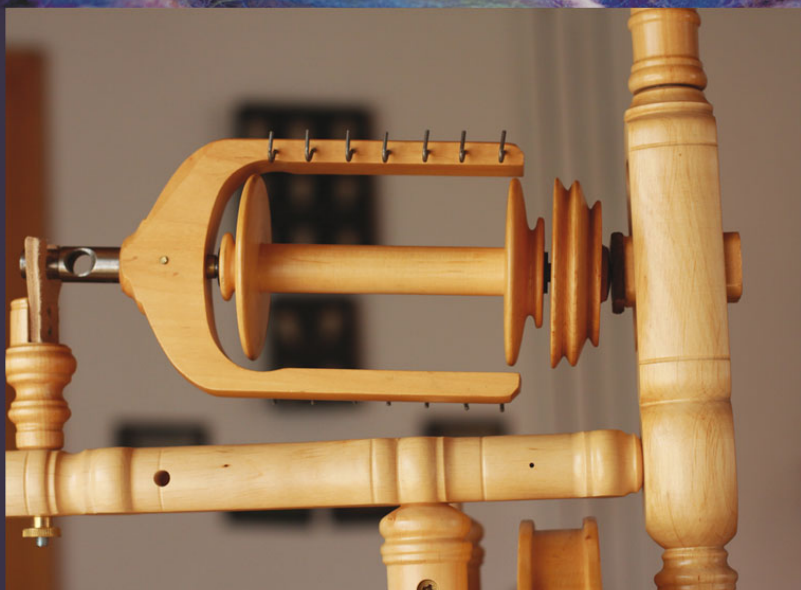


Rub paraffin wax on the tension adjusting screw.

Hold the adjusting block so that it is at the **bottom** of the elongated hole in the post. The leather should be facing forward. Insert the adjusting screw and turn it until it engages with the adjusting block.



Next, assemble the flyer. Place the bobbin so that the larger pulley is towards the outside. The smaller pulley will be used with the smaller/fast whorl. Attach the whorl. Note that the whorl is treaded backwards. Tighten to the left (counter clockwise).



Mount the flyer by inserting the spindle into the hole on the adjusting block leather. Snap the orifice into the U shaped leather on the front of the MOA. The tension block should be in a lower position, but not all the way at the bottom.

Tie the drive band for double drive operation. Lower the rear of the flyer to the full down position (using tension screw), then back up a twist or two. Pull the drive band around the wheel, over the bobbin pulley, back down and around the wheel a second time, ending up with both ends of the string coming together over the largest diameter groove of the whorl. Tie a snug overhand knot then complete a square knot.



This is how the drive band looks when in place. Test the wheel before trimming the excess off the band.



Store the small whorl using the peg on the post.

Place the Post Cap onto the post. This post is where the optional distaff is mounted.



Attach the Lazy Kate using a washer, bolt and wing-nut.

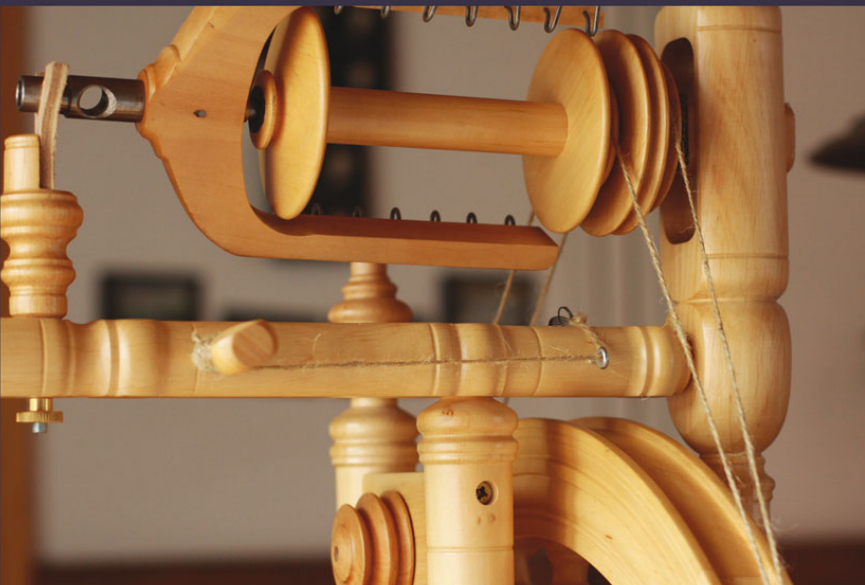


Locate the Scotch Tension Peg and string. There are two eye hooks and a spring attached to the string.

Tie the end of the string onto the peg. Screw one eye hook into each of the small holes on the MOA base. When using Scotch Tension, place both loops of the drive band onto the whorl. Bring the brake band up and over the bobbin pulley.



When using Double Drive, store the break band against the MOA base as shown.



ADDITIONAL AVAILABILITIES FOR MINSTREL



GREAT JUMBO FLYER



DISTAFF



ART YARN MADE ON MINSTREL GREAT JUMBO FLYER

