

Kromski Sonata

Assembly Instructions

Important Notice

If you have any difficulty in understanding these instructions, assembling the wheel, or having it operate to its full 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. 229-227-1322** To reduce your expense, we will be happy to call you back on our “nickel.”

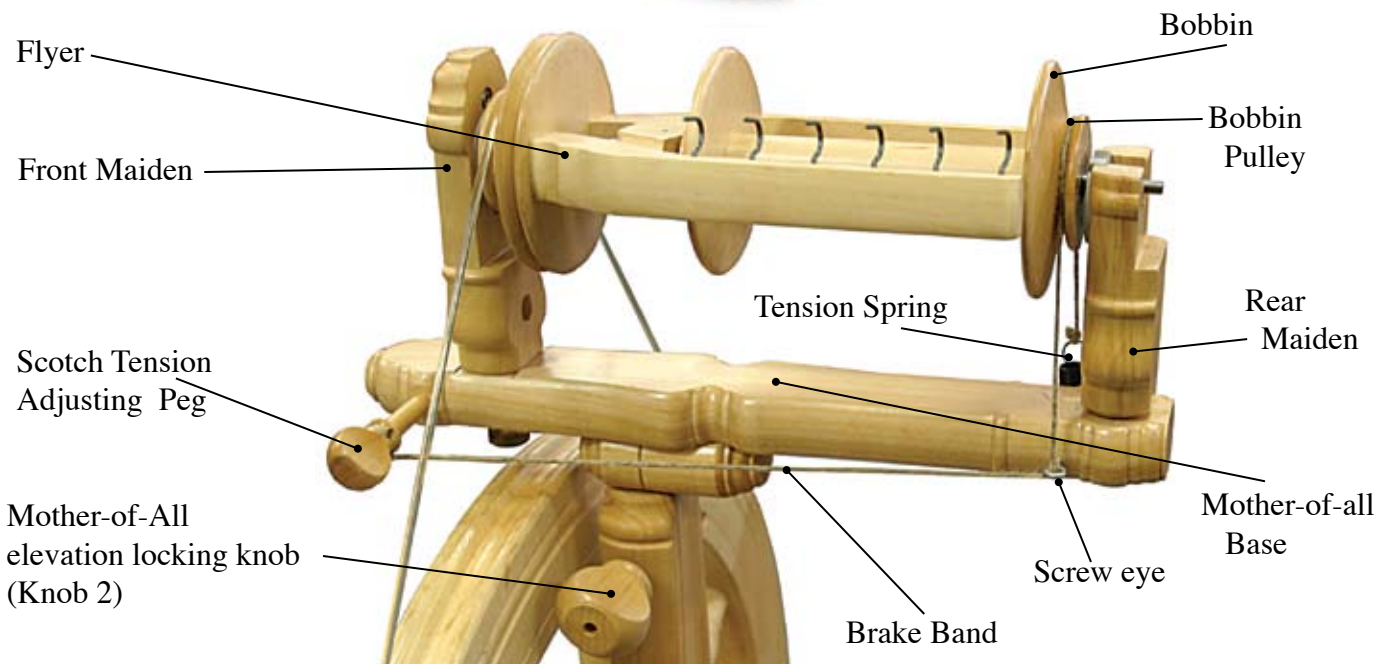
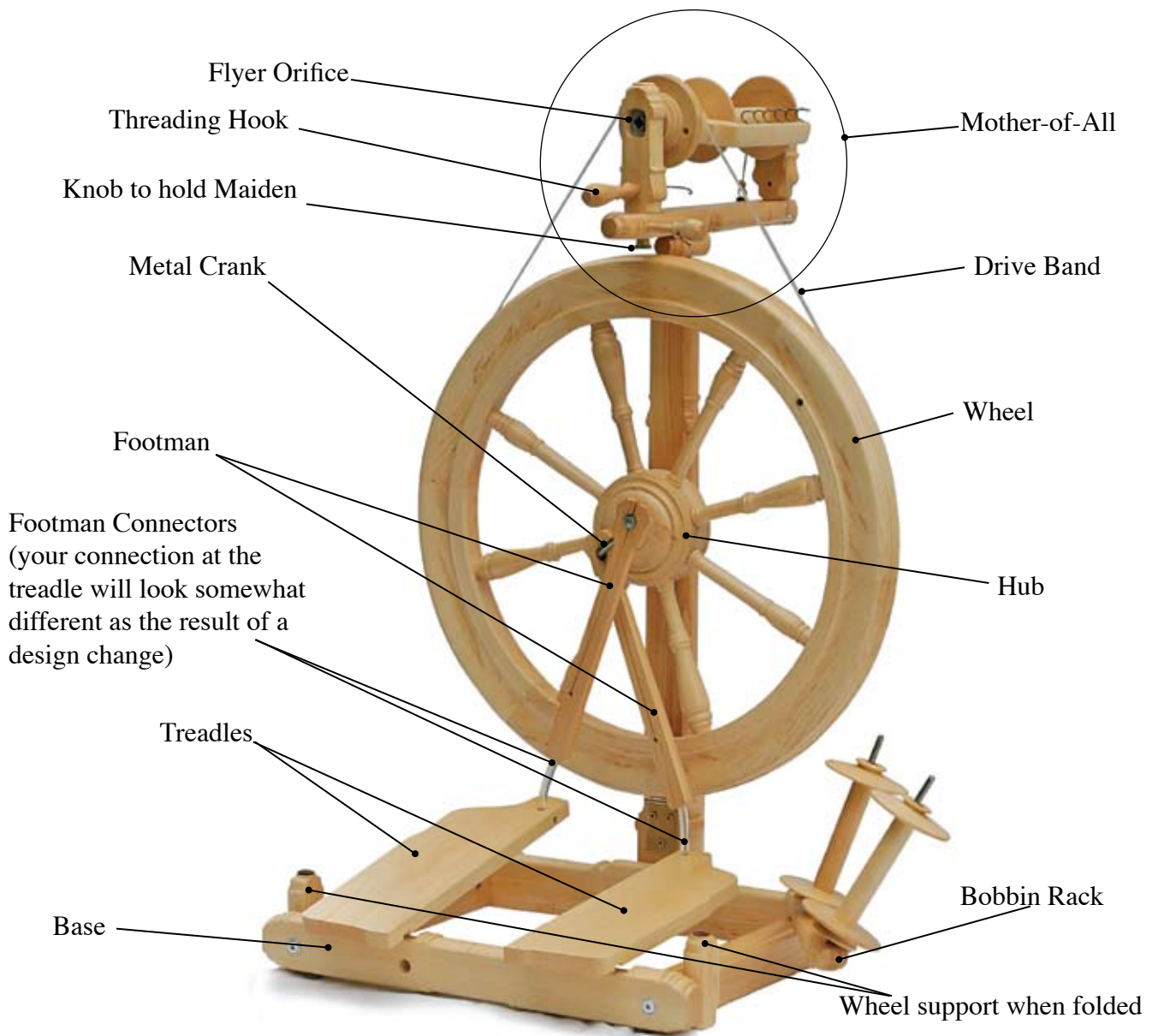
You may also e-mail us your telephone number and a convenient time to reach you (we will want you near the wheel) so we can help. Our e-mail: **mail@newvoyager.com**

Thank you.

New Voyager Trading

Distributor of Kromski products in North America

Please check out our expanding offering of **training and informational videos** on our web site: www.newvoyager.com



Kromski Sonata Parts

Kromski Sonata Spinning Wheel

First, thanks for choosing the Kromski Sonata. We want your spinning experience to be enjoyable and the first thing to do is to understand how this folding wheel opens, is used and folds. Unfolding and folding is easy and quick but it should be done in a particular manner to make sure that, folded or unfolded, the wheel is secure and all parts are in the correct location.

We suggest you read through these instructions completely before you begin, as this will resolve any questions you may have before they arise. These instructions are also on-line and in color if this helps you. Visit newvoyager.com

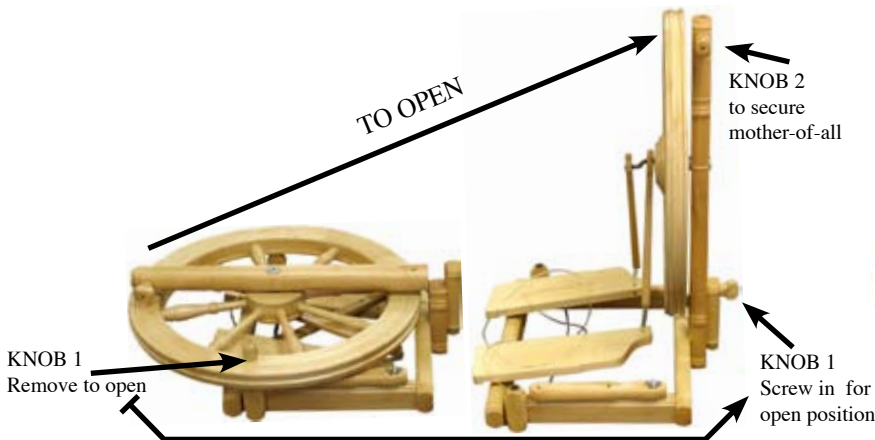
Once you understand how to do the above, we will offer a few words of advice about adjusting the wheel and regular maintenance. Note: a new footman connection design was adopted after pictures were taken; you will see something different on your wheel but all instructions remain the same.

Finishing

Your Sonata spinning wheel comes to you with a durable finish. As needed, you can wipe the wood or even use a little “dusting wax” or paste wax to clean the wood.

Unboxing the wheel and set-up

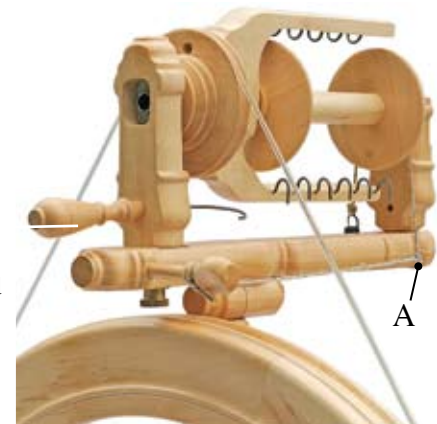
Your Sonata arrives assembled, but folded and in the bag. Remove the bag from the box and the wheel from the bag and place on the floor, wheel-side up. The wheel is secured for shipping with plastic wrap; remove this. Your Sonata is secured in the folded position with a single threaded knob (#1) through the wheel rim. This knob is in the parts bag; you will find 2 knobs here; knob 1 will be the longest one. Swing up the wheel and wheel post to a



vertical position (best to do this by lifting the post, not the wheel). As you hold the wheel up/open, secure the wheel post by using the threaded knob (1) to lock the wheel open (at rear, near floor). The knob only needs to be snug, not overly tight.

You will need to do the following small tasks before you spin for the first time:

- install the small parts for the Scotch tension: place 2 small screw eyes (A) into pre-drilled holes on each side of the mother-of-all base (near the rear); the screw eye on the left side should be positioned up and down and on the right side it should be left to right; a small tension spring should be attached to the screw eye on the left side; a hemp brake band is attached to the other end of the spring with the band then threaded through the right screw eye; attach the end of the brake band to the Scotch tension peg which is then inserted into the large hole at the front right of the base. Drop the brake band over the top of and behind the rear maiden for now.



- mount the mother-of-all on top of the wheel post and secure with knob 2 at an angle that is perpendicular to the front face of the wheel. **Never over tighten this connection as it may cause damage.** Just tight enough to hold the part.

- place a bobbin on the spindle shaft of the flyer. Note that bobbins have 2 different end designs; we suggest that you have the larger pulley end towards the rear of the flyer. Note the leather on the front of the flyer. This bushing is used to hold oil to help lubricate your front flyer support. You should saturate this with oil now and keep it oiled on a regular basis. Mount the flyer and bobbin on the

mother-of-all by first putting the orifice (front end of flyer) through the front maiden support, then dropping the rear end (the metal spindle) in the slot at the rear maiden. Push this end down until it snaps into place. Give the flyer a spin; it should rotate easily. If it does not, check the front maiden post to make sure that it is not twisted and is causing the flyer to bind. Front post **MUST** be tight and flush against the small cut you see in the base of the mother-of-all. Tighten the knurled knob to secure the front maiden when you have determined that the flyer rotates easily.

- your elastic drive band is already on the wheel; position it around the wheel and around the smallest groove on the flyer.
- bring the brake band up and over the rear maiden post and place on the pulley on the bobbin.
- you can store your threading hook in the hole in the front maiden; the first time you use this hole you will need to twist the handle back and forth into the hole to allow the hole to mate with the hook. Alternatively, you can install the extra screw eye at the front left of the mother-of-all and hang your hook from the screw eye.
- attach the bobbin rack on the right side of the wheel base using carriage bolt, washer and wing nut. Insert metal rods into the rack when you need to ply (the Sonata bag has a handy storage pocket inside the bag for these rods). When not being used the rods should be removed for safety concerns.

To remove the flyer from the wheel:

- loosen the tension brake band; lift band from bobbin and drop over rear maiden.
- lift up the spindle where it extends past the rear maiden; or push out on the rear bushing release tab (right side of plastic part) and lift up on the spindle.

Setting the tension of the drive band and angle of flyer

The advantage of an elastic drive band is the ease of use. If it is set-up correctly, a spinner does not need to re-adjust tension when changing drive speeds. Here is what you want to do to start off right:

Begin by putting the drive band on the smallest groove at the front of the flyer. Because of the gripping ability of an elastic band, you never need to over tension (and over tensioning will degrade ease of treadling). Start by having virtually no tension on the band. Begin to treadle and the flyer will most likely not turn or will slip a bit before gaining momentum. You want to increase the tension (by raising the elevation of the mother-of-all and locking with Knob 2) just to the point that when you first treadle, there is no slipping of the band at the flyer. The band may even look a bit slack; that is OK. You have it just right when the wheel turns and the flyer immediately rotates with no slipping. You are done. Now, when you move the band to the two large grooves (slower speeds), you will not need to make any tension adjustments. Even though the band will be much tighter, because the diameters of the two large grooves are larger, you gain mechanical advantage which means an even easier treadling feel. Never over tension.

You will notice that the mother-of-all sits on top of the wheel post by having a metal rod slip into a hole. The mother-of-all can be raised and rotated at the top of the post. This presents an opportunity to slightly adjust the angle of the mother-of-all so that the orifice of the flyer is directed slightly left, slightly right or to the middle (suggested). If you care, you may choose to have the flyer angle off to one side or the other to complement your spinning style. But note, there is a limit to the angle and you may need to increase the drive band tension to ensure that the band does not jump off the flyer. Our recommendation, however, is to keep the flyer perpendicular with the wheel (straight on). Because the orifice is round, the delivery angle of the yarn to the flyer is not important and can even be extreme. So whether you spin from the right or left side, the yarn will travel to the orifice with no problem. Find a comfortable position for your hands and the yarn will get to the bobbin with no problem.

Maintenance of the Sonata Spinning Wheel

Your Sonata wheel will require very little maintenance. Here are the things to do:

- your wheel has been folded since it was assembled. Because of this, the plastic footmen may want to stay bent. Just leave the wheel open for a few days and the footmen will relax. Also, once you put your feet on the treadles as you spin you will see that the footmen straighten out. Thus, the shape of the footmen should never be an issue. As they age they may lose flex and will need to be replaced.
- lubrication - with the supplied oil bottle, begin each spinning session by putting a drop of oil at the following locations: the 2 footmen where they connect with the wheel crank; front and rear of the metal spindle where the bobbin rotates on the shaft. The front and rear maiden posts have plastic parts to support the flyer and should be oiled regularly. Note that the front post has a built-in oil reservoir and a felt wick that allows you to oil thru the top of the post. The felt holds oil over time and provides an on-going lubricating system; oil regularly. Oil the leather bushing that is positioned over the orifice. The wheel does not need to be lubricated since it has sealed ball bearings. At first you might also want to put a drop of oil on the threads of the two wood-knobbed screws used to secure the height of the mother-of-all and the wheel where it folds.
- occasionally wipe down the wood parts or use a dusting spray wax to brighten the surface.

- the metal shaft under the mother-of-all can tarnish; you can easily prevent this by coating the surface with paraffin or candle wax; burnish with fine steel wool should it show signs of tarnish.
- there are three metal hinges on the Sonata. We recommend that these hinges be lubricated from time to time; we suggest rubbing paraffin or candle wax (not soap) directly on these hinges or use a dry lubricant, such as graphite or spray-on silicone. If using wax or paraffin, after rubbing directly on the hinge, further rub with your finger to work into hinge. The hinged treadles can show movement side-to-side at the heel and toe ends; this is normal. Once you place your feet on the treadles and treadle, this movement will lessen.
- the plastic footman connectors will age and will some day fail. Depending on where you keep your wheel, you can expect a lifespan of perhaps 5 to 10 years. Contact your Kromski dealer for replacement of this part or your drive band.
- your Sonata comes with a 4mm hex wrench. When will you need to use it? Perhaps never. But should the wheel connection to the wheel post become loose, use the wrench to snug it up. When you look at your wheel from the side, the wheel and post should be nearly parallel (gravity will play some role). We know of no reason that you will ever need to remove the wheel from the post and do not recommend that you undertake this for any reason. If you need to replace the drive band and have purchased one that is already joined, unscrew the footman connectors to get the band in place.

Basic Single Drive Spinning Wheel Instructions

How to sit at your wheel?

Your orientation and proximity to the wheel will depend on a number of factors, but the two most important are your height and the elevation of the chair or stool you are sitting on. Because the Sonata is a double treadle wheel, you will want to sit square and straight to the treadles and (depending on your height and seat) close enough that your legs and feet approximate a 90° angle when your feet are positioned on the treadles (treadles nearly level). We think this will create an ideal position but only you can ultimately judge. The further you sit away from the treadles creates a leg/foot angle that is greater than 90 degrees and may not be comfortable over a long period of spinning. The heels of your feet should fully or nearly fully sit on the treadles; you lose control and power if your feet are not well up on the treadle.

How the wheel should be set-up and made ready for beginners

Place a bobbin on spindle with larger pulley of bobbin towards the rear. Place Scotch tension brake band on the back pulley of the bobbin; tension the brake band so that the tension spring is just slightly expanded. Using a piece of yarn about 3 feet long (called a leader), tape or otherwise secure to the bobbin core; turn the bobbin counterclockwise 4-6 turns then thread the yarn along the hooks, in through the back of the orifice and out the front. You will use this yarn to attach your fibers when you begin spinning.

The Sonata has 3 speeds, or ratios: 6.7, 12.5 and 14 to one. The higher the ratio, the faster twist develops in your yarn. If you are a beginner, use the largest whorl for the slowest speed as you learn to spin. To change speeds, place the drive band on one of the 3 whorls at the front of the flyer. If you followed instructions presented on the previous page, you will not need to adjust tension as you make changes.

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; if this is done the wrong way, you will not achieve “take-up” of the yarn onto the bobbin. So, from your hands, the yarn enters the flyer orifice (position the flyer so the arms are at 3 and 9 o’clock for this description) and exits out the top hole at the rear of the orifice. From here, the yarn will go off to the right to the first hook, along the row of hooks and then to the bobbin, over the top of the bobbin core as if you were winding on the yarn by turning the bobbin in a counter-clockwise direction. If you have placed a leader on the bobbin, as described just above, you have this right already.

When you ply (and your wheel is turning in a counter-clockwise direction), the plied yarn takes the same route noted above BUT from the hooks, the yarn goes under the bobbin core and is wound on as if the bobbin were turned in a clock-wise direction.

The wheel is now ready to use.

The Scotch tension braking system on the Sonata is critical to the proper working of the wheel. It creates drag on the bobbin that allows the yarn, coming from your hands, thru the orifice and off the flyer hooks, to be pulled and wrapped automatically around the bobbin core as you spin. As you begin to spin, you will not need much tension on the brake band. But you must be able to feel a gentle pulling of the yarn into the orifice. This happens when you have spun some yarn and then move your hands *and yarn* towards the orifice. This is called “take-up.” If, when you move in towards the orifice, your yarn is not advanced into the orifice and around the bobbin, you will need to increase the tension on the brake band. Conversely, if the take-up is too aggressive, reduce tension.

As the bobbin fills up and gets heavier, more tension might be needed on the brake band. How much? Not much, and the increase in tension will be in little “tweaks”.

When you are plying, you may 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. Tension on the drive band may also have to

be increased when plying. As you ply, the “feel” of the treadles may seem harder than when just spinning if you had to add more tension to the drive band. This is normal.

If you are a beginner and do not have an instructor, we suggest any of the following to help you learn. These are available at many spinning shops.

Books

Hands-on Spinning by Lee Raven - the “standard” for all new spinners

Videos

Spinning Wool - Basics and Beyond by Patsy Zawistoski

Folding your Sonata Correctly

Your Sonata is easy to fold but you should pay attention to the process to be sure everything happens as it should.

- remove the mother-of-all from the wheel post and set aside.
- drop the drive band onto the treadles; rotate the bobbin rack so it is parallel with the side frame; **remove the metal rods** if in place.
- rotate the wheel so that the hole in the rim of the wheel is about at 2 o’clock as you look at it.
- remove locking knob 1 at the rear base of the wheel post while you hold the wheel post in an upright position.
- with knob removed, gently lower the wheel onto the treadles and floor frame as you position the hole in the wheel rim over the right side support post (these 2 posts have felt on the top).
 - using the knob, insert through hole in the rim and into the right post and tighten so that the wheel is snug.
 - the mother-of-all can be stowed on the folded wheel; in the front of the floor frame is a hole so you can slip-in the mother-of-all metal post (see picture). We suggest you store the threading hook somewhere off the wheel and drop the Scotch tension peg from the hole so that it does not get broken.
 - to carry folded, grab under the front floor frame with the wheel next to your leg.



Sonata Carry Bag - How to Pack your Sonata

The padded bag is a great way to protect, store or transport your Sonata wheel. Made of durable material, this attractive bag allows you to nest the wheel inside. A padded mitten with securing Velcro™ strap is slipped over the mother-of-all for additional protection (you may want to store the threading hook in the pocket on the outside of the bag and drop the Scotch tension peg from the hole so that it does not get broken). Put the wheel into the bag so it rests on 2 large supports at the bottom of the bag. Tuck in the mitten as you zip the bag. The outside pocket is great for your bobbins, accessories and fiber. Note the small slip pocket inside the bag; this is for the 2 rods from the bobbin rack.

If you have any questions about your Sonata or any concerns, please contact your retailer or we welcome your calls at New Voyager Trading. We can help. Call: 229-227-1322.

From time to time changes may be made to these instructions. You can obtain an updated version any time by visiting our web site at www.newvoyager.com