

- (3) Assemble the two main Pillars into the Base. The one with the blank-hole goes in the near side and the one with the through-hole goes in the rear: the ball bearing is towards the rear. Fit the 2 large washers and 5/16" nuts to the screws under the base and partly tighten up.

- (4) Slide the crank pin through the two bearings and test that it turns freely. If at all tight, twist the 2 Pillars until the bearings line up. Once all is free and the crank pin turns easily, tighten the nuts under the base very firmly.

- (5) Re-insert the crank pin through the rear ball-bearing: slide a steel washer on - then push the crank through the hub of the wheel. It is important that the side with the hole for the drive screw goes towards the crank (see drawing)

Once the crank is through the wheel, add a second steel washer and push the end of the crank into the near pillar ball-bearing. Line up the hole in the hub and the hole in the crank. This may be a little difficult but it is very important. The 1 1/4" drive screw point must enter the hole in the crank shaft. Measure from the crank end to the pillar, as illustrated and feel for the hole in the shaft with a match stick or 2" nail. When you are sure the holes are in line, insert the P.K. 1 1/2" screw and tighten firmly. Wiggle the shaft and wheel to test any movement and retighten. Be careful not to use too much strength as you can strip the threads of this screw hole and will then have to plug it with a sliver of wood.

