two hours, preferable overnight, before other work.
In the meantime the Flyer (14) can be assembled. Screw the ten small hooks (13) into the pre drilled holes of the flyer arms, with the hooks facing outwards. You will notice that for easier filling of the bobbin, the hooks are not opposite each other. Apply a little vaseline or oil to the spindle shaft, slip on a bobbin (15), and screw on the whorl (16). When all glued joints are dry, screw on the crank (20), and tighten the Locknut (21). Put some vaseline on the crank, slip on the connecting rod (22). ~~Nylon spacer~~ (Crank Spring) (24) to be between crank arm and connecting rod, and screw on brass dome nut (23). tie a knot in the leather strap (25), thread it from the bottom through the hole in the treadle, through the bobbom hole of the connecting rod. Again through hole in treadle and knot TIGHT. Cut off excess leather. Screw front maiden (17) in the front hole of the "Mother-of-All", and screw-maiden (19) with bearing block (18) in the slot of the tension upright. Screw up bearing block until it is a little below half-way up the slot. Put flyer assembly into place, this should be in a horizontal position.

Your wheel is now ready for its final finish.

Your wheel is made from well-seasoned selected timber. It is a living material, and should be sealed as soon as possible after assembling.

The most simple treatment is to apply several coats of Danish oil (Teak oil) or raw linseed oil, or varnish.
A more professional finish can be obtained by staining it with a non grain-raising spirit stain, in the required shade, this to be followed by several coats of semi-gloss varnish or polyurethane. The secret of a good finish is a thin application and light rubbing with wet-and-dry sandpaper between all coats.
Even after your wheel has been sealed, it is advisable not to leave it in direct sunlight too long, or store it is a damp or over dry atmosphere.

For the final assembly, screw in screw-eyes on left and right side of the M.O.A., directly underneath the bobbin groove. Attach spring on the right hand side eye; tie string from the spring, over the groove of the bobbin, through the other eye, and onto the tension peg (26). Leave some slack. Insert tension knob into the hole on the left hand side of the M.O.A. This will regulate your spinning tension for scotch tension. For double snare spinning, the spring and tension knob can be left off.
Use the remaining string to go round the wheel and over the large groove of the whorl. Go round twice with the bearing block about halfway up in the slot.

Your wheel needs regular oiling when new on all moving parts, and do not forget the bobbins. See your supplier for our special formulated spinning-wheel oil.

The remaining three bobbins are housed on the "Lazy Kate" pins, bobbin retaining pin (27) into the hole on this side and threading hook (28) on the right-hand side.
We wish you much success with your Vee Peggy.