

Hints and Recommendations

- Cleaners or strippers can remove old grime and/or old coatings prior to buffing and can make your job easier.
- Use only one compound per buffing wheel. Using a pen or marker, label the side of each buff with the compound name or model # being used for future reference.
- To apply compound, be sure your wheel is revolving toward you at full speed. The compound is not a liquid. As the compound is applied to the buff, friction will melt it onto the wheel. Apply additional compound as needed, but do not overload. (Never put the compound on the article to be buffed.)
- To buff, hold work firmly and apply it lightly against the wheel face.
- Keep the work constantly in motion, always removing it from the wheel with a slanting downward stroke. This will blend buffing marks and help avoid spotty or streaked results. Never allow the wheel to contact the upper edge of your work. It could be torn from your hands.
- Use minimal pressure against the wheel. Let the compound and the wheel do the work.
- When finished, wipe the buffed surface with a soft flannel cloth dipped in talcum powder to remove all traces of compound. Hot soapy water may also be used.
- To clean excessive compound build-up from the buffing wheel face, remove the buffing wheel from the spindle, flip it over and remount so that the face will be rotating in the opposite direction. Then while the buffing wheel is in motion, hold a wheel rake firmly with two hands lightly up against the buffing wheel face slightly below center. After the excess compound is removed, you are ready to continue with your project.
- Use great care when buffing plated metal. Thin plating is easily buffed off. Inspect plated work carefully. If you are unsure whether or not the piece to be worked is plated, try a magnet. If the magnet sticks, your piece is probably plated.
- After buffing, apply a sealer to your work to prevent the return of tarnish or oxidation (car wax will do).