

Operating instructions



Professional Polishing Set, Order no. 10002961

Comprises:

1 felt cutting mop, 1 fabric finishing mop, 1 spindle, 1 block of white wax for cutting steel and stainless steel, 1 block of red wax for cutting aluminium, copper and brass, 1 block of blue wax for finishing all types of metal

Important: This polishing set is only suitable for treating uncoated, blank steel, stainless steel, aluminium, copper or brass. It must never be used for other materials or for surfaces that have been chromed, painted, anodised or coated in any other way.

Highly polished parts on a motorbike are a popular eye-catcher. An enhanced appearance increases the resale value of the bike. Whether you want to beautify a painted sports bike with plain engine covers, or return the high polish to a classic bike, give a reflective chrome look to stainless steel components, or prepare steel parts for galvanising – with the Professional Polishing Set you can do these jobs effectively and economically. To do this job properly, it is important to begin by identifying the material and the kind of surface you will be working on. Please therefore read the following points carefully:

Material/coating

Aluminium parts

Aluminium parts on the engine, forks, instruments, swing arms and other add-on parts made of this metal are not magnetic and are often painted. Look at the parts very closely – silver paint on the engine block, or layers of clear varnish on external covers are often difficult to recognise. Anodising is getting more and more popular. Whether silver or coloured, these parts have a metallic, somewhat matt surface. Any prior coating must be fully removed before polishing. Anodised aluminium is either treated in a specialist workshop or is ground down mechanically. Grinding, chemical etching or bead blasting are the options for painted parts. Corroded parts, in particular, should be blasted. Although it is possible to grind such parts, it takes a great deal of work, as the “bloom” often goes deeper than you first think – if it is not thoroughly removed, it will soon return. Don't forget: Engine parts that have been sandblasted must be very carefully washed before reassembly! For reasons both of safety and of environmental protection, it is almost impossible nowadays to get hold of powerful paint strippers suitable for car paint, and many environmentally acceptable products available in D.I.Y stores are unfortunately not suited to vehicle paints.

Important: Before you start work, always carefully mask off the surfaces of gaskets and the insides of the workpiece to protect them! To achieve an even surface, never sand only in one direction, but but always work cross-wise. Wet grinding reduces the amount of dust produced!

Aluminium frames, swing arms

It is important to be careful when polishing modern aluminium frames and swing arms. Only a small amount of material may be removed if the parts are not to be weakened. It is forbidden to smooth off welded seams! Many TÜVs (German vehicle approval authorities) require a special report for a polished frame – it is essential that before you start work you contact an inspector you can trust to find out whether any special approvals are needed. Moreover frames and swing arms, whatever material they are made of, must never be chromed.

Steel

Steel parts can be recognized from their greater weight, and because they are magnetic. They always need a protective coating to stop corrosion. For this reason, chromium plating or bright nickel plating are often considered as alternatives to painting. However, since these electrically deposited coatings do not have any filling capacity, the parts must be carefully polished before treatment. This is time-consuming and expensive – if you do the work yourself, you can save money and your parts can come back from the workshop sooner. It is, however, important, that the prior polishing is really perfect, so that the galvanising shop only has to put the parts into the electroplating bath. Frames and swing-arms made of steel tubing must not be chromed, but they can be bright nickel plated. Before you start the work, check that your vehicle approval authority will permit this change – better safe than sorry! Parts that are to be nickel plated must also be carefully polished – welded seams must not be ground smooth!

Stainless steel

Stainless steel can easily be distinguished from ordinary steel, as it is not magnetic. Polishing can give it a finish similar in appearance to chrome. Surface treatment is not required, as the material does not rust.

Working procedure

Preliminary grinding

After the layer of paint has been removed, larger bumps and all traces of corrosion must be removed by filing or wet-sanding the surface. Take care not to weaken load-bearing parts by removing too much material. Grooved parts must be processed in such a way that no “grinding hollows” are created (use a sanding block). The preliminary grinding should be finished with 320, 400 or even 600 grit wet-sanding paper – the finer the final grinding, the more quickly the polishing can be perfected. Sanding fittings for an angle grinder or electric drill can also be used, provided the result is free from grooves – always use with great care.

Please contact our technics centre via the fax number (040) 734 195-58 resp. by email: technikcenter@louis.de before using the article for the first time, if you have any questions on the product and/or these instructions. We will be happy to provide you with quick help. In this way, together we guarantee that the product is correctly assembled and used without any problems.

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Polishing

For initial polishing, attach the felt polishing mop and its underlay disc to the spindle (warning: left-handed thread), and clamp the spindle in the drill. Hold the correct wax for the particular material against the disk, and rotate the disc in order to pick up wax. The wax needs to be at room temperature. If it is too cold, the disk will not pick it up properly. Polish at a medium to high speed (2500-3000 rpm), applying light pressure and moving in circles. To avoid creating "hollows", work from the scratched centre, spiralling outwards. For the finishing polish, clean the workpiece, attach the fabric mop and rotate in order to pick up blue wax. Polish the workpiece until it has the high polish that you want. Always avoid working in a single direction, but move cross-wise or in a circle in order to obtain an even surface. Always use any given polishing mop for one material and one wax. Never, for instance, use the same mop to polish stainless steel and then aluminium. It is best to mark the mops correspondingly. After each working pass, clean the workpiece (e.g. using brake cleaner) and inspect it. A lot of fluff comes off new mops at first – this is normal. In the same way, a fine, greasy dust is generated by buffing. You should therefore always wear suitable working clothes (e.g. disposable overalls) and you must always wear a dust mask and protective glasses. Protect your surroundings carefully with plastic sheets from the builders' merchant.

When using an electric drill to buff either larger items or several parts, this is attached with a clamp (builders' merchant) to the workbench. This leaves your hands free to control the workpiece. Unfortunately, the bearings of the drill chuck suffer over time from the lateral loading if it is used frequently for polishing. If you can, therefore, use an older and less valuable drill.

Caring for polished surfaces

Plain aluminium parts can be cared for with aluminium polish, especially after riding in the rain. Rubbing with spray lubricant (WD 40) or waxing can help guard against water marks and "bloom". Clear protective varnishes do not adhere well to the smooth surface – if you then get "corrosion worms", the polish must be removed again and the piece polished once more.

Aluminium parts can also be chromed if you want to avoid this maintenance work. A carefully applied three-layer chromium plate (layers of copper/nickel/chromium) works well even on thermally stressed engine covers – provided the base is clean and free from pores. Aluminium that has pores or that had previously been deeply discoloured is not suitable for chromium plating – there is too much risk that bubbles will soon develop on the surface. Polished stainless steel is very easy to look after. Fine scratches, watermarks or discolourations (on exhaust systems) can be removed, if necessary, with chrome polish.

Since this is a universal product and not intended just for one particular vehicle, it is important to make sure that it is suitable for your type of vehicle before you use the product for the first time. Always follow the instructions in your vehicle owner's manual and the directions of the vehicle manufacturer. This is essential, as improper use of this product or its unsuitability for a vehicle could impair the safety and/or condition of the vehicle.

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