

KEYSTONE POLISHING

BUFFING WHEELS

IMPORTANT NOTICE:

KEYSTONE POLISHING DISCLAIMS ALL IMPLIED AND EXPRESSED WARRANTIES.

Keystone polishing is not responsible for any damages or injuries caused by the use and application of buffing wheel pads and buffing wheel safety kits.

Customer/end user assumes all responsibilities for any direct or consequential damages that may be caused by the use of the product because seller cannot control user's handling, end of use, or effect of use.

WARNING:

All airway buffing wheel pads must use a buffing wheel safety flange kit to prevent buffing wheel from coming loose and causing serious damages or injuries.

***MUST** Use Safety Flanges & Wear Safety Goggles

***DO NOT** Exceed Recommended RPM, See Reverse Side for Recommended Chart

DIRECTIONS:


1. Select buffing wheel and compound.
2. Fasten buffing wheel to grinder (see reverse side for maximum RPM) with flange and locknut.
3. Apply rouge compound to the edge of rotating wheel for 1-2 seconds.
4. Apply even pressure during buffing operation with side to side motion.
5. Install new buffing wheel when using different compounds.

AIRWAY BUFFING WHEEL - The most popular buffing wheels used in the industry. It is a multi-purpose buffing wheel used for heavy-duty finishing of plastic, ferrous metal, and nonferrous metal. The self-cooling design allows longer life during high speed operation. The different sizes, thickness, and treatments allow versatile applications.

STITCHED BUFFING WHEEL - Polishing industry's most commonly used buffing wheel. The buffing layers are stitched together in concentric circles. The stiffness allows the wheel to withstand higher pressures, resulting in a safer, more dependable, and longer lasting pad.

COMPOUNDS:

- **BLUE ROUGE** -
For ultra fine finishing, non-abrasive, will not cut.
- **GREEN ROUGE** -
For mirror finishes and high luster shine (for cleaning before final finishing).
- **BROWN ROUGE (TRIPOLI BAR)** -
Primary cutting of aluminum, brass, copper, nickel, silver, zinc, and non-ferrous metals (Medium cutting).
- **GRAY ROUGE** -
For heavy cutting of stainless, aluminum, cast iron and all ferrous metals (heavy cutting).
- **WHITE ROUGE** -
For restoration of high luster and mirror finish shine, originally used for removing burns on chrome plating, also for use on plastic (for final finishing).

 **WARNING:** This product contains sulfur, nickel, and chromium, chemicals known to the state of California to cause cancer or birth defects or other reproductive harm.

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SAFETY GUIDE FOR BUFFING WHEEL USERS

IMPORTANT: TO ASSURE SAFETY IN THE OPERATION OF BUFFING WHEELS, BE SURE THAT THESE GUIDELINES ARE OBSERVED.

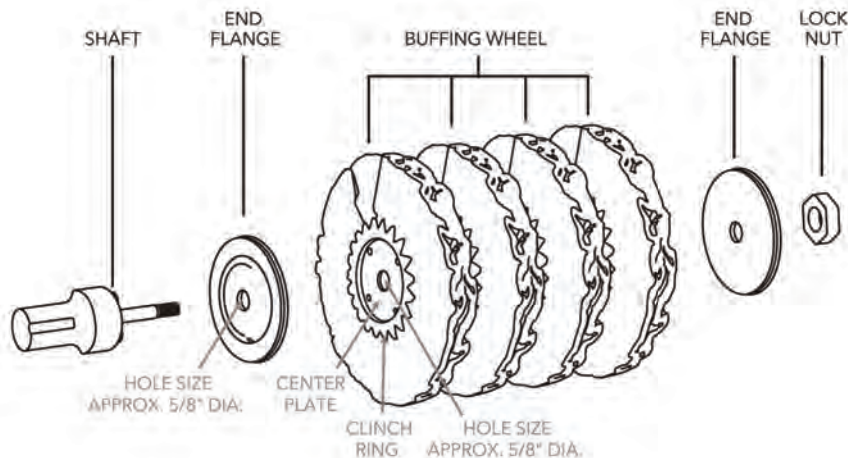
1. Be sure arbor hole diameter is the same as the shaft diameter being used (Example: 5/8" arbor hole on buffing wheel used on 5/8" diameter shaft).
2. Please make sure that end flanges are sturdy and can exert adequate pressure to clamp the buffs securely.
3. Please make sure that end flanges are sufficient in diameter to extend to the outer tips of the metal clinch ring teeth on the buffs. In addition, the cup (or bell) of the flanges have the concave surfaces toward the buffs. **Do not use an end flange that is smaller than the clinch ring.**

FLANGE NECESSARY FOR SAFE OPERATION

- 2 1/2" diameter flange for 1 1/2" or smaller diameter clinch ring
- 3" diameter flange for 2" or smaller diameter clinch ring
- 4" diameter flange for 3" or smaller diameter clinch ring
- 4 1/4" diameter flange for 3 1/4" or smaller diameter clinch ring

* Flanges are cupped with ventilating holes situated in cupped area on 4 1/2" diameter and larger

4. Make sure thread on the arbor shaft is in good condition. The lock nut can be screwed on freely and the threaded portion of the shaft is sufficient to allow firm clamping of the buff with end flanges.
5. Tighten lock nut securely with the appropriate wrench.
6. Please make sure the lock nut remains tight. Re-tighten occasionally if necessary.



7. If spacers are used between buff sections:
 - Outside diameter of the spacer must be large enough to cover the outside tips of clinch ring teeth.
 - If spacer supports buff center, be sure that support area is the correct diameter and gives support to the entire inside diameter of the clinch ring.
 - Please make sure that flange areas of the spacer will securely clamp the buff and are not designed so that support area or interlock portions prevent flange pressure on buff. Buff must not spin on spacer or hub, this can cause clinch ring to break or buff to burn.
8. Observe the maximum recommended RPM. Do not use machines that exceed these limits (See chart below for maximum speeds).
9. Be sure buffing wheel is adequately guarded. See machine manufacturer's recommendations.
10. Proper holding devices should be used for small and irregular shaped parts.
11. Be careful and do not allow clothing to get caught between rotating buffs. Always hold the Buffered item below the center of buffing wheel.
12. Do not leave running buffing machine unattended.
13. When buffing plated item, please inspect the item frequently to avoid buffing off the plating. Be careful when buffing plastics. Overheating the plastics when buffing can cause scoring, discoloration, and/or melting.
14. Observe all safety recommendations of the buffing machine manufacturer, compound supplier and your own Safety Engineering Department, including precautions safeguarding clothing, hair, eyes, hands, etc. (e.g. Safety Glasses, Hair Net or Hat, Apron, Gloves, Breathing Masks, etc).
15. If excessive vibration occurs, shut machine down immediately. **Buffers should never be run at speeds exceeding those shown on the chart below.**

Maximum Speeds in Revolutions Per Minute.				
CLINCH RING CENTER SIZE	3"	5"	7"	9"
BUFF DIAMETER				
6" - 8" DIAMETER	3600 RPM	-	-	-
9" - 10" DIAMETER	3450 RPM	-	-	-
11" - 12" DIAMETER	3000 RPM	3450 RPM	-	-
13" - 15" DIAMETER	*	2700 RPM	3000 RPM	-
16" - 18" DIAMETER	*	1800 RPM	2400 RPM	2400 RPM
19" - 20" DIAMETER	-	1200 RPM	2000 RPM	2000 RPM
21" - 24" DIAMETER	-	*	1500 RPM	1800 RPM

* Made only in special constructions for slow RPM machines.