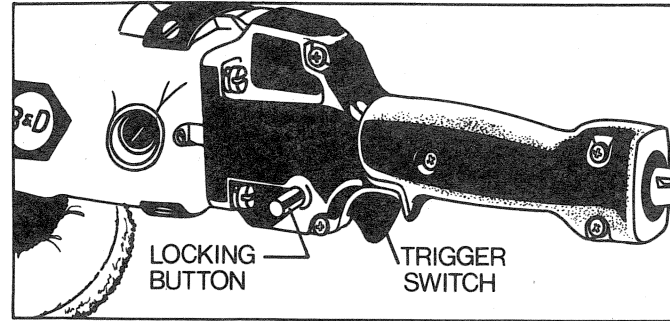




## SWITCH



The "ON-OFF" switch is operated by depressing and releasing the Trigger Switch. Depressing trigger turns the tool "ON"—Releasing it turns the tool "OFF". To lock the switch "ON", depress the trigger fully, press and hold in the locking button, and release switch trigger. Release locking button and tool with stay "ON". To then turn tool "OFF", depress and release switch trigger.

**CAUTION:** Grasp tool firmly with both hands before starting tool.

## ATTACHING PADS

**BE SURE THE TOOL IS UNPLUGGED!** Push the hub of the clamp washer through the hole in the center of the Polishing Pad as far as it will go. Engage the hexagonal Clamp Washer hub with the hexagonal hole in the Backing Pad (Fig. 2). Holding the three pieces firmly together, place the assembly on the tool spindle. Hold the spindle lock button while turning the pads clockwise to thread them completely on the spindle (Fig. 3).

To remove pads, turn them by hand in the opposite direction from normal rotation to allow lock button to engage spindle, then unscrew pads in normal direction for right hand thread.

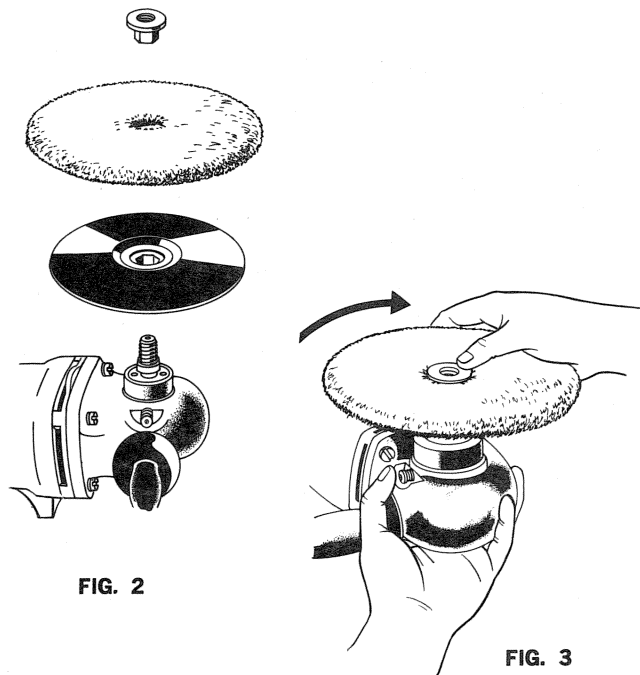


FIG. 2

FIG. 3

If you are using a Polishing Bonnet, rather than a Pad, put clamp washer on first, pull Bonnet completely over backing pad and pull draw strings tight. Tie a bow knot and push knot and all loose string completely under the inside, cloth edge of the Polishing Bonnet.

## GENERAL OPERATION

These instructions and suggestions are intended to familiarize new operators in overall general operation of POWER POLISHING. You will develop your own techniques which will make the job easier and faster as you learn power polishing.

As mentioned previously you should use utmost care when power polishing around or over sharp objects and contours of the car body. It is very important to use the correct pressure while polishing various sections of an automobile body. For example, light pressure should be applied when polishing over sharp raised edges of body panels, or over edges of the rain gutter along the top.

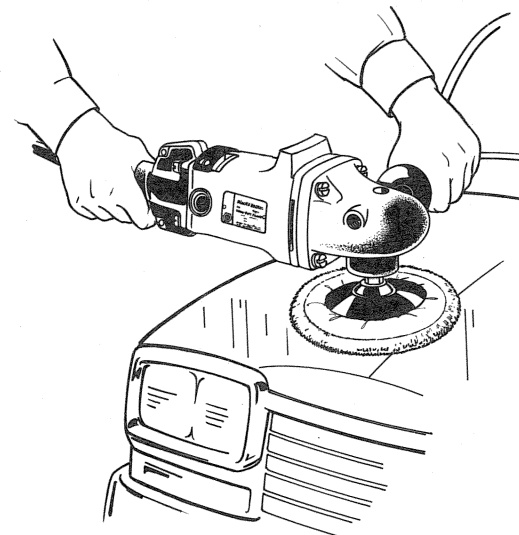
Since everyone does not use the same type of Power Polish, we recommend you clean and polish a test section on a flat area of the car **FIRST**. From this test section, you can judge the strength or cleaning action of your Power Polish.

Remember, all Power Polish is not the same. Different brands will react differently on various painted surfaces. Also, you are now using a POWER POLISHER with Power Polish. This is entirely different from any hand application which you may have done before. Wash the car before power polishing it. Washing will remove loose dirt, scum, road salt, etc. which could act as an abrasive and damage the paint. Loose dirt, etc. will also clog the polishing pad and you will have to clean it more often.

Without turning tool "ON", grasp the handles of the tool and pick it up. Keep the tool away from your body and turn the switch "ON". Make sure you have a firm grip on the handles and operate the tool freely without forced effort or unnecessary pressure. The side handle can be easily changed to either side of the tool for left-hand or right-hand operation.

## POLISHING

Spread a light coat of a good grade of polish, with a soft clean cloth or brush, over a small area and apply the Polisher before the polish dries. When starting to polish, it is all right to have the Polishing Pad resting squarely on the surface, but as the scum and film begin to work loose, start tilting the tool so that the dry outer section of the Polishing Pad comes in contact with the surface. If hazy spots still remain, apply a little more polish and work out these spots.



Start polishing with the roof, move to the hood, the fenders, the doors, etc. In this way, the slight dust that may be thrown off into the air by the revolving pad will not fall on completed sections, and the power cord will not be dragged over completed portions. When the car has been completely polished, an additional high lustre may be obtained if a few drops of water are sprinkled on the surface and gone over quickly with the Polisher or a clean dry cloth. (If a cloth is used, it is not necessary to rub—merely wipe.)

## POLISHING—continued

A Polishing Pad will become discolored with use because it has picked up "dead" pigment from the car surface. Excess dirt on the pad can often be removed by lightly touching the pad to an edge of the car bumper while pad is rotating. (The edge of a work bench or garage door will serve the same purpose.) When the pad becomes very dirty, remove it from the tool and dip the wool part only (do not get the back of the pad wet) into a pail of clean water, scuffing the pad with your hand. Put pad back on polisher and spin it dry.

## CLEANING COMPOUNDS

The general procedure for using cleaning compound is similar to that used for polishing. Spread a light coat of a good grade of compound on the surface with a clean cloth or brush and apply the Polisher. Best results are obtained when the unit is operated with the pad at a slight angle to the work surface. Care should be taken in the amount and coarseness (light, medium or heavy) of the compound used and the speed and pressure exerted on the work surface. (See General Operating Instructions.)

## MAINTENANCE

To assure product safety and reliability, repairs, maintenance and adjustment should be performed by Black & Decker Service Centers or other qualified service organizations, always using Black & Decker replacement parts.

### Cleaning:

Blowing dust and grit out of main housing by means of an air hose is recommended and may be done as often as dirt is seen collecting around cooling vents. The motor should be running while the air is being blown into the air vents.

**CAUTION:** Never use solvents or other harsh chemicals for cleaning the non-metallic parts of the tool. Use clean, dry rag only.

### Brushes:

Inspect carbon brushes often. Replace when brushes are worn down to the identifying groove or when spring exerts insufficient pressure to hold brush against commutator. Keep brushes clean and sliding free in guides.

### To remove brushes:

1. Disconnect tool from power supply.
2. Remove Brush Cap.
3. Pry sheet metal cap on Brush Assembly out of brass insert.

### Lubrication:

Except for the needle roller bearings used at the upper end of the spindle, closed-type, grease-sealed ball bearings are used throughout. These bearings have sufficient lubrication packed in them at the factory to last the life of the bearing. The needle bearings mentioned above receive their lubrication from the grease in the gear case. Gears should be lubricated every 60 to 90 days in accordance with the following procedure:

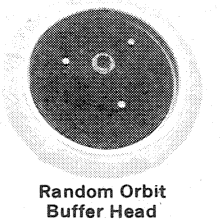
1. Remove the (4) Screws and pry the Gear Case Cover Assembly from the Gear Case-Armature Assembly.
2. Wipe out old grease from Gear Case and Cover.
3. The gear case should be no more than 2/3 full with B&D grease (Cat. No. 60541 — 1 lb. can).
4. Re-assemble Gear Case Cover Assembly to Gear Case-Armature Assembly carefully so that Gear meshes properly with Pinion.

## ACCESSORIES:

**CAUTION:** Accessories shown on this page are recommended for use with your Polisher. The use of any other accessory might be hazardous.

### Random Orbit Buffer Head

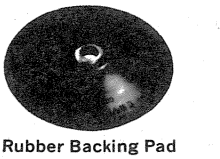
#63313 Random Orbit Head assembly is available as a separate attachment, complete with one bonnet, as an accessory to fit any standard automotive polisher having a 5/8"-11 thread. Use it to convert your present polisher to a Random Orbit Buffer. **CAUTION:** Do not use this accessory on tools with speeds that will exceed 3,000 RPM.



Random Orbit Buffer Head

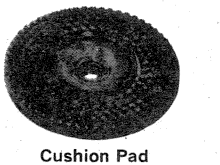
### Rubber Backing Pads

#50934 7" Quick-Change Flexible Backing Pad. Includes #50933 Clamp Washer; attaches same as #51824 Pad below.  
#51824 7" Quick-Change Super Flexible Rubber Backing Pad with #50933 Clamp Washer. Washer is threaded inside; fits through hub of pad, and threads onto spindle of polisher.



Rubber Backing Pad

#36239 7" Cushion Pad with #45925 Clamp Washer. A superior cushioning pad for use with Vitri-Buff Bonnets. Threads directly on polisher spindle.

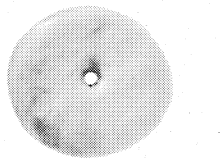


Cushion Pad

### Polishing Bonnets and Pads

#13086 7" Polishing Pad. Use with #51824 Quick-Change Super Flexible Rubber Backing Pad.

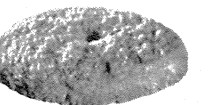
#13087 7" Polishing Bonnet with hood and drawstring. Use with #51824 Quick-Change Super Flexible Rubber Backing Pad. #22176 9" Polishing Bonnet with hood and drawstring. Use with #36239 Cushion Pad.



Polishing Bonnet

### Vitri-Buff Bonnets and Pads

Gives a superior shine on all car finishes. Each tuft is twisted and locked to backing pad by patented construction method. Very resilient, stronger pile, more body. Outlasts other buffs many times over.  
#45434 7 1/2" Vitri-Buff Pad.  
#37796 7 1/2" Vitri-Buff Bonnet with hood and drawstring. Use with #51824 Quick-Change, Super Flexible Rubber Backing Pad.  
#37797 9" Vitri-Buff Bonnet with hood and drawstring. Use with #36239 Cushion Pad.



Vitri-Buff Bonnet


### Clamp Washers

#50933 Replacement Clamp Washer. Inside-threaded; fits through hub of #51824 and #50934 Quick-Change Flexible Backing Pads and threads onto spindle.  
#45925 Replacement Clamp Washer. Outside-threaded. Use with #36239 Cushion Pad.



#50933 Clamp Washer

#45925 Clamp Washer

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