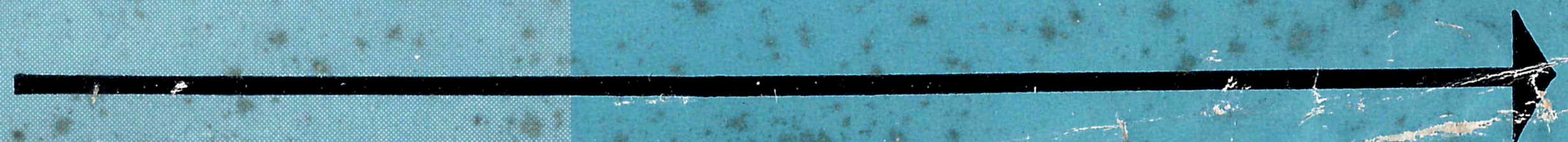


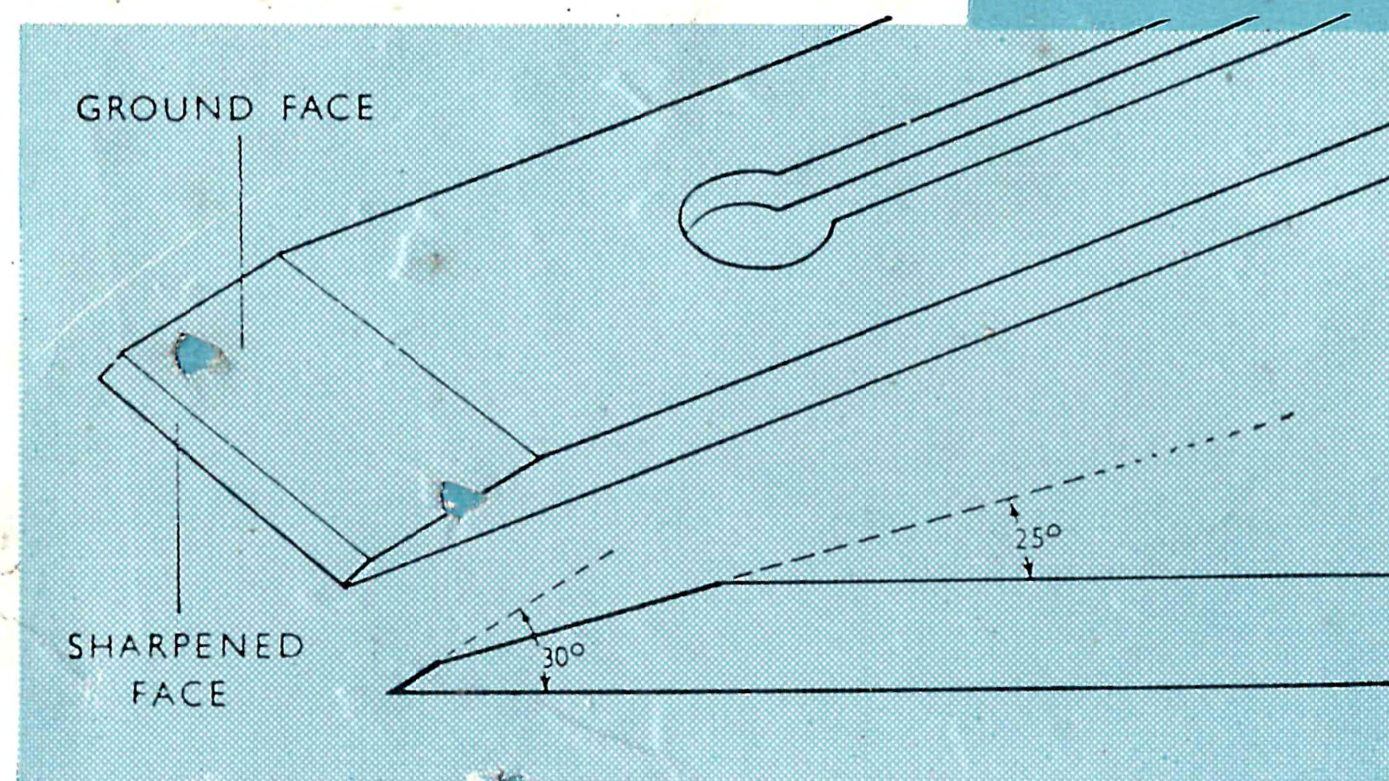


you
and
your

RECORD

plane





In order to obtain the best results from your RECORD Plane it is necessary firstly to **SHARPEN THE CUTTING IRON BEFORE USE**, and secondly to ensure that the Plane is correctly adjusted for the particular work you wish it to do. The following simple instructions will assist you in keeping your Plane in perfect condition ensuring smooth easy working at all times.

SHARPENING THE CUTTING IRON

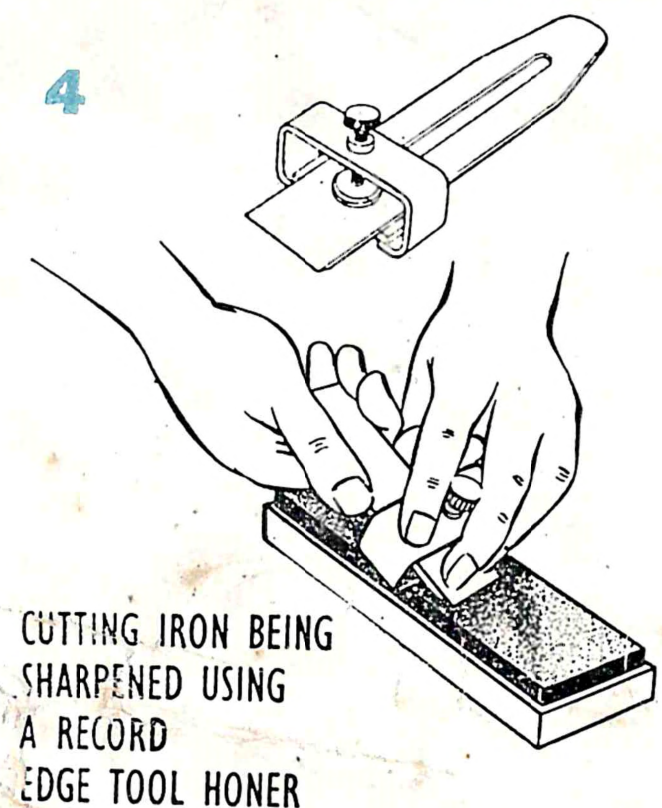
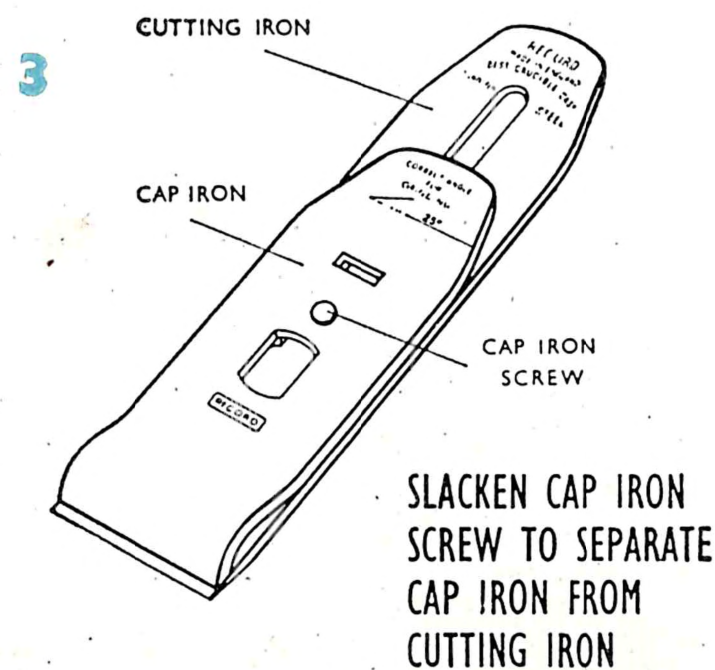
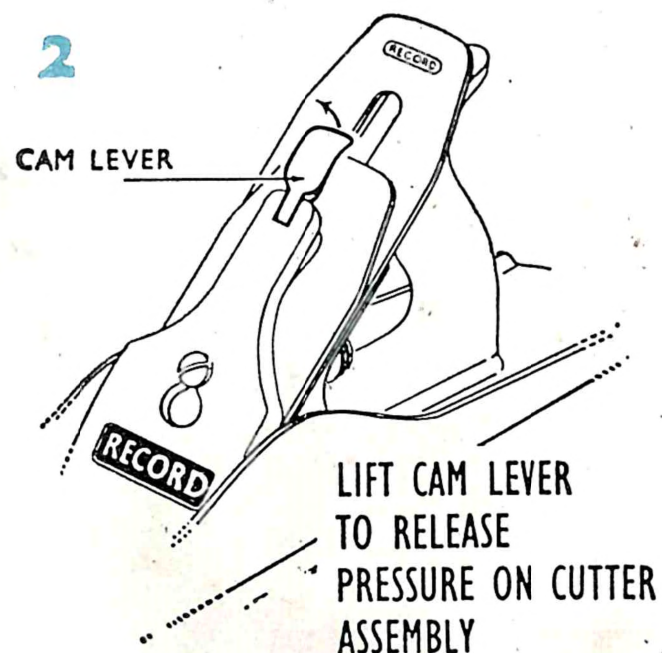
A Plane Iron in working condition should have two distinct faces as shown in Fig. 1. The 25° bevel is ground to the correct angle when the Iron leaves the factory and regrinding of this face will not be necessary until prolonged use and resharping have greatly increased the depth of the 30° cutting angle, or the Iron has been chipped.

To sharpen the Iron, it is necessary to first remove it from the Plane preparatory to honing on a good quality oilstone. This should always be oiled with a light machine oil before use and wiped clean afterwards.

By lifting the Cam Lever on the plated Lever Cap (see Fig. 2) pressure on the Cutting Iron assembly is released, allowing the Lever Cap and Cutting Iron to be lifted clear of the Plane Body. Attached to the Cutting Iron will be seen a Cap Iron (see Fig. 3) and this **must** be removed before honing commences.

Rest the ground face of the Cutting Iron flat on the surface of the oilstone and raise the blade to form a 30° angle. Keeping the blade at this angle, move it forward and back across the stone. This is the most difficult part of the operation and calls for some skill in keeping the angle constant. However, by using a RECORD EDGE TOOL HONER the task becomes extremely simple since the HONER holds the Iron constantly at the correct angle. Operating on a ball movement, the HONER allows considerable freedom of action thereby ensuring even distribution of wear over the entire oilstone surface (see Fig. 4).

As the 30° angle begins to form, a slight burr will appear on the reverse edge of the Iron, and when this extends along the full width of the cutting edge, the Iron should be taken from the Honer and **laid flat** on the oilstone, **bevel side up**. A few light strokes up and down the stone will remove the burr (see Fig. 5). The Iron is now sharp and ready for service. A few strokes on a leather strop, if available, will give the Iron an even finer cutting edge. **Always check the cutting edge with a try-square for squareness before re-assembling.**



★ **IMPORTANT — THE CUTTING IRON**

RE-ASSEMBLING AND ADJUSTING THE PLANE

The first step in re-assembling the Plane is to attach the Cap Iron to the Cutting Iron. Set the Cap Iron so that it is parallel with the cutting edge but before tightening the Screw, adjust as follows. For planing soft wood, the face of the Cap Iron should be set to a little less than $\frac{1}{16}$ " back from the cutting edge, but for hard or curly grained wood, set the Cap Iron as close as possible to the cutting edge.

When placing the Double Iron back in the body of the Plane, make sure that the Lateral Adjusting Lever fits snugly in the small slot before refitting the Lever Cap. With the Lever Cap in position and the Cam Lever snapped into place the Plane can finally be adjusted for working.

The depth of cut is adjusted by the Brass Nut 'D', and the cutting edge of the Iron can be adjusted parallel to the base of the Body for equal thickness shavings by the Lateral Adjusting Lever 'C'.

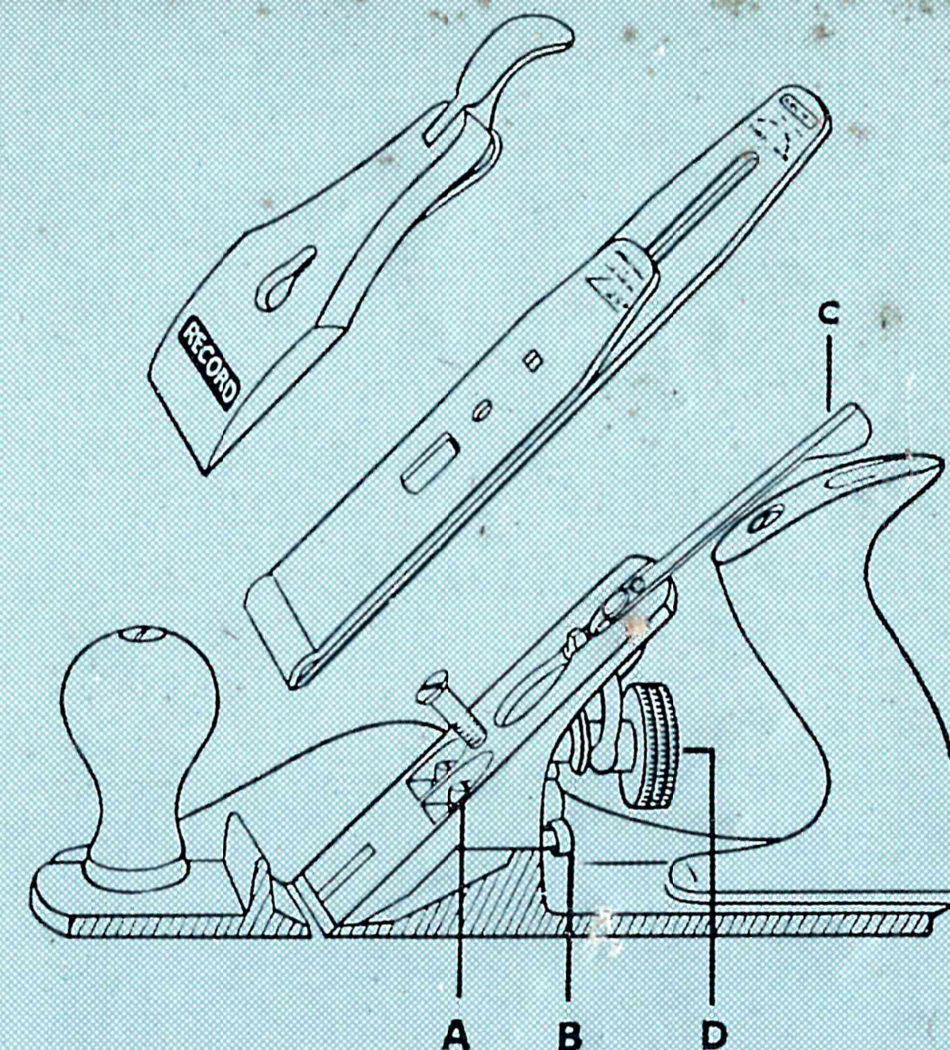
The width of the effective mouth (that is the distance from the cutting edge of the Iron to the forward edge of the oblong slot in the sole of the Plane) can be regulated as required for fine or coarse cutting by loosening the two Frog Screws 'A' and turning the Adjusting Screw 'B' until the correct setting is obtained. **Make sure the Screws 'A' are retightened after adjusting** but it is important not to overtighten. A fine setting of the mouth in conjunction with close setting of the Cap Iron is of considerable help in finishing difficult grained woods. From the illustration it will be seen that this adjustment can only be made when the Iron is removed from the Plane.

HINTS ON GRINDING

Regrounding of the 25° bevel on the Cutting Iron should **not** be attempted by the amateur unless he has some knowledge of the use of a grinding wheel. **The Iron must be kept cool** and the grinding wheel if of natural grit should always be water cooled. The latest type horizontal grinder using wheels of artificial grit, require the coolant to be a special oil recommended by the makers. Fast-moving artificial stones used dry will almost certainly draw the temper of the steel and render the Iron useless.

The correct grinding angle of 25° must be maintained and a line gauge for this purpose is stamped on Record Cap Irons and should be used to check the accuracy of the angle shown. The Iron should be moved from side to side to grind the full width of the bevel and to keep the surface of the wheel true. The edge should be straight and at right angles to the sides of the Cutting Iron.

SPARE RECORD CUTTING IRONS IN ALL SIZES ARE AVAILABLE FROM YOUR TOOL DEALER



SETTING THE CAP IRON

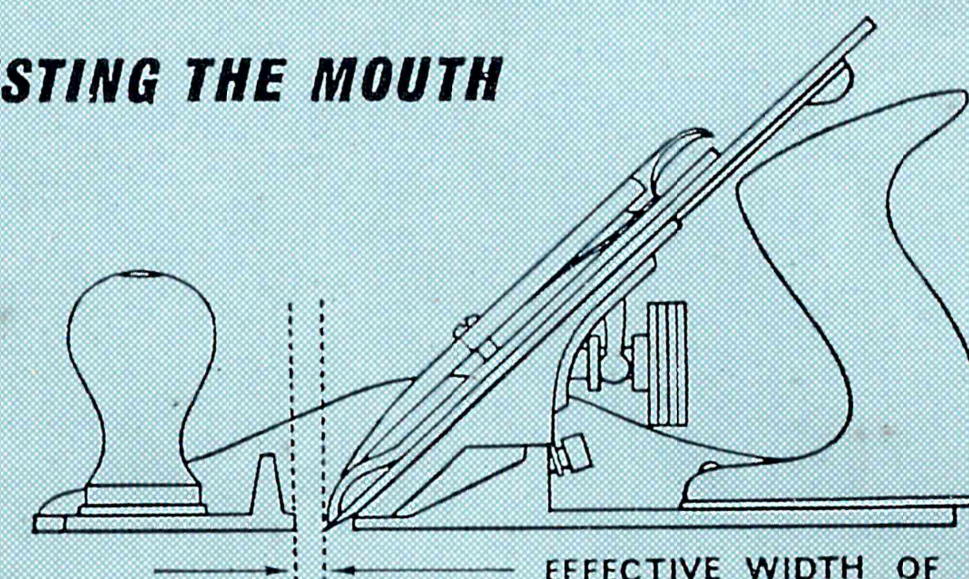


FOR ROUGH WORK
& SOFT WOODS



FOR FINISHING
& HARD WOODS

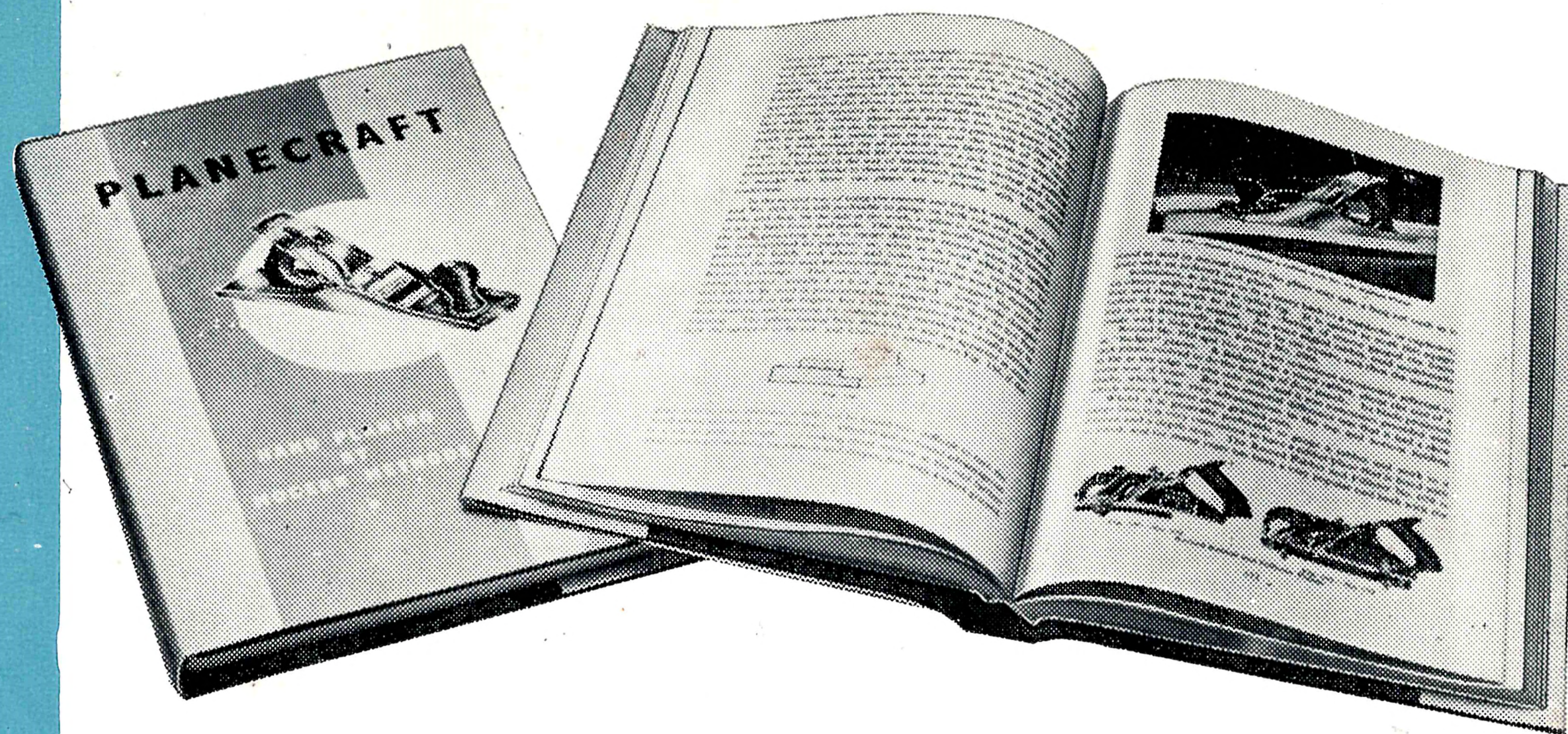
ADJUSTING THE MOUTH



EFFECTIVE WIDTH OF
MOUTH ADJUSTABLE BY
FROG ADJUSTMENT SCREW (B)

THE CUTTING IRON IN YOUR RECORD PLANE MUST BE SHARPENED BEFORE USE

**for
the man
who
wants
to know
more...**



PLANE CRAFT

... is an essential and authentic source of reference on Hand Planing by modern methods. It has an excellent introductory chapter on the history of the plane followed by more than 200 profusely illustrated pages.

Written by C. W. Hampton and E. Clifford,
it is attractively bound in blue cloth.

G. & J. HAMPTON LTD., PARKWAY WORKS, SHEFFIELD S9 3BL

Obtainable through your local Tool Dealer, Bookseller, or by post direct from the publishers.