

Makita 9227CB and the Polishing Process

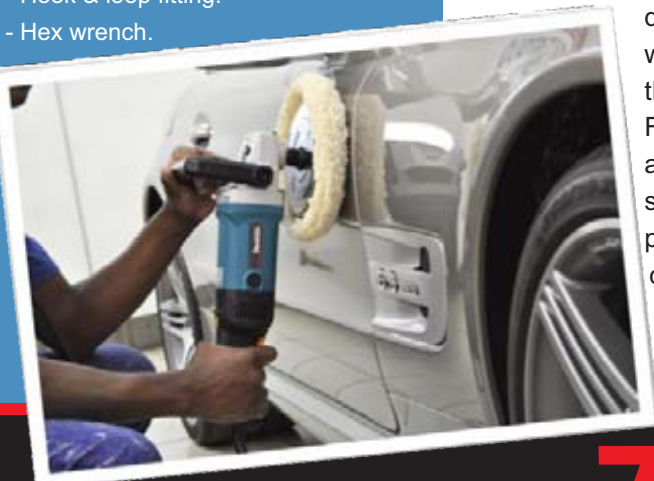


The Makita 9227CB is a powerful circular polisher and should not be used by a novice detailer. The purpose of circular polishers is to remove layers of paint or clear coat down to the lowest point of the scratch until it is completely level with the surrounding surface. An inexperienced user can easily produce new swirls and burn the paint by holding the polisher in one place too long. *This Makita polisher is used by experienced detailers and professionals.*



FEATURES:

- Power input 1200W.
- No load speed variable trigger control 0-3000r/min.
- Electronic speed control maintains constant speed under load.
- Lock-on button for continuous use at one speed.
- Fibre disk diameter 180mm.
- Wool bonnet diameter 180mm.
- Hook & loop fitting.
- Hex wrench.



Sometimes a dual-action polisher just isn't enough for really tough scratches and swirls. You need the cutting power of a serious circular polisher to penetrate the clear coat and smooth over rough edges to restore your paint to its original flawless finish. A rotary polisher differs from a dual action polisher by the fact that its pad spins only on a single orbit.

The Makita 9227CB is excellent for avid detailers who don't trust their vehicle to anyone else. The variable speed control and powerful motor make this polisher easier to use than many circular polishers, but still very effective. In skilled hands, the Makita 9227CB Polisher will eliminate scratches, swirls and blemishes to restore the smooth, uniform finish to your vehicle.



The Polishing Process - Finding the best way to comfortably hold your machine will take time and there is no right or wrong way providing a few basics are observed. One of the most important things when machine polishing is to get comfortable and relax. Rotary polishers will want to drive themselves across the paintwork. This can be used to your advantage in getting the tool to do most of the work for you. However, if your driving arm (arm at the back of the machine) is tense, you will be more inclined to fight this natural movement of the polisher which will end up in rotary hop and a poor finish. Additionally, you will be less able to easily follow the contours of the paintwork. It is necessary when machine polishing to keep the pad flat at all times – this will be much easier if your driving arm is relaxed as you will find yourself better able to follow the contours and shapes of the body panels you are polishing. Your pressure arm is typically placed over the head of the rotary polisher or on the handle to adjust the amount of pressure applied to a pad.

The amount of pressure will vary from paint to paint, and polish to polish. Generally speaking, you will use lighter additional pressure with a rotary polisher than you would with a dual action polisher. The speed at which the rotary polisher is moved across the paintwork will vary

depending on what polish is being used, what paint is being polished, and also what speed the machine is set to. Start off at 600-1000r/min to spread the polish, then 1000-1200r/min to begin working the polish and cutting away the defects. Finally 1500r/min once the polish is starting to work. Faster movements than with a dual action polisher are quite acceptable – indeed moving the machine too slowly can result in high heat build up and the risk of burning the paint. Pay particular attention when polishing near panel edges and sharper contours in the bodywork. These regions can result in local high pressure points and high temperatures can quickly be generated. Also, it is important when machine polishing to regularly clean the pad surface to ensure that the foam can work at its optimum.

Article courtesy of Detailing World