

SCRATCH REMOVAL (USING FELT)

1. Clean the felt disc with a metal brush.
2. Spray it with a little water using the dispenser (white bottle)
3. Apply a little polishing compound with the spatula. Spread it thoroughly, making sure it enters the pores and that there aren't any lumps.
4. Using the applicator button, apply water directly to the scratch from the drill.
5. Squeeze the trigger and engage the safety mechanism.
6. Operate perpendicular to the glass, applying a certain amount of pressure and using a circular motion. It must never be allowed to dry. Apply water as required to keep it damp, though not overly wet as the application area needs to be heated to 70 °C, which is the temperature at which the compound reacts.
7. The water falling on the glass can be collected and reused, and the polishing disc can be tilted while damp to collect any leftover compound on the edge.
8. Be very careful and patient when heating thin, untempered glass, especially if the scratch is close to an edge.
9. The process temperature must not exceed 75 °C.

EXTREME SCRATCH REMOVAL (USING SANDING DISCS AND FELT)

1. Place a 3" sanding disc with a #320 grain on top of the foam sponge and the Velcro support.
2. With the power off, position the sanding disc as required, then switch on the device and sand in circles around the scratch, applying water the whole time. If there isn't enough water, the surfaces will overheat during sanding. We also recommend wearing a facemask.
3. When this step is complete, attach the #400 sanding disc and repeat the operation, though this time making the application area 1–2 cm bigger than before to create a gradient. This step can be repeated with the #600 sanding wheel.
4. When complete, replace the sanding wheel with the felt disc and repeat the steps above, this time starting by applying the clearance compound and plenty of water before then applying the polishing compound in the same way as described above.
5. The process temperature must not exceed 75 °C. 6. If removing extreme graffiti, use coarser sanding wheels from the start (#100 or #180) and then finish with smoother ones.