

# **OLD STREET TOOL, Inc.**

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## **The care, use and tuning of your “sprung” dedicated moulding plane.**

### **Sharpening**

The iron supplied with your plane is sharp and ready for use. We suggest that you accustom yourself to using it as supplied before sharpening or making changes to its edge. We typically refine the profile so it matches that of the sole of the plane when the iron, including the tang, are registered against the left, or blind, side.

When sharpening becomes necessary, it is vital to keep the profile of the cutting edge as closely matched to the profile of the sole of the plane as possible. The honing bevel can be maintained with appropriate slips, or abrasive cones in a flex-shaft grinder. In doing so, however, it is important to keep a few things in mind.

If a time comes when the profile of the cutting edge requires significant adjustment to match the plane's sole, the bevel may be ground using a narrow wheel with a rounded edge for the concave portion of the profile. If the size of the profile is too small to allow use of a thin grinding wheel, a grinding conical tip in a flex-shaft grinder may suffice. This is best done after first defining the desired shape by grinding or honing at right angles to a line scribed following the profile of the plane's sole into layout dye on the face of the iron. This requires a very light touch and a freshly dressed wheel, and the goal is to leave a hair-line flat at the desired profile which can be honed away when sharpening. The bit of the blade is slightly trapezoidal in shape so that it can be maintained at full width as the iron shortens through subsequent sharpenings.

### **Setting**

Your plane will arrive with the iron retracted up into the body with the tang resting against the left, or blind-side, cheek of the wedge mortise. The iron can be advanced as needed by simply tapping the heel of the tang with a small brass or plastic mallet, after which the wedge will need to be re-set by tapping with a wooden or plastic mallet. When you need to remove the iron for sharpening, simply tap it down as already described and it will release due to being tapered. Similarly, if you need to set the iron for a lighter cut, it is best to drive it down to release it, then set it in a retracted position and advance in the manner already described.

### **Use**

Dedicated, sprung, moulding planes are similar to other dedicated moulding planes in the sense that they have a fence at the blind side of the profile to guide the plane in its use. And the plane

produces only one specific moulding. They differ in that they are held at an angle (the “spring”) during use. The orientation of the spring is indicated by a scribed line on the toe of your plane which is an extension of the angled face of the fence. During use, the plane needs to be tilted so that the spring line is planar with the edge of the board on which the moulding is being stuck. This orientation needs to be maintained during the entire process of sticking the moulding, and the spring line is on the toe of the plane to visually aid in this.

Spring allows for more control of the size of the mouth aperture, which becomes particularly useful in larger profiles. Additionally, while it may require a slightly wider plane body, it avoids the heightening of plane bodies which might otherwise be necessitated by larger profiles. One other consequence of the spring is that it slightly raises the effective angle of attack of the plane's iron, which needs to be kept in mind while honing the bevel. Specifically, this slight increase in the angle of attack may result in a slightly more critical clearance angle.

### **Tuning**

Changes in seasons and/or environmental conditions in your shop may cause the body of your plane to change shape to some extent, though we try to minimize the effects of this through careful stock selection and orientation. If, despite these efforts, your plane distorts enough to affect its functioning, it may require some careful tuning. Please feel free to contact us for advice before undertaking such a task.

### **Maintenance**

The finish on your planes is Min-wax “Antique Oil Finish” applied as a wiping varnish. It should be compatible with other high quality finishing oils. It is a good idea to add fresh coats to any worn areas, from time to time, or areas of the sole which have been tuned. After applying finish we suggest buffing with fine steel wool and waxing with a high quality product such as Tre-Wax.

When your plane is not going to be used for any period of time, it is probably best to slightly release the set of the wedge. Though, if you adopt this practice, you need to be mindful that the iron can drop out through the mouth of the plane when you next pick it up.