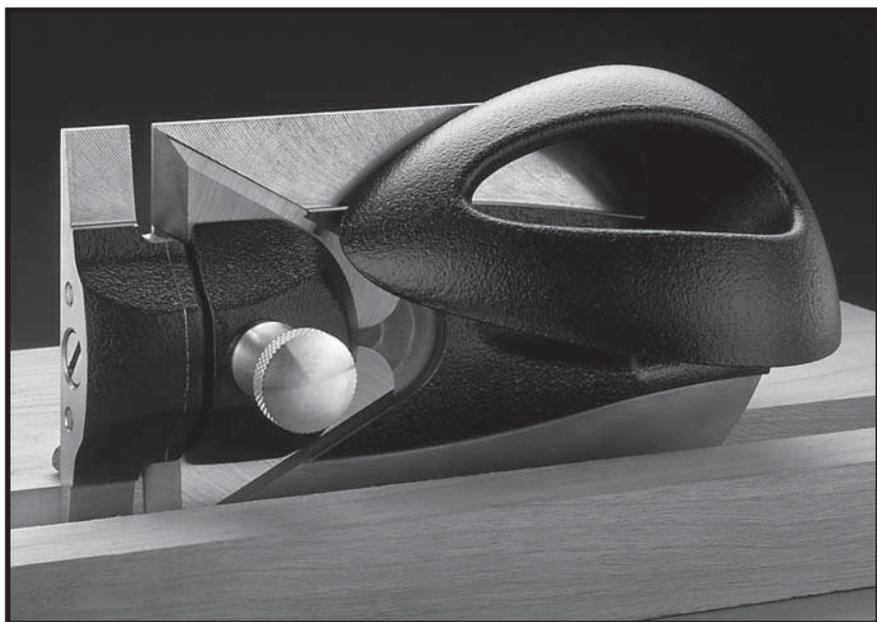


veritas[®]
Side Rabbet Plane



05P44.01

U.S. Des. Pat. D596,475

The side rabbet plane is a specialty plane used for cleaning up or trimming the sidewalls of rabbets, dados or grooves to ensure a perfect fit with the mating parts. Since the thin lapped sole functions more like a skate, the plane can be used in slots as narrow as $\frac{3}{16}$ " and as deep as $\frac{1}{2}$ ". The toe is removable for use in stopped dados. The plane's accurately machined ductile cast iron body is equipped with a pivoting cap and depth stop that can be positioned for either right- or left-hand work and two O1 tool steel lapped blades to handle any grain direction.

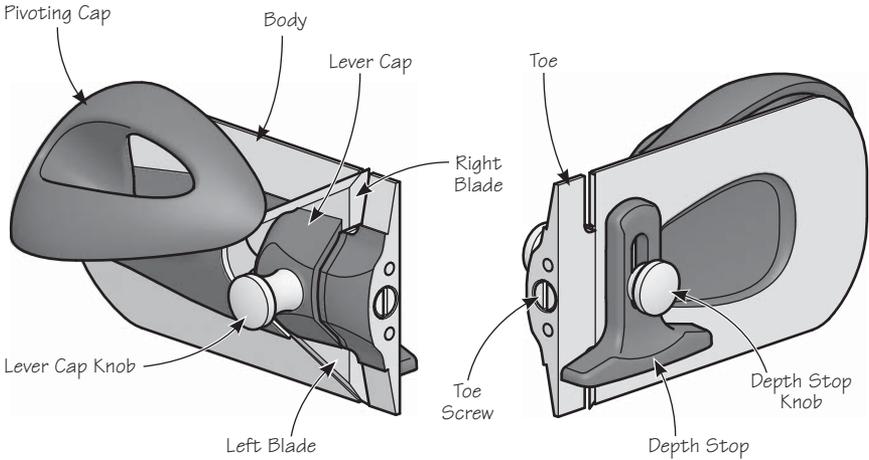


Figure 1: Plane components.

Blade Adjustment



Caution: Be aware that the blade is sharp; careless handling can result in serious injury.

To adjust the blade position, loosen the lever cap knob just enough to move the blades; there should still be some spring pressure to prevent the blades from moving on their own. Manually position the blades (bevel up) such that they will take a light cut (approximately 0.005") and check the setting by sighting along the sole. Ensure the cutting edge of each blade is parallel to the sole and that the tip of the blade extends just beyond the bottom of the plane. Tighten the lever cap knob to secure the blades.

Be aware that, for the side rabbet plane to function properly, the tip of each blade will need to be docked or ground back so it is flush with the edge of the plane. This will also result in a blade tip that is much more resistant to breaking. This fettling or tuning operation is typical for this type of plane and results from the unique geometry, which includes a very low bed angle and skewed blade. It is uneconomical to produce the blades with this operation included, not only because the exact amount of docking required will vary from plane to plane, but also because the blade tip will need to be docked every time the blade is sharpened.

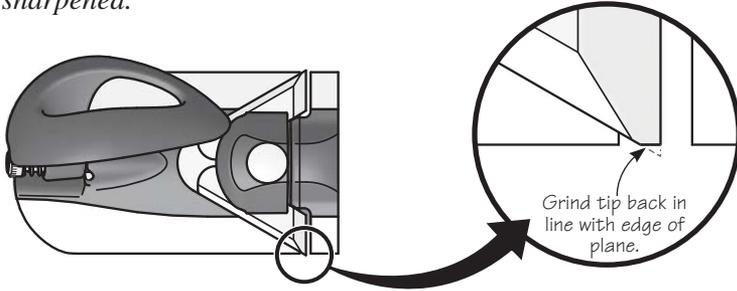


Figure 2: Blade tip.

Using the Plane

This plane is configured with two blades to allow working in the direction that best suits the grain of the workpiece. To switch from right-hand to left-hand use, first pull back on the pivoting cap and flip it to the opposite side. (An internal spring will secure it in position.) Then loosen the depth stop knob, rotate the depth stop to the opposite edge and tighten the knob.

Place the cutting edge of the plane against the sidewall to be trimmed. Loosen the depth stop knob and lower the depth stop until the bottom of it comes in contact with the face of the workpiece. Tighten the knob to secure the depth stop in place. The depth stop functions as a guide to keep the plane aligned during the cut.

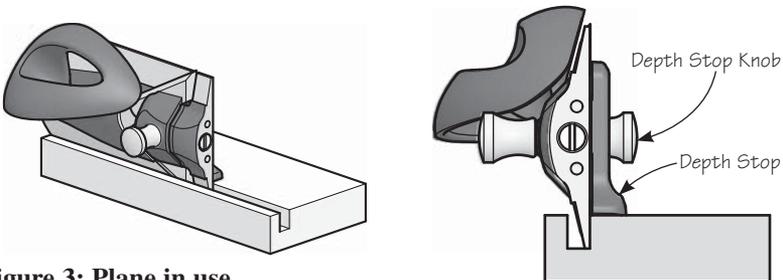


Figure 3: Plane in use.

Removable Toe

The toe on the side rabbet plane is removable so that it can be used for trimming the sidewalls right up to a blind corner. Loosen the toe screw with a $\frac{5}{16}$ " slot screwdriver, then remove the toe from the plane. The toe screw will remain trapped within the toe to prevent losing this small part.

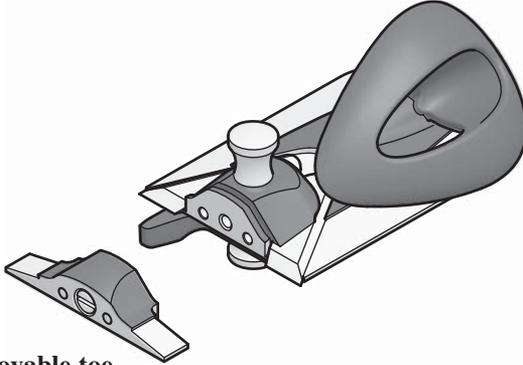


Figure 4: Removable toe.

Blade Sharpening

Each blade has a 30° skew and is ground with a 25° bevel. The face of the blade is lapped. Additional sharpening need only involve honing the existing bevel or, when working harder woods, increasing the cutting angle by adding a small micro-bevel.

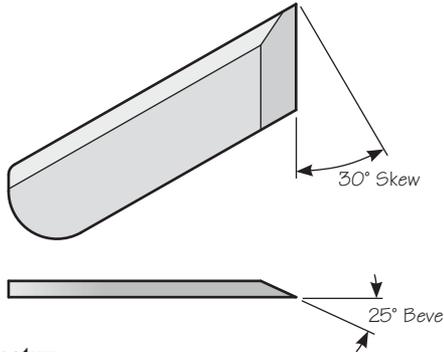


Figure 5: Blade geometry.

Care and Maintenance

The body of this plane is ductile cast iron and comes treated with rust preventative. Remove this using a rag dampened with mineral spirits. Clean all machined surfaces.

We recommend that you initially, then periodically, apply a light coat of paste wax to seal out moisture and prevent rusting; this also has the added bonus of acting as a lubricant for smoother planing. Wipe off any wood dust from the surfaces that you will be waxing, apply a light wax coating, let dry, then buff with a clean soft cloth. At the same time, the solvents in the wax will remove any harmful oils left from your fingers that can lead to corrosion.

Keep in mind that paste wax contains silicone that, if transferred to your workpiece, could cause finishing problems such as "fish eyes". To avoid this problem, use silicone-free products, such as Waxilit[®] sliding agent and glue release, or a tool surface sealant and lubricant. Either is an excellent alternative to regular paste wax. However, before treating a plane with a sealant, wipe off any fingerprints with a cloth dampened with a small amount of light machine oil. Remove any residual oil; then apply the sealant to the plane's sole and cheeks.

If storage conditions are damp or humid, the plane should, in addition to the treatment outlined above, be wrapped in a cloth or stored in a plane sack. This precaution will also guard against dings and scratches.

Every so often, take the plane apart to clean it. Remove the lever cap and blade from the body. Clean all parts with a cloth dampened with a dab of light machine oil. For corroded plane bodies, we recommend you first remove the rust with a fine rust eraser, then treat as described above.

The bright finish on the brass components can be maintained as above. If a patina finish is preferred, simply leave the brass components unprotected until the desired level of oxidation has occurred, then apply a sealant. If you want to make them bright and shiny again, you can revitalize the surface with a brass polish.

Accessories

- 05P44.02 Replacement Blade, left skew
- 05P44.03 Replacement Blade, right skew

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