

CARE OF CHROME PLATING

The chrome plating used on all Kahlenberg products has been specified to provide maximum protection against corrosion in a marine environment. This process includes a heavy copper plating, two layers of nickel plating, and a final finish layer of chrome.

Even the best chrome plating needs to be cared for to avoid premature pitting of the chrome in a salt atmosphere. The best way to do this is to clean the chrome weekly by hand with mild soap and water, and a soft cloth. Once the chrome is clean and dry, a light coat of pure carnuba wax can be applied. This will help protect the chrome. However, be certain not to use a wax with any abrasives or polishing agents. Generally, if the wax is suitable for clear coat vehicle finishes, it will not contain damaging abrasives. Buff the excess wax off immediately by hand with a soft clean cloth. **DO NOT ATTEMPT TO POWER BUFF THE CHROME FINISH.**

If chrome pitting has occurred and cannot be removed by simply washing the horn, a polish such as Flitz or Simi Chrome can be used with a soft cloth to polish out the pits. Keep in mind that the chrome layer of the plating that gives the item a silver color is easily removed by overpolishing. Only polish until the pits are gone, and refrain from polishing whenever possible. **UNDER NO CIRCUMSTANCES USE A STAINLESS POLISH** such as COLINITE #850 or similar. This will scratch and remove the chrome finish. Scratches caused by polishing the chrome plating will void any warranty claims.

If car wax is to be applied after the horn has been polished with Flitz or similar, first wash the item thoroughly with mild soap and fresh water to remove the remaining polishing compound, and make sure it is dry before applying the wax. Attempting to apply wax on a dirty surface will cause scratches and can trap contaminants under the wax surface causing additional corrosion.

With the best maintenance as described above, a good chrome finish should last from 7 to 10 years in a salt atmosphere before pitting penetrates through the chrome and nickel layers to the base material underneath. Most often pitting before this time frame is the result of lack of maintenance, not a flaw in the plating. However, if peeling of chrome occurs this is nearly always due to defective plating, and can only be remedied by chemically stripping the plating, re-buffing the underlying material and re-plating the item.

Kahlenberg Industries does offer a refurbishment service for Kahlenberg Horns and other chrome plated equipment that can return the equipment to “as new” condition. This includes the re-machining of interior horn components after plating which is necessary for the horn to sound properly after it is reassembled. Special fixtures are also used in this process to apply plating in the interior of the horn projectors.

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