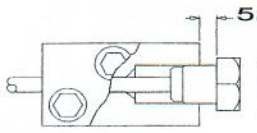
HAND HELD BRAKE PIPE FLARING TOOL

3/16" 4.75mm 6.00mm AND 1/4" SAE FLARE

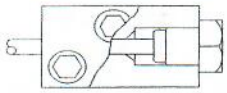


SCREW STOP INTO TOOL TO WITHIN 5mm OF HEXAGON

PLACE TOOL ON PIPE .

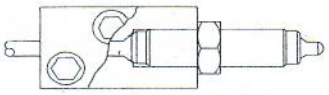
TIGHTEN BOLTS HAND TIGHT

SET PIPE LENGTH



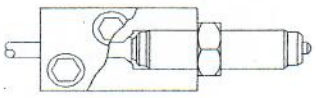
SCREW STOP INTO HEXAGON SHOULDER

FORM SINGLE FLARE

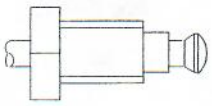


OP 1 END OF PUNCH

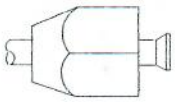
FORM DOUBLE FLARE



OP2 END OF PUNCH

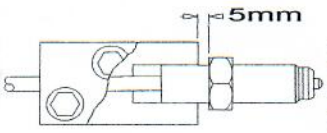


SINGLE FLARE



DOUBLE FLARE

4.75mm 5.00mm AND 6.00mm DIN FLARE

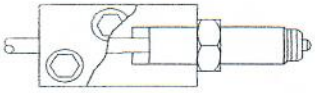


USE STOP ON END OF PUNCH .

PLACE TOOL ON PIPE .

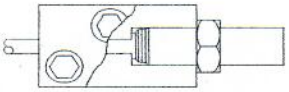
TIGHTEN BOLTS HAND TIGHT .

SET PIPE LENGTH

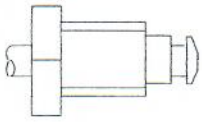


SCREW PUNCH INTO HEXAGON SHOULDER

FLARE PIPE



OP 1 END OF PUNCH



DIN FLARE

ENSURE YOU ARE FAMILIAR WITH THE VARIOUS TYPES OF FLARE BEFORE USING THIS EQUIPMENT.

PREPARATION OF THE BRAKE PIPE

THE END OF THE PIPE MUST BE CUT SQUARE.
THE OUTSIDE EDGE OF THE PIPE MUST BE CHAMFERED APPROX 0.25 X 45'
THE BORE OF THE PIPE MUST BE DE-BURRED.
IF THE PIPE IS PLASTIC COVERED, THIS MUST BE CUT BACK FOR 6MM FROM THE END OF THE PIPE TO BE FLARED.
ENSURE THE PIPE IS NOT SCORED OR ANY METAL REMOVED DURING THIS OPERATION. DO NOT USE ABRASIVE CLOTH.

A SPOT OF GREASE ON THE END OF THE PUNCH IS IMPORTANT TO HELP THE FLARE PROCESS.

3/16" 4.75mm 6.00mm & 1/4" SAE CONVEX FLARE **USE 1 TOOL, 1 STOP, SIZED PUNCHES AS REQUIRED.**

1 THE STOP MUST BE SCREWED INTO THE TOOL TO WITHIN 5mm OF THE HEXAGON.
2 PLACE THE TOOL ONTO PIPE.
3 TIGHTEN THE LOCKING SCREWS BY HAND, **JUST** ENOUGH TO GRIP THE PIPE.
IMPORTANT,DO NOT OVER TIGHTEN AT THIS STAGE OR THE STOP WILL DAMAGE THE PIPE.
4 SCREW THE STOP INTO THE TOOL UNTIL FULLY TIGHTENED. (A 16mm RATCHET SPANNER IS RECOMMENDED, NOT INCLUDED).
5 TIGHTEN THE LOCKING SCREWS **FULLY** TO CLAMP THE PIPE. (A 10MM RATCHET SPANNER IS RECOMMENDED, NOT INCLUDED).
CRITICAL, IF THE LOCKING SCREWS ARE NOT TIGHT ENOUGH THEN THE PIPE WILL PUSH BACK DURING THE FLARE PROCESS AND WILL NOT PRODUCE THE CORRECT FLARE.
6 UNDO AND REMOVE THE STOP.
7 INSERT THE OP1 END PUNCH (I.D GROOVE) AND TIGHTEN FULLY UP TO HEXAGON
8 REMOVE THE PUNCH. THE CONVEX FLARE IS NOW COMPLETE. GO TO STEP 11
FOR DOUBLE FLARE FOLLOW INSTRUCTIONS 9 TO 11

3/16" 4.75mm 6.00mm & 1/4" SAE DOUBLE FLARE

9 ROTATE AND INSERT THE OP2 END PUNCH AND TIGHTEN FULLY UP TO HEXAGON
10 REMOVE THE PUNCH.
11 UNDO THE LOCKING SCREWS AND REMOVE THE TOOL FROM THE PIPE.
THE FLARE IS NOW COMPLETE.

4.75mm 5.00mm & 6.00mm DIN FLARE **USE 1 TOOL, 1 STOP, SIZED PUNCHES AS REQUIRED.**

FOLLOW INSTRUCTIONS 1 - 6 AS ABOVE EXCEPT THE OP 1 PUNCH AND STOP IS DOUBLE ENDED.
7 TURN THE STOP AROUND, INSERT THE PUNCH END AND TIGHTEN FULLY.
8 REMOVE THE PUNCH.
9 UNDO THE LOCKING SCREWS AND REMOVE THE TOOL FROM THE PIPE.
THE FLARE IS NOW COMPLETE.

AFTER A SUCCESFUL FLARE, IT IS RECOMMEND THAT IT IS CHECKED USING THE GAUGE IN THE END OF THE 3/16" STOP.
IF THE FLARE GOES INTO THE BORE IN THE STOP THEN IT IS UNDERSIZE.
POSSIBLY PUSHED BACK DURING THE FLARE PROCESS AND WILL NEED TO BE RE-DONE.

IMPORTANT NOTICE

WHEN FLARING STEEL PIPE WHICH HAS PAINT PROTECTION THE DIES & PIPE MUST BE OIL & GREASE FREE FOR THE LENGTH OF THE DIE IF GREASE OR ANY OTHER OIL GETS ONTO THE DIES & PIPE THIS CAN CAUSE THE PIPE TO SLIP BACK IN THE DIE.
THIS WILL NOT PRODUCE A PERFECT FLARE,TO SAFE GUARD AGAINST THIS THE DIES & THE PIPE NEED TO BE COMPLETELY DECREASED ANOTHER METHOD TO SOLVE THIS PROBLEM IS REMOVE THE PAINT WITH ABRASIVE CLOTH FOR THE DIE LENGTH.