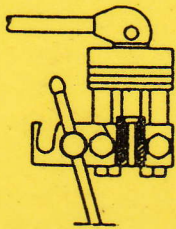
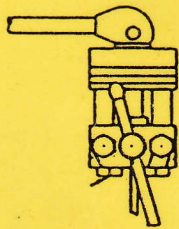


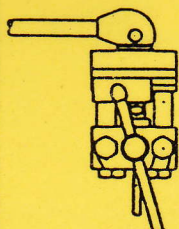
Consult Chart 1 and select the punch holder containing the punches and the die specified to produce the required flare. Place the die into the cavity as shown with the split line horizontal and the counterbore towards the operating lever.



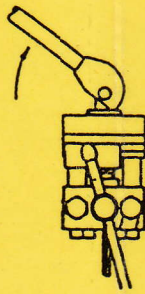
After the pipe has been prepared as instructed below, ensure the tube nut is fitted to the pipe. Pass the pipe through the rear of the die until the prepared end is flush with the front face of the die. Ensure that both halves of the die are contacting the die stops. Swing the locking plate into position and tighten the clamping screw. Check that the position of the pipe and the die are still correct.



Fit the specified punch and holder into the mating groove in the sliding portion of the tool with the required punch for the first operation facing and in line with the pipe.



Pull the lever to engage the punch into the end of the brake pipe and continue to form the flare until a solid resistance is felt. Return the handle to the original position to withdraw the punch. If the required flare calls for a second operation in Chart 1 slide the correct Op.2 punch in line with the brake pipe. Operate the lever to complete the form of the flare.



Return the lever to the original position to withdraw the punch. Release the clamping screw and swing the clamp open and remove the dies with the pipe. If necessary a gentle tap on a suitable surface will release the dies from the pipe.

Check the quality of the flare to ensure the pipe did not move during the flaring.

Preparation of the Brake Pipe

1. The end of the pipe must be cut square.
2. The outside edge of the pipe must be chamfered approx. $0,25 \times 45^\circ$.
3. The bore of the pipe must be de-burred.
4. If the pipe is plastic covered, this must be removed for 3mm from the end of the