TO PREPARE NEW PIPE

1. (a) Measure length of old pipe (allowing for any bends) and add ¼" to allow for flaring.
   (b) Mark off required length of new pipe with a pencil or felt tip pen (never score or scratch the pipe as this may destroy the protective coating if using a steel tube). Before cutting, straighten the pipe on either side of your mark for a minimum of 2", (this is easier than trying to straighten the pipe after cutting) as it is important that the end of the pipe is straight before inserting into the tool.
2. Cut off required length of pipe from 'Moprod' coil. It is important that the cut ends of the new pipe are square and true prior to flaring and it may be necessary therefore to trim the cut ends with a file in order to achieve this condition. (Fig. 1 (J).
3. (a) Remove any fraze on the inside of the pipe by using the corner of the dies as an internal deburrer, Fig. 1 (K).
   (b) Remove any fraze on the outside of the pipe by using the integral deburrer located in the front and back face of the dies, Fig. 1 (D).

After making sure that the bore of the pipe is clean and completing the above procedure, the pipe is ready for flaring. Fig. 1 (L).

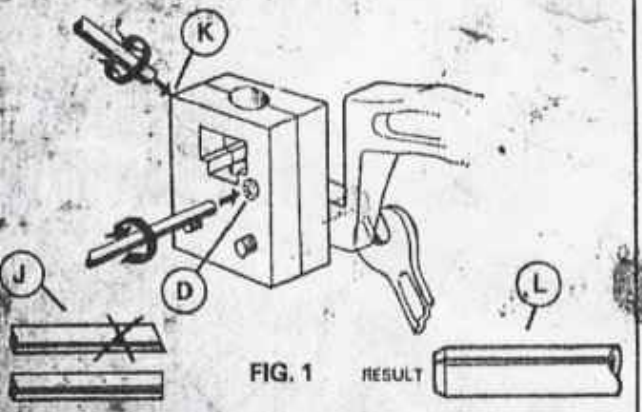


FIG. 1 RESULT

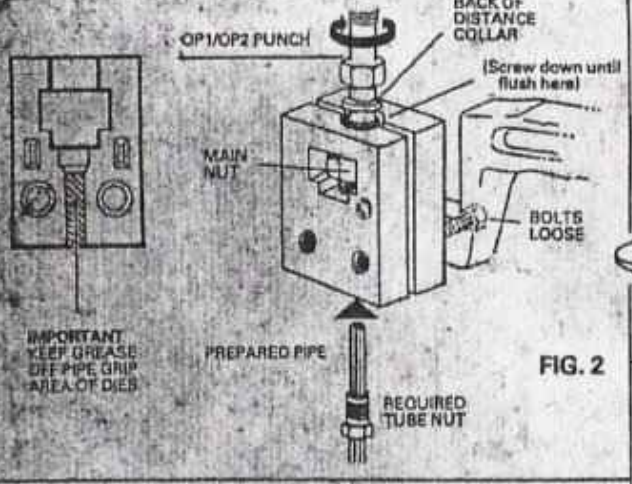


FIG. 2

HOW TO USE EASYFLARE TUBE

(See Fig. 3)

SINGLE FLARE

Partially assembly EFK tool by loosely bolting the handle to the two halves of the die Fig. 3 (B & C) using washers (G) and clamping bolts (H). Apply a small quantity of the special purpose grease to the OP1 end of the OP1/OP2 punch (A) such that the dish surrounding the pin on the front of the OP1 end is partially filled. Then, with both clamping bolts (H) loose, insert main nut (E) through the aperture in the front of the drilled dies (C) until the greased OP1 end of the punch can be screwed into the main nut (E) through the hole formed in the top of the dies (B & C).

After placing the required tube connector over the end of the new pipe, feed the new pipe through the hole formed in the bottom of the dies (B & C) see Fig. 2, until the greased pin on the front of the punch Fig. 3 (A) engages with the bore of the pipe (this can be seen to happen through the small aperture underneath the main nut (E). Whilst pushing the new pipe firmly into the dies (B & C) and onto the pin, screw down the punch (A) until the back of the "distance collar" is flush with the top of the dies (B & C). Fully tighten clamping bolts (H). The pipe is now in the correct position for flaring.

Continue to tighten punch (A) hard down into dies (B & C) this will form a single flare on the pipe.

To Release Pipe

Slacken off punch (A) two or three turns and then undo clamping bolts (H) until bolt ends are flush or slightly recessed on the back face of the tapped die (B). The finished single flared pipe may now be removed from the bottom of the dies.

DOUBLE FLARE

Repeat procedure exactly as for single flare, but *do not* release pipe.

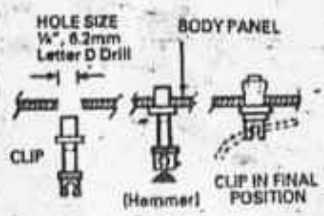
After forming single flare, unscrew punch (A) from main nut (E). Apply a small quantity of grease to the OP2 end of the OP1/OP2 punch (A) and insert this end through the main nut (E), screw punch (A) hard down into dies (B & C) – this will form a double flare on the pipe.

Maximum recommended tightening torques:–

Clamping Bolts (H) – 25 lb.ft.
OP1/OP2 Punch (A) – 35 lb.ft.

IMPORTANT

All pipes should be pressure tested and inspected before use, and when fitted, should be fastened to bodywork at approximately 18" centres using clips provided.



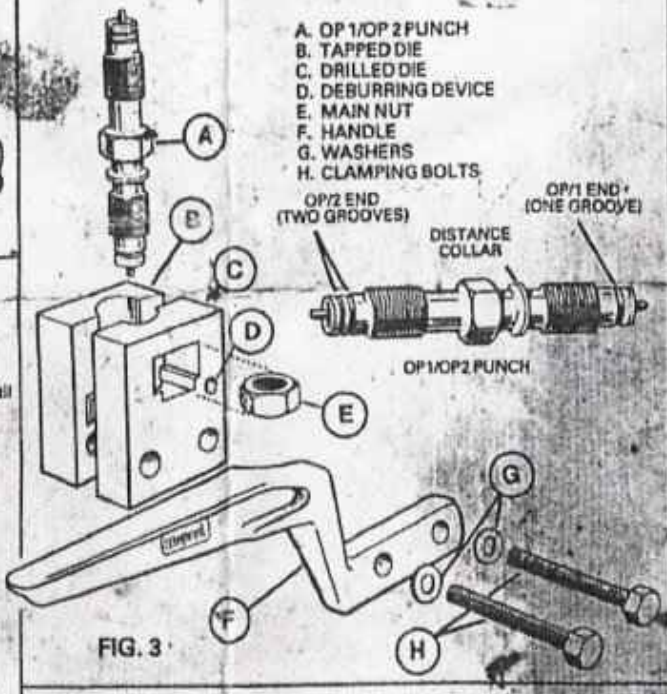
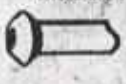


FIG. 3

GENERAL INFORMATION

There are two types of flare which are easily identified as follows:



SINGLE FLARE
Using OP1 punch

DOUBLE FLARE
Using OP1 punch, followed by OP2 punch.

There are basically three types of tube nut and one size of tubing covering most British cars and vans.

M3824
Fine male thread

F3824
Fine female thread

M3820
Coarse male thread for Morris 1000 etc.

3/16 OD
Easyflare steel or Copper-Nickel tubing