HAND HELD

BRAKE PIPE FLARING TOOL 3/16" SAE

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Original Instructions
Version 1 – December 2023

23312 – BPF/HAND/SAE INSTRUCTIONS FOR USE

Read this manual in full before using this product and retain it for future use. Always use the latest version of the manual. Please visit **drapertools.com/manuals** for the latest version.

1. Intended Use

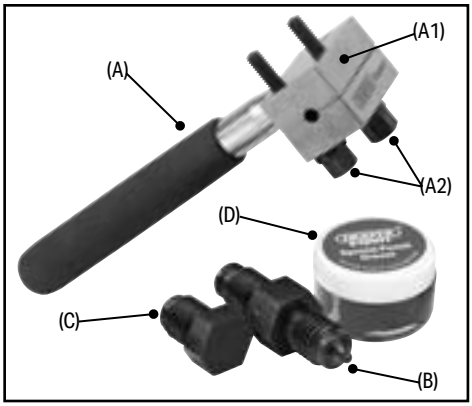
This product is designed to flare brake pipes of 3/16" and 4.75mm according to SAE Convex and SAE Double standards. Any other application beyond the conditions established for use will be considered misuse. Draper Tools accepts no responsibility for improper use of this product.

Important: Ensure that you are familiar with the various types of flares and their applications before using this product. **ALWAYS** consult the vehicle manufacturer's instructions before use.

2. What's in the Box?

Before assembling the product, lay the contents out and check them against the parts listed below.
If any part is damaged or missing, do not attempt to use the product; please contact the Draper Helpline.

A. 1 × Flaring tool
   A1. Die
   A2. Locking screws
B. 1 × Double-ended 3/16" punch
C. 1 × Stop punch
D. 1 × Punch grease



3. Operating Instructions

1. Partly screw the stop punch (C) into the flaring tool so that the nut is no more than 5mm from the die (A1).

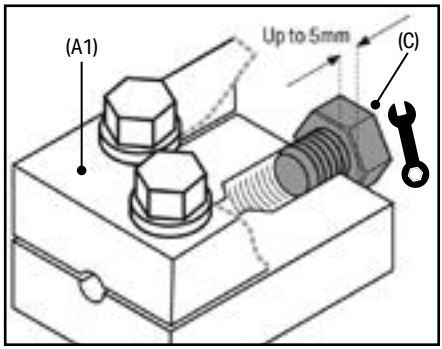


Fig. 1

2. Ensure that the tube nut is installed onto the brake pipe, then insert the brake pipe into the open end of the die and hand-tighten the locking screws (A2) just enough to grip the pipe.

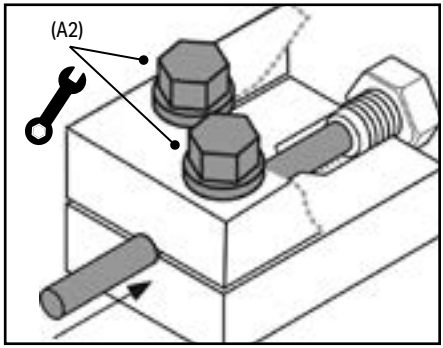


Fig. 2

Important: DO NOT over tighten the locking screws at this stage as the stop punch may damage the pipe.

3. Use a 16mm spanner (not supplied) to screw the stop punch fully into the die until tight.

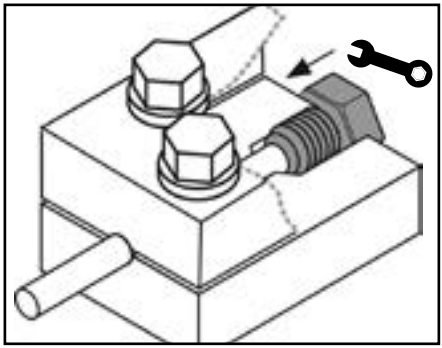


Fig. 3

4. Use a 10mm spanner (not supplied) to fully tighten the locking screws and secure the pipe.
   Important: If the locking screws are not sufficiently tight, the pipe will move during the flaring process and damage the flare.
5. Unscrew the stop punch from the die.
6. Fully screw the OP. 1 end of the 3/16" punch (B) into the die until it is tight (see the punch nut for identification).

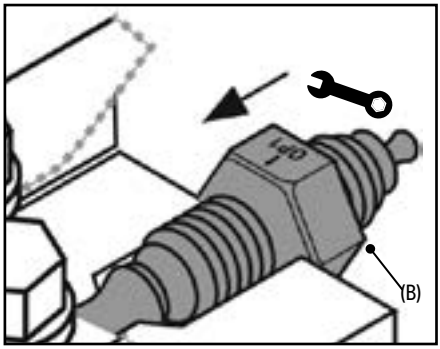


Fig. 4

7. Remove the punch from the die; the SAE Convex flare is complete.
8. To create an SAE Double flare, fully screw the other end of the punch into the die until it is tight, then remove it.

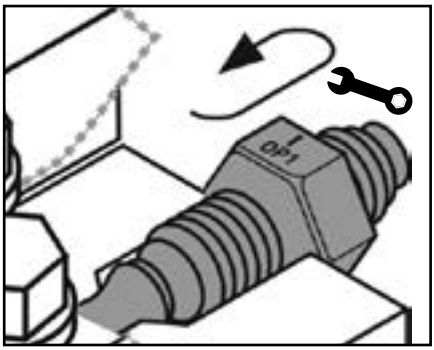


Fig. 5

9. Loosen the locking screws and remove the pipe from the tool.

4. Preparing the Brake Pipe

Important: ALWAYS ensure that the brake pipe is correctly prepared before flaring.

- The end of the pipe **MUST** be cut square.
- The outside edge of the pipe must be chamfered by approximately 0.25mm at 45°.
- The bore of the pipe must be deburred.
- If the pipe is plastic-coated, remove at least 6mm from the end of the pipe to be flared, ensuring that the pipe is not scored and that no metal is removed while doing so.

Important: DO NOT use an abrasive cloth on the end of the brake pipe to be flared.

5. Maintenance and Storage

- Clean the product of dust or debris before and after each use.
- Replace any punch that shows signs of damage or excessive wear.
- Before storing the product, wipe it thoroughly with a lightly oiled cloth to prevent corrosion of the exposed metal parts.
- Store the product in a clean and dry environment, out of reach of children.

6. Explanation of Symbols

Read the instruction manual

Flaring output size