

INSTRUCTIONS

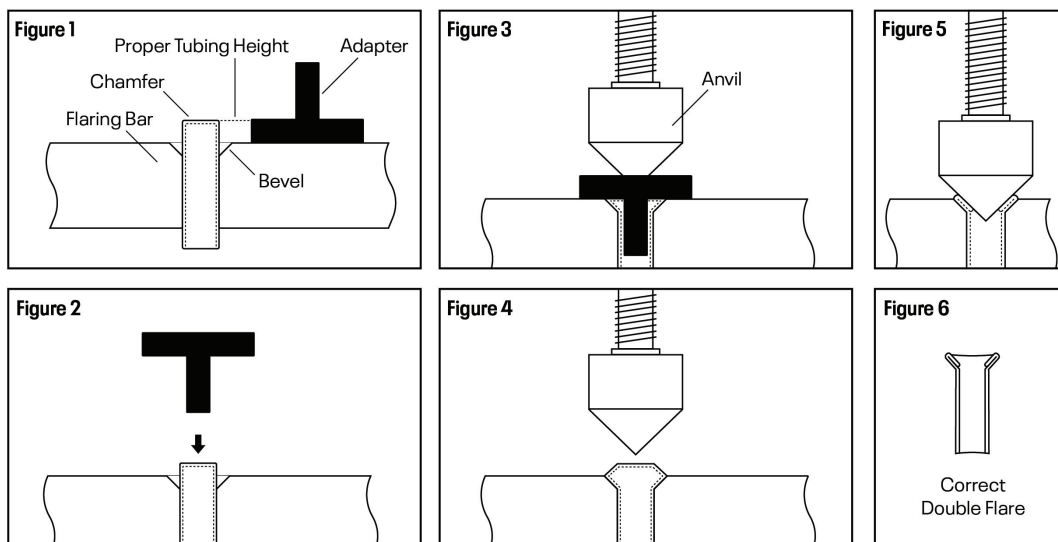
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910-89525 - 45-Degree Double Flaring Tool

1. To start a proper flare, cut the end of your line as square as possible with a tubing cutter or cutoff wheel. If needed, use a file to square up the end of the tubing after it's been cut.
2. Make sure to deburr the inside of tubing and chamfer the outside prior to attempting to start the flare process. The inside of the tubing should have no internal edge or lip. Chamfer the outside in preparation for a double flare. The tubing should roll smoothly inside the double flare adapter.
3. Place the prepped tubing in the corresponding hole in the die block. For a double flare, ensure the proper length of tubing is exposed on the beveled side of die block as shown in Figure 1.
4. Tighten the die block firmly starting with the nut closest to the tubing, making certain tubing will not slip during the process. Both sides of the die block must be level and square with each other. One side higher than the other will cause an off center result that will possibly leak or crack.
5. Add a touch of lubricant like a light weight oil (or brake fluid if flaring a brake line) onto the tubing end.
6. Fit adaptor stem into tubing (Fig. 2). Be sure the lip or edge was properly removed.
7. Put the core of yoke on the adaptor, turn screw slowly paying close attention to the alignment until adaptor comes into contact with the die block (Fig. 3).
8. Remove the adaptor. End of tubing should have a bell shape to it (Fig. 4).
9. Place yoke back over bar and slowly turn anvil down until tubing folds in on itself. Be cautious not to go too far, as you could cause the flare to split. (Fig. 5).
10. Remove yoke and tubing from the die block. The tubing should look like Figure 6.

NOTE: It is critical to set the proper tubing height from Figure 1. Too low and not enough seat will be created. Too much and the guide shaft of the adapter will get pinched and could potentially snap off.



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