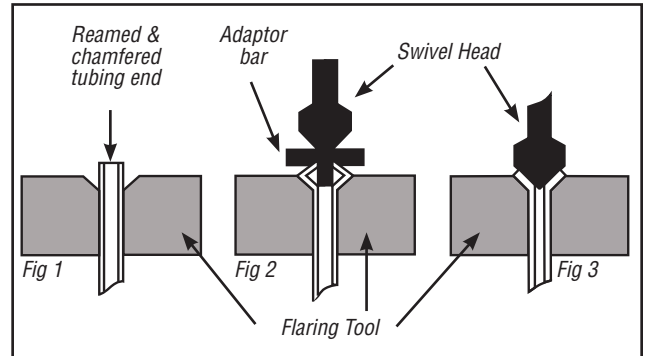
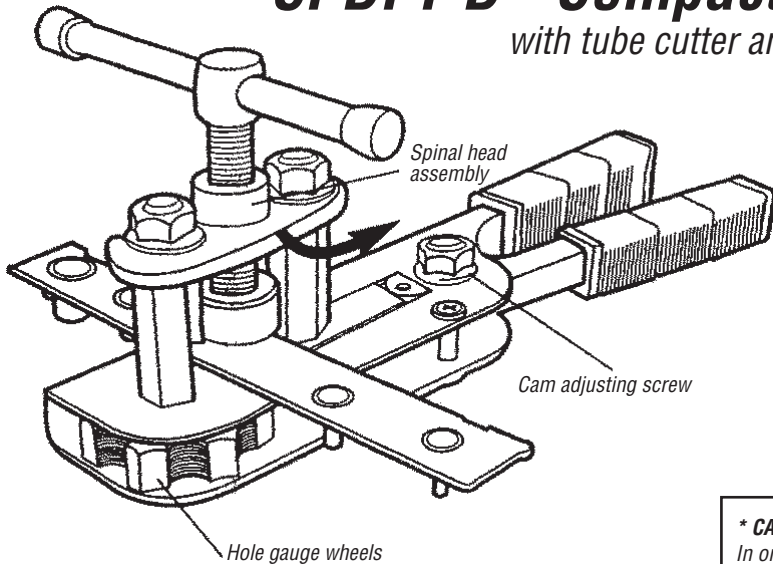




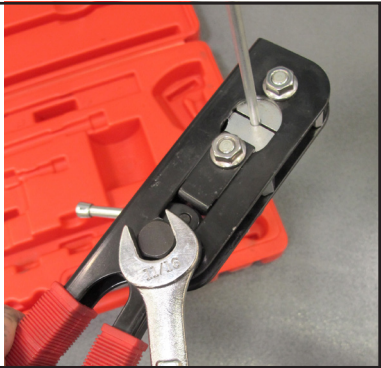
Steering, Brake & Suspension Specialists

#CPDFT-D - Compact Flaring Tool Kit with tube cutter and deburrer



 For use on steel, aluminum and copper tubing.
Do not use on stainless steel.

*** CAM ADJUSTMENT SCREW:**
In order to ensure the brake line tubing is securely locked in the selected hole gauge wheel during flaring operation, Cam Adjustment Screw must be set accordingly. If jaws do not "lock" when handles are depressed, with an 11/16 wrench, reset Cam to gain or lose tension, whichever achieves the best lock. (If tubing slips through hole gauge wheel, you will not be able to accurately flare tubing.)



TUBING PREPARATION:

- Cut the tubing off square with the pipe cutter.
- Deburr the tubing
- Chamfer the outer edge of the tubing

SINGLE FLARING

- Unscrew the swivel head assembly and rotate it counter-clockwise.
- Pull the handles of the flaring tool open and select the correct size hole by rotating the two hole gauge wheels.
- Feed the prepared tubing through the hole so there's about 1/8" (3mm) extending above it.
- Close the handles to hold the tubing tight. If during the operation the tube slips, realign the tubing and tighten the cam adjustment screw.*
- Using the T-handle, turn to apply pressure down onto the tubing
- Unscrew the swivel head and remove the tubing
- This completes the single flare.

DOUBLE FLARING:

- Unscrew the swivel head assembly and rotate it counter-clockwise.
- Pull the handles of the flaring tool open and select the correct size hole by rotating the two hole gauge wheels.
- Feed the prepared tubing through the hole so there is about 1/8 (3mm) extending above it.
- Close the handles to hold the tubing tight. If during the operation the tube slips, realign the tubing and tighten the cam adjustment screw.
- Insert the stem of the correct adaptor into the end of the tubing.
- Rotate the swivel head assembly back into the closed position.
- Using the T-handle, turn to apply pressure down onto the countersunk marking on the adaptor bar.
- Tighten until the adaptor bar rests flat against the flaring tool (see figure 2.)
- The tubing end should now be formed into a bell shape.
- Release the swivel head assembly and remove the adaptor bar.
- Replace the swivel head assembly and re-tighten it so that the bell shape of the tubing is folded in on itself (see fig. 3).
- This completes the double flare.

MAINTENANCE:

- Oil moving parts regularly.

PLEASE NOTE: The installer needs to make sure that nothing can make contact with a brake hose, caliper, or other brake component at any point through the entire range of steering and suspension movement. The installer also needs to make sure none of the steering or braking components can become bound or jammed at any time through the range of suspension or steering movement.

GENERAL TORQUE SPECIFICATIONS:					
1/4"	grade 5	10lb/ft	1/4"	grade 8	14lb/ft
5/16"	grade 5	19lb/ft	5/16"	grade 8	29lb/ft
3/8"	grade 5	33lb/ft	3/8"	grade 8	47lb/ft
7/16"	grade 5	54lb/ft	7/16"	grade 8	78lb/ft
1/2"	grade 5	78lb/ft	1/2"	grade 8	119lb/ft
9/16"	grade 5	114lb/ft	9/16"	grade 8	169lb/ft
5/8"	grade 5	154lb/ft	5/8"	grade 8	230lb/ft

NOTE: With 18" and larger wheels we recommend 1/2" wheel studs. The larger the wheel diameter, the greater the force is on the wheel studs. Please inquire about replacement wheel stud kits available from CPP.

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