

Precautions

Our products are designed to be used correctly and with care for the purpose for which they are intended. No liability is accepted by the Tool Connection for incorrect use of any of our products, and the Tool Connection cannot be held responsible for any damage to personnel, property or equipment when using the tools. Incorrect use will also invalidate the warranty.

If applicable, the applications database and any instructional information provided has been designed to offer general guidance for a particular tool's use and while all attention is given to the accuracy of the data no project should be attempted without referring first to the manufacturer's technical documentation (workshop or instruction manual) or the use of a recognised authority such as Autodata.

It is our policy to continually improve our products and thus we reserve the right to alter specifications and components without prior notice. It is the responsibility of the user to ensure the suitability of the tools and information prior to their use.



Safety First. Be Protected.

Guarantee

If this product fails through faulty materials or workmanship, contact our service department direct on: **+44 (0) 1926 818186**. Normal wear and tear are excluded as are consumable items and abuse.



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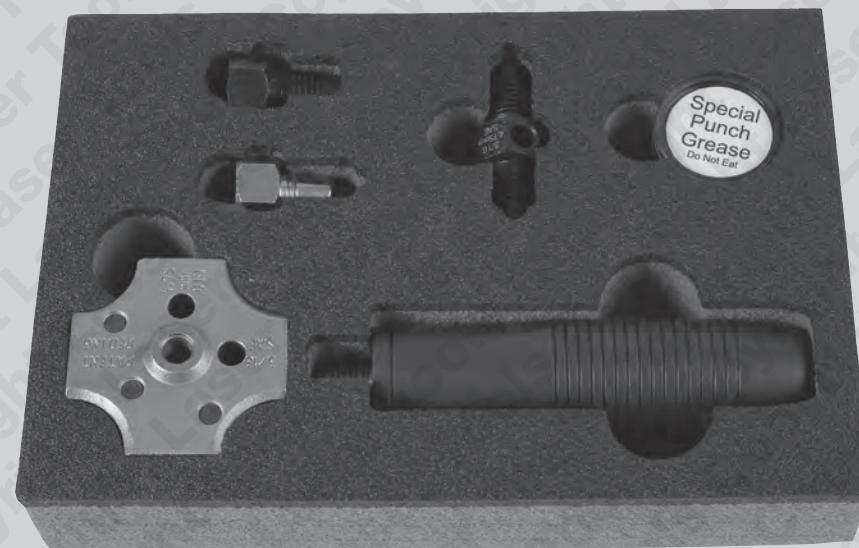
LASER[®]

6728

Brake Pipe Flaring Tool

The 6728 is designed as an on vehicle flaring solution for the most popular pipe sizes of 4.75mm and 3/16" diameter. It offers a compact mechanical solution that can be used on or off the vehicle.

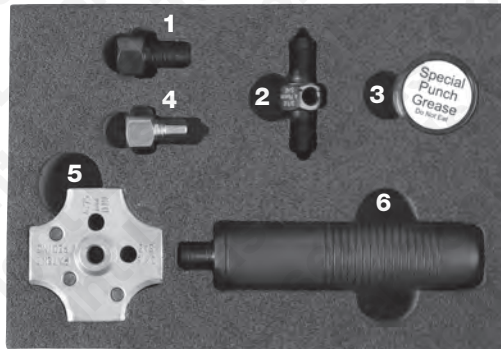
Includes dies and punches for DIN single and SAE double flares.



- Hand held solution.
- Suitable for on and off vehicle use.
- Suitable for 4.75mm and 3/16" pipe diameter.
- SAE and DIN flares in one tool.
- Time saving solution.

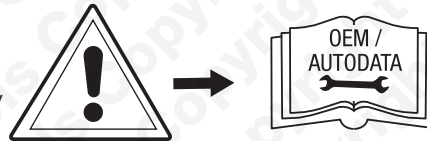
Applications

- 4.75mm and 3/16" pipe diameters.
- SAE and DIN flare types.

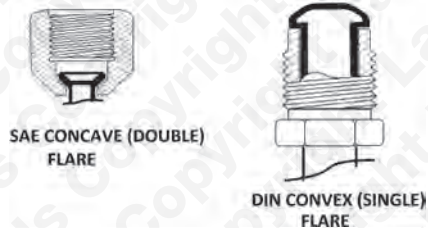


Code	Description
1	3/16" and 4.75mm DIN Convex Punch
2	Double Ended Punch for SAE Double Flare (Concave) Punch
3	Punch Grease
4	Pipe Stop Plug
5	Main Body with cast in SAE and DIN Flare Dies
6	Handle

The following instructions are for guidance only. Please refer to OEM vehicle system specific data such as the vehicles manufactures own data or Autodata. The use of this brake flaring tool is purely down to the user's discretion and Laser Tools cannot be held responsible for any damage caused what so ever.



Instructions



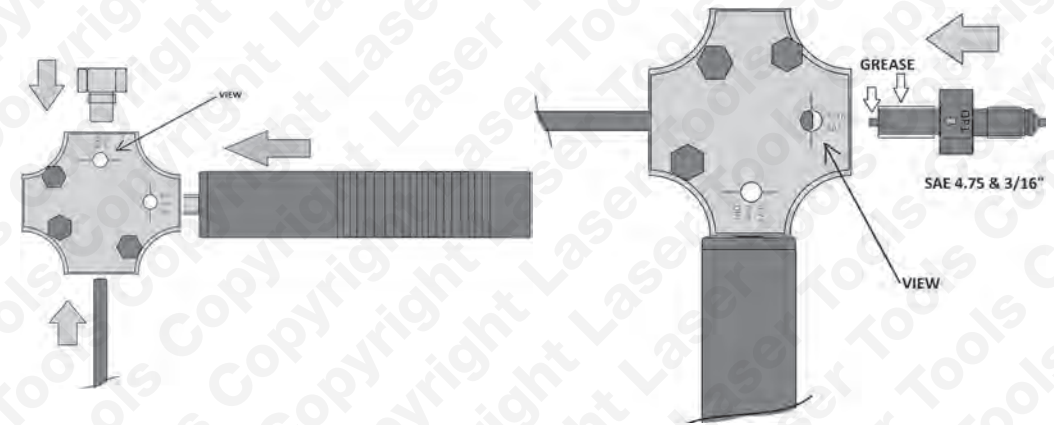
Instructions for preparation of use:

1. The end of the pipe to be flared must be cut square and the outside edge free from burrs.
2. The outside edge of the pipe should be chamfered by 45°.
3. Internal bore of the pipe should be de-burred.
4. Remember to fit any unions BEFORE flaring the pipe.
5. Use the special Punch Grease on the front face and threaded portions of the punches.
6. After flaring remove all debris and grease residue from inside the pipe.

Instructions:

1. Select the flare shape required.
2. Screw the handle (6) into the flare type NOT required.
3. Slacken all 3 main body clamp bolts, do not remove.
4. Fit the pipe stop plug (4) into the flare type being used and slide the pipe into the tool until it butts up against (4).
5. Evenly tighten the 3 clamping bolts.
6. Remove component (4).

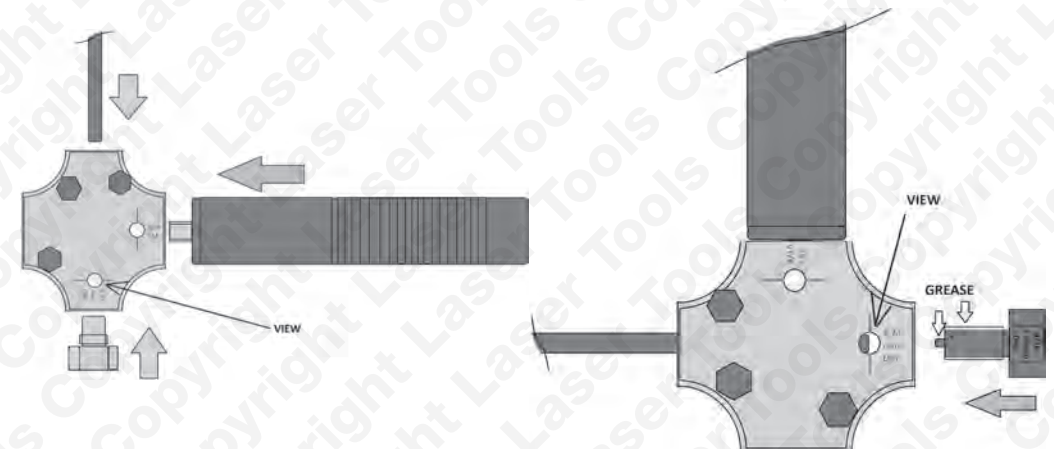
Initial Set-up for SAE Flare



7. Forming Flares, SAE:

- a. Lubricate the thread and end of the chosen flare punches with grease supplied (3).
- b. For SAE type flares use OP1 end of the double ended punch (2) and screw it into the pipe using a suitable wrench or socket till the hex contact the tool body.
- c. To complete the SAE flare remove punch (2) and use the opposite end of punch (2) to form the second part of the double flare.

Initial Set-up for DIN Flare



8. Forming Flares, DIN;

- a. Lubricate the thread and end of the DIN flare punch (1) with grease supplied (3).
- b. Using the DIN punch screw it in to the DIN hole of the main body (5) and using a suitable wrench or socket continue to wind the punch in until the hex contacts the tool body.

9. Only remove the finished flared pipe from the main body when all flaring operations are completed.