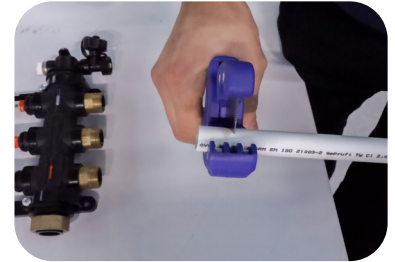


Processing Log 19PK

Installation and Application Instructions

1 Cutting the Pipe

- Always cut the pipe at a right angle (90°).
- Use Henco tools—specifically, guillotine shears—for this.
 - The guillotine shears are equipped with guide plates to ensure a right-angle cut.
- Do not cut the pipe where it bends.

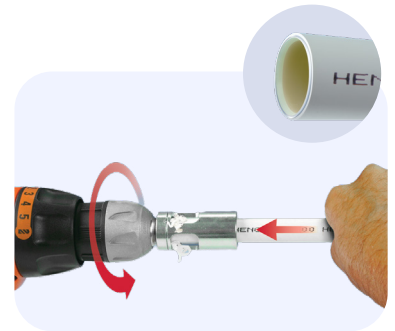


2 Calibration (optional)

Calibration is not strictly necessary for Henco press fittings, but it makes installation easier.

To do this, use the Henco Kalispeed:

1. Place the pipe straight into the Kalispeed and press it in while turning until it reaches the stop.
2. Rotate the Kalispeed until milling shavings are visible and an even bevel has been created on both the inside and outside.
3. Remove the Kalispeed and clear both the pipe and the tool of any milling shavings.



3 Slide the tube into the fitting

- Slide the (calibrated) tube into the press fitting until it reaches the stop.
- Check through the inspection windows to make sure they take on the same color as the tube.



4 Install a 19PK connection

- Tighten the EK fitting onto the manifold **by hand**.
- If necessary, use the **EK05 tool** for this.
- The tightening torque is between **5 and 10 Nm**.



5 Inspection Before Pressing

- Check again to make sure the tube is fully inserted into the fitting as far as it will go and that the inspection windows are completely colored.



6 Suitable Press Machines

Press fittings can be crimped using:

- **M-BMINI3 hydraulic crimping machine with crimping jaws:**
TH16 – TH20
- **M-BM1620** manual crimping machine



7 Press Procedure

1. Open the crimping jaw.
2. Place the fitting, with the guide flange of the crimp sleeve, into the designated slot in the crimping jaw.
3. Close the crimping jaw and start the crimping process.
 - The crimping machine must complete the entire cycle.
 - After crimping, the crimp sleeve must be completely enclosed by the jaw.
4. Multiple crimps on the same crimp sleeve are not permitted.



8 Inspection after pressing

- Open the press jaw and check again to make sure the tube is still fully seated against the stop (inspection windows completely filled in).

