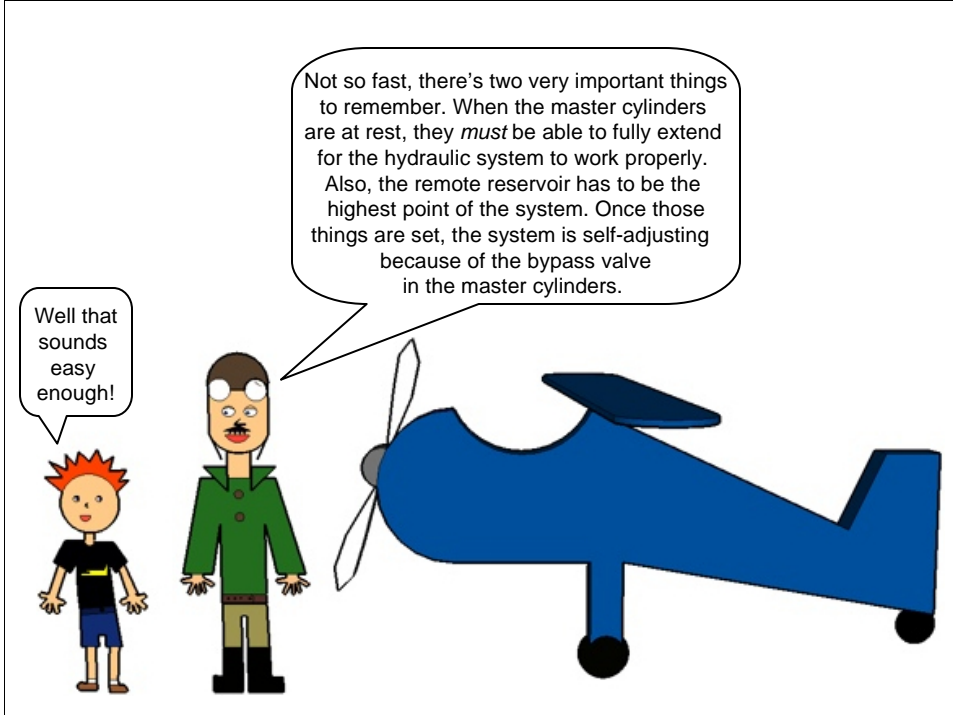
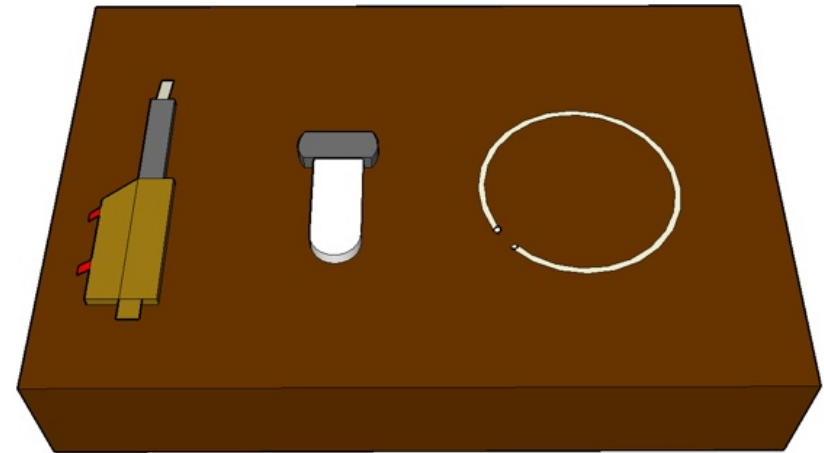


Hey Skids! You're working on another plane? What are these parts here on the table?

Yep, I'm installing a hydraulic system on this airplane, and those are the parts I need. Here, I'll show you Spence.

The one on the left is the [master cylinder](#). I only have one here, but you can put up to two on each side if you want differential braking pressure. Then comes the [remote reservoir](#) which is the part in the middle. That holds the hydraulic fluid. The last one on the right is [hydraulic tubing](#) which I'll connect to the brake calipers. Once they're all connected, the hydraulic fluid can flow throughout the system.



Well that sounds easy enough!

Not so fast, there's two very important things to remember. When the master cylinders are at rest, they *must* be able to fully extend for the hydraulic system to work properly. Also, the remote reservoir has to be the highest point of the system. Once those things are set, the system is self-adjusting because of the bypass valve in the master cylinders.

Well that's a lot to remember! self-adjusting master hydraulic.... what was it all again?

Thanks Skids!

Don't worry Spence. As always, all info is on the Matco Mfg. website. I'll give you a hint... check under [Hydraulic Schematic](#). That'll help you remember it all!

