

MATCO mfg

550W 3615 South 801-486-7574
Salt Lake City, UT 84115 801-486-7581 (F)
WWW.MATCOMFG.COM



SERVICE BULLETIN

DUAL MASTER CYLINDER BRAKING SYSTEMS

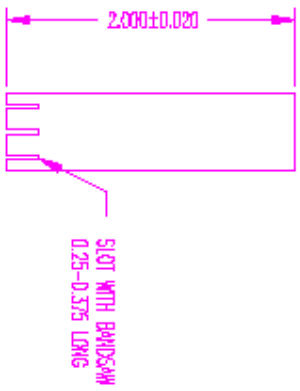
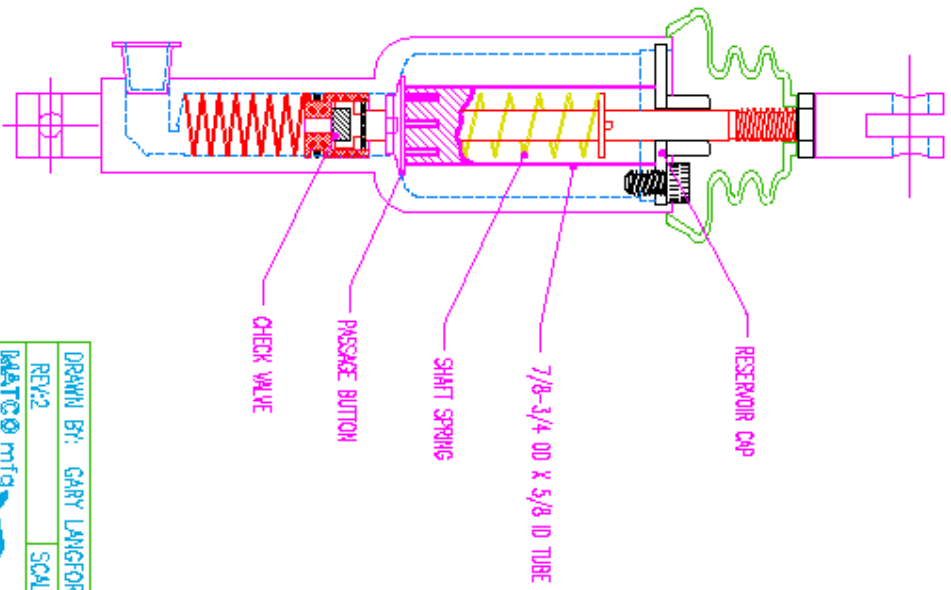
Customer feedback regarding the dual master cylinder braking system has shown that in specific circumstances, the check valve will stay activated after releasing the brake pedal.

This occurs when the pilot activates the master cylinder by pressing the brake pedals, then the copilot activates the slave cylinder. When the pilot releases the brake pedals followed by the copilot, the hydraulic fluid heated by the brakes creates back pressure through the lines. This back pressure is sufficient to overcome the shaft spring which normally opens check valve. To release this back pressure, the brake bleeder valve must be opened.

By placing a 7/8-3/4 OD X 5/8 ID tube over the shaft spring, the passage button forces the check valve open when the brake pedal is released. The tube should fit snugly between the passage button and the reservoir cap as shown on the attached drawing. It is recommended that four small slots (.25 - .375 long) be cut in the bottom end of the tube to allow free passage of fluid through the reservoir.

Questions regarding this modification can be referred to the technical support department of MATCO mfg at 550 West 3615 South, Salt Lake City, Utah 84115 or by telephoning (801) 486-7574.

28 April 1993
MATCO mfg



NOTE:
SAND OR CUT TUBE TO PROPER
LENGTH SO THAT CAP PUSHES
PASSAGE BUTTON TO BOTTOM OF
RESERVOIR AS PER DRAWING.

DRAWN BY: GARY LANGFORD	APPROVED BY:
REV:2	SCALE: 1=1
DATE: MAY 24, 1993	PART # MC-1
BAATCO mfg SSDW 3615 South SALT LAKE CITY, UT 84115 (BOJ) 486-7574	
C:\ACAD\MASTER\MCI	