

General – Hydraulic Lines

Général – Durites Hydrauliques














Revision	Date	Description	Author	Checked	Approved
0	29 Oct 2021	Creation	G. MASSON 	Y. MERLE 	
1	08 Mar 2022	Tightening torque highlighted	 G. MSN 	 Y. MRL 	
2	10 Nov 2022	Hydraulic Fluid Suppressed	 G. MSN 	 Y. MRL 	

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1 General / Généralités

1.1 Hydraulic fluids / Liquides hydrauliques

- Bleeding the brake system aims at replacing the brake fluid and remove all air bubbles from the circuit. A proper bleeding is the key to avoid spongy brakes and loss of braking torque.
La purge des freins a pour but de remplacer le liquide de frein et supprimer les bulles d'air du circuit. Une bonne purge est essentielle pour avoir une pédale de frein ferme et un freinage efficace.

- 2 brake fluids type are available / 2 types de liquide de frein existent :
 - o Mineral Fluid / Mineral Liquide
 - o DOT4 Fluid / Liquide DOT4

- Hydraulics components are manufactured with seals made for one type of fluid only. Always use corresponding fluid. **Check stickers on components to identify which fluid should be used.**
Les composants hydrauliques sont montés avec des joints fait pour un seul type de liquide seulement. Toujours utiliser le liquide correspondant. Vérifier les stickers sur les produits pour utiliser le bon liquide.

1.2 Hydraulic line and fittings / Durites et raccords hydrauliques

- Hydraulic lines must be located away from moving parts. They should be secured to the aircraft so they can't move or be caught by foreign objects.
Les durites hydrauliques doivent être éloignées des pièces en mouvement. Elles doivent être fixées à l'avion pour qu'elles ne puissent pas bouger ou être attrapées par des objets étrangers.

- Make sure hydraulic lines aren't in tension at any position of the suspension.
S'assurer que les durites ne soient pas tendues dans aucune position de la suspension.

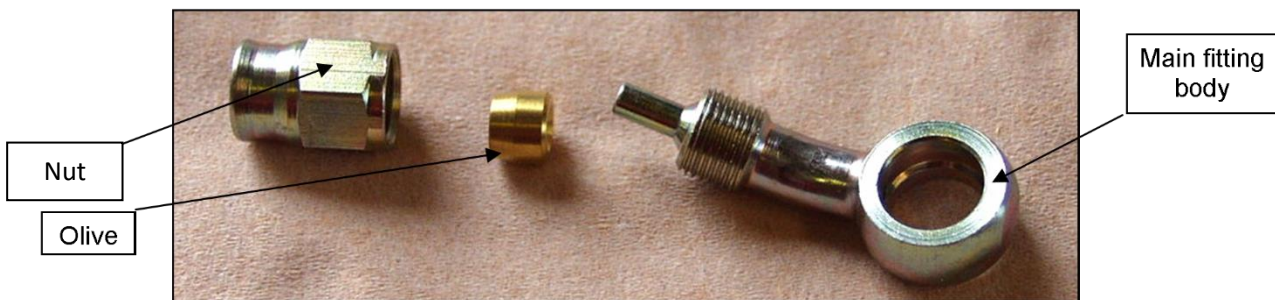
2 Brake line assembly with reusable fittings / *Montage durite avec raccords réutilisables*

See on YOUTUBE / Voir sur YOUTUBE :

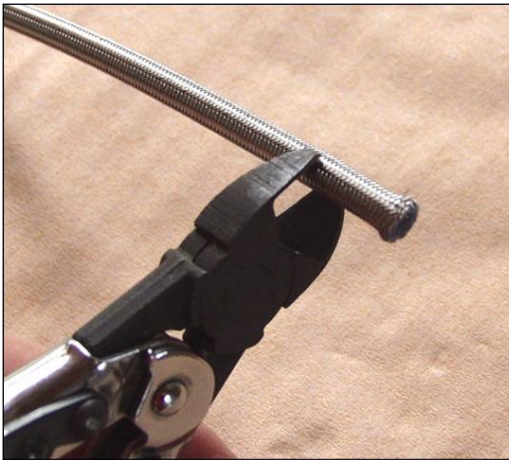
- [BERINGER tech Tip #2](#)



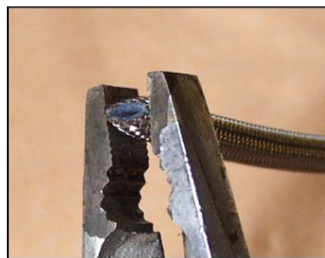
A. Banjo Assembly / *Assemblage Banjo*



B. Cut the hose / *Couper la durite*



- Using a fine tooth saw blade or cutter plier, cut hose to the required length.
- Clean any loose debris from both the cut ends and inside the hose.
- Then use a flat pliers to make the hole circular, as shown on the picture below.

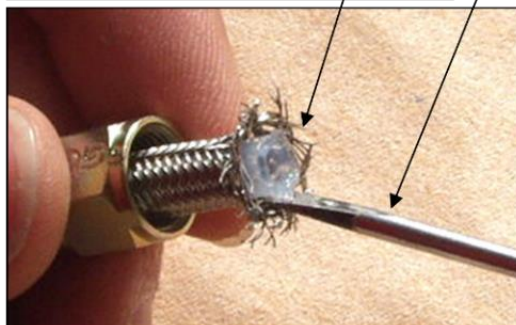


C. Put the nut in the hose / *Insérer l'écrou sur la durite*



Flare out stainless steel from PTFE tube (5mm length min.)

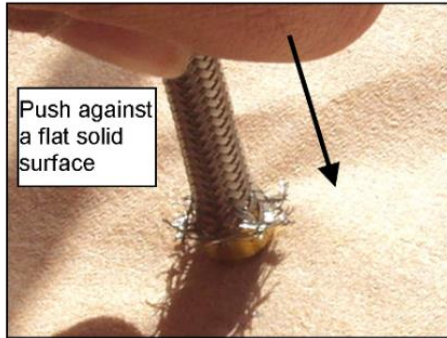
Use a fine screwdriver



D. Put the olive / Mettre l'olive



Push the olive onto the end of PTFE inner tube and under the stainless steel braid. **Make sure that all stainless steel filaments are outside of the olive.**



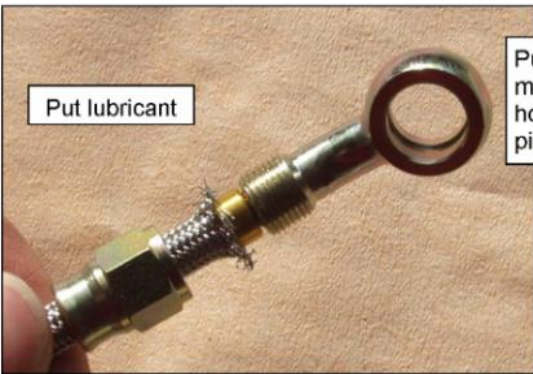
Push against a flat solid surface



PTFE tube must be in contact with the olive

Make sure that PTFE tube is fully homed in the olive.

E. Put the banjo / Mettre le banjo



Put lubricant

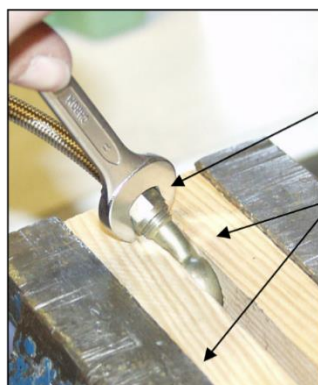
Push between hands the main fitting body and hose as shown on left picture.

Turn with hand the main fitting body to start threading the socket as shown on picture below.



Lubricant: Apply grease on the thread
Lubrifiant: Appliquer de la graisse sur les filetages

F. Tightening the nut / Serrer l'écrou



Nut

Maintain with wood plates to preserve the main fitting body

Lubricate the threads of the nut with grease or WD 40. Apply forceful tightening (No torque value is recommended, it depends on various parameters). Between 0 and 1 thread shall remain visible.

Lubrifier les filetages de l'écrou avec de la graisse ou du WD 40. Serrer énergiquement (aucun couple de serrage n'est préconisé, il dépend de nombreux paramètres). Entre 0 et 1 filet doit rester visible.