

STOL CH 801 AIRCRAFT FINISHING

“BRAKE LINE ROUTING” from the master cylinders to the calipers



Photo of right wheel, brake line run on the back side of the gear spring.



Standard installation with toe brakes on the left side.

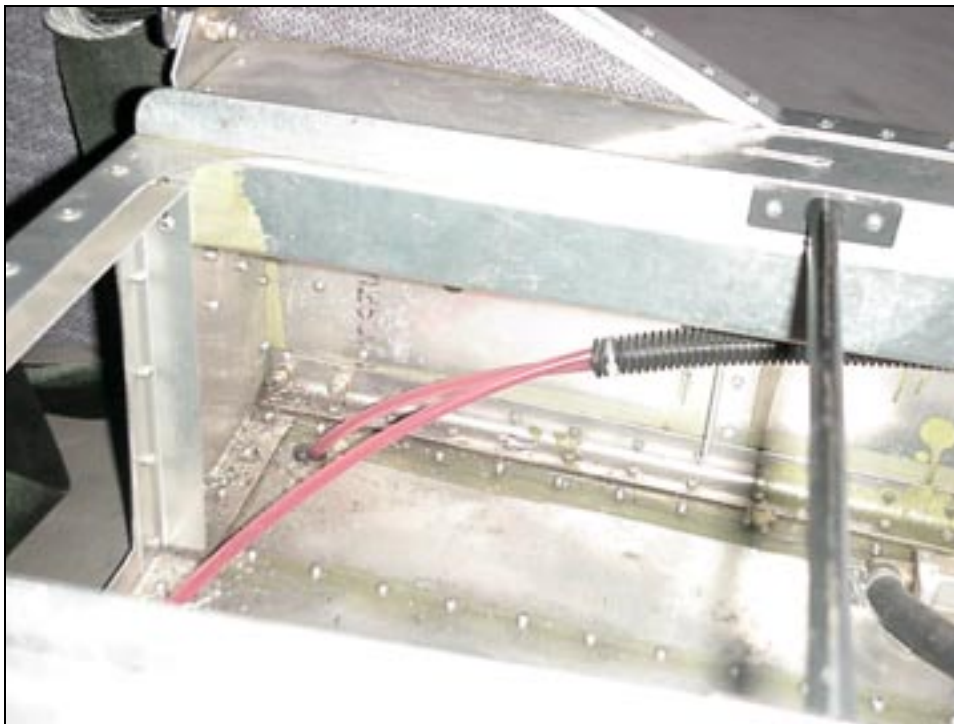


Fittings out outboard side of master cylinders.



Upper left grommet through the Front Seat Front Panel 8F11-1 For the left and right brake line.

photo looking forward under the left seat



The right brake line go through 8F16-6L and 6F16-6R

Under left seat, grommet in floor skin in front of the Front Seat Rear Panel 8F11-11 for the left brake line.



Grommet in the left front seat center stiffener 8F16-6L for the right brake line.

Under left seat



Grommet in the floor skin for the right brake line.

Under right seat, battery box on the front side of the Seat Lock Cross Tube 8F10-9. Battery solenoid mounted on the Front seat Rear Panel 8F11-11



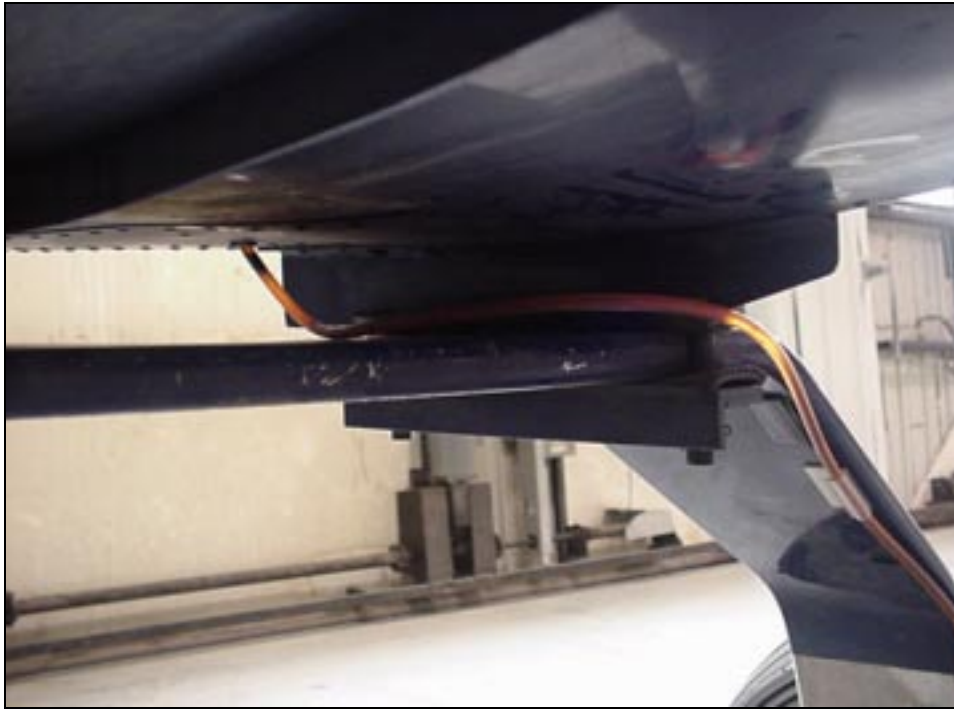
Right brake line as it goes through the floor skin

Right side



55mm over from the side, 25mm forward of the rivet line through 8F11-11

Right side



Brake line goes to the back side of the gear.

Right side



Right wheel (photo looking forwards)



Brake line enters the top rear caliper.

Short piece of brake line to join the bottom of the rear caliper to the top of the front caliper.

Bleed screw on the bottom of the front caliper.

Note: an alternative routing is to join the two calipers across the bottom with the bleed screw at the top of the front caliper.

Right wheel with dual calipers. Note the safety wires through the bolts.



Grommet in floor skin for left brake line (in front of the gear)
55mm over from the side,
25mm forward of the rivet
for 8F11-11

Left side



Left brake line runs along the back of the gear spring

Left wheel with dual hydraulic calipers (photo looking back at the wheel)



Left brake line enters the top of the rear caliper.

Short length of line to join the two calipers: from the bottom of the rear caliper to the top of the front caliper.

Bled screw at the bottom of the front caliper.

Note: an alternative routing is to join the two calipers across the bottom with the bled screw at the top of the front caliper.

Note the safety wire through the drill head of the bolts in calipers.