



Maintenance Manual

**AIR SET PRESSURE CONTROL
HYDRANT VALVE**

F368/F372 Series

MMF368/F372

**Revision 2.0
January 15. 2014**

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REVISION RECORD

Keep this record in the front of the manual. When you get the revisions, put the revised pages in the manual. Write the revision number, date issued and your initials on this page.

REV NO.	PAGES AFFECTED	DESCRIPTION OF CHANGE	DATE	APPROVED BY
1.0	ALL	Initial Release	12/01/1994	
1.1	ALL	On line version	02/01/2008	
2.0	ALL	See DCN	01/15/2014	

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IMPORTANT SAFETY INSTRUCTIONS

SAVE THESE INSTRUCTIONS!

This manual contains important instructions that should be followed during installation and maintenance of the Air Set Pressure Control Hydrant Valve. The following are general safety precautions that are not related to specific procedures and therefore do not appear elsewhere in this publication. These are recommended precautions that personnel must understand and apply during maintenance.

The Valve is a mechanical device, and can be dangerous if not correctly operated or maintained.

Safety Alert Symbols

Safety alert symbols are used in this manual to identify potential or immediate personal injury hazards. The safety alert symbol words are explained below:



- indicates an imminently hazardous situation which, if not avoided, will result in injury or serious injury.



- indicates a potentially hazardous situation which, if not avoided, could result in injury or serious injury.



- indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury.



- used without the safety alert symbol indicates a potentially hazardous situation which, if not avoided, may result in property damage.

WEAR PROTECTIVE CLOTHING

- Wear protective clothing (gloves, apron, etc.) approved for the materials and tools being used.

USE APPROVED SAFETY EQUIPMENT

- Use only approved equipment and make sure firefighting equipment is readily available.

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GIVE CLEANERS SPECIAL CARE

- When cleaners are being used read and follow the material safety data sheet (MSDS) instructions for correct handling.

Equipment Safety Information

The following safety information briefly discusses hazards peculiar to the equipment, which are likely to be encountered during maintenance activity.

GENERAL OPERATING LOCATION PRECAUTIONS

- Use only authorized replacement parts or hardware.
- Obey Lock-Out/Tag-Out procedures when working on the Valve.

OPERATION AND MAINTENANCE OF FUEL SYSTEMS

- Protect all fuel lines from damage or puncture. Do not operate the valve if a fuel leak is detected.
- Do not use flammable solvents for cleaning parts.
- Check for tools, rags, or loose parts left in the area before resuming operation.
- Do not attempt to remove the valve from the system without first isolating it from the line pressure and venting all of the trapped internal pressure.

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INTRODUCTION

1. General

The information and procedures contained in this manual have been prepared to assist qualified repair personnel in off-aircraft maintenance of the Air Set Pressure Control Hydrant Valve. The instructions provide information necessary to perform maintenance functions. The Valve is manufactured by Meggitt (North Hollywood), Inc., 12838 Saticoy Street, North Hollywood, California 91605.

2. Scope

The instructions contained in this manual do not claim to cover all details or variations in equipment. They do not provide for every problem that could occur during installation, operation, or maintenance. If further information is required, contact Meggitt (North Hollywood), Inc., Product Support Department.

3. Standard Shop Practices

Use approved procedures and safety precautions to prevent damage to the equipment and injury to personnel.

4. Weights and Measurements

Weights and measurements in this manual are expressed in both English (U.S. customary) and Metric (SI) units.

5. Revision Service

This manual will be revised, as necessary, to reflect current information.

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DESCRIPTION AND OPERATION

1. Description

The Air Set Pressure Control Hydrant Valve (valve) provides the means of controlling flow in aircraft refueling operations. The valve inlet is connected to the riser flange of the underground fuel piping. The outlet adapter mates with a hydrant coupler or coupler/regulator attached to a hose supplying or receiving fuel.

See [Figure 1](#) for the Functional Schematic - Basic Principle of operation of the F368 and F372 Valves.

2. Operation

A. Pressure Control

Air reference pressure is required in this mode. The reference pressure is somewhat higher than the desired control pressure. This difference is called as “bias”.

B. Deadman Control

In this mode, the valve closes if the reference pressure is vented.

C. Aircraft Valve Response

In this mode, as downstream pressure increases (caused by aircraft valve closure), the pressure causes the hydrant valve to close, preventing excessive surge pressure build-up.

D. Excess Flow Control

This mode provides shut-off control if the flow rate exceeds a preset value. This feature is available as a modification, either in an adjustable single range, or as a two-position setting.

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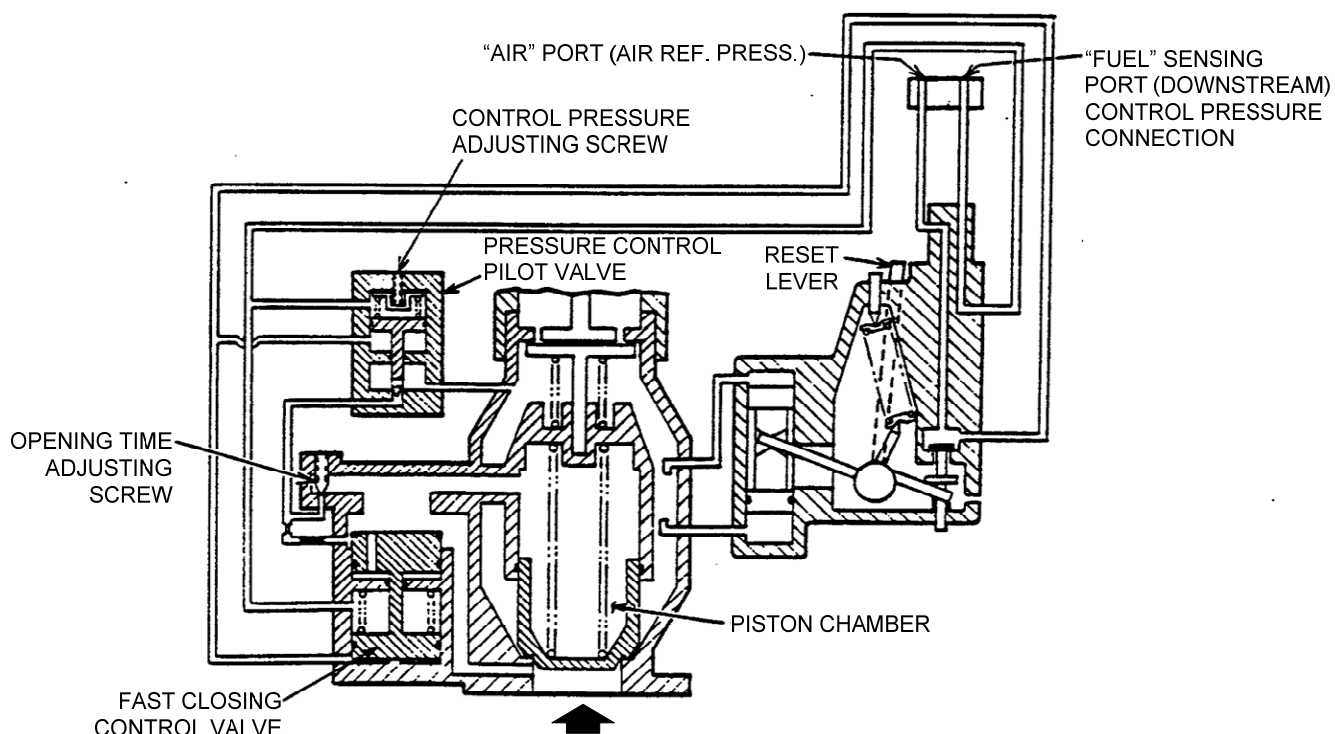


Figure 1. Functional Schematic

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3. Leading Particulars

For the leading particulars refer to [Table 1](#).

Table 1. Leading Particulars

Service Fluid	Automotive and Aviation Fuels
Operating Pressure	
Inlet (maximum)	200 psi (13.8 bar)
Control	15 to 75 psi (1 to 5.2 bar)
Bias Pressure	
Basic	25 psi (1.7 bar)
Mod A	16 psi (1.1 bar)
Mod K	10 psi (0.7 bar)
Pressure Drop:	
With F203/F230/F240 Hydrant Coupler	14 psi at 1000 gpm (1 bar at 3785 lpm)
With F205/F211 Hydrant Coupler	17 psi at 600 gpm (1.2 bar at 2271 lpm)
Operating Times:	
Opening:	
Initial Setting	25 seconds
Adjustment Range	10 to 50 seconds
Closing	0.3 second

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4. Model Variations

Refer to [Table 2](#) for the available F368 valve variations. Refer to [Table 3](#) for the available F372 valve variations. Refer to the **ILLUSTRATED PARTS LIST** section for additional details.

Table 2. F368 Model Variations

MOD LETTER	DESCRIPTION
(Basic)	4 x 4 inch, ductile iron body, cover and servo housing, 25 psi bias spring, product selection (set to Position 4), outlet to mate F203 and F230 couplers, air fuel sense plug to mate an F571 socket, excess flow valve (set to 670 gpm)
A	Changes bias spring to 16 psi
C	Adds dual selection excess flow valve (for both high and low flow rates) (must be used with F571 socket)
E	Removes excess flow valve
K	Changes bias spring to 10 psi

Table 3. F372 Model Variations

MOD LETTER	DESCRIPTION
(Basic)	4 x 2.5 inch, ductile iron body, adapter and servo housing, 25 psi bias spring, product selection ring (set to Position 4), outlet to mate F200, F204, F205 and F211 couplers, air fuel sense plug to mate an F571 socket
A	Changes bias spring to 16 psi
C	Adds dual selection excess flow valve (for both high and low flow rates) (must be used with F571 socket)
E	Removes excess flow valve
K	Changes bias spring to 10 psi

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FAULT ISOLATION

1. General

This section contains fault isolation procedures for the valve. Operate the valve in accordance with the **DESCRIPTION AND OPERATION** section; if the valve fails to operate correctly refer to [Table 4](#). [Table 4](#) identifies the Fault, Probable Cause and Corrective Action.

Table 4. Fault Isolation

FAULT	PROBABLE CAUSE	CORRECTIVE ACTION
Valve will not open	Reference pressure is low	Set reference pressure to 25 psi higher than control pressure. For Mod A, 16 psi higher than control pressure. For Mod K, 10 psi higher than control pressure.
	Opening time adjustment screw too far in	Back the screw out 1/2-turn and check operation.
	Servo valve sticking	Actuate the deadman control several times and check operation.
Valve operation is unstable	Air trapped in fuel sense line	Completely bleed trapped air from the servo valve and the fuel sense line.
	Opening time is too fast	Adjust the opening time screw all the way in and then back it out 1/8-turn. If necessary, adjust the screw 1/8-turn further out, and repeat until operation stabilizes.
	Servo valve or main piston sticking	Actuate the deadman control several times and check operation.

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Table 4. Fault Isolation (continued)

FAULT	PROBABLE CAUSE	CORRECTIVE ACTION
Valve operation is unstable <i>(continued)</i>	Reference pressure is too low	Set reference pressure to 25 psi higher than control pressure. For Mod A, 16 psi higher than control pressure. For Mod K, 10 psi higher than control pressure.
	Sense line restricted	Make sure the sense line is 3/8-inch inside diameter.
	Sense line (hose) too soft	Make sure the hose is sufficiently strong to prevent expansion and contraction.
Valve will not fully close	Servo valve or main piston sticking	Actuate the deadman control several times and recheck operation.

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CLEANING

1. Cleaning Materials

Refer to [Table 5](#) for recommended cleaning materials. Equivalent items may be used.

Table 5. Recommended Cleaning Materials

DESCRIPTION	SPECIFICATION	SOURCE
Alcohol, Isopropyl	ASTM D770	Commercially available
Bags, Plastic	-	Commercially available
Brush, Bristle, Stiff, Non-metallic	-	Commercially available
Pick, Teflon®	-	Commercially available
Solvent, Dry Cleaning	P-D-680, Type 2	Commercially available
Tissues, Lint-free	-	Commercially available

2. Cleaning Procedures



DRY CLEANING SOLVENT AND ISOPROPYL ALCOHOL ARE HARZARDOUS MATERIALS. BEFORE USE, READ AND FOLLOW THE MATERIAL SAFETY DATA SHEET (MSDS) INSTRUCTIONS FOR CORRECT HANDLING. FAILURE TO OBEY THIS WARNING MAY RESULT IN PERSONAL INJURY, LONG TERM HEALTH HAZARDS OR DEATH.

- A. Clean all of the metal parts by washing them thoroughly in dry cleaning solvent. Remove any stubborn deposits by scrubbing them with a non-metallic stiff bristle brush. Use a Teflon® pick to remove obstructions from the ports, the grooves, and the flow passages.
- B. Clean all of the non-metallic parts by wiping them with clean lint-free tissues slightly moistened with isopropyl alcohol.

NOTE: All parts must be free of corrosion, dirt, grease, oil or any other foreign matter.

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WEAR EYE PROTECTION WHEN USING COMPRESSED AIR. DO NOT DIRECT AIRSTREAM AT PERSONNEL OR LIGHT METAL PARTS.

- C. Dry the parts with clean lint-free tissues or clean, dry, compressed air.
- D. Package all of the clean parts in plastic bags.

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CHECK/INSPECTION

1. General

Under strong light and magnification, look at all parts in accordance with the general criteria specified in [Table 6](#).

2. Component Checks (Refer to [Table 6](#))

Table 6. Component Checks

DESCRIPTION	INSPECTION CRITERIA
General	<p>Look at the parts for; nicks, cracks, cuts, burrs, corrosion, breaks, scoring, dents, thread damage, serration damage, or other damage.</p> <p>Make sure the ports, passages, recesses, and grooves are clean and are not blocked.</p> <p>Make sure all sealing and seating surfaces are free from damage or corrosion.</p> <p>If any cracks are suspected, perform a magnetic particle inspection (for ferrous metal parts) in accordance with MIL-I-6868 or a penetrant examination (non-ferrous metal parts) in accordance with MIL-I-6866.</p>

NOTE: Burrs, nicks, and scratches are defined as material raised above normal surface, which if not removed would prevent complete and proper mating of parts and sealing surfaces. Where nicks or scratches allow bare metal to show through a protective finish, note defect and assign part for repair. Dents or damage must not impair finish or functional operation of any part.

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ILLUSTRATED PARTS LIST

1. General

This section lists, describes, and illustrates all detail parts required for maintenance support of the Air Set Pressure Control Hydrant Valve.

2. Scope of Information

The parts list is arranged in the general order of disassembly. The listing is indented to show the relationship between each part and its next higher assembly. Item numbers used in the parts list are keyed to the corresponding numbers of the accompanying illustration.

A. MODIFICATION CODE

The modification code indicates the parts usage with respect to the end item. When the MOD column is blank, the part usage is applicable to all versions unless otherwise specified in the DESCRIPTION column.

B. How to Identify a Part

When the part number is known: Refer to the parts list for the item number, description, modification codes, and quantity. Refer to the illustration to make sure the physical appearance and location of the part.

When the part number is not known: Look at the illustrations to identify the part by physical appearance and location. Refer to the accompanying parts list to get the part number, nomenclature, modification codes, quantity, etc.

C. Abbreviations

ASSY	Assembly
FIG.	Figure
IPL	Illustrated Parts List
MOD	Modification

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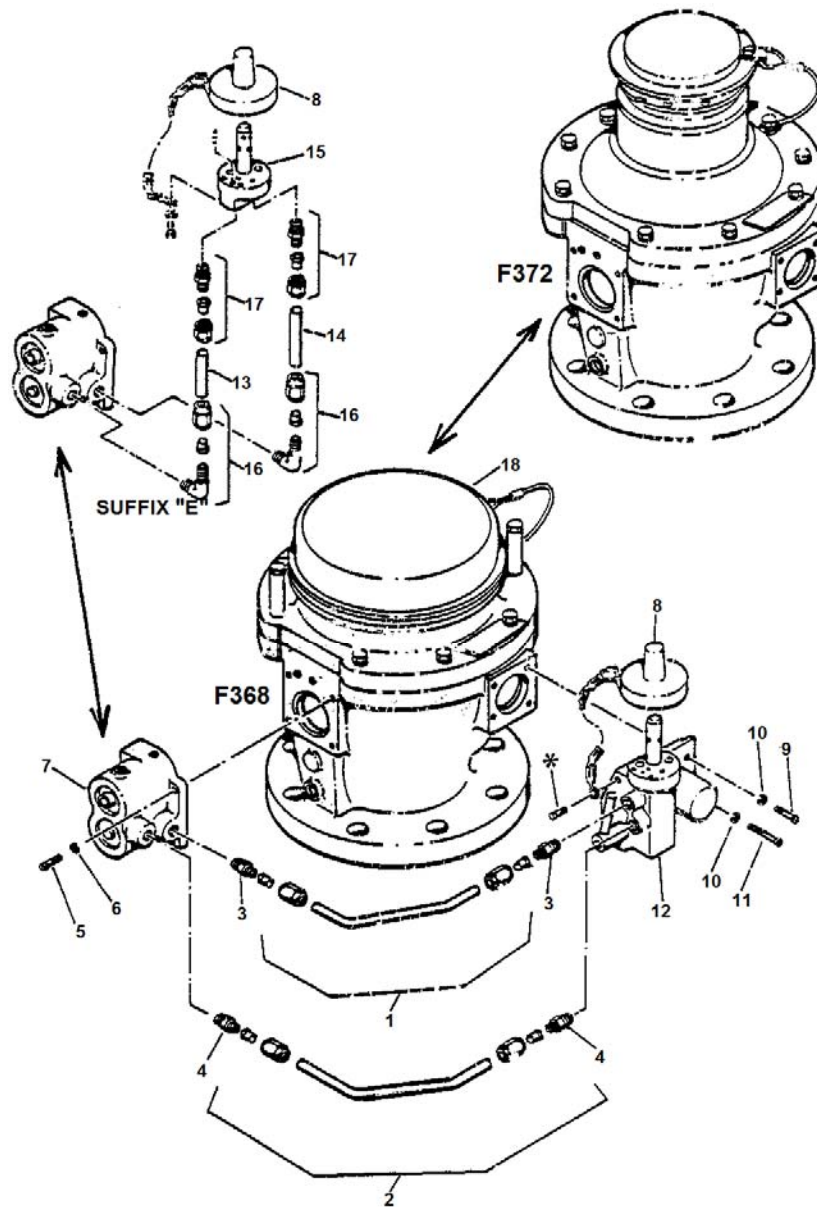
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IPL Figure 1. F368 and F372 Air-Set Pressure Control Hydrant Valves

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FIG. ITEM	PART NUMBER	DESCRIPTION 1 2 3 4 5 6 7	MOD CODES	UNITS PER ASSY
1	F368	VALVE ASSY, PRESSURE CONTROL, 4 X 4 IN.....		REF
	F372	VALVE ASSY, PRESSURE CONTROL, 4 X 2.5 IN.....		REF
1	2681250	. TUBE ASSY	BASIC, A, C	1
2	2681251	. TUBE ASSY	BASIC, A, C	1
3	4-4FTXSS	. CONNECTOR		2
4	4FTXSS	. CONNECTOR		2
5	CNAS1352C3-12	. SCREW, SOCKET HEAD CAP		4
6	CMS35338-138	. WASHER, LOCK.....		4
7	4631050	. SERVO ASSY	BASIC, C	1
		(SEE MM4631050 FOR DETAILS)		
	4631050A	. SERVO ASSY	A	1
		(SEE MM4631050 FOR DETAILS)		
	4631050E	. SERVO ASSY	K	1
		(SEE MM4631050 FOR DETAILS)		
8	2642566	. CAP ASSY.....		1
9	CNAS1352C4-10	. SCREW, SOCKET HEAD CAP	BASIC, A, C	2
10	CMS35338-139	. WASHER, LOCK	BASIC, A, C	4
11	CNAS1352C4-24	. SCREW, SOCKET HEAD CAP	BASIC, A, C	2
12	F576	. SERVO, EXCESS FLOW.....	BASIC, A	1
		(SEE MMF576 FOR DETAILS)		
	F576B	. SERVO, EXCESS FLOW.....	C	1
		(SEE MMF576 FOR DETAILS)		
13	2651846-1	. TUBE	E	1
14	2651846-2	. TUBE	E	1
15	F554A	. PLUG.....	E	1
16	4-4CBZSS	. ELBOW ASSY	E	2
17	4-4FBZSS	. CONNECTOR ASSY.....	E	2
18		. BODY AND PISTON ASSY.....		1
		(SEE IPLM300 FOR DETAILS)		

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SEAL PARTS KIT AVAILABLE	
KIT PART NUMBER	DESCRIPTION
KITF368	Body Only
KITF372	Body Only

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