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Aerospace
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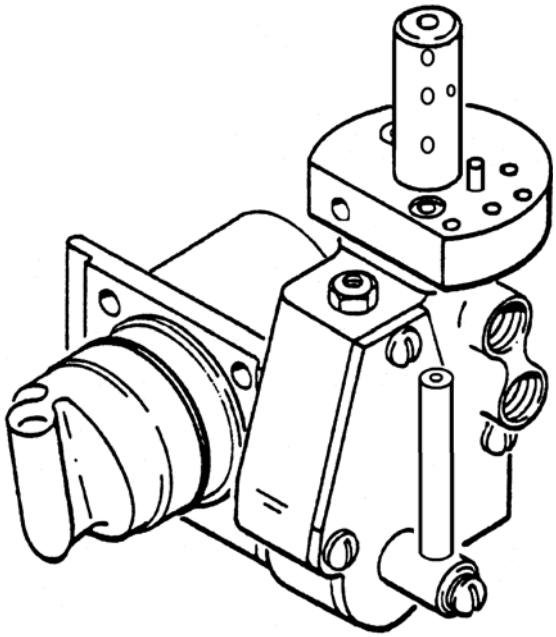
Maintenance Manual

EXCESS FLOW SERVO

F576 Series

MMF576

Revision 2.0
07 March 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		02/01/2006	
2.1	ALL	See DCN	03/07/2014	

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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 Excess Flow Servo (servo). 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 Excess Flow Servo 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:

⚠DANGER	- indicates an imminently hazardous situation which, if not avoided, will result in injury or serious injury.
⚠WARNING	- indicates a potentially hazardous situation which, if not avoided, could result in injury or serious injury.
⚠CAUTION	- indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury.
CAUTION	- 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 servo.

OPERATION AND MAINTENANCE OF FUEL SYSTEMS

- Protect all fuel lines from damage or puncture. Do not operate the servo 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 servo 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 Excess Flow Servo (servo). The instructions provide the information necessary to accomplish maintenance functions. The Servo 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

Excess Flow Servo (servo) (see Figure 1) provides the means of automatically and rapidly closing the hydrant valve in the event of a burst hose or similar emergency.

2. Operation

A. When an excess flow servo (see Figure 2) is installed, the actuation air is supplied from the excess flow pilot air port. The 1/4-inch dry-break quick disconnect connects directly to the excess flow servo. As long as the sense pressure is low, the control poppet remains open, allowing more fuel to bleed downstream then it enters through the fixed upstream orifice, allowing the piston to open. As the sense pressure approaches the control pressure, the control poppet closes, balancing the flows in and out of the hydrant valve piston cavity. The piston position is thereby controlled to maintain the preset control pressure.

B. Should there be a sudden increase in downstream sense pressure, the fast closing poppet will open, allowing upstream pressure to flow rapidly into the main piston cavity. This will close the hydrant valve rapidly.

C. Following an excess flow trip, operator action is required to manually reset the servo by rotating the reset arm.

3. Leading Particulars

For the leading particulars refer to Table 1.

Table 1. Leading Particulars

Service Fluid	Automotive and Aviation Fuels
Operating Pressure (maximum)	200 psi (13.78 bar)
Fluid Temperature	–40 to 165°F (–40 to 74°C)
Ambient Temperature	–40 to 165°F (–40 to 74°C)

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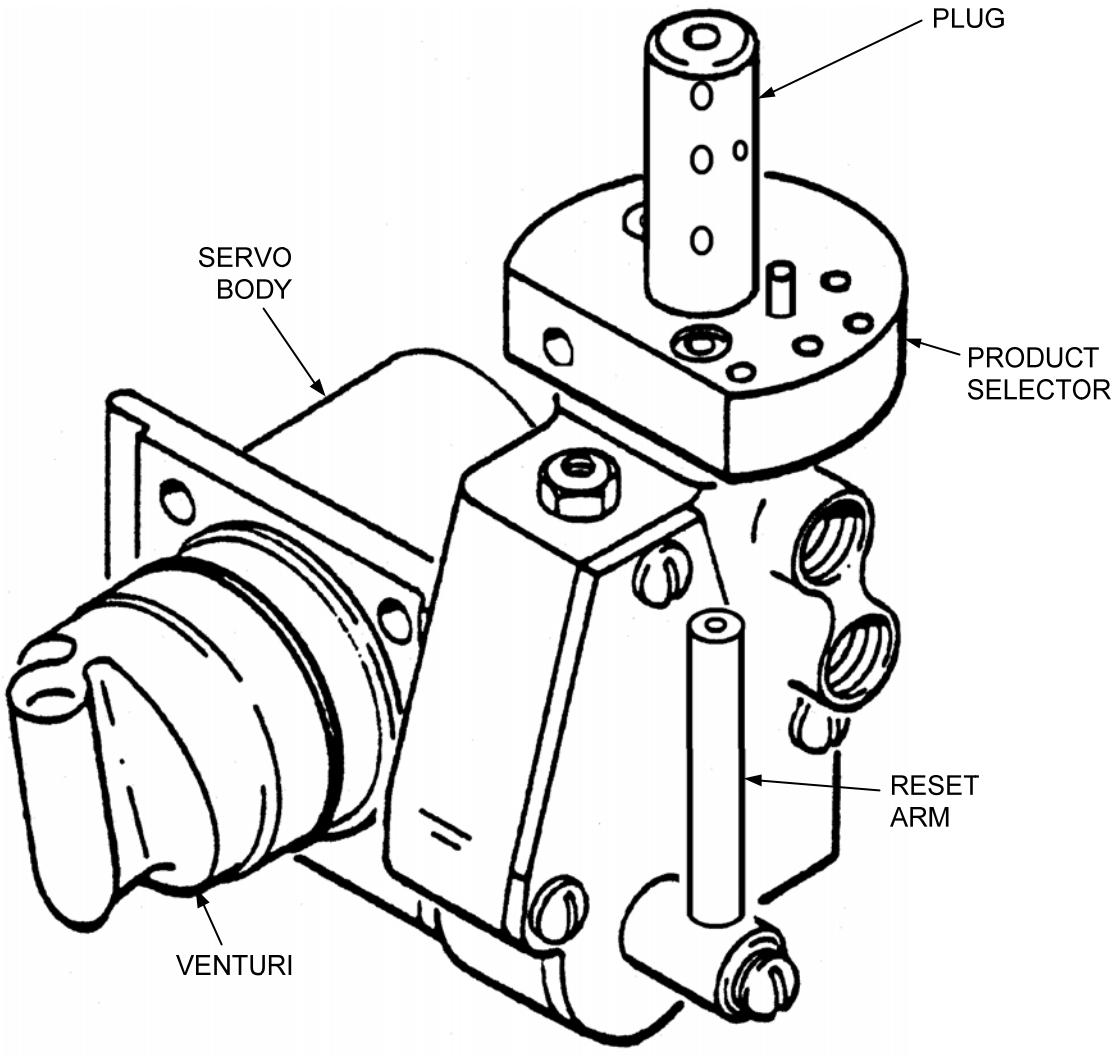

Figure 1. Excess Flow Servo

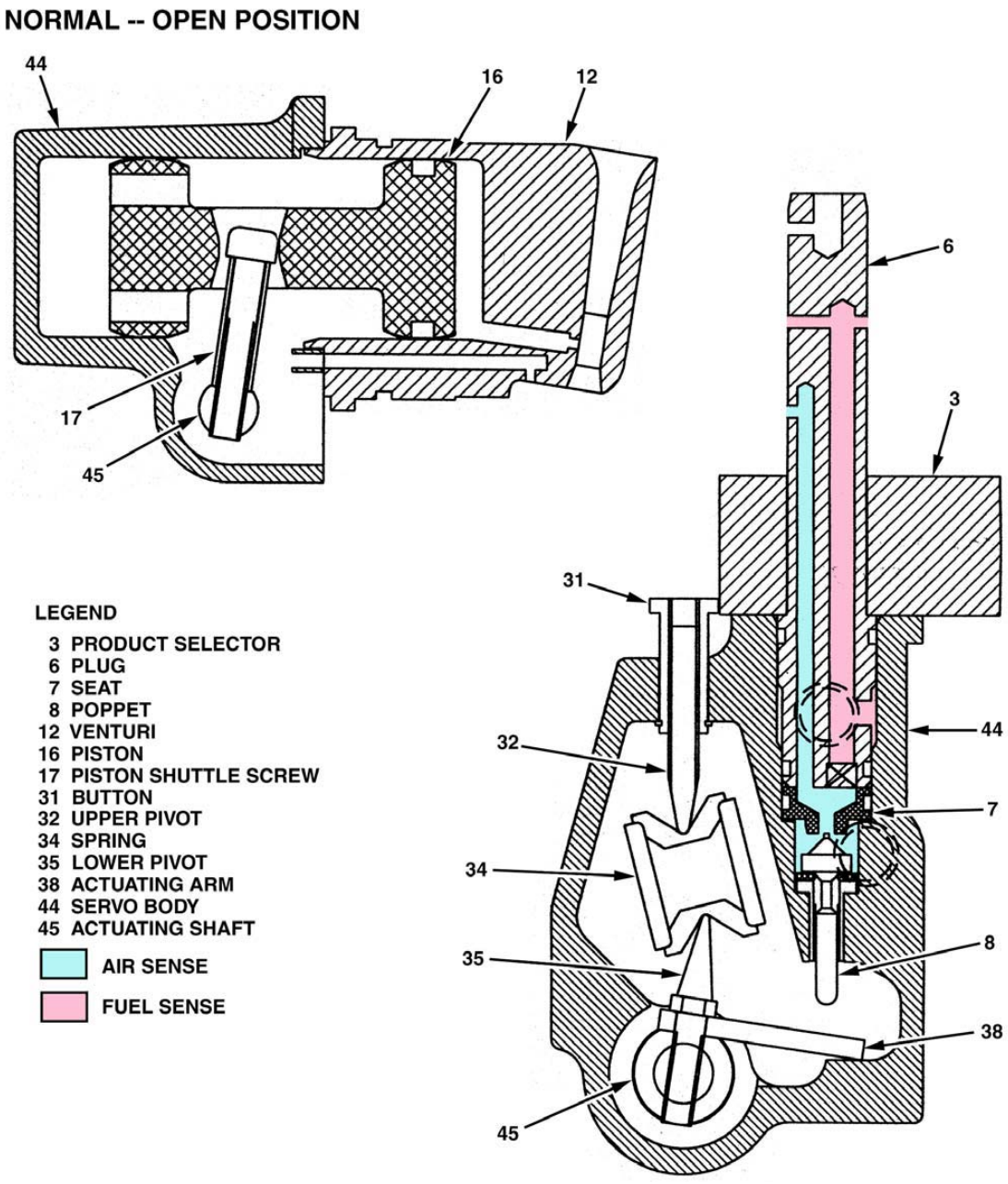

Figure 2. Excess Flow Servo Operation (Sheet 1 of 2)

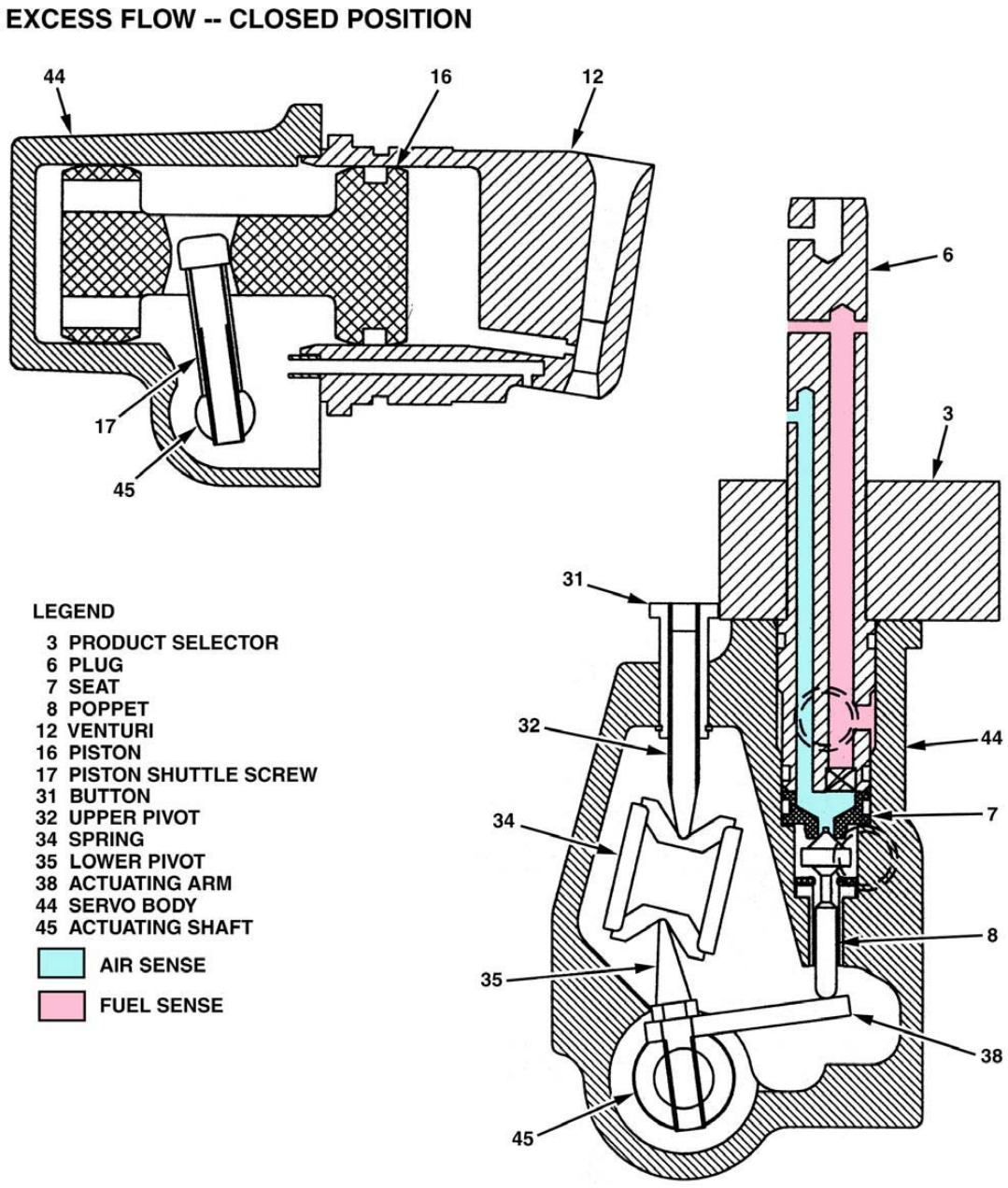

Figure 2. Excess Flow Servo Operation (Sheet 2)

4. Model Variations

Refer to Table 2 for the available F576 series servo variations. Refer to the ILLUSTRATED PARTS LIST section for additional details.

Table 2. Excess Flow Servo Model Variations

MOD LETTER	DESCRIPTION
Basic	Ductliron body and single point connection to mate with F555 or F571 socket. Provides single flow setting and product selection
B	Adds dual-flow setting selector
E	Removes product selection pin
F	Replaces single point connection with ¼-inch ANPT port
G	Changes body to aluminum alloy

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FAULT ISOLATION

1. General

This section contains fault isolation procedures for the servo. Operate the servo in accordance with the Operation section, if the servo fails to operate correctly refer to Table 3 and select the appropriate action. Table 3 identifies the Fault, Probable Cause and Corrective Action.

Table 3. Fault Isolation

FAULT	PROBABLE CAUSE	CORRECTIVE ACTION
Hydrant valve will not open	Insufficient air pressure	Check and correct the air pressure at the servo AIR port.
	Fuel sense line blocked	Remove the blockage.
	Hydrant valve seat contaminated or damaged	Cycle the valve to remove the contamination.
		Remove the servo and service the hydrant valve.
	Poppets jammed by contamination	Overhaul the servo.
Hydrant valve is partially open and will not regulate	Hydrant valve seat contaminated or damaged	Cycle the valve to remove the contamination.
		Remove the servo and service the hydrant valve.
	Hydrant valve contaminated	Service the hydrant valve.
	Poppets jammed by contamination	Overhaul the servo.
Hydrant valve opens but regulated pressure is high	Fuel sense line leakage	Locate and repair the leak.
Hydrant valve opens but regulated pressure is low	Insufficient pump pressure	Check pump capacity.
Air-to-fuel or fuel-to-air contamination	Worn or damaged packings or seals	Overhaul the servo.
	Other contamination sources in system	Check and correct as necessary.

Table 3. Fault Isolation – (cont.)

FAULT	PROBABLE CAUSE	CORRECTIVE ACTION
Leakage at servo/hydrant valve interface	Mounting screws loose	Tighten the screws evenly and securely.
	Damaged or missing packings	Replace the packings.
	Incorrectly installed packings	Replace the packings.
Servo will not operate	Damaged spring or piston	Overhaul the servo. Replace the damaged parts.

DISASSEMBLY

1. Replacement Parts Kits

Refer to the IPL section for information on the replacement parts kits.

2. Disassembly of Servo (See IPL Figure 1)

A. (Mod B) Remove bolt (42), washer (43) and lever (41) from selector (3). Remove setscrew (40) from lever (41).

NOTE: Do not remove the pin (1) from the selector (3), unless replacement is necessary.

B. (Mod Bsc,B,E,G) Remove screws (2) and selector (3) from servo body (44).

(Mod F) Remove screws (2) and plug (39) from servo body (44).

C. Remove plug (6) along with packings (4 and 5) from servo body (44); remove and discard packings (4 and 5) from plug (6).

D. Remove seat (7) along with packing (5) from servo body (44); remove and discard packing (5) from seat (7).

E. Remove poppet (8) and packing (9) from servo body (44); discard packing (9).

NOTE: The pin (25), hub (26), shaft (29), nut (36) and setscrew (37) are used only on early production servos.

F. Remove screws (22) and separate the cover (23), shaft (45 or 29) along with packings (27 and 28) from the servo body (44). Discard packings (27 and 28).

G. Remove screw (19), washer (20), reset arm (21) and washer (24) from shaft (45) or hub (26).

H. Remove the lower pivot (35) and arm (38) from shaft (45) or hub (26). Remove setscrew (37) and nut (36) from arm (38).

I. Remove caps (33), spring (34), upper pivot (32), button (31) and retaining ring (30) from the servo body (44).

J. Remove venturi (12), packings (10 and 13) from servo body (44). Discard packings (10 and 13).

K. Remove piston (16) from servo body (44). Remove cap (14), packing (15), piston shuttle screw (17) and spacer (18) from piston (16). Discard packing (15).

NOTE: Do not remove the pin (11) from the from servo body (44), unless replacement is necessary.

CLEANING

1. Cleaning Materials

Refer to Table 4 for recommended cleaning materials. Equivalent items may be used.

Table 4. 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

⚠WARNING

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 FOLLOW 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.

WARNING

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.

CHECK/INSPECTION

1. General

Under strong light and magnification, look at all the parts in accordance with the general criteria specified in Table 5.

Repair minor damage in accordance with local standard procedures. If damage is major or beyond simple repair, replace the part rather than attempt any extensive repairs.

2. Component Checks (Refer to Table 5)

Table 5. Component Checks

DESCRIPTION	INSPECTION CRITERIA
General	Look at the parts for; nicks, cracks, cuts, burrs, corrosion, breaks, scoring, dents, thread damage, serration damage, or other damage. Make sure the ports, passages, recesses, and grooves are clean and are not blocked. Make sure all sealing and seating surfaces are free from damage or corrosion.
Piston (IPL Figure 1, 16)	Make sure there is no scoring on the outside diameters of the piston body, replace as necessary. Make sure there is no bare metal showing through the anodized surface of the piston body, replace as necessary.
Compression Spring (IPL Figure 1, 34)	Check for deformation or permanent set. replace as necessary Check for free length of approximately 0.932 inch (23.7 mm).

Table 5. Component Checks – (cont.)

DESCRIPTION	INSPECTION CRITERIA
Servo Body (IPL Figure 1, 44) (stainless steel)	Check for scoring on the inside diameters of the bores. Check for damage to the seating surfaces. Check for raised burrs on the seating surface for the hydrant valve. The surface must be flat (may be repaired). Check for scoring on the seal groove surfaces for the packings. Minor damage may be repaired. Replace the body if there is extensive scoring, corrosion, or other damage.
Servo Body (IPL Figure 1, 44) (aluminum alloy)	Check for scoring on the inside diameters of the bores. Check for damage to the seating surfaces. Check for raised burrs on the seating surface for the hydrant valve. The surface must be flat (may be repaired). Check for scoring on the seal groove surfaces for the packings. Replace the body if bare metal shows through the anodized surface. Replace the body if there is extensive scoring, corrosion, or other damage.

REPAIR

1. General

Repairs normally will consist of replacing damaged or malfunctioning parts with new parts, however, this section outlines minor repair procedures permissible for component parts, and specifies mandatory replacement parts.

2. Repair Materials

Refer to Table 6 for recommended repair materials. Suitable equivalent repair materials may be substituted for the items listed.

Table 6. Recommended Repair Materials

DESCRIPTION	SPECIFICATION	SOURCE
Cloth, Abrasive, Crocus, 600-grit	P-C-458	Commercially available

3. Repair or Replacement

A. Replace all parts which are obviously cracked, worn, deformed, damaged beyond repair, or which do not meet check requirements and cannot be restored to serviceable condition by allowable repair.

B. Polish out minor corrosion and surface damage on stainless steel parts with crocus abrasive cloth.

C. Polish out minor scoring on piston (16) with crocus abrasive cloth.

D. After polishing, clean parts as specified in the CLEANING section.

E. Clear minor thread damage with a thread restoring tool; replace all threaded components having crossed or stripped threads.

ASSEMBLY

1. Replacement Parts Kits

Refer to the ILLUSTRATED PARTS LIST section for recommended replacements parts kit information.

2. Assembly Materials

Refer to Table 7 for recommended assembly materials. Suitable equivalent materials may be substituted for the items listed.

Table 7. Recommended Assembly Materials

DESCRIPTION	SPECIFICATION	SOURCE
Masking Tape	-	Commercially available
Petroleum Jelly	-	Commercially available

3. Servo Assembly

A. Lubrication

Before assembly, lightly lubricate the packings and seals with petroleum jelly.

B. Servo Assembly Procedure (See IPL Figure 1)

1. If removed, install pin (11) in the servo body (44). Make sure the pin is correctly seated in its bore.

2. Put spacer (18) and piston shuttle screw (17) in the piston (16). Put new packing (15) and cap strip (14) in the seal groove of the piston (16) and put assembled piston (16) in the servo body (44).

3. Put new packings (10) on venturi (12); put assembled venture (12) and new packing (13) on the servo body (44). Retain the parts with masking tape.

4. Put button (31), upper pivot (32) and retaining ring (30) in the servo body (44).

   NOTE: The pin (25), hub (26), shaft (29), nut (36) and setscrew (37) are used only on early production servos.

5. If equipped, install setscrew (37) and nut (36) on the arm (38). Put the lower pivot (35) and assembled arm (38) on the shaft (45) or hub (26).

6. Put cover (23), washer (24) and reset arm (21) on the shaft (45) or hub (26) and install screw (19) and washer (20).

7. Put new packings (27 and 28) on shaft (29 or 45). Put spring (34), spring caps (33), assembled shaft (29 or 45) and cover (23) on the servo body (44) and install screws (22).

8. Put new packing (5) on seat (7) and put new packings (4 and 5) on plug (6); put new packing (9), poppet (8), assembled seat (7), and assembled plug (6) in the servo body (44).

9. Put selector (3) on the servo body (44) and install screw (2). If removed, install pin (1) in the selector (3).

   (Mod F) Put plug (39) on the servo body (44) and install screws (2).

10. (Mod B) Put setscrew (40) on lever (41); put assembled lever (41) on selector (3) and install bolt (42) and washer (43).

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ADJUSTMENT

1. Adjustment Setup

A. Install the hydrant valve in an adjustment setup as shown in Figure 3. The hydrant valve should be on a flanged riser, connected to a suitable hydrant servicing vehicle and a fuel receiver tank.

B. The riser supply must have pressure and flow capacity to provide 1300 gpm (for F368) or 1100 gpm (for F372) through the hydrant servicer to the receiver tank.

C. There must be a manually operated valve between the hydrant servicer and the receiver tank for flow control. A pressure gage at the connecting hose adapter(s) upstream of the flow control valve is recommended. An accurate flow rate meter is required (counting gallons timing with a stopwatch is ineffective due to the rapid change in flow rates as the system valves open).

D. The hydrant valve (F368 or F372) must be set up correctly for pressure control and opening time before setting the excess flow servo.

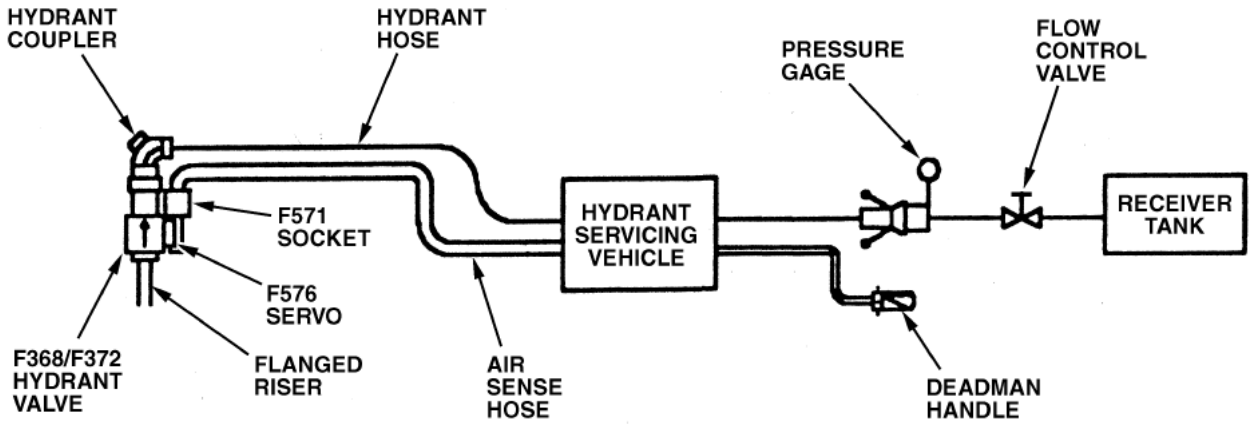


Figure 3. Excess Flow Adjustment Setup Diagram

2. Factory Settings for Excess Flow Trip

Table 8. Factory Settings for Excess Flow Trip

F368 hydrant valve with single-flow F576	1100 (±75) gpm (3880.04 to 4447.85 lpm)
F368C hydrant valve with dual-flow F576B	
High flow	1100 (±75) gpm (3880.04 to 4447.85 lpm)
Low flow	700 (±75) gpm (2365.88 to 2933.69 lpm)
F372 hydrant valve with single-flow F576	700 (±75) gpm (2365.88 to 2933.69 lpm)
F372C hydrant valve with dual-flow F576B	
High flow	900 (±75) gpm (3122.96 to 3690.77 lpm)
Low flow	700 (±75) gpm (2365.88 to 2933.69 lpm)

Different flow rates (refer to Table 8) may be used if desired, with the following limitations:

A. The maximum setting must not exceed 1200 gpm.

B. The minimum setting should not be less than 600 gpm.

C. The difference between the High and Low flow trips should not be less than 200 gpm.

NOTE: Pressure surges in the supply line may cause premature tripping of the excess flow servo.

3. Dual-Flow Servo Operation (See Figure 4)

A. High Flow

The lever (41) is positioned so that the setscrew (40) rests on the button (31), and is held in place by the F571 socket.

B. Low Flow

The lever (41) is rotated away and clear of the button (31).

4. Adjustment Procedure

A. With the excess flow reset arm (21) held by a restraint in its OPEN position, start the fuel flow using the deadman handle.

B. Adjust the flow control valve to set the system flow rate to the excess flow trip point plus (+) 100/150 gpm.

C. Using the deadman handle, stop the fuel flow.

D. Remove the restraint from the excess flow reset arm.

E. Using the deadman handle, start the fuel flow.

F. Note the flow rate at which the excess flow servo closes the hydrant valve.

G. Actuate the excess flow reset arm (21) to reset the servo.

H. Do steps A thru G at least two more times. Calculate the average excess flow trip point.

I. If the servo will not trip, or the excess flow trip point is not as required, adjust the servo as follows:

1. To adjust a single-flow servo, or the Low flow on a dual-flow servo:

CAUTION WHEN ADJUSTING THE UPPER PIVOT, HOLD THE BUTTON (31) WITH A BACKUP WRENCH TO PREVENT ROTATION. ROTATION OF THE BUTTON MAY CAUSE ITS RETAINING RING TO COME OFF.

Using a 1/8-inch hex key, turn the upper pivot (32) (inside of the button (31)). Turn the pivot inward (clockwise) to increase the trip point. Turn the pivot outward (counterclockwise) to decrease the trip point.

2. To adjust the High flow on a dual-flow servo:

NOTE: On a dual-flow servo, the Low flow MUST be adjusted first.

Using a 1/8-inch hex key, turn the setscrew (40) (in the lever (41)). Turn the setscrew inward (clockwise) to increase the trip point. Turn the setscrew outward (counterclockwise) to decrease the trip point.

3. Following adjustment, repeat steps A through H above, to check the settings. If necessary, repeat the adjustments until the settings are correct.

J. Actuate the excess flow reset arm (21) to reset the servo.

K. Using the deadman handle, start the fuel flow.

L. Adjust the flow control valve to set the system flow rate to the excess flow trip point minus (–) 100/150 gpm. The excess flow servo must not trip.

NOTE: Pressure surges in the supply line may cause premature tripping of the excess flow servo.

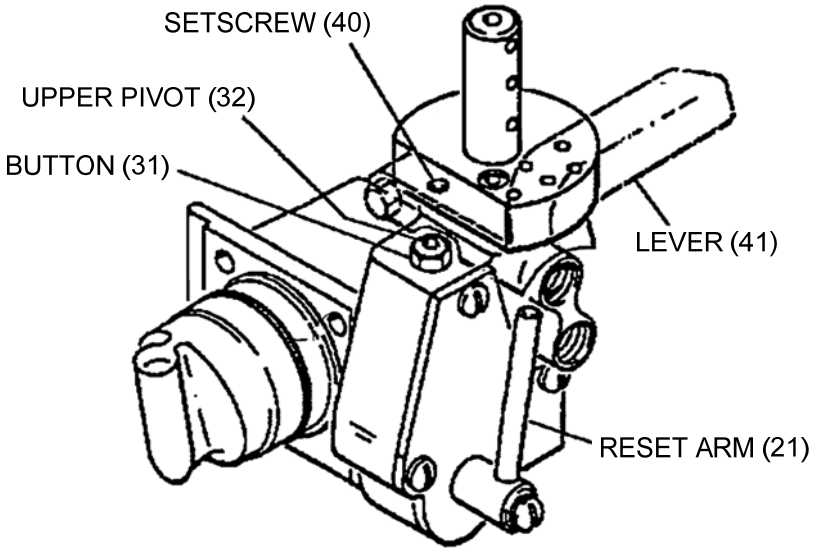


Figure 4. Dual-Flow Servo Operation

ILLUSTRATED PARTS LIST

1. General

This section lists, describes, and illustrates all detail parts required for maintenance support of the Excess Flow Servo.

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.

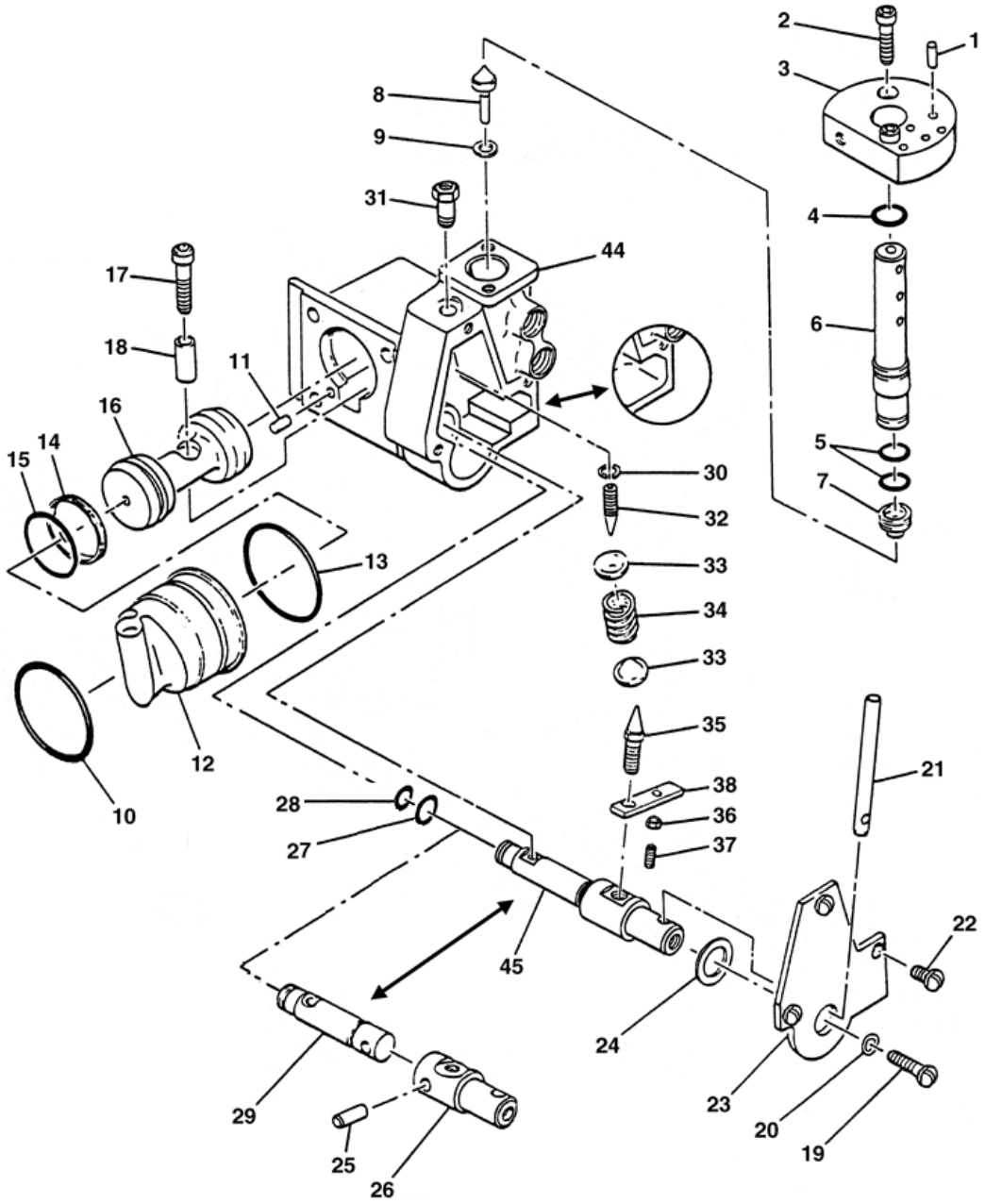
B. How to Identify a Part

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.

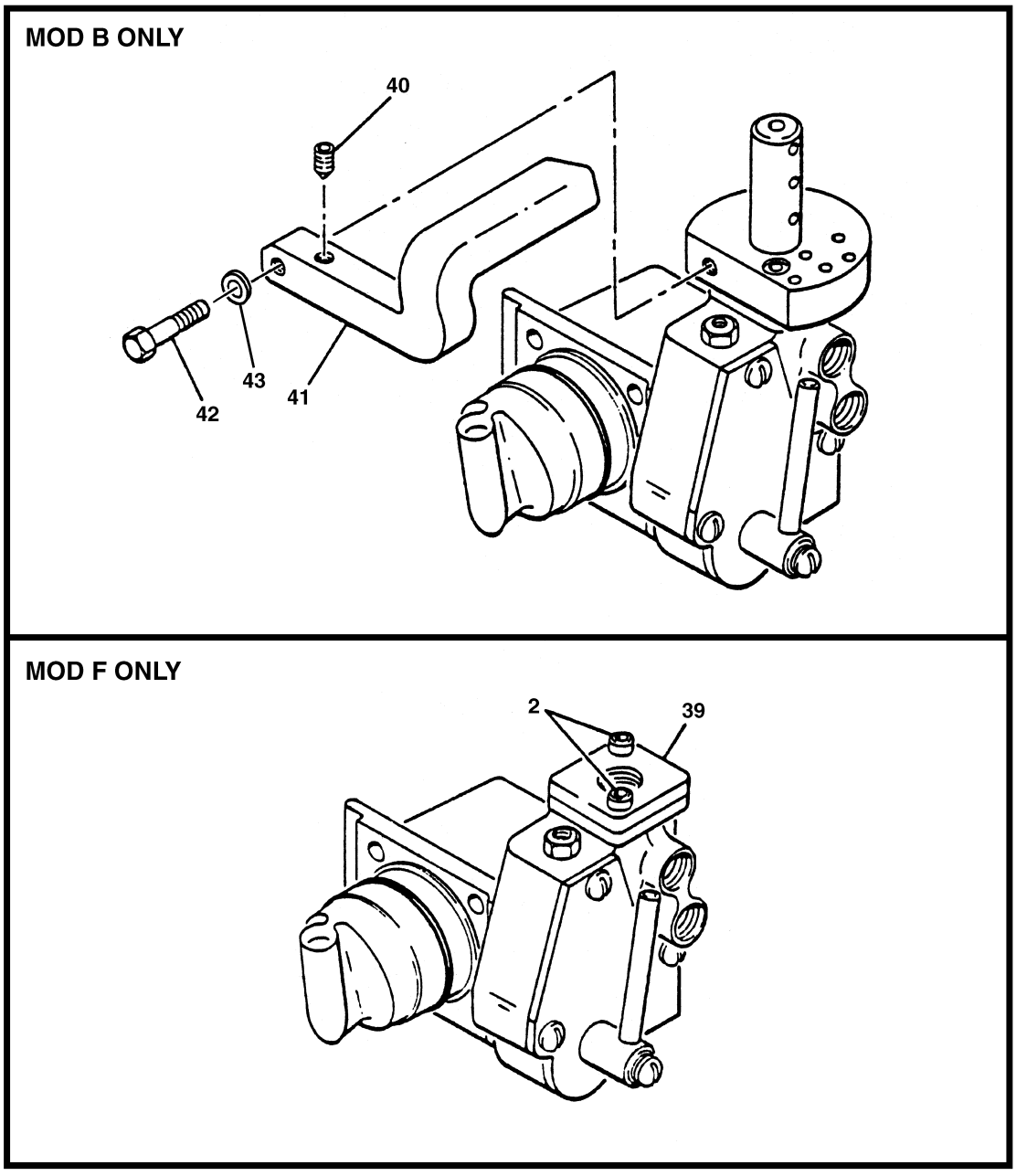
When the part number is not known: Look at the illustrations to identify the part by physical appearance and location. Refer to the accompanying parts list to get the part number, nomenclature, modification codes, quantity, etc.

C. Abbreviations

ASSY	Assembly
FIG.	Figure
IPL	Illustrated Parts List
MOD	Modification



IPL Figure 1. Excess Flow Servo (Sheet 1 of 2)



IPL Figure 1. Excess Flow Servo (Sheet 2)

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FIG. ITEM	PART NUMBER	DESCRIPTION 1 2 3 4 5 6 7	MOD CODES	UNITS PER ASSY
SERVO, EXCESS FLOW F576 SERIES				
1 -	F576	SERVO, EXCESS FLOW		REF
1	125-0500HCP	. PIN, SPIROL PRODUCT SELECTION PIN: POSITION A.....TURBINE FUEL POSITION B..... AVGAS POSITION C..... MISCELLANEOUS POSITION F..... TURBINE FUEL B POSITION G ..... BONDED FUEL	Basic, B, G	1
2	CMS16996-14	. SCREW, SOCKET HEAD CAP	Basic, B, G	2
	CMS16996-10	. SCREW, SOCKET HEAD CAP	F	2
3	2691498	. SELECTOR, PRODUCT	Basic, B, E, G	1
4	CMS29513-014	. PACKING, PREFORMED		1
5	CMS29513-013	. PACKING, PREFORMED		2
6	2691497	. PLUG	Basic, B, E, G	1
7	2681936	. SEAT (NYLON)		1
8	2681938	. POPPET		1
9	2793007-101	. PACKING, PREFORMED		1
10	CMS29513-029	. PACKING, PREFORMED		1
11	CMS16562-211	. PIN, SPRING		1
12	2681848	. VENTURI		1
13	CMS29513-030	. PACKING, PREFORMED		1
14	S11338-119	. STRIP, CAP		1
15	CMS29513-119	. PACKING, PREFORMED		1
16	2681941	. PISTON		1
17	2681939	. SCREW, PISTON SHUTTLE		1
18	2681935	. SPACER		1
19	CAN500D8-8	. SCREW, MACHINE		1

- Not Illustrated

FIG. ITEM	PART NUMBER	DESCRIPTION 1 2 3 4 5 6 7	MOD CODES	UNITS PER ASSY
SERVO, EXCESS FLOW F576 SERIES				
1 20	CAN935C8	. WASHER, LOCK		1
21	2681970	. ARM, RESET		1
22	NK500D8-6M	. SCREW, SELF-LOCKING		3
	LP500D8-6	. SCREW, SELF-LOCKING (ALTERNATE)		3
23	2681949	. COVER		1
24	2681999	. WASHER		1
25	2681998	. PIN (OLD STYLE)		1
26	2681931	. HUB (OLD STYLE)		1
27	2661058BD010	. PACKING, PREFORMED		1
28	2661058BD009	. PACKING, PREFORMED		1
29	2681930	. SHAFT (OLD STYLE)		1
30	5103-31H	. RING, RETAINING		1
31	2682000	. BUTTON		1
32	2681942	. PIVOT, UPPER		1
33	2851002-101	. CAP, SPRING		2
34	2681944	. SPRING, COMPRESSION		1
35	2681940	. PIVOT, LOWER		1
36	CMS35649-264	. NUT, JAM (OLD STYLE)		1
37	CAN565E6H8	. SETSCREW (ADJUSTMENT) (OLD STYLE)		1
38	2681943-2	. ARM, ACTUATING (STEEL)	Bsc, B, E, F	1
	2681943-3	. ARM, ACTUATING (ALUMINUM ALLOY)	G	1
39	2681994	. PLUG	F	1
40	LP565F524H10	. SETSCREW	B	1
41	2681993-2	. LEVER	B	1
42	2682047	. BOLT, SHOULDERED	B	1

- Not Illustrated

FIG. ITEM	PAT NUMBER	DESCRIPTION 1 2 3 4 5 6 7	MOD CODES	UNITS PER ASSY
SERVO, EXCESS FLOW F576 SERIES				
1 43	CAN960-516L	. WASHER, FLAT	B	1
44	2681929-2	. BODY, SERVO (DUCTLIRON).....	Bsc, B, E, F	1
	2681929-3	. BODY, SERVO (ALUMINUM ALLOY).....	G	1
45	2841000	. SHAFT, ACTUATING		1

SERVO REPAIR PARTS KIT AVAILABLE		
KIT PART NUMBER	**DESCRIPTION**	**ITEMS IN KIT (IPL Figure 1)**
KITF576-101	Overhaul	1, 4, 5, 9, 10, 13, 14, 27, 28, 30