



STRIPPING THE SERVO

1. Before releasing the two half casings, make sure that they can be refitted in the same place, by first marking the halves.
2. Once the top cover is released, the servo components can be removed for inspection or replacement.
3. To remove the diaphragm, stretch the diaphragm and remove it from its retaining groove in the piston.
4. The control valve is held into the piston by a clip, which is held into the piston by the diaphragm. To remove the clip, lightly compress the valve assembly into the piston and turn the piston so that the retaining clip is positioned at the bottom. With the assembly lightly compressed the clip will fall out and the control valve can then be removed. (The control valve may be tight as it is held in by the seals).

The servo assembly is now stripped and all the parts can be examined for wear or damage.

NOTE: DO NOT USE PETROL OR ANY OTHER CLEANING FLUID ON ANY OF THE RUBBER OR PLASTIC COMPONENTS AS THIS WILL CAUSE DAMAGE TO THEM. FOR LUBRICATION USE ONLY FRENCH CHALK.

REBUILDING THE SERVO

1. Ensure that the control valve assembly is clean and serviceable. Fit the valve to the piston and fit the retaining clip.
2. Fit the diaphragm to the piston.
3. Locate the piston assembly into lower casing half.
4. Fit rubber spacer (reaction link) and push rod into the piston.
5. Fit spring plate and spring.
6. Fit top casing (lining up marks made before stripping).
7. If the hose connection valve is removed, refit using MP6-142A.
8. Refit servo to car.
9. Using tool MP6-141A adjust the master cylinder push rod. Incorrect adjustment can give brake build up or excessive pedal travel.