

Keeping the Fuel in Line

How clean is the diesel fuel that's poured or pumped into your MEP-531A or MEP-501A 2-KW generator engine?

Depending on where you're operating and under what conditions, the answer to that question can vary from real clean to real dirty.

To clean all fuel before it reaches the diesel engine, your generator uses a two-filter system.

The first filter, a plastic-mesh strainer, NSN 4240-01-328-4878, sits just inside your fuel tank, right under the cap. There's good news and bad news about this strainer.

The good news is, it's removable. That makes it easy for you to keep it clean and replace it when it's damaged. The bad news is, it's removable. That means you can take it out and lose it or just forget to put it back in. It's a good strainer, but only when it's in place and kept clean.

The second line of defense is the fuel filter mounted between the fuel tank and the engine. Replacing the filter element, NSN 2910-01-420-9067, in this filter is a 100 run-hours task. But if the fuel you're using is really dirty or has a great deal of water in it, the interval between changes should be much shorter.

If your gas-colored filter has turned black with dirt or is swimming in water, replace it.

Also replace the gasket, NSN 5331-01-431-7566, that holds the bowl to the filter head. Otherwise, it won't be long until you have a fuel leak around the filter head.

One more thing: The lines that run to and from your fuel filter need to be made from clear, plastic hose, NSN 4720-01-464-0400. Some of you are using standard black hose, but you need to be able to see the fuel flow. That way, you can spot dirt, water bubbles, and blockages.

Also, don't paint the fuel hoses. Paint not only prevents you from seeing the fuel, it rots your plastic hose and leads to leaks.

