

FILTER OUT FUEL FILTER PROBLEMS



Crewmen, if you're not willing to drain the fuel filters daily on your M113-series carriers, you'll have to suffer the consequences, namely a loss of fuel flow.

If sediment isn't cleaned out, it builds up and creates a plug in the bottom of the fuel filter. Water from condensation leads to rust inside the filter canister. Rust is just another form of sediment that puts a stop to fuel flow.

So stay out of trouble by draining both the primary and secondary fuel filter after every operation. Here's how:

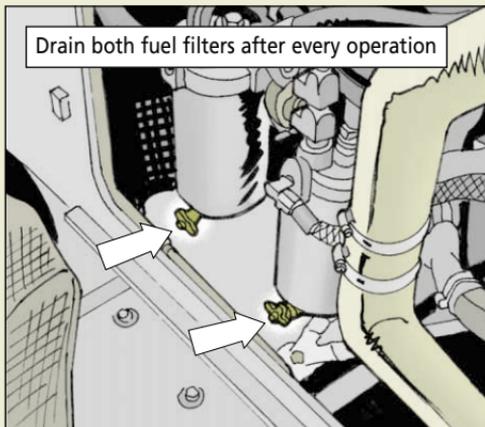
1. Remove the rear engine compartment access panels on M113A2 carriers. For M113A3's, you'll need to remove the driver's engine access panel.

1. Place a container under the primary fuel filter.

2. Slowly turn the draincock to open the valve.

3. Let water and sediment drain into the container until the fuel runs clear. Close the draincock.

4. Repeat steps 1 through 3 for the secondary fuel filter.



You can still run into trouble with M113A2s, even if you drain the filters daily. Since the filters sit at an angle, a draincock that sits on the high side of the canister's bottom will not allow all of the water and sediment to drain.

If that's the case, have your mechanic turn the canister so that the draincock is positioned at the lowest point of the canister. While you're at it, make sure your mechanic changes the fuel filters every 1,500 miles or semiannually, whichever comes first. That keeps the fuel flowing, too.