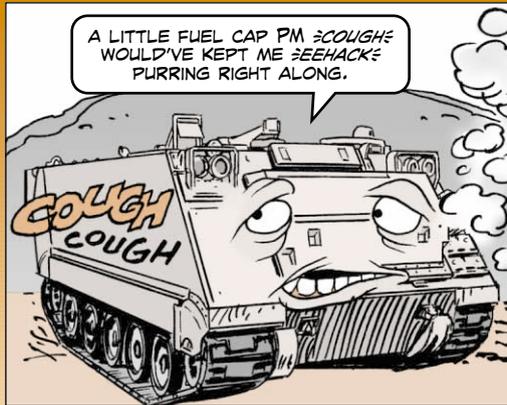
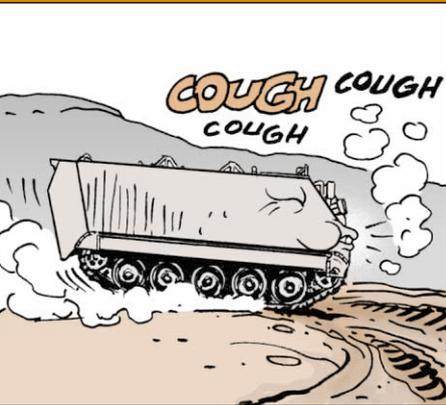


Don't Forget Fuel Cap PM



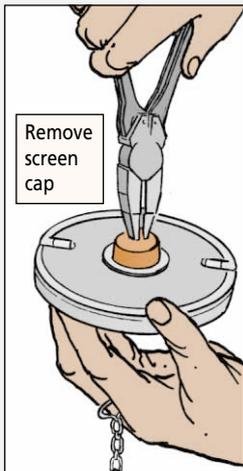
TO KEEP FUEL IN YOUR M113-SERIES CARRIER MOVING TAKES GOOD PM ON EVERY COMPONENT OF THE FUEL SYSTEM—INCLUDING THE FUEL CAP, NSN 5342-01-083-5674.

Topside

Some of you may forget that there's a screen cap and rubber vent grommet on top of the fuel cap. If it's not cleaned every 6 months—more often in dusty, sandy environments—the cap gets plugged with dirt. That creates a vacuum and causes fuel flow problems.

Here's how to inspect and clean the cap and grommet:
1. Grip the tang in the center of the fuel cap with a pair of pliers and pull the screen cap out.

- 2.** Eyeball the grommet in the fuel cap. If it's damaged, replace the entire fuel cap.
- 3.** Clean the screen cap with dry cleaning solvent.



Underneath

Now check the bottom of the fuel cap.

Dirt and sand that collect around the filler neck can keep the cap from screwing on properly. That can bend the metal lip inside the fuel tank opening which, in turn, damages the gasket on the underside of the fuel cap.

Make sure you brush away any dirt and sand before opening the fuel cap. Then, make sure the filler neck area is completely clean before closing the fuel cap.

Brush away dirt from filler opening...

...to prevent damage to fuel cap gasket

Inside

Before screwing the fuel cap back in place, pull out and check the fuel strainer inside the filler neck.

If the strainer is clogged with sediment, clean it thoroughly with dry cleaning solvent. Then inspect the strainer for any cuts or tears.

Check strainer for damage after cleaning

IF YOU FIND ANY DAMAGE, REPLACE THE STRAINER USING NSN 4730-00-701-3921.

WITH GOOD PM, I FEEL LIKE I'M READY TO PROTECT MY M113 FROM DIRT, SAND AND ANY OTHER BAD GUYS!

HOORAH!