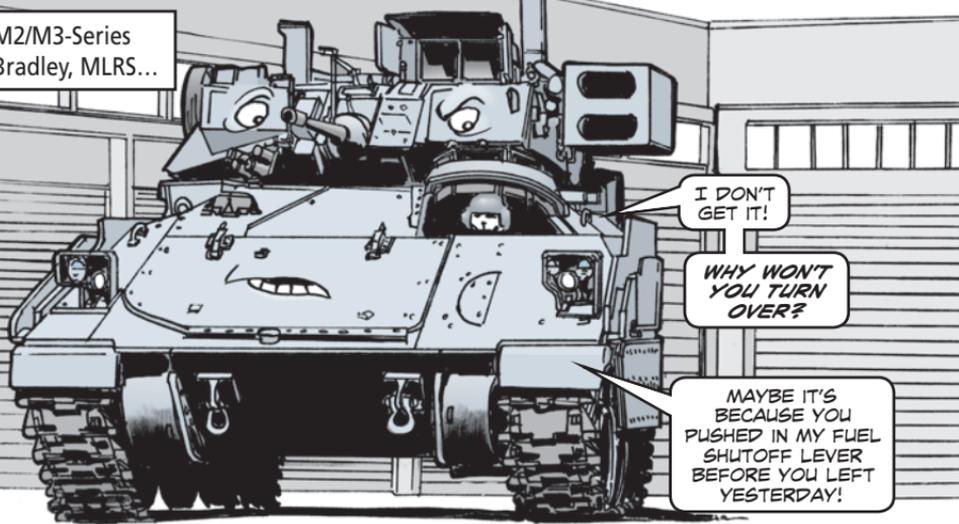


M2/M3-Series
Bradley, MLRS...



KEEP THE FUEL OUT

When it's time to shut down the engine on your Bradley or MLRS, a pushy driver can cause all kinds of problems.

At shutdown, drivers are supposed to pull out—**and leave out**—the fuel shutoff lever.

Pushing in the fuel control lever even slightly lets fuel trickle through the fuel lines into the engine cylinders. Enough fuel can cause hydrostatic lock, so the cylinders won't move the next time you try to start the engine.

The fuel continues to work its way past the piston rings and into the crankcase. Fuel-thinned oil doesn't lube well, so parts wear out quicker. When that happens, the engine is a good candidate for a breakdown.

So leave the fuel control lever pulled **all the way out** after shutdown. That keeps fuel out of the crankcase and where it belongs.

