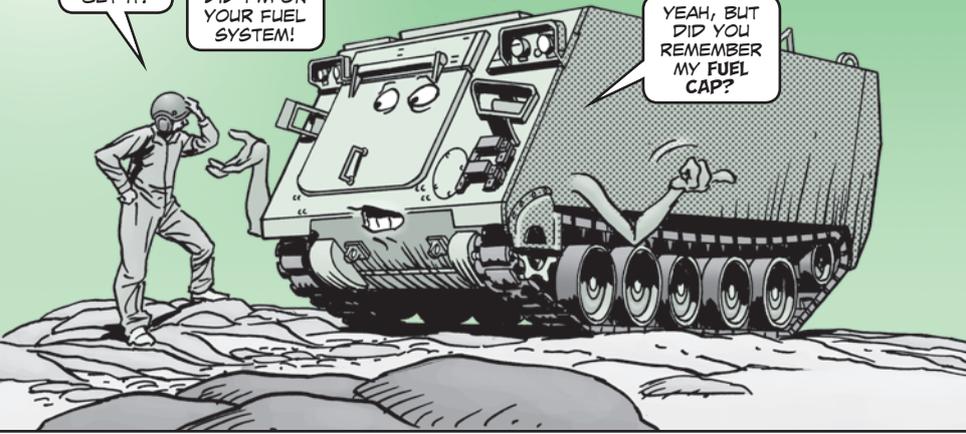


All-Around Fuel Cap PM

I DON'T
GET IT!

I JUST
DID PM ON
YOUR FUEL
SYSTEM!

YEAH, BUT
DID YOU
REMEMBER
MY FUEL
CAP?



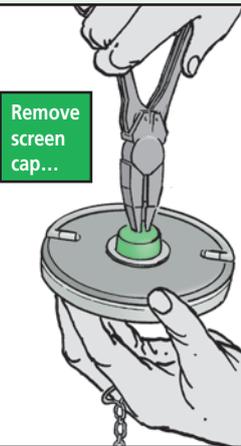
KEEPING FUEL
MOVING IN YOUR
M113-SERIES
CARRIER TAKES
GOOD PM ON EVERY
COMPONENT OF
THE FUEL SYSTEM—
INCLUDING THE FUEL
CAP, NSN 5342-01-
467-5645.

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.

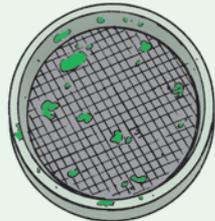
Here's how to inspect and clean the cap and grommet:

1. Grip the tang in the center of the fuel cap with a pair of pliers and pull out the screen cap.



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.

...and clean dirty screen
with dry cleaning solvent



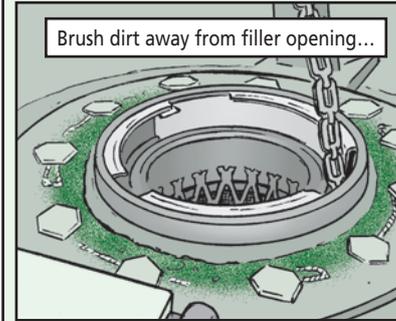
Underneath

Now check the bottom of the fuel cap.

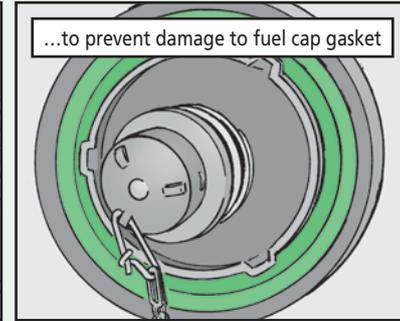
Dirt and sand that collect around the filler neck can keep the cap from screwing on properly. That can bend the metal lip inside the fuel tank opening which, in turn, damages the gasket on the underside of the fuel cap.

Make sure you brush or blow 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 dirt away from filler opening...



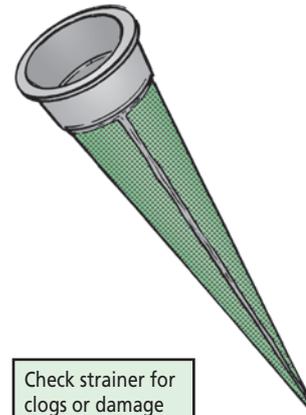
...to prevent damage to fuel cap gasket



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
clogs or damage



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

FOR MORE DETAILS,
SEE WP 0176 00 IN
TM 9-2350-277-
20-2 (JAN 01, W/CH
4, DEC 06).

