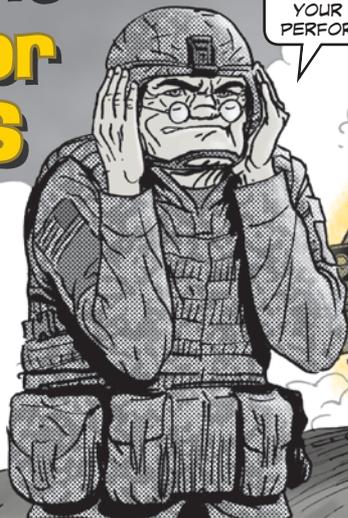


# Multiple Tips for MLRS

THESE TIPS FROM FT SILL WILL MULTIPLY YOUR MLRS' PERFORMANCE!



Dear Editor,

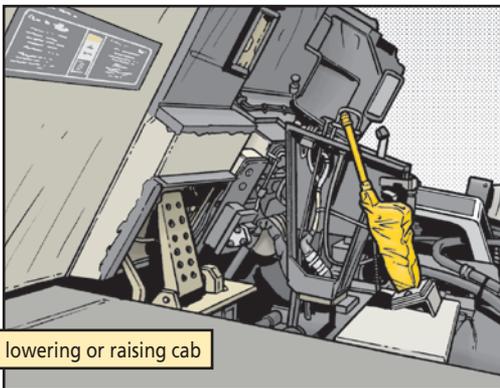
While maintaining the MLRS fleet at Ft Sill, we've come up with a few things for units to watch for:

**Careful with the 1W5 cable when you pull the pack.** The cable's wiring harness can snag on the engine and rip loose. It's not easy to get a replacement. Protect the 1W5 by tucking it behind the K1 relay box before you pull the pack.

**When you change the fuel filter, prime the new one first and then bleed air out of the filter.** Otherwise, the engine may vapor lock.

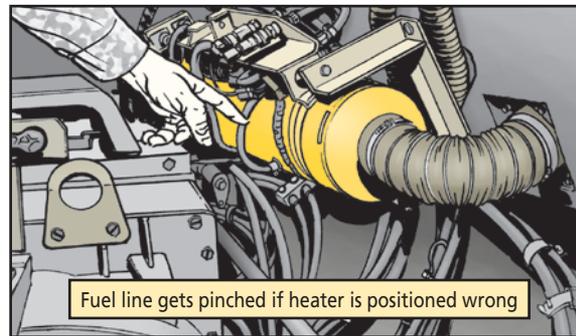
**Before lowering or raising the cab, make sure the hand brake is in the applied (up) position.** If you forget, the hand brake gets bent and then you can't apply high idle. Also make sure everything, especially tools and TMs, is secured before the cab is raised. We had a shift tower bent because this was forgotten.

Make sure hand brake is up before lowering or raising cab



**Before lowering the cab, make sure the heater is rotated to the correct position.**

This is especially important if the MLRS has just come back from services. Otherwise, the heater fuel line gets pinched when the cab is lowered. Then the heater won't work. But when you raise the cab to troubleshoot, the fuel line is freed and the heater works again. We had a difficult time figuring out what was wrong.



Fuel line gets pinched if heater is positioned wrong

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