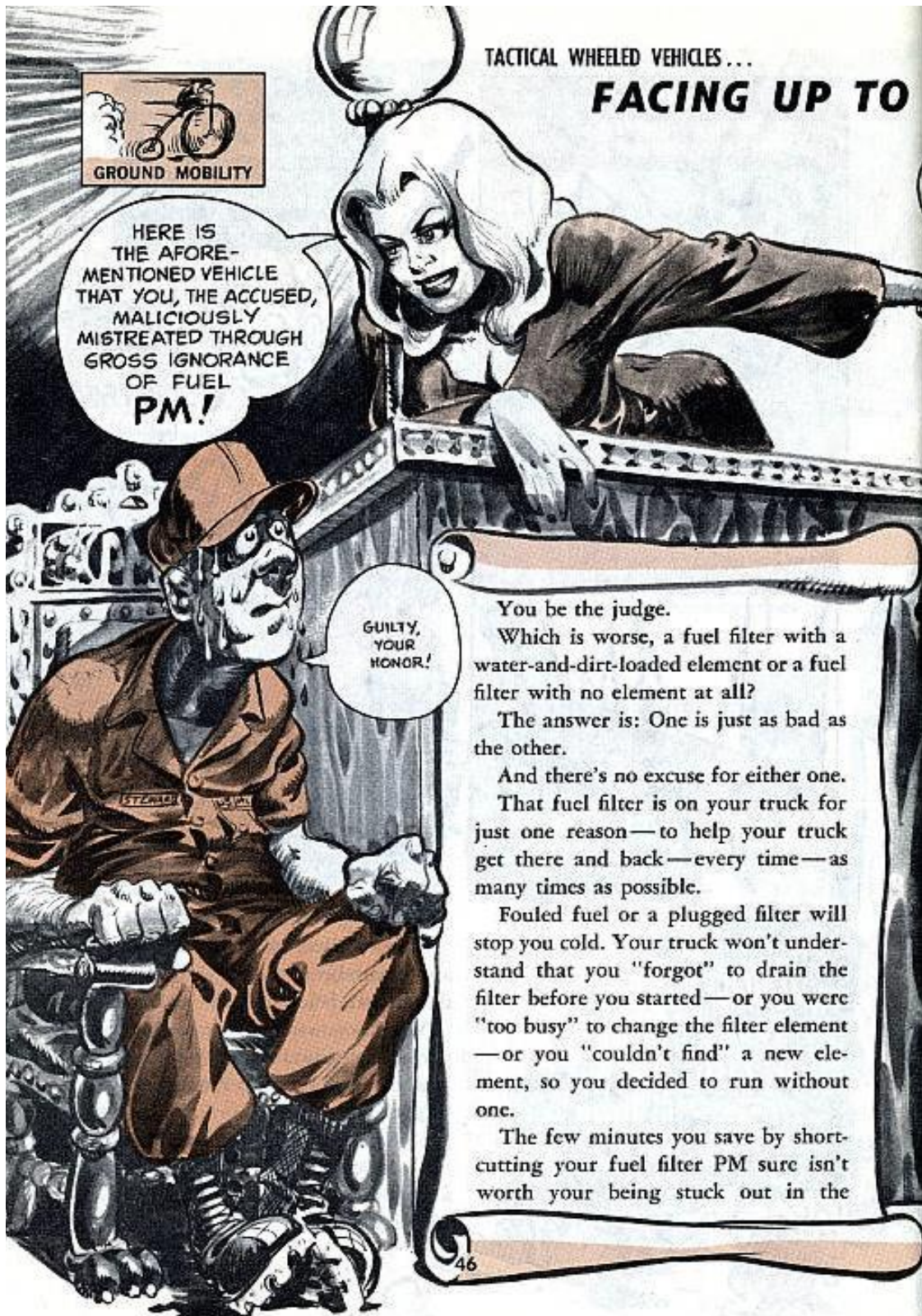


Fuel PM for trucks

From PS Magazine 216 Pg. 46- 53:



TACTICAL WHEELED VEHICLES ...

FACING UP TO

GROUND MOBILITY

HERE IS THE AFORE-MENTIONED VEHICLE THAT YOU, THE ACCUSED, MALICIOUSLY MISTREATED THROUGH GROSS IGNORANCE OF FUEL PM!

GUILTY, YOUR HONOR!

You be the judge.

Which is worse, a fuel filter with a water-and-dirt-loaded element or a fuel filter with no element at all?

The answer is: One is just as bad as the other.

And there's no excuse for either one.

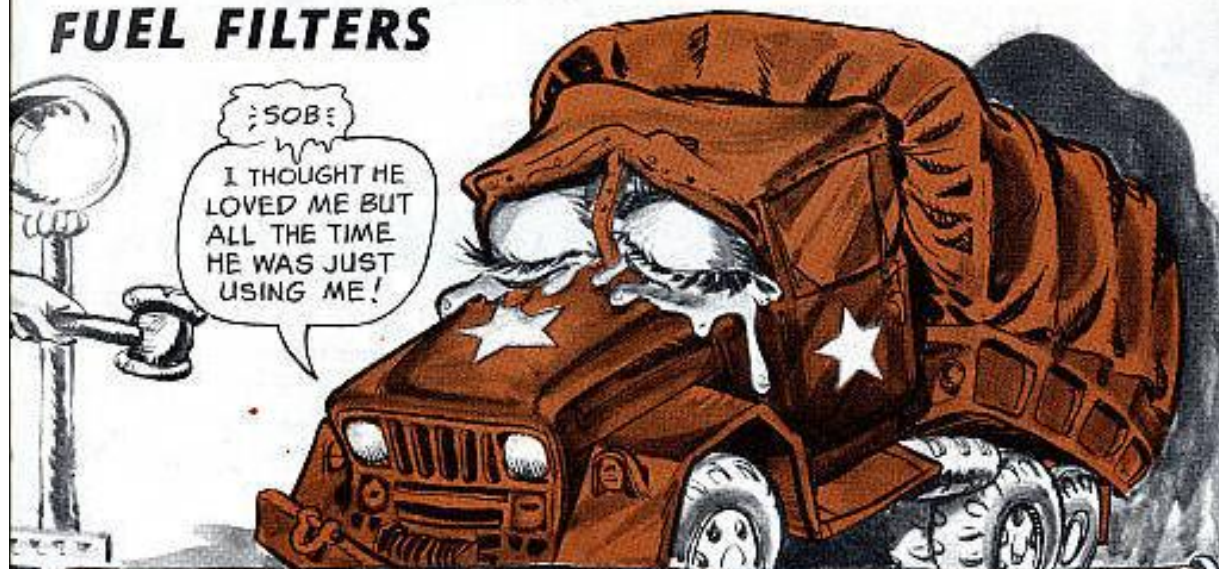
That fuel filter is on your truck for just one reason—to help your truck get there and back—every time—as many times as possible.

Fouled fuel or a plugged filter will stop you cold. Your truck won't understand that you "forgot" to drain the filter before you started—or you were "too busy" to change the filter element—or you "couldn't find" a new element, so you decided to run without one.

The few minutes you save by short-cutting your fuel filter PM sure isn't worth your being stuck out in the

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FUEL FILTERS



boonies for several hours! The cost of a new filter element is a heckuva lot less than the cost of makin' things right back in the shop!

Some trucks need only a little fuel filter PM. Some get a little more. But it's no back-breakin' job on any of 'em. On some you take off the whole filter, throw it away 'n' hook up a new one. Then there're those metal filter elements that you clean and put back—unless they're plugged so bad you need a new one. A lot of trucks have fuel filter elements that you just toss out and replace with new ones.

Cleaning those metal elements—and filter housings, too—is no sweat. You use drycleaning solvent, FSN 6850-281-1985 (1 gal), FSN 6850-285-8012 (55 gal), or paint thinner, FSN 8010-242-2089 (1 gal).

There're about a dozen different fuel

filter setups when you get into those trucks ranging from 1/4-ton thru 10-ton. And you may find the setup different on a newer version of the same model truck. On top of this, experience in the field sometimes leads to a change in the way filters are serviced or a change in the interval. And FSN's for filters may change. So make sure you've got the current TM's for your vehicle and all the current changes to those TM's.

On some vehicles, the operator has to drain 1 or more fuel filters every day before taking off. And some filters call for the unit mechanic to change filter elements at specified intervals (or local SOP may authorize the operator to do this).

The way things stand right now, here's a rundown on what gets what and who normally does it.

G338-Series 1/4-Ton Truck M151, etc.

Operator:

No fuel filter service.

Mechanic:

(Older models—M151, A1, etc.)

No regular service for in-tank filter. If in-tank fuel pump is removed for service, check filter and clean element if it's dirty. Or, if fuel trouble is traced to filter, replace the element. See para 2-54, TM 9-2320-218-20 w/Ch 1 (Jan 70). If either of the 2 felt-type gaskets is broken or damaged, replace it.

Filter element, FSN 2910-678-7283; Gasket, FSN 2910-678-7281—TM 9-2320-218-20P w/Ch 1 and Ch 2 (Jan 70).

Newer models—M151A2, etc.)

No regular service for in-line filter or in-tank filter. When fuel trouble is traced to in-line filter at carburetor, backflush the filter—see para 2-54.1, TM 9-2320-218-20 w/Ch 1 (Jan 70). If filter still gives trouble, replace it—FSN 2910-176-8928 in Ch 2 (Jan 70) to TM 9-2320-218-20P. In-tank filter needs no service (it's self-cleaning) and is a non-stock item.



I JUST CLEARED IT! I SHOULD'VE REPLACED IT!

G741-Series 3/4-Ton Truck M37B1, etc.

Operator:

No fuel filter service.

Mechanic:

Regular service for fuel filter in engine compartment (older vehicles, up to and including Serial No. 80042292). Replace filter element and clean sediment bowl every 6,000 miles or 6 months. See para 139b, TM 9-8030 w/Ch 8 and Ch 9 (Jun 68). Use new gaskets on sediment bowl and sediment bowl nut.

Element, FSN 2910-455-4033; Gasket, sediment bowl, FSN 5330-741-0175; Gasket, sediment bowl nut, FSN 5330-734-7647—TM 9-2320-212-20P w/Ch 3 (Jun 70).

No regular service for in-tank fuel filter (newer vehicles, after Serial No. 80042292). Clean filter retaining plates and element only when filter is removed for fuel tank servicing or when fuel trouble is traced to filter. See para 139c, TM 9-8030 w/Ch 8 and Ch 9. Use new gasket for fuel tank cover when re-installing filter. If filter can't be cleaned, use a new element.

Gasket, FSN 5330-741-3013; Element, FSN 2910-735-1316 (exhausted to FSN 2910-955-2010)—TM 9-2320-212-20P w/Ch 3 (Jun 70).



**G890-Series
1¼-Ton Truck
M715, etc.**

Operator:

No fuel filter service.

Mechanic:

Regular service for in-line fuel filter in engine compartment. Replace entire filter and 2 hose sections every 12,000 miles or 12 months.

Fuel filter parts kit, FSN 2540-900-3162 — TM 9-2320-244-20P (w/Ch 1 (May 70).



YOU
CHANGED
YOUR FILTER
ELEMENT!
AND YOU
PUT BACK
THE OLD
GASKET!

BUT...
BUT...
BBBUT!

CLERK, STRIKE THAT
LAST BUT!

YOUR
HONOR!
I
OBJECT!

**G742-Series
2½-Ton Truck
M35, etc.
(gasoline engine)**

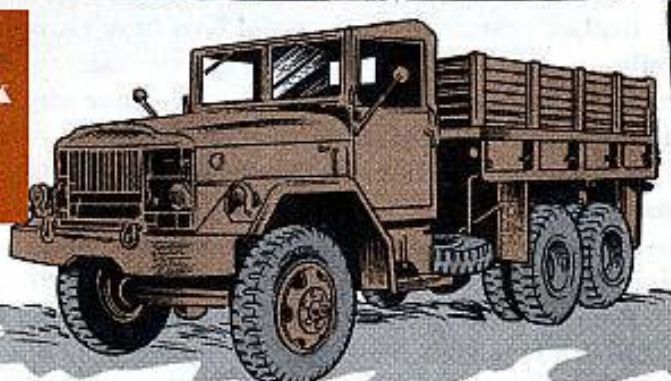
Operator:

No fuel filter service.

Mechanic:

No regular service. Replace in-tank fuel filter element only when it is found to be cause of fuel system trouble. Replace entire filter assembly when unserviceable due to damage or corrosion. Always use new Gasket when filter is removed from tank and reinstalled.

Filter element, FSN 2910-735-1316 or (new number) FSN 2910-955-2010; Gasket, cover plate, FSN 2910-753-9119; Filter Assy, FSN 2910-739-7840.



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G742-Series 2½-Ton Truck
M35A1, etc. (LDS 427-2 Multifuel engine)
M35A2, etc. (LD 465-1 Multifuel engine)



Operator:

See DA Pam 750-11 (May 68), page 7.

ORDER FROM BALTIMORE PUB CENTER ON DA FORM 17



Daily, before operation, drain primary fuel filter into clean glass jar (do not drain completely — just enough for examination). Check for dirt or water. If fuel is contaminated, continue to drain and check small amounts until fuel runs clear.

If there's a lot of dirt or water in primary filter, make same check on secondary filter until fuel runs clear.

If secondary filter is loaded with dirt or water, make just one check of final filter. Any contamination of final fuel filter means you report the condition on your DA Form 2404 for cleaning of primary filter and replacement of secondary and final filter elements. If possible, filters should be serviced before operating vehicle.



Mechanic:

Regular fuel filter service. Also possible as-needed service (when vehicle operator reports contaminated fuel in final filter).

Replace primary, secondary and final filter elements and gaskets every 3,000 miles or 3 months. Or, if you've got the older, metal disc-type primary filter element, you just clean it. (Maintenance officer may establish schedule for more frequent, or even less frequent, service.)

Inspect all 3 fuel filters for leaks at every "S" service (6,000 miles or 6 months).

Instructions for servicing all 3 fuel filters — primary, secondary and final — are in para 77, Ch 3 (Aug 68), TM 9-2320-209-20.

Primary filter element, FSN 2910-790-2300, and Gasket set, FSN 2910-678-3298 — TM 9-2320-209-20P w/Ch 1 and Ch 2 (Apr 69).

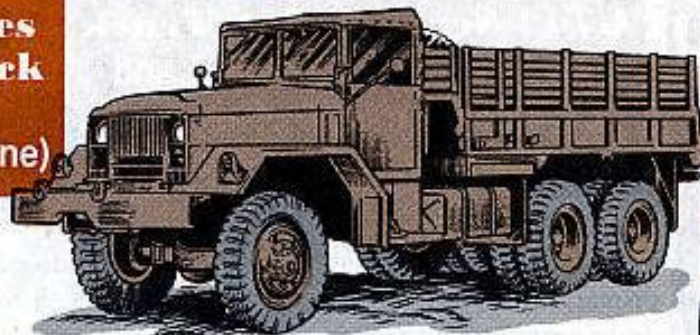
Secondary and final filter Parts kit, FSN 2910-134-7835 (one kit needed for each filter).





CHECK UNDER THE LEFT FRONT FENDER.

**G714-Series
5-Ton Truck
M54, etc.
(gasoline engine)**



Operator:

Daily, before operation, drain water and sediment from fuel filter under left front fender.

Mechanic:

Regular fuel filter service. Semiannually, clean bowl and element—para 64, TM 9-2320-211-20.

Install new gaskets every time filter is disassembled. If filter element can't be cleaned satisfactorily, use a new element.

Gasket set (3 gaskets), FSN 2910-360-8298; Element, FSN 2910-455-8085 —TM 9-2320-211-20P (w/Ch 1 and 2 (Apr 67)).

**G714-Series
5-Ton Truck
M54A1, etc.
(Mack ENDT 673 diesel engine)**



BRING IT IN EVERY 3000 MILES OR 3 MONTHS.

Operator:

Daily, before operation, drain primary fuel filter. If needed, also drain secondary filter—para 13b, page 32, TM 9-2320-211-10 w/Ch 2, 3, 4, 5, 7, 8 and 9 (May 69). If there's dirt or water in secondary filter, report it on your DA Form 2404 for servicing of both filters. If possible, filters should be serviced before operating vehicle.

Mechanic:

Regular fuel filter service. Every 3,000 miles or 3 months, clean primary filter element and install new secondary filter element—para 75 and para 76, TM 9-2320-211-20. Cleaning of diesel primary filter element is same as for gas job—para 64 in the -20 TM. If element can't be cleaned satisfactorily, install a new element.

Primary filter element w/gasket, FSN 2910-974-7445.

Secondary filter element w/gasket, FSN 2940-067-7625.



G744-Series 5-Ton Truck M54A2, etc. (LDS 465-1 and LDS 465-1A multifuel engines)



Operator:

See DA Pam 750-11 (May 68), page 7.

Daily, before operation, drain primary fuel filter into clean glass jar (if your primary filter is the scraper-type, give handle on top 2 complete turns before draining). Do not drain filter completely—just enough for examination. Check for dirt or water. If fuel is contaminated, continue to drain and check small amounts until fuel runs clear.

If you find a lot of dirt or water in the primary filter, make same check on secondary filter until fuel runs clear.

If fuel in secondary filter is badly contaminated, check just one sample from your final filter. Any dirt or water in the final fuel filter means you report this condition on your DA Form 2404 for service of all 3 filters. If possible, filters should be serviced before operating vehicle.

Mechanic:

Regular service of all 3 fuel filters every 3,000 miles or 3 months. Also when operator reports contaminated fuel in final filter.

Instructions for cleaning (or replacing) primary filter element and for replacing secondary and final filter elements are in para 83.9, Ch 3 (Nov 66), TM 9-2320-211-20. The non-scraper-type primary filter for most LDS 465-1A engines has a disposable element, but some have the older, metal disc-type element that needs only cleaning.

HEY! DO YA THROW THESE PRIMARY FILTERS AWAY?



YA DO IF IT'S THE NEW TYPE. THE OLD ONES YOU CLEAN.



Vehicle with LDS-1 Engine

Primary filter (scraper-type) element, FSN 2910-350-6850; Washer, syn rubber, FSN 5330-533-1977.

Secondary and final filter element and gasket, Parts kit, FSN 2940-067-7625 (one kit for each filter)—TM 9-2320-211-20P w/Ch 1 and 2 (Apr 67).

Vehicle with LDS-1A Engine

Primary filter element, FSN 2910-790-2300; Gasket set (3 gaskets), FSN 2910-678-3298 — TM 9-2320-211-20P w/Ch 1 and 2. (This vehicle may have the scrape-type primary filter if LDS 465-1A engine was installed as a replacement for LDS 465-1 engine.)

Secondary and final filter, Parts kit, FSN 2910-134-7835 (one kit for each filter).

**G792-Series
10-Ton Truck
M125, etc.
(gasoline engine)**

THERE'S NO SERVICE BUT
MAKE SURE THE MECH TYPE
CLEANS THE FILTER SCREENS.



Operator:

No fuel filter service.

Mechanic:

No regular filter service. However, "S" service calls for draining water and sediment from fuel tanks.

When fuel trouble is traced to in-tank fuel filter, clean filter screens according to para 2-78d, TM 9-2320-206-20 w/Ch 1 (Aug 68). Always use new gaskets when servicing filter. If filters can't be cleaned satisfactorily, get a new fuel pump, FSN 2910-699-7904.

Gasket, fuel filter, FSN 2910-832-7750—TM 9-2320-206-20P w/Ch 1 and 2 (Mar 70).

**G792-Series
10-Ton Truck
M123A1C
(diesel engine)**



Operator:

Weekly, drain water from triple-stage fuel filter, as specified in LO 9-2320-206-12 (Mar 66).

I WONDER WHEN
THIS THING WAS
CLEANED LAST.



Mechanic:

Semiannually or 3,000 miles, service triple-stage fuel filter, per LO 9-2320-206-12. See TM 9-2320-206-20 w/Ch 1 (Aug 68), para 2-86, for instructions on cleaning (or replacing) 1st stage strainer and replacing 2nd and 3rd stage elements. Always use new gaskets when reassembling filters.

Primary filter strainer, FSN 2910-785-6581; Gasket, FSN 5330-641-0202—TM 9-2320-206-20P w/Ch 1 and 2 (Mar 70).

Second and third stage element Parts kit, FSN 2910-287-1912 (one kit for each filter); Gasket, same as for Primary filter—TM 9-2320-206-20P w/Ch 1 and 2 (Mar 70).