

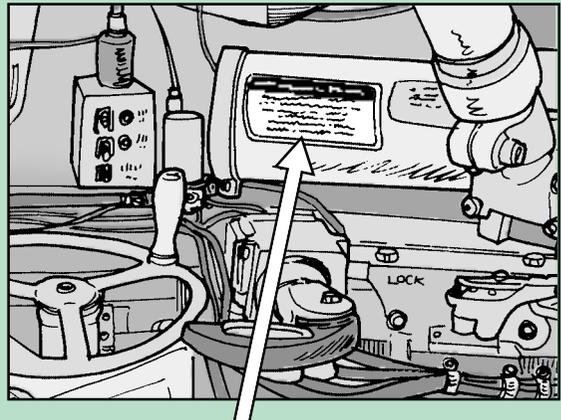
DON'T FORGET NEW DECAL

Crewmen, depending on memory to do your howitzer's primary prefire checks and services can be a problem, especially since there have been a few changes lately.

The index guide pins on the recuperator must now extend $\frac{1}{4}$ to $\frac{3}{4}$ inch in order for your vehicle to be FMC. Also, the tube borescope maintenance interval has been increased from 90 to 180 days.

To help jog your memory, a new decal is available that lists all of the primary prefire checks and services.

Place the new decal, NSN 9905-01-037-0245, on the accumulator next to the "CAUTION CLOSE BUSTLE DOORS BEFORE TRAVERSING CAB" decal.



PRIMARY PREFIRE CHECKS AND SERVICES

1. TRAVEL LOCK : UNLOCKED AND STOWED.
2. RECOIL SYSTEM : BUFFER AND RECOIL SYSTEM BLED, REPLENISHER GAGE PRESSURE WITHIN OPERATING RANGE, RECUPERATOR INDEX PINS PROTRUDE $\frac{1}{4}$ INCH TO $\frac{3}{4}$ INCH.
3. TUBE : UNOBSTRUCTED, BORESCOPED WITHIN LAST 180 DAYS-IAW TM9-1000-202.
4. BREECHBLOCK : SMOOTH OPERATION, COMPLETE CLOSING.
5. FIRING MECHANISM : PROPER FUNCTIONING, FIRING PIN SERVICEABLE.

Keep the Ram in Your Rammer

Crewmen, the formula is simple: Exert enough pressure for long enough and anything will come loose.

That goes for the small screws that hold the track cover in place on your M109A2-A5 howitzer's rammer assembly.

The constant movement and vibration from ramming ammo eventually loosens the screws. If some of the screws are missing or not tight enough, the cover doesn't make contact with the blocking valve.

When that happens, the blocking valve doesn't open all the way and there's not enough hydraulic fluid available for the rammer to properly seat the projectile.

Check the screws at least weekly to make sure they're not loose or missing. Replace missing screws with NSN 5305-00-954-3487.

