

Recuperator Gasket



SORRY, BUB!

I'M NOT BUDGING UNTIL YOU LOOSEN BOTH OF MY SCREWS.

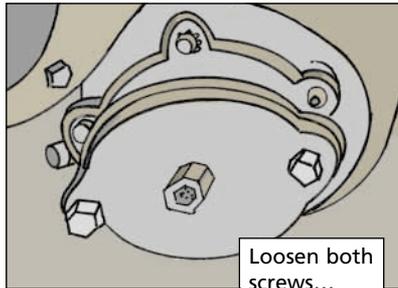
Crewmen, the length of the indicator pins on your howitzer's recuperator have to be measured before firing and after every 100 rounds of sustained fire.

If the pins extend less than 1/4 inch or more than 3/4 inch, the hydraulic fluid level in the recuperator has to be adjusted.

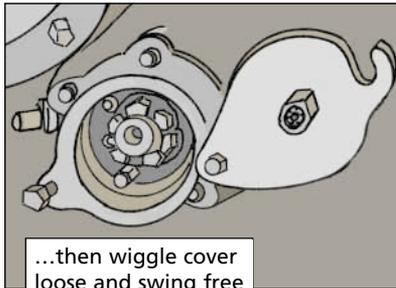
It's easy to do more harm than good when checking the pins, though. That's because each time you check the pins you have to open the recuperator cover. That gives you a lot of chances to damage the recuperator gasket.

A damaged or missing gasket lets corrosion and dirt inside the recuperator. When the howitzer is fired, those contaminants fall into the inner cylinder and chew up the piston head seals. Damaged seals let nitrogen escape from the recuperator.

To measure the pins, you don't have to remove either of the two screws holding the recuperator cover closed. Just loosen **both** screws to their stop pins and **gently** pry the cover away from the recuperator with your fingers.



Loosen both screws...



...then wiggle cover loose and swing free

Care is a Must

If you loosen just the top screw and twist the cover open, the gasket tears.

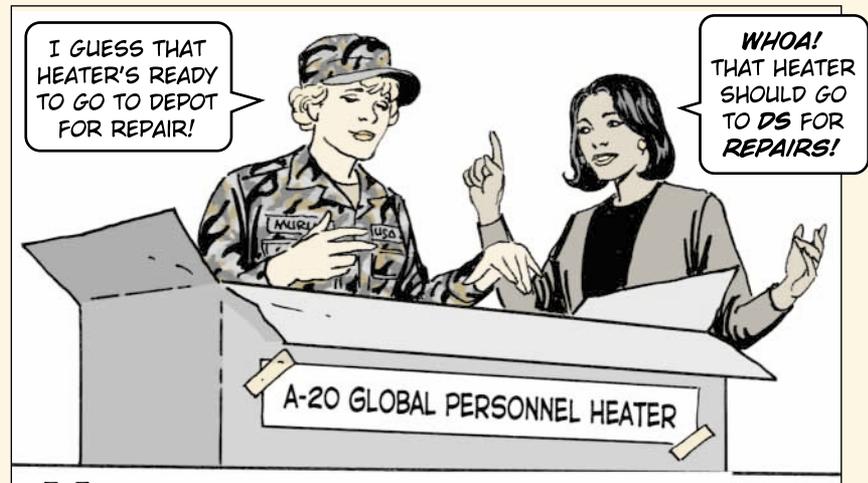
If the gasket is cut or torn, tell your mechanic. He'll eyeball Page 5-42 of TM 9-2350-311-20-2 (M109A2-A5) or Page 4-86 of TM 9-2350-314-20-2-1 (M109A6) for replacement info. NSN 5330-00-034-4448 gets a new gasket.

Once the cover is completely free of the recuperator, turn it so you can get to the pins and fluid valve.

Never leave the cover loose to save time on checking the pins next time, either. That's an open invitation to dirt and corrosion.

Personnel Heaters...

REMOVE BUT DON'T REPAIR



Mechanics, when one of those new A-20 Global personnel heaters breaks down in a combat vehicle, **you** can't repair it or send it off to depot. That's direct support's job.

If DS can't repair it, they're authorized to send the heater to depot. But **you** should never bypass DS to send the heater directly to depot for repair like you do with the old Hupp and Stewart-Warner heaters.

The heater, NSN 2540-01-396-2826, has an SMR code of PAOFD. That means you can remove it and