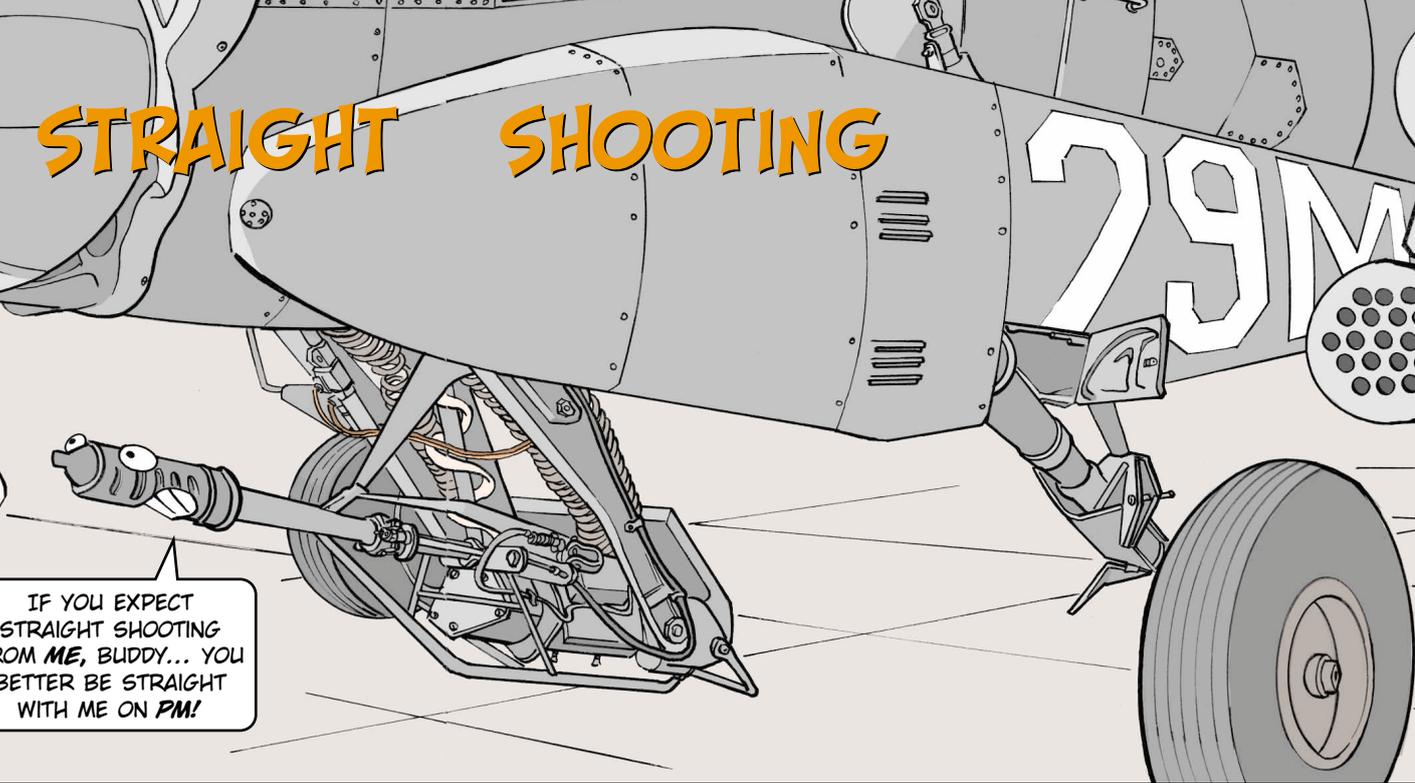


STRAIGHT SHOOTING



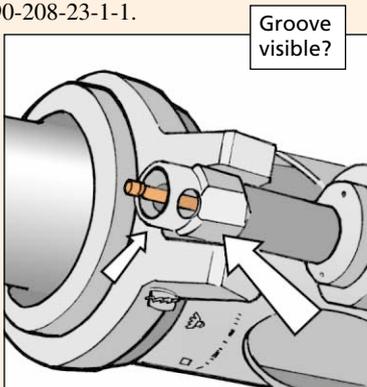
IF YOU EXPECT STRAIGHT SHOOTING FROM *ME*, BUDDY... YOU BETTER BE STRAIGHT WITH ME ON *PM!*



The AH-64's M230 gun won't be doing much straight shooting if you repairmen haven't been straight with its PMCS. So pay particular attention to these checks as you do the PMCS in Para 4-5-1 in TM 9-1090-208-23-1-1.

Recoil Mechanisms

At around 72° F (+/- 10°) the indicator groove of the piston should be visible through the recoil's check hole. At higher temperatures, the groove may be to the edge of outside the piston rod. At lower temperatures, the end of the piston should be at least flush with the check hole. If not, the recoil is low on silicone lubricant, NSN 9150-01-056-7346, and the gun could be damaged during firing. Info on servicing the recoil is in Para 4-7-7 of TM 9-1090-208-23-1-1.



Timing

With the gun off the aircraft, position three dummy rounds in the rotor while turning the vertical drive shaft clockwise until all three cartridges are ejected from the gun. If the timing's correct, the rounds should cycle smoothly. If the gun jams, the timing needs to be checked. The timing procedure is in Para 4-7-9 of TM 9-1090-208-23-1-1.

Ammo Handling Subsystem

As you cycle the rounds through the ammo handling system, check each link for a cotter pin and look at the connecting pin. If a pin is missing, the conveyor or belt could come apart during firing. Bent connecting pins cause rough operation during uploading, downloading and firing. See Para 4-7-142 in -23-1-1 for info on replacing the cotter pins.

