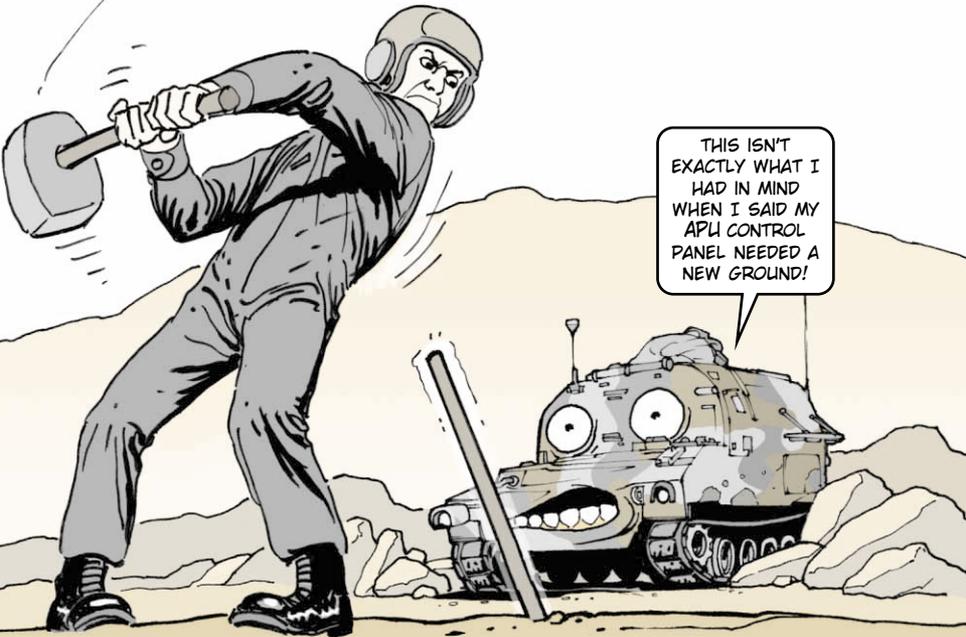


# GET NEW GROUND FOR GAUGE



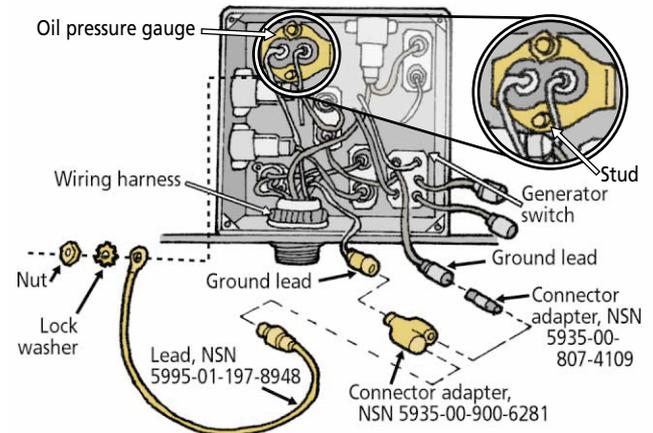
**B**efore you replace a malfunctioning engine oil pressure gauge in the M992A2's APU control box, mechanics, check the ground.

The gauge is currently grounded through its mounting bracket. But since contact there can be skimpy, the gauge may not work.

The solution is to use a ground wire to attach the mounting bracket to an incoming ground that's already in place. Here's how:

1. Remove the APU control box and take off the rear panel following the instructions starting on Page 7-62 of TM 9-2350-293-20-1.
2. Disconnect the ground lead that leads to the generator switch.
3. Connect the single side of the Y connector, NSN 5935-00-900-6281, to the loose ground lead of the wiring harness.
4. Fasten the ground lead from the generator switch to the double side of the Y connector using a connector adapter, NSN 5935-00-807-4109.
5. Remove the nut and lockwasher from the engine oil pressure gauge mounting stud. Slip the terminal end of the electrical lead, NSN 5995-01-197-8948, over the stud and secure it with the nut and lockwasher.

6. Plug the other end of the electrical lead into the remaining empty socket of the Y connector.
7. Reinstall the rear panel and APU control box.



M109-Series SP Howitzers, M992A2 Ammo Carrier...

# Stop Sticky Pedal



**G**ot a sticky accelerator pedal on your howitzer or ammo carrier? That could be bad news if you need to stop quickly.

Have your mechanic give the return spring and return arm a few squirts of lubricating spray, NSN 9150-00-458-0075. Move the pedal back and forth a few times to work in the spray. That should get the pedal moving smoothly again.

If the return spring is stretched or broken, replace it with NSN 5360-00-805-3685.

Prevent future sticking problems by lubricating the return spring and arm quarterly with CLP like it says in the lubrication instructions of your vehicle's -10 TM.

