

AH-64A/D  
Aircraft...

**SURPRISE**  
THIS WET  
WEATHER IS  
GIVING ME  
REAL MOISTURE  
PROBLEMS IN  
MY RECOIL.

I'M  
LOSING  
MY  
SPRING.



## Keeping the M230 Recoiling

**W**ater is shortening the life of M230 machine gun recoil mechanisms. Water gets in the recoil after the AH-64A/D is flown in wet weather and causes serious corrosion. But a bit of PM can dry up moisture problems for the recoil.

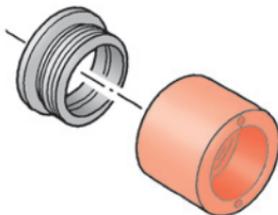
After flying through the rain, check inside the spring retaining cap for standing water. If you find any, mop it up with a clean cloth and then blow dry inside the cap with an air hose set to 30 psi. This will keep water from seeping inside the piston rod housing.

When AVIM does the annual maintenance on the M230, they should replace all the O-rings and wiper rings. Over time both rings become brittle or cracked and let water leak inside the recoil.

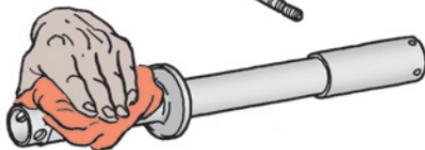
Before reassembling the recoil, they should lightly coat the recoil spring, piston rod, sleeve spacer, spring washers, the interior of the spring retaining cap, and the interior of the piston rod housing with corrosion preventive compound, NSN 8030-00-938-1947.

This will keep the recoil in the recoil assembly.

Wipe out  
spring  
retaining  
cap with  
dry, clean  
cloth



Replace all O-rings and  
wiper rings during annual  
maintenance



Lightly coat all recoil parts with  
corrosion preventive compound