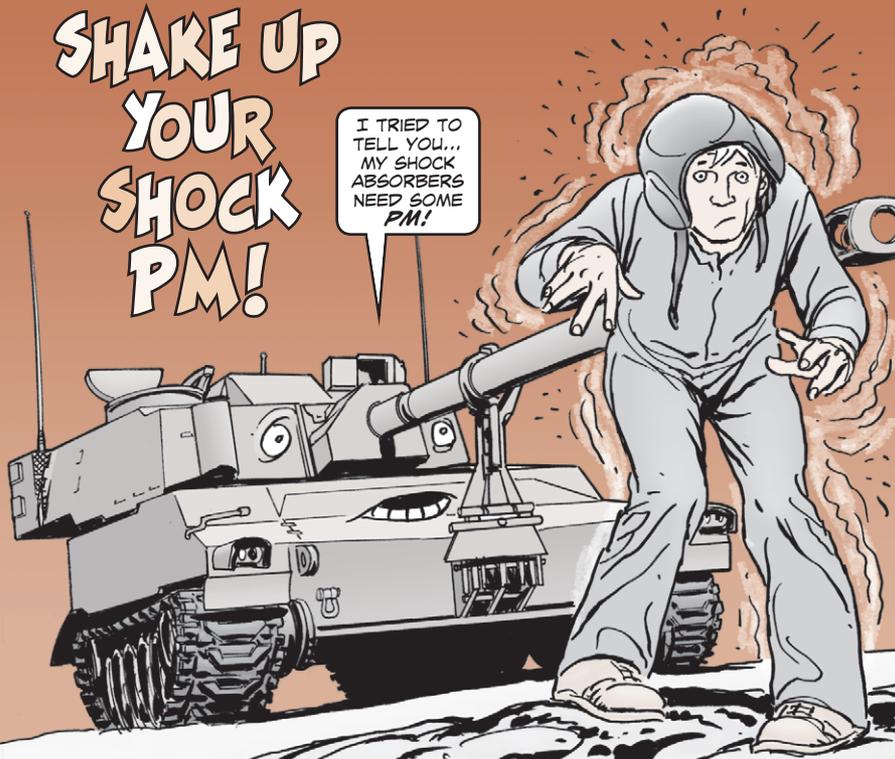


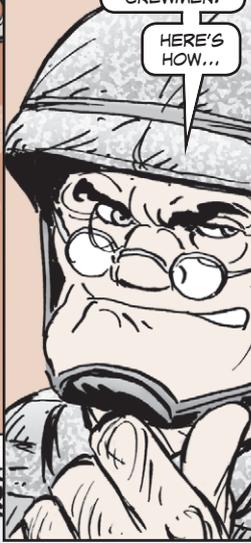
SHAKE UP YOUR SHOCK PM!

I TRIED TO TELL YOU... MY SHOCK ABSORBERS NEED SOME PM!

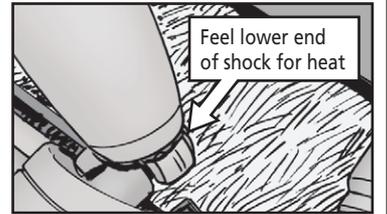


IT TAKES AN ALL-OVER, AFTER-OPERATIONS CHECK OF THE SHOCK ABSORBERS TO MAKE SURE YOUR PALADIN ISN'T ALL SHOOK UP, CREWMEN.

HERE'S HOW...



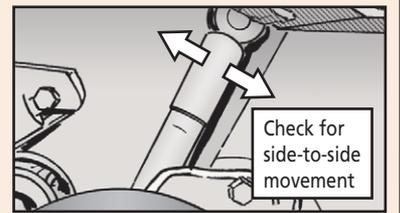
- Good shocks generate heat during operation. Cautiously feel the lower end of each shock absorber for heat. The shock should be warmer than the hull area around it, but not so hot that it could burn you. If the shock absorber is cool or too hot, report it.



- Take a close look at the joint line in the center of each shock absorber. If you spot any oil leakage, tell your mechanic.



- Check the shock absorbers for lateral movement. Some rotation on the bearing is OK, but your mechanic needs to know if there is any side-to-side lateral movement between the inner and outer bearing assembly.

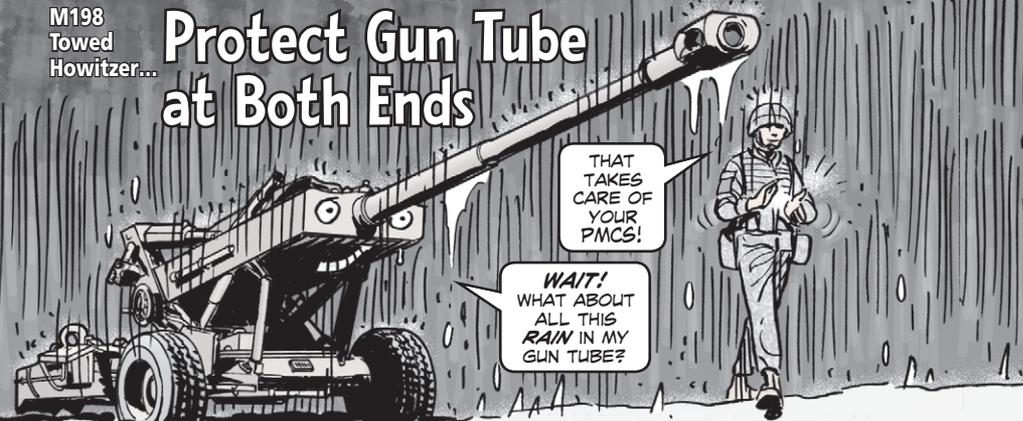


- Eyeball the hydraulic bump stops for damage or leaks and to make sure they are properly mounted. Good bump stops keep the shock absorbers from moving beyond their limits.

Protect Gun Tube at Both Ends

THAT TAKES CARE OF YOUR PMCS!

WAIT! WHAT ABOUT ALL THIS RAIN IN MY GUN TUBE?



Operators, you're not done with PM on your M198 howitzer until you make sure the muzzle brake plug and breech cover are in place.

Without the muzzle brake plug, NSN 1025-00-566-3789, rainwater drains down the gun tube to the breech. That rusts both the gun tube and the breech.

The breech cover, NSN 1025-01-038-6060, protects the outside of the breech from water and rust. If either the plug or cover is damaged or missing, order a new one.

Don't forget to install breech cover for protection

