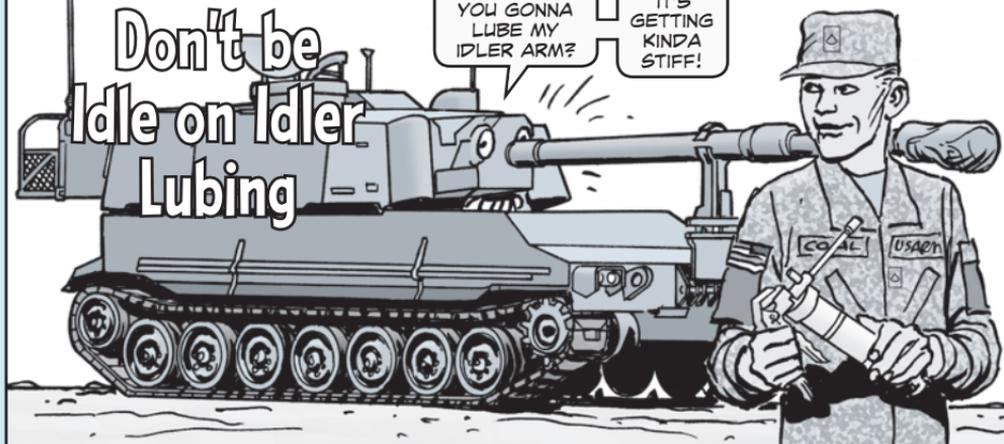


M109A6 Paladin...

Don't be Idle on Idler Lubing

HEY! AREN'T
YOU GONNA
LUBE MY
IDLER ARM?

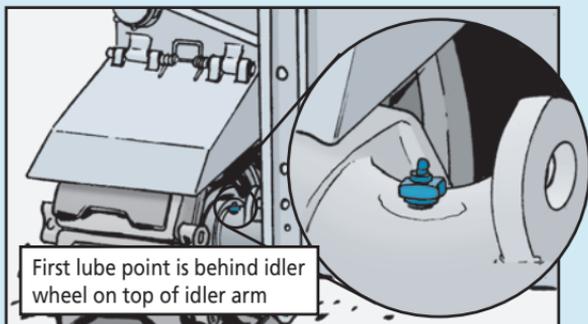
IT'S
GETTING
KINDA
STIFF!



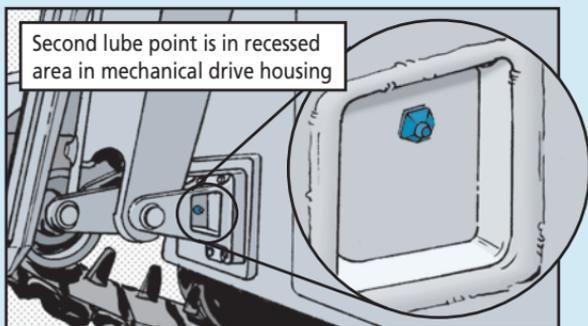
Out of sight, out of mind. That's the way it is with some lube points, crewmen. And the ones on your Paladin's idler arm and housing are a good example.

There are two lube points for the idler arm and housing. Miss them on a regular basis and the arm can lock up and even shear off during operation.

The first lube point is behind the idler wheel on top of the idler arm. It gets covered with dirt and mud, so it's easy to miss. Make sure you clean it off before lubing to keep from forcing in any dirt.



The second is in a recessed area inside the mechanical drive housing, NSN 3040-00-179-5562. Because the lube point sits back out of sight, it's often forgotten. You'll need to remove the pipe plug and replace it with a grease fitting, NSN 4730-00-050-4208, to lube this area.



Hit both lube points semiannually with GAA to prevent problems.