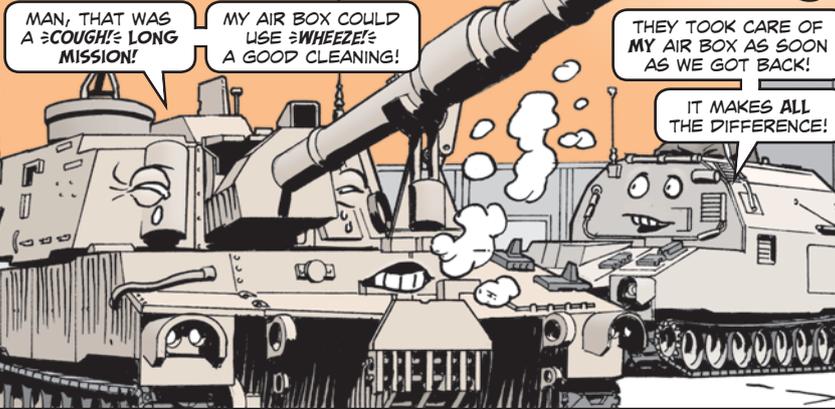


Air-Box in Need of Cleaning

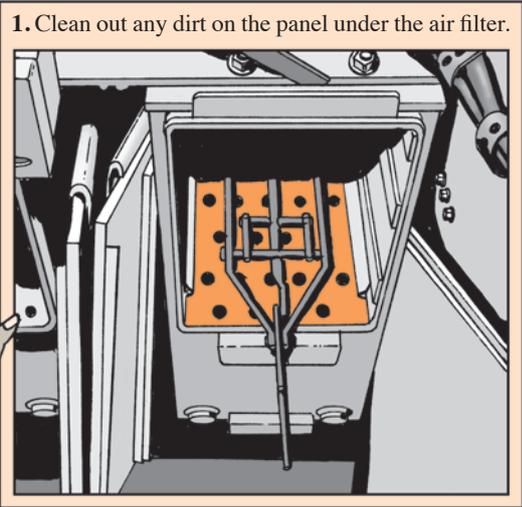


If you don't keep on top of them, dirt and dust have a funny way of building up fast. A quick look inside the air cleaner boxes in your howitzer or ammo carrier provides all the proof you need.

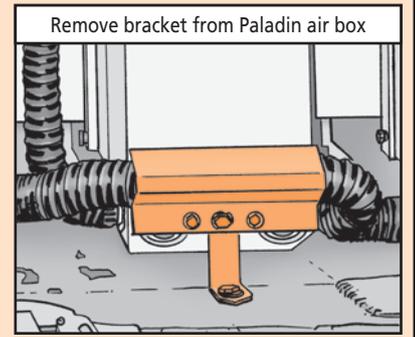
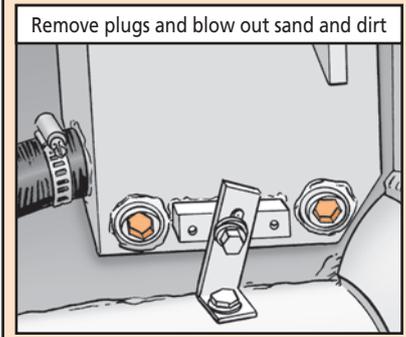
That's because dust and grit collect all over the boxes even under the best conditions. If you're deployed, that dirt, sand and dust collect a whole lot faster. When that happens, the air induction system exhaust fans just can't remove all the dust and grit.

So, next time you pull the air filters for cleaning, clean the air boxes, too.

AFTER REMOVING THE AIR FILTER, FOLLOW THESE STEPS...



2. Open the two plugs at the base of each air box and blow out all the dirt and sand with low-pressure air—no more than 30 psi. You'll have to remove the blower motor hose bracket to get to the plugs on the Paladin's left air box.



3. If the dirt and sand have hardened—which is what happens if water gets mixed in—you'll probably have to break up the mess with a screwdriver or chisel before blowing it out. Be careful not to damage the bottom of the air box, though.

Never clean the boxes by hosing them out with water. That leads to rust, which causes even more clogging problems.

REFUELING? CHECK THE GASKET!

Crewmen, when it comes to the fuel cap on your M109A6 Paladin, it's all about the seal.

Taking the cap off and on, exposure to the elements, and just plain old age take a toll on the rubber gasket on the underside of the fuel cap. When the gasket wears out, it no longer creates a good seal between the fuel cap and the filler neck rim.

That can let water and dirt seep into the fuel cells. And here's a news flash: The engine won't burn water or dirt very well.

So take a good look at the fuel cap gasket whenever you refuel. If the gasket is torn, cracked or just plain worn out, replace the fuel cap. A new cap comes with NSN 2590-00-798-4056.

