

HOW'RE YOU DOING TODAY, RUSTY?

I TOLD YOU NOT TO CALL ME THAT!

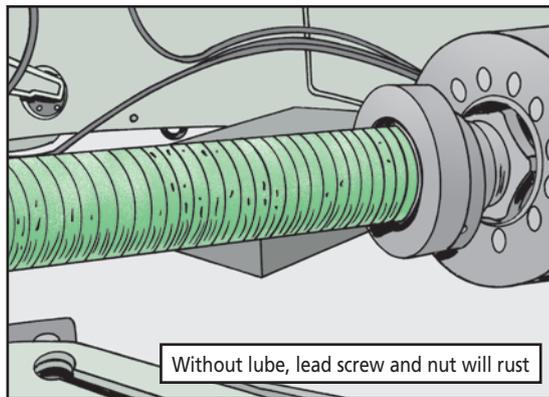
IT WASN'T MY FAULT THAT **NO ONE** LUBED MY ELEVATION GEARBOX LEAD SCREW!

A LITTLE LUBE NOW BEATS A LOTTA RUST LATER!

Dear Editor,

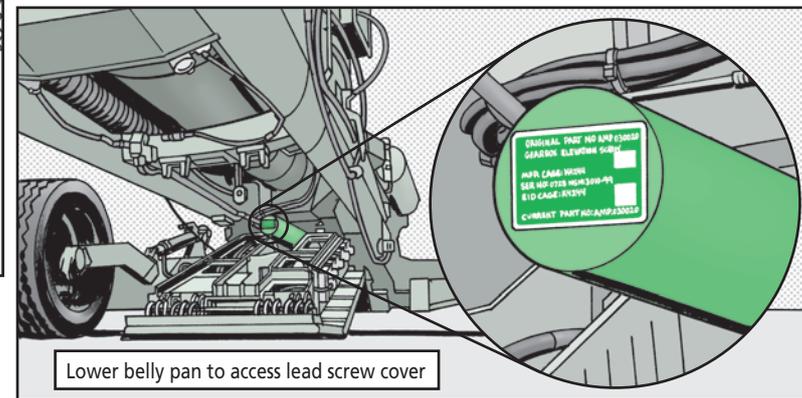
The importance of lubing the elevation gearbox's lead screw during quarterly services cannot be overstated. If the lead screw is left unlubed or only partly lubed, it will rust and the cylindrical nut seizes in place.

Repairing the damage is a very expensive and time-consuming process. It means removing the cannon tube, cradle and possibly even replacing the elevation gear box.



Without lube, lead screw and nut will rust

- Here's the way we lube the lead screw:
1. Raise the cannon tube to its maximum elevation.
 2. Loosen the clamp attached to the back of the elevation gearbox and slide back the boot.
 3. Clean off all the old grease and dirt. Then apply fresh WTR grease to the elevation lead screw. NSN 9150-00-944-8953 brings a 1 3/4-lb can of WTR.
 4. Reinstall the boot, then check it carefully to make sure it didn't rip or tear. A damaged boot lets in moisture that will wash away the WTR and quickly rust the lead screw. A replacement boot comes with NSN 5342-01-571-9453.
 5. Fully depress the cannon tube.
 6. Lower the undercradle electronics assembly (belly pan) located under the cradle. Inside you'll find the lead screw cover.



Lower belly pan to access lead screw cover

7. Open the cover to access the lead screw. Clean the exposed portion of the screw and apply new WTR. If the gasket on the lead screw cover shows no damage, you can reuse it until a new one is available. Install a new gasket from the elevation gearbox screw seal kit, NSN 1090-99-282-2448.
8. Close the lead screw cover and secure the belly pan back in place.
9. Fully depress and elevate the cannon tube a few times. That will ensure the entire length of the lead screw is properly lubed.

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Editor's note:
Excellent work, gentlemen!
Keeping that rust at bay will save units a lot of time and money later.