

FIREPOWER - WHEN IT'S NEEDED!

Mission-bound "high-bird" pilots have their hands full from the minute they pull pitch. The 'Cobra's armament subsystems have to work right.

Armament types can ease the load.

Find and correct any defects on the minigun and grenade launcher. Here's a fast rundown on what to check daily.

UNLOADING—Aim weapon toward clear area. No ramp-to-ramp people in the firing area. These aircraft electrical power switches off: Master arm; override pilot; circuit breakers.

Follow the poop in paras 2-24 and 2-25, TM 9-1090-203-12 (Apr 70) for unloading the 7.62-MM and 40-MM feed systems, ammo chutes, magazine assemblies, electrical connectors.

AND DON'T FORGET
TO USE THE BULLET
TRAP WHEN YOU PULL
A LIVE ROUND CHECK.

M134 MG AND GUN DRIVE ASSEMBLY

GUN BARRELS—Dirty, dripping oil, gunk-covered, powder-fouled. Cracked, broken, burred flange. Pitted, scored, excessive wear of lands. Bulges in barrel bores.

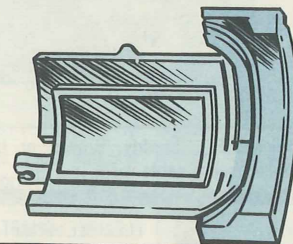
BARREL CLAMP—Worn, stripped, damaged spline nut threads. Distorted, cracked, broken barrel rings or central shaft

MOUNT—Loose.

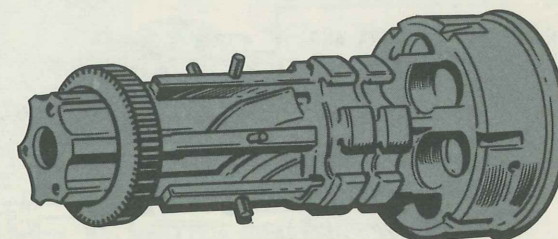
SUPPORT—Broken, dented, galled, cracked tubular walls. Warped face.

GUN HOUSING—Nicked, burred, unusual rubbing or wear of camming surfaces.

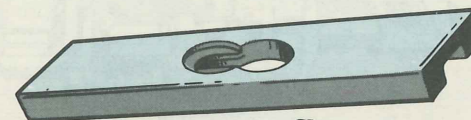
SAFING SECTOR AND HOUSING COVER—Dirty, loose. Nicked, cracked, broken, bent, distorted. Pins missing. Attaching points deformed. Cam path surfaces won't line up with gun housing.



ROTOR, ASSEMBLY—Dirty, powder-fouled, too oily. Bent stud. Front or rear gear teeth burred, pitted, chipped, cracked.



REMOVABLE BOLT TRACKS—Cracked, broken, distorted. Galled edges.



BOLT HEAD—Worn or elongated firing pin holes. Damaged, broken extractor lip. Worn or burred pins and locking surfaces.

FIRING BOLT ASSEMBLY—Nick-
ed, burred, galled trackways. Worn,
damaged roller.

SPRING—Broken, cracked. Com-
pression gone kaput!

PINS—Bent locking pin; spring
pin ends battered.

GUIDE BAR—Nicked, cracked, or
bent, won't control rounds.

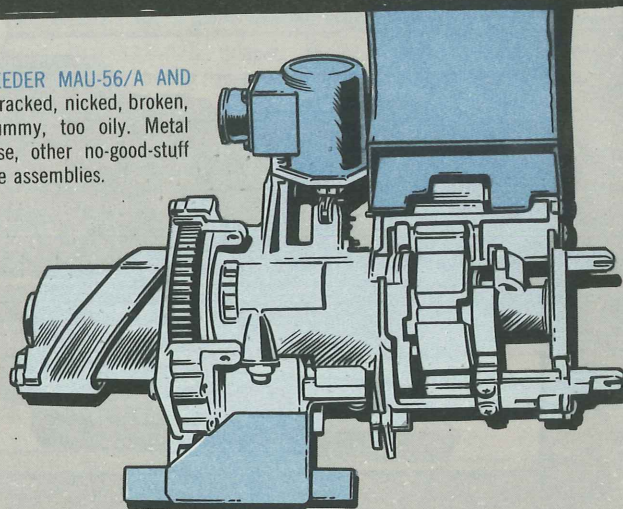
BEARING—Won't rotate free 'n'
easy.

GUN DRIVE ASSEMBLY—Dirty, cruddy. Broken or bent pins on
electrical connectors. Broken, loose cable wires.

TIMING PIN—Bent, broken parts.

FLEXIBLE SHAFT ASSEMBLY—Loose.

**DELINKING FEEDER MAU-56/A AND
AMMO CHUTE**—Cracked, nicked, broken,
scored. Dirty, gummy, too oily. Metal
filings, dirt, grease, other no-good-stuff
in ammo magazine assemblies.



BARREL—Bore and chamber too oily,
dirty. Powder-fouled barrel. Outer sur-
face too greasy. Eroded, pitted, damaged,
worn lands. Deformed, bulged barrel.

FRONT SUPPORT ROLLERS—Worn,
damaged, needs oil. Retaining rings loose.

BARREL CONTROL CAM—Too greasy.

DRIVE ASSEMBLY—Burred, nick-
ed, broken, dirty spur gears.

RECEIVER—Dirty, needs lubing.

FIRING PIN STRIKER—Tip burred
or broken.

FEED LEVER—Worn, cracked.

FEED GEAR—Worn, broken teeth.

FOLLOWING GEAR—Worn, broken
teeth.

FEED SLIDE—Burred.

FEED SLIDE ASSEMBLY—Missing or
damaged pin. Cartridge feed actuator
bearings, positioners, springs, retainers,
plunger, cartridge stop, lever, feed pawl
and plunger need lube. Burred, binding
guides 'n' slots.

YOKE GUIDE—Deformed, burred.

FIRING PIN—Damaged, worn, chipped.

BREECH INSERT—Eroded.

**GUN CRADLE, MAGAZINE, AMMO
CHUTE**—Dirty, excess grease, oil. Grem-
lins like solder, metal filings, dirt, gravel
that cause FOD. Broken, frayed wires.
Any component marred, scarred.

Hold one, Knucklebusters! This 40-
MM scatter gun has upteen spring pins.
Be extra c-a-r-e-f-u-l that nary a one of
'em is bent, broken, or has lost its pizzazz!

Hydraulic hoses and fairings get a 20-20 look for security, leakage.