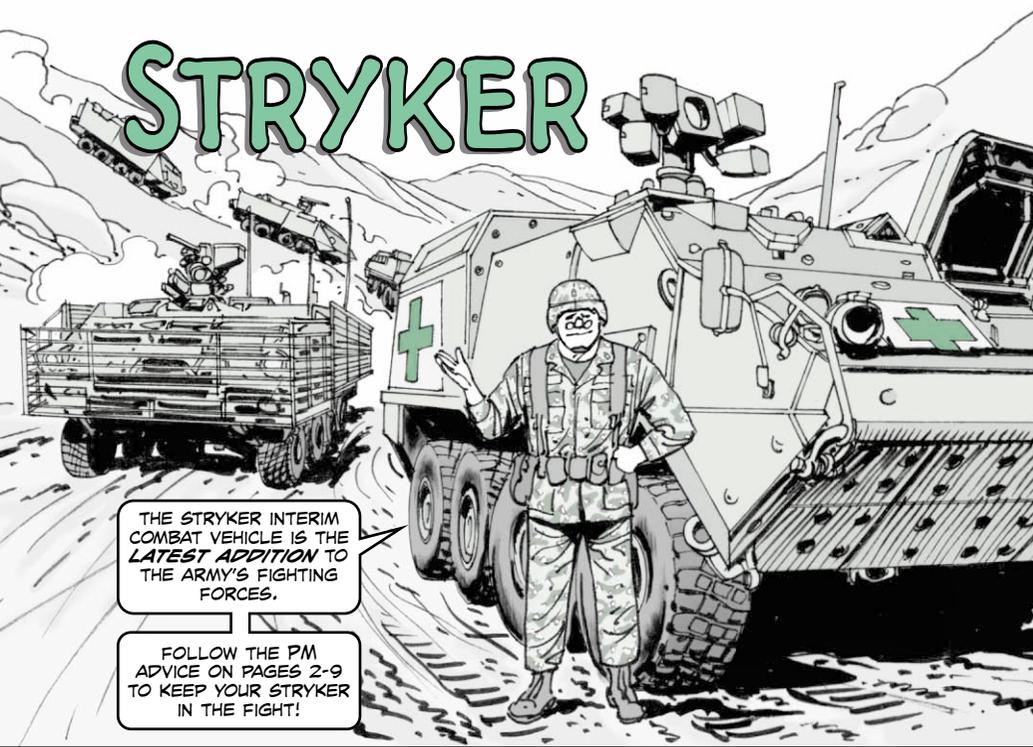


STRYKER



THE STRYKER INTERIM COMBAT VEHICLE IS THE LATEST ADDITION TO THE ARMY'S FIGHTING FORCES.

FOLLOW THE PM ADVICE ON PAGES 2-9 TO KEEP YOUR STRYKER IN THE FIGHT!

Keep Oil on the Level

How important is it to keep up with the oil levels in your Stryker? Just ask that Stryker driver on the side of the road. That's him over there. The one with his thumb stuck out.

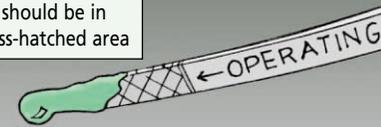


Engine Oil

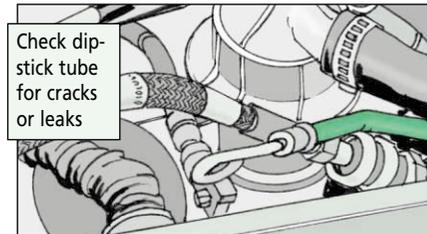
Always make sure your Stryker is on level ground before checking the engine oil level after operation. Also, the engine must be shut down at least 20 minutes before you pull the dipstick. The oil level should be in the cross-hatched area of the dipstick.

While you're checking the oil level, take a close look at the dipstick tube for cracks or leaks. Oil overfill, discolored oil, or a cracked dipstick tube deadlines the vehicle.

Oil should be in cross-hatched area



Check dipstick tube for cracks or leaks



On Board Oil Exchanger

Don't stop with just the engine oil dipstick. You'll also need to check the oil level in the on board oil exchanger (OBOE) after operation.

The Stryker's engine burns about 3 drops of oil for every hour of operation. That oil comes from the OBOE. If the oil in the OBOE runs out, you start burning engine oil. The Stryker automatically shuts down when too much engine oil is burned.

There are two sight glasses on the side of the OBOE. If you see oil in the top sight glass, you're good to go. If you can't see oil in the bottom sight glass, the OBOE is well overdue for a fill-up.

Look at both sight glasses on OBOE



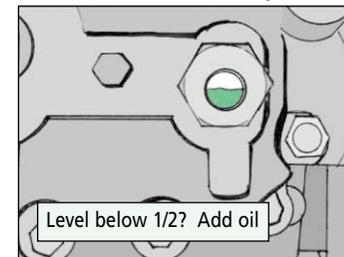
Differential

It's easy to forget to check the oil level in the differentials. After all, you have to crawl under the vehicle to do it.

Take a close look at the sight glass. The oil level should be at 3/4 full. If the level gets to 1/2 or below, fill the differential to 3/4 with gear oil, NSN 9150-01-035-5393.

Don't worry about overfilling. The bottom of the fill plug is just below the top of the sight glass, so you can't overfill the differential.

Level below 1/2? Add oil





Transmission

The transmission dipstick has a HOT and COLD range check. There's a good reason for that.

Transmission dipstick has HOT and COLD range



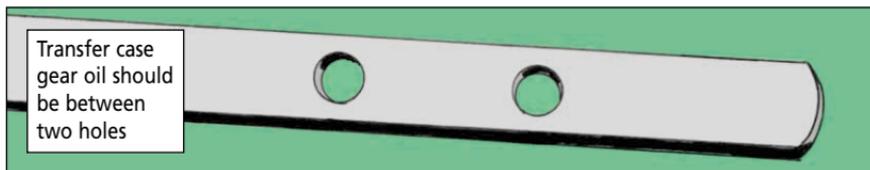
Do a COLD range check a couple of minutes after startup to make sure there's enough oil in the transmission for operation. After the engine has reached operating temperatures, do another check using the HOT range on the dipstick.

In both cases, the level should be between their respective ADD and FULL marks.

Check the dipstick tube for cracks or leaks, too. An overfill, discolored fluid or a leaking dipstick tube makes your Stryker NMC.

Transfer Case

Check the transfer case gear oil after operation. The oil level should be between the two holes at the end of the dipstick.



When removing the dipstick, make sure the gasket in the dipstick cap stays in place. It has a tendency to come loose and stay on top of the transfer case. The gasket is easily knocked off and lost in the vehicle's hull.

Without the gasket, the dipstick doesn't seal properly and dirt and other contaminants get inside the transfer case. Replace a missing gasket with NSN 5330-12-124-0982.

Wheel Hubs

Oil levels in the wheel hubs should be checked after operation—but not immediately after. You need to allow about an hour for the oil to run back from the planetary gears into the hub to get an accurate reading.

The correct oil level should be between 3/4 and 7/8 full in the sight glass.

