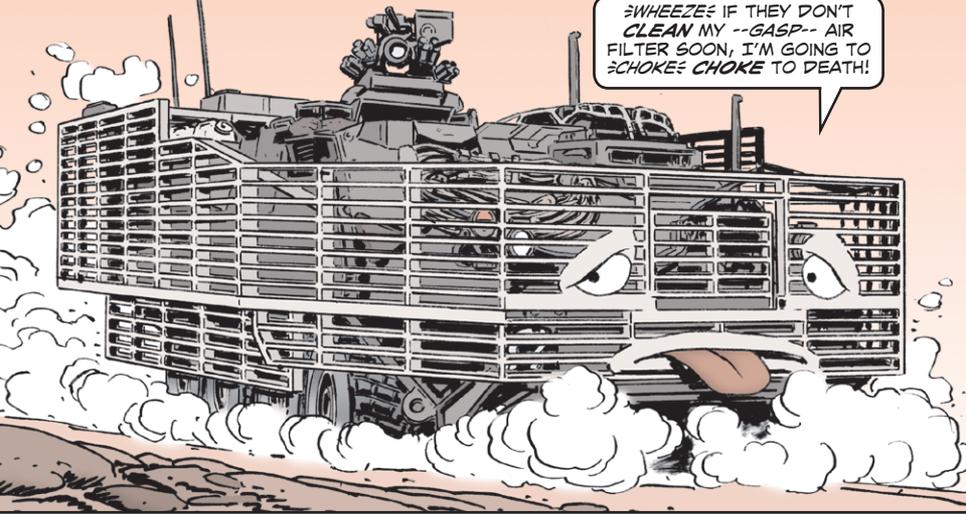


Stryker...

TO 'AIR' IS HUMAN

"WHEEZE IF THEY DON'T CLEAN MY --GASP-- AIR FILTER SOON, I'M GOING TO CHOKE! CHOKING TO DEATH!"



Drivers, you know how important it is to keep vehicle air filters clean in the desert. Well, the air filter element on the Stryker is no different.

Or is it?

Of course a clean air filter is vital if you want to keep your Stryker running. But there are a few crucial differences between the air filter on the Stryker and the ones used on other vehicles.

Air Flow

The Stryker has no air flow indicator or warning light to let you know the air filter is clogged. So you've got to clean it on a regular basis.

In the desert, you'll need to clean the air filter at least weekly—and sometimes even daily—depending on conditions. Pay attention to engine performance. If it begins to suffer, a clogged filter could be the reason.



Cleaning

The best way to clean is by blowing out the air filter element with low-pressure air. But you've got to do it right.

Most every vehicle air filter used by the Army requires you to blow air from the inside out to get rid of dirt and sand. **The Stryker air filter element is the exact opposite.**

First, unscrew the wingnut on top of the element and remove the bottom of the intake. Wipe the plate clean with a damp cloth.



With the open end down, blow low-pressure air from the **outside in**. That loosens sand and dirt and allows it to fall out through the center channel.

Make sure you use the tire inflation port on another vehicle, not your own. Running your Stryker to build up air pressure will allow unfiltered air into the engine.

If you don't have compressed air available in the field, turn the element upside down and shake it. You can also tap it lightly against your hand to loosen as much dirt and sand as possible. Don't hit it against anything harder—like the ground or the side of your vehicle—or you'll damage the element.

Give the filter a more thorough air cleaning as soon as you can.



PS MORE

Air Filter Canister

Once you've finished cleaning the element and plate, don't forget about the canister.

If the element was badly clogged, there may be a lot of dirt and sand in the bottom of the canister that needs to be cleaned out. Some loose sand may also fall out of the element as you're removing it.

Either way, if you don't get rid of it, that sand and dirt will immediately end up in the filter element as soon as the engine is started.



Watch Out for Water

Ever notice water inside the air filter canister once the element is removed? That means you're probably not using the environmental cover when the vehicle is parked.

Without the cover, rain and wash water enter the air inlet and pool at the bottom of the canister. The water combines with dirt and sand and eventually dries to a hard, concrete-like consistency.

The only way to get it out is to chip it loose with a screwdriver or chisel. That can cause a lot of damage to the canister bottom. So use the environmental cover whenever your Stryker isn't in use.

