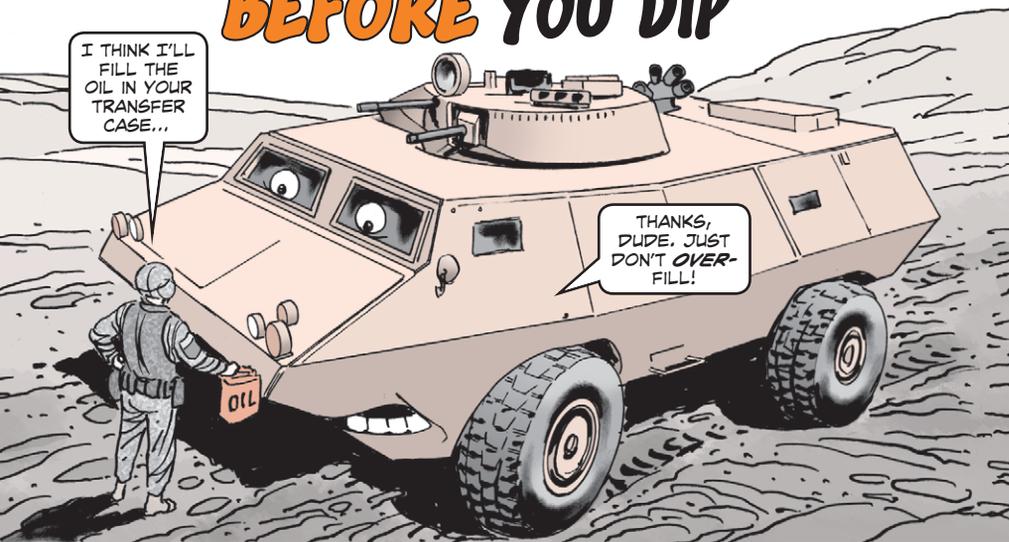


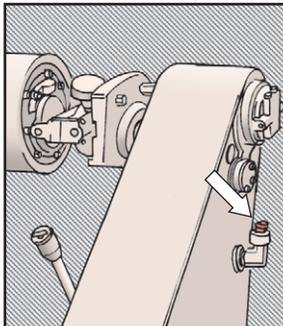
NOTE THIS TIP BEFORE YOU DIP



1. Park the vehicle on level ground.
2. Chock the vehicle's wheels.
3. Wipe the dipstick off and insert it fully into the tube.
4. Pull the dipstick out and check for oil on both sides. Make sure the dipstick registers some oil **before** the engine is started. This cold oil check ensures there's enough oil in the transfer case to prevent damage during steps 6-8.
5. Disengage the transfer case and release the parking brake.
6. Start the engine.
7. Run the engine in DRIVE at idle for two minutes. To be safe, remain in the vehicle with your foot on the brake while you do this.
8. Stop the engine and set the parking brake.
9. Pull the dipstick.

Is oil leaking from the transfer case oil fill plug of your M1117 armored security vehicle (ASV)?

That's what happens when you overfill the transfer case.



Oil leaks here mean transfer case is overfilled

PAGE 3-5 OF TM 9-2320-307-10 IS A LITTLE MISLEADING ON HOW TO CHECK THE TRANSFER CASE LEVEL.

UNTIL THE TM IS UPDATED, USE THIS PROCEDURE...

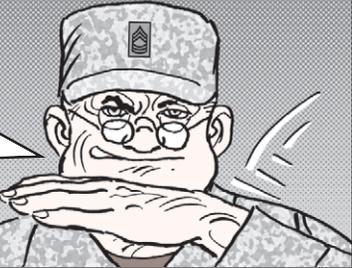


Oil should be visible between the two scribed lines



REMEMBER, THE OIL MUST BE VISIBLE ON **BOTH** SIDES OF THE DIPSTICK, BUT IT **SHOULD NOT** BE VISIBLE ABOVE THE HIGH LINE.

IF YOU SEE OIL **ABOVE** THE HIGH LINE, IT'S OVER-FILLED. YOU CAN DRAIN EXCESS OIL BY USING THE DRAIN PLUG ON THE TRANSFER CASE.



10. If the oil doesn't register above the lower scribed line, then slowly add 15W40 oil until it does.

M1000 Semitrailer Lug Nut

Use NSN 5310-01-270-5463 to get a left-hand lug nut for the M1000 HET semitrailer. This NSN replaces the one shown as Item 8, Fig 26 of TM 9-2330-381-24P.

M871A2 Air Brake Chamber NSN

Use NSN 2530-01-026-9361 to get the air brake chamber for the M871A2 semitrailer. The information for Item 3 on Page 14-1 of TM 9-2330-386-14&P doesn't apply now, since that part is no longer available.