

Stryker...

PUT THE BRAKES TO ELBOW PROBLEM

WHADDAYA
MEAN I MAY
HAVE A BRAKE
PROBLEM?!

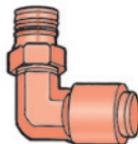
DON'T WORRY! A LITTLE
INSPECTION WILL TELL
US FOR SURE!

A brake problem isn't high on the list of things you like to have happen with the Stryker, mechanics.

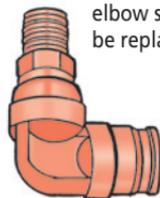
One way you can head off those problems is by inspecting the brake line's pipe-to-tube elbow, NSN 4730-01-456-5913, as soon as possible.

As PN 10624771-4, the elbow was supplied in both a long and short configuration. The short one's no problem, but the long one can interfere with the release valve assembly and the driver's bulkhead floor plate. That can keep the locking ring from engaging and allow the brake line to pop loose.

Short elbow,
PN 10624771-4,
is OK...



...but long
elbow should
be replaced



If your vehicle has the long elbow, replace it. Ordering NSN 4730-01-456-5913 will now get you either a new style elbow, PN 169PMT-6-4, or one of the good, short elbows, PN 10624771-4. The long elbows under that part number have been purged from the system.

To replace the elbow, follow the procedures in maintenance task *Tube B19 Replacement: Right Front Anti-Lock Brake System Solenoid Valve to Engine Bulkhead Elbow Fitting* in IETM 9-2355-311-13&P:

1. Chock the wheels.
2. Remove the composite floor plates.
3. Drain the air reservoir.
4. Remove the B19 tube from the elbow fitting on the engine bulkhead.
5. Remove the elbow fitting, PN 10624771-4, from the engine bulkhead.
6. Install the new elbow fitting, PN 169PMT-6-4, to the engine bulkhead.
7. Install the B19 tube to the new elbow fitting.
8. Pressurize the pneumatic system.
9. Use an ultrasonic leak detector, NSN 6635-01-183-8948, to check the new components for leaks.
10. Reinstall the composite floor plates.
11. Remove the wheel chocks.