

Stryker...

YOUR WHEEL HUBS ARE LOW ON OIL, SO I'M GONNA ADD SOME!

ARE YOU SURE THEY'RE LOW?

DID YOU WAIT LONG ENOUGH BEFORE CHECKING THEM?



Hub Oil Simplified

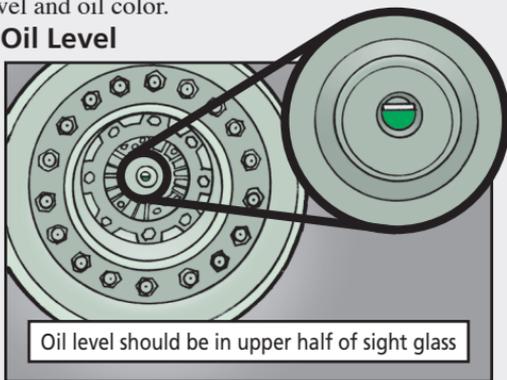
The wheel hubs on your Stryker have sight glasses for checking the oil, drivers. Easy stuff, huh?

It's a little more complicated than you might think. Checking the oil is actually a two-step process that involves oil level and oil color.

Wheel hub oil levels should be checked after every 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. Do it too soon and you'll end up overfilling the hubs.

The correct oil level should be in the upper half of the sight glass, usually between $\frac{3}{4}$ and $\frac{7}{8}$ full.

Oil Level



Oil Color

Oil color in your Stryker's hubs will vary. Knowing how to read the color code can head off damage.

New oil will be yellowish to clear in color. It soon turns black — usually within the first 25 miles or so. Either of those two colors are OK as long as the level is good.

But if the oil turns milky or greenish in color, you've got a problem. Those colors mean the oil is contaminated with water and has lost its ability to lubricate. Your Stryker is NMC until your mechanic can flush the contaminated oil and refill the hub with SAE 75W90 oil.

Mechanics, go slow and easy when replacing the oil. There is a small lip inside the filler hole that makes filling the hub slow work. Go too quickly and the oil will overflow all over the hub.

