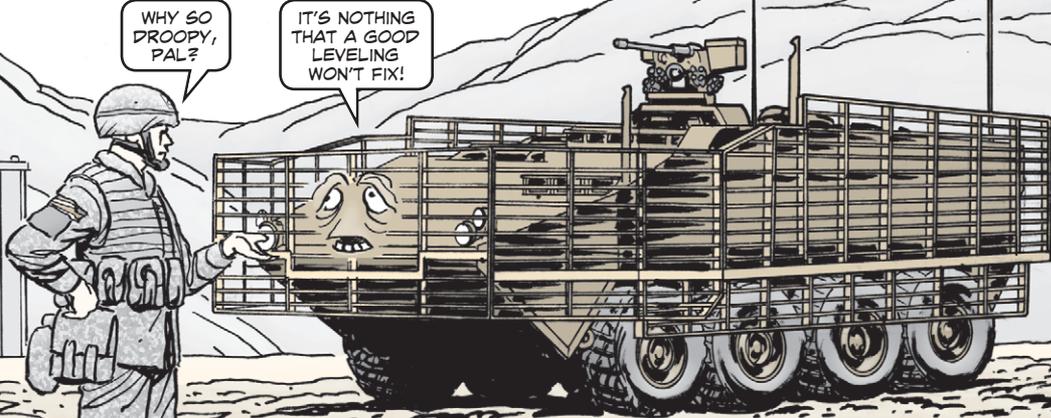


# DROOPY STRYKER NEEDS SOME HELP

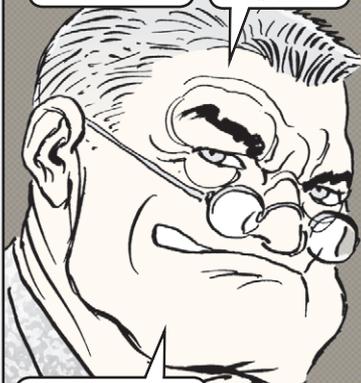


THE EXTRA WEIGHT OF YOUR STRYKER'S SLAT ARMOR CAN CAUSE A LOT OF LITTLE PROBLEMS, CREWMEN.

THAT MEANS YOU HAVE TO STAY ON TOP OF THEM SO THEY DON'T BECOME BIGGER PROBLEMS.

THE HEIGHT MANAGEMENT SYSTEM (HMS) IS A GOOD EXAMPLE.

THE EXTRA WEIGHT CAN KNOCK THE HMS OUT OF KILTER.

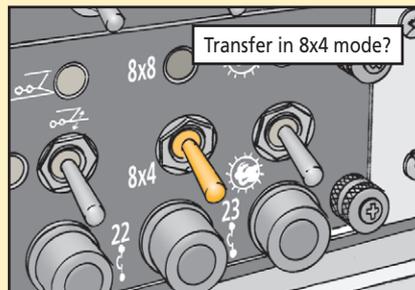


YOU'LL KNOW THIS IS A PROBLEM WHEN YOU SEE YOUR STRYKER SAGGING AT ONE OR MORE CORNERS.

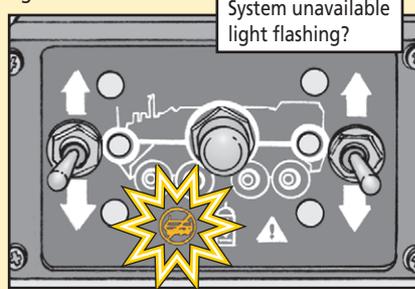
IF THAT HAPPENS, LEVEL YOUR STRYKER LIKE THIS...

1. Start the vehicle.

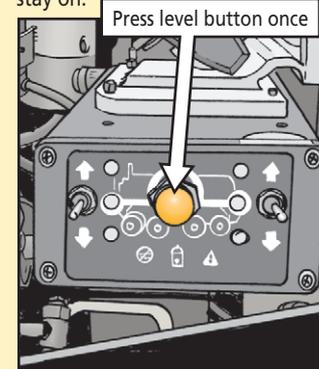
2. Make sure the transfer is in 8x4 mode.



3. Drive the vehicle over a smooth, level stretch of road. The Stryker **must** be moving faster than 0.3 mph, at constant speed, and in a straight line. If not, the system unavailable light will flash.



4. While driving, press the center button on the HMS panel one time. The front and rear middle LEDs will start flashing. The flashing will continue during the leveling process, which could take up to four minutes. Once the vehicle is level, the flashing will stop and the two LEDs will stay on.

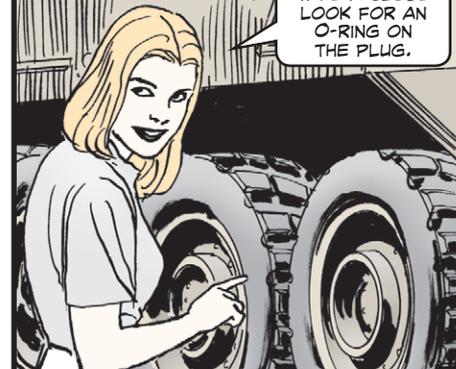


5. If your Stryker does not level on the first attempt, try it again. If it fails a second time, or if the system fault or low nitrogen lights come on, tell your mechanic.

Stryker...

# HUB LEAKING? LOOK FOR O-RINGS!

CREWMEN, WHEN YOU NEED TO ADD OR DRAIN OIL FROM THE HUBS OF YOUR STRYKER, TAKE A CLOSE LOOK FOR AN O-RING ON THE PLUG.



If that O-ring is missing or damaged, you won't get a good seal and the hub can leak. If the hub goes dry, it'll burn up.

Replace missing or damaged O-rings with NSN 5330-12-156-4524. If the old O-ring is undamaged, you'll need to wipe it off before reinstalling the plug. If there's a lot of dirt or sand on the O-ring, it won't seal properly and you've got leak problems again.

