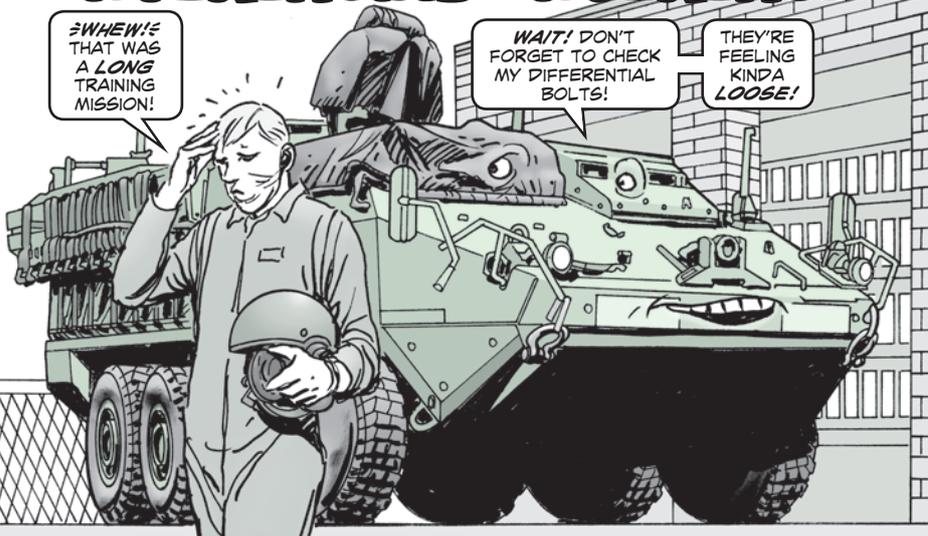


Stryker...

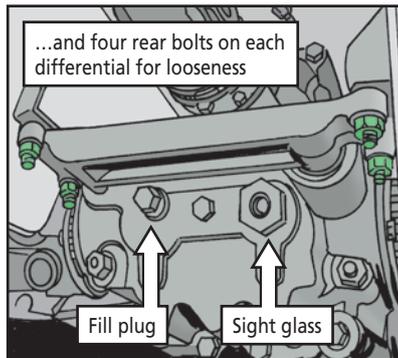
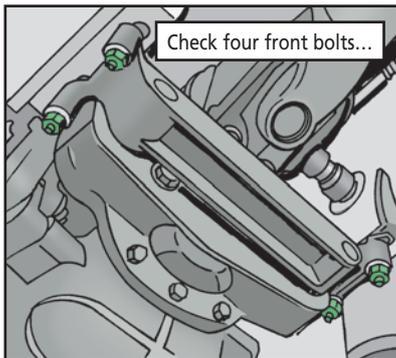
BOLTS MAKE A DIFFERENTIAL DIFFERENCE



Checking the differential bolts on your Stryker is a before- and after-operation PMCS check, drivers.

And it's an important one. Heat, vibration, and collisions with brush, rocks and other debris can be a real bolt buster. And that's enough to make you lose a differential.

Each differential has eight bolts, nuts and washers holding it in place. Each vehicle has four differentials, so you have 32 sets of hardware to check.



Look for shiny spots around the nuts and washers that indicate loosening bolts. If you see a shiny spot, report it.

Mechanics, add a few drops of sealing compound, NSN 8030-01-014-5869, to the bolt threads before torquing the nuts to 58-64 lb-ft. That'll help keep the nuts in place.

Replace missing bolts with NSN 5305-01-297-1865. A new nut comes with NSN 5310-01-155-3858 and a new washer with NSN 5310-01-265-6333.

While you're checking the bolts during after-operation PMCS, don't forget to take a quick look at the differential oil sight glass. The oil level should be 3/4 full in the sight glass.

If it's low, remove the fill plug and add gear oil, NSN 9150-01-363-1192, until it reaches the bottom lip of the fill port.

AVLB...

REMOVE IT OR LOSE IT!

When retrieving the bridge on your AVLB, you don't want *anything* in the way. 'Cause if it is, it's gonna get crushed!

Unfortunately, some drivers are forgetting to remove the AS-1729 whip antenna, NSN 5985-00-985-9024, before retrieving the bridge. That antenna has a lot of spring in it, but not enough to recover after being crushed by the bridge.

So remember to remove the antenna before recovering the bridge like it says in Step 31 on Page 0020-7 of TM 5-5420-202-10 (Dec 09). Then reinstall it after the bridge is in place.

