

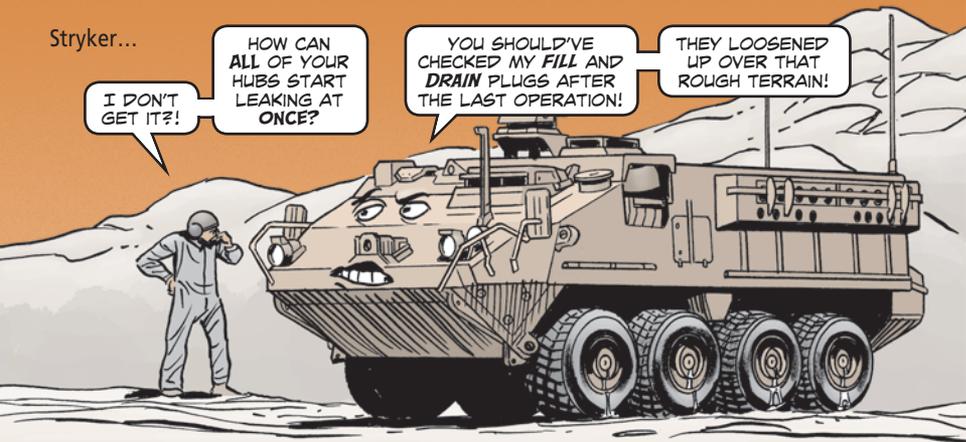
Stryker...

I DON'T GET IT?!

HOW CAN ALL OF YOUR HUBS START LEAKING AT ONCE?

YOU SHOULD'VE CHECKED MY FILL AND DRAIN PLUGS AFTER THE LAST OPERATION!

THEY LOOSENE UP OVER THAT ROUGH TERRAIN!



TWO STEPS TO HUB OIL CHECK

The wheel hubs on your Stryker have sight glasses for checking the oil, drivers. Seems like it oughta be an easy process then, 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.

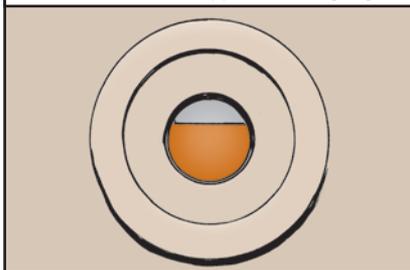
Oil Level

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.

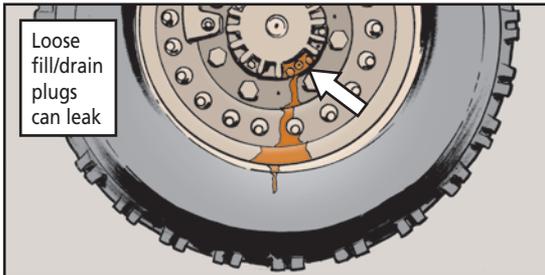
The correct oil level should be in the upper half of the sight glass, usually between $\frac{3}{4}$ and $\frac{7}{8}$ full.

Keep that oil level where it should be by checking the fill and drain plugs periodically. Sometimes those plugs can loosen during operation and allow the hub to leak. If you don't catch it soon enough, the hub can seize up.

Oil level should be in upper half of sight glass



Loose fill/drain plugs can leak



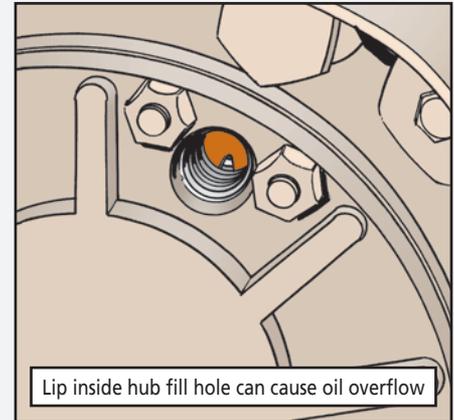
Oil Color

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 color works as long as the level is where it should be.

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, make sure you go slow and easy when replacing the oil. There's a small lip inside the filler hole that makes filling the hub slow work. Go too quickly and you'll have a mess to clean up when the oil overflows.



M1-Series Tanks...

Right Washers the Key

That clanging noise you heard coming from the rear of your tank might have been the engine exhaust grilles falling off.

That's because some mechanics figure any flat washer will do when bolting the grilles in place. But a common flat washer can't stop engine vibration from loosening the grate bolts. When the bolts work loose—CLANG!—off come the grilles.

So make sure your mechanic uses key washers, NSN 5310-00-824-5474, under the bolts. That's what's called for in the parts TMs. With a tab folded over the bolt head, each key washer keeps its bolt tight and the grilles where they're supposed to be.

Key washer tabs keep bolt in place

