

Stryker... **DON'T YOU DARE FORGET THE AIR!**



DRIVERS, YOUR STRYKER NEEDS CLEAN AIR AND LOTS OF IT TO KEEP OPERATING IN THE DESERT.

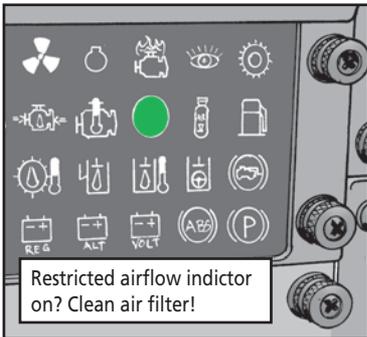
THE ONLY WAY TO KEEP THE CLEAN AIR FLOWING IS BY PRACTICING GOOD AIR FILTER PM.

THERE ARE SOME CRUCIAL DIFFERENCES BETWEEN THE AIR FILTER USED ON THE STRYKER AND THOSE USED ON OTHER VEHICLES.

Air Flow

The restricted airflow indicator on the driver's panel will light up when the air filter is clogged. But if you're operating in the desert, it's a good idea to clean the filter more often—even before the indicator light comes on.

In the desert, plan on cleaning the air filter at least weekly—and sometimes even daily—depending on conditions. Pay attention to engine performance, too. If it begins to suffer, a clogged filter could be the reason.

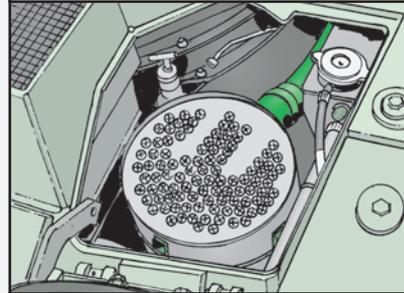


SO MAINTAIN 'EM BY THE TM AND TAKE CAREFUL NOTE OF THESE TIPS!

Removal

Before you can clean a clogged filter element, you'll have to remove it. Here's how:

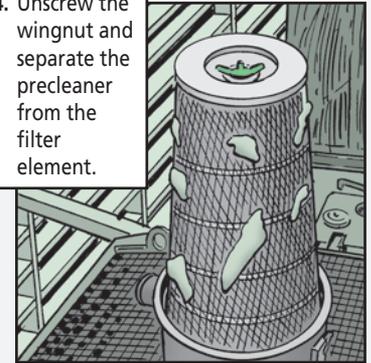
1. Disconnect the scavenger hose from the connector on the precleaner.



2. Release the three latches that hold the precleaner to the air cleaner housing.

3. Remove the filter assembly from the housing and turn it upside down.

4. Unscrew the wingnut and separate the precleaner from the filter element.



5. Inspect the gasket, NSN 5331-01-461-1526, and filter element, NSN 2940-01-460-4902. If they're damaged, replace them.

Cleaning

Turn the precleaner upside down and shake it to remove dirt and sand. Then wipe it off with a clean, damp cloth and set it aside.

Clean the filter element by blowing out dirt and sand with low-pressure air—no more than 30 psi.

Make sure you use air from another vehicle, not your own. Running your Stryker to build up air pressure will allow unfiltered air into the engine.

On most Army vehicles you blow air from the inside of the filter elements out to get rid of dirt and sand. **However**, the Stryker air filter element is the exact opposite.

Direct a jet of low-pressure air from the **outside in**. That loosens sand and dirt and allows it to fall out through the center channel.

If you don't have compressed air available in the field, shake and tap the element gently with your hand to loosen as much dirt and sand as possible. Don't hit it against anything harder—like the ground or the side of your vehicle—or you'll damage the element.

Give the filter a more thorough air cleaning as soon as you can.



Blow air from outside in

Cleaning, Part 2

Sometimes you can't get the filter element clean just by using compressed air.

In cases of stubborn dirt, soak the element in a solution of general purpose detergent, NSN 7930-00-985-6911, and warm water. Gently move the element in the solution to help loosen and remove dirt.

After cleaning for 15 minutes, remove the element from the solution and rinse it thoroughly with clean water from a low-pressure hose.

Let the element completely air dry before reusing it. You can also use low-pressure air to help dry the element faster.

Make sure you write down in the vehicle log book each time the filter is cleaned using the detergent solution. Once it has been cleaned with detergent six times, let your mechanic know. It may need to be replaced.

Air Filter Housing

Once you've finished cleaning the element and plate, don't forget about the housing.

If the element was badly clogged, there may be some of that dirt and sand in the bottom of the housing that needs to be cleaned out. Some loose sand and dirt may fall out of the element as you're removing it.

Either way, if you don't get rid of it, that sand and dirt will immediately end up in the engine as soon as the vehicle is started.

If one is available, a small vacuum works best to clean out the housing.

Watch Out for Water

Ever notice water at the bottom of the air filter housing once the element is removed? That means you're probably not using the environmental cover when the vehicle is parked.

Without the cover, rain and wash water enter the air inlet and pool at the bottom of the housing. The water combines with dirt and sand and eventually dries to a hard, concrete-like consistency.

The only way to get it out is to chip it loose. That can cause a lot of damage to the housing. So use the environmental cover whenever your Stryker isn't in use.

