

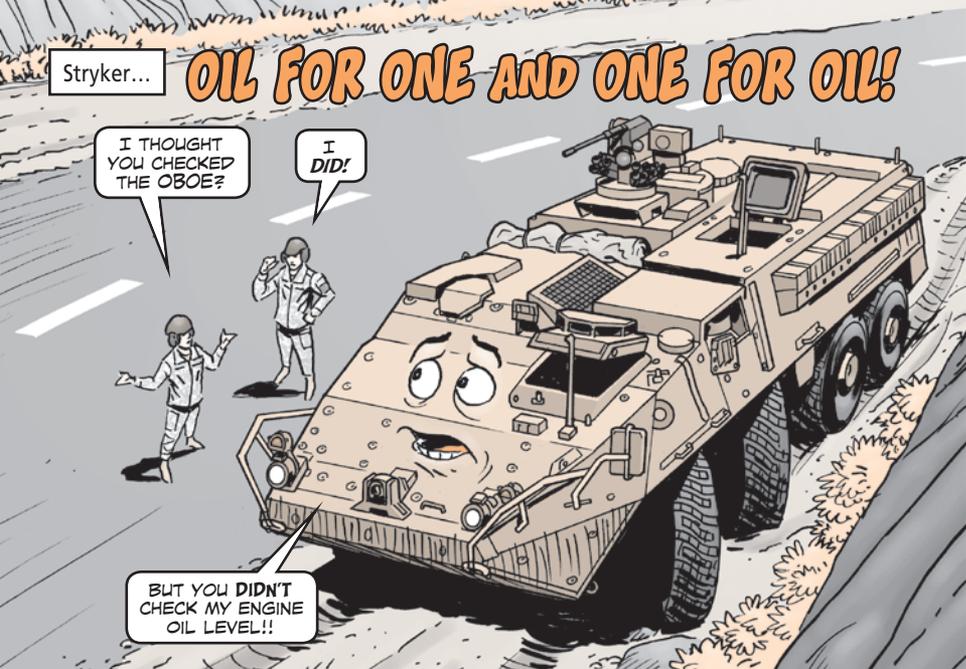
Stryker...

OIL FOR ONE AND ONE FOR OIL!

I THOUGHT YOU CHECKED THE OBOE?

I DID!

BUT YOU DIDN'T CHECK MY ENGINE OIL LEVEL!!



Crewmen, if you think keeping your Stryker's on board oil exchanger (OBOE) filled means you don't have to check the engine oil—you better think again!

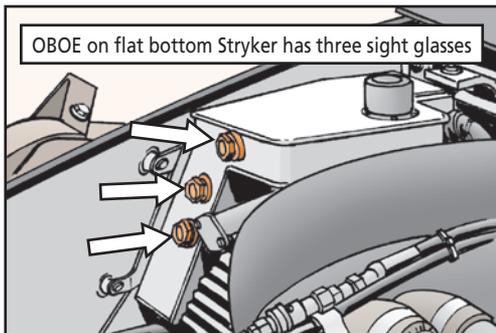
The OBOE works like this: For every 10 hours of operation, the OBOE takes approximately 1 quart of oil from the engine and injects it into the fuel system where it's burned off.

Then the OBOE replaces that engine oil from its 1.71-gal reservoir. When it's full, the OBOE can continue to replace the burned-off engine oil for about 60 hours before it runs dry.

When it's empty, the OBOE will continue to draw oil from the engine for burnoff. And if there's not enough oil for the engine, the engine burns up!

To keep that from happening, check the three sight glasses on the side of the flat bottom Stryker's OBOE. There's one at the top, one in the middle and one near the bottom. You're good to go if you can see oil in the top sight glass. But if you can't see oil in the bottom sight glass, your OBOE is WAY overdue for a fill-up.

OBOE on flat bottom Stryker has three sight glasses

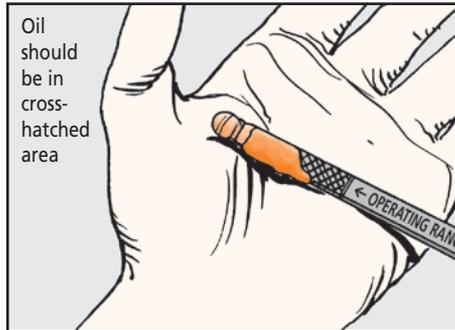


On the double V-hull (DVH) Stryker, the OBOE is located toward the front of the engine compartment and has a single sight glass. If the oil level is at the FULL mark, you are good. But if the oil level falls below the ADD mark, service the OBOE right away.

Some crewmen wrongly assume that just because they keep the OBOE filled, they don't have to check the engine oil. The **only** way to know if you have an oil leak or oil contamination is to check the engine oil.

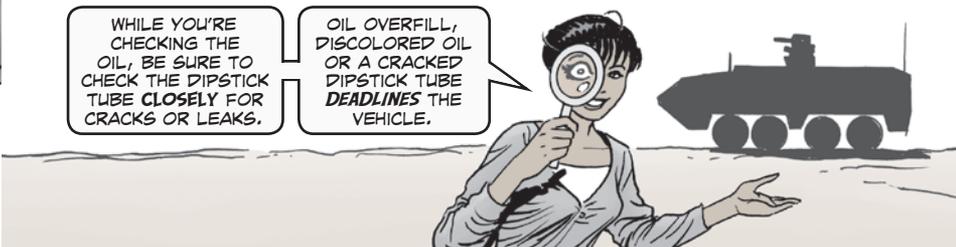
Before checking your Stryker's engine oil, make sure the vehicle is on level ground. And wait at least 20 minutes after shutting the engine down before pulling the dipstick.

The oil level should be in the crosshatched area of the dipstick. Look for whitish blobs that indicate water contamination. And take a sniff—if you smell fuel, the oil could be contaminated.



WHILE YOU'RE CHECKING THE OIL, BE SURE TO CHECK THE DIPSTICK TUBE CLOSELY FOR CRACKS OR LEAKS.

OIL OVERFILL, DISCOLORED OIL OR A CRACKED DIPSTICK TUBE DEADLINES THE VEHICLE.



Stryker...

WATCH YOUR STEP AROUND THE RESERVOIR

Crewmen, it's easy to put your feet in the wrong place when you're pulling the air filter on your Stryker for cleaning. But one wrong step and a big problem can follow.

The coolant reservoir can't support your weight. If you step on it, you may not see any apparent damage. But the inner seal can crack, sending all the coolant to the overflow tank and causing an overheated engine.

