

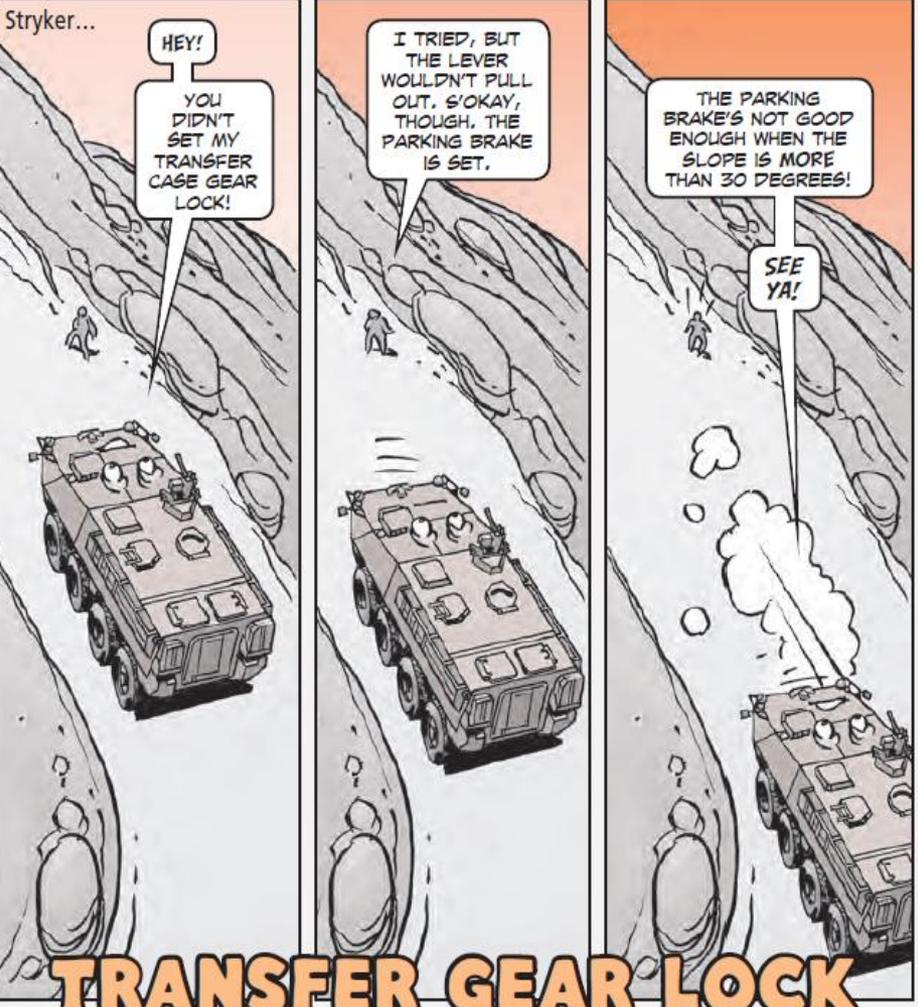
Stryker...

HEY!
YOU DIDN'T SET MY TRANSFER CASE GEAR LOCK!

I TRIED, BUT THE LEVER WOULDN'T PULL OUT. S'OKAY, THOUGH, THE PARKING BRAKE IS SET.

THE PARKING BRAKE'S NOT GOOD ENOUGH WHEN THE SLOPE IS MORE THAN 30 DEGREES!

SEE YA!



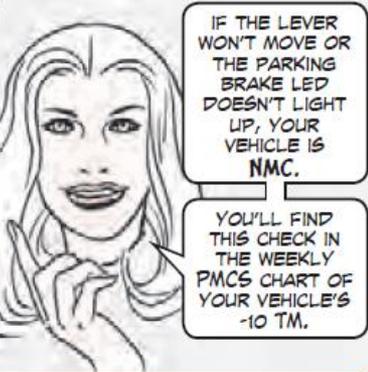
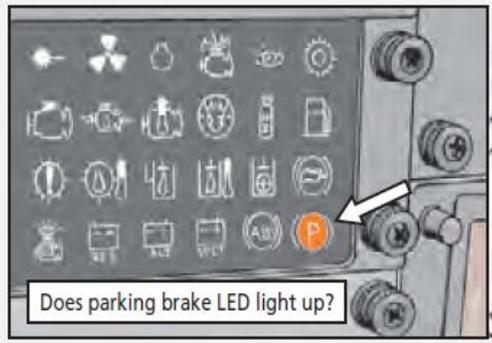
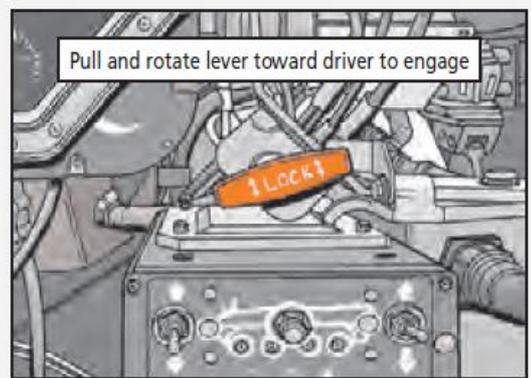
TRANSFER GEAR LOCK NEEDS EXERCISE

DRIVERS, IT MAY SEEM LIKE SMALL CHANGE, BUT WEEKLY EXERCISE FOR YOUR STRYKER'S TRANSFER CASE GEAR LOCK CAN PAY **BIG** DIVIDENDS!



Without that exercise, the control cable gradually loses its lubrication. The gear lock lever slowly gets stiffer until it eventually seizes up completely. That means risking a runaway vehicle if you park on a slope greater than 30 degrees, even with the parking brake engaged.

Exercising the transfer case gear lock is simple and takes only a few seconds. Just pull and rotate the gear lock lever towards the driver. While the gear lock is engaged, double-check to make sure the parking brake LED lights up on the driver's panel. To disengage, push and rotate the lever away from the driver. You're done!



IF THE LEVER WON'T MOVE OR THE PARKING BRAKE LED DOESN'T LIGHT UP, YOUR VEHICLE IS NMC.

YOU'LL FIND THIS CHECK IN THE WEEKLY PMCS CHART OF YOUR VEHICLE'S -10 TM.

M113A2 FOV...

NO LUBE FOR ME, PLEASE

You can't judge a book by its cover, crewmen. That's especially true when it comes to the pivot steer brake assembly hydraulic bleeder valves in the M113A2 family.

The valves may look a lot like grease fittings, but they're not. Grease dogs the valves and keeps you from bleeding the system. Cleanup is no fun, either. Your mechanic will have to remove the bleeder valves and clean them with solvents and compressed air.

It's easy to prevent this problem, though. Just make sure you keep the grease gun away from those valves the next time you lube.

