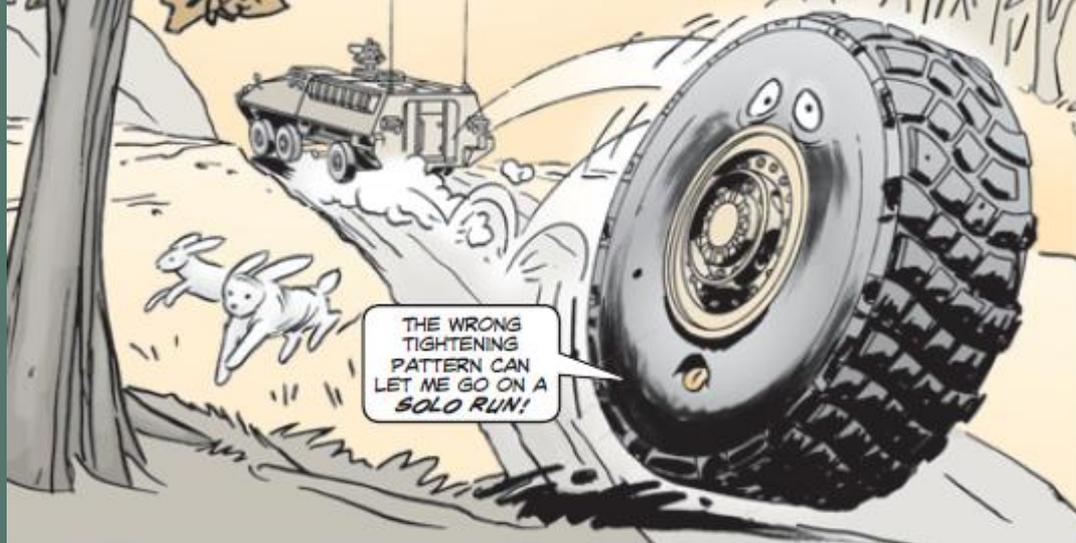


Stryker...

THE PROOF IS IN THE PATTERN



THE WRONG
TIGHTENING
PATTERN CAN
LET ME GO ON A
SOLO RUN!

Crewmen, when replacing or tightening a wheel assembly in the field, your best bet is to shoot for the “stars.”

Some crewmen are guilty of tightening those wheel nuts in a clockwise or counterclockwise pattern. They’re the same ones who end up with stripped lugs and nuts that loosen and fall off.

Instead, tighten the nuts in a criss-cross star pattern. That evens out the torque and keeps the nuts in place.

Just make sure you tell your mechanic when you get back from the field. He’ll tighten the nuts to the correct torque: 157-173 lb-ft on the first go-around and 214-236 lb-ft to finish.

