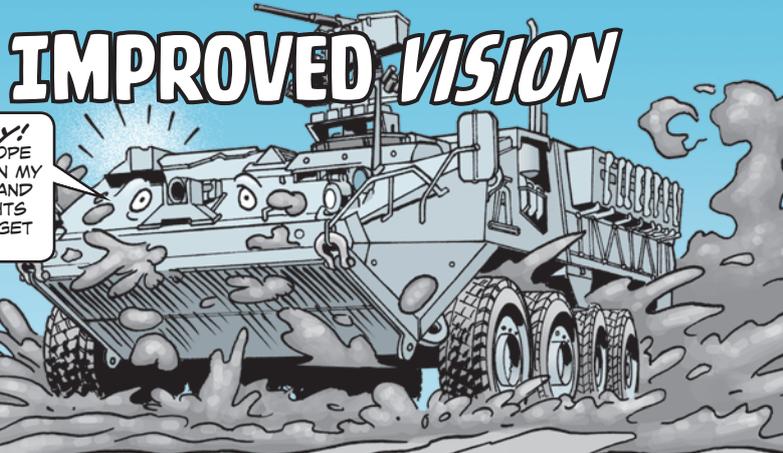


Stryker...

# IMPROVED VISION

**PTOOEY!**  
I SURE HOPE  
THEY CLEAN MY  
MIRRORS AND  
HEADLIGHTS  
WHEN WE GET  
BACK!

I  
CAN'T  
SEE A  
THING!



# PREVENTS A COLLISION!

HERE'S  
A LITTLE  
ACRONYM  
PUZZLER  
FOR YOU,  
DRIVERS:  
WYSIWYG  
(PRONOUNCED  
WIZZY-WIG).



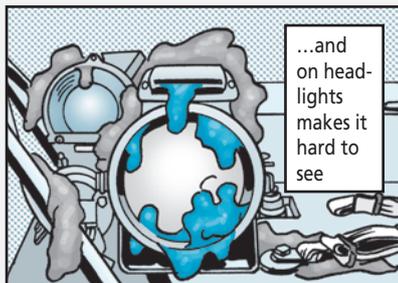
GIVE UP? IT STANDS FOR "WHAT  
YOU SEE IS WHAT YOU GET."

AND IF YOU HAVEN'T BEEN  
KEEPING THE SIDE MIRRORS AND  
HEADLIGHTS CLEAN ON YOUR  
STRYKER, WHAT YOU'RE SEEING  
IS CLOUDY AND HAZY.

The mirrors and headlights get splattered with mud during missions, so it's up to you to clean them off after every operation. If you don't, your vision is reduced and that can lead to an accident.



Mud splattered  
on side mirrors...



...and  
on head-  
lights  
makes it  
hard to  
see

The side mirrors are easy to clean. Just use some warm water and a clean, wet cloth. Make sure you wipe in one direction, though. Wiping in multiple directions is a good way to smear the mirror and increase the chance of scratching it.

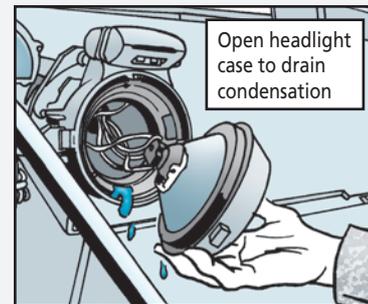
When the mud's gone, polish each mirror with some glass cleaner, like NSN 7930-01-326-8110, and a clean cloth.

Headlights are a bit more difficult. High-pressure water is out because it forces water inside the headlight case where it can short out the bulb.

Use a squirt bottle to gently spray the headlight with warm water. After the mud loosens, spray again and then wipe the headlight with a wet cloth. Rinse and repeat until the headlight is clean.

Even if you didn't use high-pressure water, those headlights are still going to get some water inside. How? Condensation.

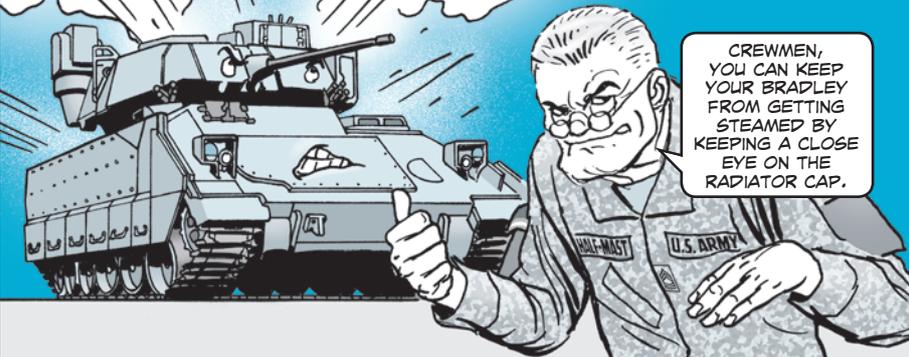
So when you're cleaning the headlight, look for water inside the case. If you spot any, open the case and drain it out.



Open headlight  
case to drain  
condensation

M2/M3-Series Bradleys...

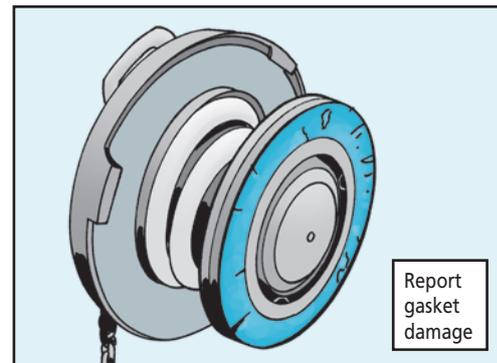
# BLOWING OFF A LITTLE STEAM



CREWMEN,  
YOU CAN KEEP  
YOUR BRADLEY  
FROM GETTING  
STEAMED BY  
KEEPING A CLOSE  
EYE ON THE  
RADIATOR CAP.

Opening and closing the cap wears out the rubber gasket inside. When the gasket wears enough, the cooling system can't pressurize properly, coolant escapes, and the vehicle overheats.

So, eyeball the gasket for cuts, tears or unusual wear. Report a bad radiator cap to your mechanic. He'll order a new one with NSN 5342-01-398-2835.



Report  
gasket  
damage