

BRADLEY BITS & TIPS

DO YOUR BRADLEYS A FAVOR AND LISTEN TO WHAT THESE GUYS FROM FORT STEWART HAVE TO SAY.



Dear Editor,

While helping to keep the Bradleys running here, we've come up with a few tips that will help Bradley crews everywhere.

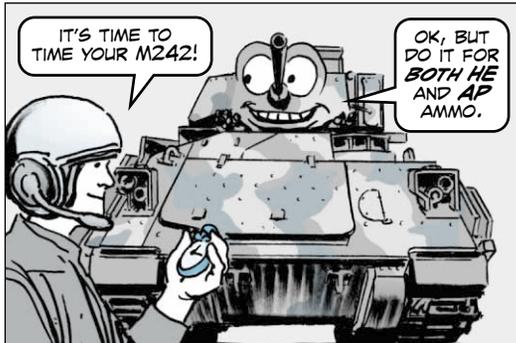
- **Verify the M242 gun's feeder timing for both HE and AP feed paths every time you install it, like it says in the Bradley -10 TMs.**

We run into crews who don't realize the importance of that. If the feeder's timing isn't verified for both feed paths, the gun may not fire and the feeder could jam.

- **Don't worry about the shorting plug on the new reduced white smoke Bradley engine.**

It's not needed. Some units are installing plugs from old engines on the new ones.

- **Hot down the NSN for the new engine compartment fire extinguisher: NSN 4210-01-388-7854.**



- **Remember voltage differences.**

The Operation Desert Storm (ODS) Bradley version requires 27-30 volts to recharge the batteries. But the old voltage gauge shows over 29 as overcharging. If your ODS Bradley gauge shows in the red, get your mechanic to make sure it's not charging more than 30 volts.

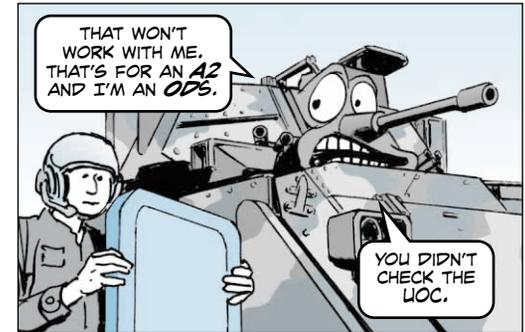
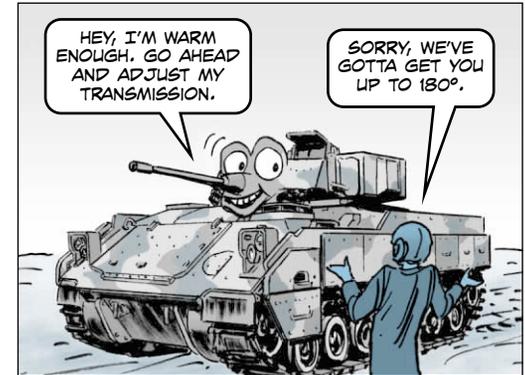
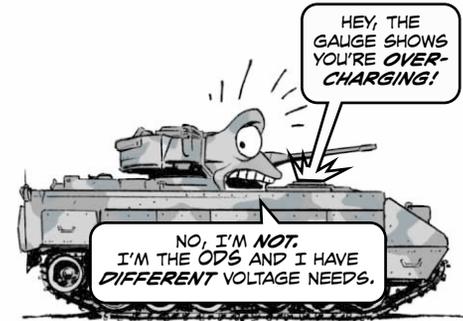
- **Repairmen, let the transmission warm up to 180-220°F before adjusting it.**

That will probably take 45 minutes if the Bradley has been sitting. If you try to adjust the transmission sooner, the transmission oil could be too thick, which would cause a bad adjustment. A bad adjustment could cause the Bradley to pull to one side or lunge forward or backward unexpectedly.

- **Keep in mind that TM 9-2350-284-24P-1 is for both the ODS and -A2 Bradley.**

So you need to pay attention to usable on codes (UOC) when you order parts or you could end up with something like a skirt that doesn't work on your Bradley version.

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(Editor's note: Wow, you guys know your stuff! Thanks for all the help you're giving Bradley crews.)