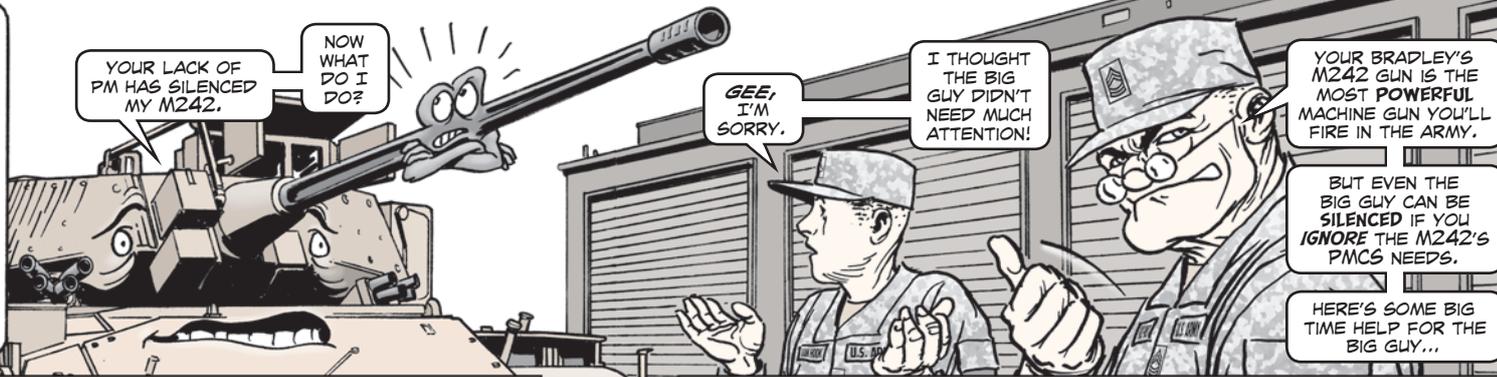


M2/M3-Series Bradley...

# Big Time Help for the Big Guy

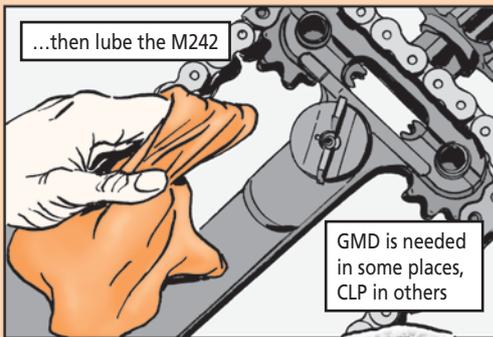
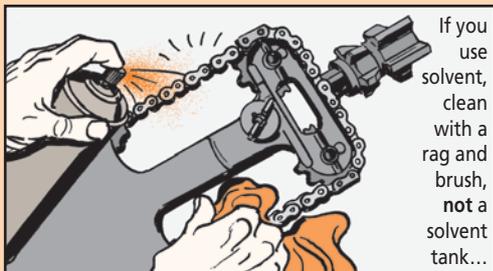


## Cleaning and Lubing

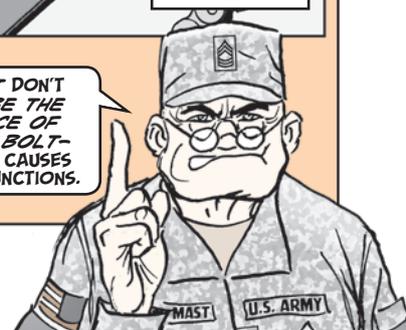
Solvent can make cleaning off carbon easier, especially on the bolt. But what you don't want to do is dunk the bolt in a solvent tank. The solvent ruins the bolt's track assembly gears, which means a trip to support. If you clean with solvent, use a rag and brush.

But once you're through cleaning, **you must lube the M242**. GMD is not pleasant to work with, but your M242 will suffer corrosion if you don't use the GMD. The barrel is especially prone to rust and needs a light coat of GMD inside the locking lugs and barrel support bearings. Use CLP on the rest of the barrel.

Don't get carried away lubing, though. More is not better. Too much lube attracts sand, which leads to jamming and a very dirty weapon. A light coat of GMD is all that's needed on the outside of the breech and locking lugs.



**BUT DON'T LUBE THE FACE OF THE BOLT—THAT CAUSES MALFUNCTIONS.**



## Assembly, Disassembly

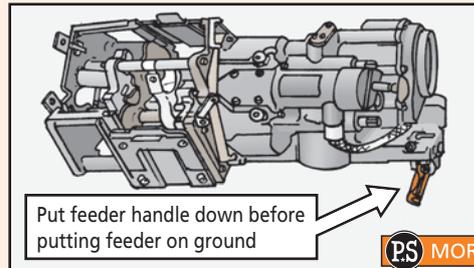
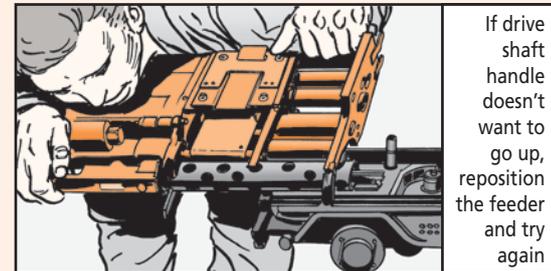
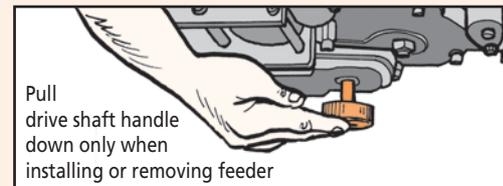
Pull the lower straight drive shaft down only when you're installing or taking off the feeder. And then put the drive shaft back up ASAP. If you leave the shaft down, count on it being bent.

When you install the feeder, make sure it's correctly installed on the receiver before you push up the lower straight drive shaft. If the shaft doesn't want to go up, the feeder isn't positioned right. Reposition it and try again.

Once the drive shaft handle is locked in place, the feeder handle should lock in the down position easily. If it doesn't, your repairman needs to check it out. If you try to force the feeder handle down, you could damage the 14-pin connector.

If you set the gun at 30 degrees, that makes it easier to maneuver the feeder on and off.

When you remove the feeder, make sure its handle is in the down position before you lay the feeder on the ground. That protects the feeder's 14-pin connector, which is easily damaged.

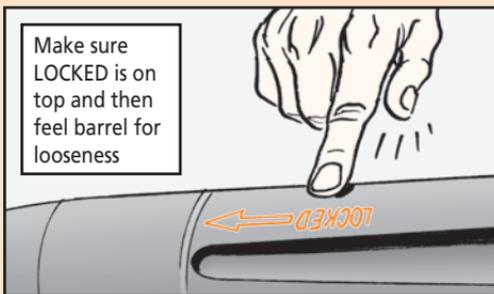


PS MORE

## PMCS

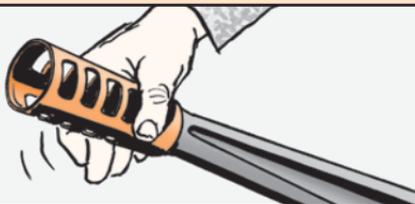
Make sure the barrel is actually locked in. Gunners have watched with dismay as their M242's barrel goes flying off because they didn't lock it in. Check that **LOCKED** is on top of the barrel, then move the barrel back and forth to make sure it's locked in. If it turns, tell your repairman.

Make sure **LOCKED** is on top and then feel barrel for looseness



Feel the muzzle brake for looseness, too. If it turns more than  $\frac{1}{4}$  inch, tell your repairman. Vibration can cause it to work loose and then it flies off during firing.

Feel muzzle brake for looseness, too



## Override Safety

If you have to operate the Bradley in override, make very sure the driver's hatch is down before you traverse the turret. If you forget, the M242 slams into the hatch, which can damage the muzzle brake and throw off the M242's zero.

## Manual Safety

Remember, turn the manual safety forward to fire and back for safe. If you force the safety the wrong way, it can be damaged. That allows the gun to be fired on **SAFE**.

## AP/HE Stops

If you can't get the AP/HE stops to move, don't try forcing them with something like a hammer. That just breaks the stop shafts. Let your repairman handle it.

