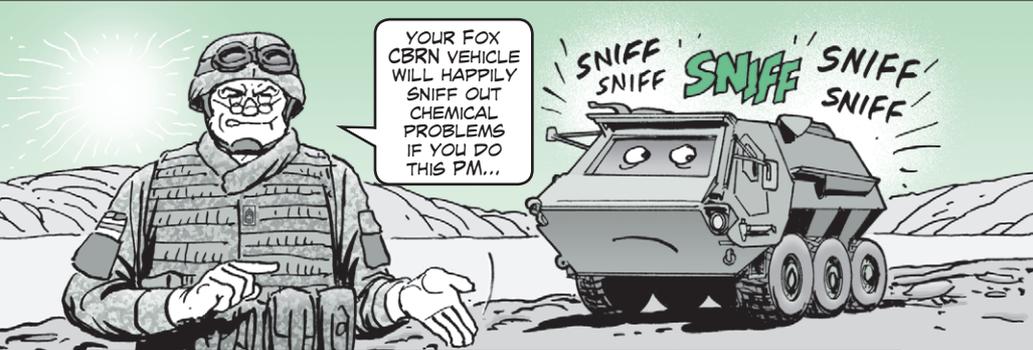


YEP, I THINK WE'VE OUTFOXED ANY PROBLEMS!



# Outfox Problems with PM

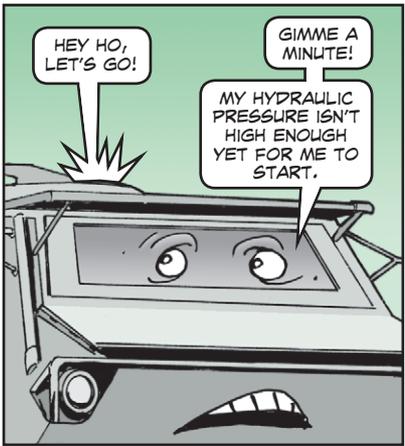


YOUR FOX CBRN VEHICLE WILL HAPPILY SNIFF OUT CHEMICAL PROBLEMS IF YOU DO THIS PM...

### Start Like This

Let the hydraulic pressure build up before you hit the START button. Otherwise, you can blow seals for the steering gear, the auxiliary motor, and the winch motor. After you turn the key from 0 to 1, wait 20 seconds for the auxiliary hydraulic motor to build up pressure. You'll hear it shut off when it's finished. Then hit START. If the motor doesn't shut off, you probably have a hydraulic leak. Tell your repairman.

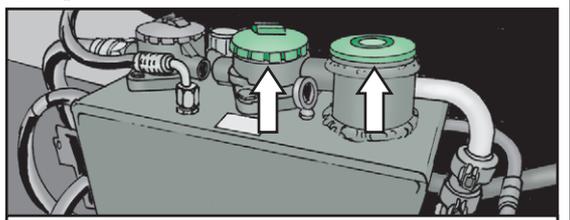
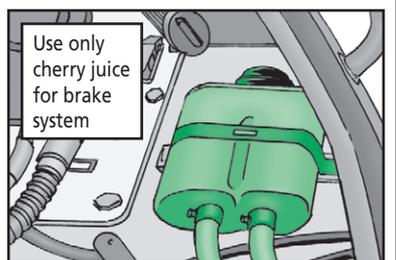
Be patient when you turn on the MM1 spectrometer. Wait till it reaches operating temperature in STANDBY before you operate. Otherwise, you will get sensor failures.



### Fluid Facts

Unlike most Army vehicles, the Fox does not use synthetic brake fluid. The only brake fluid for the Fox is H515 "cherry juice". If you use anything else, it damages the seals for the brake system.

Because the openings for the transmission fluid and hydraulic fluid are close to each other, it's easy to put in the wrong fluid if you're not paying attention. Just remember 10W oil goes in the transmission and 15-40 oil goes in the hydraulic system. The openings are marked to help you get it right.



Make sure you remember which fluid goes in which opening

### Get Your Gun

The grease gun is your Fox's best friend, but some Fox crews are forgetting that, especially when it comes to the drive train. What usually gets no grease relief are the steering knuckle and the yoke on the drive shaft. Major damage results. Get out the grease gun monthly and carefully follow the lubing instructions in the Fox's IETM. It doesn't take long but can save lots of repair costs.

