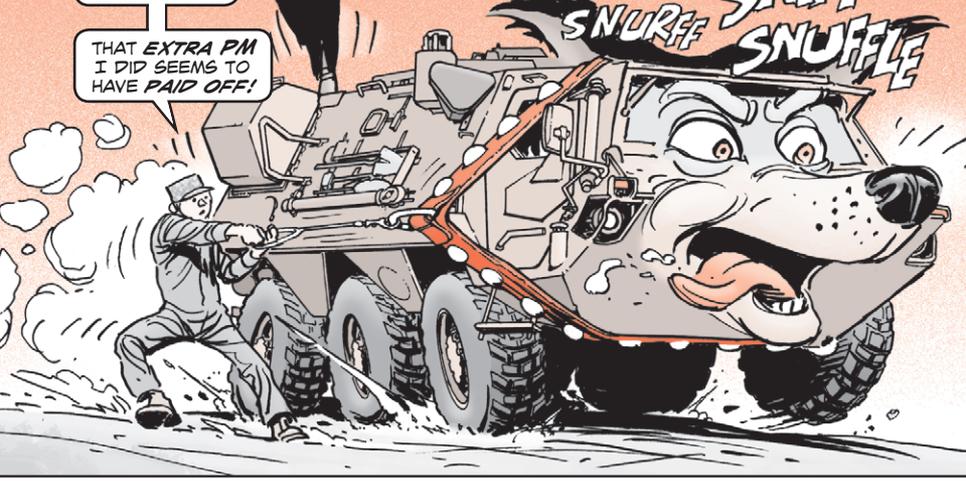


HELP FOX SNIFF OUT DANGER

WHOA!

THAT EXTRA PM
I DID SEEMS TO
HAVE PAID OFF!

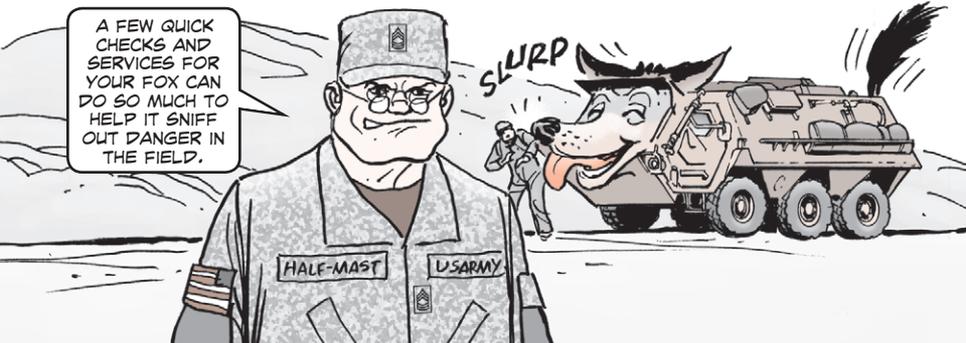


YOU REALLY
ARE READY TO
SNIFF OUT
DANGER!

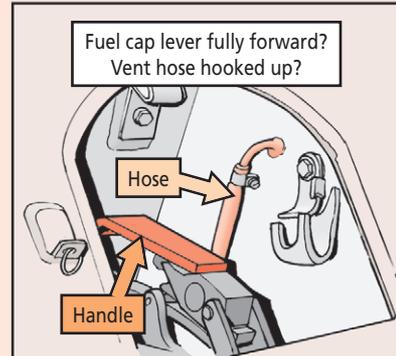


QUIT
TALKING
AND LET'S
GO!

A FEW QUICK
CHECKS AND
SERVICES FOR
YOUR FOX CAN
DO SO MUCH TO
HELP IT SNIFF
OUT DANGER IN
THE FIELD.

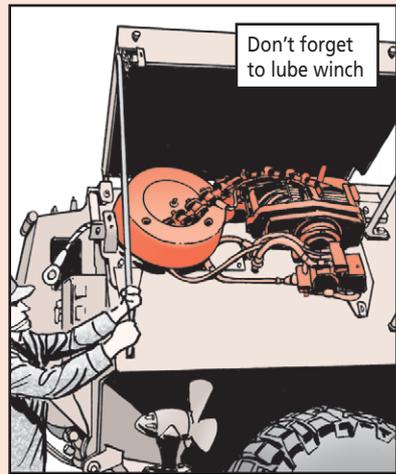


● If you're going to be swimming your Fox, make sure the seal for the fuel cap is in good shape. And make sure the fuel cap handle is fully forward. If the seal leaks or the fuel cap's not secure, water gets in the fuel and you could stall. Also make sure the fuel vent hose is hooked up or water can get in there, too.



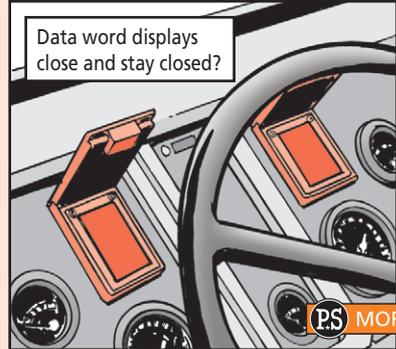
After swimming, remove the fill plug on the differential and check for milky fluid. That's a sign water has gotten in the differential, which could cause blown seals. Tell your repairman.

● When you're lubing, don't forget the winch and tow pintle. They're often ignored; then when you actually need to use them they're frozen with rust. Lube them with GAA weekly.

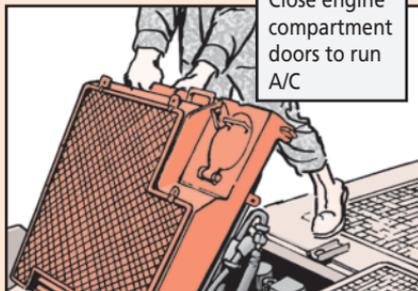


● Don't pull on the cable to disconnect the GPS. That pulls the cable's wiring loose. Hold the cable connector to disconnect.

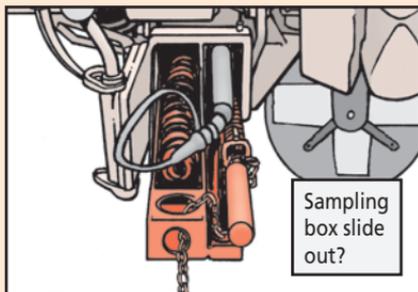
● Make sure the data word displays close completely and stay closed. If they don't, their flashing lights can point you out to the enemy.



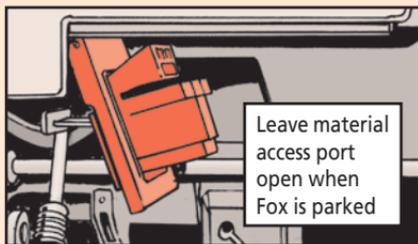
- Keep the front engine compartment doors shut when you run the A/C. If they're left open, the A/C can overheat and blow fuses.



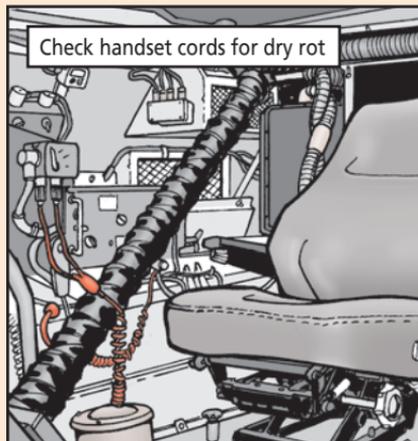
- Check that the sampling box slides out. If the box won't slide, clean and lube the tracks it moves on. Use a light lube like WD-40. Make sure the tongs are chained to the box or they will disappear in the field.



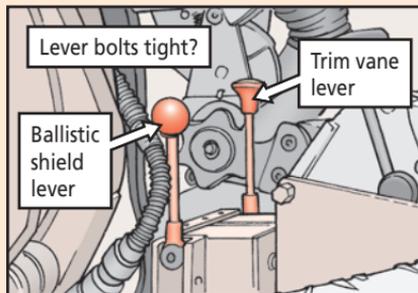
- Keep the material access port open when the Fox is sitting. That lets fresh air in the rear compartment. If the Fox sits sealed, it becomes a mildew jungle. Corrosion, electrical problems, and computer faults result.



- Check the cords for the handset in the rear for signs of dry rot. The handset is the main form of communication to the outside. If the cords short out, you've got problems. Report dry rot.



- All the hatches, windows, and doors have levers held on by bolts. The bolts work loose over time and can come out completely. Then the lever comes off. Check the bolts quarterly for tightness.



- When you're training at night, check the night vision devices. You can't check them during your daily PMCS because of sunlight, so night is your only opportunity to make sure they work.
- If you have to remove the belly plate, first pull out the hydraulic system fuse. If you don't, you could damage the electronic hydraulic pump.