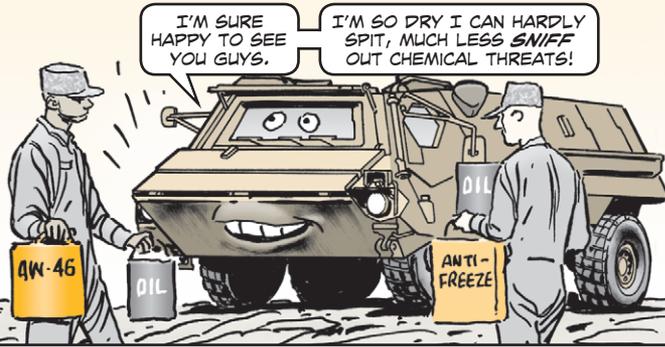


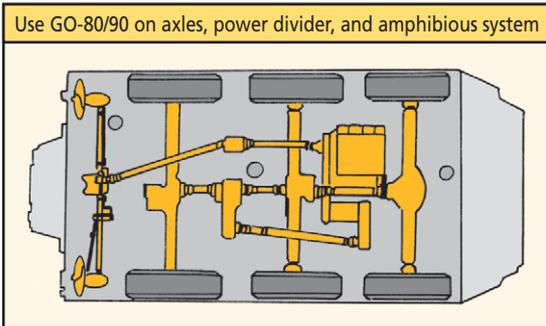
# DON'T LET FOX RUN DRY



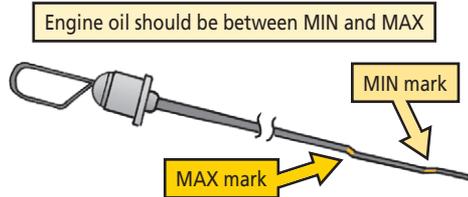
The Fox can be quite thirsty when it comes to fluids: engine oil, transmission fluid, hydraulic fluid, antifreeze, even grease. If you let your Fox run dry, it will stop in its tracks. Mission missed. Expensive repairs to follow.

Pay attention to fluids and where they go. Crews sometimes use the wrong fluid or put fluid in the wrong place. All the fluid filler spouts are clearly marked for what they go to. So make sure you don't pour oil or transmission fluid in the radiator. Yes, that has happened! Here's a quick rundown of the fluid checks and what specific fluids are needed:

**Axles, power divider, amphibious system.** They take GO 80/90. For the axles, the fluid should reach the lower edge of the fill hole. On the planetary gear set cover of the first and second axle, read the fluid level in the window. For the steering knuckles, use the dipstick from your tool bag to measure.

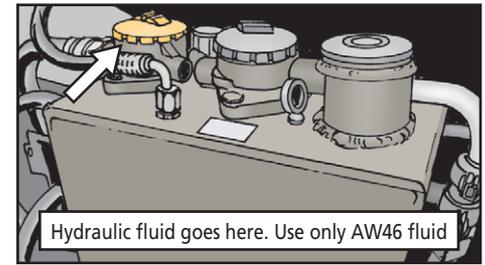


**Engine oil.** Use OE/HDO-15/40. With the engine off, the reading should be between MIN and MAX. If the engine has been running, wait at least three minutes after shutdown to measure.

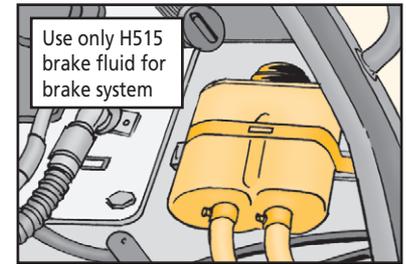


**Transmission oil.** Use OE/HDO-10. The transmission oil should be at MIN level before starting the engine. With the engine idling, the reading should be between MIN and MAX of the first range (30°C). But remember to pay attention to the engine temperature. Read the temperature gauge. The cold range on the dipstick is the lower range (30°C) and the warm range (80°C) is the higher.

**Hydraulics.** Do not use cherry juice. You are supposed to use H540, but unfortunately there is none in the supply system. Hydraulic fluid AW46 from your main battle tank can be used instead. Make sure it's not red and it's not petroleum-based. There is no NSN for AW46, but your Fox maintainer can get you all you need.



To check hydraulic fluid, turn the main power switch to Position 2 and wait until the electro-hydraulic pump shuts off. The fluid level should be between MIN and MAX.



**Brake system.** Use H515 brake fluid only. The master cylinder reservoir under the dash should be up to MAX. The system expansion tank behind the driver should be up to MAX. NSN 9150-00-082-7524 gets 10 gallons of H515.

**Air brake frost protector.** Use denatured alcohol. On the dipstick it should read between MIN and MAX. When the locking T-rod is in WINTER (the lower) position, the brake system is fed with denatured alcohol and moisture in the air lines does not freeze. During the summer, turn the T-rod 90° and let the rod come up.

**Cooling system.** Use ethylene glycol antifreeze in a mixture of 1/2 antifreeze and 1/2 water. Check the antifreeze with the engine cold. The level should be within one inch of the sensor in the fill neck. Test the strength of the antifreeze with the antifreeze solution tester. You don't want the antifreeze too weak or too strong. If it's too weak, the coolant could freeze in the cold. If it's too strong, the engine won't be cooled sufficiently in hot weather.

**Grease fittings.** Use WTR aircraft grease. Use your on-board grease gun because US grease fitting adapters are a bit too big for the Fox fittings. Lube the fittings until grease becomes visible.

