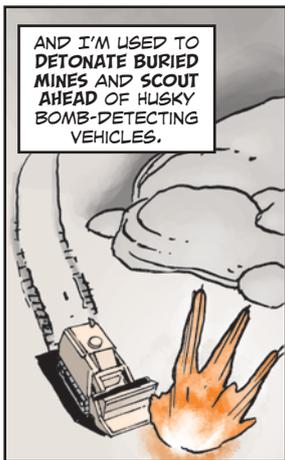
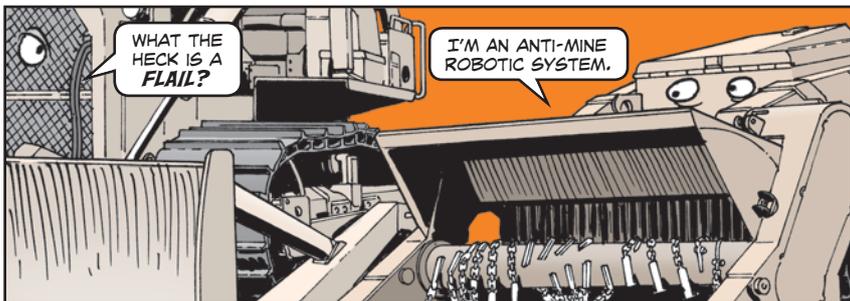
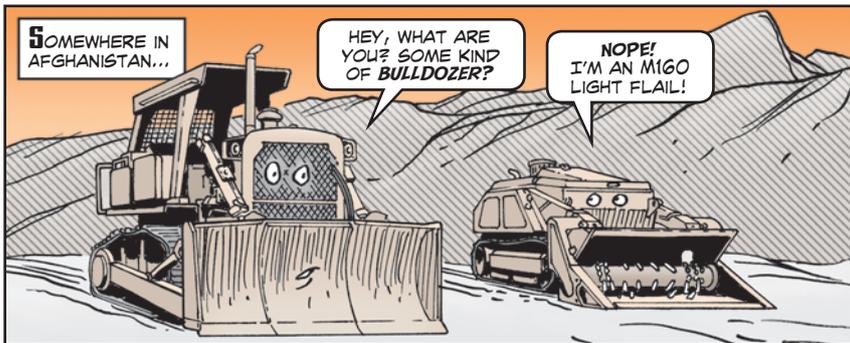
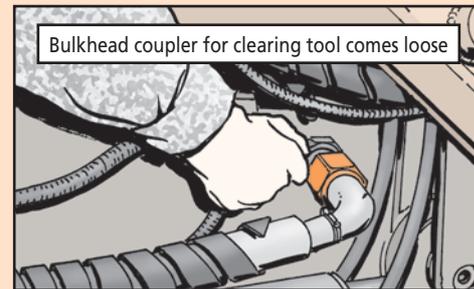


M160 Light Flail Robotic System PM



Bulkhead Coupler

Vehicle operation causes the bulkhead coupler for the vehicle's clearing tool to come loose. You'll know something's up if hydraulic fluid is leaking from the coupling. If so, tell your mechanic. He can squirt a few drops of high-strength sealing compound on the coupler's threads before re-tightening. NSN 8030-01-158-6070 gets a 50-ml bottle.

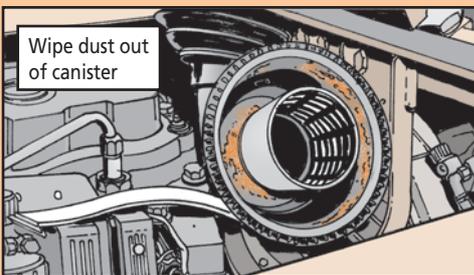
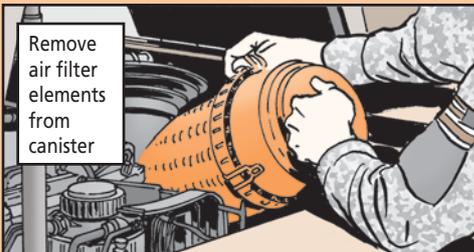


Air Filters

A clean air filter element is crucial, especially in dusty areas. Open the canister and pull out the air filters. The secondary filter is inside the primary.

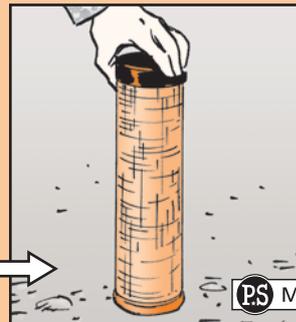
Use low-pressure air—30 psi or less—from inside to outside to loosen dirt and sand from the primary filter element. Never bang the filter on a hard surface. Replace the primary air filter element once a year, or after six cleanings. When the secondary filter gets clogged, replace it.

There's a quick way to tell if the secondary filter is clogged after installing a clean or new primary filter element. Look for excessive black exhaust while starting the vehicle.



Use low-pressure air (30 psi) from inside to outside to loosen dirt and sand from primary filter element

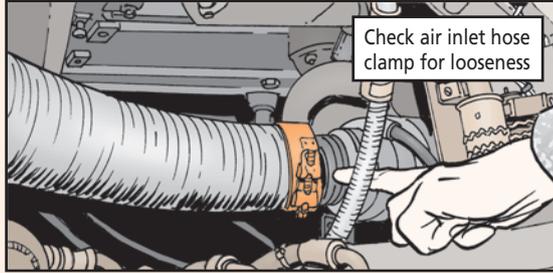
Secondary filter clogged? Replace it!



Air Inlet Hose Clamp

The clamp that attaches the air inlet hose into the turbocharger has a bad habit of coming loose. A loose clamp means a loose hose. That means dust and sand get ingested into the turbocharger, causing the engine to run rough or not at all.

Grab the clamp to see if it is loose. If it is, have your mechanic put a dab of sealing compound on the clamp's threads before re-tightening. NSN 8030-01-014-5869 gets a 50-cc bottle of medium-strength, hand-tool removable, sealing compound.



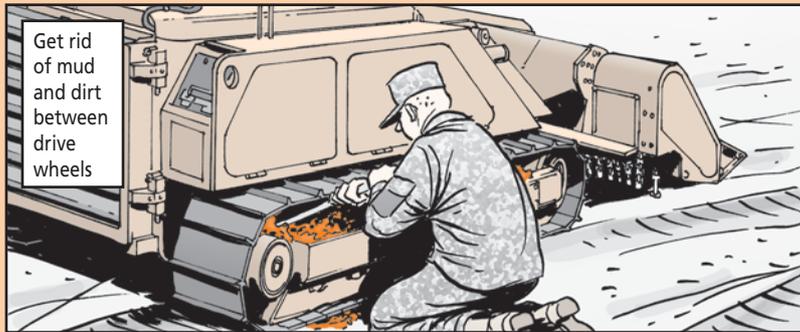
Battery Disconnect Switch

Batteries on the M160 are known to run down if not used often. So, make sure you use the vehicle's main power ON/OFF button after shutdown. The button is located in the back of the vehicle on the left side.

Wash Away Mud

Before you leave your robotic system for the day, make sure you dig out and wash off all the mud it has picked up during operation.

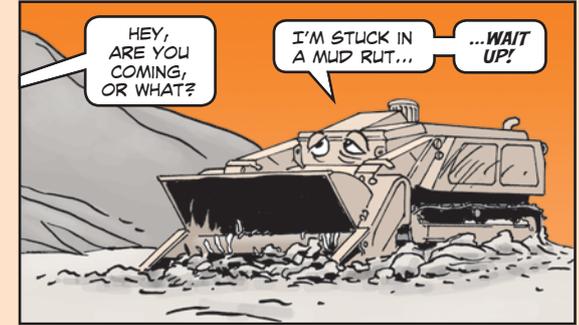
Mud will harden around the vehicle's drive wheels and mid-rollers. That keeps the mid-rollers from turning properly. Flat spots form on the rollers, causing extra wear on the track.



So get rid of the mud, and while you're at it, look for loose bolts, leaking seals, oil on the mid-rollers and uneven track wear. Report bum parts or anything that needs adjusting.

Where to Park

Park your flail on high ground if possible. Water drains downhill, so mud won't be quite as deep. Also, avoid parking in deep ruts. Some are deep enough to bottom out your flail's frame. Your vehicle can also produce ruts deep enough to bottom you out.

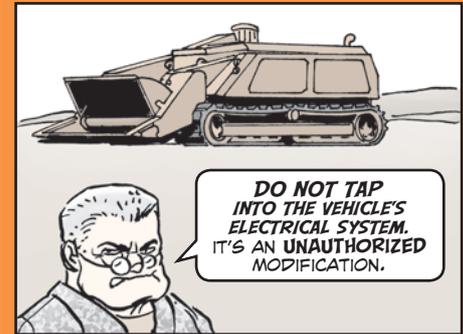


No Unauthorized Modifications

SOME WELL-MEANING MECHANICS ARE MAKING UNAUTHORIZED MODIFICATIONS TO THE LIGHT FLAIL TRACKED VEHICLE.

DO NOT... I REPEAT... DO NOT DO THIS!

IN SOME CASES, VEHICLE FIRES WERE CAUSED BY EXTRA FUSES AND LIGHTS BEING ADDED TO THE VEHICLE. THE WEIGHT OF ADDED CARGO RACKS IS A PROBLEM, TOO.



HEY, BUDDY... ARE YOU OKAY?

THURE!

