

Driving the Ferret

1. Check the handbrake/parking brake is on.
2. Check the seat adjustment.
3. Check the forward/reverse lever (transfer box: left-hand side) is in the appropriate position. Pushed forward for forward gear and back for reverse. This usually needs a very firm positive action to engage.
4. Select 1st gear (gearbox: right-hand side). The button on the gear selector lever is depressed to go past the gate holding the selector lever at 2nd gear. Fully depress and release the Gear Change Pedal (GCP) at least six times. Repeat for each other gear in turn. This adjusts the brake bands in the gear box.
5. Select neutral position with the gear lever and fully depress and release the GCP. It will stay down.
6. Ensure the battery isolation key is switched on.
7. Turn the master ignition switch on from 6 o'clock anti-clockwise to the 2 o'clock position. This is located to the right of the triangular-shaped light switch. Check the oil pressure light (amber) and the ignition warning light (red) glow and the fuel indicator registers.
8. Pump the throttle four – five times.
9. Press down on curved lever of the starter switch (engine crank switch) located to the left of the light switch and blip the accelerator to assist the engine firing. Release the engine crank switch when the engine fires. Release after 5-10 seconds if the starter motor turns too much without firing the engine.
10. If the engine doesn't fire, wait until the engine stops turning over before trying again with the starter lever.
11. Adjust the hand throttle clockwise to give a fast idling speed of 800 -1,000 rpm. The oil pressure and ignition warning lights should go out.
12. Once the engine is warm, turn the hand throttle anti-clockwise to give an idling speed of 300 – 400 rpm.
13. Put the footbrake on. Check forward/reverse lever.
14. Select 1st gear on the gearbox. Actuate the gear with the GCP. Take the footbrake off.
15. Release the handbrake/parking brake, press on the accelerator pedal and move off.
16. If moving up a hill, accelerate slightly before releasing the brake. The fluid flywheel ensures a smooth pickup.

Changing up

17. Select 2nd gear, or that required, on the gearbox, move into gear when the engine revs. are above 2,500 rpm.
18. Depress the GCP, bring it up when the engine revs. fall to match the road speed. Do not ride the GCP like a clutch. If the vehicle jerks, on releasing the gear change pedal, the revs. are still too high, with the GCP not being held down sufficiently long.

Changing down

19. Select the gear required. Release the accelerator, allow the vehicle to slow down.
20. Depress the gear change pedal.
21. Whilst holding the GCP down, blip the accelerator and release the GCP, letting it up to engage the lower gear.
22. Off-road, or on a hill, maintain the revs. with the accelerator and change the GCP quickly.

Changing direction forward/reverse

23. Only operate the forward/reverse lever on the transfer box when the vehicle is stationary.
24. The engine should be running at idling speed.
25. Depress the GCP.
26. Move the lever smartly and decisively from one position to the other, without pausing in the neutral position.
27. Release the GCP.

If the forward/reverse transfer lever is in neutral *when the engine is running* you must ALWAYS switch off the engine and re-engage either forward or reverse (whichever was the one it was in previously) before restarting the engine, never try to re-engage forward/reverse from neutral with a running engine, this will damage things badly.

Stopping

28. Can do this suddenly with both feet on the gear change pedal and the footbrake.
29. If the halt is for a few moments, do not select neutral, but 1st or 2nd gear for moving off.
30. If the halt is longer with the engine running, select neutral on the gearbox.
31. If the vehicle is left for a considerable period, engage 2nd gear once the engine has stopped.

Do not hold the GCP down, or 'ride' it like a clutch. Make the change movement as positive and as smooth as possible. If the pedal doesn't quite select, or if the gear selector isn't quite in the correct position, you will get a false neutral. The Fluid flywheel and GCP allow fast and smooth gear changing as well as the ability to handle far more engine power with a lighter mechanism. The fluid flywheel is excellent for short stop-start work when used with an epicyclic gear train. The Ferret is designed to be driven laden. Take corners gently, and reduce speed. Sharp cornering will exacerbate any wheel looseness. The Ferret is a heavy armoured vehicle; because of inertia, its mass means you need greater stopping distances than a family saloon car.