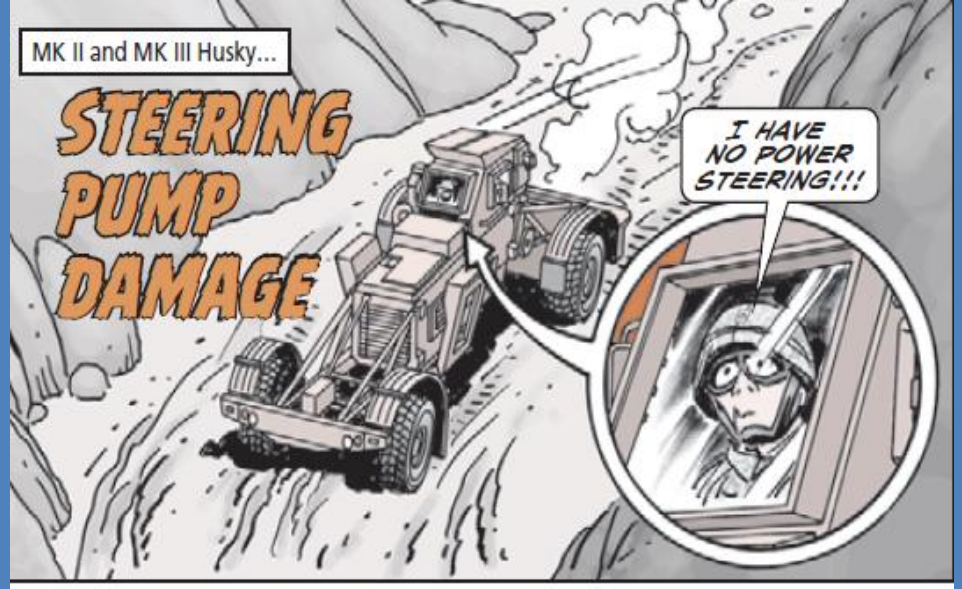
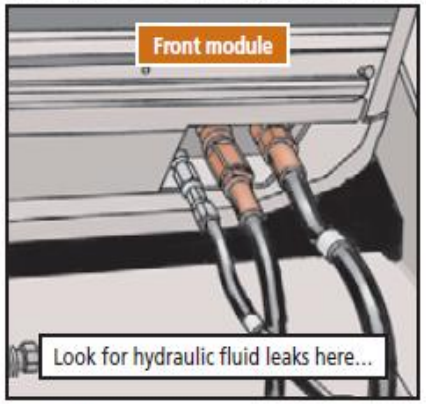
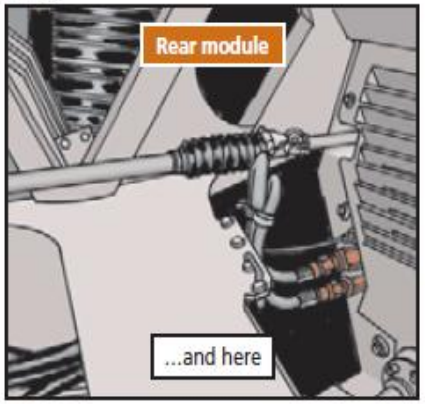


Mechanics, make sure the quick-disconnect couplings are good and tight when you swap out a front or rear module on the MK II or MK III Husky.

A loose connection causes hydraulic oil in the power steering pump to back up. When oil can't flow—and has no place to go—guess what? All that pressure causes the pump to crack and leak. Enough of a leak means no oil, causing the pump to burn out. When that happens, you won't have any power steering—not good!

So, do yourself a favor. Make sure the couplings are good and tight! Also, when the couplings are removed during maintenance, make sure the locking bearings in the female coupling slide back and forth freely. Stuck couplings may be clogged with dirt and sand.

Damaged couplings? Replace the female coupling with NSN 4730-01-554-8869. NSN 4730-01-555-5385 gets the male coupling.