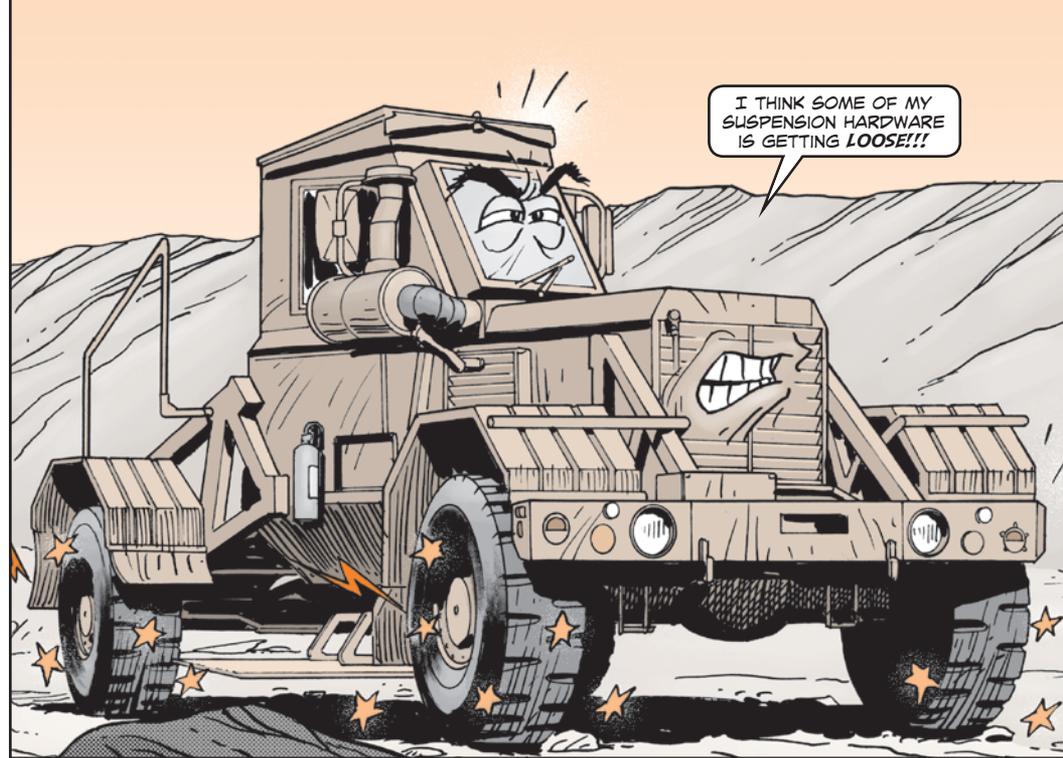
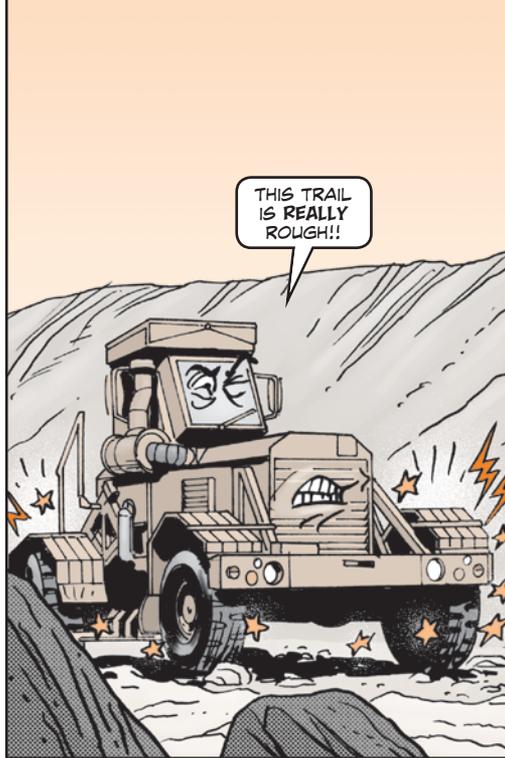


TOE THE LINE

OUGH!



OPERATORS, DURING THE BEFORE AND AFTER PMCS ON YOUR HUSKY, TAKE A **CLOSE LOOK** AT THE LOWER SHOCK ABSORBER BRACKET FOR LOOSE HARDWARE.

THE VEHICLE IS NMC IF THE BRACKET, BOLT, OR LOCKNUT IS LOOSE, DAMAGED, OR MISSING.



Vehicle vibration loosens the nut. Eventually, the nut and bolt come completely loose, causing a lot of wear-and-tear on the vehicle's suspension system.

There should be a line marked across the nut and bolt. If the line doesn't line up, the nut has moved. The line is for reference purposes only, though. Realigning it doesn't mean the nut is torqued correctly. Your mechanic will need to do that.

While you're at it, look for shiny spots on the nut's washer and any corrosion buildup around the nut. That indicates movement, too.

If the nut, NSN 5310-01-597-5003, and alignment bolt, NSN 5305-12-150-8323, are missing, get your mechanic to replace 'em. He'll also retighten a loose nut to 155 lb-ft.

IF THERE'S NO MARK ON THE NUT OR BOLT, USE A MARKER PEN OR A TUBE OF SEALING COMPOUND, NSN 8030-00-408-1137, TO MAKE YOUR OWN LINE ACROSS THE NUT AND END OF THE BOLT.

JUST MAKE SURE YOUR MECHANIC HAS TORQUED IT PROPERLY **FIRST**.

