

Installation instructions

For set # 8.3128

07-08 Toyota FJ Cruiser

03-08 Toyota 4Runner

03-08 Lexus GX 470

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ENERGY
SUSPENSION 

1131 VIA CALLEJON, SAN CLEMENTE, CA 92673

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It is recommended that if you are unfamiliar with this type of work that you refer to a qualified service center specializing in this type of work. It is also recommended that if you choose to do this work yourself that a factory service manual be obtained for the proper procedures pertaining to removal, replacement and proper torque specifications for your vehicle. This instruction set is intended as a guideline for the safe installation of Energy Suspension's polyurethane bushings, once you have removed the factory components from your vehicle. Energy Suspension recommends that you **read over all the installation instructions** and check all P/N's and quantities in the parts list **before you start**. Call customer service at 949-361-3935 if the parts in your kit do not match this parts list.

Parts list:

2 - 2772 (lower bushing, rear).

2 - 2773 (lower bushing, front).

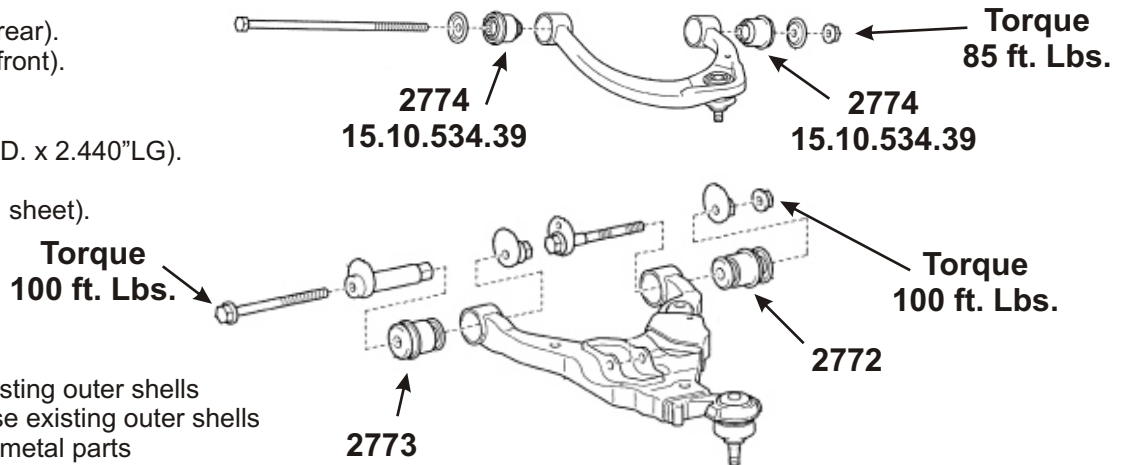
4 - 2774 (upper bushing)

4 - 15.10.534.39

(sleeve .875"O.D. x .563" I.D. x 2.440" LG).

8 - 9.11108 (grease).

1 - 17535 (this instruction sheet).

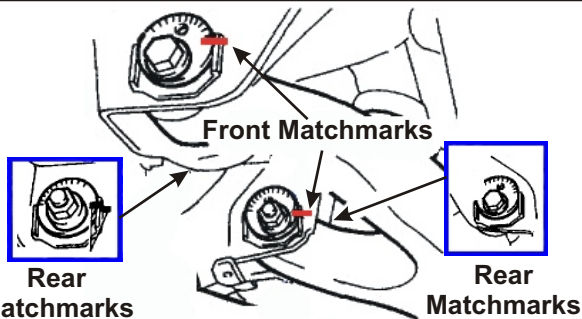


FOOT NOTES:

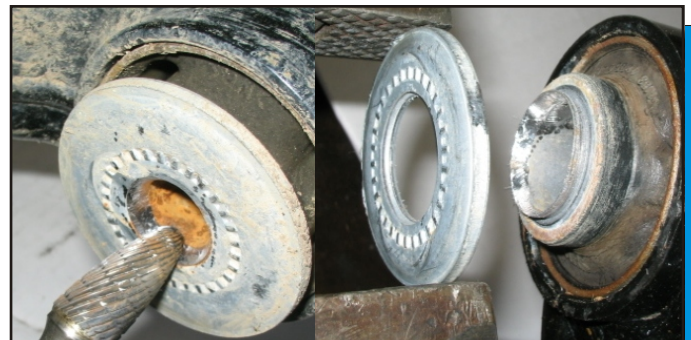
(24) Uppers must reuse existing outer shells

(23) Front lowers must reuse existing outer shells

(73) Lowers must reuse all metal parts



Be sure to place matchmarks on the front and rear adjusting cams before you start. You will need to use these matchmarks to reinstall the lower control arms back in the same position after the new polyurethane bushings are installed. Torque to 100 ft-lbs. Then have the vehicle's alignment checked by a certified technician. The alignment must be within factory specifications.



Grind the flare that holds the inner washers in place on the lower control arm. Only grind off about half the thickness of the flare. Clamp the washer in a vice then work the lower control arm back and forth just enough to get the washer off without braking off the flare. Washer will be reused on install.



Do not remove the factory metal shells from the lower control arms, they must be reused. The inner metal sleeves and washers on the lower control arm must be reused. To remove the old rubber from the factory shells and inner sleeves, apply light heat evenly around the outside of the control arm outer metal shell, just enough to brake the bond with the rubber. Do the same on the inside of the sleeves on the lower control arms. When you see light smoke coming from the sides of the bushing the bond should be broken. At no time should there be any flames coming from the rubber, if there are any flames, you need to back off with the heat. Just push the old rubber and inner metal sleeve out. Let the outer metal shells and sleeves cool off before cleaning. Use a wire brush to remove any remaining old rubber. File off any sharp edges that will contact the new polyurethane bushings.

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8/JAN/09 BRH

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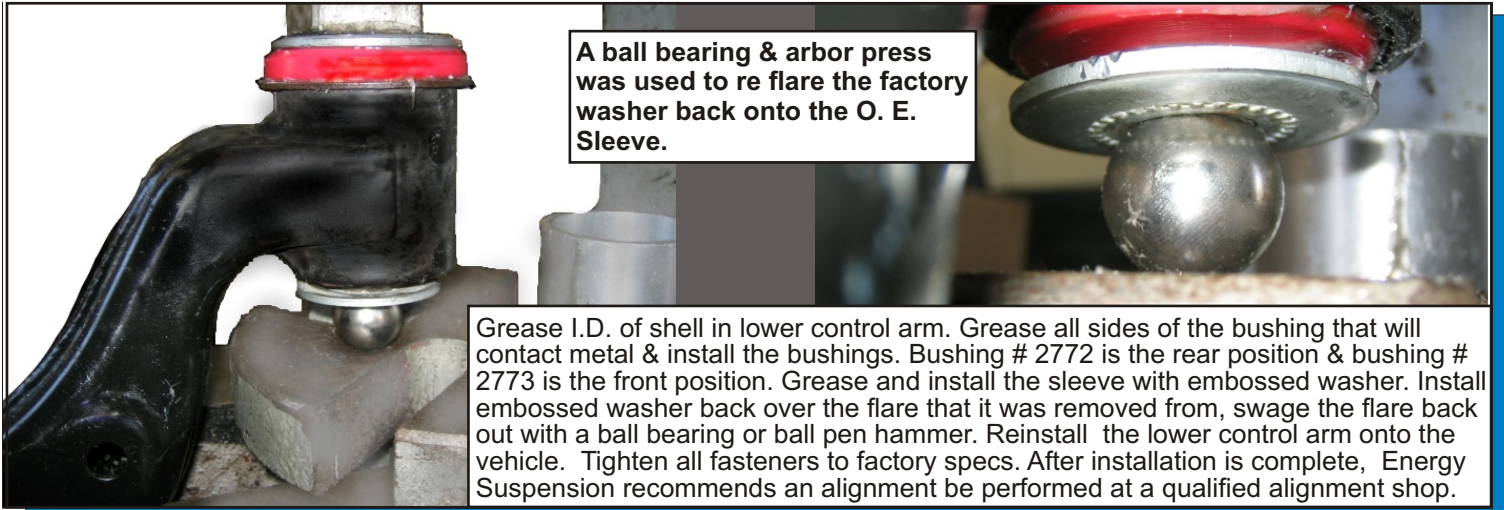
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A ball bearing & arbor press was used to re flare the factory washer back onto the O. E. Sleeve.

Grease I.D. of shell in lower control arm. Grease all sides of the bushing that will contact metal & install the bushings. Bushing # 2772 is the rear position & bushing # 2773 is the front position. Grease and install the sleeve with embossed washer. Install embossed washer back over the flare that it was removed from, swage the flare back out with a ball bearing or ball pen hammer. Reinstall the lower control arm onto the vehicle. Tighten all fasteners to factory specs. After installation is complete, Energy Suspension recommends an alignment be performed at a qualified alignment shop.



Upper arm

Do not remove the factory metal shells from the upper control arms, they must be reused. New inner metal sleeves are supplied for the upper control arms. To remove the old rubber from the factory shells and inner sleeves, apply light heat evenly around the outside of the control arm, just enough to brake the bond with the rubber. When you see light smoke coming from the sides of the bushing the bond should be broken. At no time should there be any flames coming from the rubber, if there are any flames, you need to back off with the heat. Just push the old rubber and inner metal sleeve out. Let the outer metal shells and sleeves cool off before cleaning.



Use a wire brush to remove any remaining old rubber. File off any sharp edges that will contact the new polyurethane bushings. Apply grease to all metal parts that contact the polyurethane bushings. Apply thread locking compound to upper control arm through bolt then torque to 85 lb.

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