

INSTRUCTION SHEET FOR SET #4.3160

Ford F-150 2wd Front Control Arm Set



1131 VIA CALLEJON, SAN CLEMENTE, CA 92673

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 sheet is intended as a guideline for the safe installation of Energy Suspension's polyurethane bushings, once you have removed the factory suspension components from your vehicle. Wheel alignment is almost always disturbed when suspension components are removed or replaced. It is recommended that you have the alignment checked on your vehicle at a qualified alignment shop.

- Remove the sway bar by removing both bushing clamps and the endlinks at the control arm.
- We found the flat spot of the frame where the sway bar bushing was to be a good spot to support the vehicle.
- Remove the wheel and disconnect the steering tie rod from spindle.
- Loosen but do not remove the nuts completely on upper and lower ball joints on the spindle and break the joints loose.
- Remove anti-lock sensor from spindle.
- Remove outer brake caliper assembly. (Use a screw driver to spread pads to clear the inner ridge on metal plate). Hang out of way. **Pic 1**
- Remove upper and lower ball joint nuts and now remove spindle/hub assembly. IT IS VERY HEAVY!, Use caution.
- Remove lower shock bolt and 3 upper nuts and remove shock/spring assembly.
- Place tick marks on the bolts of the lower control arm to help keep approximate alignment of the control arm upon reassembly. Remove the bolts and remove the arm.
- Now also remove the upper control arm.

BUSHING REMOVAL:

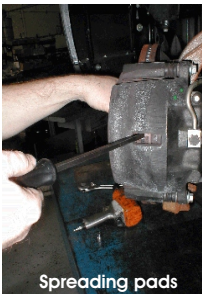
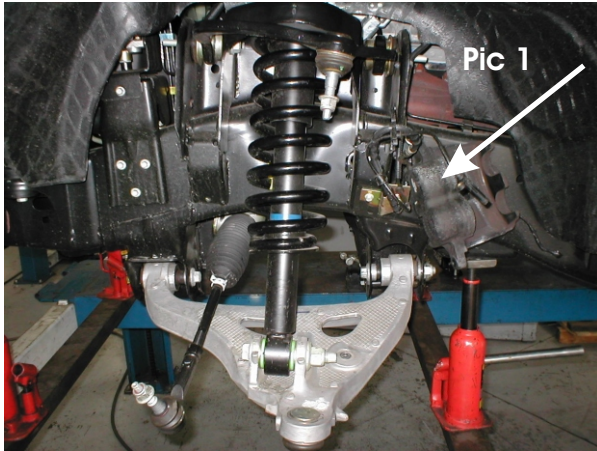
DO NOT REMOVE THE OEM SHELL! For the **upper control arm**, apply heat to outer metal shell. Now place a screw driver into the inner metal sleeve and leverage the bushing out. Use caution when removing bushing. Wear protective eye wear. Clean any burrs or debris from the I.D. of the arm.

For the **lower control arm**, you must use a press to remove the bushing and shell. The ID of the arm is $\varnothing 2.170"$

BUSHING INSTALLATION:

For the upper control arm, grease the bushing, sleeve, and ID of shell. Press the bushing in first, then press in the sleeve.

For the lower control arm, press the new supplied shell (15.02.42.39) into the arm from the "backside" until it is **flush** with the taper on the inside of the arm. (This is approximately 0.415" in from the outside of the arm.) Grease I.D. of shell and O.D. / I.D. of bushing and sleeve. Now press in the bushing and then the sleeve. Complete by tightening all bolts to factory specifications.



Spreading pads



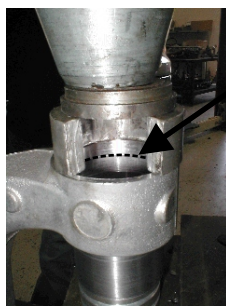
Carefully remove heavy spindle



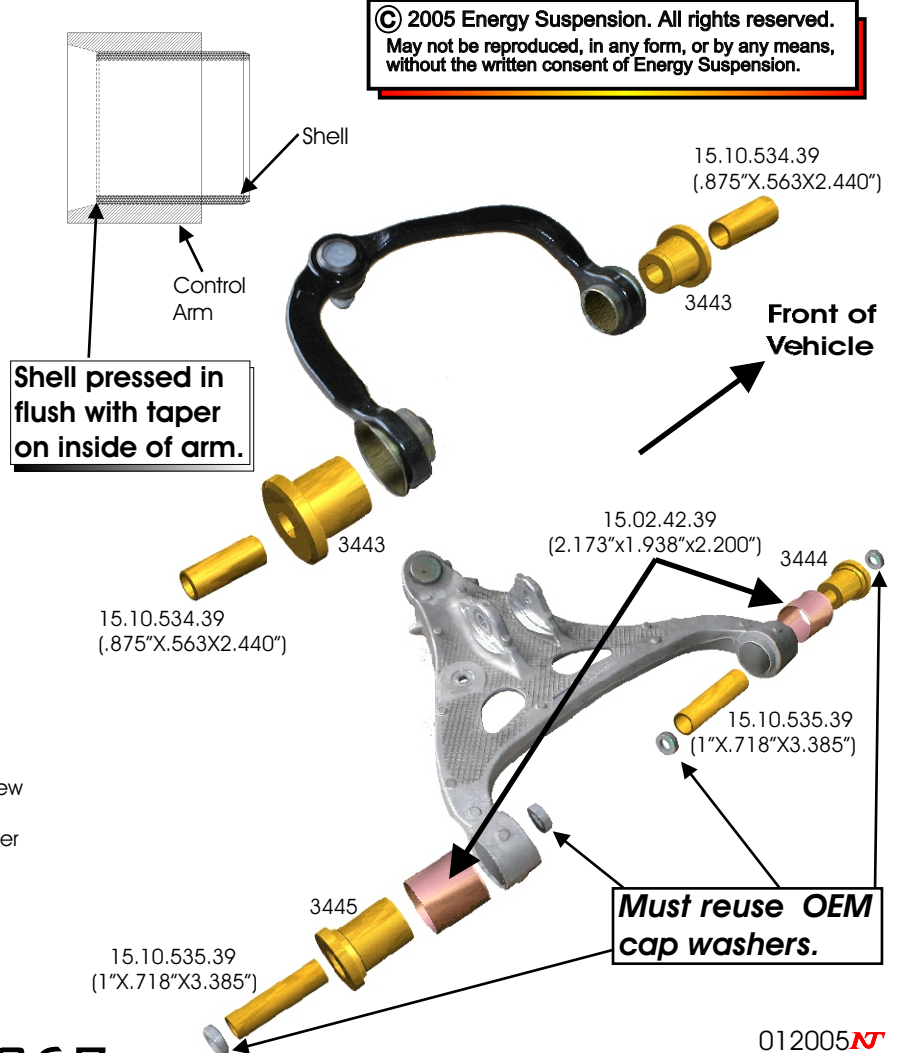
Upper shock



Lower shock



Press the new sleeve in flush to taper



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