

Installation instructions

For set # 5.3145

Dodge Ram 4WD 1500, 2500 & 3500

Front control arm bushings



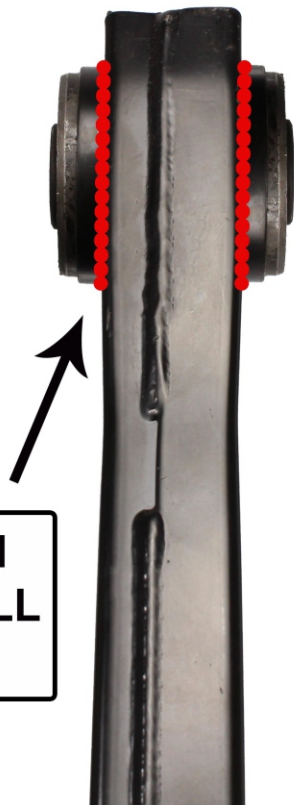
1131 VIA CALLEJON, SAN CLEMENTE, CA 92673

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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. 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. 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. Prior to installation, make sure that your car is in excellent mechanical condition and that there are no suspension or steering related problems. This part has been designed to work only with a car that is in good state of repair. No matter how carefully we design our parts, this is one area we have no control over and cannot be held responsible.

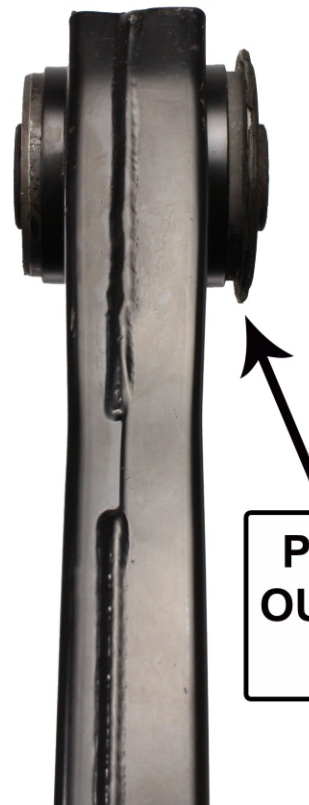
BEFORE YOU BEGIN, CHECK YOUR CONTROL ARMS. THIS SET WAS MADE FOR CONTROL ARMS WITH PRESSED-IN SHELLS WITH LIP. IF YOUR CONTROL ARMS HAVE WELDED-IN SHELLS YOU NEED SET 5.3142.

5.3142



WELDED IN
OUTER SHELL
NO LIP

5.3145



PRESSED IN
OUTER SHELL
WITH LIP

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Lift the front of vehicle and support with jack stands. The wheels do not need to come off the ground but need to be blocked so the axle will not move. Be sure to place match-marks on both sides of adjusting cams before you start. You will need to use these match marks to reinstall the lower control arms back in the same position after the new polyurethane bushings are installed. Only remove one control arm at a time. The front axle will stay close to the correct position which will make it easier to reinstall the bolts. In order to remove the passenger side upper control arm at the frame, the exhaust pipe must be removed for clearance to remove the O.E. bolt. The bushings in the upper and lower control arms are bonded to the inner metal sleeve and outer metal shell. **DO NOT** remove the outer metal shell from the control arm! Outer metal shells are not supplied and must be reused for this kit to work. To remove the old rubber bushing and sleeve out of the outer metal shell, use a propane or acetylene torch and, with a fairly hot flame, slowly heat the inside of the sleeve. You do this by putting the flame directly inside the hole (ID) of the sleeve and working in a circle. Once you have “cooked” the bond between the sleeve and the bushing, you will hear a sizzling and see smoke between bushing and sleeve. You can then use some pliers to carefully pull the sleeve from the ID of the bushing. **USE EXTREME CAUTION WHEN HEATING AND REMOVING THE SLEEVES AS THEY ARE UNDER PRE-LOAD AND CAN “SHOOT” OUT OF THE BUSHING.** After the sleeve is removed, you need to extract the bushing. You can do this by heating the exposed circumference of the shell where it contacts the arm. You must use extreme caution when doing this not to deform the arm or the shell. Make sure to keep the flame moving and not to hold it in one spot for too long. It is usually best to work the flame around the outside of the shell in a circle. When the same sizzling/smoke is seen, the bond between the bushing and shell is broken and the bushing can be carefully pushed out with pliers or a screwdriver. Once the old rubber bushing/sleeve is out, clean all remaining rubber from ID of shell as preparation for new bushing. Grease all sides of the bushing that contact metal.

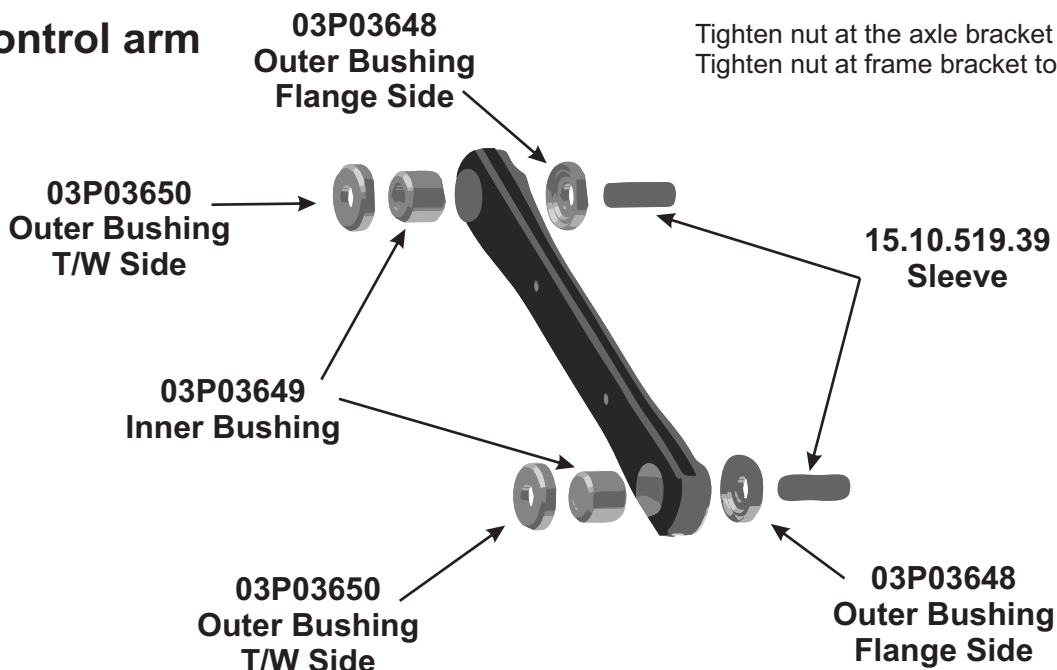
Parts list:

- 4 - 03P03648 Upper control arm bushing, flange side.
- 4 - 03P03649 Upper control arm bushing, inner.
- 4 - 03P03650 Upper control arm bushing, T/W side.
- 4 - 15.10.519.39 1.000" x .563" x 2.350" Upper sleeve.
- 4 - 03P03651 Lower control arm bushing, flange side.
- 4 - 03P03652 Lower control arm bushing, inner.
- 4 - 03P03653 Lower control arm bushing, T/W side.
- 4 - 15.10.661.39 1.125" x .640" x 2.625" Lower sleeve.

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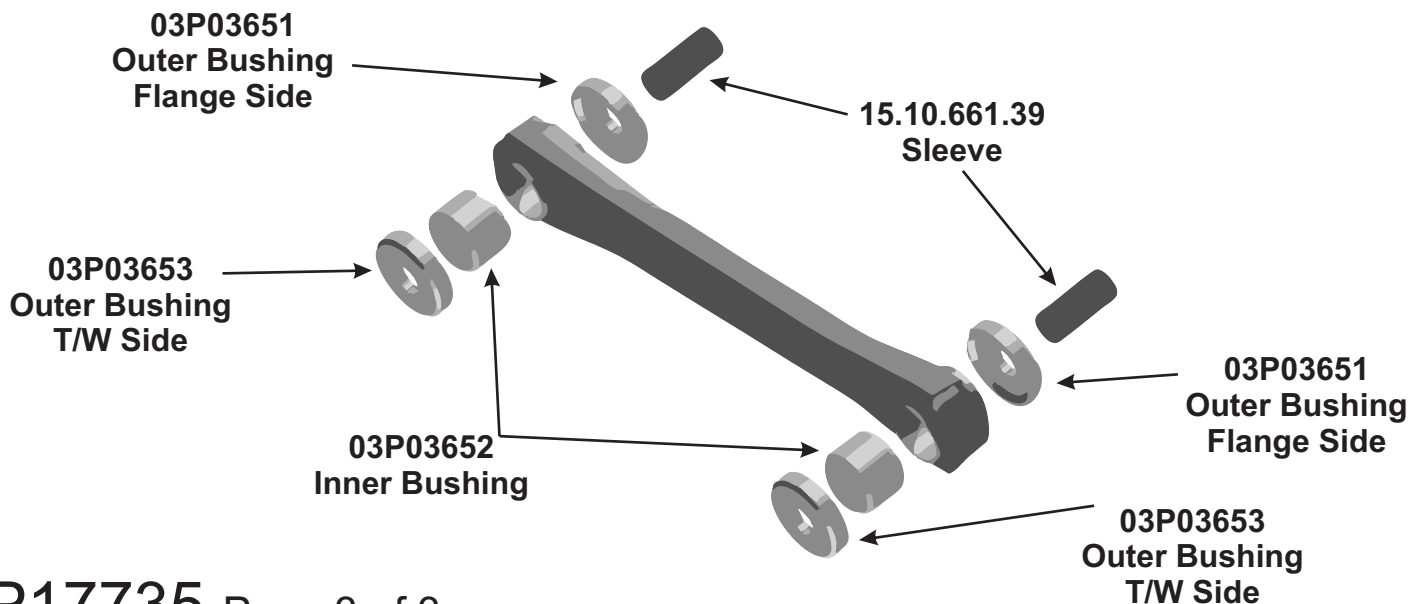
Lightly grease the new polyurethane bushings. Upper Control Arm install 03P03650 first (T/W side) then 03P03649 (inner bushing) then 03P03650 (flange side) and sleeve 15.10.135.39 last (see diagram). Lower Control Arm install 03P03653 first (T/W side) then 03P03652 (inner bushings) then 03P03651 (flange side) sleeve 15.10.661.39 last (see diagram). Install factory bolts and torque to factory specs. Be sure to align match-marks on both sides of adjusting cams. Set vehicle on the ground. It is recommended that you have the alignment checked on your vehicle at a qualified alignment shop. The alignment must be within factory specifications. Check & Retorque all bolt after 200 miles and again after 500 miles.

Upper control arm



Tighten nut at the axle bracket to 163 N.m (120 ft. lbs.).
Tighten nut at frame bracket to 163 N.m (120 ft. lbs.).

Lower control arm



Tighten cam nut at the axle bracket to 217 N.m (160 ft. lbs.).
Tighten rear nut at the frame bracket to 217 N.m (160 ft. lbs.).