

Installation instructions

For set # 4.3168
98-11 FORD RANGER 2WD
WITH COIL SPRINGS



1131 VIA CALLEJON, SAN CLEMENTE, CA 92673

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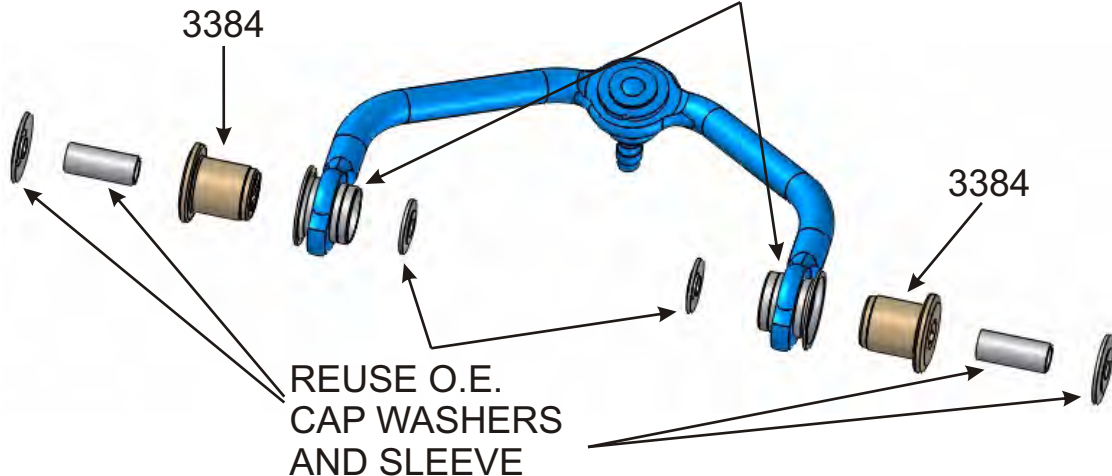
It is recommended that if you are unfamiliar with this type of work that you refer to a qualified service center specializing in this type of work. It is also recommended that if you choose to do this work yourself that a factory service manual be obtained for the proper procedures pertaining to removal, 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. **Apply grease to all metal parts that contact the polyurethane bushings.**

Parts list:

- 4 - 3384 (upper C.A.B.).
- 2 - 3383 (lower C.A.B. front position).
- 1 - 3382 (lower C.A.B. rear position driver side).
- 1 - 3499 (lower C.A.B. rear position passenger side).
- 3 - 15.10.424.39 (sleeve .875"O.D. x .625" I.D. x 3.275"LG).
- 2 - 9.11114 (grease).

UPPER CONTROL ARM

DO NOT REMOVE
O.E. SHELLS
MUST REUSE



DO NOT REMOVE OUTER METAL SHELL FROM UPPER CONTROL ARM.



To remove cap washers on upper control arm, clamp cap washer in vice and wiggle arm back and forth. Not too much or the nipple will break off the washer.

Rubber bushing is not bonded to outer metal shell. Use an arbor press and spray lube to push the rubber bushing out of the shell. Make sure inside surface of shell are free of all old bushing material and sharp edges.



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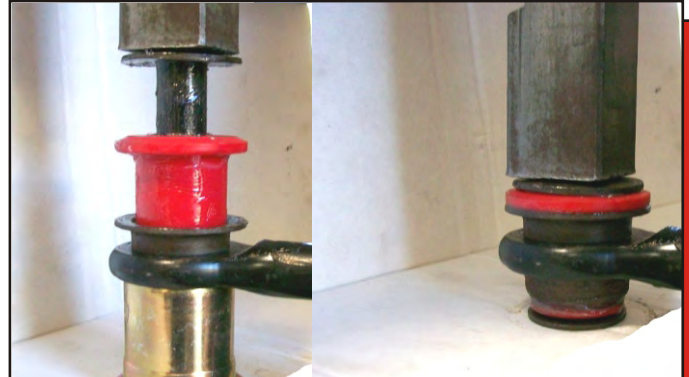


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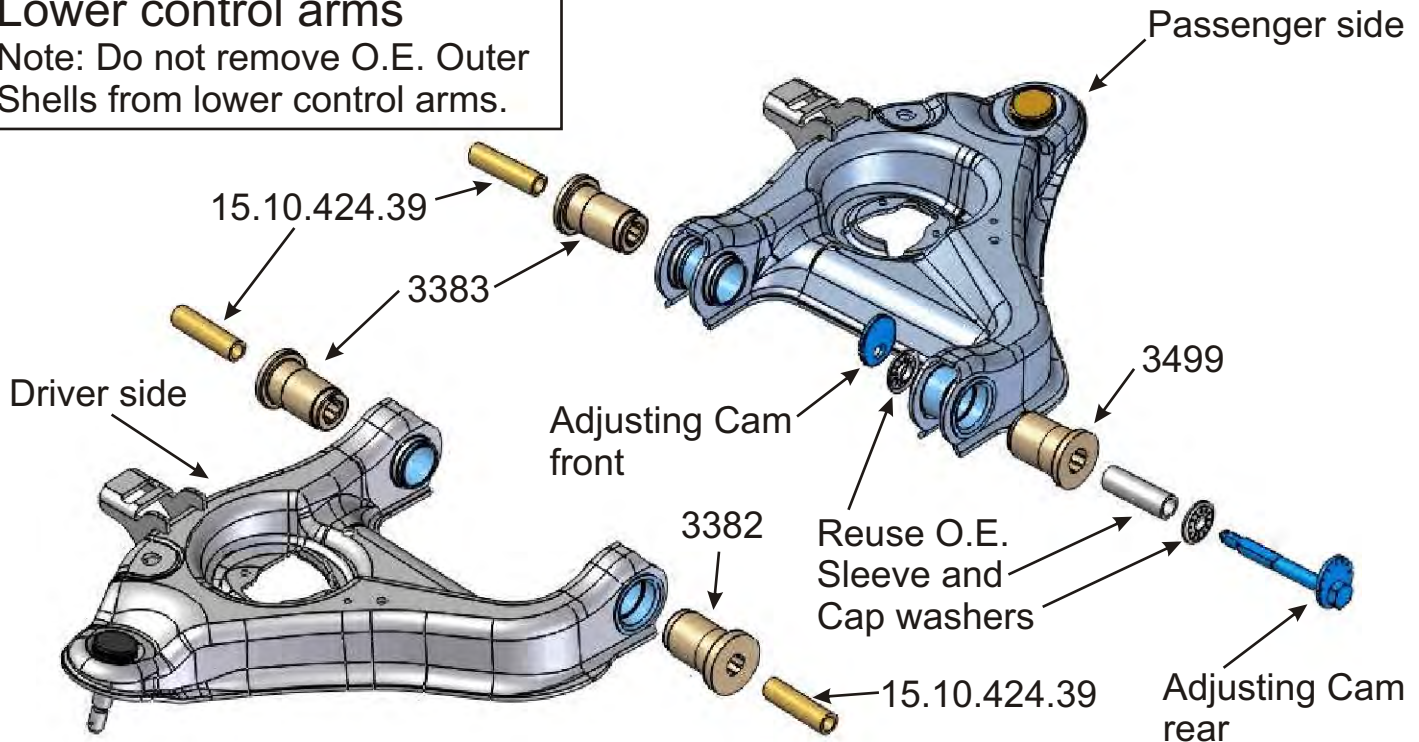
Inner sleeve is bonded with the old rubber bushing. To remove the old rubber bushing from the sleeve, clamp the sleeve in a vice and using a utility knife, slice the bushing longways away from yourself. Clamp the bushing with vicegrips pulling the rubber back and slice as close to the sleeve as possible. Rotate the sleeve in the vice until you get all the way around. Clean as much rubber off the sleeve until smooth.



Coat urethane bushing, sleeve and shell I.D. with supplied grease. (all surfaces of bushings that contact metal). Inner sleeve and cap washer must be reused. Press the polyurethane, sleeve and big cap washer into the shell, then press on the small cap washer. The lower control arm bushings will be similar to the upper with the removal of the old rubber bushings and installation of the new polyurethane bushings.

Lower control arms

Note: Do not remove O.E. Outer Shells from lower control arms.



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

Bushing removal on the lower control arms will be similar to the upper control arms. Remove cap washers from the passenger rear position. Inner sleeve is not bonded to the rubber. With an arbor press and spray lube, press out the inner sleeve first to relieve the load from the rubber bushing. Use a lot of lube to help press out rubber bushing from shell. Install the new polyurethane bushings the same way as the upper control arm.