

Installation Instructions

For set # 8.3145
 2007-21 TOYOTA TUNDRA
 2008-22 TOYOTA SEQUOIA
 2008-21 TOYOTA LAND CRUISER
 2008-21 LEXUS LX 570



1131 VIA CALLEJON, SAN CLEMENTE, CA 92673

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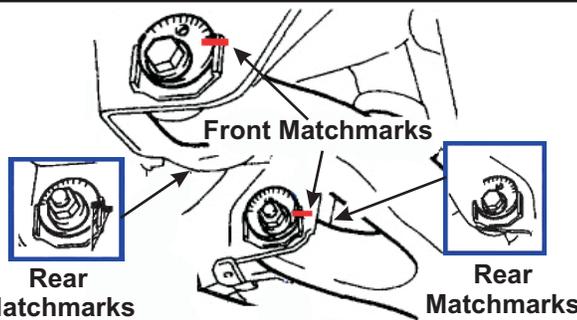
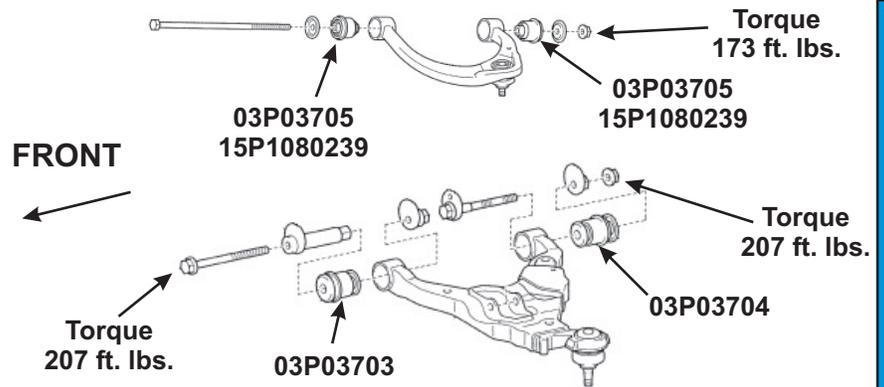
It is recommended that if you are unfamiliar with this type of work that you refer to a qualified service center specializing in this work. It is also recommended that if you choose to do this work yourself that a factory service manual be obtained for the proper procedures pertaining to removal, replacement 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 vehicle is in top mechanical condition and that there are no suspension or steering related problems. This part has been designed to work only with a vehicle 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.

Parts list:

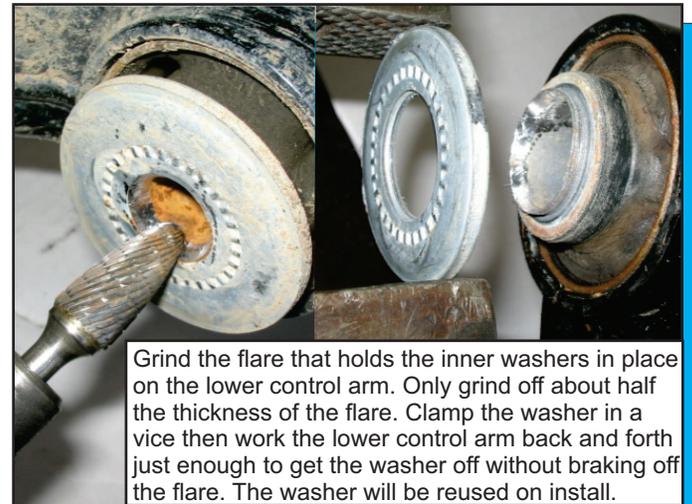
- 4 - 03P03705 (upper bushing).
- 2 - 03P03703 (lower bushing, front).
- 2 - 03P03704 (lower bushing, rear).
- 4 - 15P1080239 (sleeve 1.00"O.D. x .688" I.D. x 2.440"LG).
- 1 - 17P17779 (this instruction sheet).

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 129 ft. lbs. Then have the vehicle's alignment checked by a certified technician. The alignment must be within factory specifications.



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, back off with the heat. When melted, 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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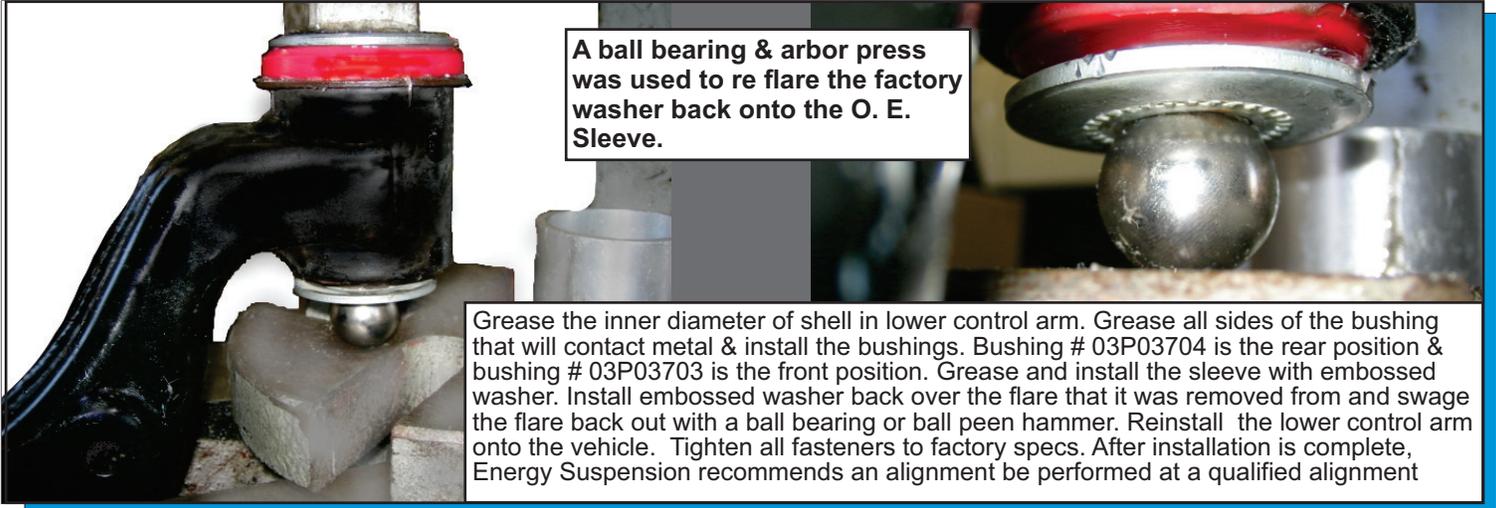
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A ball bearing & arbor press was used to re flare the factory washer back onto the O. E. Sleeve.

Grease the inner diameter of shell in lower control arm. Grease all sides of the bushing that will contact metal & install the bushings. Bushing # 03P03704 is the rear position & bushing # 03P03703 is the front position. Grease and install the sleeve with embossed washer. Install embossed washer back over the flare that it was removed from and swage the flare back out with a ball bearing or ball peen 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



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. After the bond is broken, 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 173 ft. lbs.

Other Torque Specs:

Upper arm ball joint: 81 ft. lbs
Lower ball joint attachment bolts: 123 ft. lbs.
Lower shock absorber nut: 144 ft. lbs.
Stabilizer end bracket bolts: 89 ft. lbs.
Lug nuts: 97 ft. Lbs. Aluminum 154 ft. lbs. Steel

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