

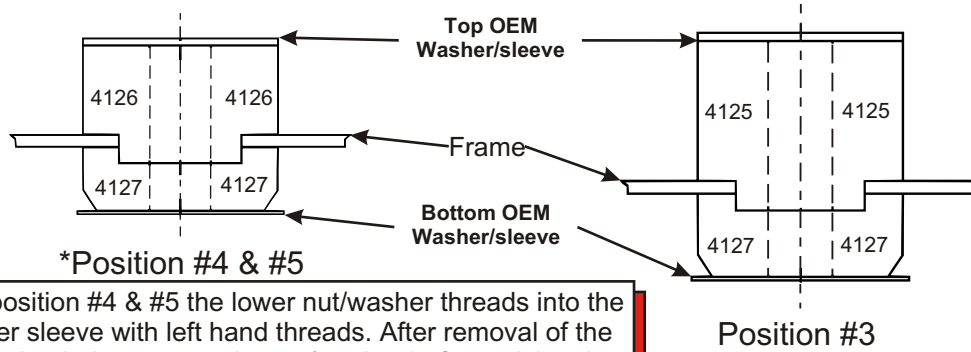
INSTRUCTIONS FOR SET # 4.4105

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.

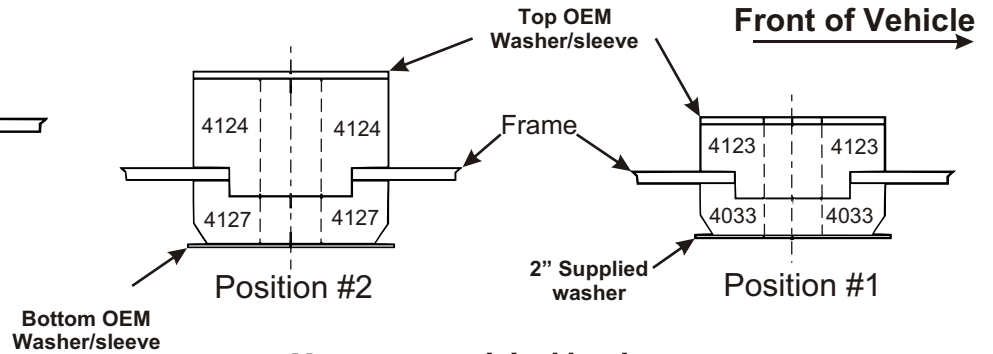


1131 VIA CALLEJON, SAN CLEMENTE, CA 92673

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*At position #4 & #5 the lower nut/washer threads into the center sleeve with left hand threads. After removal of the mounting bolt, unscrew the nut/washer before raising the body. When reassembling, the nut/washer must be tightened before mounting bolt is tightened.



Must re-use original hardware.

Top OEM washer sleeve

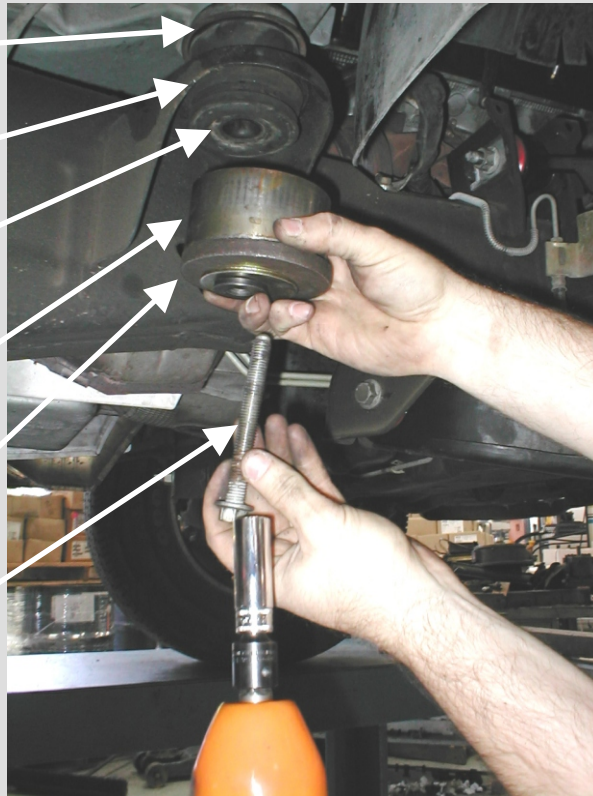
Frame perch

Bottom OEM washer sleeve

Metal tubing (not supplied)

Metal washers (not supplied)

OEM bolt



REMOVAL

Spray all nuts to be removed generously with your favorite rust buster.

Important: Be sure on disassembly to note the quantity and positions of any shims that may have been inserted for body alignment. These shims will have to be reused to insure proper body alignment.

1. Remove bolts of mounts from inside of cab. Remove bolts from one side at a time, leave other side loose. **Remember:** Only raise body high enough to remove & replace mounts. Always watch the fan shroud for sufficient clearance when raising the body. When jacking the body use a long enough 2X4 or 4X4 for maximum support. Never put jack directly on body panels.
2. The body mounts are pressed together by a flair fit from the factory. A simple "puller" assembly can be made with a metal tubing and some metal washers (not supplied). **(See pic).** Placing the OEM bolt thru the "puller" assembly and tightening it will free the body mounts from the frame.
3. Remove OEM bushings.
4. Reinstall with new bushings supplied.
5. Tighten all bolts to factory specifications.

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