

Installation instructions

For set # 2.3108
07-11 Jeep Wrangler JK
Front control arm bushings



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. 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.

Be sure to place matchmarks on both sides of 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. Only remove one control arm at a time. The front axle will stay in the correct position and makes it easier to reinstall the bolts. Then have the vehicle's alignment checked by a certified technician. The alignment must be within factory specifications. **Do not remove outer metal shells from the Upper axle positions, they must be reused for this bushing set to work.** To remove rubber bushing, apply light heat evenly around the outside of the outer metal shell, just enough to break 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.** Push the old rubber and inner metal sleeve out. Let the outer metal casing cool off before cleaning the inside. Some bonding may not come out and will need to be removed by scraping, cutting, grinding, etc. In order to remove the passenger side upper control arm, the exhaust pipe must be removed for clearance to remove the O.E. bolt. Or you can cut the head off the bolt with a hacksaw to remove, then use the supplied bolt and insert it from the outside. The bushings in the upper and lower control arms are not bonded. Trim the rubber lip from both sides and spray with WD-40 to help press out the rubber bushings.

Parts list:

- 8 - 2911 Front lower control arm bushing
- 4 - 15.10.568.39 1.00" x .563" x 2.625" Sleeve
- 4 - 2902 Upper control arm bushing at frame
- 2 - 15.10.613.39 1.00" x .500" x 1.960" Sleeve
- 1 - 15.05.94.40 M12 x 1.75 x 80mm Bolt
- 1 - 15.07.27.40 M12 x 1.75 Flange lock nut
- 2 - 3354 Upper axle bushing (see diagram)
- 1 - 3353 Upper axle bushing (see diagram)
- 1 - 3362 Upper axle bushing (see diagram)
- 2 - 15.10.651.39 .750" x .500" x 2.040" Sleeve

Apply grease to all metal parts that contact the polyurethane bushings

