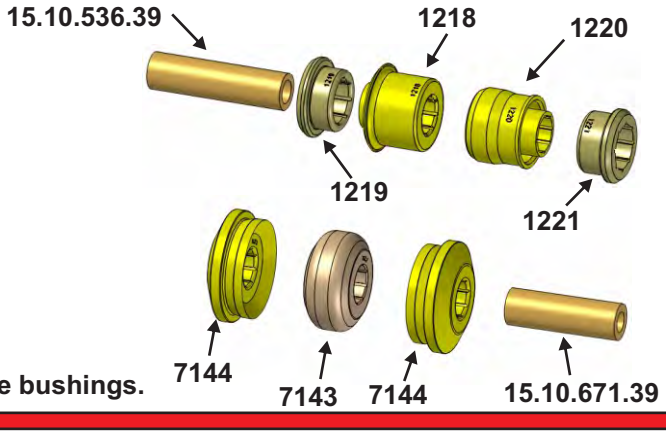
Installation instructions
For set # 4.3169
2011-13 Ford Mustang
Rear Upper Trailing Arm Bushings

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 streeing 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.

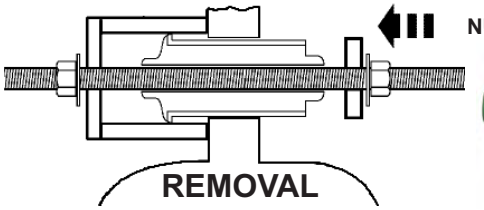
Parts list:

1 - 7143 body pos. (inner bushing).
2 - 7144 body pos. (outer bushing).
1 - 15.10.671.39 (sleeve 1.250" O.D. x .750" I.D. x 3.150" LG)..
1 - 1218 upper diff. pos.(driver side inner bushing).
1 - 1219 upper diff. Pos.(driver side outer bushing).
1 - 1220 upper diff. Pos.(pasenger side inner bushing).
1 - 1221 upper diff. Pos.(pasenger side outer bushing).
1 - 15.10.536.39 (sleeve .875" O.D. x .563" I.D. x 3.350" LG).
4 - 9.11108 (grease).
1 - 17599 (this instruction sheet).

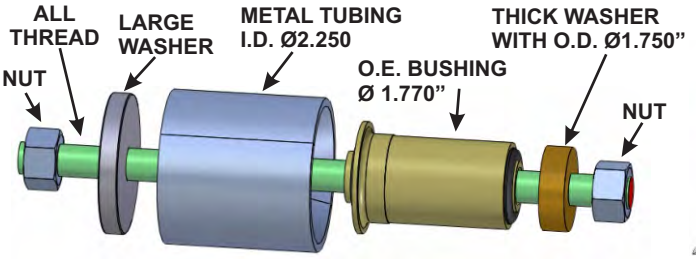
Apply grease to all metal parts that contact the polyurethane bushings.



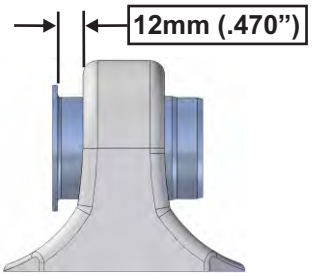
Note: It is recommended that the O.E. bushing be pressed out from the differential first and moved to a safe location before applying any heat to remove old rubber from the outer metal shell. Recommended apparatus to remove shell is not supplied, picture and illustration for reference only.



Tighen the two nuts to work the bushing out of the diff. Do not destroy stock metal shell, it needs to be reused.

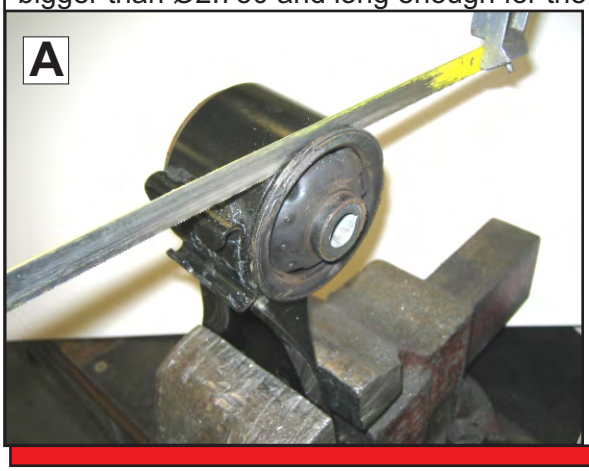


To remove rubber bushing, evenly apply heat to outside casing. This heat will brake the glue bond and the bushing will push out. At no time should there be flames, only steady heat.

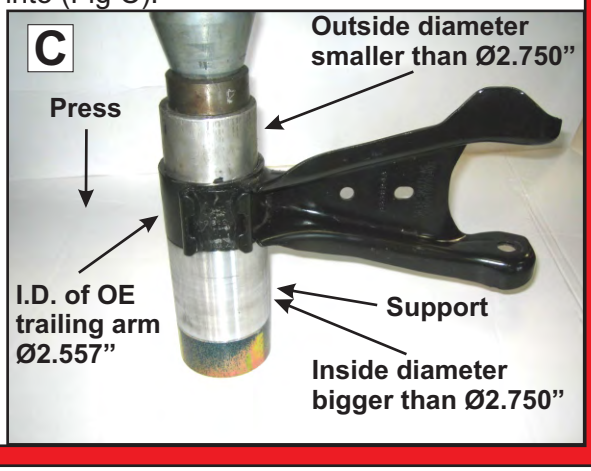


Reinstall the metal shell so there is a gap of at least **12 mm (0.47 inch)** between the bushing flange and the rear axle bracket.

With a hacksaw(Fig.A), cut off the flange of O.E. Bushing so it can be pressed out (Fig B). Press out the OE bushing metal shell with something smaller than Ø2.750. Support the trailing arm with tubing that has an I.D. bigger than Ø2.750 and long enough for the OE metal shell to drop into (Fig C).







Learn more about suspension parts on our website.