

# Installation Instructions

## For set # 5.3125

### 92-02 DODGE VIPER

### 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.

#### Parts list:

- 4 - 2792 (Lower control arm bushing, outer pos.)
- 4 - 2793 (Lower control arm bushing, inner pos.)
- 4 - 15.10.628.39 (.875" x .563" x 2.250" sleeve)
- 8 - 15.03.121.39 (1.720" x .509" x .162" washer)
- 4 - 3526 (Upper control arm bushing)
- 2 - 15.10.670.39 (.813" x .625" x 1.839" sleeve)
- 1 - 9.11107 (grease)

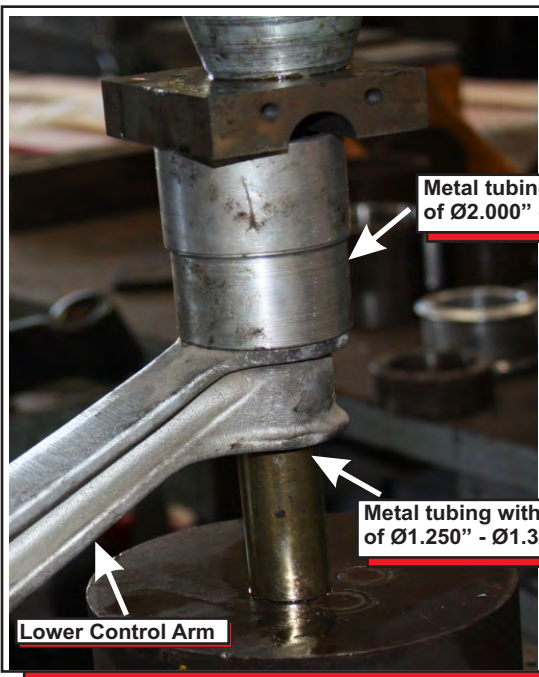
#### Torque values:

- Upper control arm bushing nuts (100 lbf-ft)
- Upper control arm-to-frame nuts (155 lbf-ft)
- Upper ball joint castle nut (75 lbf-ft)
- ABS Wheel Speed Sensor Head Mounting Bolt (8.5 lbf-ft)
- Caliper bracket mounting bolts (85 lbf-ft)
- Stabilizer end link nut at bar (16.5 lbf-ft)
- Stabilizer end link nut at control arm (12.5 lbf-ft)
- Stabilizer bar bushing retainer bolts (50 lbf-ft)
- Lower control arm adjustment cam bolt & nut (75 lbf-ft)
- Lower control arm ball joint castle nut (118 lbf-ft)
- Tie rod-to-steering knuckle nut (25 lbf-ft)
- Shock upper mounting bolt (100 lbf-ft)
- Shock lower mounting bolt (100 lbf-ft)
- Note:** Tighten castle nuts to lower torque spec, then tighten only far enough to align slot with pin hole. Always install new cotter pins.

Using a hydraulic press, properly support inside of lower control arm with metal tubing which has an O.D. of  $\varnothing 1.250''$  -  $\varnothing 1.305''$  to provide surface to press out O.E. bushing and shell. Use metal tubing with an I.D. of  $\varnothing 2.000''$  -  $\varnothing 2.300''$  to support top of arm and allow the O.E. bushing and shell to be pressed into. Remove all sharp edges from I.D. Apply grease to all metal parts that will contact the new polyurethane bushings. Be sure to place bushing 2792 from the outside of the arm and 2793 from the inside to accommodate for the step inside the arm eyelet.



Factory bushing metal shell must be pressed out of upper control arm for Energy Suspension polyurethane bushings to fit properly.



Metal tubing with an I.D. of  $\varnothing 2.000''$  -  $\varnothing 2.300''$

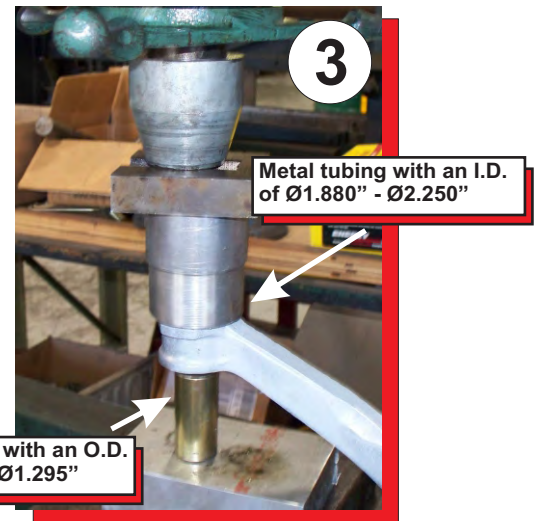
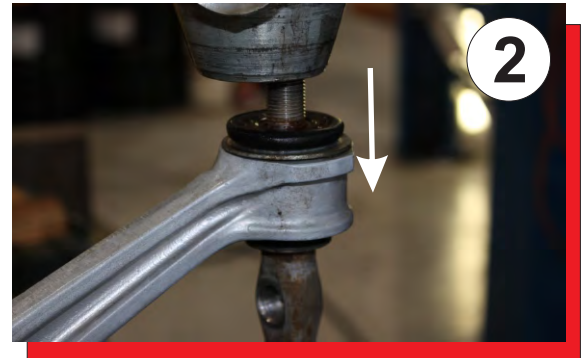
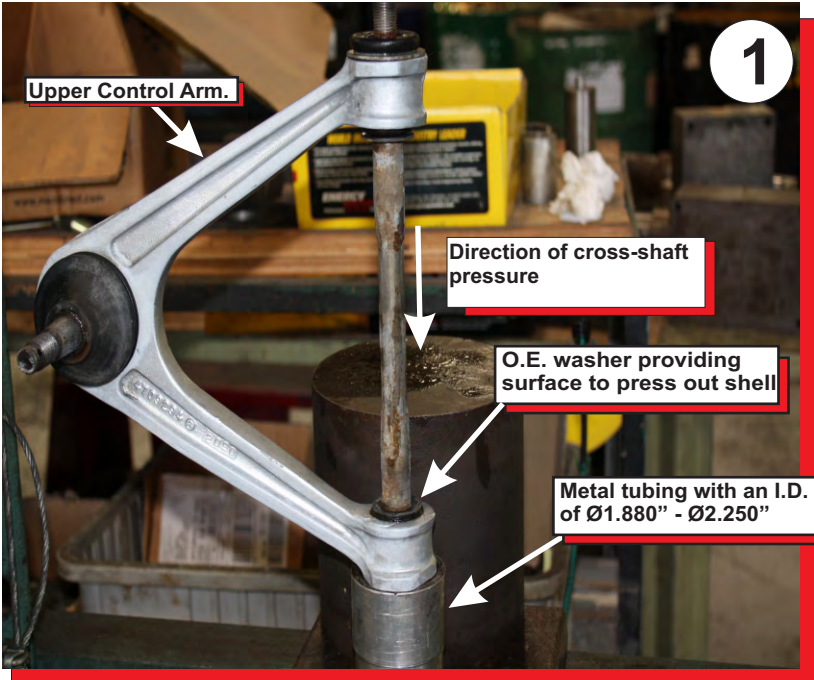
Metal tubing with an O.D. of  $\varnothing 1.250''$  -  $\varnothing 1.305''$

Lower Control Arm



### Front Upper Control Arm:

In order to remove the O.E. bushings and shells, you will need to press the cross shaft out through one side of the arm. Using a hydraulic press, properly support bottom of arm with metal tubing which has an I.D. of  $\text{Ø}1.880'' - \text{Ø}2.250''$  to allow removed shell and bushing to fall into (Pic 1). Slowly apply pressure to the cross-shaft which will press out the rubber bushing with outer metal shell via the O.E. cross shaft washer (Pic 2). Remove the bushing, metal shell, and cross shaft assembly. After one side is removed, use a metal cylinder of O.D.  $\text{Ø}1.200'' - \text{Ø}1.295''$  to press out remaining bushing and shell (Pic 3). Remove all sharp edges from control arm I.D. Apply grease to the I.D. of the upper control arm and all sides of the polyurethane bushings that will contact metal. The O.E. large outside washer and nut must be reused, but the small inside washer can be discarded. When installing the new polyurethane bushings be sure to install the bushing and sleeve on just one side of the arm, re-insert the cross shaft, and then install the bushing and sleeve on the remaining side. Tighten all fasteners to factory specs. After installation is complete, Energy Suspension recommends an alignment be performed at a qualified alignment shop.



### Upper Control Arm Part Locations

