

# Installation instructions

## For set # 16.1112

### 00-09 HONDA S2000

### Rear Differential Bushings



1131 VIA CALLEJON, SAN CLEMENTE, CA 92673

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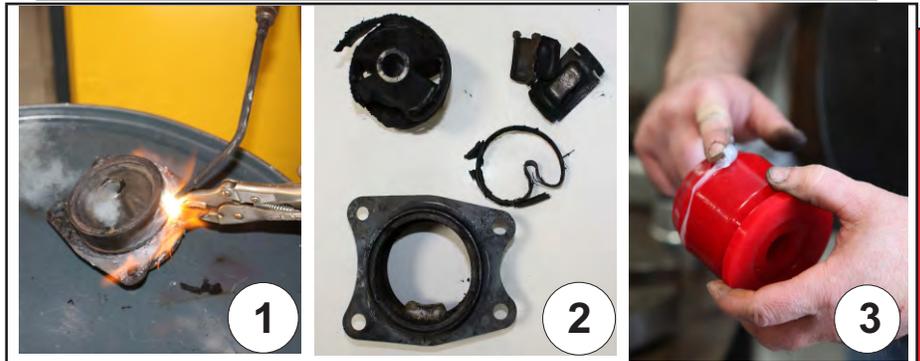
It is recommended that if you are unfamiliar with this type of work that you refer to a qualified service center specializing in this type of work. It is also recommended that if you choose to do this work yourself that a factory service manual be obtained for the proper procedures pertaining to removal, 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. 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 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:

- 2 - 1289 (Rear position bushings)
- 2 - 15.10.656.39 (1.000" x .640" x 2.856" sleeve)
- 4 - 15.03.20.39 (2.000" x .630" x .120" washer)
- 2 - 1290 (Front position bushings)
- 2 - 15.10.659.39 (1.000" x .687" x 2.080" sleeve)
- 4 - 15.03.21.39 (1.750" x .625" x .125" washer)
- 2 - 9.11107 (grease)

#### Torque values:

- Front mount differential bolts (33 lbf-ft)
- Rear mount differential bolts (33 lbf-ft)



Note: Use caution and common sense when removing bushings. Be in a well ventilated area. Have a friend help with a fire extinguisher and *you must satisfy yourself thoroughly* that neither personal safety nor vehicle safety will be jeopardized. Drill a hole at the 3, 6, 9, and 12 o'clock position in the face of the factory bushing in order to allow the fluid to drain out of the bushing. Use a propane or acetylene torch and, with a fairly hot flame, slowly heat evenly around the outside of the outer metal shell (Pic 1), just enough to break the bond with the rubber. Make sure to keep the flame moving and not to hold it in one spot for too long. When you hear sizzling and 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 the heat. Use a flat-head screwdriver or pry bar to remove the O.E. bushing from the metal shell. Once the bushing is taken out, the inner rings and spacers can be removed (Pic 2). Allow the shell to cool before cleaning the inside. Once cool, clean all scraps of rubber from the I.D. of the shell and remove any burrs and sharp edges with a file and emery paper as preparation for the new bushing. You want the edges as smooth and rounded as possible to ease installation and prevent cutting the bushing. Apply grease to the I.D. of the shell and all sides of the bushing that will contact metal (Pic 3). Use an arbor press to insert bushing into shell, as it will be a very tight fit. Tighten all fasteners to factory specs.

