Steeda S550 Mustang Front Coilover

Installation Instructions For Part: 555-8170

Tools required

1. Jack
2. Jack stands
3. Torque Wrench
4. 10mm wrench
5. 11mm wrench
6. 17mm wrench
7. 18mm socket
8. Plastic pry bar or flathead screwdriver
9. 15/16 socket
10. 22mm socket

Figure 1

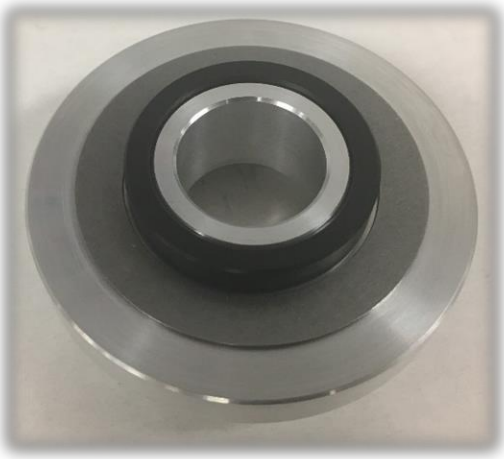

Figure 2

Figure 3

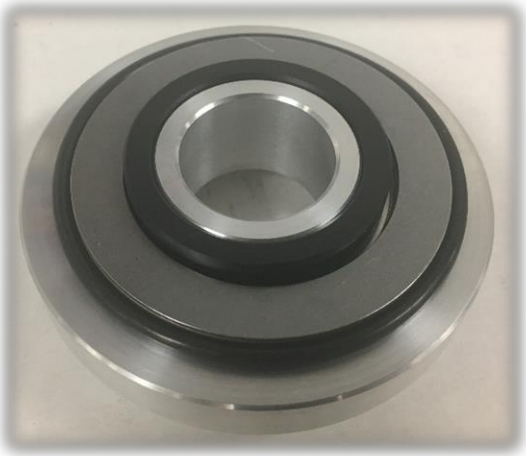

Figure 4

Figure 5

STEEDA FRONT COILOVER ASSEMBLY:

1. Place the Delrin spring seat bushing and one of the roller bearing washer on the aluminum spring seat. See Figure 2.
2. Next place the roller bearing assembly on top of the washer, as shown in Figure 3. Grease the bearing with high quality grease before proceeding.
3. Place the other roller bearing washer on top of the roller bearing.
4. Wrap the o-ring around the roller bearing assembly. See Figure 4.
5. Mount the upper spring seat assembly into the supplied Steeda camber plate as shown in Figure 5.

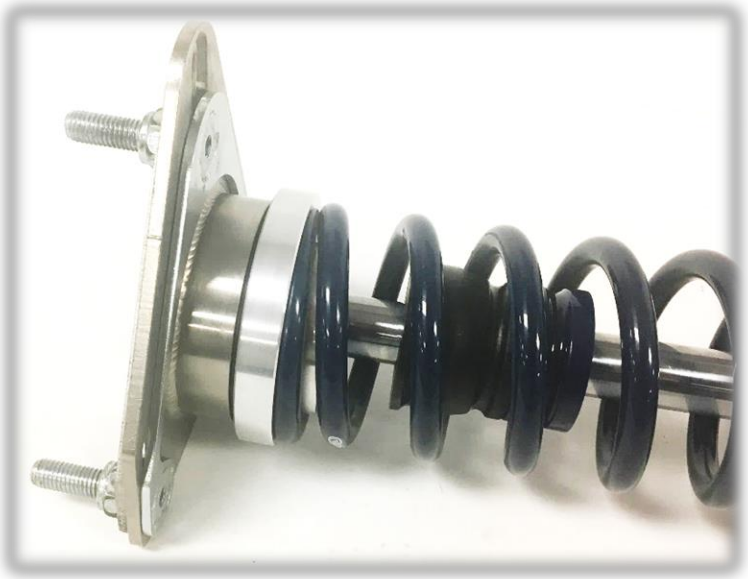

Figure 6

Figure 7

6. Install the spring onto the Steeda front strut.
7. On top of the spring, place the upper spring seat and camber plate assembled previously onto the shaft, as shown in Figure 6.

NOTE: Make sure the upper spring seat and camber plate assembly stays together during installation.

8. Secure the assembly using the provided strut shaft adapter, lock washer, and then nut.
9. Using a 22mm wrench and an 11mm wrench tighten the nut on the strut shaft., then torque to 70 ft-lbs.

NOTE: DO NOT USE an impact gun to tighten this nut!

Figure 8

Figure 9

REMOVING/INSTALLING THE FRONT STRUT

10. Remove the front wheels; a 22mm socket fits the factory lug nuts.
11. Using a 15mm socket remove the two bolts which secure the caliper to the knuckle. If you are having trouble accessing these bolts simply turn the wheel until they are easily reached. Once loose, rest the caliper on the front sub frame of the vehicle so that you do not damage the brake line.
12. Now disconnect the upper portion of the end link from the factory strut using an 18mm socket and a 17mm wrench which will hold the shaft in place. It is best not to use an impact gun for this as you can damage the bearing or the boot.
13. Using a plastic pry bar, remove the two line clips which are attached to the strut
14. Use a 15/16" socket to remove the two nuts which secure the strut to the knuckle. Using a hammer knock these two broached studs out of the knuckle. If you mar the ends of the bolts simply file or grind down the tips afterwards, this does not damage the bolt in any way.
15. Unlatch and raise the hood of the vehicle to gain access to the upper strut mount bolts. Using a 15mm socket remove all three nuts from the strut mount.

NOTE: Once the last nut is removed the strut will be free so be prepared to support the strut while removing the nuts to prevent any damage to the parts.

16. Install the Steeda front coilover in reverse order from how they were removed. It is worth noting that it is easiest to use and impact gun or wrench to tighten the broached bolts back into the knuckle upon re-assembly.
17. Once desired ride height is reached, tighten the set screw on the coilover nut/lower spring seat to set in place.

SETTINGS AND ADJUSTMENTS:

Figure 10

In order to adjust the rebound damping in the vehicle, either in the front or the rear of the car, you will notice an adjustable valve is located at the top of the strut shaft. Simply place the adjustment knob inside the slot of the provided adjustment tool. Turning the tool counter clockwise will stiffen the rebound force provided by the damper and turning the tool clockwise will soften the rebound force provided by the damper. Steeda recommends setting the dampers all the way clockwise (full soft position), then back one full turn counter clockwise as a starting position.

When it comes to on track tuning of these dampers to improve the handling characteristics remember that dampers do not affect steady state cornering performance.

Vehicle turn in: If the car is understeering during turn in slowly remove rebound dampening to the rear of the car until you get to your desired level. If the car is oversteering during vehicle turn in, slowly add rebound dampening to the rear of the car until you reach your desired level.

Corner exit: If the car is understeering at corner exit, slowly add rebound damping to the front of the vehicle until you reach your desired level. If the car is oversteering during corner exit, slowly remove damping in the front of the vehicle until you reach your desired level.

Steeda S550 Mustang Adjustable Rear Ride Height Kit

Installation Instructions For Part: 555-8171 (no shocks), 555-8172

Tools required

1. **Jack**
2. **Jack stands**
3. **Torque Wrench**
4. **12mm drill bit and drill**
5. **15mm socket**
6. **15mm wrench**
7. **18mm socket**
8. **19mm wrench**
9. **22mm socket**

Figure 1

Figure 2

Figure 3

REMOVING THE REAR SHOCK

1. Secure the vehicle on a lift or support it on jack stands.
2. Remove the rear wheels; a 22mm socket fits the factory lug nuts.
3. Disconnect the brake line bracket from the body.
4. Using an 18mm socket for the upper damper mount, remove the two bolts which hold the damper to the chassis. Next remove the two bolts located at the base of the damper using a 15mm socket; access to these bolts is gained underneath the factory control arm.
5. Once both the upper and lower bolts are removed, pull the stock damper assembly from the car.
6. Using a 15mm wrench and a 6mm wrench, remove the factory damper shaft nut and pull the factory damper mount, dust boot and bump stop off the assembly.
7. In order to fit the Steeda damper shafts you will need to drill the factory damper mount shaft hole from 10 mm to 12 mm.
8. Assemble the Steeda Pro Action shock by first placing the nylon washer over the shaft. Then slide the Steeda bump stop(s) and factory dust boot over top of this shaft.
   NOTE: Make sure the dust boot is seated into the groove on the taller bump stop. Steeda recommends using only the taller bump stop.
8. Re-install the now drilled stock damper mount and then install the provided spacer, and both jam nuts onto the damper shaft in that order. Before tightening the second jam nut down take a 19mm wrench and tighten the first jam nut down snugly.
   NOTE: Steeda recommends our Billet Rear Shock Mount (555-8152) to work with this kit.
9. Using a 19mm and 9mm wrench toque the first jam nut to 22ft-lbs. DO NOT use an impact gun to tighten this nut!
10. Tighten the second jam nut down snugly on top of the first jam nut.

*****Proceed to removing and installing the rear spring*****

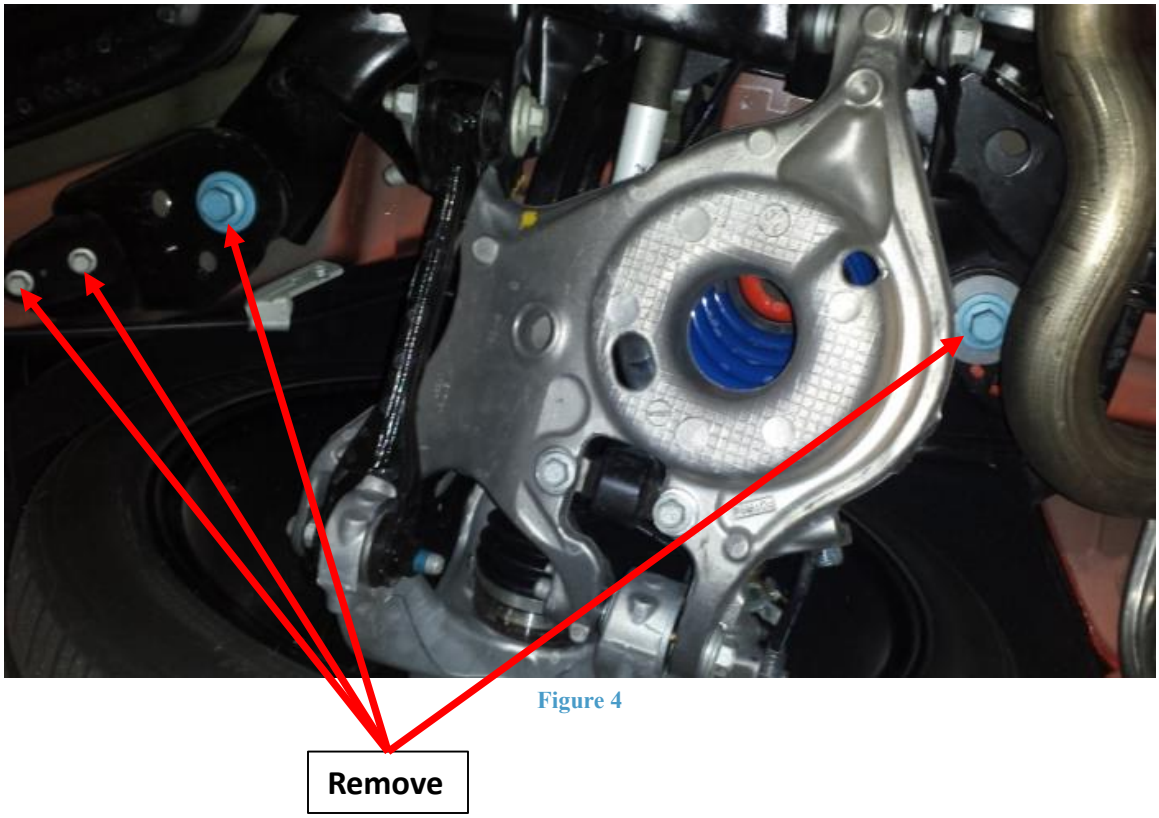

Figure 4

REMOVING/INSTALLING THE REAR SPRING

11. Be sure the rear sub frame is supported by a jack, so that you can lower it independently of the car.
12. Remove the 2 main bolts securing the sub frame to the car. There is a bracket on the front of the sub frame, that has 2 more bolts that will also have to be removed.
13. Once the sub frame bolts are removed, lower the sub frame until the spring is able to be removed.
    NOTE: The sway bar end link may need to be disconnected to gain the necessary drop.
11. Remove the stock spring.
12. Install the Steeda spring adjuster on the chassis side where the factory rubber spring seat was.
13. Install the Steeda spring with the ground coils to the top, making sure the pigtails of the spring are correctly oriented into the lower control arm.
    NOTE: Turning the adjuster all the way down will lower your vehicle 3/4" and turning the adjuster all the way up will lower 1-1/2". After setting the ride height, tighten the set screw.
17. Raise the sub frame back up, and install and tighten the sub frame bolts.

INSTALLING THE REAR SHOCK

18. Install the Steeda Pro Action shock.
    NOTE: Blue loctite is recommended for the bolts holding the shock in place.
19. Reconnect the brake line bracket to the body and reinstall any other part that was removed during this process.
20. Torque all bolts to factory torque specs.

SETTINGS AND ADJUSTMENTS:

Figure 5

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