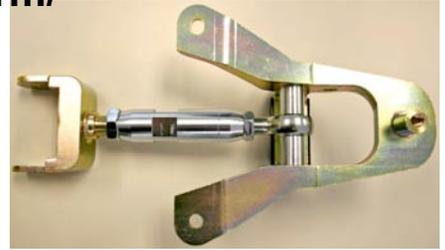


STEEDA S197 MUSTANG

Competition Upper Adjustable Trailing Arm/ 3 Link for S197 Mustang

555-4106, 555-4107, 555-4108, 555-4109 & 555-4111

Installation Instructions



Follow all safety rules and use caution whenever working on any vehicle. It is best to consult a shop manual for your vehicle before beginning this project. Failure to do the job correctly could result in serious injury. Read all of the instructions before you start. Have the job done by an experienced technician if you are not sure you can complete it correctly.

1. Place the vehicle on a lift or jack stands. The initial installation may be accomplished with the axle on jack stands or in full droop. Full droop will provide more clearance to work.
2. Remove the stock upper trailing arm assembly **Pic 1**
 - a. Remove the bolt at the differential end of the control arm.
 - b. Remove the two bolts on the bottom side of the mounting bracket towards the rear of the vehicle.
 - c. Properly support the gas tank and remove the two rear bolts securing the tank straps **Pic 2**. Lower the tank approximately 2 inches to allow clearance to remove the OE bracket.
 - d. From inside the car remove the front mounting bracket bolt **Pic 4** Note: It will be necessary to remove the lower half of the back seat to access the bolt. Remove the seat cushion by sliding your hand underneath the cushion and pushing the plastic release tab as shown in the picture **Pic 3**
 - e. Remove the assembly from the vehicle. Note: It may be necessary to pry it down.



3. Assemble the new trailing arm to the new competition bracket. The rod end/bushing end should be bolted in the forward hole using the supplied nut, bolt and washer. Use the provided spacers to center the rod end between the bracket.
4. Before installing the new trailing arm you must adjust the length for a beginning setting. The factory upper trailing arm is approximately 215.4 mm (8.48") between the two mounting locations. For performance use we generally recommend you set the starting length at approximately 256.4 mm (10.21").
5. Install the new Steeda trailing arm assembly into the factory location. Note: It may be necessary to bend down the lip of the gas tank for clearance around the new bracket **Pic 5**



6. Tighten the trailing arm mounting bolts and the bracket bolts. Then, torque to factory specs. (129 ft/lbs.) Use the new supplied 14mm nut, bolt and washer on the chassis end.
7. Replace the gas tank, interior bolt, and rear seat.
8. Before driving your car it is necessary to check the pinion angle. If you adjusted the length as specified in Step 5, you will be very close to the optimum angle. To complete this procedure, the weight of the car must be sitting on the tires, on a level surface. Joust the suspension before taking your measurements.
9. Use an analog protractor or digital inclinometer to measure the angle of the front driveshaft **Pic 6** Measure the angle of the pinion flange **Pic 7** Subtract the pinion flange angle from the front driveshaft angle to find the net pinion angle. **This procedure is only applicable to the S197 Mustang (2005+) with the factory two-piece driveshaft.** If you are using a slip-yoke type gearbox with a one-piece driveshaft, it will be necessary to measure the vertical angle of the transmission mounting surface of the bell housing and then subtract the pinion flange angle to find your net pinion angle. Best angles range from 2° to 5° down from horizontal.
10. Adjust the new upper trailing arm center sleeve to lengthen or shorten the arm as necessary to correct the pinion angle. **One degree of pinion angle change is achieved by rotating the sleeve 1.65 turns.** Once you have achieved the desired pinion angle tighten the jam nuts securely against the adjusting sleeve. Thread lock is highly recommended.



11. Re-measure the net pinion angle to insure you have achieved your desired setting and adjust if necessary.
12. Finally install the bumpstop with the zinc backing plate onto the flange of the new Steeda control arm bracket. Insert the bolts through the flange and through the bumpstop with the nut on the urethane side of the bumpstop. When adjusting pinion angle, remove the bump stop for easier access.
13. Re-check all bolts and make sure everything is secured properly.

Take a short test drive and re-inspect the installation before resuming normal driving. If you experience a vibration that was not present before the installation you probably have the pinion angle set incorrectly.

Trailing arms should be inspected regularly for safety.

STEEDA S197 MUSTANG
**Competition Upper Adjustable Trailing Arm/
3 Link Upgrade Kit for S197 Mustang**
555-4107

Installation Instructions

Follow all safety rules and use caution whenever working on any vehicle. It is best to consult a shop manual for your vehicle before beginning this project. Failure to do the job correctly could result in serious injury. Read all of the instructions before you start. Have the job done by an experienced technician if you are not sure you can complete it correctly.

1. This kit is designed to upgrade your existing 555-4105 "Street" upper trailing arm kit to the Competition rod end version. You will need to reuse several parts from your existing kit for use with the new included parts.

Reuse the following parts from your current Steeda upper trailing arm.....

- Axle end bracket
- Jam nut on Axle end bracket
- Bump stop (remove this from the chassis mount bushing end)
- Bump stop mounting hardware

The upgrade will include the following.....

- New (longer) center adjusting sleeve
- Chrome Moly rod end for chassis mount
- Jam nut for chassis mount rod end
- Two steel spacers for the rod end
- New Competition front chassis mount

Once you have gathered together all the parts you will need to convert your street setup to the competition setup. Refer to the 555-4106 instructions to complete your installation.

Trailing arms should be inspected regularly for safety.

STEEDA S197 MUSTANG

Competition Upper Adjustable Trailing Arm/ 3 Link Upgrade Kit for S197 Mustang

555-4108 & 555-4111

Installation Instructions

Follow all safety rules and use caution whenever working on any vehicle. It is best to consult a shop manual for your vehicle before beginning this project. Failure to do the job correctly could result in serious injury. Read all of the instructions before you start. Have the job done by an experienced technician if you are not sure you can complete it correctly.

555-4108

1. This kit is designed to upgrade your existing 555-4105 "Street" upper trailing arm kit to the Comp/Street version (555-4109). You will need to reuse several parts from your existing kit for use with the new included parts.

Reuse the following parts from your current Steeda upper trailing arm.....

- Axle end bracket
- Jam nut on Axle end bracket
- Bump stop (remove this from the chassis mount bushing end)
- Bump stop mounting hardware, and aluminum chassis spacers

The upgrade will include the following.....

- New (longer) center adjusting sleeve
- Bushing end for chassis mount
- Jam nut for chassis mount Bushing end
- New Competition front chassis mount and hardware

Once you have gathered together all the parts you will need to convert your street setup to the Comp/Street setup refer to the 555-4109 instructions to complete your installation.

555-4111

1. This kit is designed to upgrade your existing 555-4106 "Comp" upper trailing arm kit to the Comp/Street version (555-4109). You will need to reuse several parts from your existing kit for use with the new included parts.

Reuse the following parts from your current Steeda upper trailing arm.....

- Axle end bracket
- Jam nut on Axle end bracket
- Bump stop
- Bump stop mounting hardware
- Competition front chassis mount and hardware

The upgrade will include the following.....

- New (longer) center adjusting sleeve
- Bushing end for chassis mount
- Jam nut for chassis mount Bushing end

Once you have gathered together all the parts you will need to convert your Comp setup to the Comp/Street setup. Refer to the 555-4109 instructions to complete your installation.

Trailing arms should be inspected regularly for safety.