Steeda Focus Adjustable Front Swaybar Endlinks

Installation Instructions
Part#: 555-1081

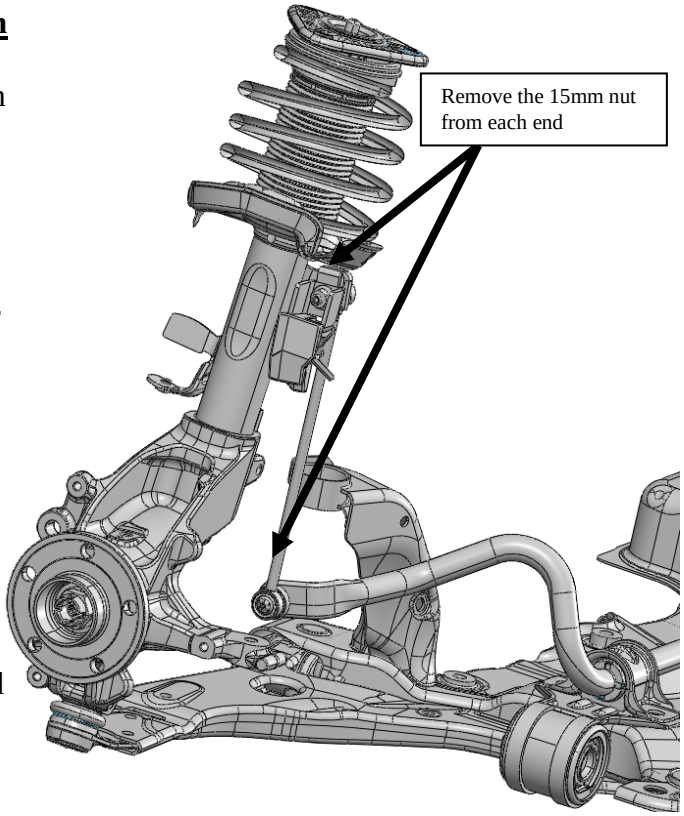
Factory Front Swaybar Endlinks Removal

1. Lift the front of the car so that the front wheels are off the ground. Use caution operating a lift or jack stands to ensure the car is stable and safe to work around and underneath.

2. Remove the front wheels.

3. Remove the 15mm lock nuts, one at the top and one at the bottom of the link where they attach to the strut and swaybar, respectively. While removing the nuts you will need to keep the endlink ball studs from spinning with a hex key placed in the internal hex in the end of ball stud.

Steeda Adjustable Front Swaybar Endlinks Installation



4. Adjust the Steeda adjustable endlink to the same length as the factory endlink, snugging the jam nuts but not tightening them.

5. The endlinks must be used with the flush style grease fittings. The standard grease fitting are used for lubrication only as they will interfere with inner fender at full lock.

6. Install the Steeda adjustable endlink in the same location and orientation as the factory endlink.

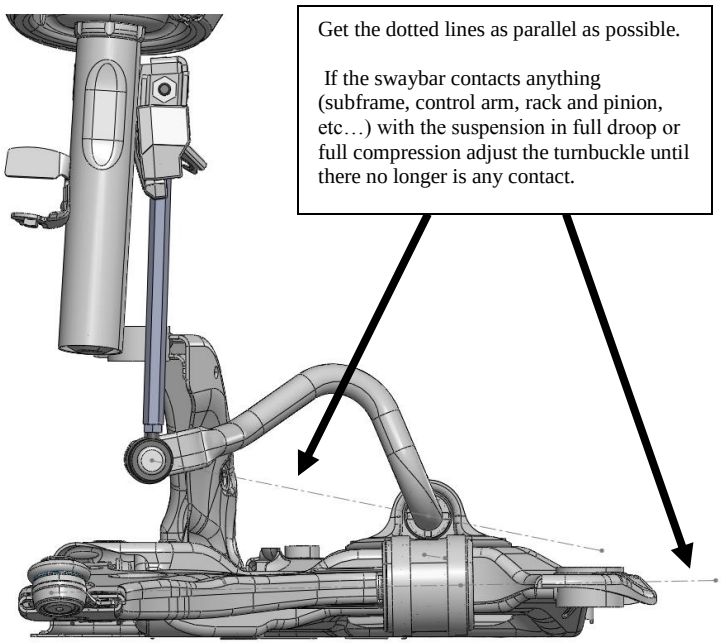
7. Tighten the supplied lock nuts to 43ft-lbs.
   NOTE: Use 14mm wrench to hold the rod end stud in place.

8. Hold the center adjuster in place with a 3/4 wrench and tighten the jam nuts at both ends.

9. Reinstall the wheels (torque to spec) and lower the vehicle.

Adjustment/Competition Notes

If you are using your car in open-track, Solo Autocross, or sanctioned road racing events, it is important to adjust the end links so the swaybar bar bushing pivot and swaybar endlink mount is parallel to control arm bushing centerline. See the figure. This is particularly acute with mk3 Focus' that are running performance springs that lower the car. It is important to correct the bar arm alignment to best approximate a linear roll stiffness. As the imaginary line connecting the swaybar subframe bushing pivot point to the mounting point at the swaybar bar endlink moves from parallel, the roll stiffness changes with the cosine of the angle. Failure to observe this can make the car difficult to tune for optimum handling. To adjust the endlink loosen the jam nuts on the center adjuster and turn the center turnbuckles equal amounts until the pivot point at the subframe bushing mount and the swaybar mount are parallel with the ground. Retighten the jam nuts. This is only to be done with the car sitting at static ride height.



When racing, some advantage may be gained on tracks that are dominated by turns in one direction. When you have adjusted your car's suspension to achieve the best lap times, for those tracks that are biased with turns in one direction rotate the end link adjusting sleeve approximately 1to 1½ turns to lengthen the end link for the outside tire. For right hand dominate tracks, lengthen the left end link and opposite for left hand turn tracks. By making the endlink longer you will increase the corner weight on that side and generate a small improvement in traction. This will not cure a poor suspension setup, but it can help the driver pick up a few tenths a lap.

Thank you for choosing Steeda Autosports! If you have any questions or comments please call us at 954-960-0774 or email GoFast@Steeda.com