



# STEEDA

## Billet Aluminum Rear Shock

### Mounts

*Instructions for 555-8151, 555-8152, 555-8153,  
555-8160, 555-8161, and 555-8162*



#### Stock shock mount removal

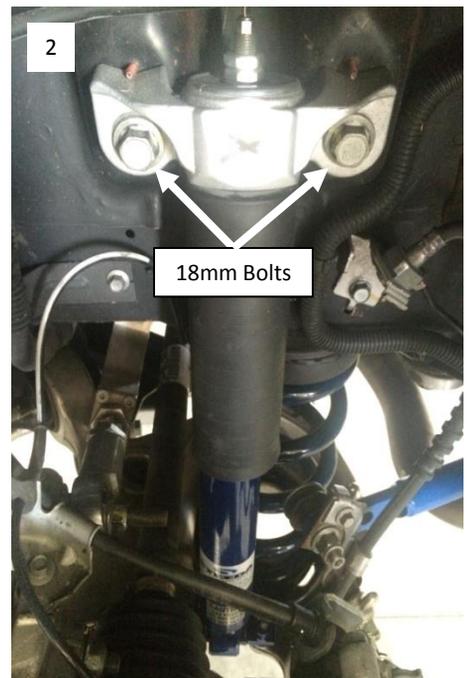
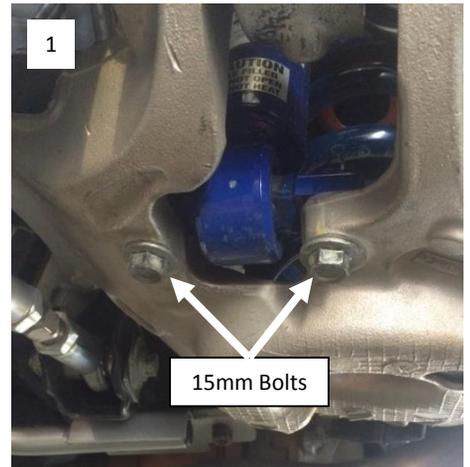
1. Raise the rear of the car off the ground by the chassis, and place on jack stands (if not using a hoist), so that the rear tires are off of the ground at full suspension droop. Use caution operating a lift, or jack stands, to ensure the car is stable and safe to work around and underneath.
2. Remove the rear wheels.
3. Remove the rear shock by first removing the two 15mm bolts from the bottom of the shock where it mounts to the control arm (pic 1).
4. Next remove the two 18mm upper shock mount bolts and carefully remove the strut (pic 2).
5. To remove the shock from the OEM mount remove the 15mm nut on the top of the mount.



#### Steeda Billet Shock Mount Installation

6. Install the bottom misalignment spacer onto the rear shock (pic 3).  
NOTE: Not used on the 555-8161.
7. Install the billet shock mount with the bearing facing, or the large opening facing down over the shock. Make sure the bottom misalignment spacer goes into the center bore of the spherical bearing.
8. Install the top misalignment spacer making sure it goes into the center bore of the spherical bearing (pic 3).
9. Thread on the provided nyloc nut.  
NOTE: If a nut is provided with aftermarket shocks, it may need to be used in place of the nyloc nut provided by Steeda.
10. Torque to 34 ft-lbs for 10mm nut or 37 ft-lbs for 12mm nut.
11. Install the shock in reverse order of the disassembly. Torque mount to chassis bolts to 66 ft-lbs and shock to lower control arm bolts to 35 ft-lbs

NOTE: If you do not torque the nut properly it will eventually cause noise. A loose nut could hammer the bearing causing excessive play.



Top misalignment spacer

Bottom misalignment spacer