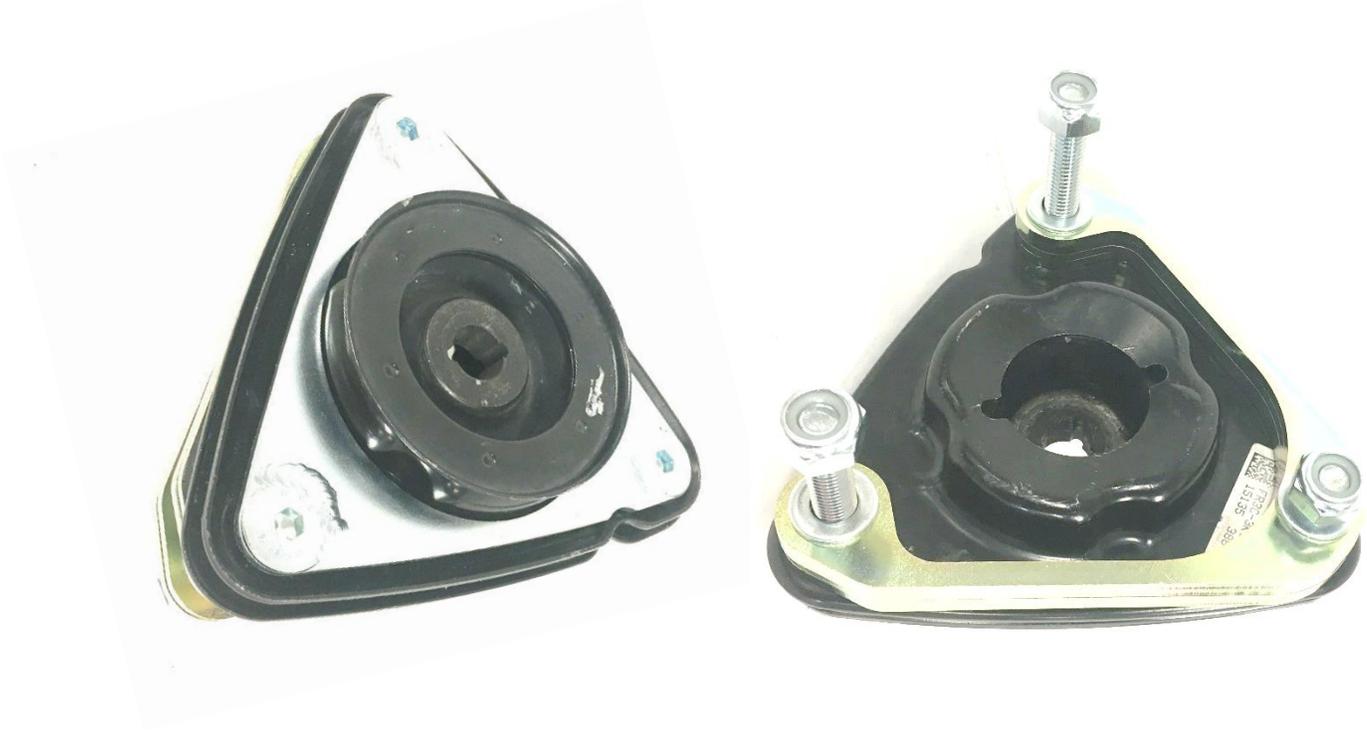




Steeda S550 Mustang Front Ride Height Spacer Kit

Installation Instructions For Part: 555-8254



Tools required

1. Jack
2. Jack stands
3. Torque wrench
4. 10mm wrench
5. 15mm wrench or socket
6. 17mm wrench
7. 18mm socket
8. 15/16" socket
9. 21mm wrench

Front:

1. Jack up one side of the vehicle using the pinch welds, once high enough, place two jack stands underneath the pinch welds, one in the front of the chassis and one in the rear of the chassis. Once that side is securely supported by the stands lower your jack and repeat the process on the other side of the vehicle.
2. Remove the front wheels; a 22mm socket fits the factory lug nuts.
3. 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.
4. 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.
4. Using a plastic pry bar, remove the two line clips which are attached to the strut
5. 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.



Figure 1



Figure 2

6. 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.**
7. Place the bottom of the strut in a vice and using two spring compressors, depress the factory spring until it unseats from the strut mount.



Figure 3

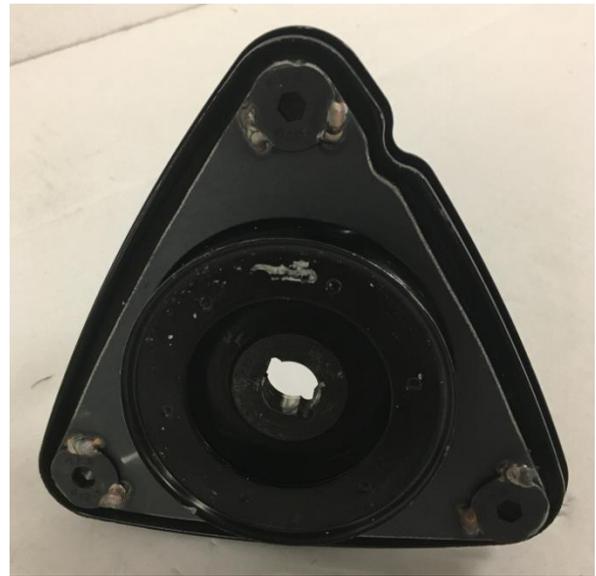


Figure 4

8. A 21mm wrench and a 10mm wrench can be used to remove the strut mount nut. Along with this nut remove the factory strut mount and the compressed spring.
9. Remove the bottom rubber spring isolator /bearing housing from the factory strut.
10. Use the provided tube to press or hammer out the studs.
11. Place the Steeda front spring spacer plate in the correct orientation shown in Figure 4.
12. As shown in Figure 5, take the steel shim and place it on the stock bearing housing.
13. Place the rubber isolator/bearing housing removed in step 9 and reinstall on the factory strut mount.
14. Make sure the strut mount rotates freely and there is no binding in the unit.
15. Slide the still compressed spring onto the strut, making sure to align the tail of the spring to the end of the rubber stop.
12. On top of the spring place the factory strut mount with the Steeda front spring spacer plate installed onto the shaft.
13. Using a 21mm wrench and an 10mm wrench tighten the nut on the strut shaft to the factory torque spec. **Note: DO NOT USE an impact gun to tighten this nut!**
14. Again, make sure the strut mount rotates freely and there is no binding in the unit.
15. Choose the desired number of spacers and place them on top of the strut mount, as shown in Figure 6. **Note: Each spacer will raise the ride height approximately 1/8".**
16. Reinstall the strut in the reverse order of removal.

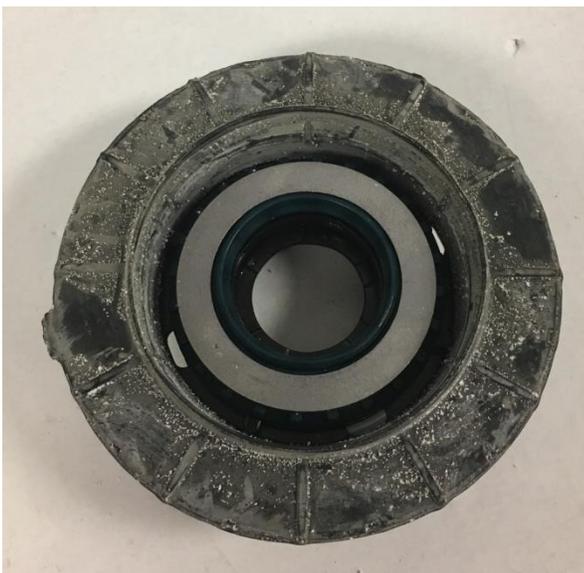


Figure 5

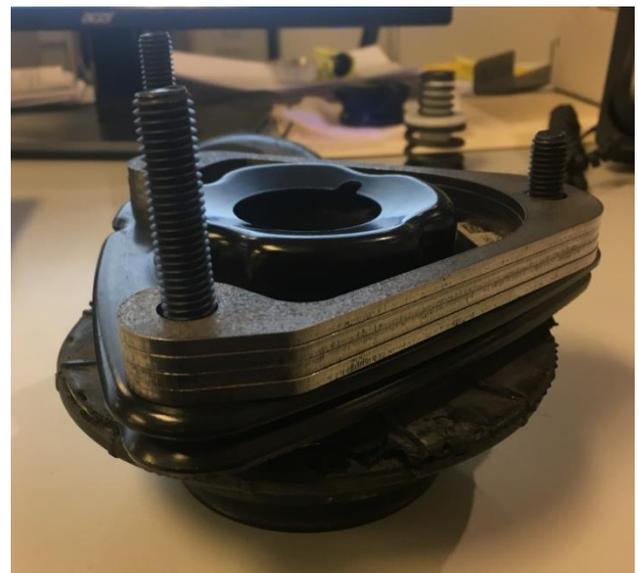


Figure 6