



MADE IN AMERICA

STEEDA®

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

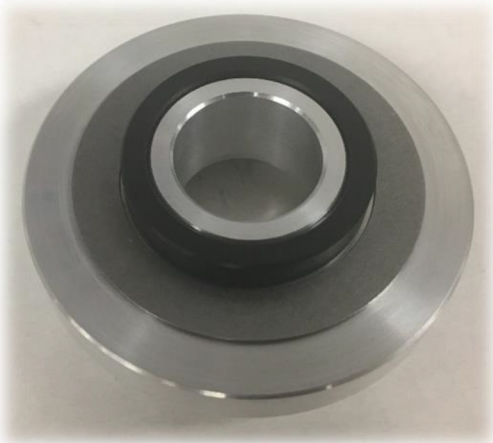


Figure 2



Figure 3

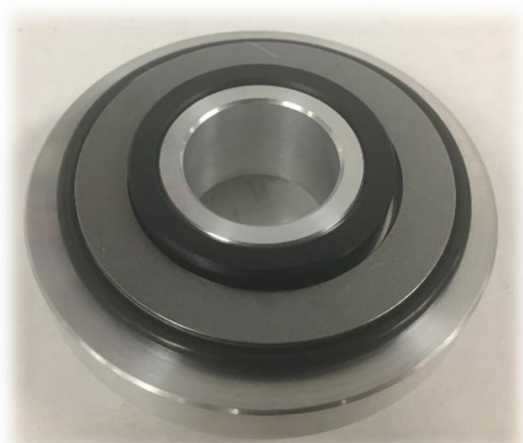


Figure 4

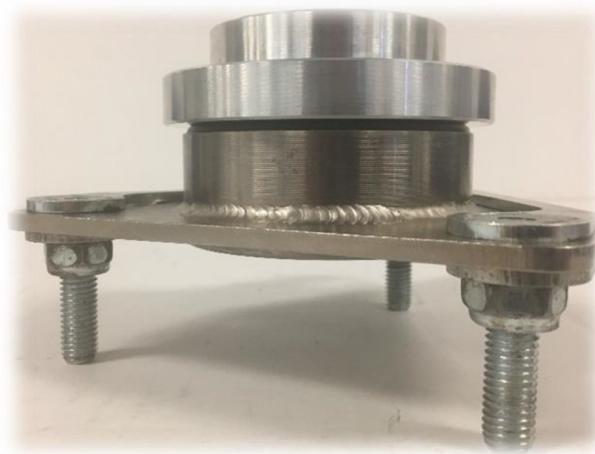


Figure 5

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. Install one of the sleeves provided in the camber plate kit into the top and bottom of the spherical bearing in the Steeda camber plate. (See instructions provided in camber plate kit for reference images Figures 9 and 10.)
6. Mount the upper spring seat assembly into the supplied Steeda camber plate as shown in Figure 5.

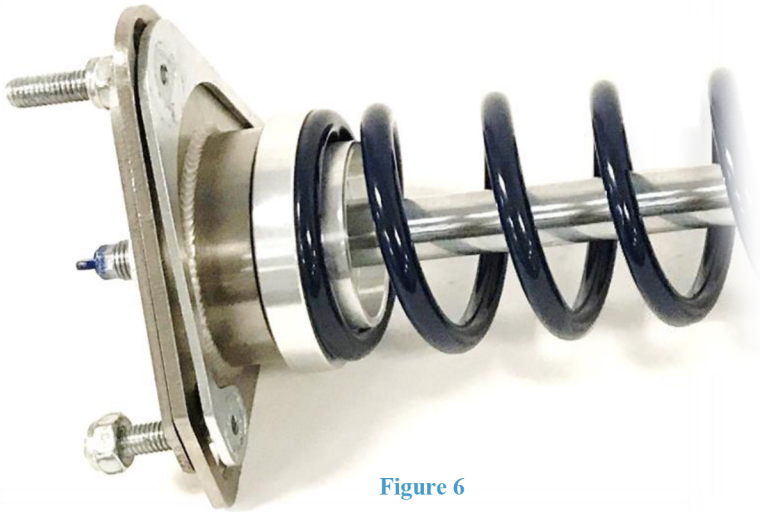


Figure 6



Figure 7



Figure 8

6. Install the supplied bump stop. If lowering more than 1" you will need to modify the bump stop, this is best accomplished with a band saw or sharp razor blade.
7. Install the spring onto the Steeda front strut. (If a Delrin sleeve and tender spring were supplied, install these first)
8. 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 lock washer and nut.
NOTE: Nuts for the strut shaft will be provided with both the camber plates and the Pro-Action struts. Please use the hardware provided with the Pro-Action struts for assembly.
9. Using a 22mm wrench and an 11mm wrench tighten the nut on the strut shaft., then torque to 59 ft-lbs.
NOTE: DO NOT USE an impact gun to tighten this nut!



Figure 9



Figure 10

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 an 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 11

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.