



STEEDA ADJUSTABLE FRONT SWAYBAR ENDLINKS

For: 2005+ Mustang

Installation Instructions For Part: **555-1053**

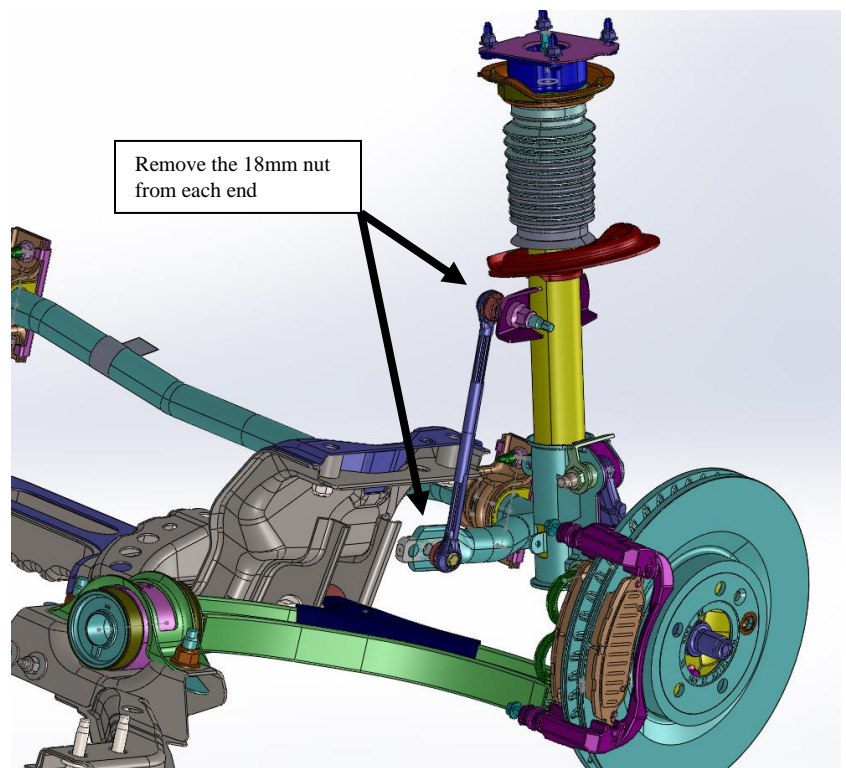


Notes:

- A qualified technician should be used if you are not confident with replacing the front swaybar endlinks.
- It is strongly suggested you have a Ford factory service manual for reference while making this modification to your car.

Removal of the Factory Front Swaybar Endlinks

1. Lift the front of the car so that the front wheels are off the ground. It is recommended that the car be set on jack stands with the jack stand under the lower control arm. 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 18mm lock nuts, one at the top and one at the bottom of the link where they attach to the strut and swaybar, respectively. See figure 1. While removing the nuts you will need to keep the endlink ball studs from freely spinning with an 8mm socket placed over the hex on the end of ball stud and a wrench to loosen the lock nut.
4. Note the orientation of the endlinks and then set them aside.



Assembly of the Steeda Adjustable

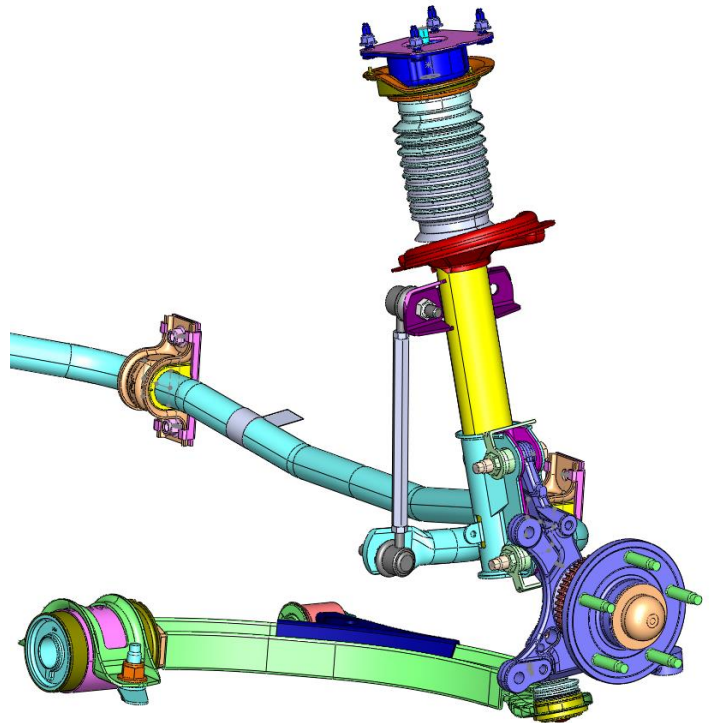
Front Swaybar Endlinks

5. Thread the endlinks to a length as close to 10-7/16" as possible. This is the intended setting for cars not using lowering springs (stock endlink length). For lowered cars see the "**Adjustment**" section below. Do not tighten the jam nuts yet, leave them loose.

Installation of the Steeda Adjustable

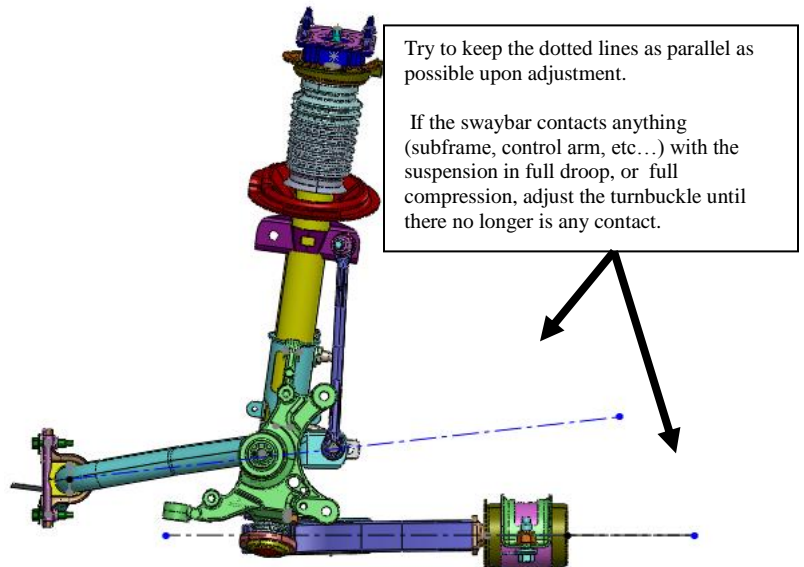
Front Swaybar Endlinks

6. Install the endlink in the same location and orientation as the factory endlink.
7. Tighten the ball joint lock nuts to 83ft-lbs. Place a 5mm Allen key into the internal hex on the end of the ball stud to keep it from spinning freely.
8. Hold the center adjuster in place with a 15mm wrench and snug the jam nuts at both ends.
9. Reinstall the wheels (torque to spec) and lower the vehicle. You are done.



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 to the right. This is particularly acute with S197 cars 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 bushing pivot point to the mounting point at the swaybar bar's arm moves from parallel to the control arm pivot, the roll stiffness changes with the cosine of the angle the end link makes with the bar's arm and the angle of the strut. 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 turnbuckle until the pivot point at the subframe bushing mount and the swaybar mount are parallel with the imaginary line thru the bolt of the lower control arm front bushing. Retighten the jam nuts. This is only to be done with the car sitting at static ride height.



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 1 to 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 lengthening the end link 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