Steeda Cobra IRS Bushings

Part Number: 555-4016 • Installation Instructions

These instructions cover the removal of the Ford Factory Rubber Bushings (except for the shells, which are reused), and their replacement with Steeda Urethane Bushings.

Your Kit Contains:

4 ea. Bushings
2 ea. Sleeves, Front – 14mm ID
2 ea. Sleeves, Rear – 12mm ID
2 ea. Bolts, Front –14mm
2 ea. Nuts, Front –14mm
2 ea. Buttonhead Bolts, Rear –12mm
2 ea. Grease Packs
2 ea. Washers

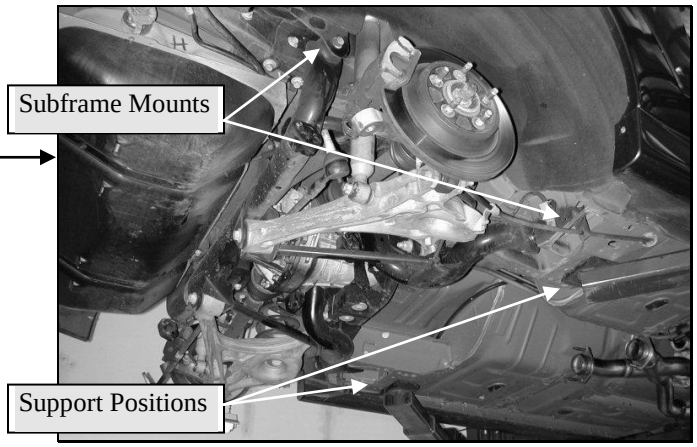
NOTES: **1)** These instructions show the procedure using a chassis lift. You can alternately perform this installation with floor jacks and jack stands.
2) The car shown was also getting a new ring and pinion, so the carrier and rear half-shafts are not installed in the photos. You do not need to remove these parts to install the Cobra IRS Subframe bushings.
3) The procedures used in this installation require good mechanical skills and a basic understanding of how the Independent Rear Suspension (IRS) works. It is strongly suggested that you have available a factory service manual for explanation of the removal and installation procedures not explained in these instructions.

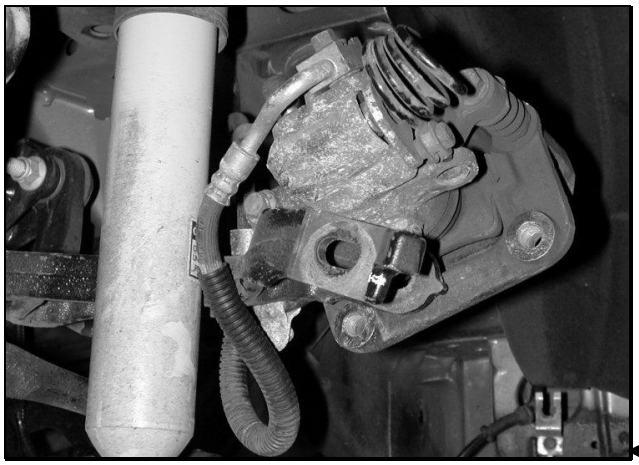
Safety First!

1) When working under a car, whether it is on a lift, as shown in these photos, or raised manually with a jack, always be sure to follow established safety procedure and use approved safety equipment (i.e. four-point jack stands, not cinder blocks)
2) Eye protection is a good idea anytime; safety glasses should be worn whenever rotary tools (i.e. drills, grinders, sanders, etc.) are used

Installation Instructions

1) Raise the car and support it on jack stands or chassis lift immediately in front of the rear suspension subframe bushing location (not on the subframe). Remove the rear wheels.



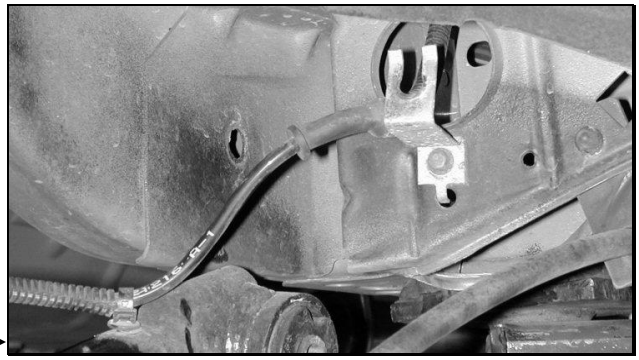


2) Disconnect the e-brake cable. Remove the rear brake caliper from its mount; secure it out of the way with a zip tie to avoid damage to the flexible hose. Work on one side of the car at a time.

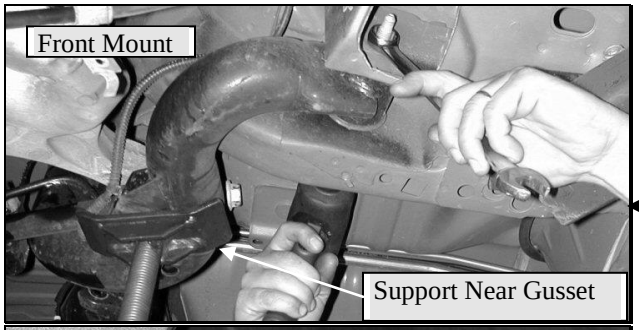
3) Remove the exhaust from the catalytic converters back.

4) Position a jack or adjustable jackstands under the IRS subframe near the front and rear bushing locations.

5) Raise the lower control arm with a floor jack just enough to eliminate the tension on the lower shock absorber fasteners. Remove the bolt. Slowly release the jack pressure. The spring will not dislodge if you leave the anti-sway bar attached and you lower the control arm slowly.



6) Slip the ABS cable out of the slot in the sheet metal bracket, then pop the retainer out of the subframe, allowing additional slack in the cable.

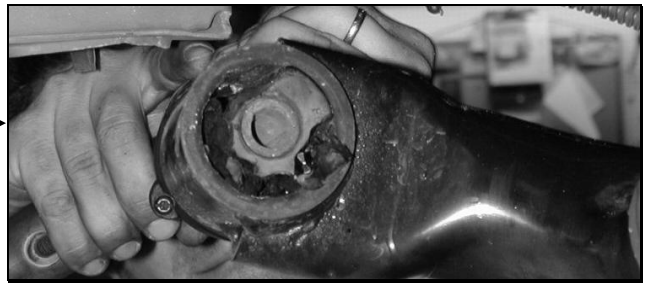


7) Remove the front and rear subframe attachment bolts on one side. Slowly lower the subframe. The spring will now be free. **Note the spring's end point alignment for proper re-installation later.**

8) Slowly lower the subframe enough to allow access to the face of both the front and rear bushings on one side of the car.

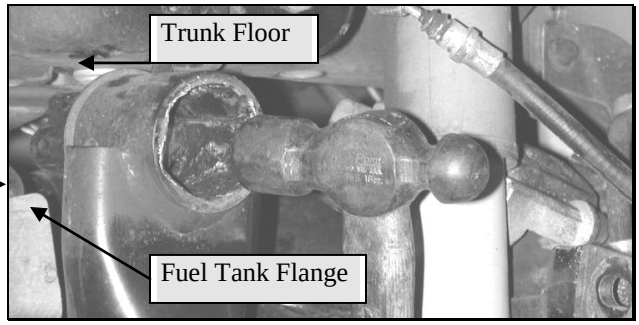
9) Using a 5/16" drill bit, drill several holes into the factory bushing, rocking the bit side-to-side to "chew" away the insulator material. Be careful not to damage the metal shell that is pressed into the subframe. These will be cleaned to accept the new bushings.

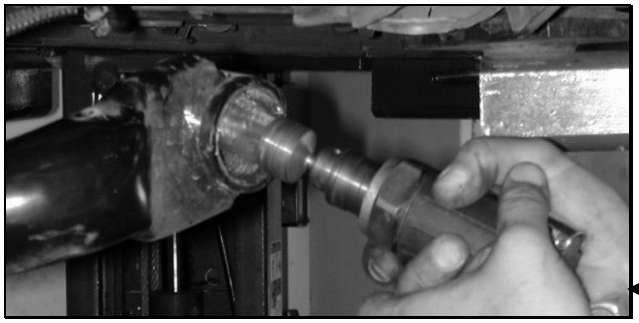
10) You will need to drill the factory bushing from both sides to ensure its release from the metal shell.



11) When most of the rubber has been removed, use a hammer and appropriately sized socket to drive the remaining bushing out of the shell.

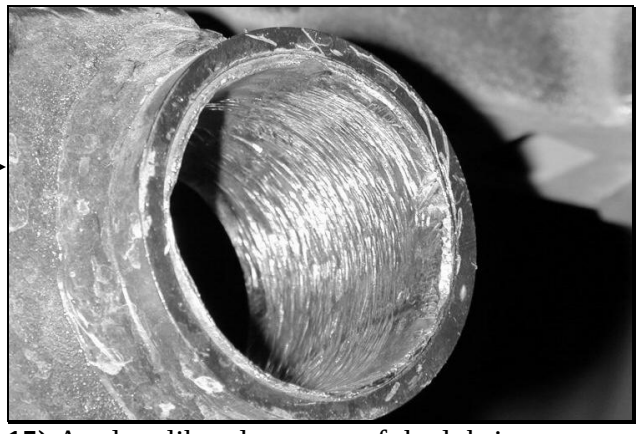
12) When removing rear bushings, raise or lower the subframe so the bushing will be driven into the space between the trunk floor and the flange on the fuel tank.



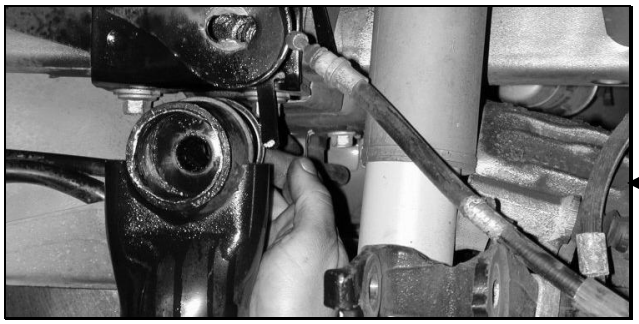


13) With a wire wheel or small roll sander, clean out all remaining rubber from inside the steel shells. Time spent here makes the installation of the replacement bushing easier.

14) Your bushing shells should now look like the one in this photo. Any rubber remnants will make the insertion of the new bushing difficult, so take your time and be thorough.



15) Apply a liberal amount of the lubricant provided around the outer surface of the bushing. Do not insert the steel sleeves into the bushings at this time, as it will only make the bushing more difficult to insert.

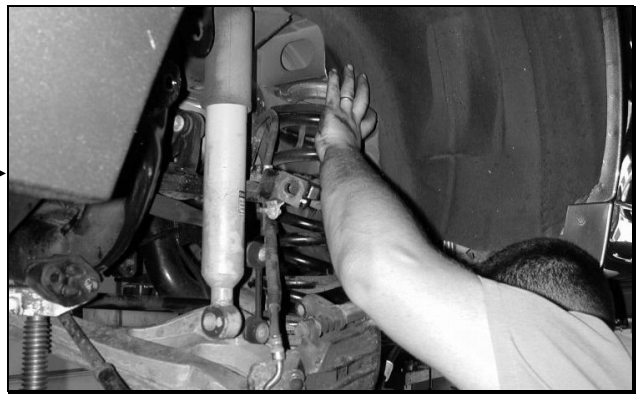


16) Insert the new bushings into the shells from the inside (differential side) until the flare on the bushing seats against the subframe flange. Use enough pressure to get the bushing to completely seat.

17) Insert the sleeves provided into the new bushings; the sleeve with the larger ID, 14mm, in front, and the smaller, 12mm ID in the rear. Lubricate the sleeve and the bushing hole prior to insertion.

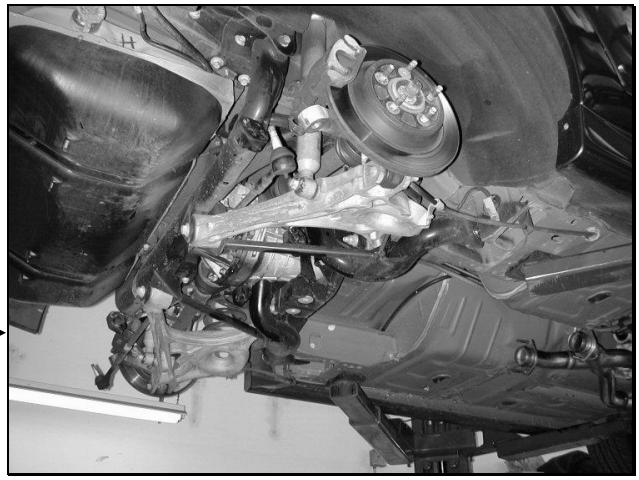
18) Lubricate the faces of the bushings, and the corresponding surfaces of the brackets where they will re-attach.

19) Re-install the spring in the same position you noted on removal.



20) Raise the jackstands / jacks under the subframe to compress the springs and bring the bushings back to their installed position. Reposition the ABS cable. Insert and tighten the subframe mounting bolts; use the new 14mm hardware provided with your kit in front. The 12mm buttonhead bolts provided for the rear offer more tire clearance. Torque the 14mm bolts to 135 Nm (100 lbft) and the 12mm bolts to 103Nm (76 lbft)

21) Re attach lower shock absorber mount, brake caliper and the e-brake cable.



You're almost halfway there! Next, repeat steps 2 – 21 on the other side of the car. Then reinstall the exhaust system and the rear wheels.

Enjoy the test drive!