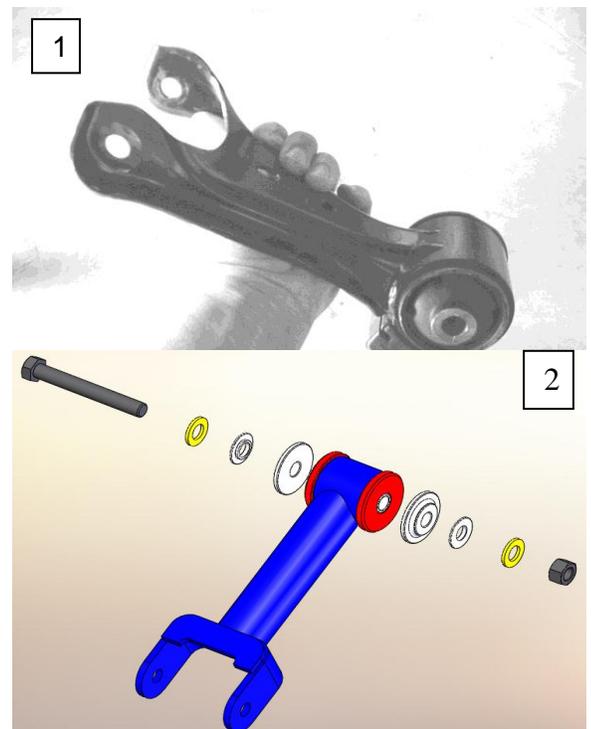


STEEDA AUTOSPORTS
Upper Tubular Trailing Arm/3rd Link
Fits: 05-11 Mustangs
Installation Instructions for Kits:
555-4096, 555-4097, 555-4098, 555-4099



Follow all safety rules and use caution whenever working on any vehicle. It is best to consult a shop manual for your vehicle before beginning this project. Failure to do the job correctly could result in serious injury. Read all of the instructions before you start. Have the job done by an experienced technician if you are not sure you can complete it correctly.

1. Place the vehicle on a lift or jack stands. The initial installation may be accomplished with the axle on jack stands or in full droop.
2. Remove the stock upper trailing arm bolts and remove the factory arm, see **Figure 1**. You may have to lower the upper arm chassis mounting bracket to remove the bolt on the chassis end. To do so, loosen the two bolts on the bottom side of the mount and also remove the bolt located under the rear seat, from inside the car. Then pry down on the assembly to remove the control arm bolt. See **addendum #1**.
3. **Grease the outside faces of the bushings with the provided grease. Do not skip this step, or the bushings may squeak!**
4. Install the new Steeda trailing arm into the factory location with the included thick aluminum spacers located between the inside of the chassis mount and the faces of the polyurethane bushings. See **Figure 2**. *****See addendum #2 for 2011 vehicles*****
5. Tighten the front and rear trailing arm mounting bolts and torque to factory specs. (129 ft/lbs.) Use the new supplied 14mm nut, bolt and washer on the chassis end.
6. Re-check all bolts and make sure everything is secured properly.



Addendum #1: The control arms have been revised to no longer include a bump stop. 12/10.

Addendum #2: Use the provided stepped spacers for the chassis mount on 2011 vehicles. Place the spacers in the 18mm holes of the chassis mount in order to properly accept the provided 14mm bolt. 2/11.

Take a short test drive and re-inspect the installation before resuming normal driving. If you experience a vibration that was not present before the installation you probably have the pinion angle set incorrectly.

Trailing arms should be inspected regularly for safety.