STEEDA X2 Balljoint Kit Installation Instructions

The X2 Balljoint kit includes two spacer rings which are optional to install on the car.
By itself the X2 Balljoint will lower the front of the car approximately 1/2 inch without reducing the effectiveness of the suspension geometry.

The spacers included in the kit raise the front of the car back up 1/2 inch to the original height of the stock balljoint. When the spacers and balljoints are installed together, the ride height will not change but the suspension geometry will be improved, providing better handling.

- Cars with stock springs can use the X2 Balljoint without the spacers to lower the front of the car 1/2 inch.
- Cars lowered between 3/4 and 1-1/4 inch can use the X2 Balljoint with the spacers to achieve the best possible handling and ride quality, or leave the spacers out to lower the car another 1/2 inch for a more aggressive appearance.
- Cars lowered more than 1-1/4 inch should install the spacers with the X2 Balljoint to improve the suspension geometry for better handling.

Installation Instructions

Caution! Installing this product requires disassembly of some components of the suspension. If you are not confident you can complete the job safely, have the work performed by a certified technician who is familiar with the front suspension of a Mustang. Failure to reassemble the suspension properly can lead to serious injury.

Note: These instructions are intended as a general outline only! Always consult a good shop manual from a reputable company for the exact procedure for each step outlined below.

1. Raise the front of the car and place it on jack stands. Remove the front wheels, brake calipers, and rotors. Disconnect the front swaybar endlinks from the swaybar.
2. Disconnect the spindle from the strut and the balljoint.
3. Press out the old balljoints and press in the new balljoints. This can be done two ways:
   A. Remove and replace the balljoints while the control arm is still on the car. This can be done with a Balljoint Press Tool such as MAC part number BJ7025M.

OR

   B. Remove the front control arms from the car and bring them to a machine shop to press out the old balljoints and install the new ones.

Note: DO NOT PRESS ON THE BALL JOINT STUD OR THE BOTTOM CAP OF THE BALL JOINT ITSELF. PREMATURE FAILURE WILL OCCUR AND STEEDA WILL NOT BE HELD LIABLE FOR IMPROPER INSTALLATION OR REMOVAL.

4. If the spacers are going to be used, remove the springs and reinstall them with the spacers on top of the spring. Make sure the spring and spacer seat properly in the spring perch on suspension crossmember (K-member).
5. **Install the grease fitting in the bottom of the new balljoints and lubricate with good quality high-pressure grease.**
6. Remove the brake dust shields from the spindle. On most cars they are riveted on. Drill or chisel through the rivet to remove the dust shield. This is necessary to prevent the dust shield from interfering with the control arm when using the balljoint.
7. Re-assemble the suspension and torque the bolts to factory specifications. Have the suspension aligned by a reputable repair shop.

Important:
Because the balljoint changes the relationship between the lower control arm and the tie-rod, bump-steer should be checked whenever the X2 balljoint is installed. With stock caster settings, offset rack bushings are often enough to keep bump-steer within acceptable range. However, when caster is increased the rear inclination of the spindle further raises the steering arm where the tie-rod attaches. Therefore, an adjustable tie rod end, commonly called **a "bump-steer kit", is highly recommended to prevent bump-steer whenever caster-camber plates are used in combination with the X2 balljoint**.

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