



2017+ Ford Fusion Steeda Sport Springs

555-8308

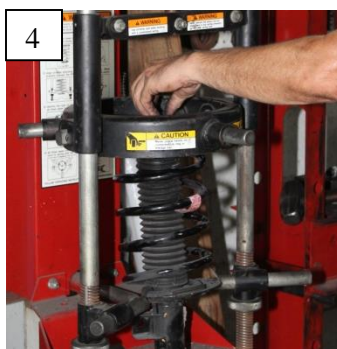
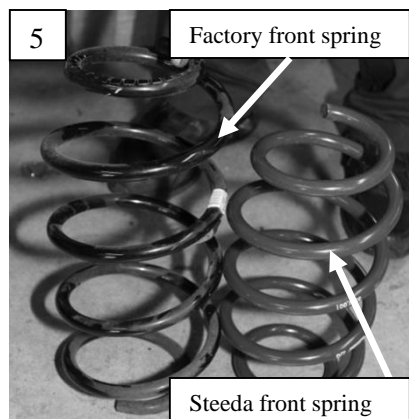
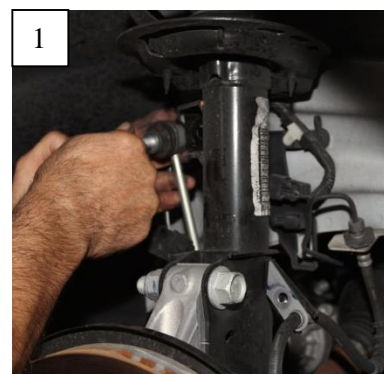
- A qualified technician should be used if you are not confident with removing and installing the vehicle's front struts and springs.
- A suspension coil spring compressor must be used to allow for replacement of the mount and/or coil spring.
- **Caution:** Coil springs store a tremendous amount of energy. Failure to properly remove and install the springs can lead to severe injury.
- The vehicle will require an alignment following installation.
- Refer to a service manual for fastener torque specifications.

Removal of the front strut assembly:

1. Lift the car, by the chassis, on a vehicle lift or on jack stands to work on the front suspension of the car. The front wheels need to be off the ground. 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 and disconnect the swaybar endlink from the strut.
3. Disconnect the ABS cable from the strut by removing the plastic clip securing it to the strut.
4. Remove the small bolt attaching the brake line bracket to the strut. Also dislodge the bracket/hose from the strut.
5. From under the hood, remove the three bolts attaching the strut mount to the strut tower. You will have to loosen the cowl and pry it up to get to the two rear bolts. See figure 2.
6. Remove the strut assembly and secure the spindle/brakes with a piece of wire to the body to prevent unnecessary stress pulling on the brake hose or ABS cable.

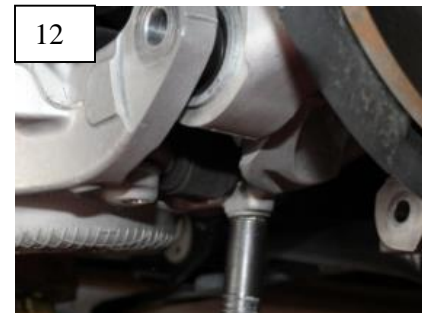
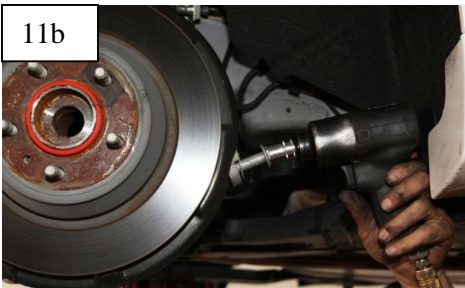
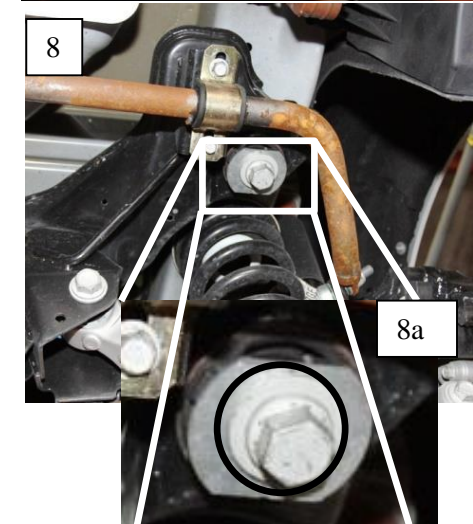
Installation of Steeda Front Sport Springs:

7. Compress the coil spring with a suspension coil spring compressor. Compress until there is little to no pressure on the mount and the spring can be easily moved around between the strut and mount.
8. With the spring in a compressed state, remove the nut from the top of the strut and remove the mount.
9. Remove the spring and replace with the Steeda front sport spring, **do not remove or trim the factory bump stops**.
10. Start the nut back on by hand. Release the pressure on the spring to allow it to put some tension back on the strut mount. Torque the top strut nut to factory specs.
11. Install struts in reverse order of removal.



Rear Springs:

12. Lift the car, by the chassis, on a vehicle lift or on jack stands to work on the rear suspension of the car. The rear wheels need to be off the ground. Use caution operating a lift or jack stands to ensure the car is stable and safe to work around and underneath.
13. Remove the rear wheels.
14. Support the rear subframe separately from the chassis of the car. **The rear subframe will need to be removed from one side of the car at a time, in order to remove each spring.** See figure 6.
15. Disconnect the swaybar endlink from the control arm. See figure 6.
16. Disconnect the swaybar from the subframe.
17. Remove the bolt securing the ABS cable and brake line to the hub assembly. See figure 7.
18. Disconnect the ABS cable from the body by removing the plastic pin securing it.
19. Once the subframe is supported, mark the location of the main mounting bolt. See figure 8.
20. Remove this bolt, and the other main subframe bolt. See figure 9.
21. Remove the two torx screws, located towards the front of the sub frame, securing the sub frame to the chassis. See figure 10.
22. Remove the three bolts shown in figures 11a-c.
23. Remove the bolts securing the shock to the control arm.
24. Lower the subframe, or raise the chassis enough to give clearance to remove the spring.
25. Remove the spring and replace with the Steeda sport spring. **Do not remove or trim the factory bump stops.**
26. Reinstall in reverse order. **Be sure to match the position of the subframe with the location that was marked earlier, to keep the rear alignment as close to factory as possible.**
27. Carefully test drive the vehicle in a controlled environment. Recheck all fasteners to be sure everything is secure. Be sure to have the car aligned following this procedure as well.



The upper strut mount needs to be oriented exactly as shown; with the lower alignment tab in-line with the channel above. Then, ensure the tab and channel are perpendicular to the flat edge of the top plate, which will also align with the dowel hole (indicated below).

When removing, take note and mark the orientation of these components before disassembling and ensure the upper strut mount is oriented properly when re-assembled and installed.

