# 2015 Mustang Rear Swaybar
Instructions for 555-1016, 555-1018

Stock Swaybar Removal

1. Raise the rear of the car off the ground by the chassis, and place on jack stands (if not using a hoist), so that the rear tires are at least a foot off of the ground at full suspension droop. Use caution operating a lift, or jack stands, to ensure the car is stable and safe to work around and underneath.
2. Remove the rear wheels.
3. On both sides, disassemble the rear brake line mounting brackets. Remove the 8mm bolt from the bracket, shown in Figure 2.
4. Remove the factory rear swaybar endlinks, by removing the thru bolt from the endlink. It has a 6mm allen head stud, and an 18mm nut. With the nut removed, pull the endlink out of the swaybar.
5. Remove the four (two for each bracket) 13mm bolts securing the steel swaybar bushing brackets to the subframe.
6. Maneuver the swaybar, with bushings and brackets still attached, through the subframe, exhaust, and suspension and out through the driver or passenger side of the car.
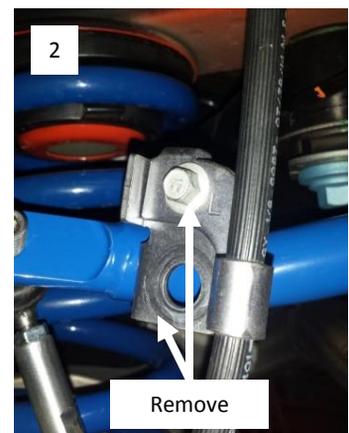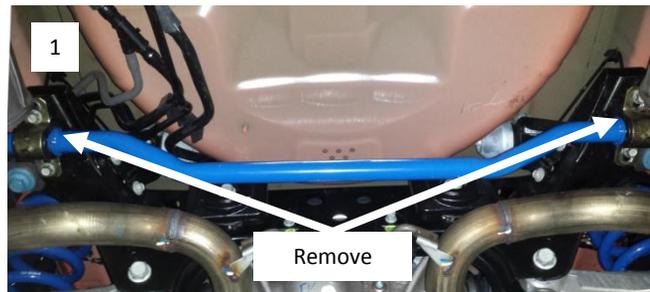
Steeda Swaybar Installation

7. Maneuver the Steeda rear swaybar into the same location and orientation of the factory swaybar.
8. With the provided grease, liberally grease the new swaybar bushings. Install the swaybar bushings over the swaybar, on the outside of the bushing stops welded to the swaybar.
9. Slide the provided steel bushing brackets over the bushings.
10. By hand, start all four swaybar bushing bracket bolts into the sub frame before tightening.
11. Install the supplied rear brake line bracket as shown in Figure 3, using the factory bolt and supplied nut.
12. Install the swaybar endlinks into the desired hole, and make sure the same holes are used on both sides. The hole on the swaybar that is closest to the rear of the car, provides the stiffest setting. **Only 1 hole is available on the 555-1018 drag bar.**
13. Tighten the endlink studs to 65ft-lbs.
14. Tighten the swaybar bushing brackets to factory specs, around 35-40ft-lbs.