

# STEEDA 2011 MUSTANG Heavy Duty Upper Mount 555-4027

## Installation Instructions

**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. Full droop will provide more clearance to work.

2. Remove the stock upper trailing arm assembly **Pic1**

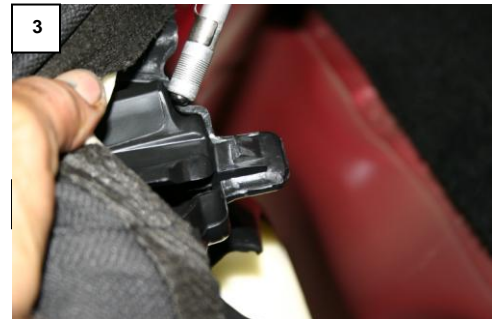
- a. Remove the bolt at the differential end of the control arm.
- b. Remove the two bolts on the bottom side of the mounting bracket towards the rear of the vehicle.
- c. From inside the car remove the front mounting bracket bolt **Pic 2** Note: It will be necessary to remove the lower half of the back seat to access the bolt. Remove the seat cushion by sliding your hand underneath the cushion and pushing the plastic release tab as shown in the picture **Pic 3**
- d. Remove the assembly from the vehicle. Note: It may be necessary to pry it down.



3. Assemble the new trailing arm to the new competition bracket. The rod end/bushing end should be bolted in the forward hole using the supplied nut, bolt and washer. Use the provided spacers to center the rod end between the bracket.



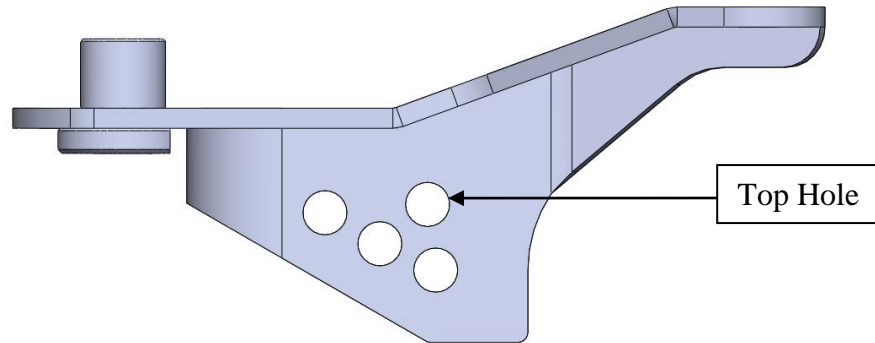
4. Install the new Steeda trailing arm assembly into the factory location.
5. Tighten the trailing arm mounting bolts and the bracket bolts. Then, torque to factory specs. (129 ft/lbs.) Use the new supplied 14mm nut, bolt and washer on the chassis end. Replace the interior bolt, and rear seat.



6. Adjust the new upper trailing arm center sleeve to lengthen or shorten the arm as necessary to correct the pinion angle. **One degree of pinion angle change is achieved by rotating the sleeve 1.65 turns.** Once you have achieved the desired pinion angle tighten the jam nuts securely against the adjusting sleeve. Thread lock is highly recommended.



## Mount Adjustment:



The mount has multiple mounting holes. The holes are present to allow adjustment of your axle pinion angle, as well as the amount of geometric anti-squat. The top most hole (as seen in the figure above) is in the same location as the factory mount hole. It is to be used for maintaining factory pinion angle with a factory (or factory length) control arm. If using an adjustable length control arm you can choose between any of the holes to change the anti-squat characteristics of the suspension while maintaining proper pinion angle by adjusting the control arm length. You will have to experiment with which mount hole you prefer the most based on how you want the car to react upon acceleration. If you change additional components such as lower control arms, suspension springs, or install lower control arm relocation brackets you may want to switch to another mounting hole to adjust for the other suspension components.

**If you experience a vibration that was not present before the installation you probably have the pinion angle set incorrectly.**