



STEEDA

79-04 Billet Lower Control Arms

Installation Instructions For Kits

555-4425, 555-4426, 555-4427,
555-4428, 555-4429, 555-4430



Before Starting: The swaybar tabs goes towards the outside of the car, away from the center. The larger space between the holes goes towards the front of the car. Thread in the FHCS bolt and use the provided nylon locking nut on the backside to secure it.

1. Raise the vehicle and support it on jack stands, so that the rear suspension is unloaded (wheels hanging). Remove the rear tires and rear swaybar.
2. Place a jack under the back end of one rear lower control arm and raise the arm slightly, just enough to take the weight off the shock. Remove the rear control arm bolt.
3. Slowly and carefully lower the jack until all of the pressure is off of the spring. **Be careful not to let the compressed spring pop out of the perch.** Remove the spring once the pressure is off of it.
4. Remove the front bolt and remove the control arm from the car. You may have to disconnect the muffler from the catalytic converter H-Pipe in order to access the front control arm bolt.
5. Inspect the control arm bolts. Worn, rusted or pitted bolts should be replaced with new hardware from Steeda. 555-4052 (79-98) and 555-4053 (99-04)
6. For the quietest ride, transfer the rubber spring isolator from the original control arms onto the spring perch of the new arms. Leaving out the isolator will lower the car an additional 3/16" to 1/4". Spread some grease between the urethane bushings and the aluminum washers. Grease is not needed on the outside of the aluminum washers.
7. Install the control arm with the thicker aluminum washers facing outward. Install the front of the arm and the bolt, do not tighten the nut yet. The swaybar tab should be towards the side of the car and the larger space of the bolt holes facing forward.
8. Install the spring on the control arm with the bottom "pig tail" pointing towards the left side of the car for both sides.
9. Place a piece of wood under the new control arm and raise the rear of the arm with a jack until you can install the rear bolt. Jack under the main body of the arm so as not to deform the round end. It may be necessary to tilt the axle by jacking under the front of the differential to get the bolt-holes to line up.
10. Tighten the front and rear control arm bolts and torque to factory specs. (80-100 ft/lbs). Repeat for passenger side.
11. Reconnect the exhaust system if it was disconnected in step 4.
12. Install the swaybar. Use the supplied washers under the head of the bolts to protect the aluminum swaybar tab. Tighten the bolts 40 ft/lbs. The control arms angle inward towards the front. It is much easier to fit the swaybar between the tabs if you start with the swaybar behind the tabs and bring it forward. The factory swaybars vary in width a little bit. If the swaybar is tight, start by installing the front bolts with the swaybar hanging down. Once the front bolts are started, lift the back of the swaybar and pry it inward until it clears the tab. **On 1994 and later Mustangs** the emergency brake cable is bolted to the swaybar tab of the new control arms. Grind off the tab on the tip of the brake cable bracket so it will sit flat against the swaybar tab. Attach the bracket to the control arms using the rear swaybar bolt.
13. Reinstall the wheels. Lower the car to the ground and torque the wheels. Enjoy!!!

