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Speed Matters

Steeda S650 Mustang Bump Steer Kit (2024-2026)

MPN: **555-8179**



Vehicle Fitment

Make: Ford	Model: Mustang EcoBoost	Year: 2024+	Engine: 2.3L I4
Make: Ford	Model: Mustang GT	Year: 2024+	Engine: 5.0L V8
Make: Ford	Model: Mustang Dark Horse	Year: 2024+	Engine: 5.0L V8

Install Time: **2hr**

Alignment Required

Difficulty: The difficulty rating is represented by four blue 'S' shaped icons, indicating a difficulty level of 4 out of 5.

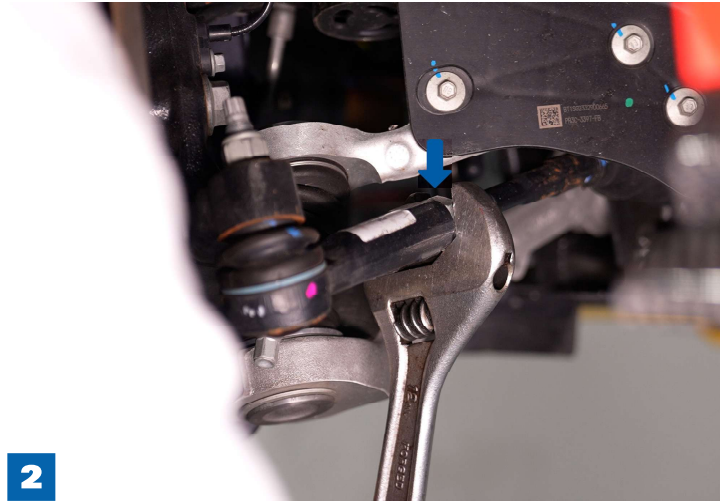
Parts List - 555-8179

Description	Quantity
BUMP STEER COLLAR S650	2
HIGH MISALIGNMENT SPACER	4
LEFT HAND JAM NUT	2
LEFT HAND ROD END	2
BUMP STEER STUD S650	2
NYLOCK NUT	2
NYLOCK JAM NUT	2
12MM WASHER	2
0.390 SPACER	2
0.100 SPACER	6
0.060 SPACER	2

Tools List

- 18mm Socket
- 19mm Socket
- 21mm Socket
- Torque Wrench
- Adjustable Wrench
- Hammer
- Socket Extension

Removal of the Factory Tie Rod End



Step 1

Remove the front wheels and loosen the inner jam nut on the factory tie rod end. Do not loosen too much as to minimize alignment changes.



Step 2

Remove the 18mm nut securing the tie rod end to the spindle.

Removal of the Factory Tie Rod End



Step 3

Use a hammer or mallet to free the tie rod end from the spindle. Then unscrew the tie rod end and fully remove it.

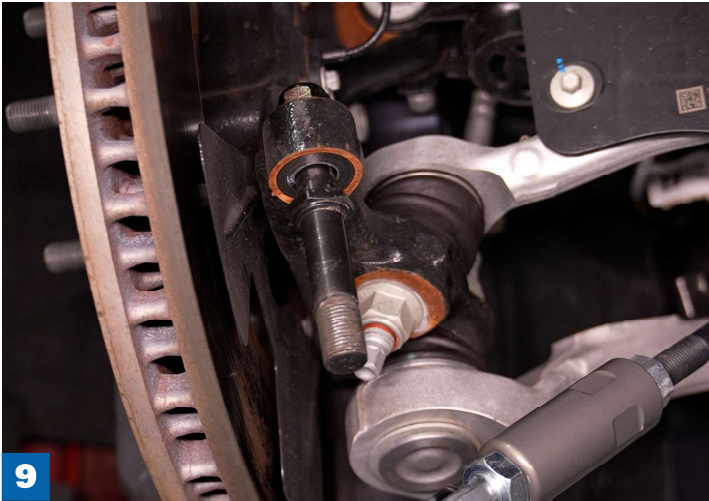
Installation of the Steeda Bump Steer Kit



Step 4

Screw the new Steeda Adjuster into place on the tie rod. Get it close to the inner jam nut, then back off slightly

Installation of the Steeda Bump Steer Kit



Step 5

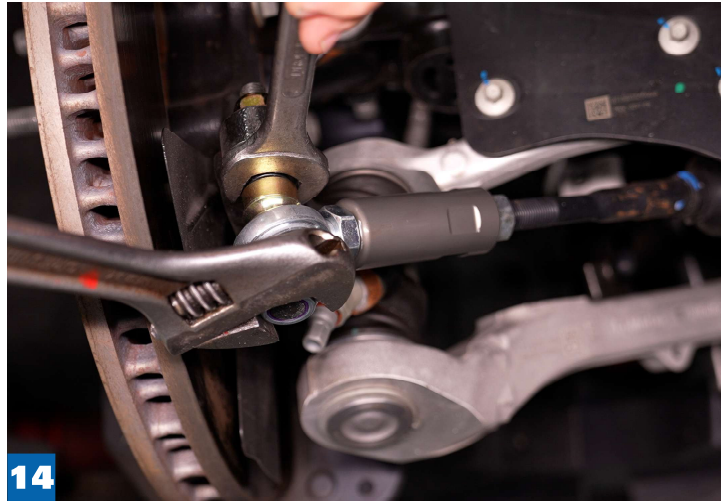
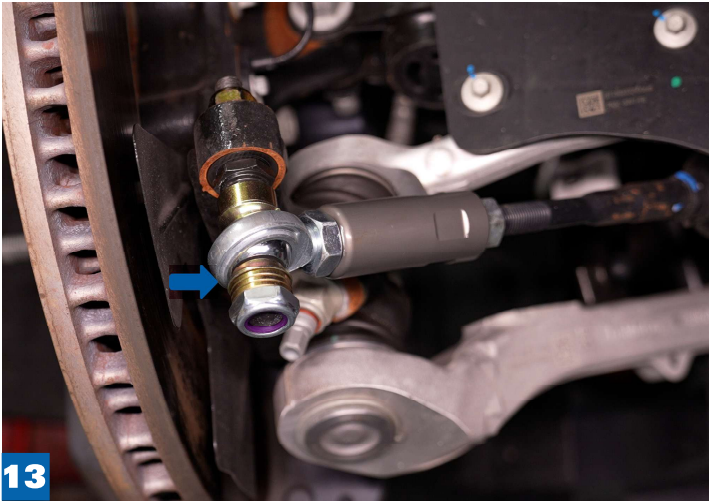
Install the tapered stud as shown, making sure to use the included washer with the new 19mm nut.



Step 6

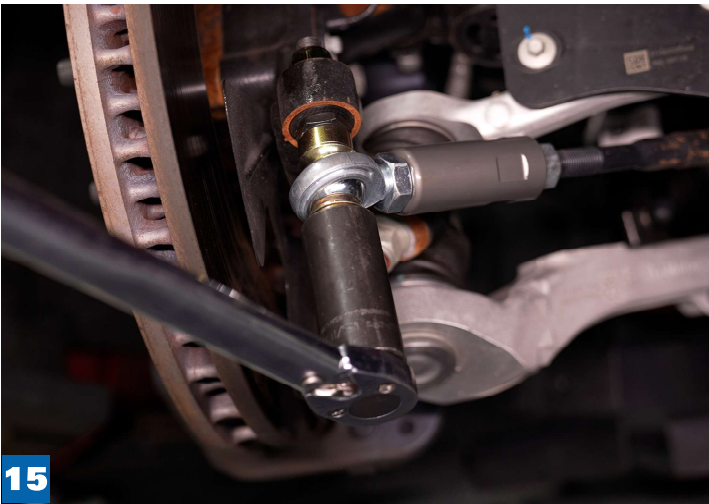
Use a wrench or screwdriver to align the rod end with the new stud. Place the largest washer and one (1) misalignment spacer above the rod end as shown, then thread the stud through the rod end.

Installation of the Steeda Bump Steer Kit



Step 7

Use the remaining misalignment spacer and standard spacers under the rod end. Secure this with the remaining nyloc nut. Tighten everything down using two wrenches.



Step 8

Torque the lower nut to 50 ft-lbs. Torque the upper nut to 40 ft-lbs. Tighten the inner jam nut if installing at home and driving to an alignment shop.

Adjustment of the Steeda Bump Steer Kit



1. Set the car on the alignment rack (with movable tables for the front wheels) and set the toe.
2. Next, compress the suspension at least 1 inch. This can be done by securing a winch (“come-along”) to the floor and winching down on the front crossmember, or by having several people sit on the front bumper. Measure the ride height with the suspension compressed. You will need to compress the suspension to this same height again later. Read the toe at the new compressed height and again at a normal ride height. Compare the two readings. **The goal is to have the smallest change in toe between the at-rest and compressed suspension height.**
3. Rearrange the spacers and repeat step 2. It is basically a process of trial and error until you achieve the smallest possible toe change. See **Tips** below.

Important: Compress the suspension the same amount each time so that you can compare the toe readings accurately.

Important: Make sure you compare the “at-rest” and “compressed” readings to find the toe change each time you try a different arrangement of spacers. Do not directly compare the compressed toe readings, because the static toe will change when the spacers are rearranged. **It is the toe-change due to suspension movement you are trying to reduce, not the total toe reading.**

It is often impossible to achieve absolutely zero toe-change. It is better to arrange the spacers so that the car toes-in slightly when the suspension is compressed instead of being toed-out.

4. Once the spacers are arranged in their optimum position, reset the toe to the desired setting.

Tips to help find the correct setting more quickly:

If the stock k-member, spindle, & balljoints are used, the best position is more likely to be with the rod-end at the middle to top of the stud (more spacers at the bottom).

If an aftermarket balljoint is used, the best position is most likely to be with the rod-end nearer the bottom of the stud (more spacers at the top).

Caster angle settings affect bump steer. Increasing caster with caster/camber plates raises the outer tie-rod. The more caster is added, the more the spacers will be needed above the rod-end to compensate.



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