

# Steeda Competition End Link Kit 2005 S197 Mustang 555-1051 Installation Instructions

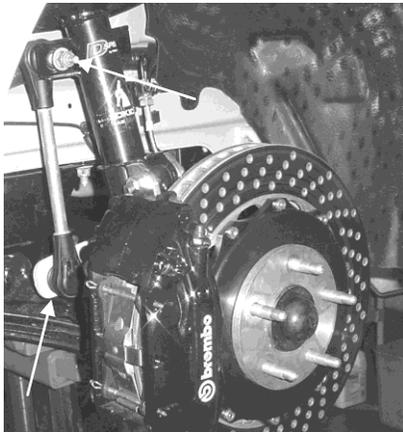


## Caution

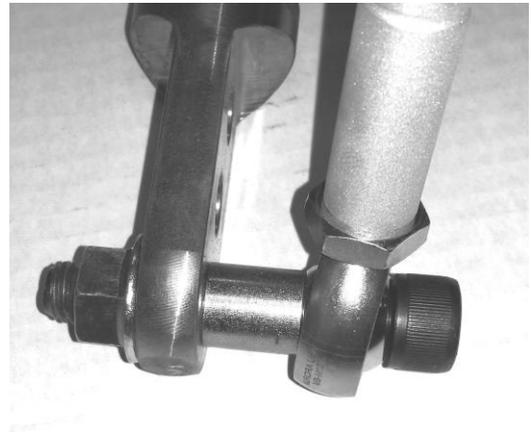
It is strongly suggested that you have a factory service manual available to refer to when making this modification to your car. This modification should be performed on a drive-on car lift. If one is not available, you will need to place the car on jacks stands with the front end supported under the control arms. This is necessary to accurately adjust the end links. Improper installation can bias the front suspension and reduce the optimum effectiveness of these components. Installing this product requires disassembly of some components of the front suspension system. If you are not confident you can complete the job safely, have the work performed by a certified technician who is familiar with the suspension of a S197 Mustang.

1. Drive the car onto a car lift that supports the car directly on the tires or on jack stands as noted in the above Caution paragraph.
2. Using the car lift jack, remove both front wheel/tire assemblies.
3. Observe the location and mounting of the factory end links. You will note that the factory end links are mounted on the inside of the strut and the outside of the swaybar. It is important to install the competition end links in this same manner. **Figure 1**
4. Remove the factory end links from the car.
5. Using the factory end link as a guide, adjust the competition end link length to approximate the factory length at the center of the rod end bolt holes.
6. Install one side only, with the tubular spacers between the rod end and the strut or swaybar bar.

**Figure 2**



**Figure 1**



**Figure 2**

7. If you are using a car lift, re-install the front wheel/tire assemblies and lower the car back down on the tires.
8. From under the car, install the other competition end link, adjusting the length so that the mounting bolts slide effortlessly into the strut or stabilizer bar. This is important so as not to bias the stabilizer bar. The factory stabilizer bar has oversize holes so assemble for best fit.
9. Torque the socket head cap screws to 115Nm (85 lbf-ft). **\*\*\*It's highly recommended that you use Stud and Bearing Mount compound on the threads of the ball joints or Red Lock-Tight\*\*\***
10. Re-check all bolts to insure they are installed at the proper torque, remove the car from the lift or jack stands and test drive the car at slow speeds to insure all components are working properly.

### Competition Notes:

If you are using your car in open-track or sanctioned road racing events, it is important to adjust the end links so the stabilizer bar arms are parallel to control arm bushing centerlines. This is particularly acute with S197 Mustangs that are running performance springs that lower the car. It is important to correct the bar arm alignment to best approximate a linear roll stiffness. As the stabilizer bar's arm moves from parallel to the control arm pivot, the roll stiffness changes with the cosine of the angle the end link makes with the bar's arm and the angle of the strut. Failure to observe this can make the car difficult to tune for optimum handling.

If the adjusting sleeve is too long to achieve the correct length, it will be necessary to shorten the sleeve. This should be done on a lathe but it can be done by hand if you take your time. Be sure to divide the amount the sleeve must be shortened by two and shorten each end accordingly.

Some advantage may be gained on tracks that are dominated by turns in one direction. When you have adjusted your car's suspension to achieve the best lap times, for those tracks that are biased with turns in one direction rotate the end link adjusting sleeve approximately  $\frac{1}{4}$  to  $\frac{1}{2}$  turns to lengthen the end link for the outside tire. For right hand dominate tracks, lengthen the left end link and opposite for left hand turn tracks. By lengthening the end link you will increase the corner weight on that side and generate a small improvement in traction. This will not cure a poor suspension setup, but it can help the driver pick up a few tenths a lap.