



STEEDA

555-4095

HEAVY DUTY UPPER REAR CONTROL ARMS

Installation Instructions

Caution! Installing this product requires disassembly of some components of the suspension. If you are not confident you can complete the job safely, have the work performed by a certified technician. Failure to reassemble the suspension properly can lead to serious injury.

General: Observe all safety rules. Place the car on jack stands with rear suspension unloaded. Never work under a car that is only supported by a jack. Consult a Ford service manual for proper jacking points and safe jacking procedures.

- 1. UNBOLT THE OLD CONTROL ARM AND REMOVE IT.** To keep the axle properly positioned, it is recommended to remove only one control arm at a time.
- 2. REMOVE THE OLD RUBBER FROM THE BUSHING SHELL IN THE AXLE HOUSING. DO NOT REMOVE THE OUTER STEEL SHELL FROM THE AXLE HOUSING. IT MUST BE REUSED TO HOLD THE NEW BUSHING.** The rubber bushings can be removed from the outer shell with either a Torch or a Drill. Drilling is recommended to avoid a fire hazard under the vehicle.

Drill out the old rubber bushing in the axle housing using a 3/8" drill bit positioned as shown in the accompanying illustration. Drill into the old rubber, close to the outer metal shell so that the drill bit rubs against it. Let the twisting of the drill walk the bit around the old bushing, separating it from the outer metal shell. Pull back on the drill while drilling and the old bushing will be pulled out by the twist of the drill bit. Remove any remaining rubber from the shell with a wire brush or Scotch Brite™ pad.

- 3. INSTALL THE NEW BUSHINGS IN THE AXLE HOUSING.** Lubricate the bushing, thrust washer, steel sleeve, and outer shell with a sticky grease. Teflon based marine grease works well because it doesn't wash off. Lithium grease can also be used. Push the urethane bushing into the outer shell until the bushing flange rests against the flange of the shell. Tap the steel sleeve into the center of the bushing with a hammer. Install the thrust washer over the other end of the bushing, around the outside of the outer shell, with the part numbers facing away from the bushing, as shown in the accompanying illustration.

- 4. INSTALL THE NEW CONTROL ARMS** in the reverse procedure of removal. **Note:** it may be necessary to manipulate the axle with a hydraulic floor jack and use a drift pin to line up the bolt holes. Inspect the bolts and use new ones if necessary. Torque the bolts to Ford specifications.

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