



STEEDA

Ford 2005+ Mustangs Steeda Chassis X-Brace w/Rear Seat Retention 555-5093



Tools Needed:

1. 15mm and 18mm wrench and/or socket
2. 6mm wrench
3. Floor jack
4. Dead blow hammer
5. Permanent marker, or some kind of scribe
6. 7/16" drill bit and drill (if mounting with bolts)

Installation:

1. Fold the carpet on the sides of the trunk back out of the way. This will give access to the shock studs. Figure 1.
2. Remove the nuts on the both shocks. This will require holding the shock stud with a 6mm wrench, while loosening the nut with a 15mm wrench.
3. Remove the nuts and rubber grommets from both sides.
4. Place Steeda X-brace into car, with Steeda logo facing towards rear of car. If the x-brace fits in without forcing, skip to step 5.
 - a. Place a jack under one side of the rear of the vehicle. Be sure to place the jack in a proper lifting location. (Refer to the owner's manual for procedure.) Lift one rear tire of the car up to where it is barely off the ground. Watch for the shock stud, on the lifted side of the car, to start dropping down. It does NOT need to drop completely out of the chassis. If it does not move at all, tapping the top of the shock stud with the dead blow hammer will get it to recess slightly. See figure 3 for stud height difference.
 - b. Install the x-brace onto the shock that is not lowered first, then maneuver the x-brace carefully onto the shock that is lowered.
 - c. The car can now be lowered and the jack removed.



5. Make sure the lower mounts of the x-brace are sitting flush with the chassis on both sides. See figure 5. Install the rubber grommets back onto the shock studs. Be sure to install them in the correct orientation. The side with the holes cut into them will go up.
6. Install the nuts onto the shock studs. Hand-tighten at this time.
7. Push the brace frontwards so that it contacts the chassis on the top mounts. Mark the holes for drilling. Only the inside two holes on each mount will be used for bolting the brace in the car. **The outside hole will only be used for welding.** See figure 6.

Note: If you are not a competent welder, do not attempt to install using this method. The factory sheet metal is very thin and can be easily damaged if improper welding procedures are used. Additionally, there is a potential for fire when welding. A fire extinguisher should be readily available during this process. Before the welding process is started, be sure to disconnect the battery. Failure to do so can result in damage to the car's electronic systems.

8. Once the holes are drilled, insert the four 12mm bolts. Hand-tighten the nuts onto the bolts. Once all four nuts have been installed and hand-tightened, torque all four of these bolts to 25-30ft. lbs.
9. The nuts on the shocks can now be torqued. Refer to the owner's manual for the torque specs.
10. Reinstall carpet. Some trimming of the carpet to get it to fit around the brace will be necessary. Use a black marker or chalk to outline the carpet to be trimmed. A utility knife or scissors should be used to remove the excess carpeting.

This completes the installation.

