



JAMES BARONE RACING
AFTERMARKET PARTS AND ACCESSORIES

JBR 2004-2013 Mazda 3
Adjustable Rear Camber Arm Installation Instructions

Tooling:

- Jack and jack stands
- Ratchet wrench
- 13mm & 15mm socket
- 13 & 15mm wrench
- Torque wrench
- 2 large crescent wrenches
- Bearing grease

Parts List

- 1 pair of JBR Adjustable Rear Camber Arms
- 4 Spacers

Driver's side and Passenger Side Removal and Installation

1. Begin by parking on a smooth level surface with the emergency brake engaged. Jack up the rear of the vehicle and position jack stands underneath. Remove both rear wheels.

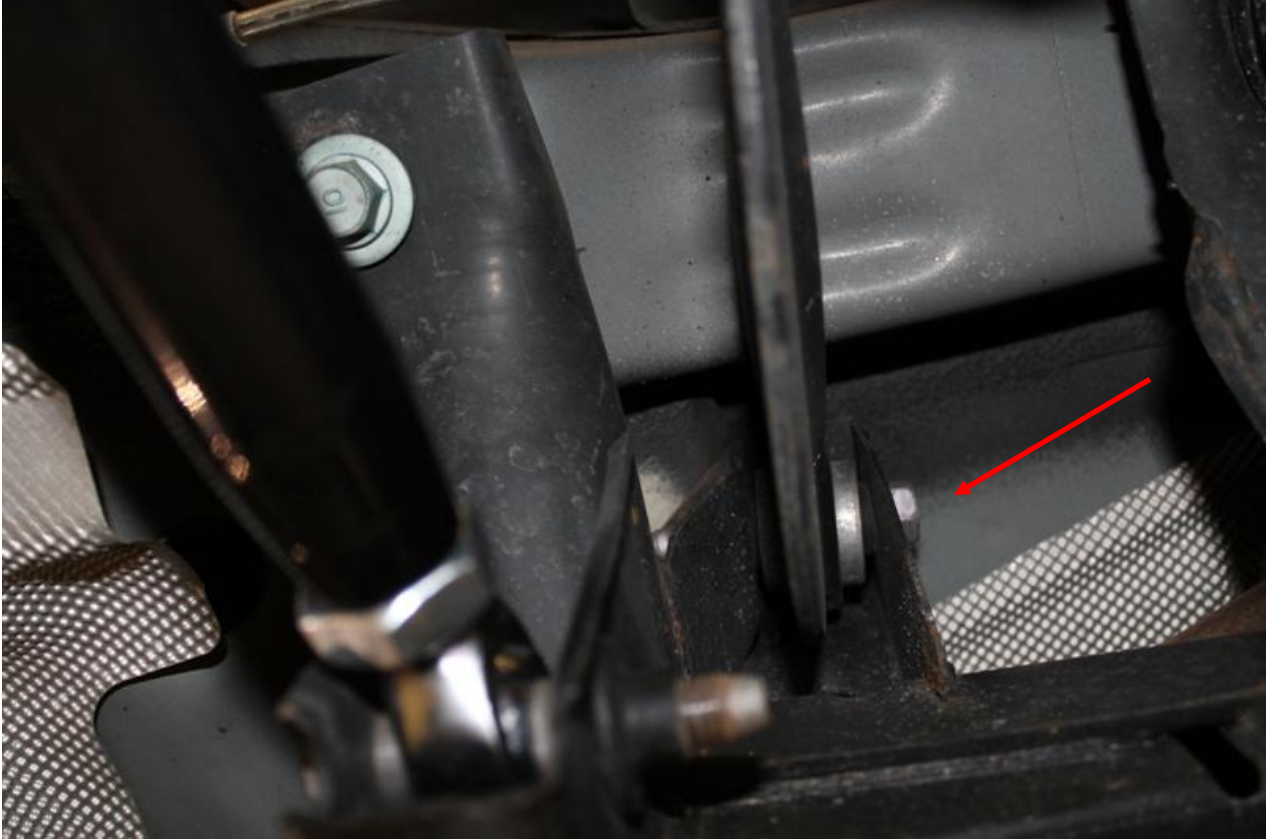


Refer to you vehicles owner's manual for proper jack placement and supporting procedures. Never get under a vehicle without the proper support in place.

2. Using a 15mm socket or 15mm wrench, remove the bolt closest to the wheel that secures the OEM camber arm.



3. Using a 15mm socket or 15mm wrench remove the bolt securing the inner end of the OEM camber arm.

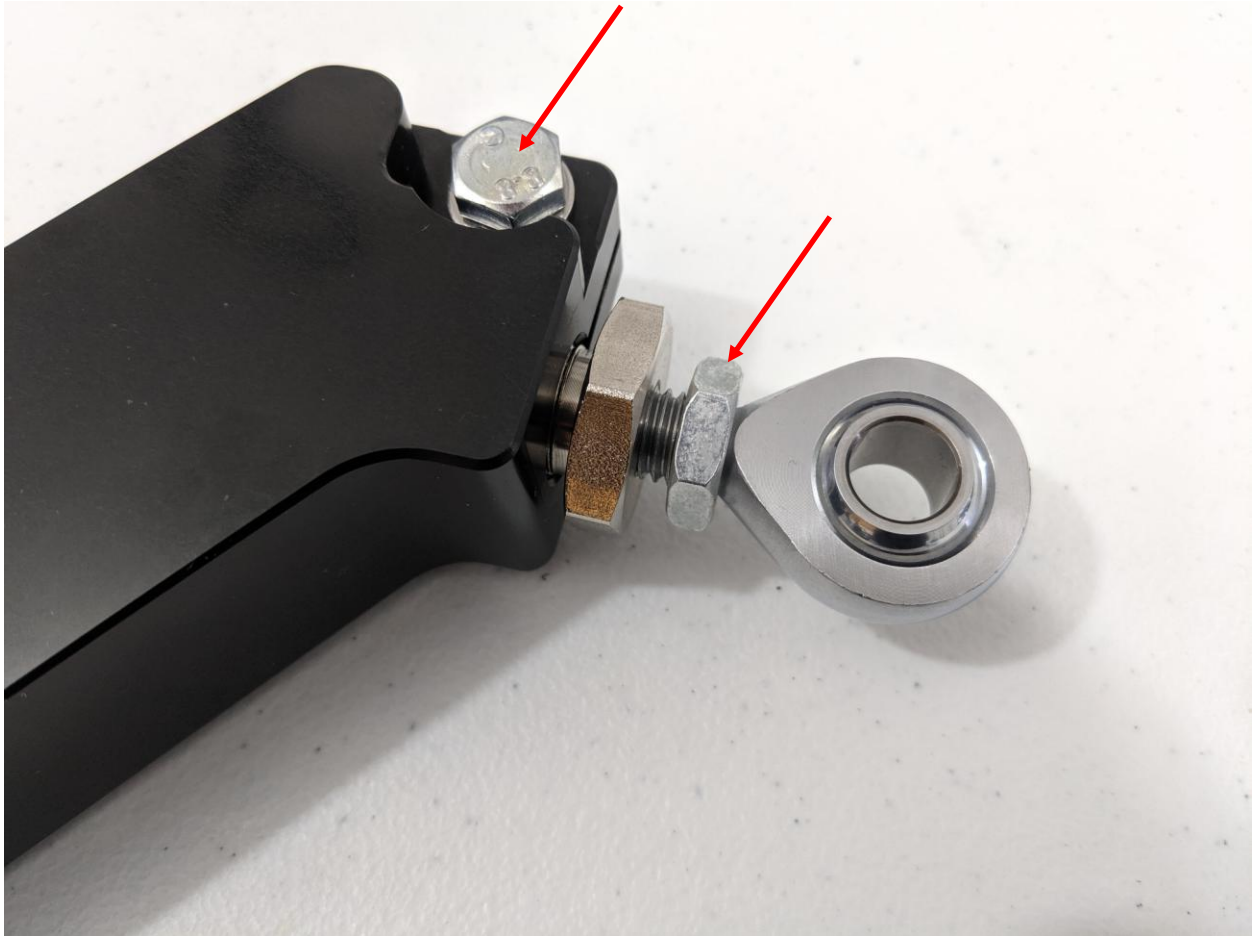


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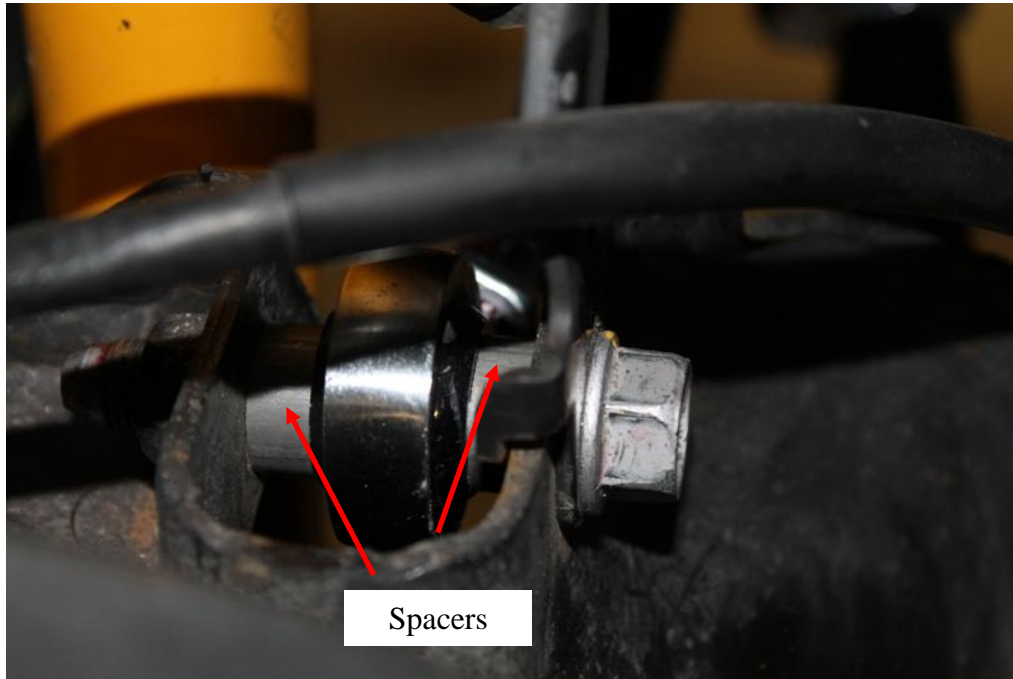
4. Lay the factory arm on a work bench just as it was in the car. Lay it on top of the OEM arm and compare the two. Adjust your new JBR camber arm to match the length of the OEM camber arm. Using the bolts you removed in steps 2 & 3, slip them through the camber arm to ensure it's exactly the same length.
 - If you are lowered and you need to compensate for some negative camber, lengthen camber arm a bit.



5. Lock the rod end in place by tightening the jamb nut tight to the adjuster nut using a 2 crescent wrenches.
6. Lock the adjuster nut in place using a 13mm socket and 13mm wrench. Tighten to 22ft/lbs. **Do not over tighten; damage to the camber arm will result.**



7. Install your new JBR camber arm back in the car. The bushing end should be inboard and the rod end should be out by the wheel. Using 2 of the spacers provided, locate one spacer on each side of the rod end for the outer ends of the camber arm only. Tighten both ends to 55ft/lbs.



8. Now that the arms have been installed, the rod ends **must be thoroughly covered in grease on both sides of the rod end, threads and jamb nut.** Failure to properly grease both sides of all ends after initial installation and at every oil change will cause premature wear and void the warranty.
 - **Grease should be applied more often in salty and dusty conditions.**



An alignment should be performed by a qualified shop to avoid improper tire wear.

Congratulations!
You've now completed the installation of your new
JBR adjustable Rear Camber Arms