



James Barone Racing Aftermarket Parts and Accessories

2014+ Mazda 3, 6 and CX-5 Adjustable Rear Camber Arm Installation Instructions.

What you will need:

- Jack, jack stands
- Socket wrench
- Socket wrench extensions
- 14mm socket
- 17mm Socket
- 14mm box wrench
- 17mm box wrench
- 5mm allen wrench
- Flat head screw driver
- Bearing grease

- ❖ **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 both sides. Ramps cannot be used.**



Refer to your vehicle's owner's manual for proper jack placement and supporting procedures.

Never get under a vehicle without the proper support in place.

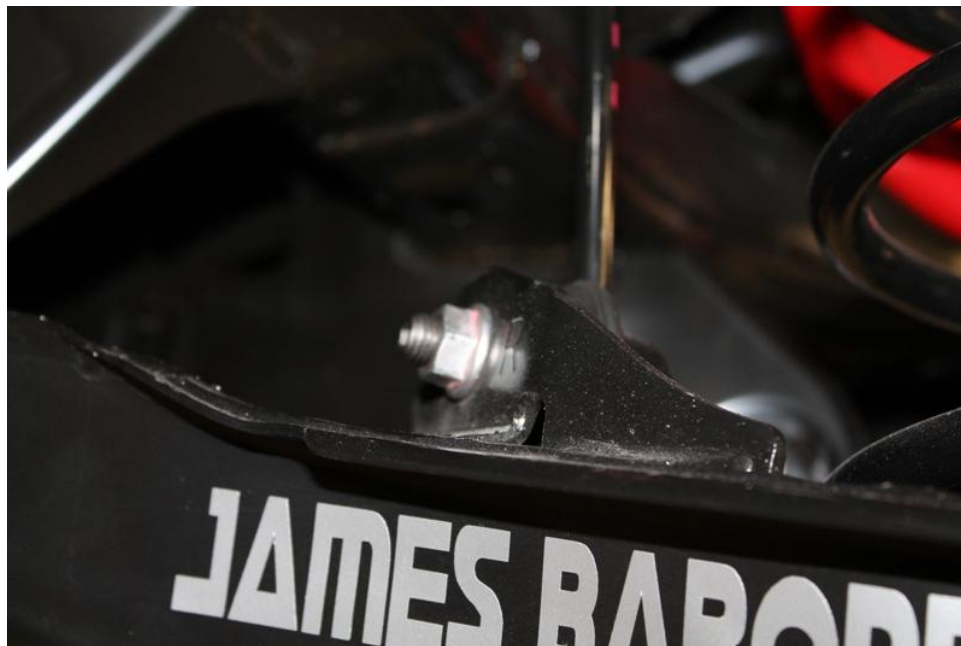
1. Start by removing both rear wheels.
2. Place a jack up tight beneath the lower control arm on the passenger side as shown below.



- Using a 14mm deep socket, extension and socket wrench, remove the 2 upper shock mount bolts.



- Using a 14mm box wrench, remove the nut securing the end link to the lower control arm. The use of a 5mm allen wrench may be necessary.



5. Using a flat head screw driver remove the clip securing the brake line.



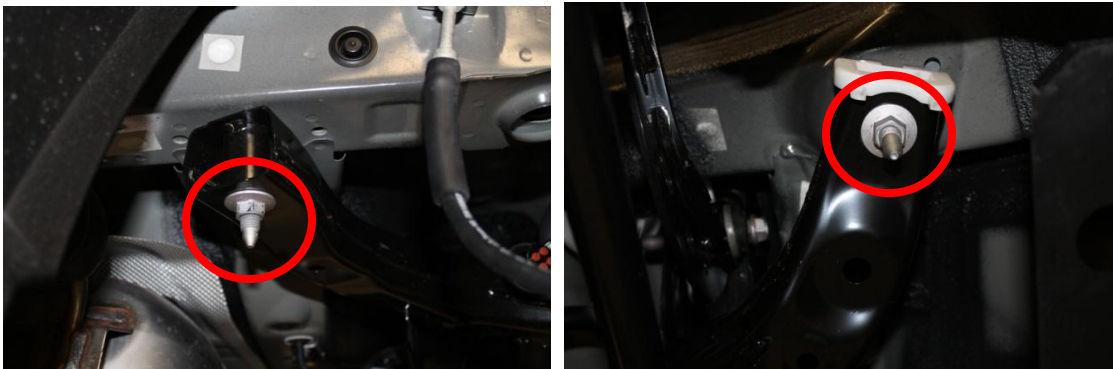
6. Using a 17mm socket remove the lower control arm bolt.



7. Slowly lower the jack, lower the rear control arm and remove the rear spring.
➤ **Note the orientation of the spring and how it's indexed in the lower control arm.**



8. Using a 17mm socket and extension, **loosen** the 2 nuts on the driver's side securing the sub-frame to the chassis. Leaving the nuts in place held by only a few threads.

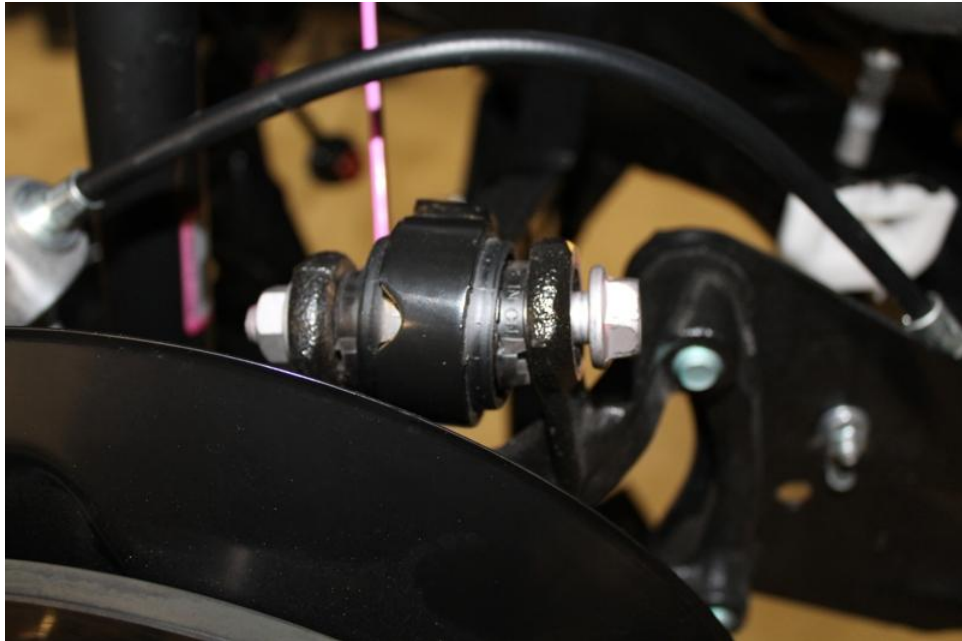


9. Next, remove both nuts securing the passenger side sub-frame to the chassis and lower the sub-frame as far as possible. The end of the studs should no longer be visible.

10. Using a 17mm wrench remove the inner camber arm bolt



11. Using a 17mm wrench remove the outer camber arm bolt and remove the camber arm from the car.



12. Lay the factory arm on the floor just as it was in the car. Adjust your new JBR camber arm to match the length of the OEM camber arm. Lay it on top of the OEM arm and compare the two. Using the bolts you removed in steps 10 & 11, slip them through both camber arms to ensure they arms are exactly the same length. Lock the camber arm in place by tightening the jamb nut tight to the arm using an adjustable wrench.



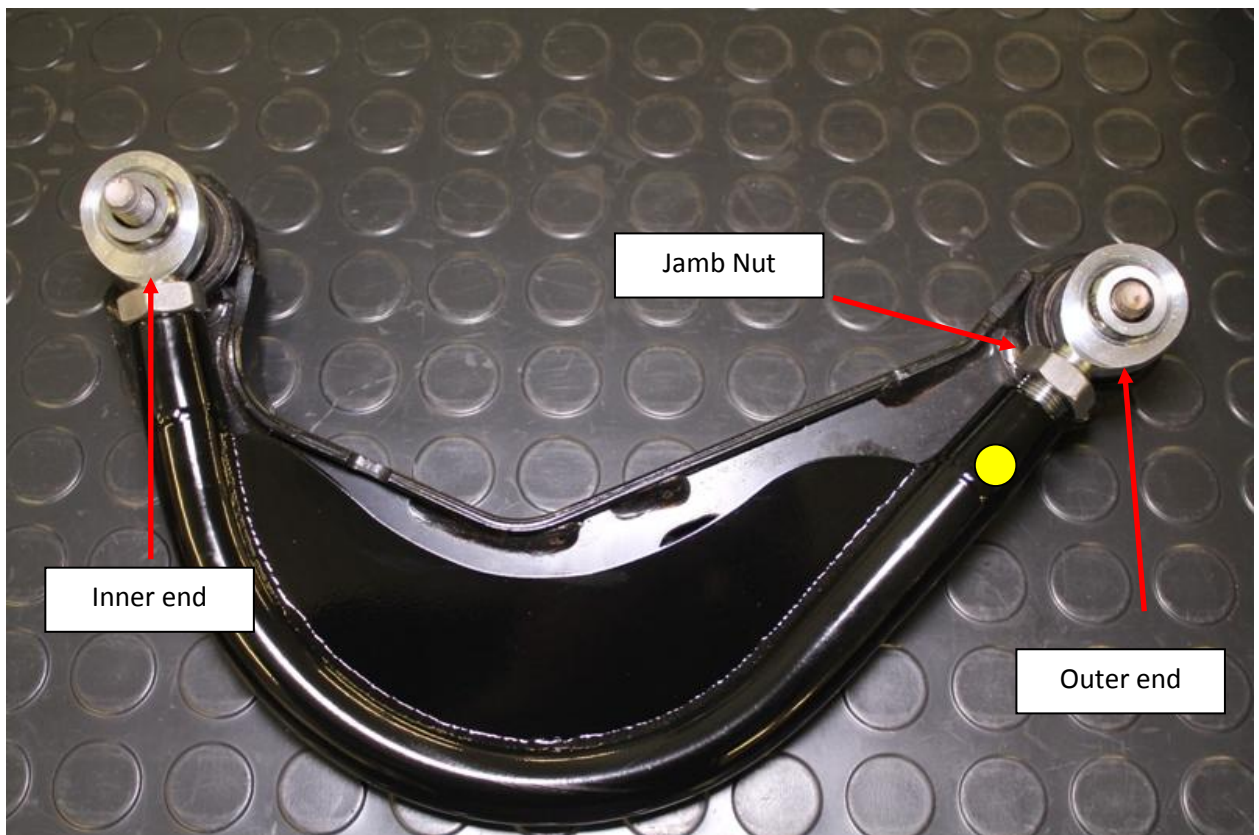
The round dot on your new JBR camber arm indicates the end that **MUST** be located by the wheel. This is the end to adjust. The other end has been locked during assembly and is **NOT** to be adjusted.



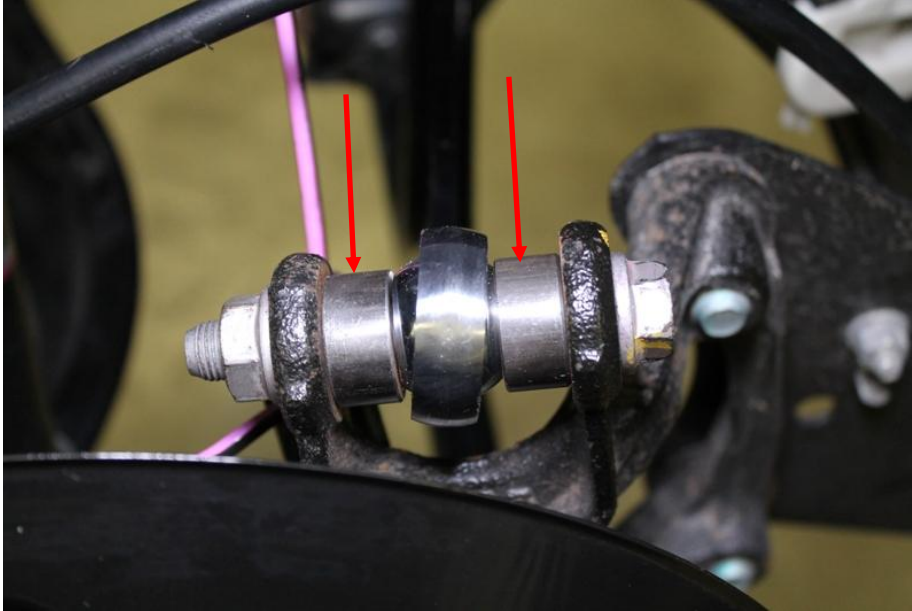
There must be a minimum of $\frac{3}{4}$ " of thread **inside** the arm. Do not extend the adjustment beyond that $\frac{3}{4}$ "



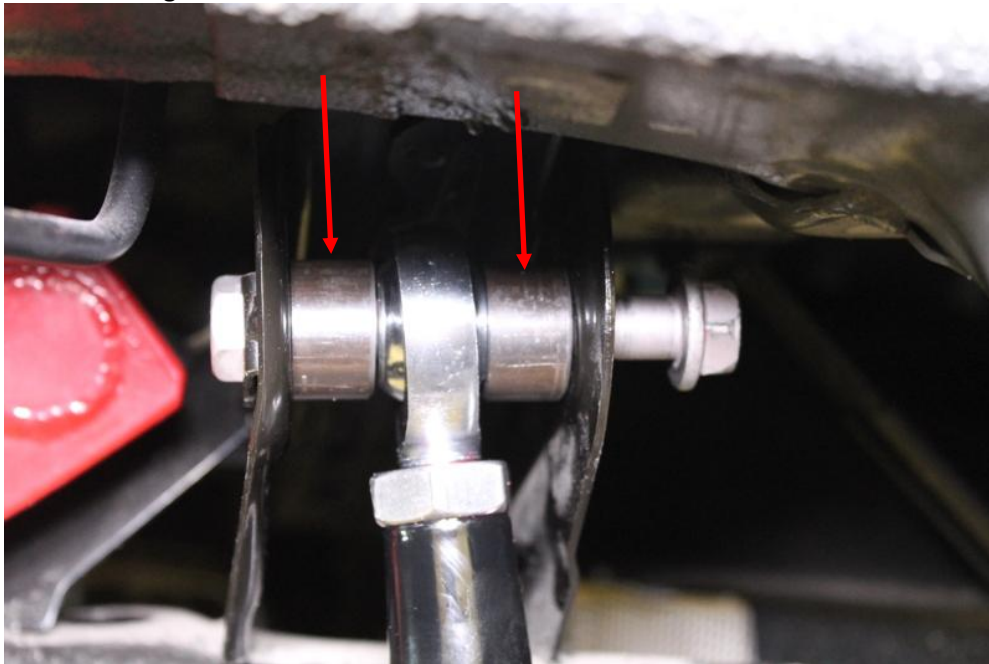
It is strongly recommended that Red Loctite is used to secure the jamb nut after the adjustment has been completed.



13. With the arm properly adjusted, reinstall the arm in the vehicle with the outer end closest to the wheel. Install the 2 smaller spacers on either side of the rod end closest to the wheel. Use a 17mm wrench to tighten the bolt.

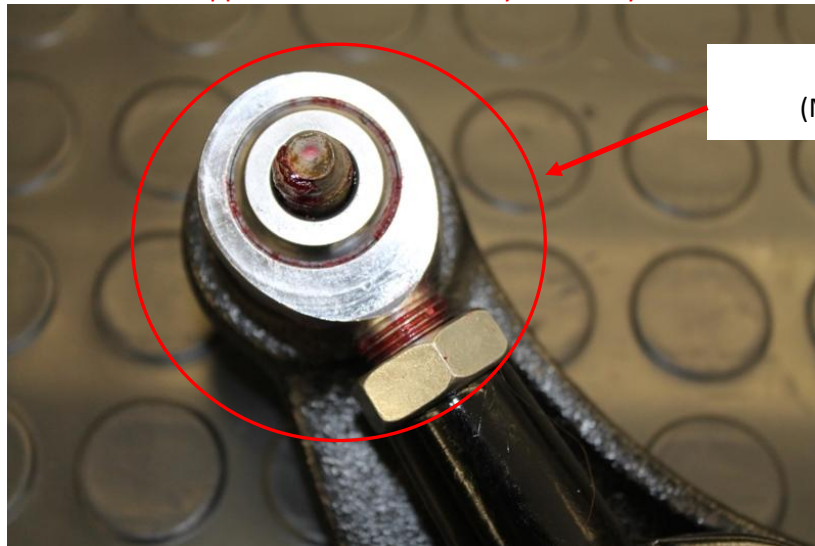


14. Install the 2 larger spacers on opposite end on either side of the rod end. Use a 17mm wrench to tighten the bolt.



15. Raise the sub-frame and install the nuts securing the sub-frame on the passenger side removed in step 9 and tighten the 2 nuts loosened in step 8.
16. Reinstall the spring correctly indexing it in to the lower control arm removed in step 7.
17. Using a jack, raise the lower control arm and reinstall the bolt removed in step 6. A small bar or
18. punch will aid in aligning the arm with the hole in the spindle removed in step 7.
19. Attach the upper shock mount and the clip that secures the brake line removed in steps 3 and 5.
20. Reinstall the wheels and lower the vehicle.
21. Now that the arms have been installed, both ends must be thoroughly covered in grease on both sides of the rod end threads and 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.



- Repeat these steps for the opposite side. Be sure to reverse which bolts are removed and which bolts are left loose when lowering the sub-frame



It's strongly recommended to check the installation after 500 miles. It's important to make sure that all jamb nuts are tight and all OEM hardware is torques to spec.



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

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

SHIPPING

All orders are carefully inspected and packaged prior to shipment. The recipient must inspect all shipments for damage and report any damage to the carrier and JAMES BARONE RACING immediately. JAMES BARONE RACING is not responsible for damage that occurs during shipping.

RETURNS:

All sales are final. JAMES BARONE RACING will only accept returns in the event of a manufacturer's defect. Defective items will be exchanged for the identical item or repaired at our discretion. Return shipping costs are the responsibility of the purchaser. An RMA # (Return to Manufacturer Authorization Number) must accompany all returns. In rare cases when a return is accepted, a 20% restocking fee will be deducted from the refund or credit. Shipping charges are non-refundable. No returns or exchanges will be accepted after 30 days.

DISCLAIMERS:

Failure to carefully follow the installation instructions for your JAMES BARONE RACING product could result in significant property damage, personal injury, injury to others or even death. Please take the time to read and thoroughly understand the instructions prior to installation. The instructions are as accurate as possible and may vary slightly from model year to model year. Professional installation is recommended.

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WARRANTY:

All JAMES BARONE RACING products carry a lifetime warranty to the original purchaser. Warranty is non-transferable. Warranty does not cover damage or failure caused by abuse, misuse, faulty installation or repairs not conducted by JAMES BARONE RACING. JAMES BARONE RACING is not liable for consequential damages arising from the use of our products or any indirect damages resulting in the loss of property, revenue or costs for towing, removal, installation, or re-installation. To receive warranty service you must contact JAMES BARONE RACING to receive an RMA # (Return to Manufacturer Authorization Number) at which time you will be provided with instructions for returning the faulty product

CONTACT:

If you have questions or problems, e-mail us at jamesbaroneracing@gmail.com. Posting questions or problems in the forums or other social media outlets will only delay you from getting the correct answer or personalized attention from us.