



2014 & UP MAZDA 3 COILOVER INSTALLATION INSTRUCTIONS

Tooling:

- ✓ Jack, jack stands or lift and jack pole
- ✓ Ratchet wrench
- ✓ 6" extension
- ✓ 5mm allen wrench
- ✓ 14mm, 17mm, & 22mm sockets
- ✓ 14mm and 19mm wrenches
- ✓ Flat head screw driver
- ✓ Needle nose and regular pliers

Included:

- ✓ 2 Front coilovers with camber plates
- ✓ 2 Rear shocks with upper mounts
- ✓ 2 Rear springs
- ✓ 2 Adjustable rear spring perches
- ✓ 4 Adjuster keys
- ✓ 2 Spanner wrenches

**Please be sure to read and understand the instructions thoroughly before beginning. Professional installation is strongly recommended.

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FRONT

- ❖ Begin by parking on a smooth level surface with the emergency brake engaged. Jack up the front of the vehicle and position jack stands underneath both sides.



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.

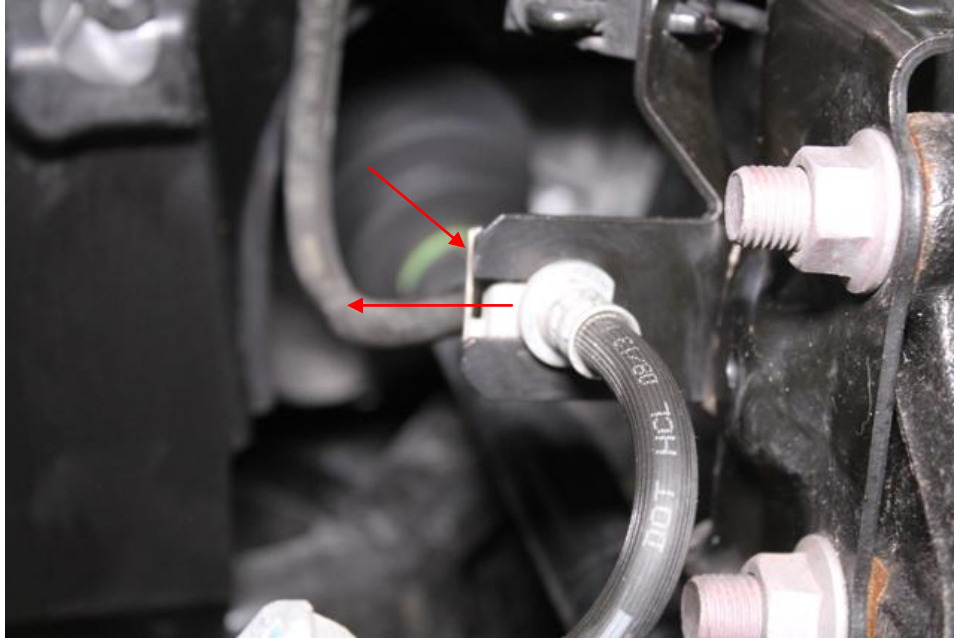
1. Remove both front wheels and using a 14mm closed ended wrench and a 5mm allen wrench, remove **both** front end links and discard the weights.



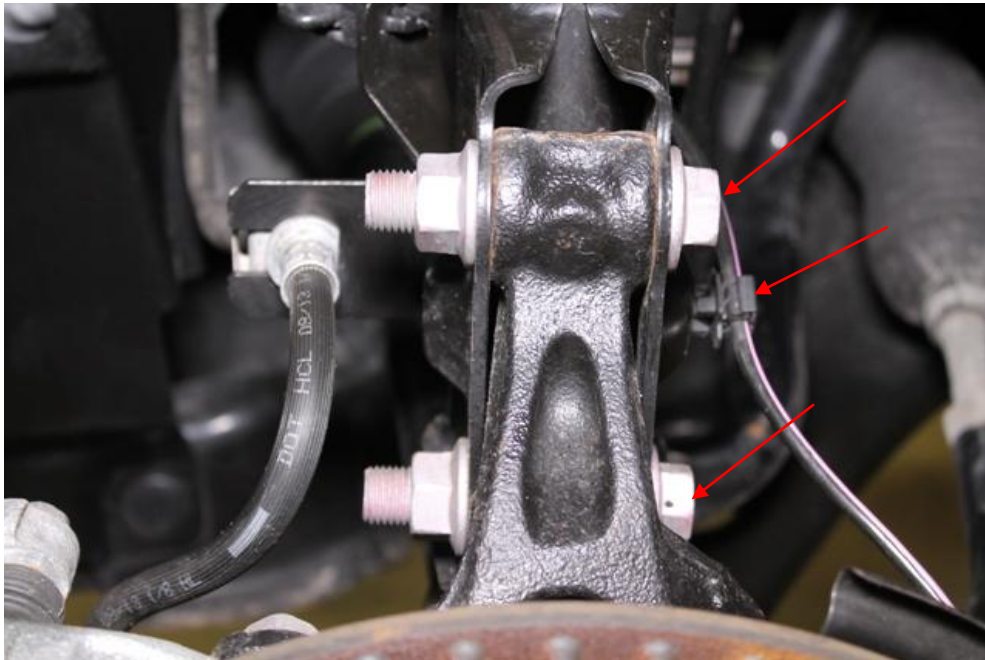
2. Using a pair of needle nose pliers squeeze the tabs and remove the clip securing the upper ABS sensor wire.



- Using a flat dead screw driver and a pair of pliers, remove the clip that secures the brake line to the strut.



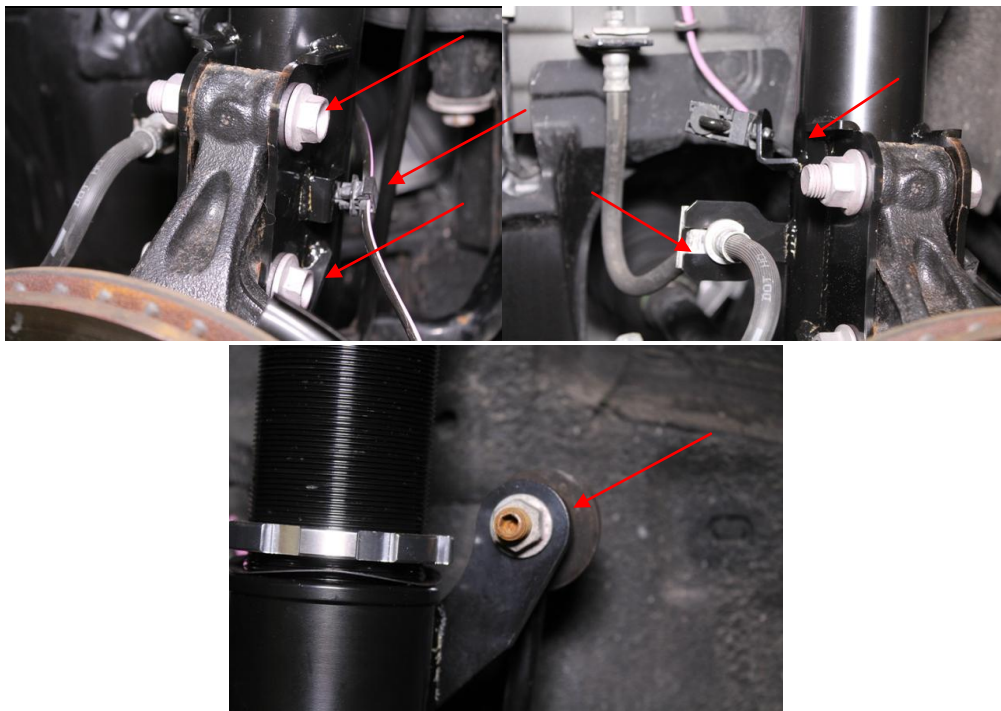
- Remove the 2nd lower ABS sensor wire clip using a pair of needle nose pliers. Then, using a 17mm socket and a 19mm wrench, remove the two bolts securing the strut to the spindle and separate the strut from the spindle.



- Using a 14mm socket remove the 3 nuts securing the strut in the strut tower and remove the entire strut assembly from the vehicle.



- Install you new JBR coilover in to the vehicle.
 - Tighten the 3 upper nuts to 30-35 ft/lbs
 - Tighten the two bolts that secure the coilover to the spindle to 60-65 ft/lbs
 - Reinstall both ABS sensor wire clips and the clip to secure the brake line
 - Complete the opposite side, reinstall the endlinks and tighten to 25-30 ft/lbs
 - Adjust the height using the adjusting procedures found at the end of these instructions



REAR

- ❖ 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.

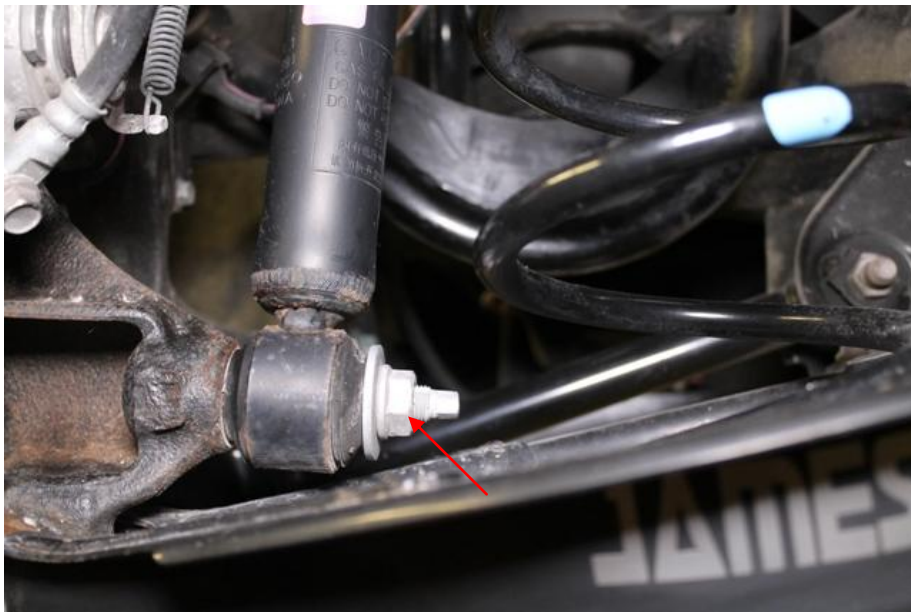


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1. Remove both rear wheels and both rear endlinks using a 14mm closed ended wrench and 5mm allen wrench.



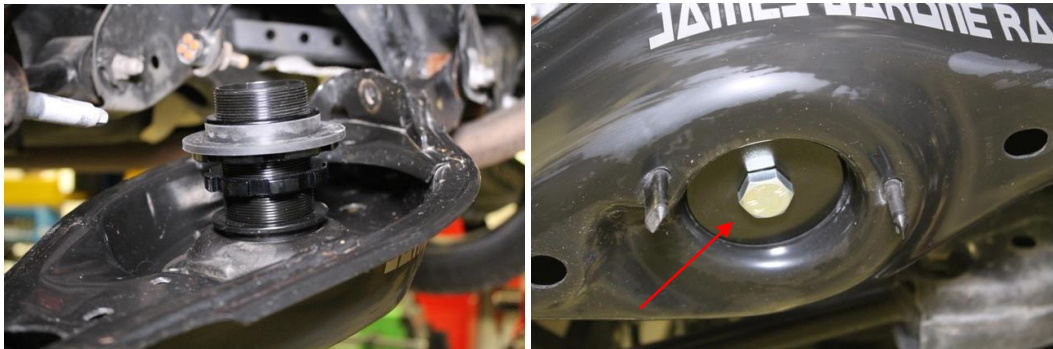
2. Using a 19mm wrench, remove the lower shock nut.



3. Support the lower control arm with a jack or jack pole. Then, using a 17mm socket, remove the lower bolt securing the spindle to the lower control arm.
 - Lower the control arm and remove the OEM rear spring leaving the lower rubber spring mount in place.
 - Transfer the upper rubber spring mount over to your new JBR spring.
(There is no top or bottom to the spring)



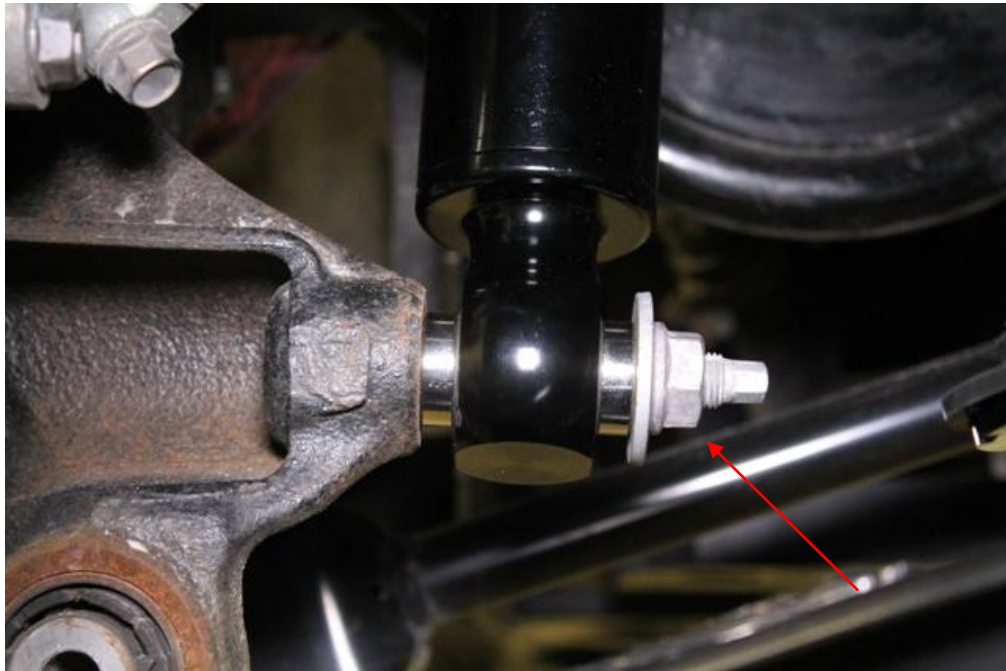
4. Install the adjustable spring perch in to the lower control arm, place the large disc below. Thread the bolt up into the upper portion of the spring perch. Then, tighten using a 22mm socket to 50-55 ft/lbs.



- Using a 6" extension and a 14mm socket, remove the two nuts securing the upper shock mount.



- Install your new JBR shock on to the lower mount only at this time and tighten to 45-50 ft/lbs.



7. Install the spring, raise the lower control arm and reinstall the bolt that secures the lower control arm to the spindle.



8. Place about a $\frac{1}{2}$ to $\frac{3}{4}$ " of upward pressure on the rear spring using the jack, adjust the shock length and reinstall the 2 nuts removed in step 5. Tighten the lower locking collar on the shock and tighten the upper butts to 35-40 ft/lbs



9. Complete the installation on the opposite side then reinstall both rear endlinks and adjust the ride height using the adjusting procedures found at the end of these instructions

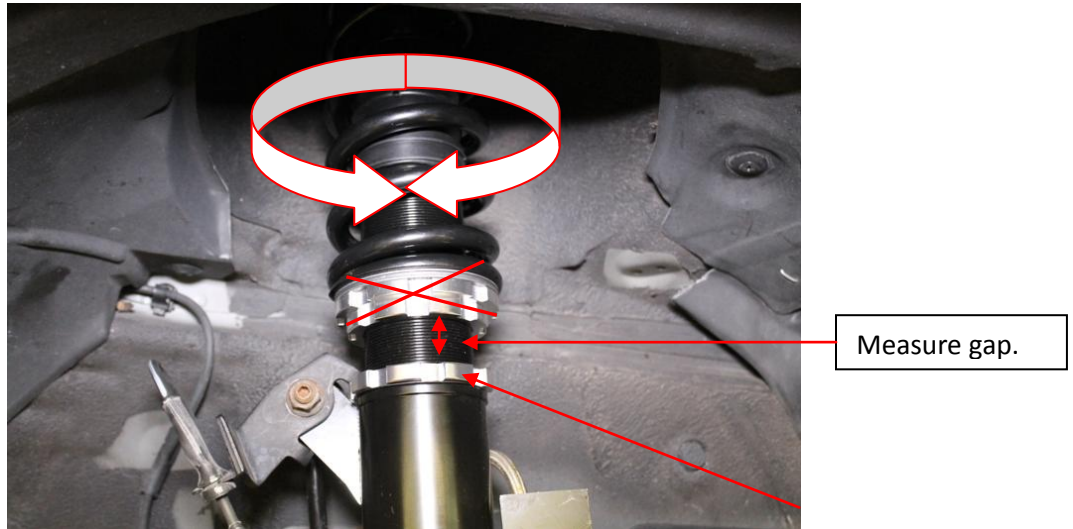
Adjusting your new JBR coilovers.

**Leave the camber set at 0 until ride height is complete.

Front Ride height:

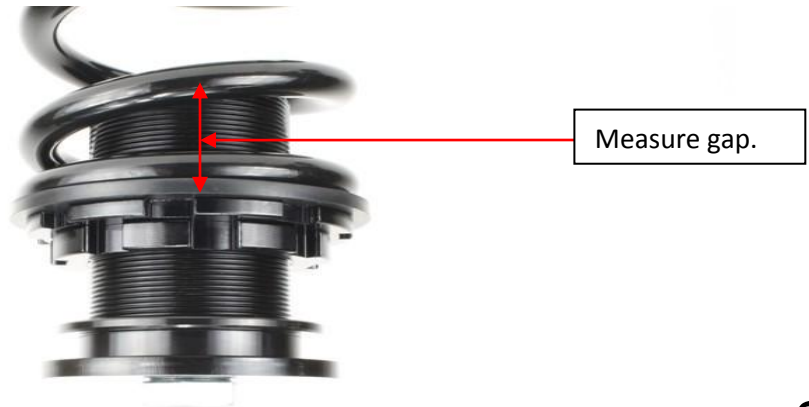
Loosen the lower locking collar and rotate the upper spring portion by hand to raise or lower the vehicle. Take measurements between the locking collars and set to the same on both sides. Once set, tighten the lowest locking collar with the spanner wrench.

NEVER LOOSEN OR ADJUST THE UPPER LOCKING COLLARS SECURING THE SPRING.



Rear ride height:

Using a spanner wrench, adjust the upper locking collar of the rear spring perch to raise or lower the vehicle. Measure from the top of the threaded portion of the spring perch to the top of the upper locking collar and match on both sides. Tighten the lower locking collar against the upper locking collar using two spanner wrenches. If the vehicle is lowered to the lowest ride height possible, it may be necessary to use a hammer and a flat head screw driver to access, adjust and tighten the collars.



Adjusting the Dampers:

You should have received all for corners with the damper settings turned all the way counter clockwise (Full Soft). Turn the knob clockwise until it clicks ONCE. This is position #1. From there you have 32 more settings. Once you have turned the knob and reached the very end. Turn it back until it clicks ONCE. This is position #32.

Suggested starting points:

Front – 6

Rear – 8



Front Camber:

Front camber is adjusted by loosening the 4, 5mm socket head bolts and moving the assembly in or out. Moving the assembly in, increases negative camber. Moving the assembly out, increases positive camber.

**It is recommended to set initial ride height first. Then, put a few hundred miles on the vehicle to allow everything to settle in before setting final ride height, performing a full alignment and corner balancing.