James Barone Racing
Aftermarket Parts and Accessories

2013+ Mazda 3, 6 and CX-5 Adjustable Rear Camber Arm Installation Instructions.

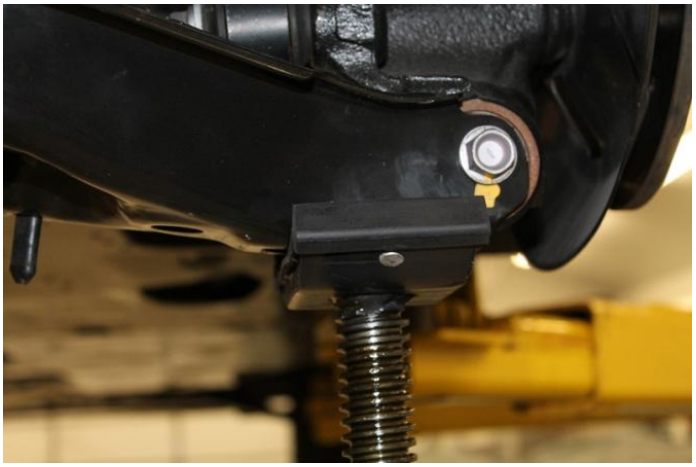
What you will need:

- 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.

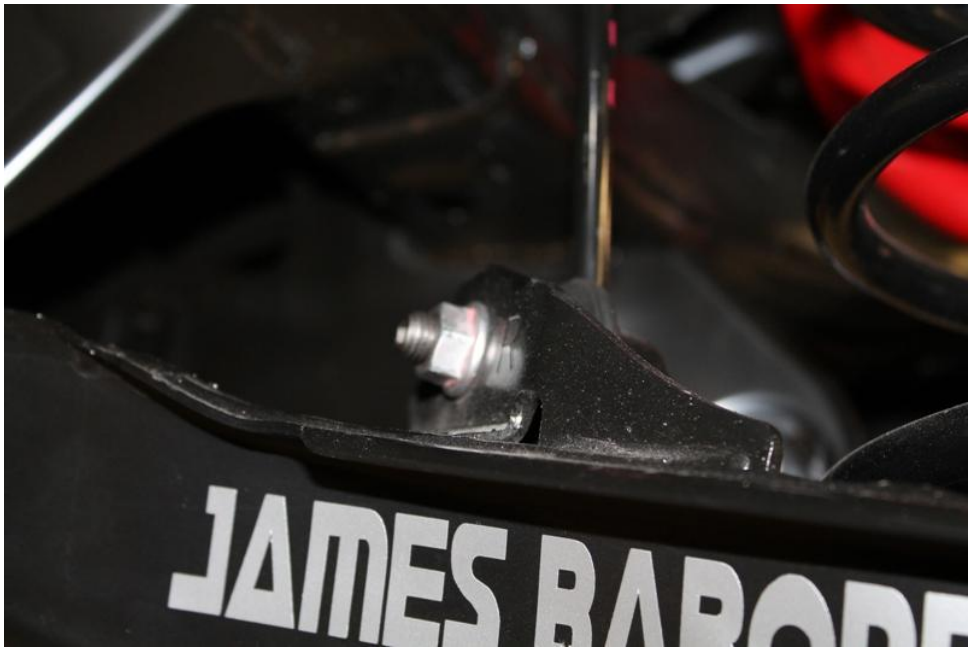


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3. Using a 14mm deep socket, extension and socket wrench, remove the 2 upper shock mount bolts.

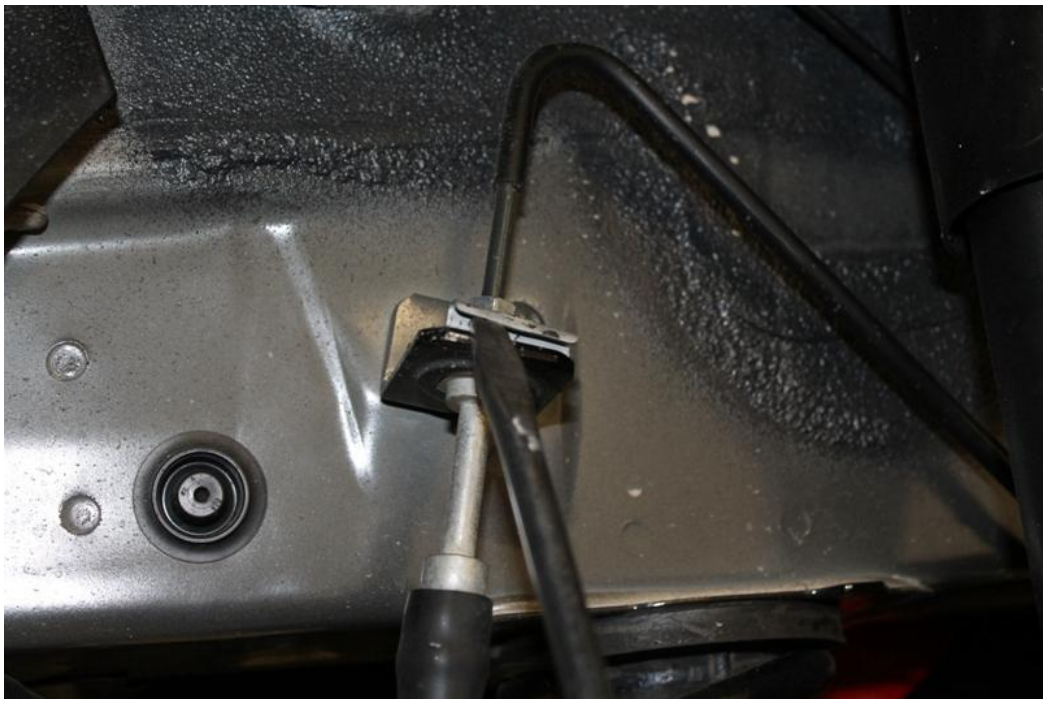


4. Using a 14mm box wrench, remove the nut securing the end link to the lower control arm. The use of a 5mm allen wrench may be necessary.

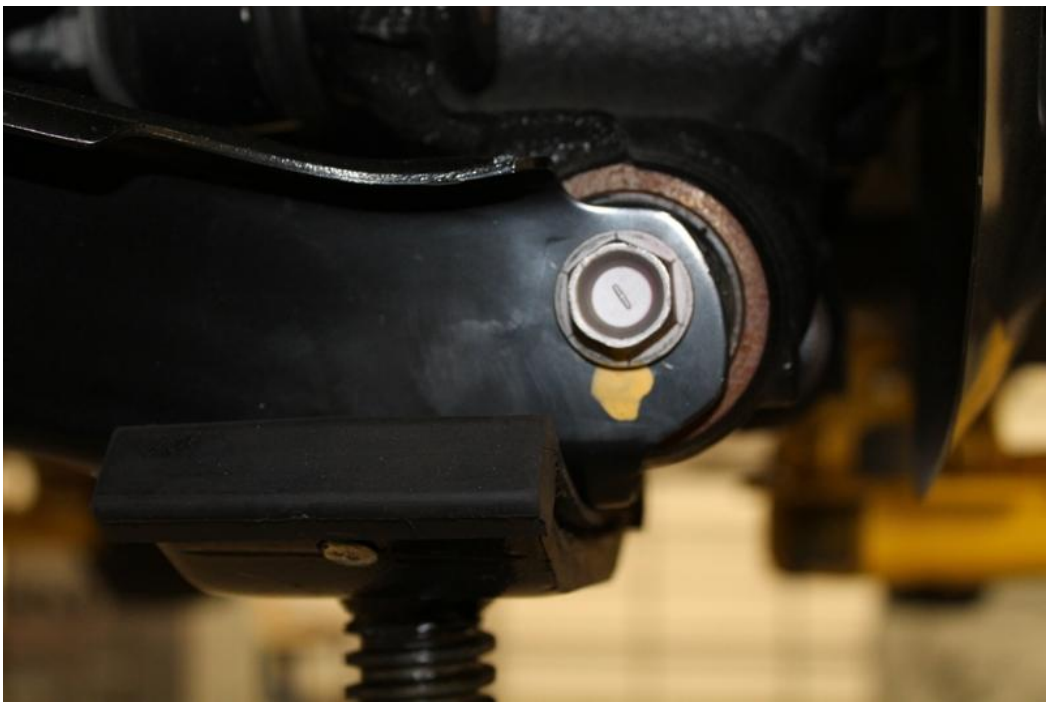


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5. Using a flat head screw driver remove the clip securing the brake line.



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



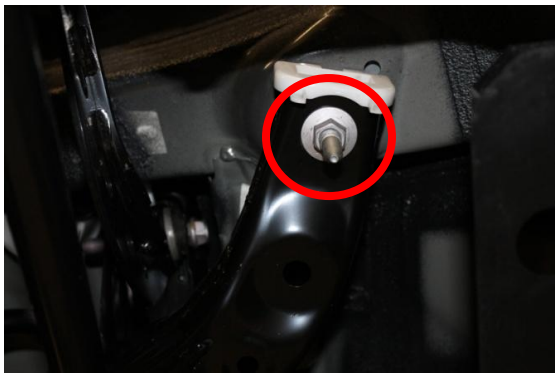
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7. Slowly lower the jack, lower the rear control arm and remove the rear spring.
   - **Note the orientation of the spring and how it's indexed in the lower control arm.**



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.

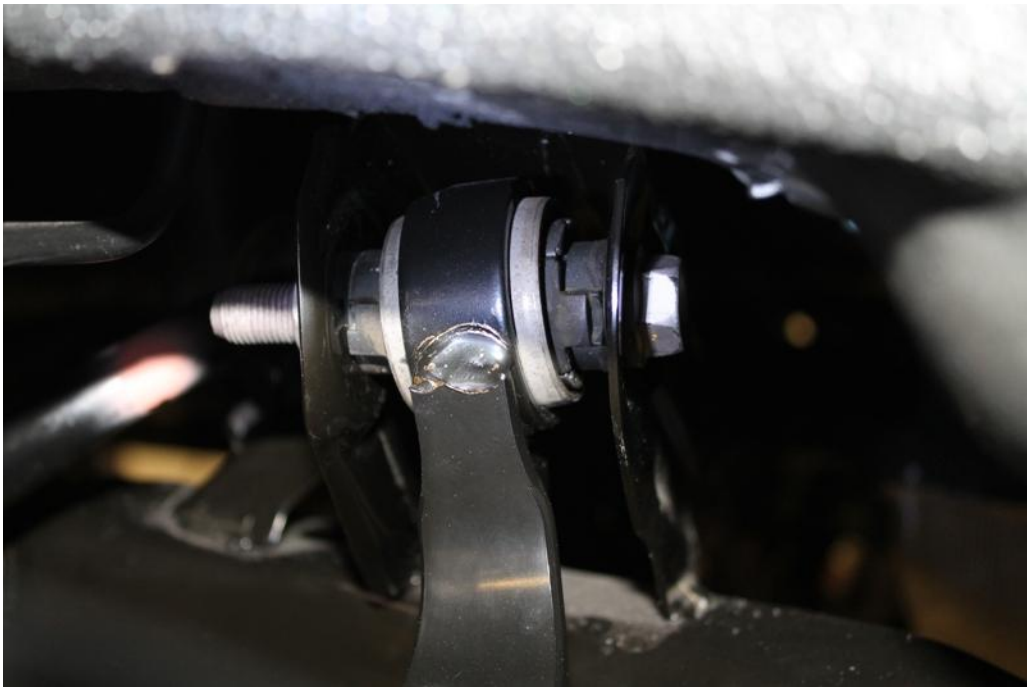




9. Next, remove both nuts securing the passenger side sub-frame to the chassis and lower the sub-reframe as far as possible. The end of the studs should no longer be visible.

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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.



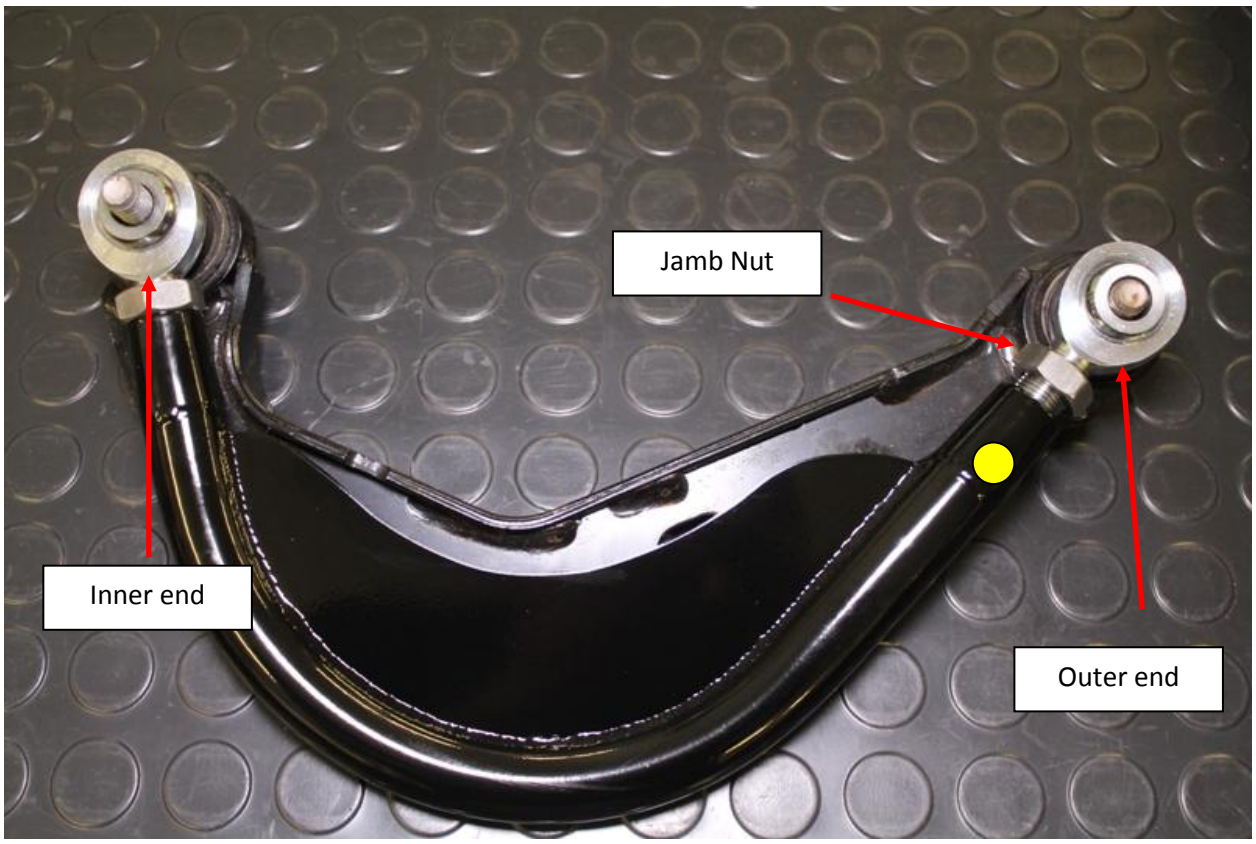
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12. Lay the factory arm on the floor just as it was in the car. Adjust your new JBR camber arm to match the length of the OEM camber arm. Lay it on top of the OEM arm and compare the two. Using the bolts you removed in steps 10 & 11, slip them through 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.

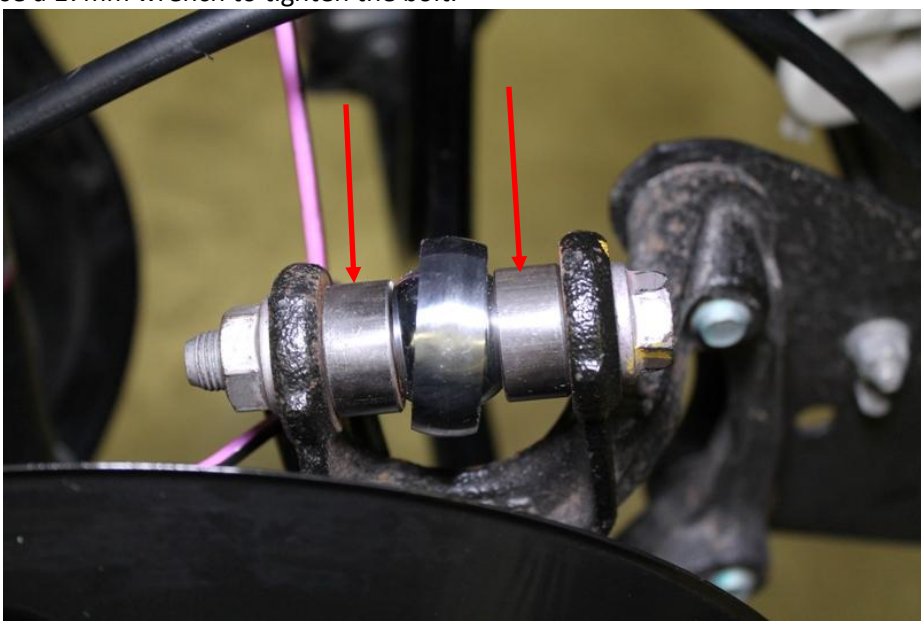
There must be a minimum of ¾" of thread **inside** the arm. Do not extend the adjustment beyond that ¾"

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

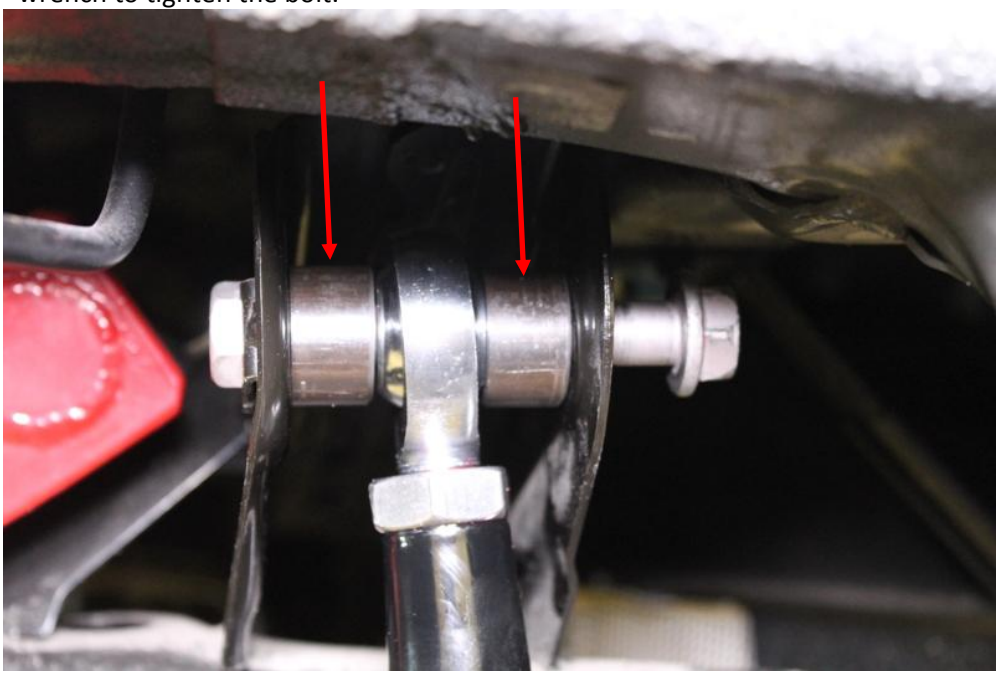


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13. With the arm properly adjusted, reinstall the arm in the vehicle with the outer end closest to the wheel. Install the 2 smaller spacers on either side of the rod end closest to the wheel. Use a 17mm wrench to tighten the bolt.



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



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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.

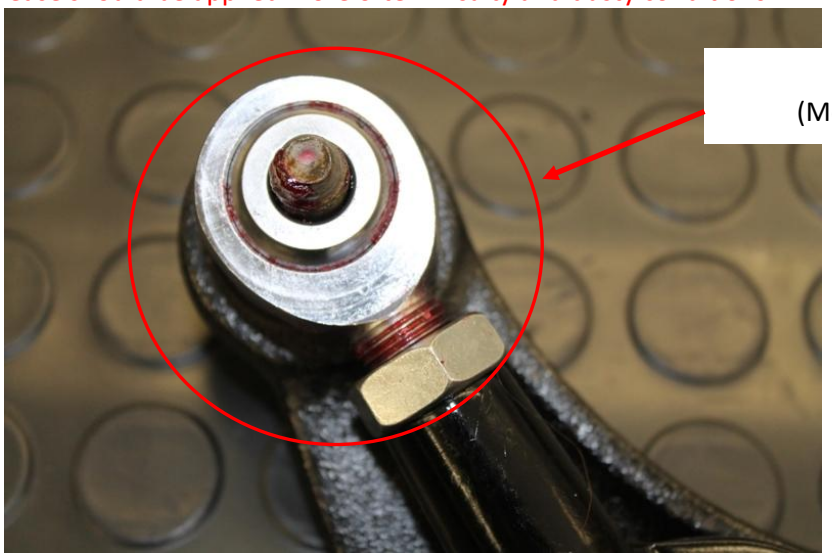
17. Using a jack, raise the lower control arm and reinstall the bolt removed in step 6. A small bar or

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

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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.

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