

Instruction Sheet

CHRYSLER SEBRING REAR CAMBER ARM

This part should only be installed by personnel who have the necessary skill, training and tools to do the job correctly and safely. Incorrect installation can result in personal injury, vehicle damage and / or loss of vehicle control.

1. Before beginning any alignment always check for loose or worn parts, tire pressure, and odd tire wear patterns. Determine the amount of camber change needed.
2. Raise rear of vehicle by frame and support properly. Remove rear wheel and tire assembly.
3. Remove the bolts holding the lower rear control arm and remove from the vehicle.
4. The 67025 replaces the non adjustable O.E. arm. Adjust the 67025 so that it is the same length as the O.E. arm.

Note: Ensure that the threaded rods are equal lengths when presetting the 67025.

5. Install the supplied sleeves into both bushings of the new control arm.
6. Install the **EZ Arm** and lightly tighten the mounting bolts.

Note: Tightening the mounting bolts with the vehicle in the raised position may cause premature bushing wear due to preloading the bushings.

7. Replace the wheel and tire assembly or compress the rear suspension to tighten the arm mounting bolts to manufacturer's specifications. Install alignment equipment and re-compensate.
8. Adjust camber and toe by loosening the jam nuts on **67025 EZ Arm** and the stock arm and turning the center pieces to the desired camber and toe specification.

Note: Always check for proper clearance between suspension components and other components of the vehicle.

9. Tighten the jam nuts, complete vehicle alignment and road test vehicle.



Specialty Products Company®

P.O. Box 923 • Longmont, CO 80502 • (303) 772-2103 • Fax: (303) 772-1918

www.specprod.com • www.spcperformance.com • Email: info@specprod.com

Toll Free Technical Hot Line: 1-800-525-6505

©2006 Niwot Corp. dba Specialty Products Co® • Printed in U.S.A. • Form No. 98021 • Rev. 10/06