

# CHRYSLER REAR CAMBER BUSHINGS

## Installation Instructions

1. Determine the amount of change needed. Check for loose or worn parts
2. Raise the vehicle by the frame safely
3. Remove rear wheel assembly
4. Remove bolts from both rear upper control arms where they connect to the wheel hub. Gently lift arms up and press out arm bushings

Note: Desired Camber change can be achieved by clocking the bushing to appropriate index mark as shown in Figure 1. To avoid binding and setback changes, the bushings in both forward and rearward upper arms must be oriented for the same amount of positive or negative change.

5. Properly index and press the bushing into both arms. The forward (shorter) arm uses the stepped bushing, which must be installed as shown below (Figure 2). Press the appropriate half of the bushing that matches the original diameter into the arm. On older models with aluminum arms, this will mean the bushing is offset from the arm (Figure 3). Press in the bushing from the side that will result in the arm being located away from the knuckle when mounted. For lesser change (.5° or 1°), the hole in the bushing should be biased down (Figure 1)
6. Reinstall arms on knuckle, leaving bolts loose. Reinstall rear wheel assembly and lower vehicle. Once vehicle weight is on tires, torque bushing bolt to manufacturer's specifications
7. Adjust rear toe, finish alignment and road test vehicle

Camber change - both bushings must be indexed for the same change (Note: index only in the direction indicated - bolt hole toward the bottom part of the arm)

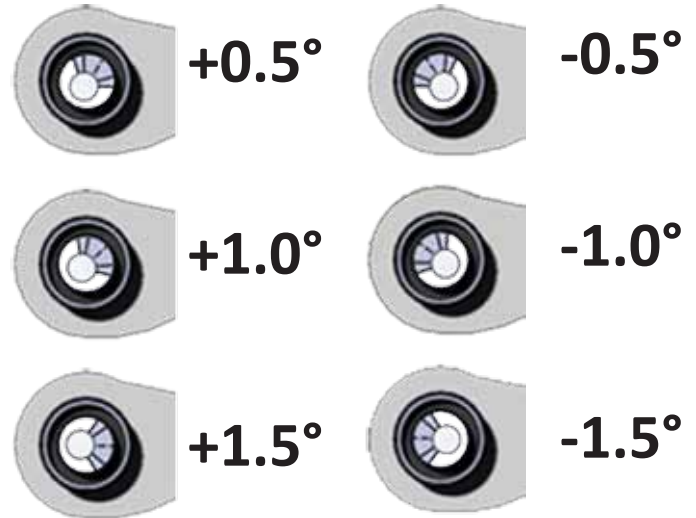


Figure 1

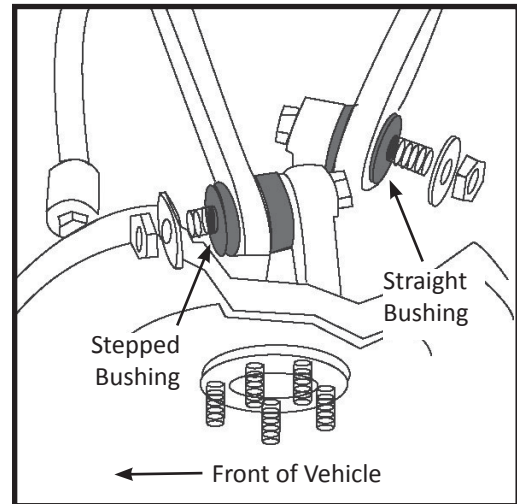


Figure 2

### Early LX Models - Aluminum Arm (top view shown)

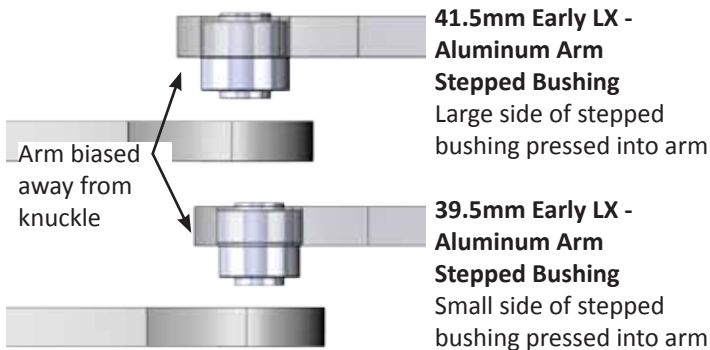


Figure 3

### Late LX Models - Stamped Steel Arm (top view shown)

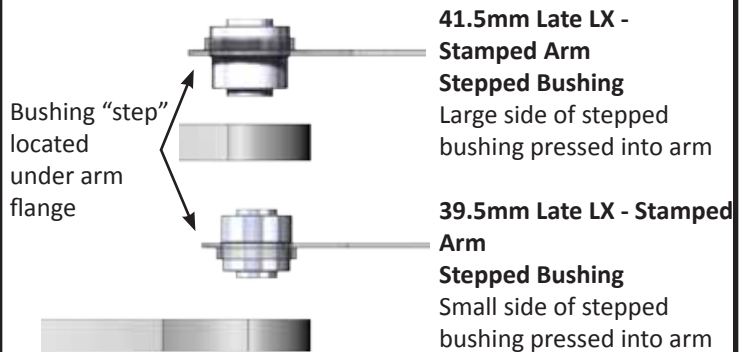


Figure 4