PART NO. 66050 **Instruction Sheet**

CHRYSLER REAR CAMBER BUSHINGS (PAIR)

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. Always check for loose or worn parts, tire pressure and tire wear.
2. Before disassembly make sure to obtain desired alignment change.
3. Raise vehicle by body and support with safety stands. Remove rear wheel assembly.
4. Remove bolts from both rear upper control arm bolts where they connect to the wheel hub. Gently lift arms up and press out arm bushings using #**40910** bushing press and #**66025** press adapter kit.

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

5. Properly index and press the bushings using **#40910** bushing press and **#66025** press adapter kit 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 the 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. Also for lesser change (0.5° or 1.0°), the hole in the bushing should be biased down (***Figure 1***).

   On the newer models with stamped steel arms the bushing must be seated so that the step in the bushing is located under the arm flange (***Figure 4***).
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 specification.
6. Adjust rear toe, recheck alignment and road test vehicle.

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

Figure 1

Camber Change - Both bushings (for the foward and rear upper arms) must be indexed for the same change as shown.
(Note: Index <u>only</u> in the direction indicated - bolt hole towards bottom part of arm)

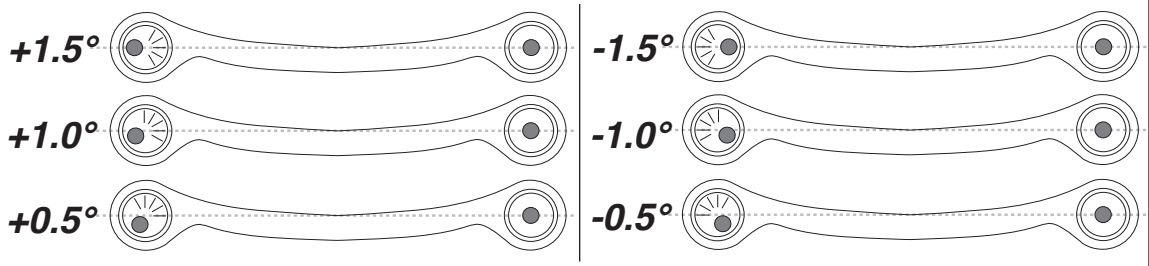
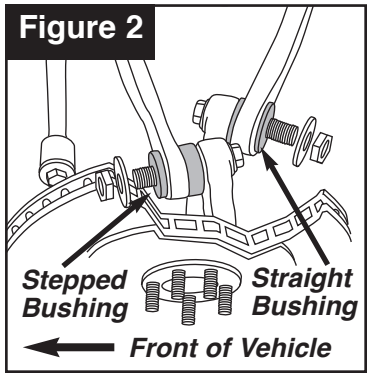
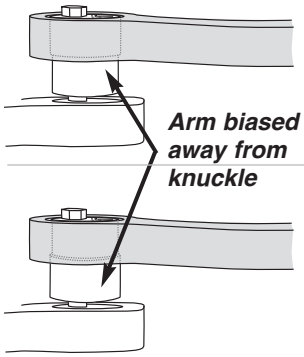


Figure 2



Early LX Models - Aluminum Arm **Figure 3**

Top view shown

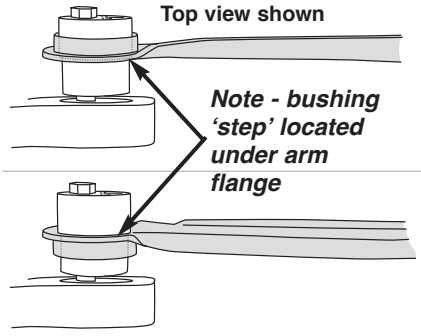


41.5mm Early LX - Aluminum Arm Stepped Bushing
Large side of stepped bushing pressed into arm.

39.5mm Early LX - Aluminum Arm Stepped Bushing
Small side of stepped bushing pressed into arm.

Late LX Models - Stamped Steel Arm **Figure 4**

Top view shown



41.5mm Late LX - Stamped Arm Stepped Bushing
Large side of stepped bushing pressed into arm.

39.5mm Late LX - Stamped Arm Stepped Bushing
Small side of stepped bushing pressed into arm.

Chrysler installed these stamped arms in both orientations shown. SPC bushing will work in all orientations.

Specialty Products Company®