

PART NO. 67210

SPC
PERFORMANCE

Instruction Sheet DODGE NEON REAR CAMBER/TOE ARMS

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.
2. Raise rear of vehicle by body and support with jack stands. Remove both rear wheel and tire assemblies.
3. Remove nuts and bolts attaching the parallel arms to the spindle and to the rear body cross-member. Remove O.E. arms.
4. Adjust the new #67210 arm so equal threads are showing on each end of the turnbuckle and it is the same length as the O.E. arm.

Note: If using arms to replace existing toe adjusters, install one #67210 arm on each side of vehicle. If using arms for extended range camber and toe adjustment, install two #67210 arms on each side of vehicle.

5. Install supplied thick washer on longer inboard bolts only and slide bolts through both arms. (The thick washer takes the place of the OE cam.) Install thin OE washer and nut but do not tighten. Install bolts through spindle end of both arms and install thin washer and nut but do not tighten.

Note: Tightening the nuts with the vehicle in the raised position may cause premature bushing wear due to preloading of the bushing.

6. Replace wheel and tire assembly. Reinstall alignment equipment and recompensate. Lower vehicle on slip plates. Now tighten spindle and cross-member bolts to 65 lb-ft. **DO NOT over torque these bolts!**
7. Adjust camber and/or toe by loosening lock nuts and rotating turnbuckle. Tighten both lock nuts on arms.

Note: The maximum length of the arm is reached when the flat on one rod is visible at the end of the turnbuckle adjuster. DO NOT lengthen the arm beyond this point.



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