

# General instructions for Control Arm - Track Arm - Rod Eye

**N.B:** This instruction sheet should be used in conjunction with the workshop manual

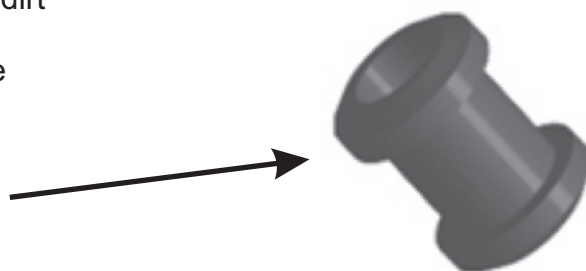
Please read instructions carefully. Improper installation may result in premature failure.

If required, vehicle should be jacked up evenly and safely supported.

Ensure all components are free from rust, scale and dirt

**IMPORTANT:** The original shell may or may not have to be removed. Compare diameter sizing.

1-piece bushings are best pressed in with soapy water and flat surface.



Compare new supplied components to old parts for correct application.

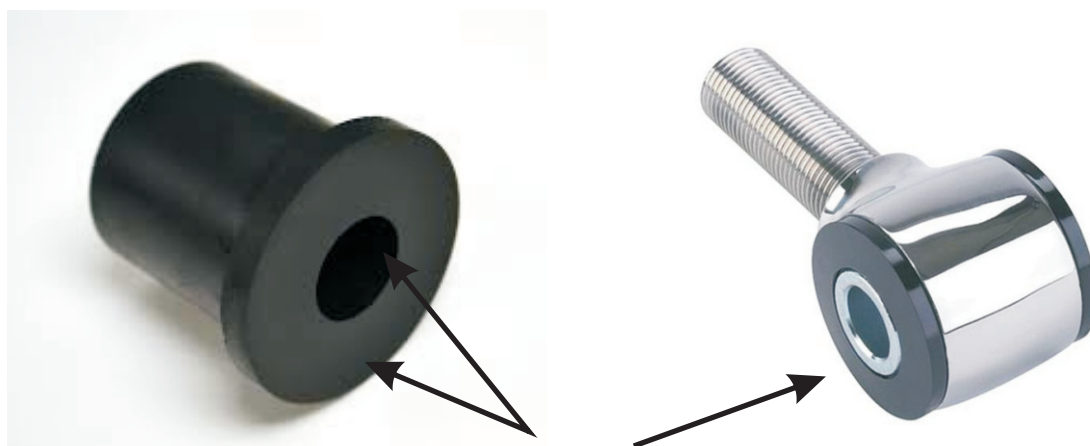
Be careful when working near hot components, such as exhaust systems.

Control arms and Track Arms with a pivoting bushing do require greasing - apply a generous coating of supplied grease to bushing ID and side faces. Do not grease bushing OD.

It is recommended all components be tightened when vehicle is at ride-height.

It is recommended to carry out a Wheel Alignment post install.

It is recommended re-checking all hardware after initial 100kms travelled.



Grease bushing side face and ID with supplied grease only.

**N.B:** It is recommended that a licenced workshop or tradesperson carry out the above procedure and that workshop manual and relevant safety procedures are followed in addition to the above.

# Instructions

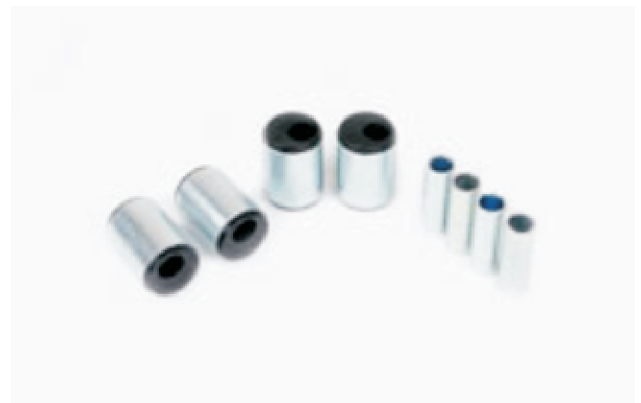
## Offset Upper Bushings

**N.B:** This instruction sheet should be used in conjunction with the workshop manual and proper safety procedures followed.

**Application:** Mazda Mx5 Miata NA-NB

**Contents:** 4x Offset upper bushings  
4x Steel tubes  
2x Grease

It is recommended a wheel alignment be carried out prior to install - note settings.



1. Raise vehicle evenly and safely support.
2. Remove upper arms and proceed to remove original bushings - this can be achieved by drilling the rubber and outer shell, in order to break the shell.
3. Using a Press, press new bushings into position.

**Note:** for more negative camber, point bushing ID towards ball joint.

**For positive camber, point bushing ID away from ball joint.**

4. Grease bushing ID and face with supplied grease only.

5. Bolt up arm to vehicle - tighten bolts to manufacturers specs.

**Note:** A wheel alignment will need to be carried out prior to test drive.

6. Re-check bolts after 100kms travelled.



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# Instructions

## Front Control Arm Bushings

**N.B:** This instruction sheet should be used in conjunction with the workshop manual and proper safety procedures followed.

1. Raise vehicle evenly and safely support.

**It is suggested only 1 arm be serviced at a time.**

**Refer universal Bushing Removal guide in kit**

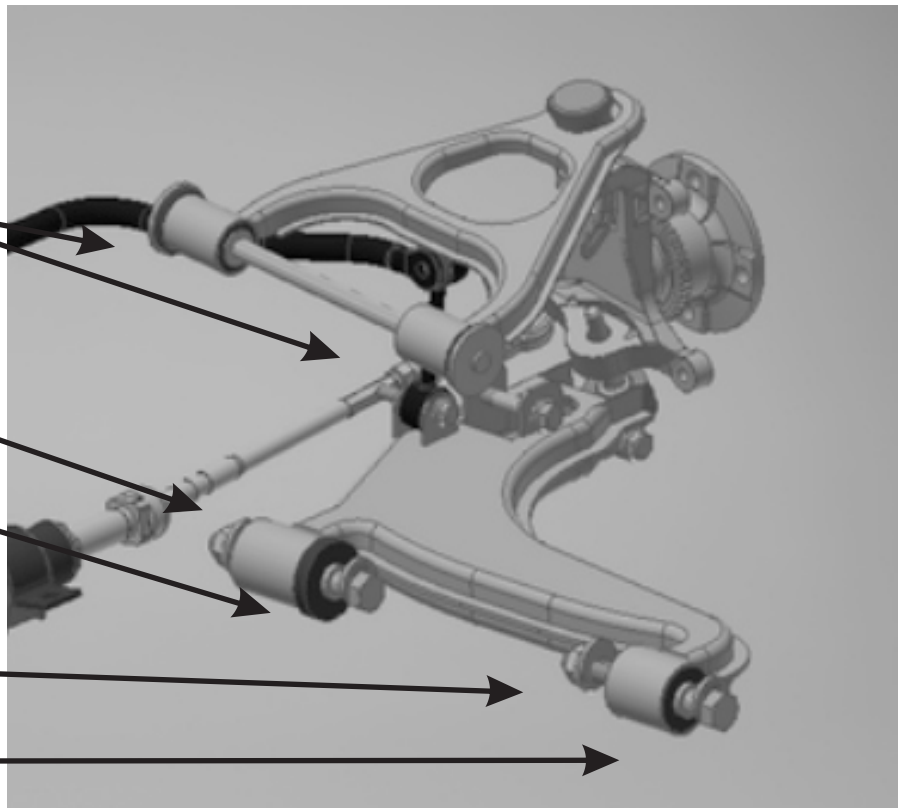
2. Once bushings removed, confirm all Eye's are clean.
3. Refer image below for bushing placement.
4. Grease bushing internal diameter and face with supplied grease only.
5. Tighten all points with original bolts - tighten to manufacturers specifications.

**Application** - Mazda Mx5 (Miata)  
- 1990-2005

*(Refer current catalogue listing)*

**Contents** - Bushing 91312 x 4  
- Bushing 91313 x 2  
- Bushing 91314 x 2  
- Bushing 91315 x 2  
- Bushing 91316 x 2  
- Steel tube 70mm L x 2  
- steel tube 60mm L x 2  
- steel tube 57mm L x 4  
- Grease

- Place bushing 91312 in upper control arm.  
Along with 57mm long steel tubes.
- Place bushing 91314 in front of front Eye.  
Place bushing 91313 in rear of front Eye  
Along with 70mm long tubes
- Place bushing 91316 in front of rear Eye.  
Place bushing 91315 in rear of rear Eye.  
Along with 60mm long tubes.



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