

# **SUPERMIATA**

## **ND MX5 Offset Knuckle Bushings**

### Installation and setup tips

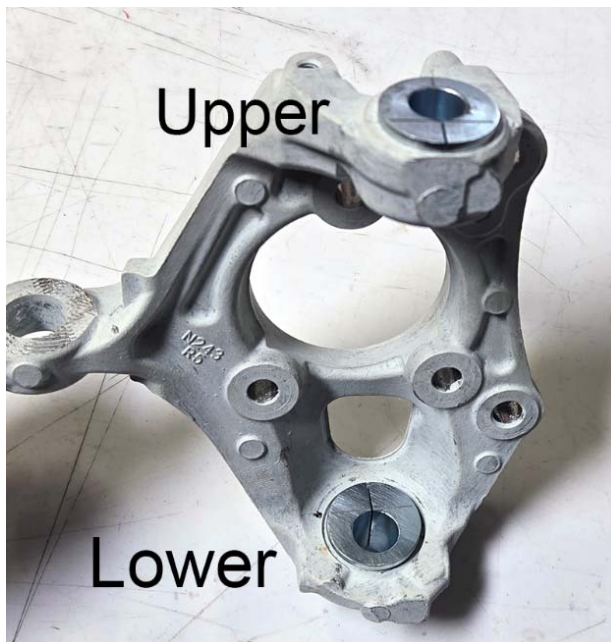
We recommend obtaining a Mazda Factory Service Manual or equivalent. They can often be found on eBay in either hard copy or digital form.

#### **The Supermiata OKB are offset and replace the OEM centered knuckle bushings**

Remove the upper and lower ball joints from knuckle using a ball joint separator. Harbor Freight offers a ball joint separator P/N 2354 and many local auto parts stores will rent you the tool. The OEM knuckle bushing can be pressed out using a ball joint service tool or impact socket and bench vise.

Once you have the OEM bushings removed, inspect the bores in the knuckle for any burrs that may interfere with smooth installation of the offset bushings. Use a medium grit sand paper to deburr if needed. Do not attempt to increase bore size for an easier fit. You can use a bench vise, shop press or tap with hammer to drive offset bushings in. Do not hammer directly on the bushings but use an impact socket as a driver.

Install the offset bushings as shown. You are effectively moving the bottom of the knuckle outward and the top of the knuckle inward. Upper nut bolt 52-57 ft-lbs. Lower bolt 88-94 ft-lbs. Do not under torque these nuts. Check torque again after 50 miles. We have observed untouched OEM ball joint nuts working loose!



#### **Alignment**

The bushings will increase camber by about -2° from wherever you started. The toe setting will be changed radically. DO NOT attempt to drive the car without resetting toe. You will need to reset the toe before the car can be driven. The bushings are not designed to be adjustable. DO NOT attempt to fine tune camber by rotating the bushings. Use only the OEM eccentric bolts to adjust camber and caster.

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