

SUPERMIATA

ND MX5 Tecna Installation and setup tips

Read these instructions! (Really)

We recommend obtaining a Mazda factory Service Manual or equivalent. They can be found on eBay in either hard copy or digital form. Sooner or later you will need info contained in the FSM.

Full compression = suspension fully bottomed, wheel as high in the fender as it will go.
Full droop = suspension fully extended, wheel hanging as low as it will go.

Removing bushing preload *Do not skip this step!*

The OEM rubber control bushings are like springs. Push up or down on the arms and the bushings resist the movement. From the factory, the bolts are torqued at OEM ride height. After installing the shocks with control arms bolts loose/removed, move each corner to the approximate ride height you will run and torque the control arm bolts. It does not need to be millimeter accurate, just not at full droop. This may require disconnecting the sway bar and putting a jack under that corner to push it up. If the lowest preload spec in the chart below doesn't get your GT springs low enough, you can reset bushing preload at a lower ride height to lower it a few mm more.



Scan QR code for bushing preload video.

Fastener torque

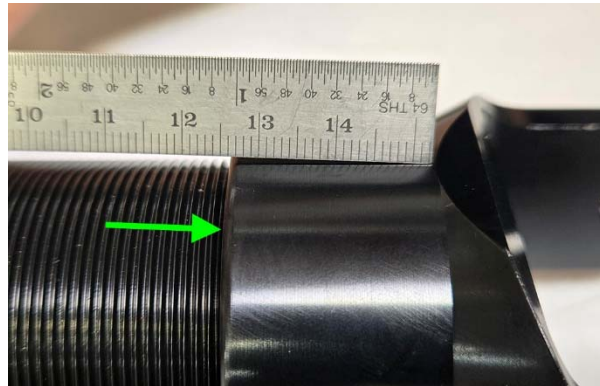
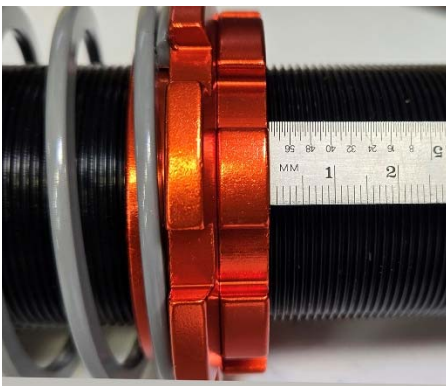
Use the supplied lower shock bolts & nuts. Torque 42-50 ft-lbs

Alignment

For best results, perform an alignment after replacing the shocks. Ensure the control arm bolts are torqued at your chosen ride height before proceeding with alignment. Refer to our [Supermiata Alignment](#) specs. We recommend our **Street Alignment** for GT and our **Dual Duty Alignment** for Sport

Verify Preload is set to standard preload (chart below) before installing shocks

We measure preload from the bottom of the locking ring to lower mount as shown in the photo.

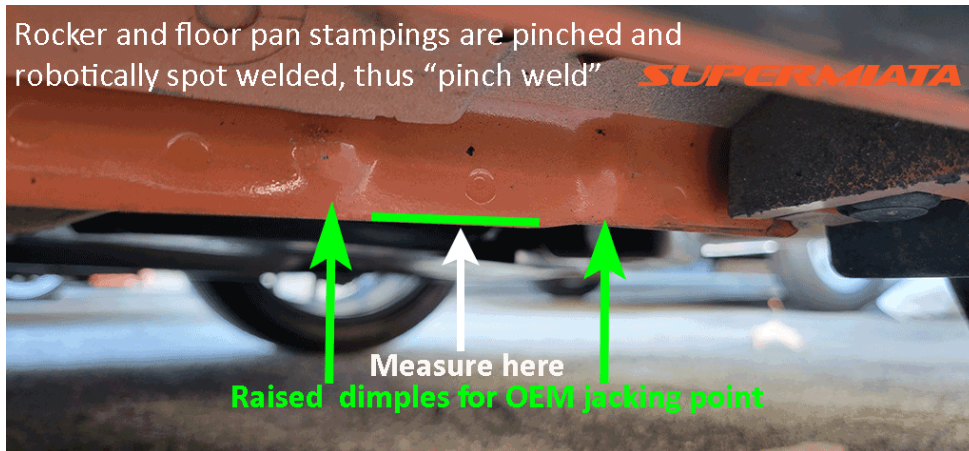


Exceeding Max Preload listed below risks damaging the springs. Set your shocks according to the baseline recommended in the chart below. Drive a bit then decide if you want to raise or lower.

Standard Preload (baseline)		
GT front 163mm ST/RF	GT rear 122mm ST	GT rear 125mm RF
Sport front 143mm ST/RF	Sport rear 133mm ST	Sport rear 135mm RF
Max Preload (do not exceed)		
GT front 189mm ST/RF	GT rear 143mm ST/RF	
Sport front 163mm ST/RF	Sport rear 143mm ST/RF	

One full turn on preload collar equals about 3mm ride height change front and 2mm rear (pinch weld). 2.0mm thread pitch on shock. Drive the car a few miles to let the bushings settle before dialing in your final ride height. The end goal is to have about 6-10mm taller rear ride height with car empty.

Ride height is measured at the pinch welds



Measure ride height on a flat, smooth, level surface. Poured concrete is ideal. Rough, sloping uneven surfaces induce errors. The baseline preload is just a starting point so you can drive the car right away. After a brief test drive, you can decide if you want to raise or lower either end. Do not exceed the max preload on the chart below. Ride height adjustment range will vary depending on vehicle weight with passengers and cargo.

Typical adjustment range listed below is with 205/45/17 (OEM) or 235/40/17. Add 5mm to these heights for 215/45/17 or 245/40/17.

GT: 127~148mm

Sport: 120~140mm

Below 130mm with GT on heavier cars may cause frequent bottoming and increase body roll. If your car kicks back too sharply after hitting a bump, it might be too low and bottoming. Sport can usually get down to about 120mm. Increase preload and/or damping to reduce bottoming.

Adjust preload by turning the lockring in opposite direction (left) of spring perch to unlock it. One full rotation of spring perch equals about 2mm of ride height change. Turn perch right to raise car (increase preload), left to lower car (decrease preload).



Damping adjuster knobs or remote adjuster cables

2mm Allen key to install oversize black damping adjuster knob or optional remote adjuster cables. Ok to use small silver knob if preferred.



Damping adjustment

ND Tecna have about 36 clicks adjustment. Full right (CW) is full stiff. Always count from full stiff. So, “10 clicks” is 10 clicks from full clockwise (full stiff). There are no recommended settings, that’s why they are adjustable. If you have no idea where to begin, start with full soft (CCW) and experiment. OK to have front and rear on different settings, whatever suits your driving preferences. Don’t assume that full soft will deliver the best ride however. Too soft may result in bouncing or bottoming, depending on your roads, vehicle load and driving style. We strongly recommend experimenting with the full damping range before settling on your preferred settings.

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