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FD/E-0702

HOW TO FIT YOUR NEW TEIN SUSPENSION KIT FD (RX-7) OR FE (RX-8)

After fitting many of these suspension kits we have devised these instructions to assist MRP customers who wish to fit their new kit themselves.

Before you start make sure you measure the distance between the top middle of the wheel arch and the ground on all four corners and write them down as these will act as reference points later on.

REAR	NOTES
<p>The back is very easy, first undo the 4 small bolts holding roll bar clamps to the chassis, and then undo one nut on the top wishbone on just one side. This will let the suspension drop sufficiently to get the struts in and out, next undo the bottom bolt through the strut, then lastly the three nuts on the top*.</p>	<p>*Be very careful not to drop these nuts. They will disappear behind the interior panels, forever!</p>
FRONT	NOTES
<p>Pull the steering around on full lock, (front edge of tyre out) then undo both the bottom through bolts in the lower wishbone and remove them.*</p> <p>Unclip the brake hose from the strut. Undo the two small bolts that hold the ABS cable bracket to the front of the top wishbone.*</p> <p>Next undo the top wishbone bolts where it bolts to the chassis. This allows the upright to lie back toward you so you can pull out the strut through the centre of the wishbone. Then undo the top 3 nuts, and remove the strut. Don't get the N/S and the O/S mixed up. *</p>	<p>*One is the bottom strut bolt and the other is the front anti roll bar.</p> <p>*Be careful with this cable when laying the upright back to remove the strut.</p> <p>*The rear struts are not handed - the fronts are. Look carefully and you will see this by checking the bracket for the brake hose.</p>
NEW UNITS	NOTES
<p>When you take out the new struts from the box you will find the strut collars loose.* Tighten these with just a nip up for now, this is because these "bite up" and are difficult to undo if they are too tight.</p> <p>Fitting is the reverse of the removal process.*</p>	<p>*These collars are the rings where the "C" SPANNERS FIT.</p> <p>*Irresistable, but it is true!</p>

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Setting up your new TEIN suspension:

With the car back on its wheels take it for a short drive.

REAR	NOTES
<p>Now with the wheels on jack the car up slightly each corner at a time, just so you can get your hands in to undo the two collars under the spring. *</p> <p>Now undo the two collars under the spring but leave the lower single collar tight.</p> <p>Now carefully screw the top collar upwards till you see the car raise slightly then stop. *</p> <p>Now drop the car back on its wheels and remeasure using your original measurements as a guide.</p>	<p>* You need to still have weight on the car when doing this.</p> <p>* This is to put some preload into the spring</p>
FRONT	NOTES
<p>You will now raise and lower the car how you want it by undoing only the bottom collar on the strut and turning the whole unit with your "C" spanner via your two now locked together collars. HOW YOU NOW SET THE HEIGHT OF YOUR CAR IS YOUR CHOICE BUT DO NOT SET THE REAR LOWER THAN THE FRONT.*</p> <p>For the adjustment on the tops of the dampers, gently wind anti clockwise till it stops, then click them up six clicks to start with as a base setting and thereafter you can adjust the car to suit your driving style.</p>	<p>* This will lead to instability at high-speed. You literally only need the car 1/2"an inch higher at the back to be OK</p>
<p>I hope you enjoy the capabilities of your new suspension.</p>	
<p>FOR SAFETY REASONS, IF YOU FEEL IN ANY WAY NOT ABLE TO ACCOMPLISH THE ABOVE PLEASE TAKE THE CAR TO A GARAGE TO HAVE THIS WORK CARRIED OUT BY A QUALIFIED ENGINEER</p>	