



Long Road Racing

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LongRoadRacing.com

Global MX-5 Cup Car Technical Service Bulletin #02-28-2017G

OPTIONAL: 2017 Global MX-5 Update: Suspension procedures

This TSB describes: Inspection and installation procedures - suspension arms.

Installation: There are many inspections that should take place before and during an event. This TSB is only meant to be a guide to assist you during those inspections, and should not be considered to be the only inspections that you perform. Always inspect “anything that moves - twice, and anything that doesn’t - once – at least!”

First and foremost, always follow all shop manual procedures and torque values. If you do not own a copy of the service manual, it is strongly recommended that you contact Mazda Competition parts and order one.

It is assumed that all parts were cleaned, fully inspected or replaced during the off season if the car has been used extensively. In other words, the car is “as delivered” for all moving parts.

Between races:

- During a complete suspension disassembly, fully inspect each component, their mounting points for cracks, twists, bends, wear, etc... if it doesn’t look as new, replace it. Specifically sub frames, arms, clevises & yokes and bushings & rod ends. Replace as needed.
- During reassembly, check for burrs or irregular surfaces that may introduce a bind into the system. Also consider putting a light coat of grease on the surfaces that will get tightened together (inside of a sub frame clevis, and the outside of a bushing steel insert), and the length of the bolt – all to minimize binding and allow the components to move “as designed” once torqued. After final torquing, paint pen the bolt / nut so that when performing a nut and bolt inspection on the car, you do not over tighten the fastener, thus causing a bind. You can also use different color paint pens to signify the various torque specs since there are at least 3 different values for the 20 rear suspension arm mounts alone. Consider changing all of the hardware on a regular schedule, especially cam bolts and any bolt in a single shear application (sway bar end link bolts). Always final torque all suspension mounting bolts when the car is in the “sitting on the ground” position.

Between sessions:

- A systematic approach to cleaning, nut & bolting the car, visual inspections, making sure fasteners are properly torqued, and should be followed in the same sequence, each time, to eliminate any confusion when multiple crew members are involved. Of course, this applies to all areas of the car not just suspension.
- What is important to avoid is having a bolt torqued just a little bit (while checking tightness) on each inspection cycle, which cannot only cause unwanted binds, but ultimately fastener failure.

If you have any questions about this Technical Bulletin, please contact Glenn Long at:

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