

Spec Miata Offset Upper Control Arm Bushings Installation Tips & Tricks

1. The bushings are made from rigid Torlon 4435. This material is formulated to provide low wear and low friction performance in non-lubricated applications, meaning they should be used grease-free.
2. The flanged side of the steel inner bushing faces the subframe side. This is to prevent the inner bushing from "digging" into the subframe as thin wall bushings do in other kits. Eventually this would cause the nut to come loose and puts the long bolt at risk of working its way out.
3. The inner steel bushing spaces the large washers away from the outside of the offset bushings where they will not rub the face. The result is a much freer moving upper control arm which slightly changes handling characteristics. We typically run the rear of the car 1/16 to 1/8 inch lower than before your Drake Offset Upper Control Arm Bushings were installed.
4. The high compressive strength of Torlon 4435 allows a thinner wall in the bushing design. The result is more achievable caster and camber than with other designs. We typically start our setups with both alignment cam bolts centered straight up and down and adjust from there.