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Eccentric Bushing Installation Notes

Our SuperPro eccentric control arm bushings allow attaining camber settings far beyond what is allowed by the stock alignment eccentrics. This can come in very handy for getting camber back to reasonable numbers after lowering your car. Miatas seem to suffer this problem mainly in the rear suspension and oddly enough, particularly in the right rear.

When installing, decide if you need to go more positive or negative in camber. Most people will be aiming for more positive camber. In this case, you would want to install the inner steel tube of the new bushing with the hole offset to the outside of the car. If you wanted to go more negative, you would install the steel tube with the hole offset to the middle of the car. In either case, install the tube with the offset in a horizontal plane, in other words, either at three o'clock or nine o'clock. If the holes are not in a horizontal plane, alignment slippage may occur, especially on track driven cars. Also, it's a good idea to make sure you have the latest design alignment eccentrics, which came out in 1994. All years have been superseded to the newer design, which does help hold alignment a little better. We would also recommend higher than stock torque settings for the stock eccentrics, basically as tight as you can get them, as track driven Miatas tend to loosen up the stock eccentrics.



Bushing set for more negative camber



Bushing set for more positive camber