

Removing the front shock assembly. With the long bolt removed for the upper control arm, it is easy to pull the shock loose. The suspension will come right apart.



Let's start with the front shocks.

In the engine bay, pop the center cap off the shock mount if it's still there. If you don't have an impact wrench, loosen the 17-millimeter nut on the shock shaft. It is the one in the center. Do not remove this now or the spring will decompress when you try to remove the shock. As you might imagine, that would be very exciting and hazardous, too. Remove the two 14-millimeter nuts that flank the shock shaft.

Now put the car up on jack stands and remove the wheels. Don't try to change the shocks with only

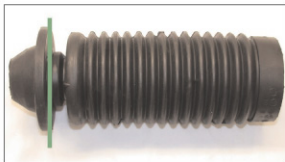
one side of the car lifted because the sway bars will be loaded up. As you raise the car, the front suspension will drop free at the top.

Disconnect the sway bar by removing a nut on each end link. It doesn't matter if you remove the top or the bottom one. On the NB Miatas, you may need to hold the bolt in place with a 5-millimeter hex wrench in the middle. On NA cars, a pair of 14-millimeter wrenches does the trick nicely.

Undo the 17-millimeter nut on the lower shock bolt and pull the bolt free. If you have ABS, remove the bracket for the ABS wire.



On the NB, make sure to transfer the rubber ring for the spring perch from the old shocks and make sure the spring is seated correctly as shown.



The integrated bumpstop/dust boot from an NA. If you are installing lowering springs, cut the rear boot as shown. Keep the upper "hat" and discard the rest. The condition of the boot is obviously not critical in this case.