



MAL-035 - MX5 Mk1 Catback

Before fitting this exhaust it's important to establish which of the below applies to you. Then skip to the option/s that is/are applicable.

- Option 1: '89 to '93 - 1.6 with 370mm long catalytic converter
- Option 2: '94 to '96 - 1.6 or 1.8 with 440mm long catalytic converter
- Option 3: '96 to '98 - 1.6 or 1.8 with 470mm long catalytic converter
- Option 4: Any year Mk1 fitted with a Mk2 rear subframe or other modifications

Option 1

This is the car this exhaust was designed to fit and should bolt on without any modifications to the car. If you find the rear subframe has been replaced with one from a later car you will need to use the guide at the end of this document to establish which one you have and then make some modifications as described in Option 2.

Option 2

All the 1.8's and most of the 1.6's had a brace fitted to the rear subframe (although many have been removed over time). The brace falls inline with where the exhaust needs to go so the brace and the rear subframe need to be adjusted to fit the exhaust. On the subframe the bracket at the rear of the subframe on the side where the exhaust passes needs to be removed. The brace will also need to be removed.

If you wish to continue using the brace then this needs to be relocated and the brace adjusted to suit.

There is a bracket on this exhaust near where it joins to the catalytic converter. At some point in production (we think around late '95) Mazda removed the bracket from the car that it mounts to. If you don't have the mount on the car you can just ignore this bracket.

Option 3

The cars in the final years of production all seem to have braces fitted to the rear so you will need to do the same as option 2 with regards to the rear subframe and brace.

These cars also require an adapter pipe which replaces the cat. We have these in 2 versions MAL-054 without the catalytic converter or MAL-154 which has a 200 cell catalytic converter.

Option 4

The Mk2 rear subframe boasts improved geometry and so can be used as a upgrade to improve handling. This subframe always has the mounting points on it for a brace so as in option 2 these will need to be altered.

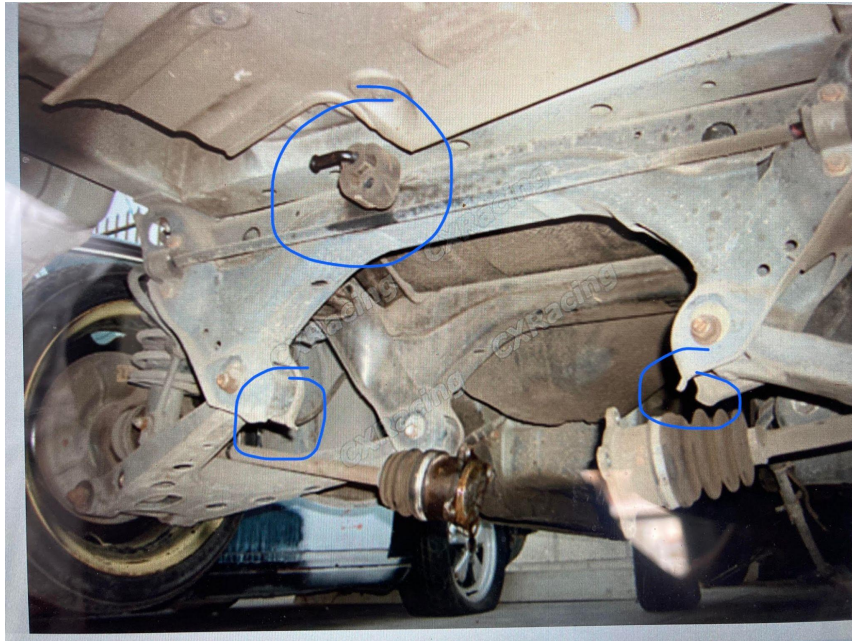
The Mk2 also has the exhaust hanger bracket in a different location. This needs to be cut off and welded back in the position that it was found on the Mk1 subframe.

Other modifications that can affect the fitting would be aftermarket rear bracing, aftermarket rear bumpers and/or diffusers etc.

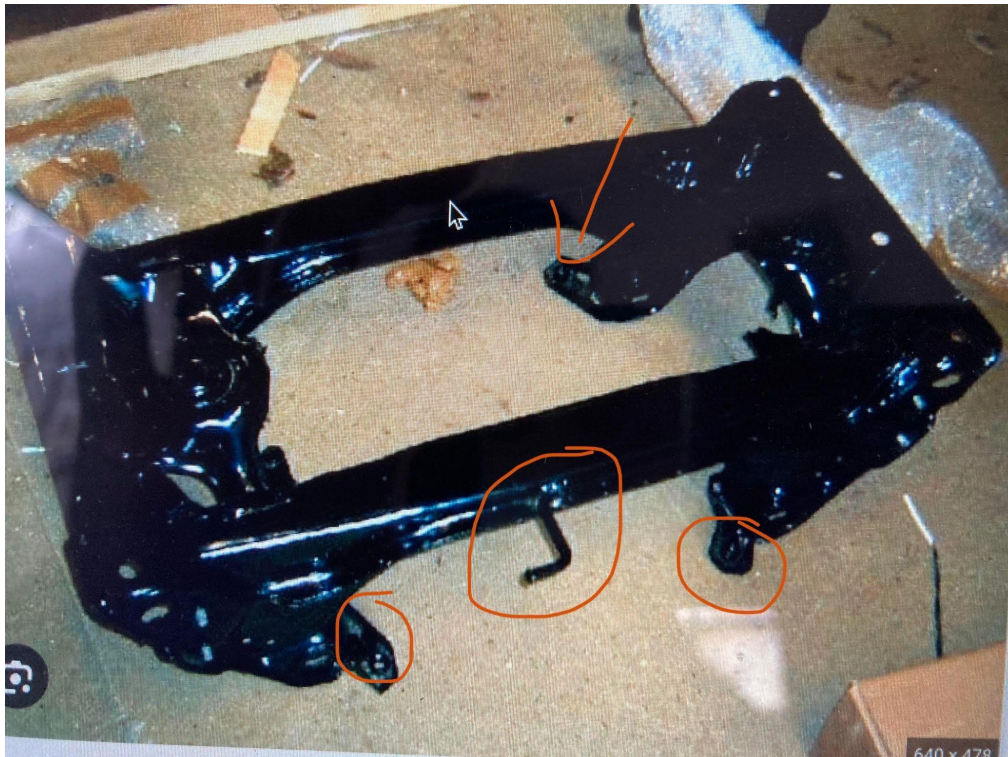
Disclaimer

Due to the nature of the modifications that may be required with this product we only recommend qualified people undertake the work required.

Early Mk1 subframe



Late Mk1 Subframe



Mk2 Subframe

