



AXR Clunk Fix Bracket Install Sheet
For the Mazdaspeed Protégé and MP3

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Thank you for purchasing this unique product for your Mazda Protégé. To realize the most from your purchase, please take time to read and understand this tech sheet.

These brackets are the results of intense testing and research designed to eliminate premature bushing wear which develops into a squeaking and clunking sound. In addition, these Performance Brackets help improve handling by isolating the rear sway bar. The results; increased rear stiffness, better handling, bushing longevity and no clunk sound.

Items included when purchasing the AXR Clunk Fix Bracket

- Left and Right Bracket
- 2 of Bracket Support Brace
- 6 - Stainless Steel 3/8 – 16 x 1 Socket Head Cap Bolt
- 6 - Stainless Steel 3/8 Lock Washers
- 1 Tube of Blue 243 LOCTITE
- (If ordered) Suspension Bushings

Tools Required

- Jack
- Jack Stands
- 14mm Socket and Wrench and/or
- 9/16 Socket and Wrench
- Torque wrench
- Vice Grips

SAFETY

If at any time you are uncertain or hesitant to continue seek assistance from a qualified person. Nothing is worse then getting injured or damaging your vehicle for the sake of time or a few dollars.

Auto X Racing shall not be held liable for any damage to your vehicle or persons as a result of installing these brackets. Nor can we guarantee that this product will not void your factory warranty.

Now the fun begins

To get the most out of these brackets it is recommended that the stock bushings be removed but this install can be performed without removing them. These instructions are for the removal of the stock bushings. If you decide to keep the stock bushings in place the install will be slightly easier and will not require relocating the stock sway bar locking rings or removing the stock bushings.

1. Loosen the lug nuts that hold your rear tires then raise and then raise the rear of your protégé and place jack stands under the rear jacking points (just forward of the rear tires) then chock a front wheel, remove the rear wheels and lower the car onto the support stands.



jack stands

2. Using a 14mm socket remove the bolts that secure the sub frame to the car and mount the bracket with the factory bolts. Place a small bead of LOCTITE on the full length of the threads of the factory bolts before inserting them and then screw them in leaving them loose. We will tighten everything up later. Remember this is the sub frame of your car and you want this securely mounted and locked in place so don't forget the LOCTITE. Do the other side before doing step 3.



sub frame and bolts

3. Place the grease (1/2 tube per bushing) on the inside of the rubber of the supplied bushings. Pry them open and place them over the sway bar (keep the split on top) and move the bushings in front of the bracket. Secure the bushings with the bushing clamps and supplied bolts and lock washers. Keep everything loose. We will tighten things up later. Do both sides before going on to step 4.
4. Remove the stock bushings and bushing clamps by using a 14mm wrench or socket. If you have problems loosening these bolts you can try using a pry bar. To loosen the top bolts try using a 14mm wrench and a pry bar through the wheel well.



stock sway bar bushing and locking ring



pry bar and 14mm wrench

5. Attach the L Braces using the stock bolts that held the stock bushing and the supplied bolt and lock washer on the bracket.



L-Brace and Bracket with hose clamp

6. Tighten all bolts until the lock washers are flat but not forced open. Use a torque wrench and tighten all factory bolts to 45-lbs foot torque.

All stock bolts 45 lbs foot torque

Supplied stainless steel bolts tighten by hand until the lock washer is flat. Do not over tighten as this will force the washers out of position and will cause them to fall out or break.

Do both sides before step 7.

7. Loosen the locking rings by prying open the two small tabs with a small flat head screw driver. Then open the metal band that secures the locking ring and slide them next to the supplied bushings. With a set of vice grips clamp gently down on the metal band to close it and then bend the small tabs around the band to lock it in place. You can also clamp a 14-22mm automotive hose clamp to the inside of the locking rings for additional support to hold them in place.
8. Replace the stock wheels (85lbs foot torque) for lug nuts, remove jack stands and lower your car.
9. Take for a drive and enjoy, check all bolts after a few days driving to make sure everything is still tight.
10. If you need further assistance send an e-mail to sales@autoxracing.com with the exact nature of your problem and a return e-mail address and phone number.

Quick Installation Guide

All parts have been powder coated to slow the effect of rusting and prevent premature wear on the bracket. All bolts, washers and nuts are stainless steel 3/8 inch and can be tightened with a 9/16 inch or 14mm wrench.

Install the bracket and supplied bushings (keep bolts loose) until both sides are on. Remove the stock bushings and then install the L-Brace then relocate the locking ring.

Check all bolts after seven (7) days of driving to ensure that everything is still on tight.

The LOCTITE is to be used when replacing the long upper stock bolts that support the Cross Member and the AXR Brackets. Place a single thin bead along the full length of the threads. There is just enough LOCTITE for the four bolts.

Tighten all stock bolts to 45 lbs with a torque wrench and tighten all supplied bolts until the lock washer is flat, but not forced open. Before tightening any bolts keep everything loose until all bolts on both sides are in place.

There are no warranties expressed or implied with this product and installation of any non factory part is at the risk of the vehicle owner.