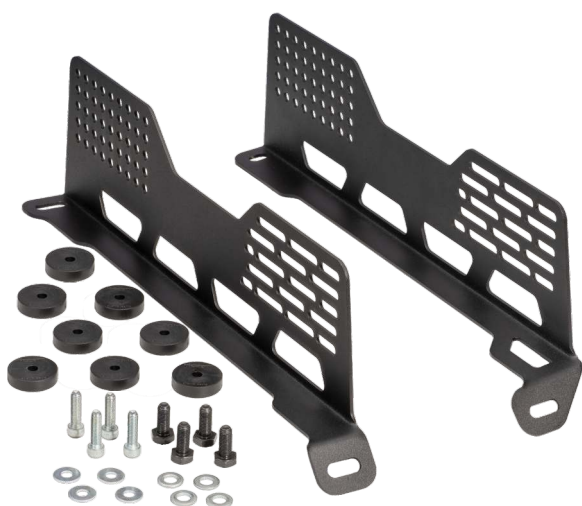


CMX5 3 bracket Fitting advice for the Mazda Miata NC Mk3

Here are some helpful pointers which will contribute to a safe and secure fitting of the CMX5 3 brackets into the Mazda (Miata) NC Mk 3 MX5 using the following models of Tillett car seats for road and race track use.

B6-40, B6-44 side mount version
B6-44 Screamer, B6-40 Screamer FIA seats
B6-43 XL Screamer, B6-47 XL Screamer XL FIA seats
B7-40, B7-44, B7 XL FIA seats
B8-43, B8-44.5
B9-43, B9-44.5
B10, B10 XL
C1, C1 XL FIA seats



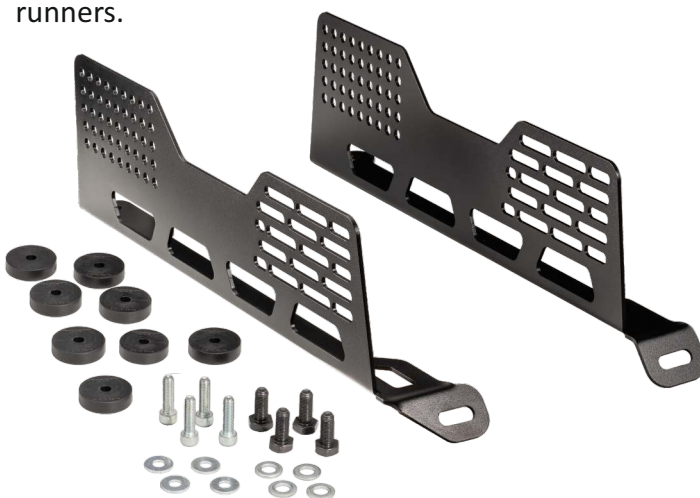
Right side of car

The CMX5 3 is a 3 mm thick steel powder coated competition bracket designed for use with Tillett seats in the NC Mk3 Mazda MX5 Miata. There are two types, one for the left side of the vehicle and one for the right. They move the seats inwards towards the centre of the car to better line up the seats with the controls and the roll hoop.

Tillett seats have a slight 2° negative camber on the sides which helps stop bracket flex and reduces the width at the base to the minimum. The CMX5 3 brackets have the angle to match this. The brackets have slots to adapt to different width seats. The Nylon spacers provided offer more adjustment and can help avoid the leg bulge when set in a low position.

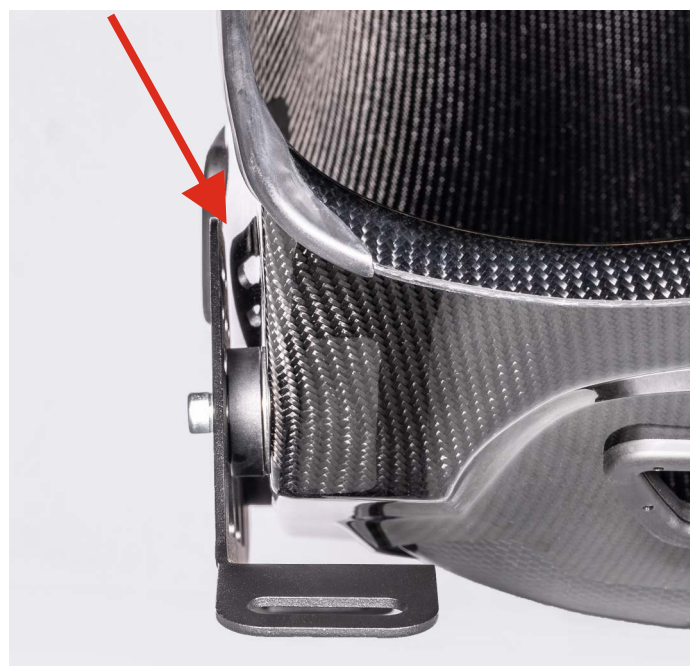
On the upright section, the lowest holes in the bracket are seldom used unless you are extremely tall. The lowest row will only normally be used if the seat is to be set at either a very reclined position or set more upright than standard. We recommend avoiding using the seats upright. It is better for comfort if you can move the steering wheel closer.

The first job in fitting is to unbolt the original Mazda seats using a 14 mm socket to undo the four M10 fine threaded floor bolts that hold down the seat and runners.



Left side of car

With all models but particularly with the XL versions, as the lower front holes are used, extra 1 cm nylon spacers are required to avoid the leg bulge of the seat coming into contact with the top of the bracket.



With the original seats removed, the first priority is to understand where the brackets will be fixed and whether or not to use spacers between the bracket and the seat. The B8, B9 and the XL seats will use an extra 1 cm of spacers over the standard width seats. They can be used to offset the seat further to line up with the roll hoop if required.

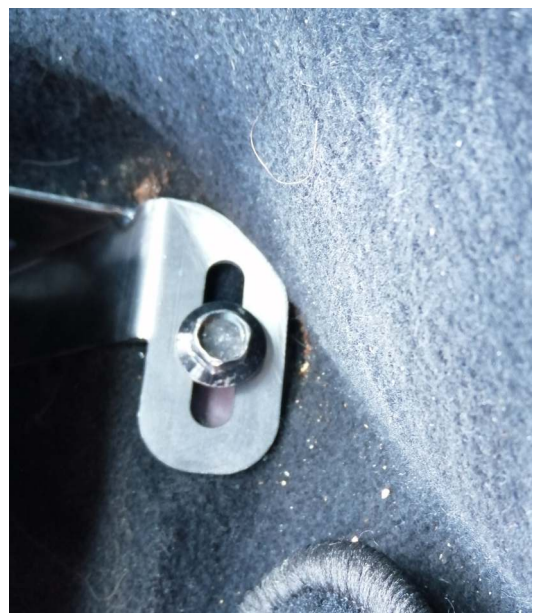
Position the seat and provisionally connected brackets loosely in the car without bolting down. This is to work out which hole slot combination will be your target driving angle and leg length. Use various amounts of the 1 cm nylon spacers, to make the slots in the brackets line up with the floor holes.

Before fitting you may need to consider how the race harness will be fixed into the chassis or roll bar.

The fitting kit contains 4 x 35mm long 14.9 strength hex bolts and steel washers which should be used when fitting the seats. Care is required when fitting a B8 or B9 seat, as the front holes are blind and when few spacers are used, an over long bolt could hit the inner skin. Please check that your bolt thread does not penetrate the seat by more than 15 mm and not less than 10 mm.

The MX5 floor bolts are a 10 mm metric fine thread and are not as commonly used, so be aware of this when using new bolts.

This is a competition bracket and designed to be with a race harness. Make sure that the harness straps take a direct route to the shoulders and the harness hip strap pulls mostly down not backwards. A small angle of approximately 20° is acceptable.



On the right side of the car, this front left floor bolt sits against the gearbox tunnel and the left side of the car is a mirror image of this.

