



Billet PPF Spacer

To suit the NA and NB Mazda MX-5/Miata





Version

Design Version	0003-NA-10.11.9.A.B-BPS-p000-v000_PPF_SPACER
Assembly Manual Version	v000

Fitment Guide

The below models are supported fitment for 0003-NA-10.11.9.A.B-BPS:

Brand	Model	Year From	Year To	Cross-Reference
Mazda	MX-5/Miata NA6	1989	1993	#MA02-27-158
	MX-5/Miata NA6	1994	1998	
	MX-5/Miata NA8	1994	1995	
	MX-5/Miata NA8	1996	1997	
	MX-5/Miata NB8A	1998	2001	
	MX-5/Miata NB8B	2001	2004	
	MX-5/Miata NB8C	2004	2005	

Product Description

Upgrade your Mazda MX-5/Miata with this billet 6061-T6 aluminium PPF spacer, finished in durable red anodizing. Designed to replace the original cast steel piece, this spacer is crafted to withstand the stresses that can arise from engine torque roll—especially common as these cars age or receive power upgrades.

The factory PPF spacer is prone to cracking due to engine rocking (or torque roll). This can occur even in unmodified vehicles, primarily due to the progressive failure of the hot side engine mount. This engine movement puts extra stress on the PPF and the spacer, often leading to breakage, typically near the mounting bolt to the differential housing. Higher-torque engines with modified setups can exceed even the limits of new mounts, making this a frequent issue among MX-5 owners. Many recognize this problem as “gearbox wander,” where aggressive shifts can misplace gears—like hitting 2nd instead of 4th.





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While additional supports like engine dampers, PPF braces, or stiffer mounts help reduce load on the spacer, this billet replacement is made to handle more abusive driving conditions, including hard shifts, launches, and higher power levels—even if additional bracing isn't installed.

If you're experiencing gearbox wander or have a broken spacer, start by checking your engine mounts. If those are in good condition, this high-quality PPF spacer is designed to be a more resilient replacement, ready to take on the demands of spirited driving and increased power output.





Assembly Guide

Removal of the original piece and replacement can be completed without fully removing the PPF from the vehicle or disconnecting it from the gearbox. It is advisable to disconnect the PPF from both the gearbox and differential housing to provide easy access to the PPF Spacer.

1. Locate and remove the ground strap from the PPF.



2. Unclip the wiring harness from the PPF.
3. Disconnect the speedometer cable from the sensor or sender (depending on your model).
4. Support the weight of the transmission and undo the three bolts that hold the PPF to the gearbox.



5. Find the bolts at the rear of the PPF holding the PPF to the differential housing. Loosen the bolts most of the way, then tap with a hammer to dislodge the captured nuts.





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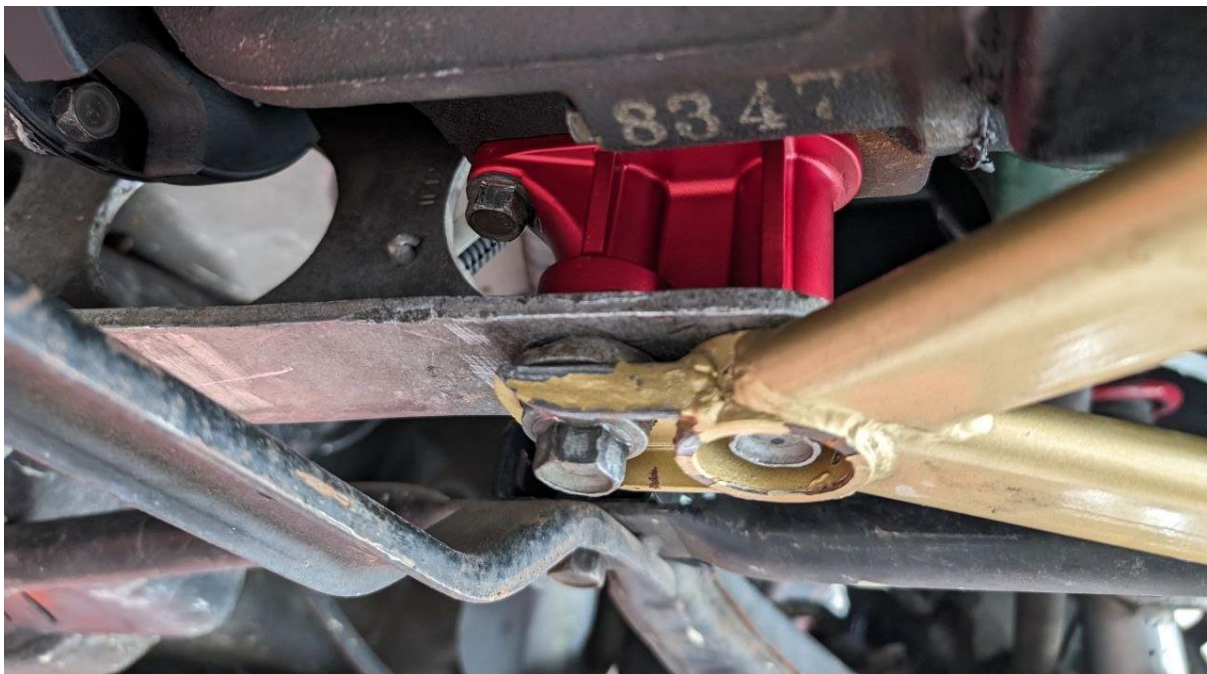
6. Remove the nuts and bolts.
7. Use a prybar to remove the lower bolt sleeve from the PPF.



8. It will now be possible to push the PPF out of the way, allowing access to the PPF spacer retaining bolt. Remove the PPF spacer retaining bolt and remove the PPF spacer.
9. Replace the PPF spacer and reinstall the PPF.

NOTE:

- Ensure that gearbox and differential are level before torquing the PPF bolts back in place. Misalignment of the tail shaft can cause unwanted noise, vibration and damage.
- Ensure PPF bolts are torqued to the recommended Mazda values during reassembly.





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