

Report and Health Check

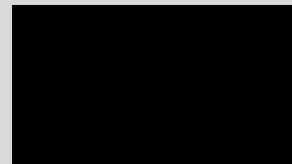
Mazda MX-5 NB Mk 2 1.8 Soft-top Entry



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Report Date:
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Prepared For:



Contents



Executive Summary

1. Introduction
2. Current Status
3. Engine Health
- 3.1. Engine Health Continued
4. Drivetrain
- 4.1. Drivetrain Continued
5. Suspension
6. Tyres
7. Body Condition
- 7.1. Body Condition Continued
8. Electrical
9. MOT Considerations
10. Servicing
11. Recommended Next Steps
12. Finishing Note

1. Introduction

Thank you for choosing Declan Lee Motorsport (DLM) to carry out a detailed inspection and paid report on your vehicle.

It has been a genuine pleasure to have your car in our workshop, and we would like to thank you not only for trusting us with the vehicle itself, but also for investing in a comprehensive report such as this.

Reports of this level are designed to give you complete transparency and a far deeper understanding of your vehicle than a standard inspection or MOT-style check would ever provide.

From the moment the vehicle arrived with us, it was clear that this Mazda MX-5 has been heavily modified with a focus on drift use, featuring a range of aftermarket suspension components including HSD dual-tech coilovers, adjustable rear arms, and extended lower control arms. While these upgrades provide improved adjustability and performance potential, the overall condition of the vehicle highlights several critical areas that will require attention.

This particular MX-5 presents as a purpose built or partially built (in some areas) drift car, with a number of aftermarket modifications already installed. As with many modified vehicles, the quality of installation and ongoing maintenance plays a critical role in overall reliability and safety.

At DLM, we aim to work to a standard that goes well beyond the minimum required for roadworthiness. While an MOT ensures a car meets legal requirements, our approach is closer to that of a specialist inspection, where attention is given to the finer details that contribute to reliability, longevity, and overall vehicle quality. This is the level of detail we would expect ourselves, whether preparing a car for the road, the track, or even a concours-level presentation.

Throughout the time your vehicle has been with us, it has been handled with the same care and attention we apply to all cars within our workshop. Every stage of inspection and repair has been carried out methodically, ensuring that any findings are accurate and any work completed is done to a high standard.

This report will guide you through each area of the vehicle in a clear and structured way, allowing you to fully understand its current condition. It will also help you make informed decisions on what work you may wish to carry out next, whether that be immediate repairs, preventative servicing, or future restoration.

Our aim is simple, to ensure you have complete confidence in your vehicle and a clear path forward in maintaining and improving it.

2. Current Status

The vehicle is currently running and driving; however, it is not in a condition suitable for regular road use without further work.

There is clear evidence of extensive modification, along with signs of previous repair work and improvised solutions. While some upgrades are beneficial, others have been installed or maintained to a poor standard.

At present, the car should be considered a project vehicle requiring both immediate safety repairs and ongoing mechanical attention.

3. Engine Health

The engine is operational but presents multiple points of interest that I would like to draw your attention to, this should be addressed to ensure future reliability.

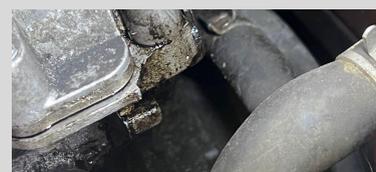
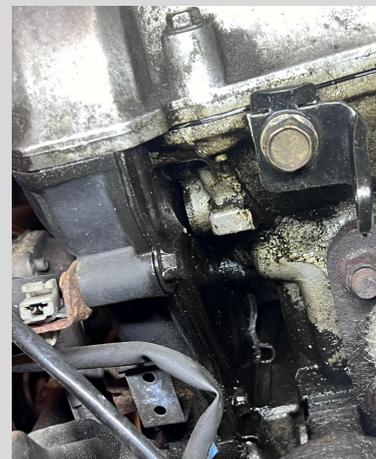
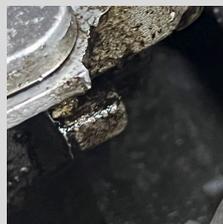
There are several oil leaks present including from the crank seal, rocker cover, and potentially the front cam seal. The oil level is currently extremely low and below the minimum mark on the dipstick which poses a serious risk to engine longevity.

These oil leaks and oil level are photographed to the right.

The harmonic balancer otherwise known as the front crank pulley is heavily corroded and worn, with a risk of failure while driving. This is a priority item for replacement as they are readily available online and are a cheap fix to a problem that could turn much more expensive if it fails.

The oil dipstick is not sitting in the OEM location and is wedged using the ground strap. This is causing an oil leak.

We found pen marked X).



3.1 Engine Health Continued

Cooling system components are in poor condition with dry-rotted hoses, low coolant level, and a faulty coolant cap allowing pressure loss. Additionally, the coolant itself is very brown with rust and should be replaced. We discovered the reservoir to the radiator line is held secure using zip ties.



The oil catch can has been incorrectly installed, lacking proper hose routing between the PCV system and rocker cover, reducing its effectiveness.

Engine mounts are worn and cracked, though still holding. Replacement is recommended, particularly if undertaking structural repairs.

Other issues include a loose auxiliary belt, corroded engine ground, and oil contamination around the crank sensor which could cause a future fault

Overall, while the engine runs, it requires servicing and multiple repairs to ensure safe and reliable operation.

The exhaust has a leak from the rear backbox and can be fixed with a new exhaust gasket

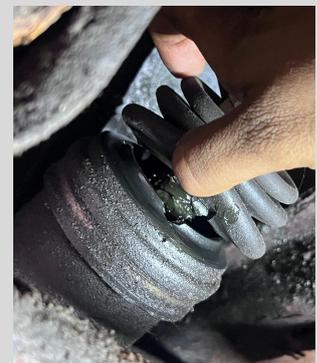
4. Drivetrain

The drivetrain shows signs of heavy use consistent with drift applications.



Both rear differential seals are leaking, and there is a risk of differential failure if left unresolved. The differential bushes are worn and cracked, increasing stress on the drivetrain.

The rear driveshaft boots are split on both sides, which will lead to contamination and eventual failure of the joints.



4.1 Drivetrain continued

The gearbox rear seal is also leaking, and the clutch fluid is heavily contaminated and requires replacement.

The differential is welded, because drift car yo

Overall, the drivetrain requires attention to prevent further damage and ensure safe operation.

Front brakes: Discs 20% worn, Pads 40% worn.

Rear brakes: Discs 30% worn, Pads 50% worn.



The brake lines are thin in some areas, one line split after we used a wire brush on it. We have replaced this free of charge.

5. Suspension

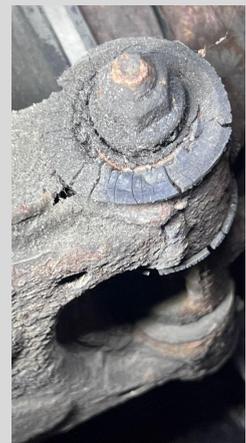
The vehicle is fitted with HSD dual-tech coilovers and a range of aftermarket suspension components, including Destroy or Die V1 branded extended lower control arms and non branded adjustable rear arms.

While these provide improved adjustability, several bushes are heavily worn or cracked, particularly on the rear lower suspension and inner front arm mounts.

This wear contributes to instability and can introduce bump steer, especially when driving under British driving conditions.

Ball joint boots are perished on both sides, though there is currently no excessive play.

A full suspension refresh, including bush replacement and alignment, is recommended.



6. Tyres

All tyres are on 5mm center tread but due to the camber the front tyres especially will wear very quickly. The car also has a slow puncture from the driver side front tyre.

7. Body Condition

The body presents as a mixed condition vehicle, with the exterior paintwork overall in great condition underneath there are visible signs of modification and previous repair work.

Fiberglass side skirts have been poorly fitted, and the rear sills have been repaired using filler rather than proper metalwork. Areas where expanding foam has been used to fill areas of missing metal. There has been no welding conducted to these sills, only fibreglass based filler then covered in a thick coating of underseal.

This is a cheap form of repair which can hide rust in these areas. This means that the car cannot be jacked up in that area.

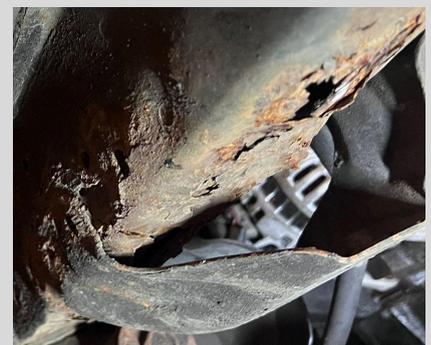


Headlights are loosely mounted using zip ties, which means they can't be aimed and also likely to lead to failing an MOT.

Additional concerns include poorly fabricated seat mounts, which present a significant safety risk in the event of an accident.



There has been chassis reinforcement bracing fitted which shows a few scrapes but have kept the chassis rails in good condition.



There are critical structural concerns at the front chassis legs, both of which are severely corroded and require immediate welding. These areas are a major safety concern and would not provide adequate protection in a collision, these chassis legs provide the main structure of the MX5.



7.1 Body Condition continued

The repair will require removal of the front subframe, bracing of the engine, and fabrication of reinforced sections; replacement engine mounts are recommended.

Other issues include damaged undertrays, missing rear bumper mounts, and improvised exhaust repairs.

8. Electrical

The electrical system shows multiple signs of poor workmanship. For example the main engine ground is corroded and is currently being used to wedge the oil dipstick. The electric radiator fans are two different types, they are wired incorrectly, meaning the switch for them does not operate correctly.

Aftermarket USB ports and wiring are partially installed with exposed wiring.

Headlights are insecurely mounted, and various wiring repairs have been carried out using non-standard methods. This means the beam aim cannot be adjusted.

These issues should be rectified to ensure reliability and safety.

9. MOT Considerations

In its current condition, the vehicle is unlikely to pass an MOT.

Key failure points include:

- Structural corrosion to front chassis legs
- Corrosion to rear sills
- Steering play from worn track rod end
- Unsafe seat mounting
- Insecure headlights
- Handbrake not functioning
- Tyre condition and uneven wear

Addressing these issues will be essential before a MOT inspection.

10. Servicing

We recommend that the vehicle now undergoes a full service

On the next page there is a breakdown of the different items. These come with a recommendation level with focus of safety, drivability and the costs involved.

This would involve replacing key service components and age-affected items that have deteriorated. Taking this approach ensures the car is not only running, but doing so reliably and as intended with keeping the budget in mind.

This will form the baseline for reliable operation moving forward.

11. Recommended Next Steps

The list below shows what we would recommend for replacement:

Engine Service Items:

- Cabin Filter - Not Required - Recommended
- Spark Plugs - Recommended - Ordered
- 10W- 40 Castrol Engine Oil - Highly Recommended - In Stock
- Oil Filter - Recommended - In Stock

Engine Components:

- Coolant Hoses - Not Required - Recommended
- Oil dipstick location - Not Required - Recommended
- Crankseal gasket - Not Required - Recommended
- Rocker cover gasket - Not Required - Recommended
- Harmonic Balancer - Highly Recommended

Electrical:

- Battery - Highly Recommended - Fitted - Invoiced
- Finish and tidy exposed wiring in cabin
- Fix Radiator Fan Wiring

Body:

- Weld & Repair chassis legs - Highly Recommended - Safety Concern
- Weld & Repair rear sills - Highly Recommended - MOT Concern

Brakes:

- Brake discs & pads - In Stock
- Brake fluid - Highly Recommended - In Stock

Transmission & Driveline:

- Clutch fluid - Highly Recommended - In Stock
- Gearbox oil - Recommended - In Stock
- Differential oil - Highly Recommended - In Stock
- Differential Seals - Highly Recommended
- Differential Bushes - Not Currently Required - Recommended
- Driveshafts - Not Currently Required - Recommended

Suspension:

- Suspension bushes Not Currently Required - Recommended
- Replace inner track rod end - Highly Recommended - Safety Concern - MOT Concern

Cooling System

- Coolant - Highly Recommended - In Stock

Wheels & Tyres

- Puncture

General Fluids

- Power steering fluid - Not Currently Required - Recommended
- Washer fluid - Highly Recommended - In Stock

Exterior / Misc

- Wiper blades - Highly Recommended - In Stock

12. Finishing Note

[REDACTED]

Thank you again for placing your trust in DLM and for choosing us to carry out this detailed inspection and report on your vehicle. It has been a genuine pleasure to have the car in our workshop and to spend the time properly assessing it. You are a valued and loyal customer so we really appreciate your repeated business.

This MX-5 presents as a strong base for a dedicated drift car, with a number of desirable modifications already in place. However, it is clear that significant work is required to bring the vehicle up to a safe and reliable standard.

The most important next step is addressing the structural corrosion, as this underpins the safety of the entire vehicle. Once this is completed, attention can then shift to mechanical reliability and refinement.

With the correct investment and approach, this car has the potential to become a very capable and enjoyable drift setup. We would be more than happy to assist with all stages of this process.

It has been a real pleasure working on your vehicle. Cars like this are exactly why we are passionate about what we do, and we look forward to supporting you in getting it to where it deserves to be.

Warm regards,
Declan Lee - Director
Preserving the classics, one drive at a time.

Any Questions please do reach out via phone call, text or in person.
Thank you again for choosing DLM.

Declan Lee