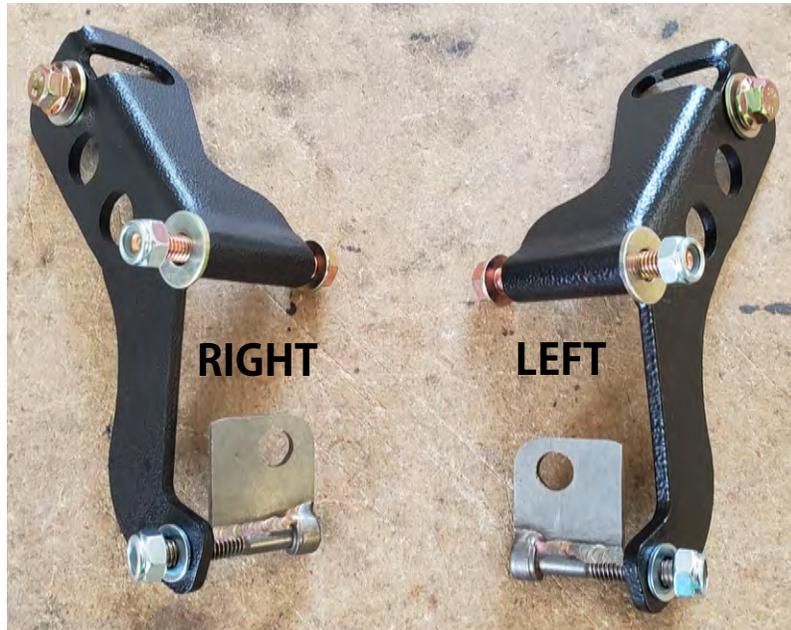


PACO MOTO

ND MX-5 Miata Front Swaybar Reinforcement Kit



Thanks for choosing our swaybar reinforcement kit for your ND Miata! The factory swaybar brackets on the ND Miatas are inherently weak, and our brackets strengthen the subframe to prevent fatigue and failure. These brackets are especially important on cars with sticky tires and aftermarket swaybars.

WARNING: Not everyone can perform every installation. It is critical that you be honest with yourself in regards to your ability. We're more than happy to help, but there are only so many things we can do from the other end of a phone / computer. If in doubt, discuss the install with us before you dive in. Improper installation could result in injury and / or death, and neither one of those is any good!!

Parts List:

Pair of left and right side powder coated brackets

Stainless Tab/Bolt pieces - 2x

M8 x 65mm Hex Flange Bolts - 2x

M8 x 12mm Hex Flange Bolts - 2x

M8 Nylon insert Nut - 4x

M8 Flat Washers - 6x

Tools Required:

1/4" or 3/8" drive ratchet

1/2" drive ratchet

8mm socket

10mm socket

12mm combination wrench

13mm combination wrench

14mm combination wrench

19mm socket

Ratcheting 10mm combination wrench

Phillips head screwdriver

Small flat head screwdriver

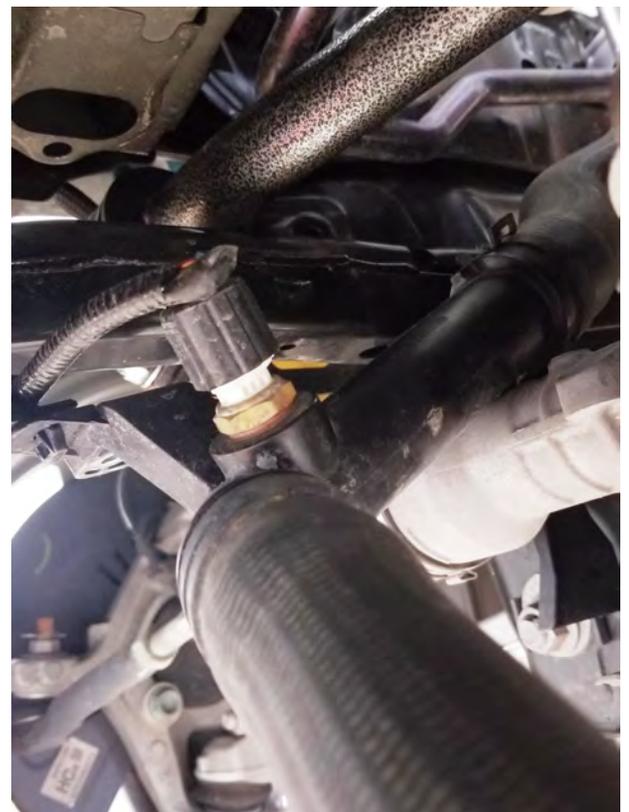
1. With the car securely on jack stands or a lift, remove the front wheels, then remove the forward lower fender liners in both front wheel wells. There are four screws (8mm socket or Phillips head) and eight plastic fasteners - for the plastic fasteners, pry the middle out slightly with a small flat head screwdriver (roughly a 1/4"), then pull the whole fastener out.



2. Remove the central splash pan. The two rear plastic fasteners are a larger diameter than the rest, so keep them separate. In addition to the two rear plastic fasteners there are eight M6 bolts and two screws.



3. Remove the front and rear bolts from the plastic tube on the lower radiator hose that's bolted to the right side frame rail. Use the ratcheting 10mm wrench here. The rear bolt is particularly difficult to reach. You don't need to disconnect the radiator hose from the plastic tube. Take your time here. You can carefully pull the plastic tube and hose down and around the frame rail for better access to the area where the new right side bracket will be installed.



5. Remove the lower of the two 14mm nuts from the swaybar bushing bracket. Also remove the large 19mm nut behind the swaybar pivot mount holding the front subframe to the frame rail. Slide the bracket for that side of the car into place over the stud. You may need to tap the bracket into place if it's a snug fit. Re-install the large nut only finger tight. The longer M8 bolt installs from the inside of the frame rail



through the tube in the new bracket and through the other side of the frame, using a flat washer under the nylon locking nut. Do not tighten yet! Install the short M8 bolt with another flat washer through the frame near the large 19mm nut and into the threaded hole in the new bracket, but do not tighten! Now install the tab/bolt piece over the stud where you removed the 14mm nut, and through the hole in the new bracket. Use another M8 flat washer and M8 Nylon insert nut here.



Torque the 19mm subframe nut first, to 88-106 lb-ft. Next tighten the longer M8 bolt on the new bracket and then the short bolt, both to 22 lb-ft. Be especially careful not to overtighten the short M8 bolt. Lastly, tighten both the 14mm nut and the nylok nut on the bolt/tab piece until snug and then make final tightening. Parts may flex slightly as you tighten everything together. Repeat for the opposite side of the car.

6. Re-position the plastic radiator hose above the right side frame rail and re-install the two bolts.

7. Replace the side panels, splash pan, and fender liners, lower the car and you're done!

Credit to Flyin' Miata for assistance with development, instructions, and some installation pictures.