

PACO MOTO

ND MX-5 Miata Master Cylinder Brace Instructions



Thanks for choosing our master cylinder brace for your ND Miata. We've spent many hours of fitting, testing, and multiple design iterations developing this kit for perfect fit and maximum stiffness to limit master cylinder movement under braking, up to 85% less than stock! We hope you find the product to be of quality design and construction, and these instructions to be straightforward and thorough. Please read through these instructions 100% before you begin.

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 or another automotive professional before taking on this, or any other installation.

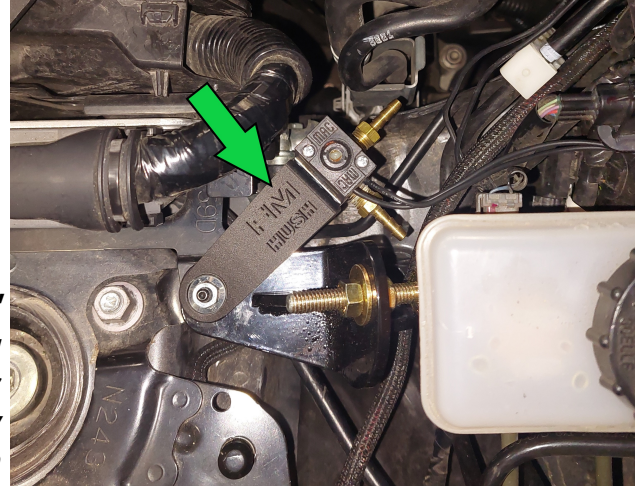
Parts List :

- 1x - Steel powder coated bracket
- 1x - Pivoting foot with 5/16" thread and jam nut
- 1x - 5/16" hex nut
- 2x - 5/16" flat washer
- 1x - M6x14mm flange bolt
- 3x - M6 flange nut
- 3x - M6 oversized flat washer

Tools required:

- 2x - 10mm wrenches, preferably one with ratcheting swivel head
- 1/2" and 5/8" open-end wrenches

NOTE: If you have Flyin' Miata's "Hush-o-Matic" muffler and CAN control solenoid installed, you will need to relocate the solenoid using FM's redesigned bracket shown by the green arrow here, part number 06-97925 - flyinmiata.com



1. Loosely assemble pivoting foot onto bracket using 5/16" hex nut and pair of 5/16" flat washers as shown.



2. Lower assembly into place, over the upper stud and onto the lower stud at the same time. The bracket should be positioned flat against the frame rail surfaces.



Note for Steps 3 & 4: It may be easier to remove the wheel and some clips from the fender liner to access this area.

3. Install an M6 flat washer over each of the two studs, followed by an M6 flange nut on both. Do not tighten.

4. Slide the M6x14mm bolt through the lower hole in the bracket, and through the factory hole just forward of the bracket. Install the final M6 flat washer and M6 flange nut. Tighten the lower stud-nut first, then the M6x14mm bolt, then the upper stud-nut. DO NOT OVER-TIGHTEN.

5. Holding the threaded foot in place against the master cylinder, turn the thinner jam nut with the 1/2" wrench until a little preload is applied between the bracket and the nose of the master cylinder. Do not go crazy here. A little bit of preload is plenty.



6. With the foot in place and pre-loaded to the master cylinder, spin the outer 1/2" hex nut down until it becomes snug against its washer and bracket. Hold the foot still with the 5/8" wrench and snug down the outer 1/2" nut to lock things in place. DO NOT OVER-TIGHTEN.

