

Flyin' Miata
We make Miatas fly!



331 South 13th Street
Grand Junction, CO 81501
E-mail: bill@dlralt.net

970-242-3800
(TECH & PRODUCT INQUIRIES)

800-FLY-MX5S (1-800-359-6957)
(ORDERS ONLY)

TIPS FOR INSTALLING OUR FLYIN' MIATA BIG BRAKE KIT.

- ◆ Safely raise and support the front end of your Miata. If you are also installing the rear stainless brake hoses, you need to raise both ends of the car. (NEVER work under a car supported only by your jack!). Remember to crack all of the lug nuts loose *before* getting the wheels up in the air.
- ◆ Remove the wheels, place a drain pan under the first brake setup you're going to work on and remove the rubber brake hose where it clips to the body. There is a U clip that you have to slide out, then use a line wrench and 17mm open end wrench to unscrew the line.
- ◆ Once you have the hose off, remove the two bolts that hold the stock caliper and remove the caliper and rotor. The rotor should just pull off, if not, screw an 8mmx1.25 bolt into the holes on the face of the rotor, crank down until the rotor pulls off.
- ◆ Place the aluminum centering ring over the hub, then place the new rotor in place. (Note, the rotors are directional, boxes are marked)
- ◆ Pads are pre-installed in the calipers, you just need to slide the caliper and bracket assembly over the rotor (making sure that you get the rotor between the pads), and bolt the brackets to the original mounting holes. PLEASE use a torque wrench and tighten the mounting bolts to 36 ft/lbs. This is critical, there is no sense stripping out that nice aluminum bracket. We have already locktited and pre-torqued the mounting bolts from caliper to bracket.
- ◆ Install the stainless brake lines. Please do not go nuts on tightening the line to the caliper, this is not the place to show off your Wheaties! Please use a line wrench to tighten the other end of the brake hose to the metal line on the chassis. Reinstall the U clip on the brake hose end.
- ◆ Repeat on other side of car, then install the rear hoses if you have purchased those also. Fill the master cylinder reservoir and bleed the brakes in normal fashion, starting with left rear, then right rear, then right front, finishing with left front. Use the top bleeders on the Wilwoods, you must bleed both halves of each front caliper. The bleeder screws are 1/4".
- ◆ Reinstall all wheels and torque to 85 ft/lbs, then pump the brake pedal before attempting to move the car.
- ◆ Make sure hose does not hit anything as you sweep the wheels from lock to lock, this is critical.

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- ◆ When you go out for your test drive, be forewarned that they will be very high effort at first. Try to use the brakes very lightly for the first 50 miles or so until the cad plating wears off the friction surfaces. **NOTE:** With the cad plated rotors, you will have horrible sounds for the first 10-50 miles, as the plating on the wear surfaces wears off. This is normal.
- ◆ After you have broken in the rotors for 50 miles, do a few light stops to warm up the rotors, then do at least twenty fairly hard stops from 20-25 mph. Do this until the brakes actually fade somewhat, then drive back, letting the brakes cool off, and park the car WITH HANDBRAKE OFF, for an hour or so. You're ready to roll.



Parts list

- 2) Wilwood billet dynalite calipers, pre-assembled to billet brackets.
- 4) Wilwood PolymatrixD sport pads, pre-assembled in calipers.
- 2) Braided DOT stainless steel brake hoses.
- 4) 10x30x1.25mm Grade eight bolts
- 1) qt of DOT4 brake fluid
- 2) Aluminum spacer rings (for rotors)
- 2) Brake rotors
- 4) Stainless steel anti-rattle clips (pre-installed on calipers)

Note: Wilwood calipers are "race calipers". Even with the anti-rattle clips that we now supply, some rattling of the pads should be considered normal. **WARNING: Eagle One A to Z wheel cleaner has proven to fade the powder coat on the calipers. Use at your own risk!**