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(ORDERS ONLY)

Flyin' Miata upper shock mount installation

- 1) Jack up the rear of the car and secure it with jack stands. Remove both rear wheels.
- 2) From the trunk, remove the spare tire and the metal panel covering the fuel filler neck.
- 3) Start on one side of the car; remove the two 14mm nuts holding the stock shock mount into the body.
- 4) Disconnect the anti-sway bar from the end link.
- 5) Remove the 17mm bolt that holds the shock to the lower control arm.
- 6) Use a pry bar to lever the control arms down. When the control arms are low enough for the top of the shock/spring assembly to clear the body, remove the shock/spring assembly by tilting the top out of the body and lifting the bottom of the shock out of the control arm.

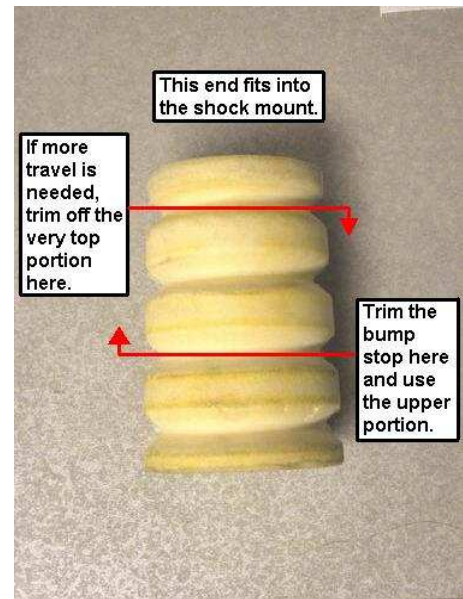


Warning! The stock shock mount on the top of the spring/shock assembly needs to be removed. If the car is fitted with FM springs a spring compressor is not necessary for removal. **However, we can not make this claim for any other brand of springs. If the car does not have FM springs, or if the installer is not sure of the brand of spring, compress the spring before removing the stock shock mount.**

- 7) Remove the stock upper shock mount.
- 8) When using Ground Control coilovers, the upper urethane bushing provided with the Ground Control springs must be trimmed to fit inside the small diameter recess in the shock mount. Because of the recess in the shock mount, the adjusting collar will need to be raised ¼" to maintain the original ride height.

- 9) The supplied bump stop is slightly tapered. The small diameter end is the top. Cut the lowest most portion of the bump stop as shown in the photo. For most applications the lower cut is all that is required. With the lower cut made, if the car still hits the bump stops, the very top portion can be trimmed off as well to give more travel.

Note- If you want, we have had luck with cutting the bumpstop in half, and using the remaining half on the front shocks in place of the harder factory units.



- 10) Fit the dust boot to the bottom of the trimmed bump stop and slide the new bump stop down onto the shock shaft with the boot portion on the bottom. The hole in the bump stop is a little on the small side so considerable force will be needed to slide the bump stop on.
- 11) Use a spring compressor to compress the spring as much as possible.
- 12) Included with each new shock mount is a pair of collars (unless you have Advance Design shocks) to locate the shock shaft in the spherical bearing. Press both of these collars, one from the top and one from the bottom, into the spherical bearing.
- 13) Slide the new shock mount down over the shock shaft. Make sure the spring seats properly into the new shock mount. Tighten the nut to secure it on the shaft.
- 14) Remove the spring compressor and reinstall the shock/spring assembly back into the car. Torque the upper mounting bolts to 18 ft lbs, dry.
- 15) Repeat for the other side of the car.
- 16) When reassembling the car remember to tighten the anti-sway bar and the lower shock mounting bolts with the weight of the car on the suspension if you have the stock rubber bushings. This does not matter with our Superpro polyurethane bushings since they are not pre-loaded.

