



Flyin' Miata M2 spring set installation tips 11/26/07, V1.1

Thank you for purchasing our Flyin' Miata springs for your 1999 through 2005 Miata! These directions are not intended to replace a shop manual and don't attempt to cover the whole installation. They will, hopefully, give you a few pointers specific to our springs.

The front and rear springs are labelled FMS9905FRONT and FMS9905 REAR. Install them appropriately.

The springs do have a top and a bottom. The top of the spring has "dead" (closer together) coils, and the bottom of the spring has a coil that sticks out a little - like the stock pieces. If in doubt, test fit them on the new shocks. They'll fit nicely in one orientation and not "quite right" in the other orientation. Do not forget to remove the rubber bushing at the base of the factory shock and install it on the new shocks as shown.



We don't recommend the use of these springs with stock shock absorbers. The stock shocks do not have the damping required to control a stiffer spring and will give lousy performance and ride quality.

Note: due to the near infinite wheel and tire size and offset combinations, we cannot guarantee non-interference with other than stock wheel and tire combos. Having said that, almost any "reasonable" wheel and tire setup will work fine, as long as you don't cut the front bump stops.

You will need a four-wheel alignment after installing these springs, as they will add negative camber. Our recommended alignment specs are -0.7 to -1 degree of camber in the front, all the positive caster you can get and from $-1/16$ " to $+1/16$ " of front toe. Negative toe in front will give a slightly faster turn-in, may make the car a little darty for daily use and will wear tires faster. For a street car I would stick to a little positive toe.

Rear camber should be around -1.5 degrees, around $+1/16$ " of toe in the rear.

Hope these help! Feel free to call our tech line with any questions!