

Flyin' Miata
We make Miatas fly!



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(ORDERS ONLY)

MIATA STRUT BRACE INSTALLATION

Congratulations on your purchase of a Flyin' Miata strut brace! The installation of your brace should only take ten or fifteen minutes and will make a noticeable difference in the way your car feels and handles. **Note for '99>** There seems to be a lot of variation in engine height in the M2 models. If your brace is too close to the intake manifold, you can either send it back to us to increase the angle in the bends or do it yourself. If you protect the bar with a cloth and put it in a vice, you should be able to bend it. Adjust in very small increments.

- Your car should have its wheels on the ground for this install, **not** in the air.
- Open the hood and remove the four (two on each side) 14 mm nuts that hold the top of the shock absorbers. These will be found on the inner fenderwell, about midway between the front and rear edges of the hood.
- Drop one strut brace tower (the black part of the assembly) over the shock tower bolts where you just removed the nuts. The top of the tower has to lean toward the center of the car. Make sure the tower bases sit flat on the fender. Some cars have a rubbery seam filler that gets in the way--just scrape it off with a screwdriver and touch up the scratches so they don't rust.
- Once you have the towers sitting over the bolts, put the original shock nuts back on and retorque to 18-20 ft lbs (this is not a terribly critical torque if you don't have a torque wrench--just don't use a giant wrench and break things off or you *will* regret it.)
- You will probably have to adjust the width of the crossbar using the big jam nuts. (**IMPORTANT!** One nut is left hand thread; one is right hand thread!) You want the crossbar turned so that the middle is the highest point, but angled back toward the firewall slightly. Check when you are done to make sure the bar does not contact the hood when hood is closed.
- Put one through bolt through the end of the crossbar and then adjust the width 'til you can get the other through bolt through the other end.
- Once you have the width set, you can tighten both through bolts, then lock down the jam nuts that adjust the width on the crossbar. The allen on the through bolt requires an 8mm wrench.

Notes: Cruise control cars--you may have to either bend the actuator mounting bracket slightly or remove the cable and thread it through the strut brace tower. Just pull the rubber boot back from the actuator, loosen one of the nuts (only one, so that you don't change the cable adjustment), remove the cable and put it through the tower. Canadian cars--larger washer reservoir will have to be slid back slightly. Just loosen the mounting bolts and slide toward rear of car. You may also need to bend the mounting bracket of the diagnostic connector to clear the tower.

Congratulations! If you have any questions or suggestions for improvement of these directions, please call us.

Thanks for your business!

Sebring owners--see back!