

Flyin' Miata

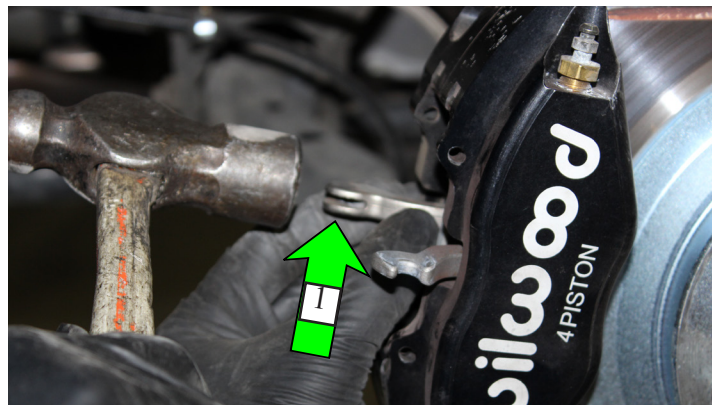
Parking brake cable arm swap

Thanks for purchasing our rear BBK upgrade kit! If this kit uses a Mazda cable, you'll need to follow these directions. This applies to all '06 - '16+ cars, as well as earlier cars that use a parking brake kit with a Mazda cable. If your kit comes with a cable that doesn't say "Mazda" on the packaging, these instructions don't apply to you.

1. The brake calipers come with two pre-installed arms. One on the outboard side of the caliper (the side that says "Wilwood") with a hook and one on the inboard side with a slot. The hook arm should stay installed, but the other arm needs to be swapped. First, check to see if your screws at the base of the arm are loose (5/64" Allen). If they are, swap the arms, use red Loctite and tighten them back down. It's unlikely it'll be this easy, but it's possible. If they're tight, read on.

Start by securing the caliper, either in a vise (be sure to protect the finish) or by bolting it to the bracket on the car (follow the main instructions) without a rotor. To forewarn you, the following instructions are.. unique. However, due to the Loctite used on the screws that hold the arm in, it's impossible to simply loosen the screws holding the arms in. Our methods may be a little strange, but they do work well.

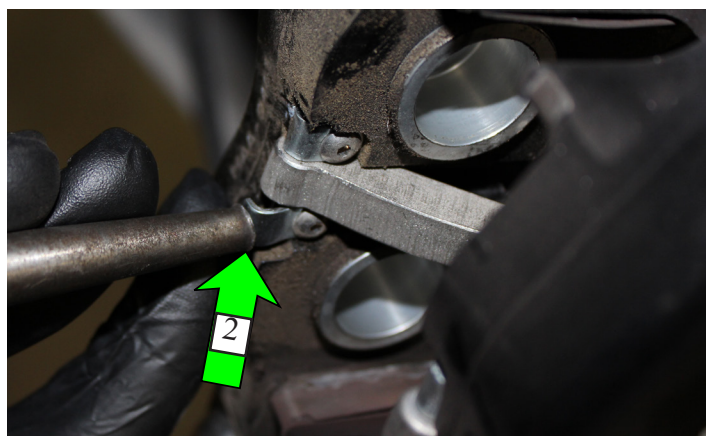
2. Using a hammer or mallet, tap the parking brake arm farthest from the wheel down and out of the caliper (1). Be sure you've pulled the arm towards the center of the caliper a bit, so it doesn't impact the caliper as it moves down. The idea is to bend out the silver tabs, which will allow you to remove the arm. Be sure you don't lose the small black pin at the bottom.



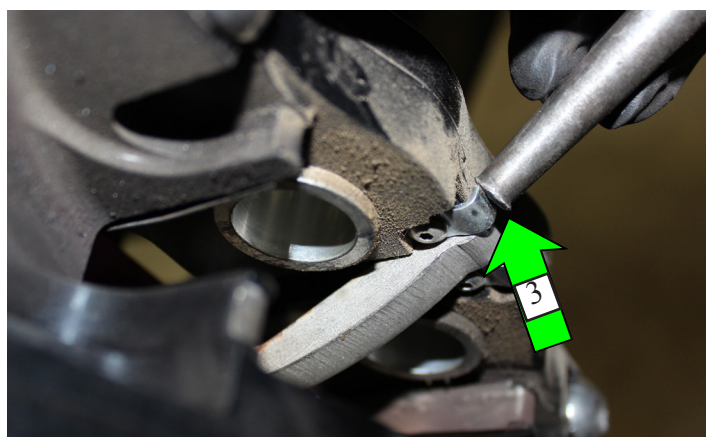
3. Flip the caliper over by removing the caliper from the bracket (leave the purple bracket in place) flipping it, and bolting it back down. Be careful threading the bolts back in, it's easy to cross-thread them in this position. Don't overtighten them either, just snug is fine. If you're using a vise, just flip it over. Slip the pin into the new arm, then slip both pieces into position in the caliper.



4. You need to use a punch to carefully reshape the silver tabs that hold the pin in place (2). These tabs don't have any real load going through them, they simply keep the pin (and therefore the arm) from falling out. Use your punch / drift (preferably a short one) to tap them down to start...



5. ...then tap the edge in to fold it back in place (3). Work it slowly to reshape it correctly. Small nicks might hurt the aesthetics (in an area you'll never see) but shouldn't hurt the functionality. Be sure the tabs are tight on the pins - the arm will move around a little, but the pin shouldn't have much if any slop.



6. Repeat steps 1-6 for the other side, then carry on with the main instructions.

