

Flyin' Miata

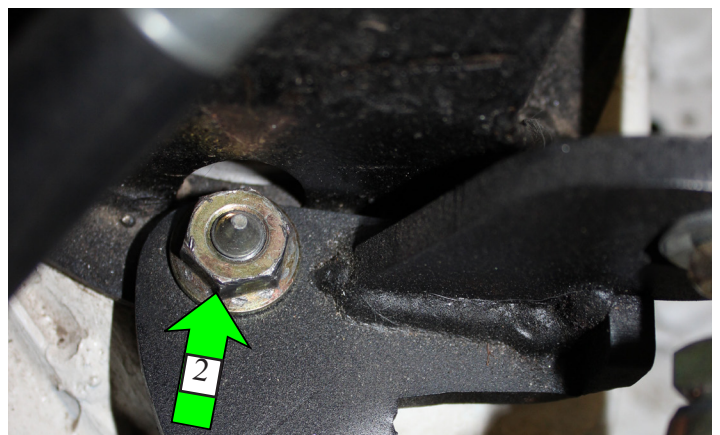
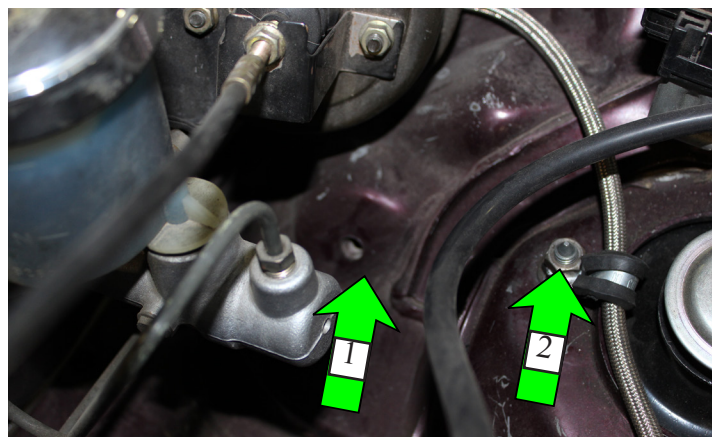
Master Cylinder Brace 14-76189

Congrats on purchasing the FM master cylinder brace! You'd be surprised how much the firewall flexes when you really stand on the brake pedal (try it!), but this piece makes that a thing of the past. First, be sure that you have at least 1/4" of exposed thread at arrow 2, below.

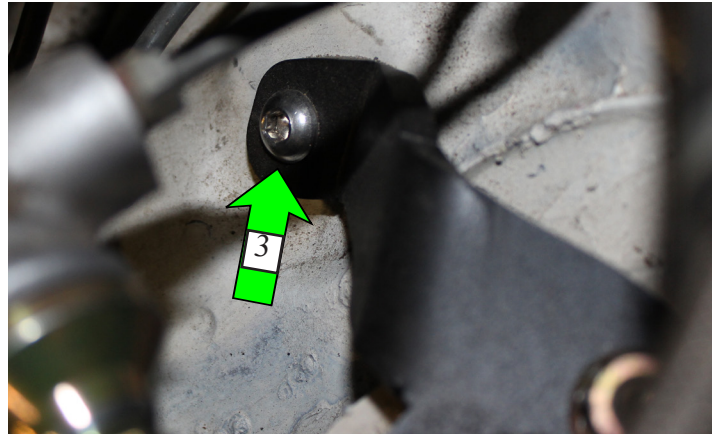
1. Assemble the pieces, as shown. Be sure you have the order correct, but leave the nuts loose.

2. Find the threaded hole (1). Test fit the included bolt to be sure the threads are clean. If they're not (cars in states using salt in the winter will probably have rust there), run a M8 x 1.25 tap through to clean up the threads.

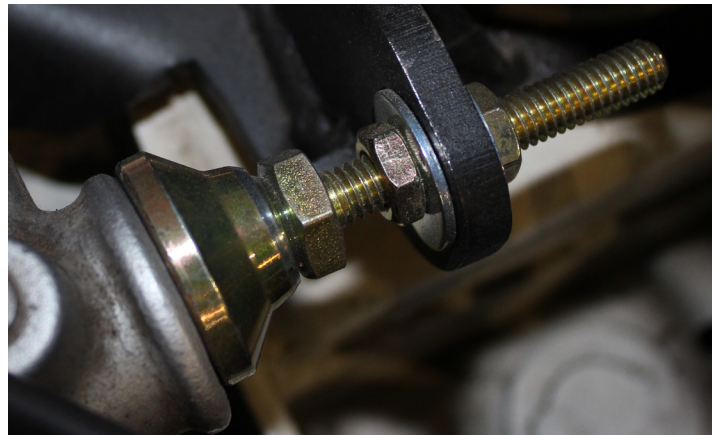
3. Remove the rear nut on the shock tower (2). If you have our shock tower brace, slip the Master Cylinder Brace onto the stud. If you don't have any shock tower brace, slip the larger of the two included washers over the stud, then slip the new brace on. If you have a different shock tower brace, experiment - our master cylinder brace may or may not work.



4. Loosely thread the bolt (with the small washer, the washer isn't shown in the picture) into the lower hole from step two (3), then reinstall the nut from step three (not shown here) and tighten it. Now, tighten the bolt from step two.



5. Position the gold foot on the end of the master cylinder. The end of it pivots to account for tolerances (both our tolerances and Mazda's), but try to make it as straight as possible. Tighten the front nut a bit to preload the brace, then tighten the rear one. Make sure the stud that the foot is on doesn't spin as you're tightening either nut, as that will change your preload.



6. You're done! Now, go take advantage of your firmer brake pedal. Bear in mind that this brace will only be beneficial during maximum braking - i.e., you probably won't notice a difference during street driving.



Addendum for cars without the threaded hole in step two ('90 - late '91):

Unfortunately, the shape of the fender is different on these cars. You'll need to drill a hole and use a nut, but you'll also need to reshape the sheet metal. We can't give specifics, this will require some ingenuity on your part. However, we can tell you that the surface doesn't have to be completely flat - the bolt here experiences tension, so this portion of the brace will be pulled away from the fender as you step on the brakes harder. As long as the brace is flush at the shock tower, its position at the other end of the brace isn't critical. It is critical that it's held down by a bolt, though.