

Flyin' Miata

INSTALLATION INSTRUCTIONS



COMPLETE R-PKG BRAKE DUCT KIT 14-76412

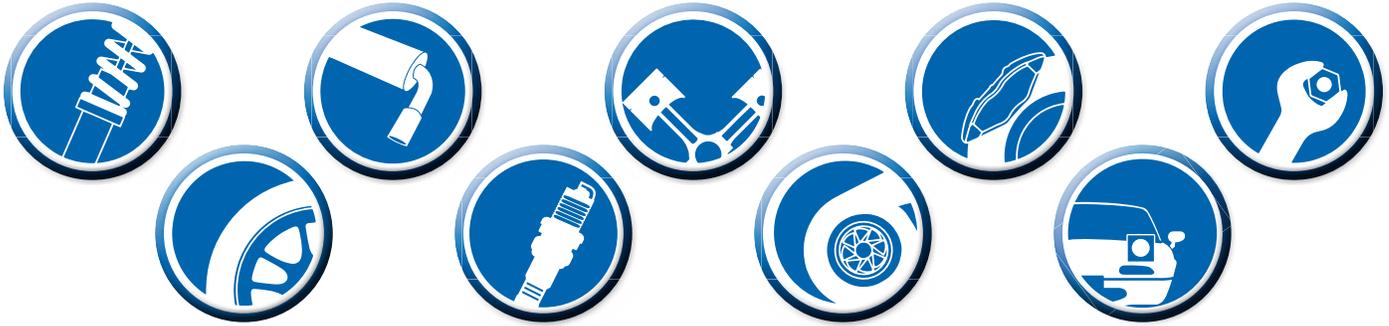


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Thanks for purchasing our complete R-pkg brake duct kit, we're confident you'll be happy with it. The installation should be pretty straightforward, but these instructions will give you a step-by-step process to follow. If you have any questions during installation or suggestions for improvement - to the product or the instructions - please don't hesitate to call the phone number below.

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NA R-PKG FRONT LIP BRAKE DUCT KIT 14-764X0



Thanks for purchasing our R-package front lip brake duct kit. The installation is fairly straight forward, but if you have any questions during installation or suggestions for improvement to the product or the instructions - please don't hesitate to call or email.

WARNING: Not everyone can perform every installation. It is critical that you be honest with yourself in regards to your ability. We're more than happy to help, but there are only so many things we can do from the other end of a phone / computer. If in doubt, discuss the install with us before you dive in. Improper installation could cause injury and / or death!

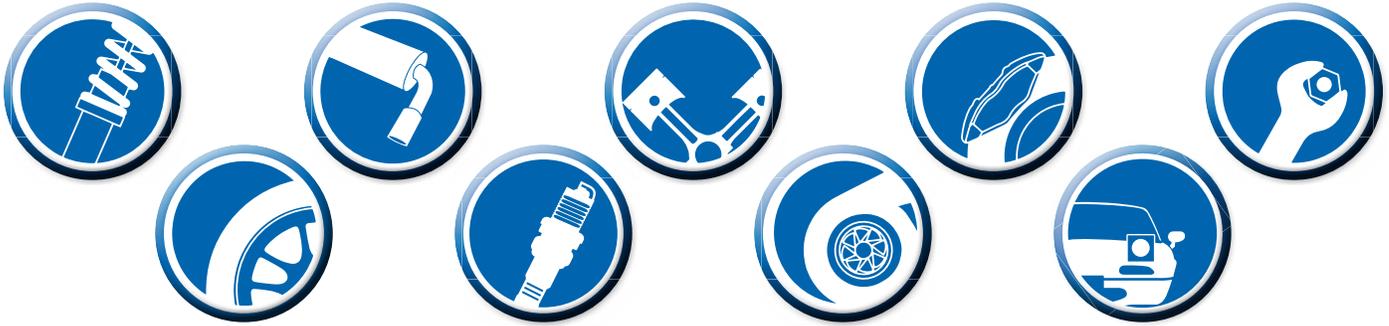
Required tools:

- 8mm socket
- 8mm wrench

- Silver Sharpie or paint marker
- Drill w/ 7/32" drill bit
- Hand file or sanding disc

1. The front of the car needs to be high enough to allow access to the back side of the front lip. This can be done by using a lift, ramps, or jack stands. Do NOT get under a car supported by only a jack.
2. This kit relies on having the upper half of the R-package ducting installed (1). Install it now if not installed already. If you do not have it, the kit will still work, but much less effectively.
3. Check for an overhanging edge between the upper and lower half of the R-package ducting (2). If an overhanging edge is present, file or sand it down until the edges are flush (3).
4. Using the brake duct as a guide, fit it to the back side of the lip as shown (4) and mark the two holes from the bottom using a Sharpie or paint marker.
5. Using a 7/32" bit and your markings as a guide, drill the two holes through the lip (being careful not to drill through into anything that may be on the back side).
6. Set the duct in place and determine if any sizable air gap exists between the duct's flanges and the lip's flanges (5). If so, use whichever supplied spacers are necessary to take up as much of the gap as possible. There is some flexibility in the duct flanges so a small air gap is okay. Now install the supplied M5 hardware. The hardware only needs to be snug. The Nyloc nuts will prevent anything from coming apart. Over tightening the hardware can crack the brake ducts.
7. From here you can proceed with installing the rest of your ducting. Take care not to overtighten the clamp holding the ducting hose to these ducts.





SINGULAR MOTORSPORTS 2.5" BRAKE DUCTS M14-76302



Thanks for purchasing Singular Motorsports 2.5" brake ducts. The installation is fairly straight forward, but if you have any questions during installation or suggestions for improvement to the product or the instructions - please don't hesitate to call or email.

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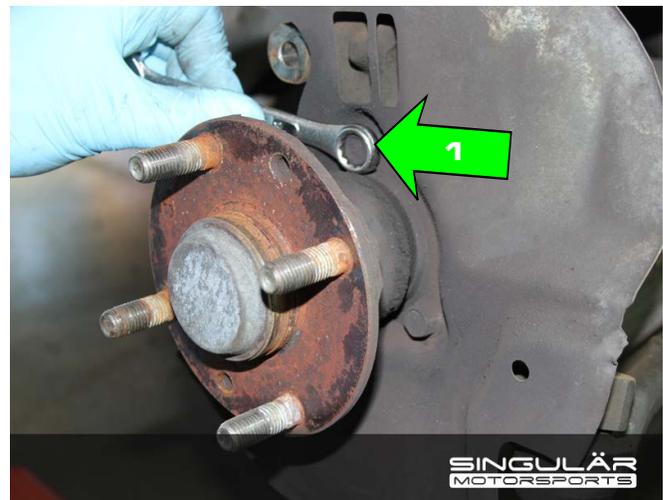
Required tools:

- Metric socket set
- 12mm wrench
- Torque wrench
- 29mm socket (optional)
- Hammer (optional)
- Punch (optional)
- Tin snips (optional)

Torque specs

- Axle nut: 122-159 lb-ft
- Brake caliper bracket: 36-50 lb-ft
- Rotor backing plate bolts: 11-16 lb-ft

1. To install the singular brake duct backing plates, jack up the car and support it with jackstands.
2. Remove the front wheels and then unbolt the brake caliper from the steering knuckle, leaving the brake line attached. Place the caliper on the lower control arm and remove the brake rotor.
3. At this point you can proceed one of two ways (if you have ABS, you must choose the second option):
 - You can leave the hub installed, remove the three M8 bolts holding the dust shield in place (1), and cut the dust shield using tin snips (2) and then remove the backing plate. If you chose this option proceed to step 12.
 - You can remove the hub and remove the stock dust shield in one piece. If you choose this option proceed to the next step. It is recommended to replace the axle nut after a single use.
4. Remove the dust cap that covers the nut that secures the front hub to the steering knuckle. These can be a pain to remove. Use plenty of penetrating fluid and work your way around the rim of the cap using a flat blade screwdriver and hammer.



5. Using a punch, un-stake the hub nut using a hammer and punch. Then use a 29mm socket to remove the nut holding the hub and then remove the hub. Now remove the three M8 bolts that secure the backing plate to the knuckle (1). Remove the stock backing plate.
6. Install the Singular backing plate, securing it with the original M8 backing plate bolts. If your car has ABS, you will notice that the wheel speed sensor interferes with the duct. To resolve this swap the driver and passenger side wheel speed sensors (3). They are mirror images of each other and use the same plug.
7. Reinstall components in the reverse order of removal. If you removed the hub, carefully clean the spindle before reinstalling it and then be sure to torque the nut to 122-159 lb-ft and then re-stake the nut.
8. Now install the supplied ducting between the ducts in the bumper and the backing plate ducts. Secure them using the supplied zipties to keep them clear of the tire through its entire range of steering and suspension travel.

