

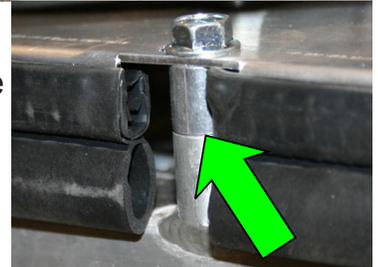
Flyin' Miata

Airflow kit, stage 1 and 2 09-562XX and 26-095XX

Congratulations on purchasing our airflow kit! We're confident that this is the best solution on the market, and we've done the testing to back it up. That having been said, here are some hints to help with the installation. Please read the entire write-up before you install the shroud.



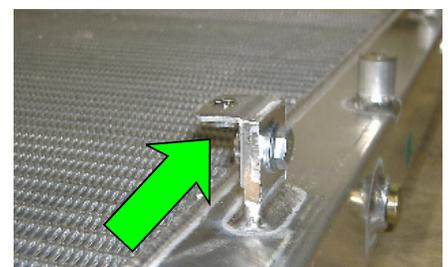
1. Grab the new shroud and the rubber flaps (09-59960). Line up the nipples of the flaps with the three tiny holes and carefully pull them through with pliers. Pull them gently and only far enough to make the flap flush on the opposite side. It is possible to pull the nipples off, so be careful.



2. Bolt the fans to the shroud before installing the shroud. The fan with the larger motor goes on the driver's side with most setups, but feel free to change if need be. Stage 1 setups have two of the same fan, so the sides that they go on are irrelevant. Tighten the fan mounting bolts to 40 lb-ins (not lb-ft!) Do not over torque as it is possible to tear the threaded inserts out.

3. Use the included weatherstripping on the edge of the shroud, as shown. Cut to length as necessary to get proper fitment. If it's too short to seal, try crushing the grip portion a bit so that you don't have to push it all the way on.

4. While the radiator probably doesn't need to be removed from the car to install this shroud, it would be much easier if it was. We would strongly recommend removing the radiator, installing the shroud, then reinstalling the assembly. This is also a good way to figure out which spacer is necessary (see the next bullet). Be sure everything is lined up and tight, the lower bolts can be a pain to get to.



5. The shroud should be spaced off of the radiator as far as possible. This is so that the air pulls through the entire radiator and so that the effect of the spiraling air from the fans is minimized. Sixteen 1/4" spacers are included to appropriately space the fan shroud from the radiator. The V8 cars typically need the 1/4" spacers; four cylinder cars can typically use two 1/4" spacer(s). 99 - 05 cars will need two extra spacers, one for each of the lower left (driver's side) mounts. Bear in mind that your car might be different and adjust accordingly. If you have a radiator with especially long fan bosses, consider not using any spacers. You'll need to reuse the factory bolts if you do that. Tighten down the shroud bolts to 40 lb-in (not lb-ft!) Do not over torque or you could strip out the fan mounting bosses.

6. Getting fan mounting bosses in the proper location is apparently one of the most complicated parts of building an aftermarket radiator. We tried to design in as much freedom as possible, but we can only do so much. While the locations on the shroud are correct for the factory radiator (and therefore should be for aftermarket radiators), you may have to open up the holes a bit in order to fit the shroud to your radiator. If you do, be sure to use washers (fender washers can be a good option).

7. **'99 - '05 Cars only:** You'll need to use the included brackets on the lower left (driver's side) fan mounts. The brackets need to be bolted to the radiator, then the shroud should be bolted to the bracket. Be sure that you have the bracket in the correct orientation (that larger side goes on the radiator, as shown on the previous page). Use the slop between the bracket and the radiator to get the bracket in the best location. If your radiator has unusually large holes, get fender washers to make up the difference.

8. Always remember that water transfers heat better than coolant. Therefore, you want to use as much water as possible for your specific winter conditions. We usually find that 70% distilled water and 30% coolant is ideal. Also remember that you need some coolant to inhibit corrosion and act as a lubricant. If you don't run any coolant, you'll need something like Redline's Water Wetter and a higher pressure radiator cap (water boils at a lower temperature than a water / coolant mix, a higher pressure cap brings this boiling point back up). **YOU MUST USE DISTILLED WATER**, tap water will corrode radiators and generally make your cooling system gross.

9. **94 - 05 Cars only:** Wiring specifics are covered below, but here's how to connect the included plugs: Splice in the new wires using the included plugs and the yellow butt connectors. You'll need to cut off the ring terminal, but you can reuse the pre-crimped butt connector if you like. The wires are left pretty long, so we include enough butt connectors to trim the wires shorter, if you'd prefer. Be certain that you get a good crimp on the factory wires, as they're a bit smaller than the Spal wires. If it looks like the wire is too thin for the butt connector, strip more wire and double it over.

• **NON-MAZDASPEED MIATAS ONLY:** Make sure that your wiring is correct. Be sure that the black Spal wire goes to the black factory wire and the red or blue Spal wire goes to the other factory wire.

- **MAZDASPEED MIATAS WITH STOCK ECUS ONLY:** The Mazdaspeed Miatas (MSMs) have goofy fan wiring. Instead of having a separate primary / engine fan and secondary / AC fan, they have two different speeds for each fan. This has nothing to do with voltage / current, it's a matter of which winding in the motor is used. This is why there are four wires going into each fan on the MSM but only two on the included Spal fans (and the stock fans on earlier cars). To wire the Spals in, you need to connect the red or blue Spal wire to the yellow factory wire. Then connect the black Spal wire to the black factory wire. This is true for both the large and small fans. This means that both fans will come on at the same time.
- **MAZDASPEED MIATAS WITH HYDRA 2.7 ECUS ONLY (contact us for pre-2.7 if necessary):** The Mazdaspeed Miatas (MSMs) have goofy fan wiring. Instead of having a separate primary / engine fan and secondary / AC fan, they have two different speeds for each fan. This has nothing to do with voltage / current, it's a matter of which winding in the motor is used. This is why there are four wires going into each fan on the MSM but only two on the included Spal fans (and the stock fans on earlier cars). To wire the small Spal in, you need to connect the red or blue Spal wire on the small fan to the yellow factory wire. Then connect the black Spal wire to the black factory wire. On the big fan, connect the red or blue Spal wire to the light green with black stripe (LG/B by factory nomenclature) wire, then connect the black Spal wire to the red factory wire. For the remaining wires (the yellow and black wires on the big fan and the LG/B and red wires on the small fan) use electrical tape to seal the ends and hold them out of the way (I suggest wrapping them onto the existing harness). For MSMs with the Hydra ECU, follow the next step. For cars with something else, you might want to double-check the wiring and triggers at / within the ECU. You need to set the temperature at which the main fan comes on. To do this, plug into the Hydra and pull up the software. Then go to Settings -> Control Output Settings -> Thermofan on or AC fan temp. 90° C is typically a good temp, but something close to where the thermostat opens is a good choice. The main fan is output GB06 at the Hydra, the AC fan is BA02. Feel free to swap the outputs if you'd like the big fan to come on first or second. You'll want to set the AC fan temp a couple degrees higher than the main fan temp to keep them from both coming on at the same time.
- If the car overheats very quickly once you're done, go back and check the wires. You'd be amazed how quickly a car will overheat when the fans are pushing in the wrong direction - which is what happens if you connect the wires backwards. Once everything's complete and the fans are spinning, make sure that they're blowing towards the engine, not towards the front of the car. Make sure that you're feeling air that's moving towards the engine and not air that's being sucked from the engine, it's sometimes hard to tell the difference.