

# SUPERMIATA

## Master Cylinder Kit

### Installation Notes

NA/NB 1989-2005 Mazda MX-5 Miata

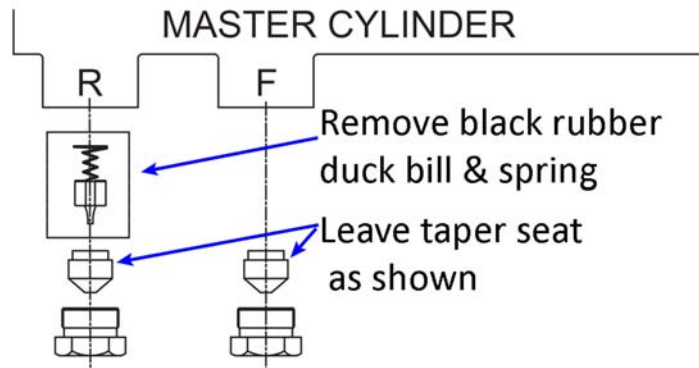
- \* You will need at least 1 liter of brake fluid to bleed the entire brake system
- \* Do not allow brake fluid to come into contact with pads, rotors or painted surfaces
- \* All work on brakes is performed with engine off

### Removing OEM master cylinder "M/C"

1. Place car on four jack stands. Remove all wheels
2. Detach all brake lines from M/C
3. Remove M8 nuts holding M/C to brake booster
4. Clean surface of booster where adapter bracket will connect
5. Attach M/C to studs on adapter bracket. Torque M8 nuts on bracket to 20-23 lbs-ft / 28-31 Nm
6. Attach adapter bracket to studs on booster. Torque M8 nuts on booster to 17-20 lbs-ft / 25-28Nm

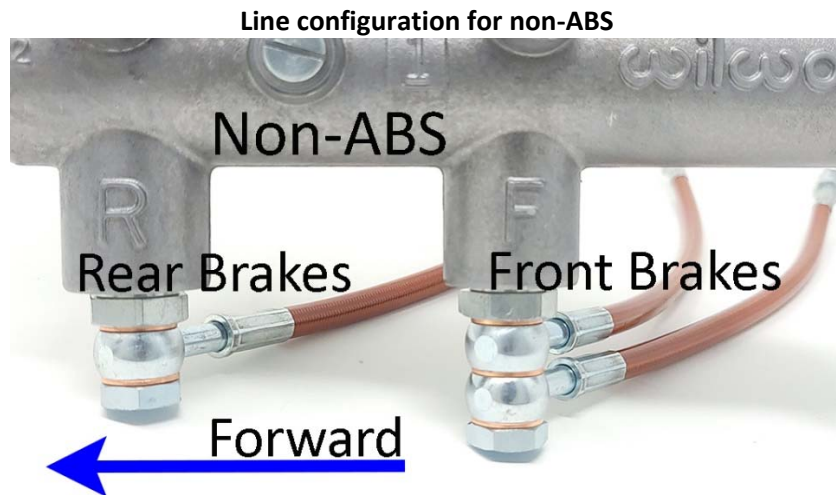
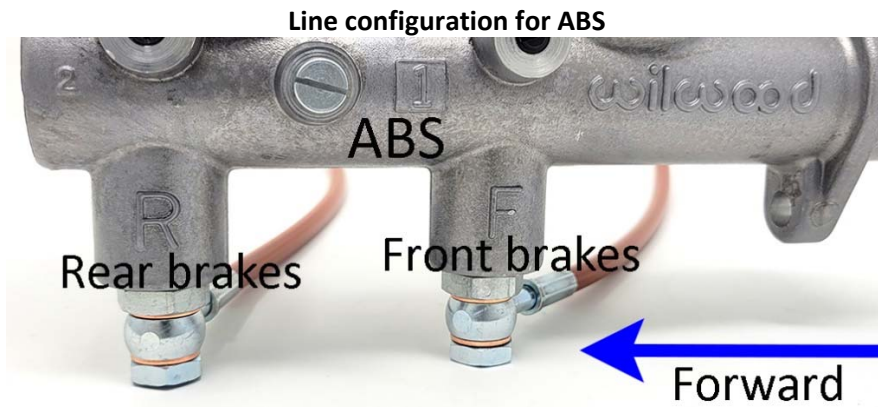
### Removing residual valve

We remove this valve on the M/C before shipping. If you purchased our upgrade kit for your existing Wilwood M/C, you may need to remove this valve. The residual valve maintains 2-3psi in the rear lines for drum brakes. While this residual pressure leads to a firm pedal, it can cause rear disc brake drag.



### Attaching brake hoses

1. Note "F" (front) and "R" (rear) on each outlet. F to front brakes, R to rear brakes.
2. Each banjo fitting must have a copper sealing washer on each face.
3. Banjo bolts are hollow and do not require high torque to seal properly. Use minimum torque required to seal. Begin with light torque and check for leaks by pressing on brake pedal with full force for 5 seconds. Maximum banjo bolt torque is 96-120 **inch-lbs**



### **Bleeding brake system**

1. Once M/C is installed and all hoses are attached, you must bleed the entire brake system. Begin by opening front brake bleeder nipple (closest to booster) ¼ turn or until fluid exits. Attach 3/16" hose to nipple and route to catch can or reservoir. Bench bleeding is not absolutely necessary but will reduce the time and total amount of fluid used to bleed system.
2. Despite bench bleeding, there will still be air introduced from the new empty brake hoses. Always bleed brakes in the following order: LR, RR, RF, LF. Longest brake line to shortest.
3. Start engine and test for leaks by firmly pressing brake pedal for 5 seconds. Check M/C and each brake for leaks.
4. Perform gentle, short road test at low speeds. Check master cylinder, fittings and each brake for leaks one more time.

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[info@949Racing.com](mailto:info@949Racing.com) 949-716-3111

[www.SUPERMIATA.com](http://www.SUPERMIATA.com)

*Digital instructions*

