

SUPERMIATA

Sport Clutch Install Notes

89-05 Mazda MX-5 Miata, 1.6L B6 or BP 1.8L engine

Unless you feel like re-doing the clutch install a few times.. **READ THIS**

WARNING Disc, flywheel and pressure plate mating surfaces must be completely clean and free of contaminants. Take care that your "cleaner" does not leave its own residue. We prefer isopropyl alcohol.

WARNING If any oil is present in bell housing that might indicate seepage from valve cover, CAS or rear main seal, correct those problems before installing clutch. A light coat of dry grime is normal. A heavy coat of oil is not.

WARNING Clutch master cylinder pushrod must have a few thousandths of free play when pedal is released. This is the way it leaves the factory so it will only get out of adjustment if you mess with it. Exocet, Locost kit cars may have a different firewall thickness. Confirm pushrod free play on kit cars before break-in period.

WARNING Be sure to set PPF height. Failure to perform this step will usually result in a driveline vibration at highway speeds.

WARNING Take care when pushing trans onto engine. You are aligning the input shaft with the pilot bearing and it is a snug fit. You should be able to push the transmission on by hand with only a few mm gap between bellhousing and engine. Forcing an input shaft into misaligned clutch *will* destroy the disc

Use standard Mazda Factory Service Manual procedure for installation. Use provided pilot and release bearings. OEM replacement bearings can be used for future service if needed.

No pedal adjustments are needed with the Sport Clutch. The release point will be a little closer to the floor with only a slight increase in effort. If you want to make adjustments to the pedal, do so only after break in period. [OEM pedal adjustment procedure](#)

Break-in period

1. 500 miles or two weeks of daily driving, whichever comes first.
2. Do not slip clutch any more than is necessary to get car rolling.
3. No full power launches dyno runs, autocross, HPDE or competition.
4. If you do not use rev matching for downshifts, coast to a stop in gear before letting out clutch. Non rev-match downshifts fry clutches.

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