



Installation Instructions

Clutch Kit MX-5 NA/NB/NBFL

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Editer:	Nico Hafner	Vehicle:	Mazda MX-5 NA/NB/NBFL

Scope of delivery:

- 1x friction disc fitting MX-5 NA/NB/NBFL
- 1x pressure plate fitting MX-5 NA/NB/NBFL
- 1x release bearing fitting MX-5 NA/NB/NBFL
- 1x pilot bearing fitting MX-5 NA/NB/NBFL
- 1x centering tool for MX-5 NA/NB/NBFL

Warning:

Please read this instruction before installation and get in touch with the work on the car! Ideally, have the installation done by a professional workshop. Tighten all screws with the torque recommend by the manufacturer. The assembling company is liable for installation mistakes. In case of manufacturing defects, the corresponding components will be replaced without any costs within the warranty period.

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Preparation:

- Park the vehicle, switch off the engine and let the engine cool down
- Lift the car up
- Remove the underbody tray
- Remove the exhaust system
- Disconnect the battery negative lead
- Drain the transmission oil

Removing the gearbox:

- Remove the shift knob
- Remove the center console and also disconnect the electric window switch
- Remove the upper shift lever sealing that is attached to the chassis, so you can remove the shift lever
- Remove the screws that attach the shift lever to the gearbox, after that remove the shifter from the gearbox
- Lift the car all the way up to work from underneath the car
- Remove the 4 screws that connect the driveshaft to the differential and pull the driveshaft out of the gearbox
- Remove the clutch slave cylinder from the gearbox
- Remove the 3 screws that go through the gearbox and the starter. The starter is also attached to the engine, so there is no need to remove the starter itself
- Remove the speed sensor from the gearbox
 - ➔ The MX-5 NA has a mechanical speed sensor that you'll have to remove. MX-5 NB's have an electric speed sensor, in this case simply disconnect the connector of the speed sensor
- Disconnect the connectors for the neutral sensor and reverse gear sensor
- Remove the wiring loom from the frame between gearbox and differential
- Remove the frame between gearbox and differential
 - ➔ Specially the screws that attach the frame to the differential are most likely to rust
 - ➔ Loosen the screws that connect the frame to the differential and beat from the lower side up to remove the thread sleeves on the upper side of the frame
 - ➔ Before removing the frame support the gearbox and the differential
- Remove the screws that attach the gearbox to the engine
 - ➔ Mark them which screw was in which hole so you can't accidentally swap them while reassembling
- Carefully remove the gearbox from the car

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Removing the clutch:

- Secure the flywheel from twisting
- Loosen the crossing screws of the pressure plate by one rotation and after this remove all screws completely
- Remove the pressure plate and friction disc
- Loosen the screws of the flywheel and dismantle the flywheel from the crankshaft
- Check the now visible crankshaft sealing for leakage and renew it if needed
- Press the pilot bearing out of the flywheel

Installation of the new clutch:

- Press the new pilot bearing into the flywheel
- Clean the flywheel and check for cracks and other wear marks
- Fit the flywheel to the crankshaft
- Fit the flywheel screws into the crankshaft using medium strength screw locking and tighten them in a crossing order (Tightening torque according to manufacturer's advice 96-103 Nm)
- Fit the centering tool into the friction disc, watch out for the installation direction
- Fit the centering tool including the friction disc into the flywheel and watch out for a secure fit of the centering tool in the flywheel
- Line up the pin holes in the pressure plate to the pins in the flywheel and place the pressure plate on the flywheel
- Tighten the screws of the pressure plate in a crossing order (tightening torque according to manufacturer's advice 18-26 Nm)
- Pull the centering tool out of the friction disc
- Clean the gearbox bell and check for leakages in the area of the input shaft, renew Input shaft sealing if necessary
- Remove the old release bearing from the release lever and remove the old grease from the shaft where the release bearing runs on
- Apply a small amount of the new grease onto this shaft, after this set the new release bearing in position
- Apply a small amount of grease to the input shaft

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Installation of the gearbox:

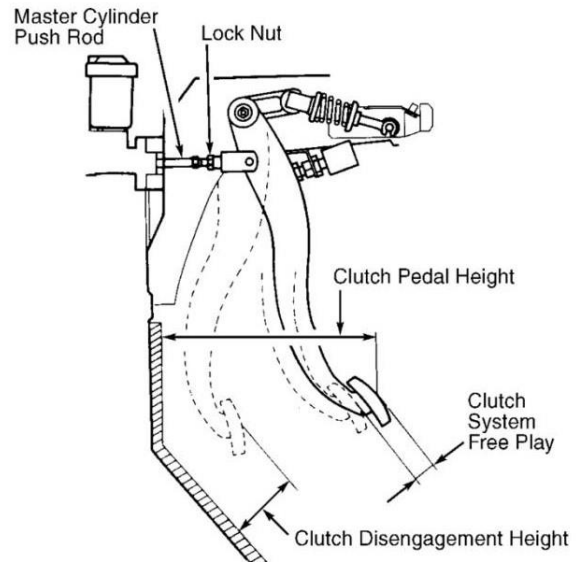
- Carefully place the gearbox in the car. Watch out that the gearbox has to sit flush to the engine before you can tighten the screws. In case that the gearing of the input shaft does not fit into the friction disc, rotate the engine a little bit on the crankshaft until the input shaft fits clean into the friction disc. In case that this does not work either, remove the gearbox and recenter the friction disc using the centering tool
- Put the gearbox flange screws in and tighten them evenly (Tightening torque according to manufacturer's advice 64-89 Nm except for the starter screws, tighten those with 37-52 Nm)
- Install the frame between gearbox and differential and tighten the screws (Tightening torque according to manufacturer's advice 104-123 Nm). Also watch out, that the differential and gearbox align and that the thread sleeves fit tight into the frame
- Tighten the two smaller screws that connect the frame to the lower gearbox with 36-54 Nm
- Reconnect the wiring loom to the frame
- Connect the connectors for neutral and reverse gear sensor
- Connect the speed sensor to the gearbox
 - ➔ The MX-5 NA has a mechanical speed sensor that you'll have to install. MX-5 NB's have an electric speed sensor, in this case simply connect the connector of the speed sensor
- Fit the clutch slave cylinder to the gearbox (Tightening torque according to manufacturer's advice 27-30 Nm)
- Place the driveshaft into the gearbox and tighten the screws that connect the driveshaft to the differential (Tightening torque according to manufacturer's advice 27-30 Nm)
- Install the shift lever and tighten these screws (Tightening torque according to manufacturer's advice 7,8-11 Nm)
- Reinstall the upper shift lever sealing
- Install the center console and reconnect the connector for the electric window switch
- Install the shift knob

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Clutch pedal adjustment:

- Here you'll need to adjust the free play, where the clutch pedal can be moved without any resistance
- Loosen the upper lock nut
- Adjust the free play by screwing the master cylinder push rod in or out
- Setpoint for the free play should be 5-13mm
- Check the clutch disengagement height by fully pressing the clutch pedal, setpoint should be 68mm with the carpet installed
- Tighten the upper lock nut, tightening torque according to manufacturer's advice 13-17 Nm



Final work on the vehicle:

- Fill in the gearbox oil (about 2.0L)
- Reconnect the battery negative lead
- Install the exhaust system
- Install the underbody tray
- Adjust the clutch pedal's empty way if needed, this should be 0,5-1cm
- With the car lifted, check if the gearbox shifts nice in every gear
- Check the reverse gear sensor, if the reverse light come on while in reverse
- Check if the speed sensor is working correct while you are on your test drive
- After your test drive check for any leakage or failure on the parts you removed and reinstalled

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