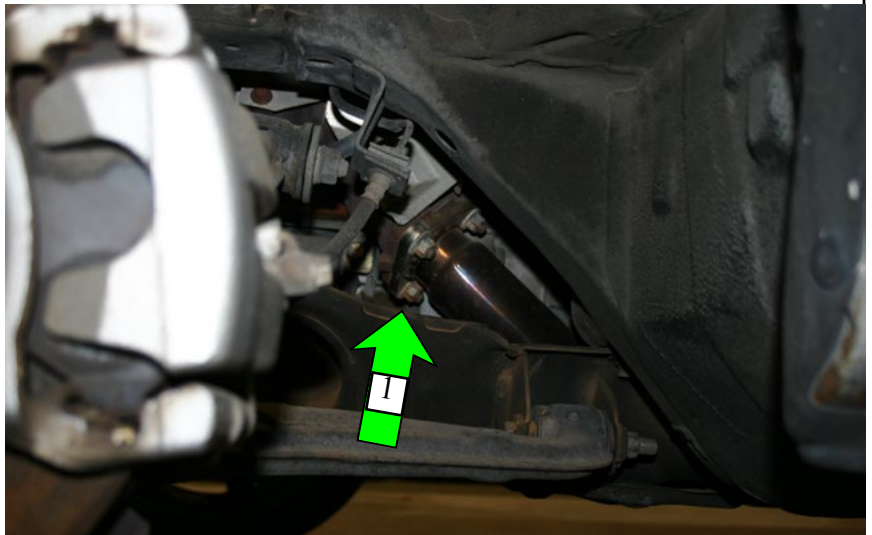


Flyin' Miata

MSM downpipe 06-58300

Congratulations on your purchase of the FM Mazdaspeed Miata downpipe! Following are a few helpful hints to ease the installation and answer the most common questions.

- Our old design had a bracket connecting the downpipe to the bellhousing on the transmission. The current design does not have this, and has eliminated a potential failure point.
- The most common snag in installing exhaust components is seized bolts. It's a good idea to spray the bolts with a penetrant (we've found PB Blaster is the best) before beginning the installation. Ideally, they would be sprayed the night before.
- The factory bracing does need to be removed for this installation. Pay attention to where everything goes, to help make re-installing it easier.
- Removing the left front wheel can allow better access to the downpipe-outlet connection (1). Long extensions and swivel/universal joints can make accessing those nuts easier.
- Smearing a small amount of grease on the exhaust hangers can ease their removal/installation.
- The gasket between the stock turbo outlet and the new downpipe will be re-used. The turbo outlet is the cast piece that bolts directly to the turbo. It has a triangular flange where the downpipe connects.
- There is no need for Loctite on any of the nuts/bolts or RTV on any joints.
- If you're connecting our downpipe to the stock midpipe, do NOT use the gasket we include for that junction. Instead, use the stock donut gasket. If you're using our midpipe, use only our gasket - do not use the donut gasket and our gasket.
- The exhaust bracket that is bolted to the transmission will not be reused; it can be removed. If it's removed, be sure to replace the bolts.
- There is an additional bung located in front of the catalytic converter in the new downpipe (2). This is provided so that a wideband O2 sensor can be used. If you don't have a wideband O2 sensor (they're not included with the exhaust or intake kits), it should be plugged. There is a bung plug included with the downpipe for this purpose. The bung plugs use a 10mm Allen wrench.



- The O2 sensor that was in the middle of the original catalytic converter (the large part of the downpipe) should be placed behind (towards the back of the car) the catalytic converter in the new downpipe (3).

- If the midpipe was purchased as well, it might have an additional bung for an O2 sensor. If it does,

it should be plugged, there is no use for it. Do not install a wideband O2 sensor behind the catalytic converter, as the accuracy of the wideband is diminished when it's installed behind the catalytic converter. The bung in front of the catalytic converter is provided for a wideband O2 sensor. Widebands are only relevant for cars with programmable engine management.

- The "forward O2 sensor" is located in the turbo outlet. It should be left there.

