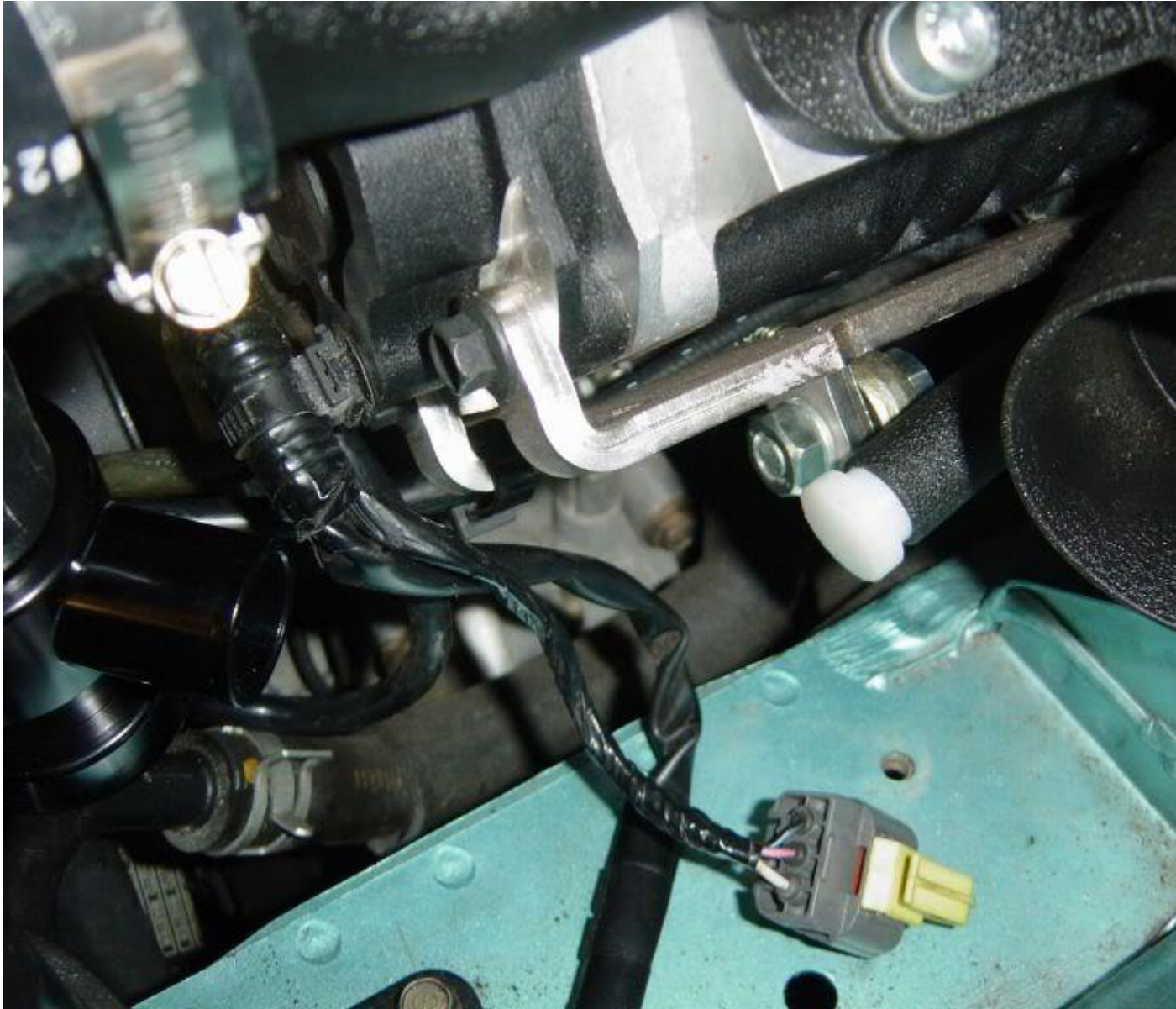


fitting guide now the kits are in the post

firstly remove the dummy throttle body and take off the idle control valve.remove the return hose and block off like in the picture. i turned the one way valve round until i sourced a bung. this is for the mk2 mp62 im not sure if its the same on the mk1 if someone would like to confirm this and send some pics il update this guide 😊



on the mk1 remove the nut on the throttle body- 12mm spanner

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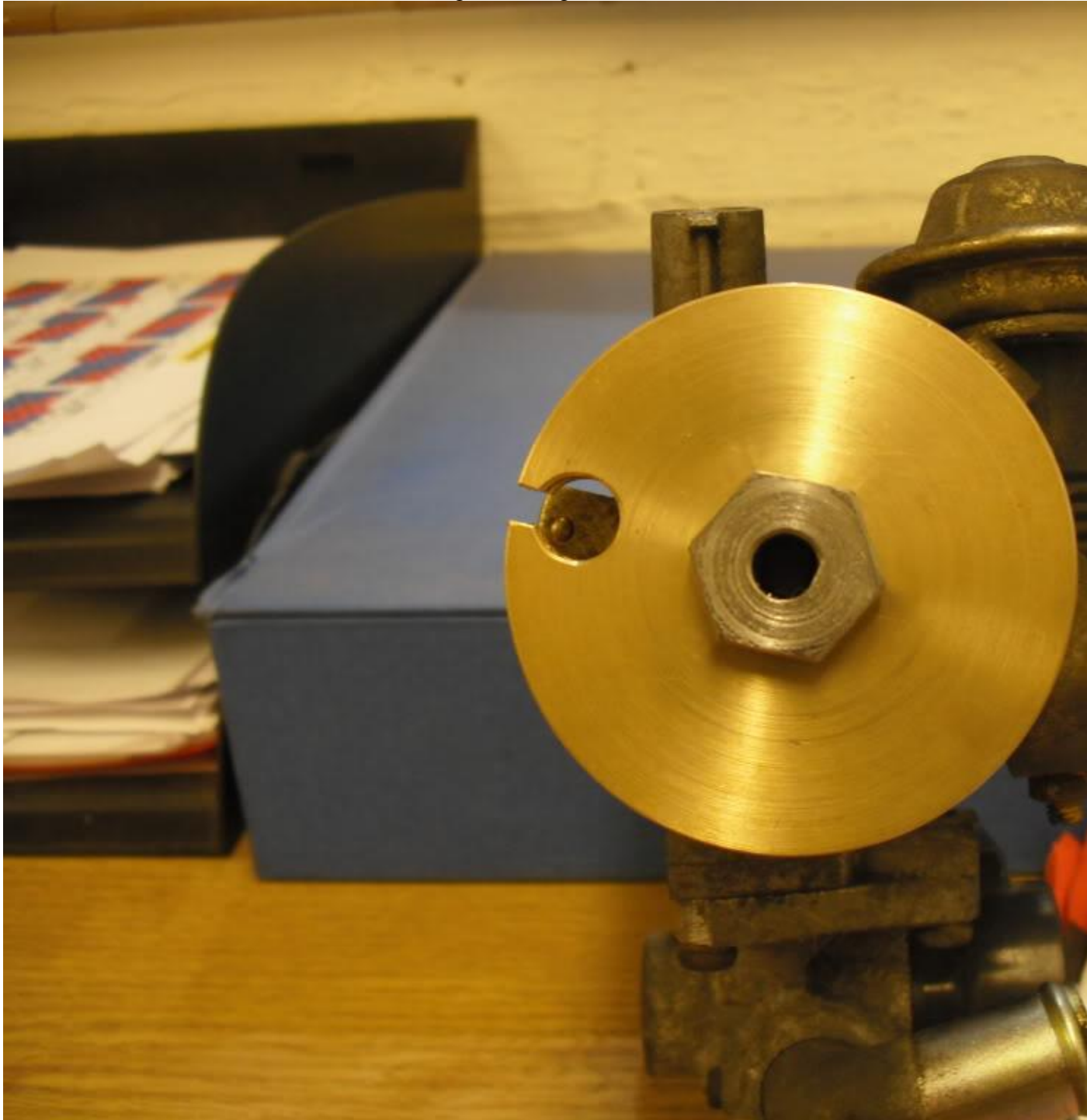


the mk2 is slightly harder to mount. Drill two M4 clearance holes, using the spacer as a template through the stock wheel and Mount using bolts supplied.



now place the spacer on the throttle body and mount the pulley with the mounting nut i would recommend thread lock on this, you want the pulley at the 10 0 clock position.

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now return the idle control valve and tps to the stock location on the throttle body.

fit the throttle body with the cable mount,you will now need to cut the outer throttle cable to size.Pull the inner cable clear of the area by pulling it back out at the supercharger end. cut adjuster end and push the inner cable back through ensuring that it doesn't snag pay attention to the routing that any bends are smooth and flowing.i reused the adjuster from the sc cable as seen in the pic. now locate the brass 'solderless' nipple. You'll need to place it in the throttle wheel and thread the inner cable through it initially . Pull the inner cable taut, but insure the

throttle body on the charger is still in its rest position. Tighten the nipple's screw to hold the inner cable and test the operation of the two throttle bodies. You want the TB on the charger to react at the same time as the normal TB and the charger TB should be wide open as the normal TB hits its stop. This is achieved by angling the wheel forward, so the nipple is around the 10 o'clock position. It is important to get this process correct, so spend a little time on it. As soon as the OEM TB opens, the charger TB should move (determined by the tautness of the cable) and both need to be fully open together (determined by the angle of the wheel). fine adjustments can be made on the cable adjuster

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## Vacuum hose routing

There are two components that need a vacuum source from behind the standard TB:  
Supercharger Actuator and MAP sensor.

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## Fine Tuning

This is done when the car is ready to run.

Ensure that any plugs (TPS and idle valve) have been replaced and all hose clamps tight. crack the throttle plate on the charger TB open a couple of mm (this is done by adjusting the stop position screw in) Start the engine, the idle should settle down normally after it has warmed up. If it doesn't want to idle, hold open the charger TB slightly and try again. We now want to check the response of the engine to a blip of throttle. There should be an immediate response, but if it is slow to respond, hold open the charger TB slightly off its rest position and try again. If the response is slow, you need to adjust the stop further out to open the throttle plate. If response is good (which it should be), you can try and reduce the stop to close the plate. Try small steps at a time until response slows. If you're closing the throttle you may have to adjust the inner cable slacker, and visa versa.

Check the inner cable that it allows the charger TB plate to return to its rest position. Make any adjustments using the nipple. Once you are happy, the inner cable can be trimmed and any further adjustments can be made with the adjuster on the 'Z' bracket. Ensure the nipple clamp is tight and secure, again thread lock is a wise idea.

1) stock idle on the intake manifold (aka stock) TB set....

2) adjusted idle stop on the blower tb, to get the howl to minimal, while having stock tb idling @ 1500-ish (put fila gauge under the stop)

3) adjust secondary throttle cable until no slack present (it was stretching over a day or so) and so when manually opening stock tb, the blower tb opened at the same time.

Start by closing idle screw completely. Then hold pre charger throttle fully open and adjust idle at post charger screw until rock steady where you want it.

Then close pre charger fully (make sure idle screw is fully closed on this tb). adjust the grub screw stop in the pre charger tb until charger becomes just audible (read bearable).

Then adjust throttle cables to take up slack, but not to have any hold on either throttles when off the throttle.

Go for a drive.

repeat above until 100% happy.

The grub screw needs quite small adjustments.. half a turn can be the difference between nice and loud.

Just a few things I thought I would bring up if you guys don't mind. I don't have a blower on my Miata anymore, but I went through all the trials and tribulations with the Hotside setup. I think that this 2 TB setup is too cool. I would be all over this if I still had my Hotside.

1) At part throttle positions, sure, two throttle bodies will have more restriction than one... however, you automatically accommodate that with your right foot. Say, for instance you are cruising at 70mph and thus are modulating your throttle for that steady 30hp (or whatever the exact amount happens to be). I guess, what I am saying is that this would mean you would likely have your foot down at a slightly further position. However, that really depends on what the opening rate is for the two throttle bodies and also what their RELATIVE opening rates are. So, if anything this would give you more flexibility over a single tb in getting exactly the throttle opening rate vs. power onset that you would like (unless you got variable rate fitting for the throttle of a single TB like RJW used to (still?) sell). One thing is I recall that the big TB actually made it a bit touchy at low throttle inputs, and I could see where it would be beneficial to soften it up here a bit. That is where I see the two tb setup would have an advantage... that is, low throttle input driveability. Additionally, and the whole point of it I believe, the TB would give much better throttle response than a single TB intercooled Hotside. But I think that shouldn't be confused with my first point here of the power vs. throttle position at steady state.

2) At full throttle, the second throttle being a stock TB (right?) would pose more restriction than none at all. However, it being on the pressure side of the blower I don't think this would be an issue at all until maybe 300rwhp (maybe even higher?). In other words, probably wouldn't matter for the power range in which the MP62 works efficiently anyway.

3) Whether you have 2 or 1 TB, there is no difference here on whether you need a bypass for the MP62 (you do!). Either way, a certain amount of air needs to get to the engine to make that 30hp or whatever you are cruising at. That hasn't changed. The 1st TB (preblower) will simply be opened to let that same amount of air in as you needed with only one TB. If there is no way for the air to bypass around the supercharger at part throttle you will destroy that blower from all that constant heat in short order. Also this would mean you have that constant drag and parasitic losses and thus a pretty substantial impact on fuel economy (actually that heat in the intake charge is where a lot of that extra energy required from extra fuel would go). Think about it, you probably spend less than 5% of total driving time in boost. Trying to now expect the blower to work during that other 95% of the

time also would probably reduce the blower life to be about 1/10 or 1/20 of what it would be with a functioning bypass. So, rather than getting 100K out of it, you might now get 5 or 10K before the rotors and casing have had it.

4) As noted above, don't confuse the Coldside MOAB with being a small throttle volumed setup like the Coldside FFS MP62 kit. I am not trying to put down the MOAB in saying this, just trying to make sure you guys are technically clear on what these kits actually are. It is easy to get caught up on the words used to describe a kit and then make the mistake of thinking they are the same technical design because the words sound the same. The MOAB has the blower placed on the Coldside, however its outlet pipe goes to a FMIC which in turn has pipe going back to the custom intake manifold on the engine. It is pretty much the same concept of an intercooled Hotside MP62, just packaged differently. In contrast, the FFS Coldside is much simpler and has a custom intake manifold with the blower sitting right on top of it with the supercharger outlet directly pumping air into the intake manifold. Totally different system IMO.

<http://forum.miata.net/vb/showthread.php?t=394583&highlight=Dual+Throttle+Kit&page=4>

<http://www.mx5nutz.com/forum/index.php?showtopic=58646>