

# Service Bulletin

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Category K	Applicable Model/s 1987-90 626/MX-6 1988-89 323	Subject EC-AT/HAT REBUILD PROGRAM	Bulletin No. 002/90 Issued 3/16/90 Revised
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## DESCRIPTION

Mazda (North America), Inc. (MANA) has been supplying rebuilt Electronically Controlled Automatic Transmissions (EC-ATs) for Turbo and non-Turbo models since October 3, 1988. These assemblies have been prepared with up-to-date modifications as described in bulletin Category 7, no. 051/88. MANA will also be supplying Hydraulic Automatic Transmissions (HATs) effective March 5, 1990.

This bulletin is provided for up-to-date information regarding the 1989 model year.

### NOTE:

1. Using the EC-AT tester, verify that the problem is not solenoid related and that the assembly has indeed failed.
2. Before removing the failed assembly, an EC-AT/HAT Inspection Sheet (supplied by MANA, see attached), should be filled out with the customer. This inspection sheet, which should be returned with the failed unit and a copy retained with the repair order, contains information regarding this program.
3. Refer to Mazda Parts Bulletin E-7-88 (Western Regions, revised 3/5/90), and V-32 (Eastern Regions, revised 3/5/90), for procedures required for ordering rebuilt EC-ATs and for instructions regarding the return of the failed assembly (i.e. draining instructions, part removal, etc.).
4. Refer to Mazda Warranty Bulletin, Category K, no. 1 (revised 3/5/90), for the terms of this program. If replacement is necessary, you **MUST** contact your DSM for authorization.

MANA will supply an instruction manual containing installation and adjustment procedures with each rebuilt unit.

### NOTE:

1. **Failure to fill out the EC-AT/HAT Inspection Sheet may result in the forfeiture of the core refund.**
2. **DO NOT remove the VIN I.D. tag from the core -- removing it would be a violation of Federal Law.**

**IMPORTANT** Service and Parts Managers should read this bulletin carefully, sign and convey all information to those concerned.

Signature \_\_\_\_\_

Service Manager

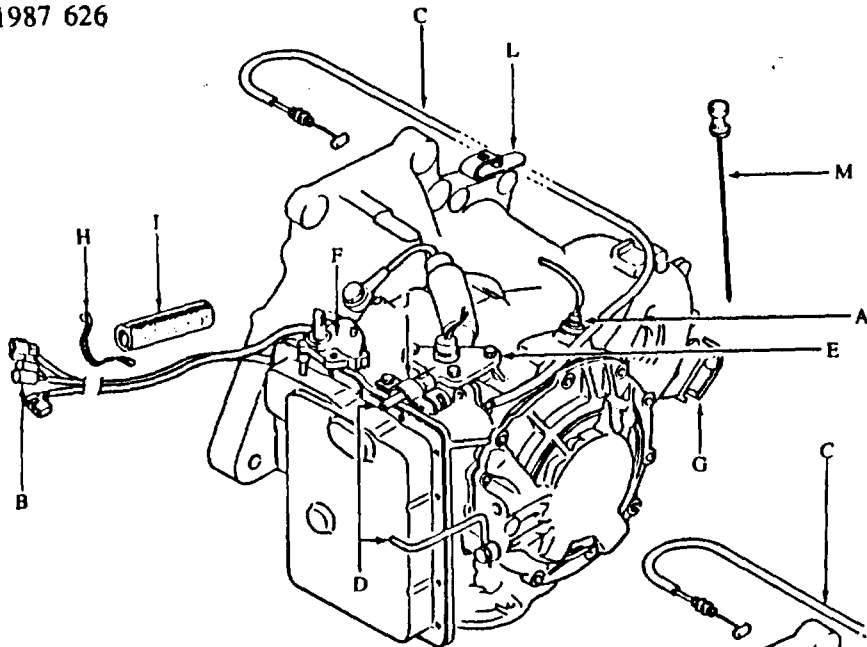
Signature \_\_\_\_\_

Parts Manager

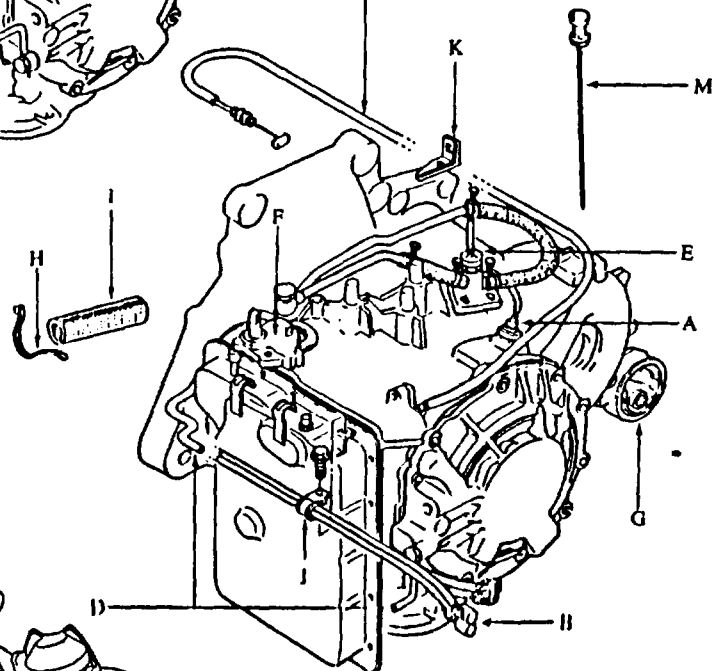
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The following parts should remain on the core before returning to MANA. Refer to the illustrations below and the reference chart on the next page.

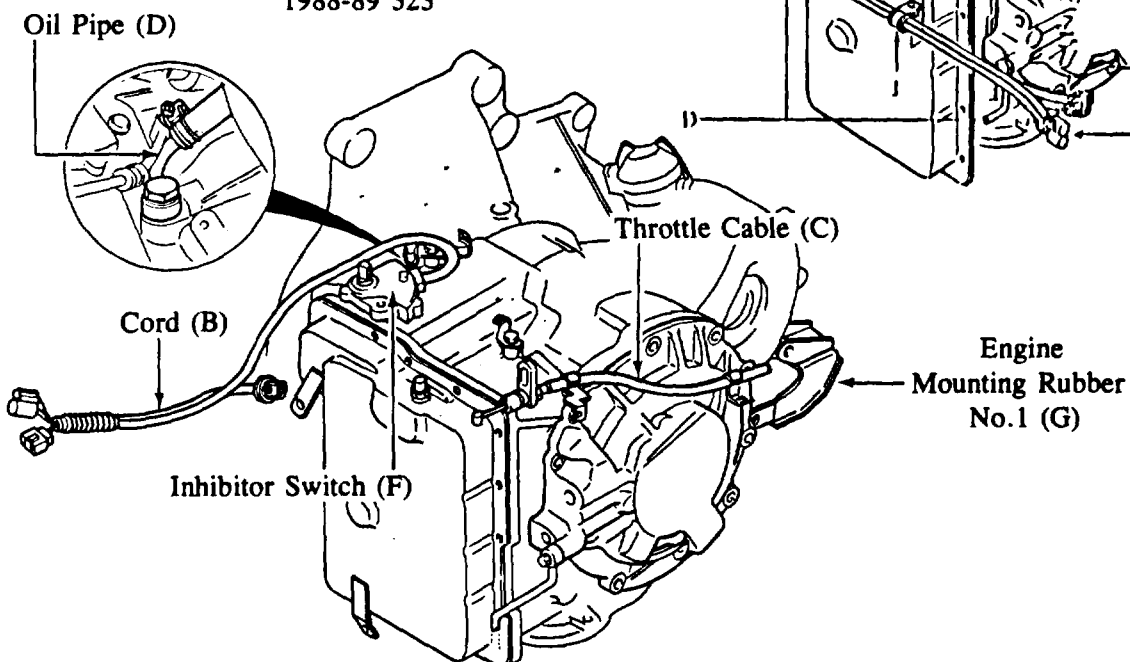
1987 626



1988-89 626/MX-6



1988-89 323



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The following parts should REMAIN on the core before returning to MANA:

	1987 626	1988-90 626/MX-6	1988-89 323
A) Pulse Generator	x	x	-
B) Cord	x	x	x
C) Throttle Cable	x	x	x
D) Oil Pipes	x	x	x
E) Thermo Switch Box	x	x	-
F) Inhibitor Switch	x	x	x
G) Engine Mounting Rubber No.1	x	x	x
H) Bands (for cord)	x	x	-
I) Protector (for cord)	x	x	-
J) Clip (for cord)	x	x	-
K) Throttle Cable Bracket	-	x	-
L) Throttle Cable Clip	x	-	-
M) Oil Level Gauge	x	-	-

**NOTE:**

The oil level gauge for the 1987 626 has been modified as shown in Service Bulletin, Category 7, no. 045/88. The modified oil level gauge will be supplied with the rebuilt EC-AT from MANA -- please return the old oil level gauge with the core.

The following parts should be REMOVED from the core before returning to MANA:

	1987 626	1988-90 626/MX-6	1988-89 323
Oil Level Tube	x	x	x
Oil Level Gauge	-	x	x
Speedometer Driven Gear Assy.	x	x	x

# EC-AT/HAT INSPECTION SHEET

## Instructions:

Please complete this form and submit it with the return EC-AT/HAT unit to the repair facility.

Date:     /     /

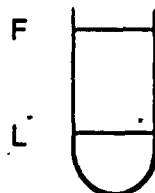
1. Dealer Code: \_\_\_\_\_
2. Dealer Name: \_\_\_\_\_
3. Year/Model: \_\_\_\_\_
4. VIN No: \_\_\_\_\_
5. Unit No: \_\_\_\_\_
6. Mileage: \_\_\_\_\_
7. Delivery Date: \_\_\_\_\_
8. Problem Date: \_\_\_\_\_

9. Customer Comment (please indicate with a ✓ mark):

- Slip:                                (   ) 1-2   (   ) 2-3   (   ) 3-4   (   ) 4-3   (   ) 3-2   (   ) 2-1
- Shock:                                (   ) 1-2   (   ) 2-3   (   ) 3-4   (   ) 4-3   (   ) 3-2   (   ) 2-1
- Flare:                                (   ) 1-2   (   ) 2-3   (   ) 3-4   (   ) 4-3   (   ) 3-2   (   ) 2-1
- Noise:                                (   ) 1        (   ) 2        (   ) 3        (   ) 4        (   ) R
- No Movement:                    (   ) 1        (   ) 2        (   ) 3        (   ) 4        (   ) R
- Oil Leakage (Location): \_\_\_\_\_

10. Checking Results:

- Condition of ATF: (   ) OK   (   ) Burned   (   ) Other \_\_\_\_\_
- ATF Level:



(indicate with an arrow)

- EC-AT Tester Result Code No: \_\_\_\_\_

11. Comments:

12. Technician's Signature: \_\_\_\_\_