

# Service Bulletin

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# MAZDA

Category 1	Applicable Model/s 1988-'89 626/MX-6 ATX	Subject IDLE VIBRATION IN "D" RANGE	Bulletin No. 042/89 Issued 7/19/89 Revised
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## DESCRIPTION

Excessive vibration may be felt in the steering wheel and seats while idling in "D" range, especially when electrical loads are applied. For proper repair procedures, please refer to the instructions in this Service Bulletin.

Please note that the customer may also describe this complaint as a low or rough idle and not necessarily complain of vibration.

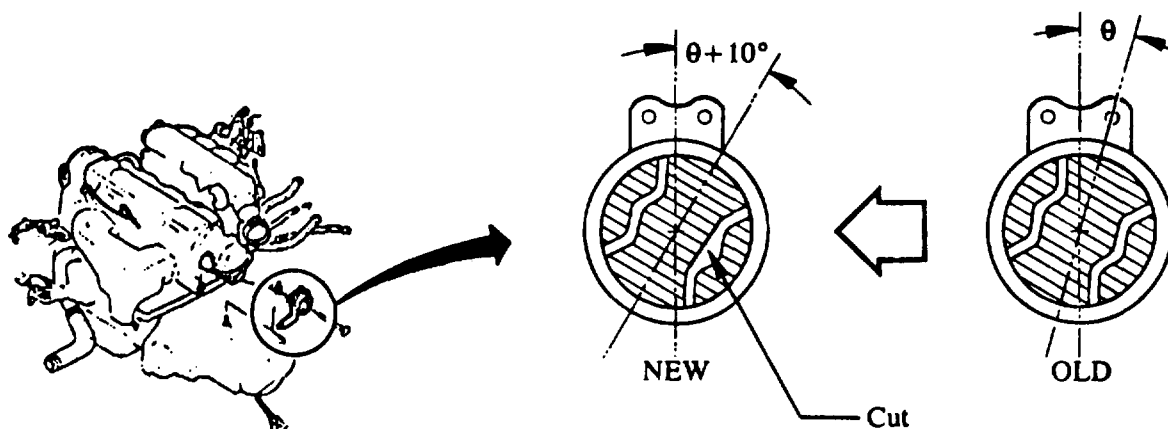
Therefore, confirm the customer complaint carefully before attempting any repair.

## PRODUCTION CHANGE

No. 1 Engine Mount and Radiator Lower Mount Rubbers have been changed as follows:

### ■ No. 1 Engine Mount

- The diameter of the rubber has been increased from 3.15 in. to 3.54 in. since the November 1988 production.
- The rubber has been turned 10° toward the engine side since the November 1988 production.



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

Signature \_\_\_\_\_

Service Manager

Signature \_\_\_\_\_

Parts Manager

015691

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## BEGINNING VIN OF PRODUCTION CHANGE

### A. No.1 Engine Mount

For vehicles produced in Japan:

1989 626/MX-6 JM1GD★★★★ K1725513 October 1, 1988

For vehicles produced in the U.S.A:

1989 MX-6 1YVGD★★★★ K5213922 November 9, 1988

### B. Radiator Lower Mount

For vehicles produced in Japan:

1989 626/MX-6 JM1GD★★★★ K1769601 June 1, 1989

For vehicles produced in the U.S.A:

1989 MX-6 1YVGD★★★★ K5245888 June 24, 1989

## PARTS INFORMATION

PART NUMBER		DESCRIPTION	INTERCHANGE ABILITY	APPLIED MODEL
NEW	OLD			
M002 39 040A	GJ23 39 040C	No.1 Engine Mount	NEW → OLD	ATX w/o Turbo
GJ28 39 040D	GJ28 39 040B	No.1 Engine Mount	NEW → OLD	ATX w/Turbo
F202 15 202B	F201 15 202A	Radiator Lower Mount	NEW → OLD	ATX w/o Turbo
B61A 15 202	F202 15 202B	Radiator Lower Mount	NEW → OLD	ATX w/Turbo

## REPAIR PROCEDURE

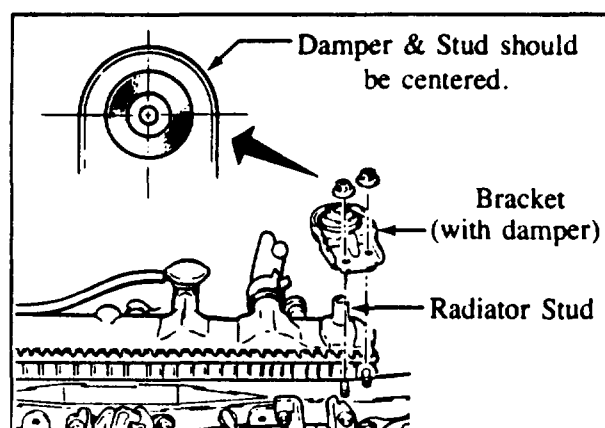
1. Check that the idle speed is within the specification:

Idle Speed: 750 ± 25 RPM (in P range)

If the idle speed is not within the specification, adjust it to 750 RPM with test connector grounded.

2. Replace the radiator lower mounts with the modified ones, if the vehicle was produced before the production change.
3. Check that the radiator is centered in the radiator upper brackets so that it can move more effectively as a dynamic damper. If not, adjust the radiator or the brackets as follows:

- Adjust the position of the upper brackets.
- Adjust the position of the radiator upper hose so that the radiator is not pushed or pulled out of position.

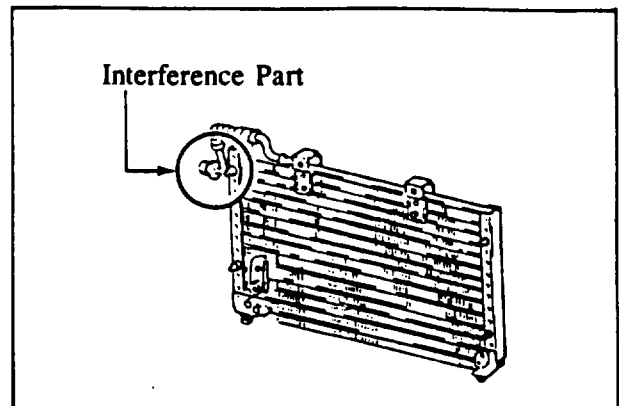


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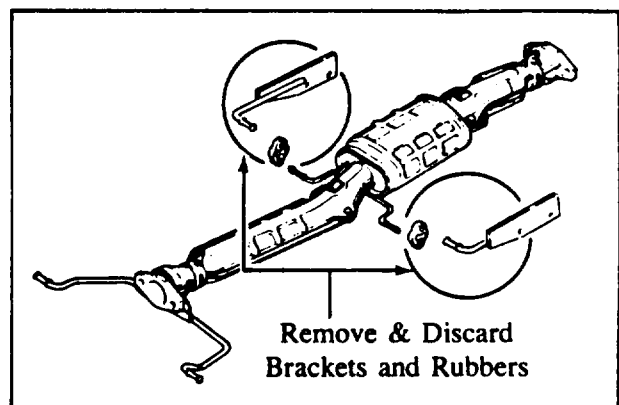
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4. Check that the A/C pipe (from compressor to condenser) is not interfering with the radiator. If necessary, reposition the A/C pipe to make enough clearance between the A/C pipe and radiator.



5. Adjust the hood lock if a rattle noise is heard from the hood.
6. Replace the No.1 engine mount with a modified one, if the vehicle was produced before the production change.
7. Remove and discard the No.2 silencer hanger and rubbers which are located in front of the pre-silencer. After removing the hangers from the body, reinstall bolts into the body to prevent water from entering.
8. In a case where the idle vibration is not solved to a satisfactory level, ground the test connector and adjust the idle speed to 950 – 1000 RPM.



#### WARRANTY INFORMATION

Customer Comment Code:	83
Damage Code:	31
Part No. of Main Cause:	M002 39 040A or GJ28 39 040D
Operation Number:	XX0331-R-1 (for all repairs)
	XX0331-R-2 (except R & R of No.1 Engine Mount)
Labor Hours:	0.8 Hr (for all repairs)
	0.4 Hr (except R & R of No.1 Engine Mount)