

Category S (09)	Applicable Model/s SEE BELOW	Subject WIND NOISE AROUND DOORS	Bulletin No. 018/98 Issued 07/29/98 Revised
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APPLICABLE MODEL(S)/VINS

All models except Miata and MX-6.

DESCRIPTION

Wind noise around doors may occur with some vehicles. This may be caused by the door weather-strip seal.

Customers complaining of this should have their vehicle inspected and repaired according to this service bulletin.

REPAIR PROCEDURE

1. Verify customer complaint.
2. Examine weather-strip for the following conditions:
 - Rips, tears, cuts
 - Loose or falling off
 - Excessive deterioration
 - If the weather-strip has any of the above conditions, replace it. Go to step 3.
 - If weather-strip does not have any of the above conditions, but wind noise still exists, proceed to the "Card Test" below.

Card Test

- A. Open the door and insert a business card (0.2MM thickness) between the door and the weather-strip at the base of the A-pillar. Close the door.
- B. Slide the business card up along the A-pillar.
 - If the card slides easily at any location along the A-pillar, the sealing contact between the door is insufficient and requires adjustment. Proceed to "DOOR ADJUSTMENT".
 - If there is consistent resistance, proceed to the "White Grease Test".

Note

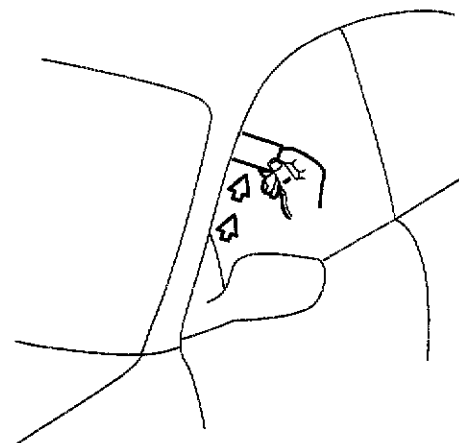
- The card test can only be used to evaluate the A-pillar sealing contact. Use the following "White Grease Test" to evaluate the rest of the weather-strip.

White Grease Test

- A. Roll down windows and adequately cover all interior surfaces to prevent contact with grease.
- B. Thoroughly and evenly spray the sheet metal surface of the body that seals against the weather-strip on the door.

Note

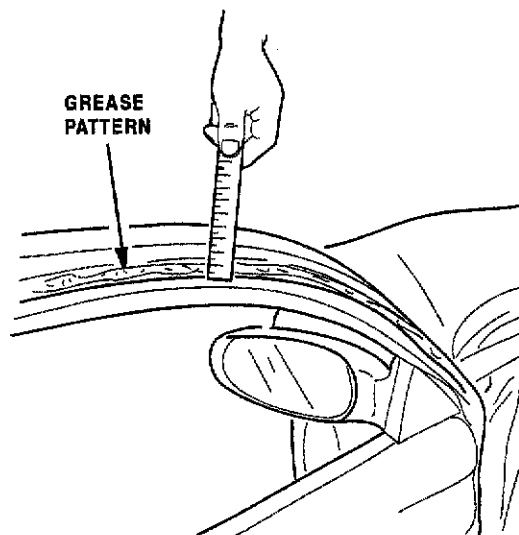
- It is recommended that you use KAR Products #78620 "Multi-purpose white grease (aerosol spray)" or equivalent.
- Do not spray the weather-strip.



CONSUMER NOTICE: The information and instructions in this bulletin are intended for use by skilled technicians. Mazda technicians utilize the proper tools / equipment and take training to correctly and safely maintain Mazda vehicles. These instructions should not be performed by "do-it-yourselfers." Consumers should not assume this bulletin applies to their vehicle or that their vehicle will develop the described concern. To determine if the information applies, consumers should contact their nearest authorized Mazda dealership.

Number: 018/98	Date Issued: 07/29/98	Revised:
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- C. Using only the door handle, very gently close the door. This will prevent over-slam which could result in an inaccurate reading.
- D. Open the door and measure the width of the grease pattern that is left along the length of the weather-strip (check for any unevenness in width).
- If 4mm or more, sealing contact is adequate if door closing effort is acceptable. Clean grease from vehicle.
 - If 3mm or less, sealing contact is insufficient. Clean grease from vehicle and proceed to "DOOR ADJUSTMENT".



Door Adjustment

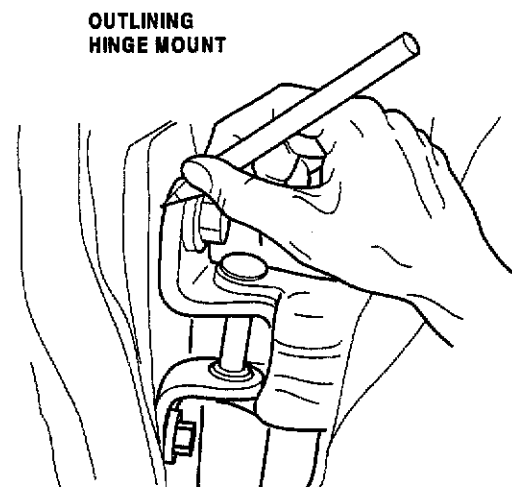
The door should be adjusted to obtain the proper seal compression while maintaining proper door alignment. The hinges control the in/out location of the door at the front as well as overall tip or tilt of the door when viewed from the front or rear. The door striker controls the in/out location of the door at the rear latch.

Caution

- **Do not pry or force the door into alignment.**

In addition to Workshop Manual procedures for door alignment, the following information tips are provided

- As a guideline, if the weather-strip contact is insufficient, the door hinge(s) should be adjusted 2-4 mm inward. Determine the amount of movement by outlining the hinge mount area before door adjustment and after.
- Adjusting one hinge at a time will prevent any extreme door movement. This is done by loosening the hinge bolts and moving the door with a padded pry bar just enough to permit movement of the door.
- Hinges should be adjusted first, followed by the striker.
- Adjustment to the rear door(s), if applicable, may require adjustments to the front door and possibly to the front fender to maintain alignment.
- Door closing effort should be checked to ensure that it remains acceptable after adjustments are completed. If any doors are too difficult to close, the seal compression may be excessive and adjustment will need to be repeated.
- After completing adjustments, verify seal compression by using the card test and white grease test.



3. Verify repair.