

# Service Bulletin

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**mazda**

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Category K	Applicable Model/s 1988-90 626/MX-6 incl. Turbo	Subject EC-AT SLIPPAGE IN FORWARD GEARS	Bulletin No. 005/90 Issued 5/14/90 Revised
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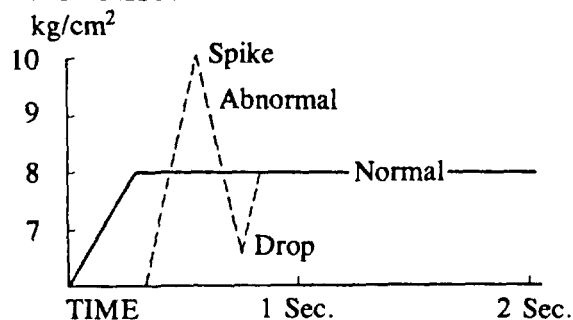
## DESCRIPTION

If you encounter a complaint about 2-3 gear slippage or flare-up, it may be caused by improper function of the oil pump. Please check and repair this problem according to the procedure described in this bulletin. At the mass-production line, the oil pump has been modified since the date indicated under VIN of Production Change.

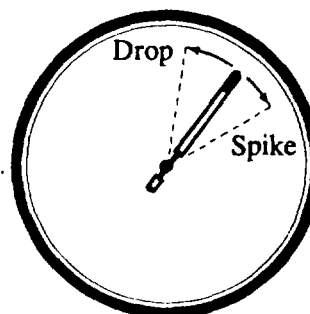
## CHECKING & REPAIR PROCEDURES

1. Warm up the engine to normal operating temperature.
2. Check the line pressure in "P" range at idle. Adjust it if necessary.  
Specification: 4.4-4.6 kg/cm<sup>2</sup> (63-66 psi)
3. Perform the following tests while the engine speed is kept at 2,000 rpm in "Park."
  - A. Pull the throttle cable to the end of its travel (full throttle) and read the line pressure. Line pressure should be higher than 8.0 kg/cm<sup>2</sup> (115 psi).
  - B. Next, quickly and smoothly pull the throttle cable out to one-half way of its travel (half throttle) and hold. Check for line pressure spike (maximum) and drop (minimum) readings using a line pressure gauge.
    - A good oil pump should show a smooth increase of pressure and level off at a stable pressure.
    - If the spool valve of the oil pump is stuck, it may cause a pressure spike and variation in pressure before leveling off, or it may show little/no increase in pressure. (Refer to the illustrations.)
4. If a problem is found in Step 3, replace the oil pump spool valve according to the Replacement Procedure.
5. Recheck the line pressure according to Step 2 and perform the road test to confirm that the problem is fixed.

LINE PRESSURE



LINE PRESSURE GAUGE



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

Signature \_\_\_\_\_

Service Manager

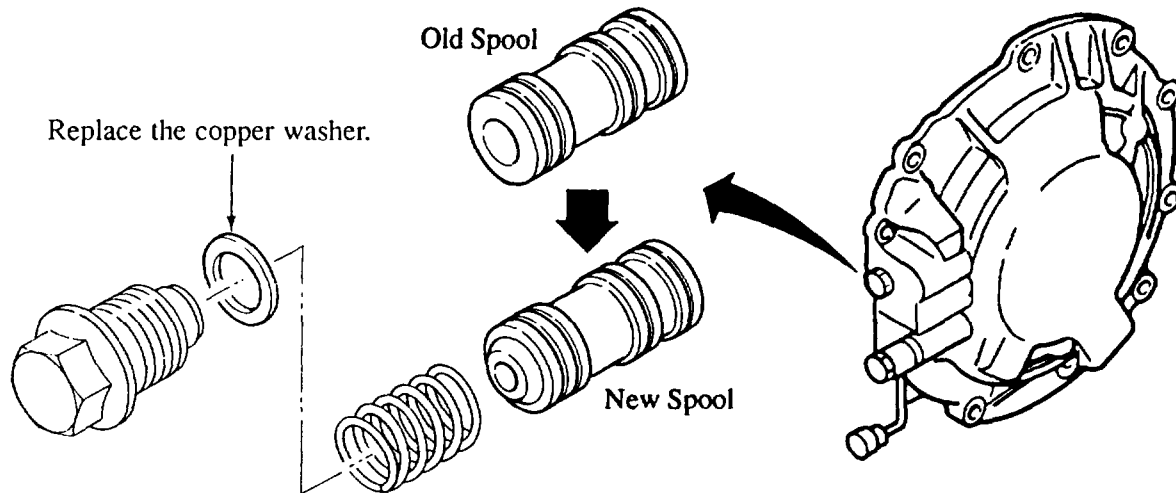
Signature \_\_\_\_\_

Parts Manager

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### SPOOL VALVE REPLACEMENT PROCEDURE

1. Lift up the vehicle on a hoist.
2. Remove the spool valve plug using 19mm swivel socket and a 6in extension.



3. Remove the spring and spool valve with a small pencil magnet.
4. Insert the new spool valve into the oil pump with the partially closed end pointing outward.
5. Insert the spring until it becomes flush with the oil pump housing.
6. Replace the copper washer on the spool valve plug and reinstall the plug onto the oil pump housing. Tighten the plug by the specified torque.

Specified Torque: 2.4–3.6 m·kg (17–25 ft·lbs)

7. Check the ATF level, and add fluid if necessary.
8. Recheck the line pressure and adjust if necessary.

Specification: 4.4–4.6 kg/cm<sup>2</sup> (63–66 psi)

### PARTS INFORMATION

PART NUMBER	DESCRIPTION
FU02 19 735F	Oil Pump Spool
FU02 19 738A	Copper Washer

Number: 005/90	Date Issued: 5/14/90	Date Revised:
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#### VIN OF PRODUCTION CHANGE

1990 626/MX-6 vehicles manufactured in Japan:

JM1GD222♦	}	L1830953	January 25, 1990
JM1GD224♦			
JM1GD242♦			
JM1GD244♦			
JM1GD312♦			
JM1GD314♦			

1990 626/MX-6 vehicles manufactured in the U.S.A.:

1YVGD22B♦	}	L5244868	March 8, 1990
1YVGD22D♦			
1YVGD31B♦			
1YVGD31D♦			

#### WARRANTY INFORMATION

Warranty Type Code:	A
Customer Comment Code:	99
Damage Code:	99
Part No. of Main Cause:	FU02 19 735F
Operation No:	XX0379-R-1 – Max. 0.8 Hr. (Check & Adjustment)
	XX0379-R-2 – Max. 1.0 Hr. (Check, Adjustment & Repair)

NOTE: Labor operation no. XX0379-R-1 is included in labor operation no. XX0379-R-2.