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who laboriously scanned, processed, and assembled the original 1984 Service Bulletin provided by Ron Slabach (thanks!)

There are several ways to get around in the document. I have provided Bookmarks to all the sections, and thumbnails are also provided in the Thumbnails side bar. Also, the Index pages have been hot-linked.

I have only included the pages pertaining to RX-7s (or all vehicles) from the original, in order to keep the size down.

The original document is © 1985 Mazda (North America), Inc., and remains so.

This version is provided as a service for owners of first generation Mazda RX-7s who are trying to find every bit of information to keep their first gens running for a reasonable price.

If you really want to send me money, email me and I'll tell you where to send it, but it's not necessary. Consider this payoff for all the good advice and information gleaned from the various RX-7 email lists!

Subscribe to the Early Mazda Rotaries email list:

Send an email with "subscribe" (without the quotes) to list-request@sa22c.org

See <http://www.dfw-rx7.com> for information on the DFW-RX7 email list, for those in the Dallas-Ft. Worth, TX area.

05/12/04

**SERVICE
BULLETIN**

1984

mazda

Contents in this manual were accurate at the time they were approved for printing. However, we reserved the right to make changes at any time without notice and without incurring any obligation.

1984 Service Bulletin Book

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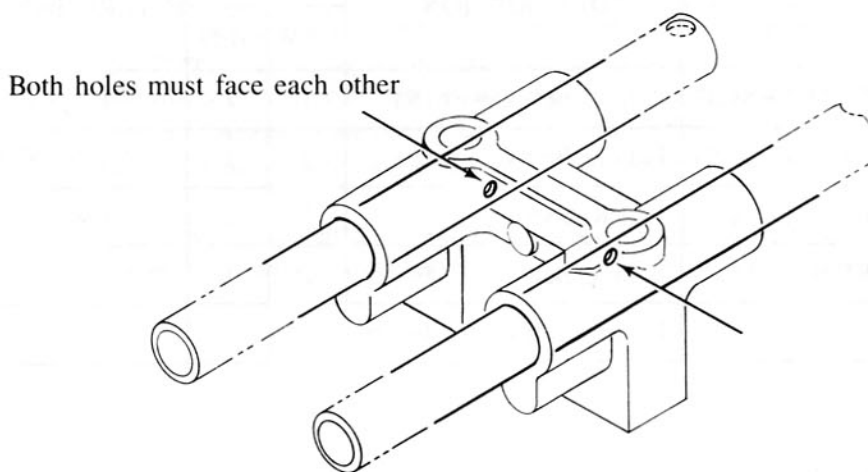
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Category 1 Engine

INSTALLATION

Be sure both rocker arm shaft oil holes (in the center camshaft cap) face each other.



Category 1

007/84

10/8/84

RX-7

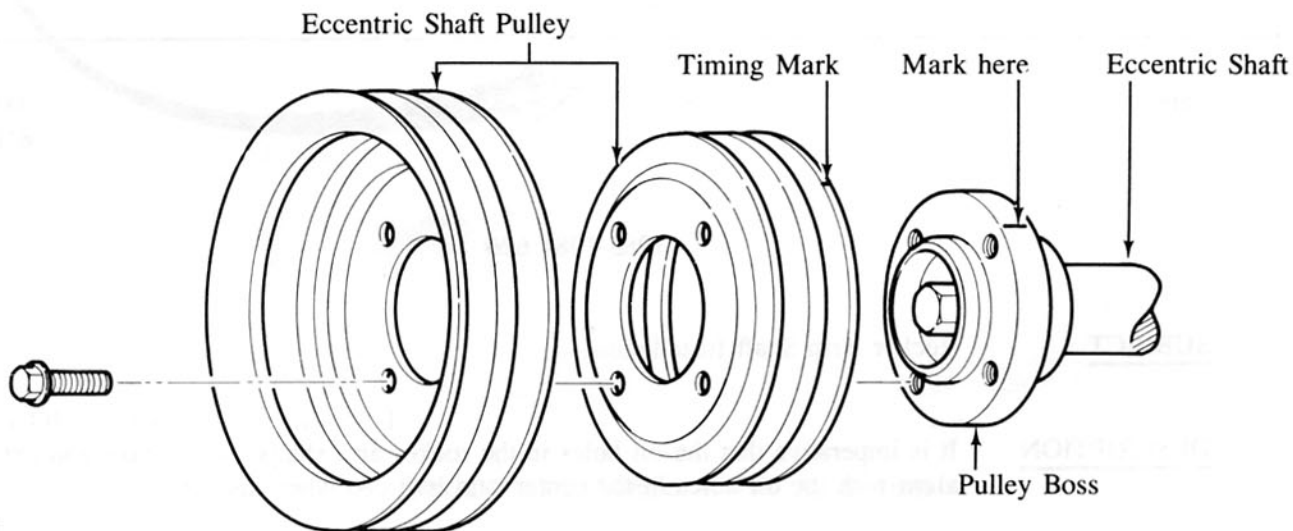
SUBJECT

Eccentric Shaft Pulley.

DESCRIPTION

No alignment dowels are provided for aligning the eccentric shaft pulley to the eccentric shaft on later model RX-7 vehicles. Consequently, the pulley may be misaligned during reinstallation, resulting in an incorrect location of the timing mark.

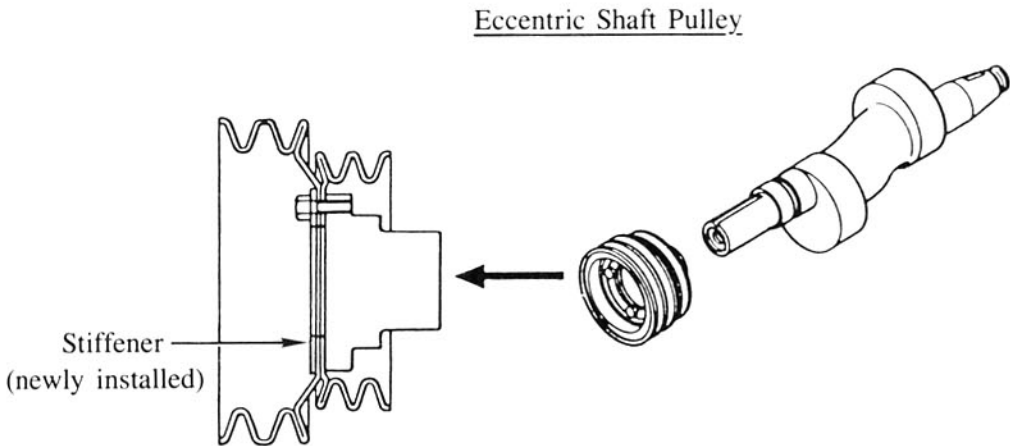
For this reason, whenever the eccentric shaft pulley is removed, please mark the location of the timing mark on the pulley in relation to the eccentric shaft in order that the pulley may be reinstalled correctly.



1985 RX-7

SUBJECT Eccentric Shaft Pulley Modification.

DESCRIPTION A stiffener has been installed on the eccentric shaft pulley since the production date of August, 1984.



VIN OF PRODUCTION CHANGE

| | | |
|-----------|------------------|--------------|
| RX-7 12A: | JM1FB331F0858347 | August, 1984 |
| 13B: | JM1FB332F0858347 | August, 1984 |

PARTS INFORMATION

| PART NUMBER | | DESCRIPTION | INTERCHANGEABILITY | APPLIED MODEL |
|--------------|-------------|------------------------|--------------------|---------------|
| NEW | OLD | | | |
| N249 11 600A | N249 11 600 | Eccentric Shaft Pulley | NEW → OLD | RX-7 12A |
| N304 11 600A | N304 11 600 | Eccentric Shaft Pulley | NEW → OLD | RX-7 13B |

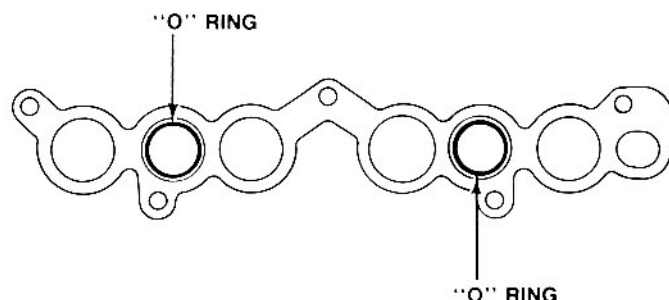
Category 4

Fuel & Emission Control System
(Includes Intake & Exhaust Systems)

1981-1982 GLC

SUBJECT Intake Manifold Gasket.

DESCRIPTION The material of intake manifold gasket for 1981 and 1982 GLC has been changed for better sealing along with inserting two (2) "O" rings onto the gasket.



The part number for newly established is E508 23 799.

Please note that the "O" rings may be detached from the gasket easily if you bend it. Handle the gasket with care and make certain the "O" rings are in place prior to installing the intake manifold.

1984 RX-7 (12A)

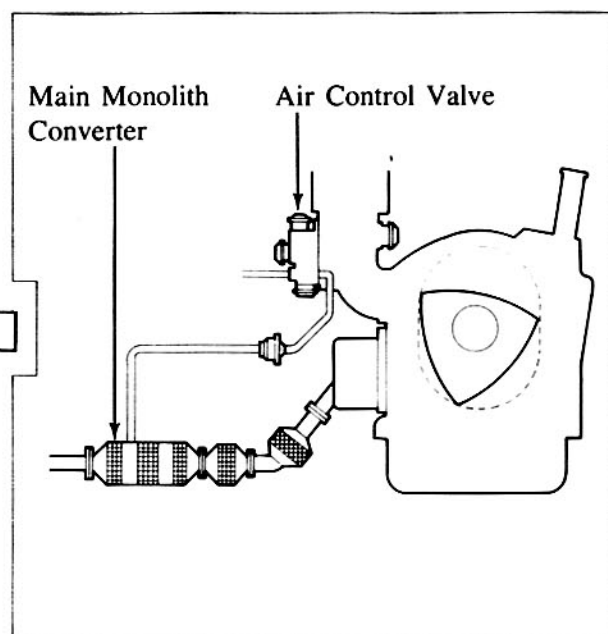
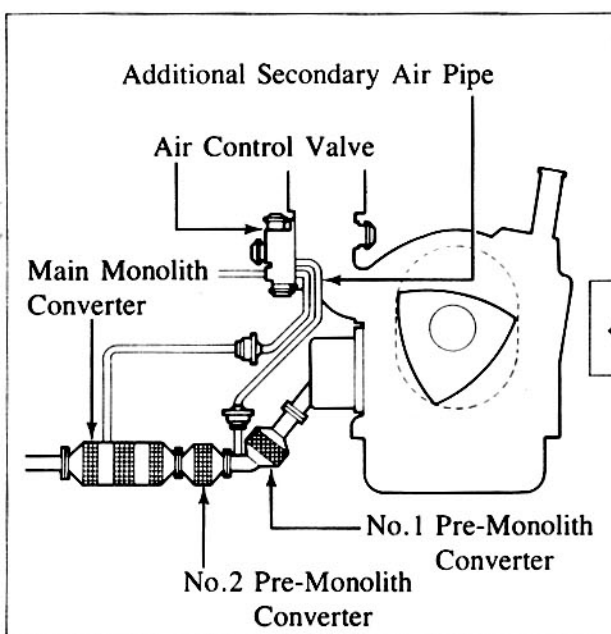
SUBJECT Secondary Air Control System Modification.

DESCRIPTION The Secondary Air Control System has been modified since the production date of March, 1984.

Now air is injected behind the No.1 pre-monolith converter when the Port Air Switching Valve (newly added to the Air Control Valve) is open. Port and split air operation remain the same as previous years.

NEW

OLD



OPERATION

The Port Air Switching Valve will open between 3,000-4,000 rpm or above 50 mph.

VIN OF PRODUCTION CHANGE

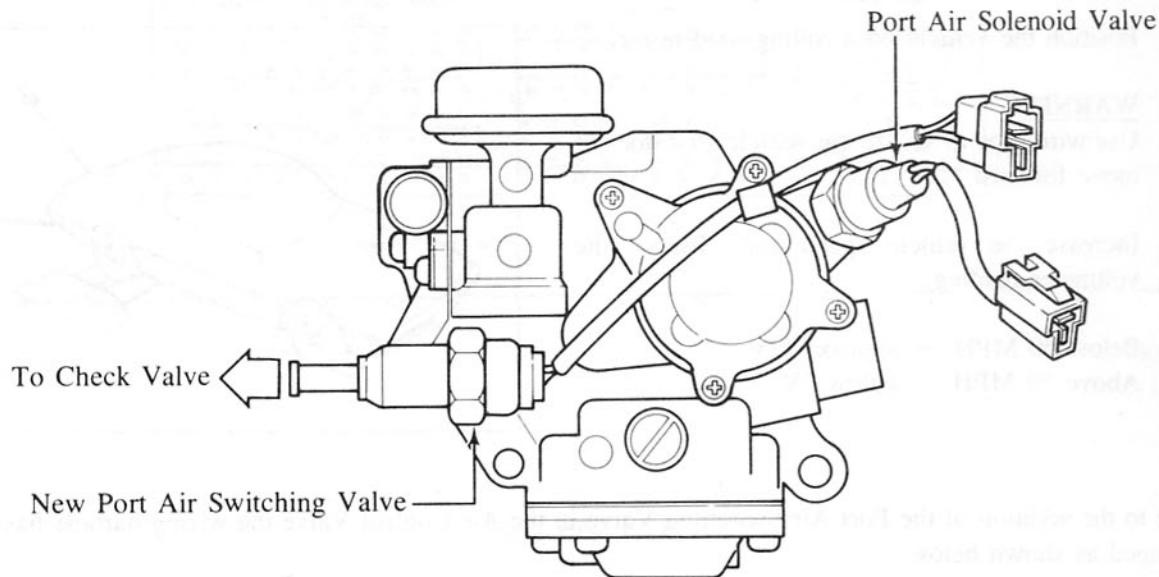
RX-7 (12A):

JM1FB331 E0824687

March, 1984

PARTS INFORMATION

| PART NUMBER | | DESCRIPTION | QTY | INTERCHANGEABILITY | APPLIED MODEL |
|--------------|--------------|--------------------|-----|--------------------|------------------|
| NEW | OLD | | | | |
| N249 13 720B | N249 13 720A | Air Control Valve | 1 | NO | M/T (Federal) |
| N250 13 720A | N250 13 720 | Air Control Valve | 1 | NO | A/T (Federal) |
| N251 13 720B | N251 13 720A | Air Control Valve | 1 | NO | M/T (California) |
| N252 13 720A | N252 13 720 | Air Control Valve | 1 | NO | A/T (California) |
| N249 18 941D | N249 18 941C | Control Unit | 1 | NEW → OLD | M/T |
| N250 18 941C | N250 18 941B | Control Unit | 1 | NEW → OLD | A/T |
| N249 18 051F | N249 18 051E | Engine Wiring | 1 | NEW → OLD | |
| N250 20 725 | — | Solenoid Valve | 1 | NO | |
| N249 40 718 | — | Air Hose | 1 | NO | |
| N249 40 720 | — | Air Pipe | 1 | NO | |
| N249 40 780C | N249 40 780B | No.1 Pre-Converter | 1 | NO | |
| N304 40 814E | N304 40 814D | Protector | 1 | NEW → OLD | M/T |
| N250 40 814E | N250 40 814D | Protector | 1 | NEW → OLD | A/T |
| FA54 67 010K | FA54 67 010J | Front Harness | 1 | NEW → OLD | |



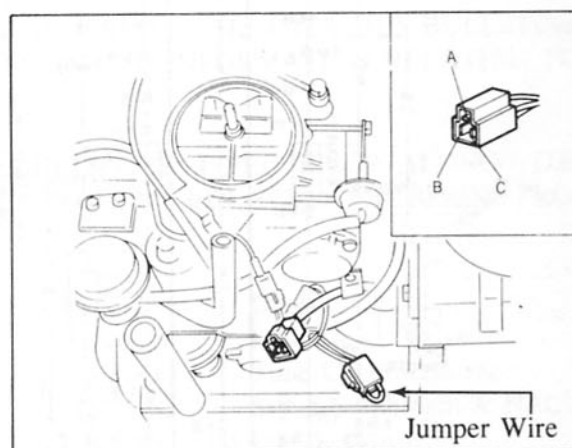
Air Control Valve

CHECKING PROCEDURE

PORT AIR SWITCHING VALVE

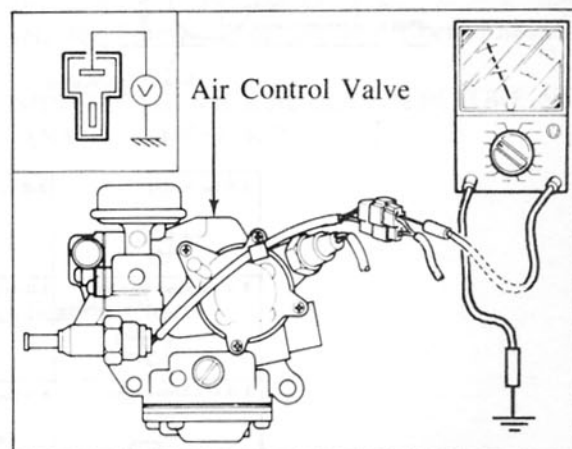
Checking Port Air Switching Valve:

1. Warm up the engine and run it at idling speed.
2. Connect a tachometer to the engine.
3. Disconnect the connector from the throttle sensor and connect a jumper wire to A and C terminals of the connector.
4. Connect a voltmeter to the port air switching valve (R) terminal and ground.
5. Increase the engine speed and observe the voltmeter reading.



| Engine Speed (rpm) | Voltage (V) |
|----------------------|-------------|
| Idling speed – 3,000 | approx. 12 |
| 3,000–4,000 | below 2 |
| more than 4,000 | approx. 12 |

6. Disconnect the jumper wire connected in step 3 and connect the connector to the throttle sensor.



7. Position the vehicle on a rolling-road tester.

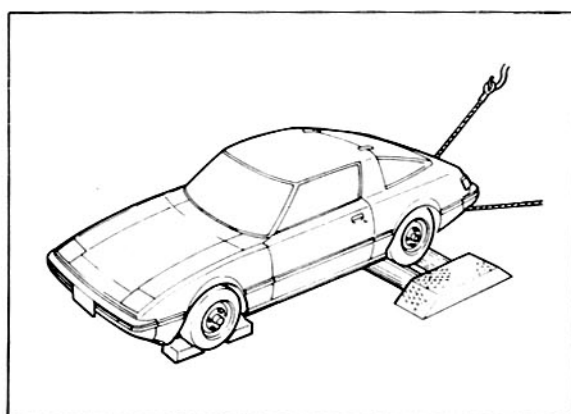
WARNING:

Use wire rope to secure the vehicle so it doesn't move forward.

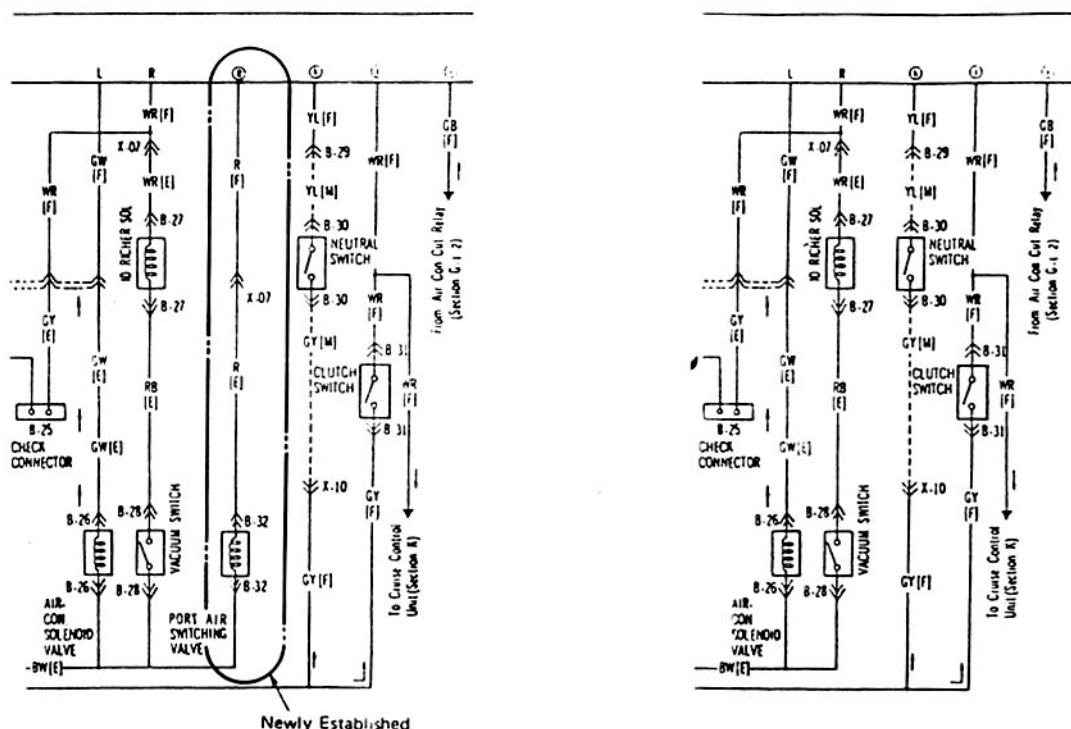
8. Increase the vehicle speed and observe the voltmeter reading.

Below 50 MPH — approx. 12V

Above 50 MPH — below 2V



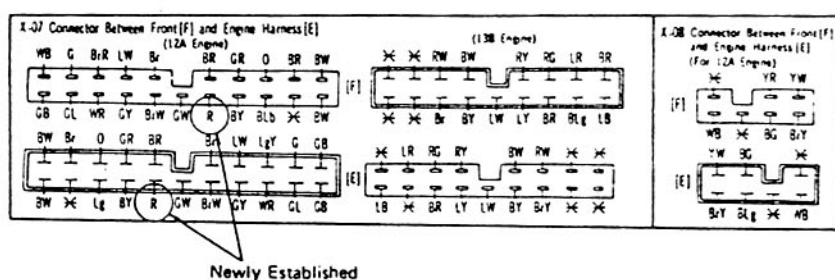
Due to the addition of the Port Air Switching Valve in the Air Control Valve the wiring harness has been changed as shown below.



Newly Established

| | | |
|---|--|--|
| <p>B-07 Fuel Pump[F]</p> | <p>B-08 Air Vent Solenoid Valve[E]</p> | <p>B-09 Thermo Sensor[F]</p> |
| <p>B-14 Heat Hazard Sensor[HB]</p> | <p>B-15 No 2 Water Temp Switch[F]</p> | <p>B-16 Vacuum Control Solenoid Valve (T)[E]</p> |
| <p>B-23 A.P.L. Solenoid Valve[E]</p> | <p>B-24 Shutter Solenoid Valve[E]</p> | <p>B-25 Check Connector[E]</p> |
| <p>B-32 Port Air Switching Valve[E]</p> | <p>A-09 Joint Connector[F]</p> | |

Newly Established



Category 4

003/84
7/10/84

1983-1984 GLC

SUBJECT

Improvement of Driveability.

DESCRIPTION

THIS SERVICE BULLETIN SUPERSEDES ALL THE PREVIOUS BULLETINS LISTED BELOW AND OTHER TECHNICAL INFORMATION RELATING TO DRIVEABILITY IMPROVEMENTS.

PLEASE DISCARD THE SERVICE BULLETINS LISTED BELOW ALONG WITH THE TUNE-UP AND KIT INSTALLATION PROCEDURES IN THE SPRING PROGRAM HANDOUT.

| Category | Service Bulletin No. | Issue Date | Description |
|----------|----------------------|------------|-----------------------|
| 1A | 030/83 | 3/10/83 | EGR Delay Valve |
| 1A | 031/83 | 3/8/83 | Tune-Up Procedures |
| 1A | 035/83 | 12/23/83 | Servo-Diaphragm & HAC |
| 4 | 046/83 | 8/5/83 | Fuel Return Kit |
| 4 | 048/83 | 9/24/83 | Fuel Return Kit |

Use this Service Bulletin to improve driveability on 1983-84 GLC by installing ALL of the following kits on the applicable vehicles if they have not previously been installed.

NOTE: PLEASE REVIEW THIS COMPLETE SERVICE BULLETIN BEFORE ATTEMPTING TO INSTALL ANY OF THESE KITS.

This Service Bulletin contains:

1. Kit & Parts Listing
2. Driveability Improvement Kit Application Chart
3. Kit Installation Procedures
4. Warranty Information

1. There is no interchangeability of the accelerator pump lever and linkage of the A/F Solenoid and Accelerator Pump Kit and the 1985 model carburetor. Do not install this kit on 1985 models.
2. The A/F Solenoid and Accelerator Pump Kit is for 1983-84 GLC ATX only. Do not install this kit on 1983-84 GLC MTX models.

Category 4

008/84
10/15/84

1984 RX-7 (13B)

SUBJECT High Idle Speed or Idle Speed Hunting.

DESCRIPTION If you encounter either of the following problems on 1984 RX-7 (13B) vehicles with the engine fully warmed, please follow the repair procedure listed below:

1. Engine speed hunts between approximately 1500-2000 rpm at idle.
2. Engine speed stays approximately 1200-1500 rpm at idle.

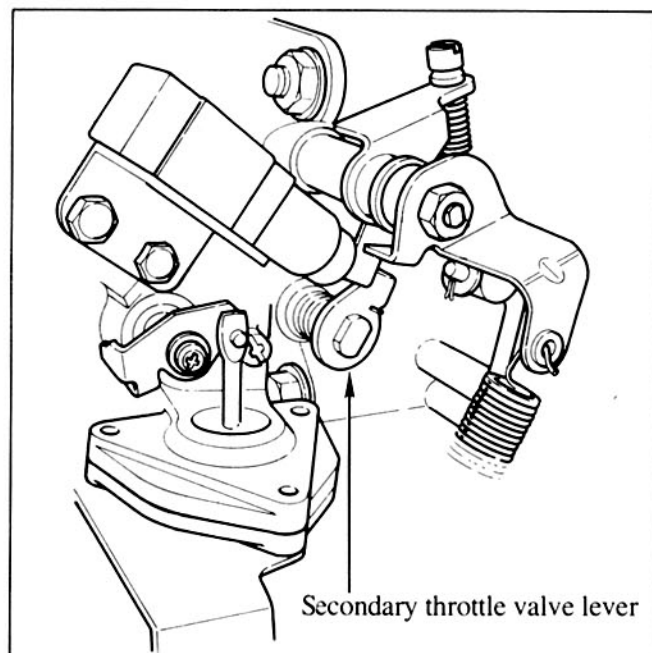
REPAIR PROCEDURE

1. Throttle Body.

Rotate the secondary throttle valve lever counter-clockwise by hand as shown while the idle speed is high or hunting.

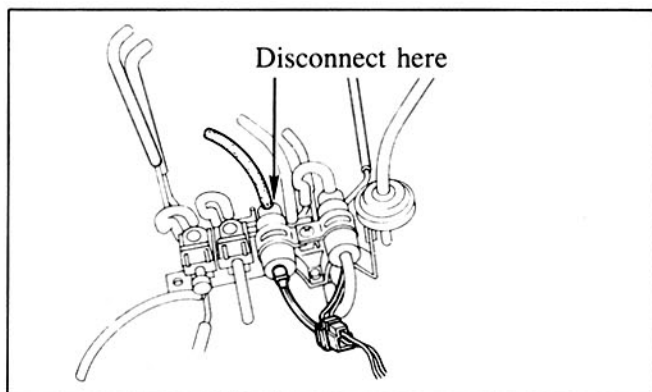
If this procedure corrects the problem, the high idle is due to sticking of the secondary throttle valve. Replace the throttle chamber (N304 20 500B) in this case.

If this procedure does not correct the problem, go to Step 2.

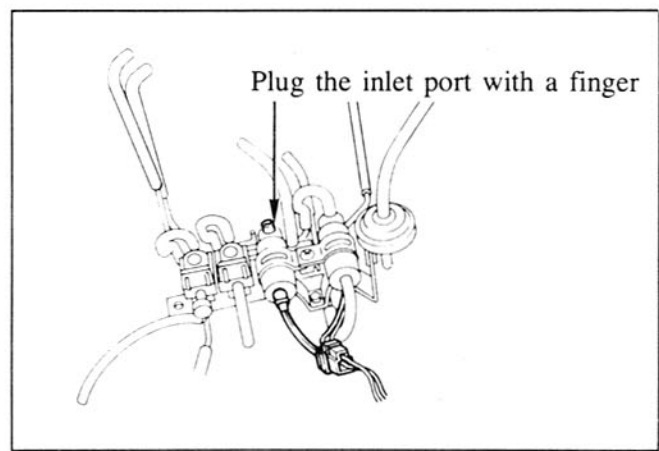


2. Vent Solenoid Valve.

Disconnect the vacuum hose from the vent solenoid valve and plug the inlet port of the vent solenoid valve with a finger as shown while the idle speed is high or hunting.



If this procedure corrects the problem, the high idle is due to a faulty vent solenoid valve. Replace the vacuum switch valve (N304 13 240), which includes the vent solenoid valve, in this case.



Category 4

009/84
10/26/84

1984-1985 RX-7 (13B)

SUBJECT Idle Speed Adjustment.

DESCRIPTION Improper adjustment of the idle speed may cause poor idle stability or engine stall when coming to a stop. If either of these problems are encountered, please follow the Checking Procedure listed below.

CHECKING PROCEDURE

1. Warm up the engine to the normal operating temperature. Confirm that the fast idle cam separates from the roller as shown. If the fast idle cam is contacting the roller, the engine is not fully warmed. (Figure 1)
2. Stop the engine and turn the key to the "ON" position.

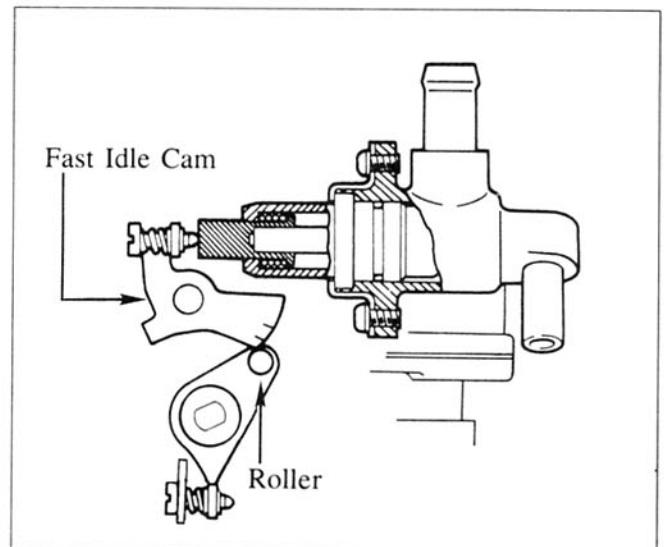


Figure 1

3. Connect the voltmeter to the throttle sensor checking connector (Green) and check the voltage as shown. (Figure 2)

- (a) Terminal **(A)** - approximately 12v & Terminal **(B)** - 0v:
Throttle sensor adjustment is OK.
Go to Step 4.

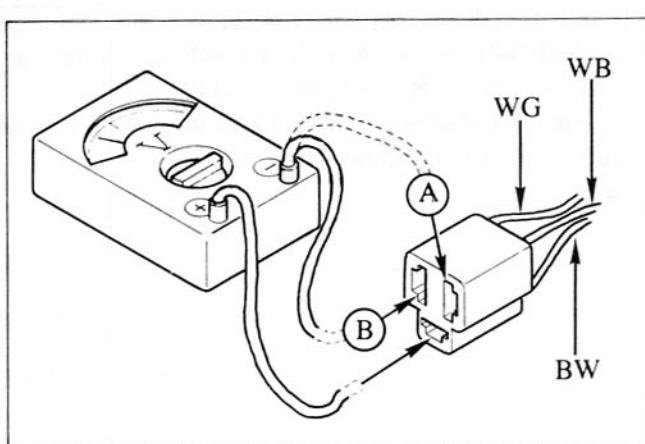


Figure 2

- (b) Terminal **(A)** - approximately 12v & Terminal **(B)** - approximately 12v:
Throttle sensor out of adjustment.
Adjust as follows:

Turn the adjust screw counter-clockwise until the voltage at terminal **(B)** becomes 0. Then turn the adjust screw an additional $\frac{1}{4}$ to $\frac{1}{2}$ turn counter-clockwise. Confirm that the voltages at terminals **(A)** and **(B)** are as shown in Step 3(a).

- (c) Terminal **(A)** - 0v & Terminal **(B)** - 0v:
Throttle sensor out of adjustment.
Adjust as follows:

Turn the adjust screw clockwise until the voltage at terminal **(A)** becomes approximately 12v. Then turn the adjust screw an additional $\frac{1}{4}$ to $\frac{1}{2}$ turn clockwise. Confirm that the voltages at terminals **(A)** and **(B)** are as shown in Step 3(a). (Figure 3)

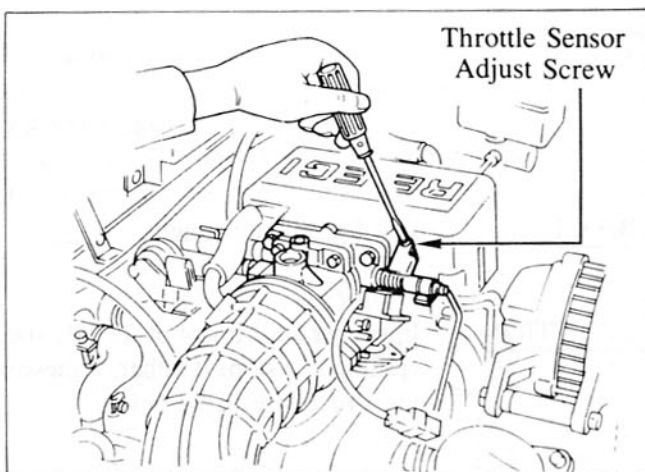


Figure 3

4. Start the engine and run it at idle.
5. Disconnect the connector for the vent and vacuum solenoid valves. Turn all accessories off. (Figure 4)

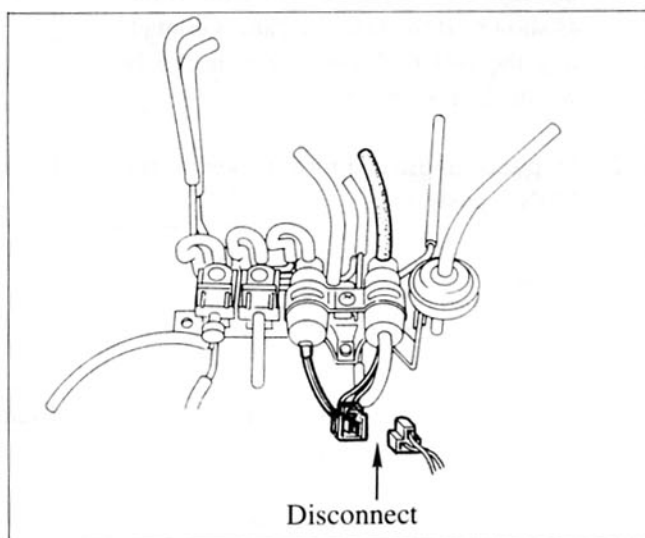


Figure 4

6. Check the idle speed. Adjust the idle speed to specification, if necessary, by turning the air adjust screw.(Figure 5)

Idle speed: 800 rpm

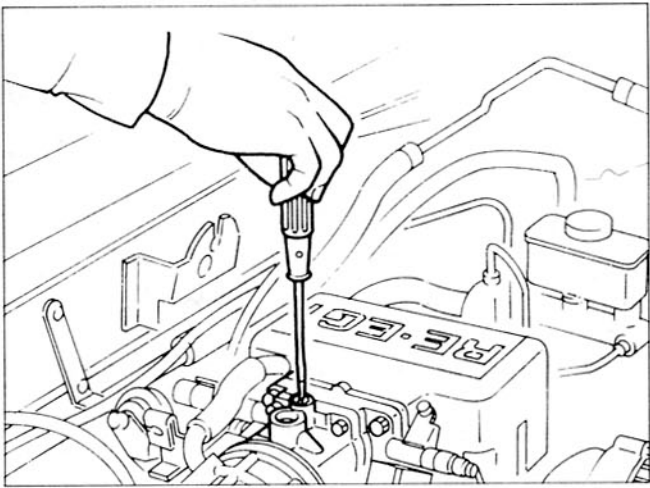


Figure 5

7. Use a jumper wire to ground the LW wire for the air supply valve as shown. Confirm that the engine speed increases to 1000–1070 rpm. (Figure 6)

NOTE: Step 7 must be done with the connector for vent and vacuum solenoid valves disconnected.

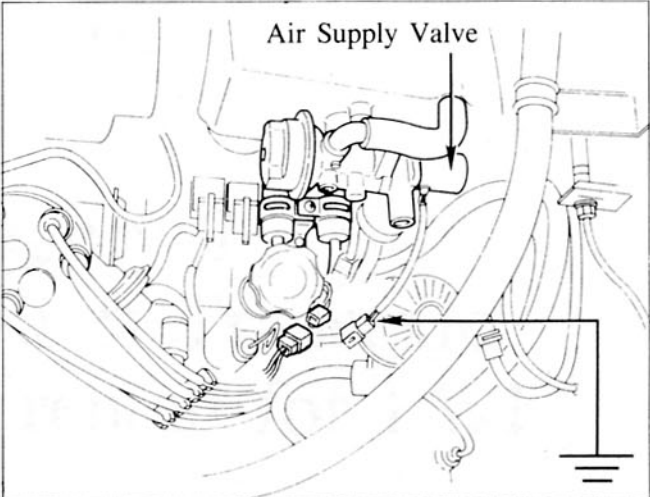


Figure 6

Adjust the engine speed to specification, if necessary, by turning the air-supply valve adjust screw as shown. (Figure 7)

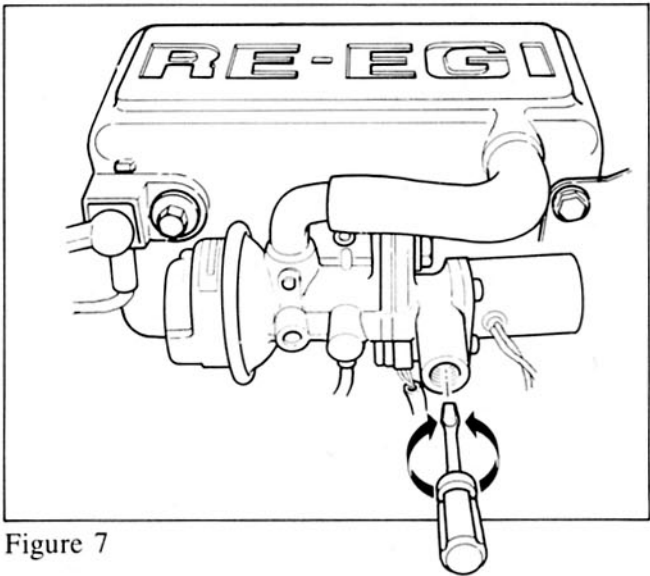


Figure 7

8. Reconnect the vent and vacuum solenoid valve connectors disconnected in Step 5.

Category 7
Transmission & Transaxle
(Includes Differential for FWD)

B2000, B2200 & RX-7

SUBJECT Modification of Bearing Cover Bolts.

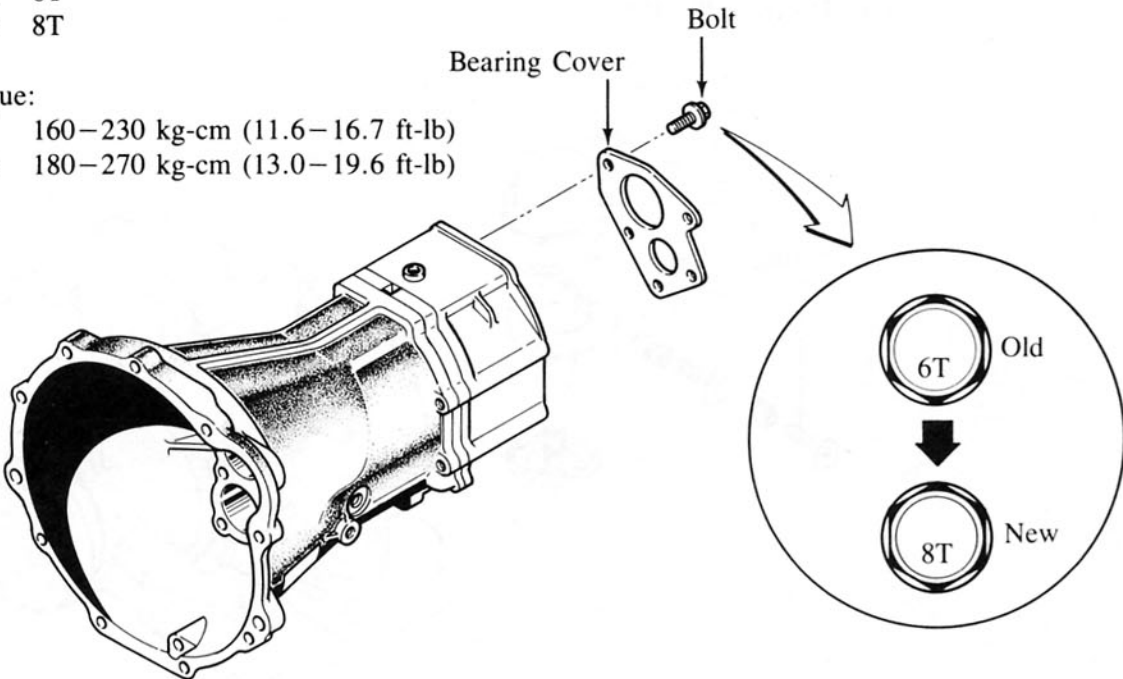
DESCRIPTION The bolts attaching the transmission bearing cover have been strengthened and the tightening torque has been increased to improve the durability of the transmission.

Identification mark on the bolt head:

- Old: 6T
- New: 8T

Bolt torque:

- Old: 160–230 kg-cm (11.6–16.7 ft-lb)
- New: 180–270 kg-cm (13.0–19.6 ft-lb)



VIN OF PRODUCTION CHANGE

| | | | | |
|-------|------------|----------|----------|----------------|
| B2000 | Short Bed: | JM2UC121 | E0841838 | February, 1984 |
| | Long Bed: | JM2UC221 | E0818017 | February, 1984 |
| B2200 | Short Bed: | JM2UD121 | E0800931 | February, 1984 |
| | Long Bed: | JM2UD221 | E0801401 | February, 1984 |
| RX-7 | 12A: | JM1FB331 | E0819695 | February, 1984 |
| | 13B: | JM1FB332 | E0819695 | February, 1984 |

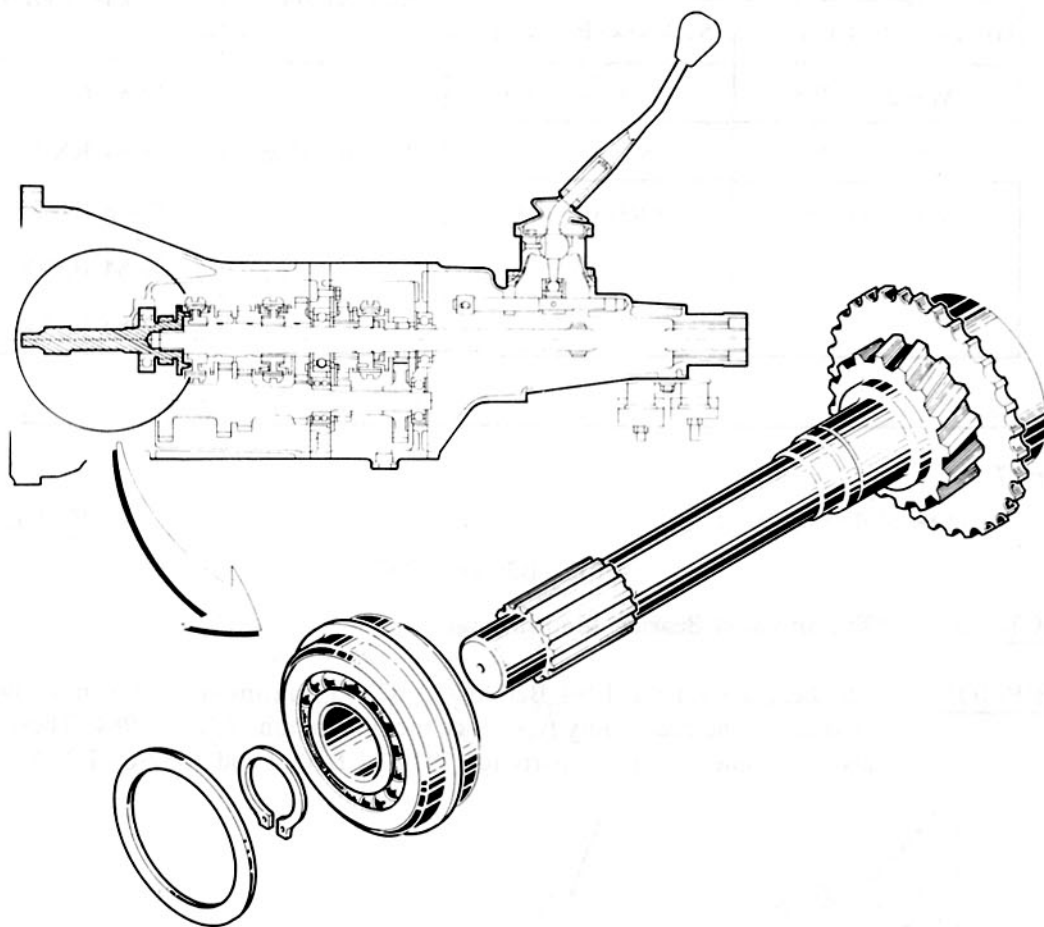
PARTS INFORMATION

| PART NUMBER | | DESCRIPTION | QTY | INTERCHANGEABILITY |
|-------------|-------------|-------------|-----|--------------------|
| NEW | OLD | | | |
| 9078 12 820 | 9080 12 820 | Bolt | 5 | NEW→ OLD |

1984 RX-7, B2000 & B2200

SUBJECT Transmission Front Bearing Modification.

DESCRIPTION The front bearing in the transmission has been changed to a heavy duty type since the production date of January, 1984.

VIN OF PRODUCTION CHANGE

| | | | |
|-------|------------|-------------------|---------------|
| RX-7 | 12A: | JM1FB331 E0815218 | January, 1984 |
| B2000 | Short Bed: | JM2UC121 E0835560 | January, 1984 |
| | Long Bed: | JM2UC221 E0815129 | January, 1984 |
| B2200 | Short Bed: | JM2UD121 E0800844 | January, 1984 |
| | Long Bed: | JM2UD221 E0801282 | January, 1984 |

PARTS INFORMATION

| PART NUMBER | | DESCRIPTION | INTERCHANGEABILITY |
|-------------|--------------|--------------|--------------------|
| NEW | OLD | | |
| M502 17 295 | 9960 63 3063 | Ball Bearing | NEW → OLD |

- Note: 1. This modification has been already taken place on the 1984 RX-7 13B's since the beginning of production.
2. The following heavy duty type bearings are also available for the service part.

| PART NUMBER | | DESCRIPTION | APPLIED MODEL |
|-----------------|---------------|--------------|---|
| HEAVY DUTY TYPE | STANDARD TYPE | | |
| M502 17 298 | 9960 66 3063 | Ball Bearing | 79-82 626 |
| M503 17 297 | 0821 17 297 | | 79-84 RX-7 |
| M502 17 299 | 9960 66 3043 | | 77-78 B1800 79-84 B2000 82-84 B2200 |

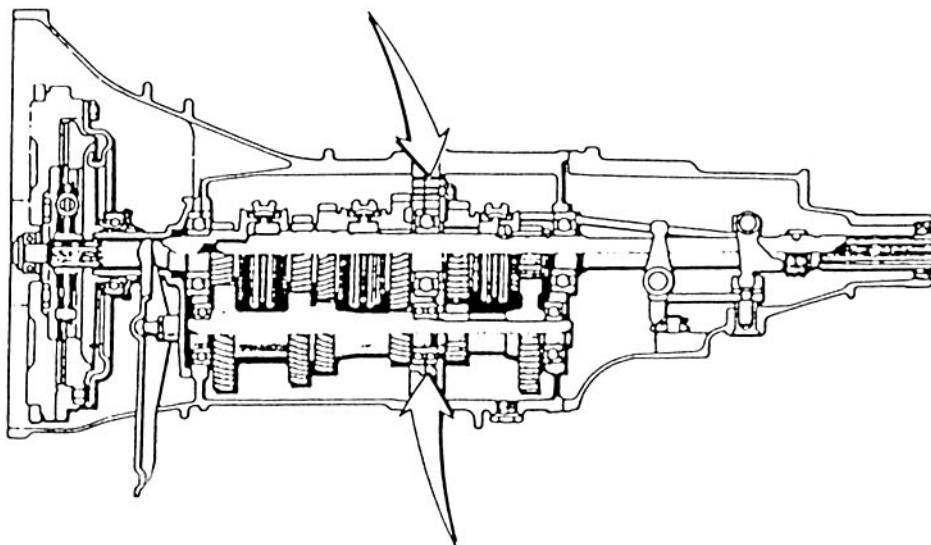
Category 7

004/84
9/27/84

1984 B2000/B2200

SUBJECT Transmission Bearing Modification.

DESCRIPTION The bearings for the 1984 B2000 and B2200 transmission, shown below, have been changed to the heavy duty type since the production of July, 1984. These bearings are also available as service parts for 1979-84 B2000 and 1982-84 B2200.



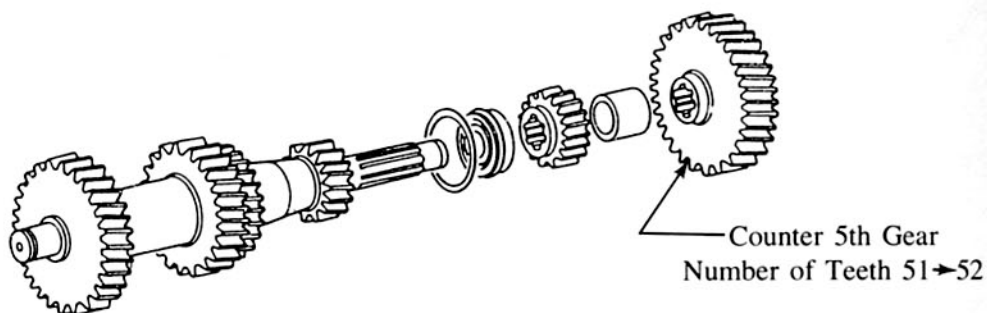
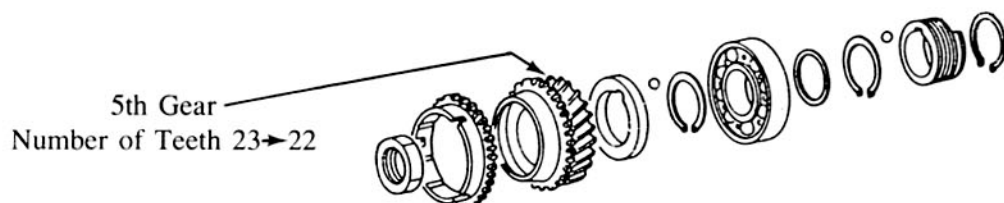
1985 RX-7 (13B)

SUBJECT

5th Gear & Counter 5th Gear Modification.

DESCRIPTION

The number of the teeth of the 5th gear and counter 5th gear has been changed since the production date of July, 1984. Because of this change, the gear ratio of the 5th gear has been changed from 0.758 to 0.711.

VIN OF PRODUCTION CHANGE

RX-7 13B:

JM1FB332F0850001

July, 1984

PARTS INFORMATION

| PART NUMBER | | DESCRIPTION | INTERCHANGEABILITY |
|-------------|--------------|------------------|--------------------|
| NEW | OLD | | |
| M504 17 308 | M502 17 308A | Counter 5th Gear | NO |
| M509 17 611 | M510 17 611 | 5th Gear | NO |

Category 12

Wheels & Tires

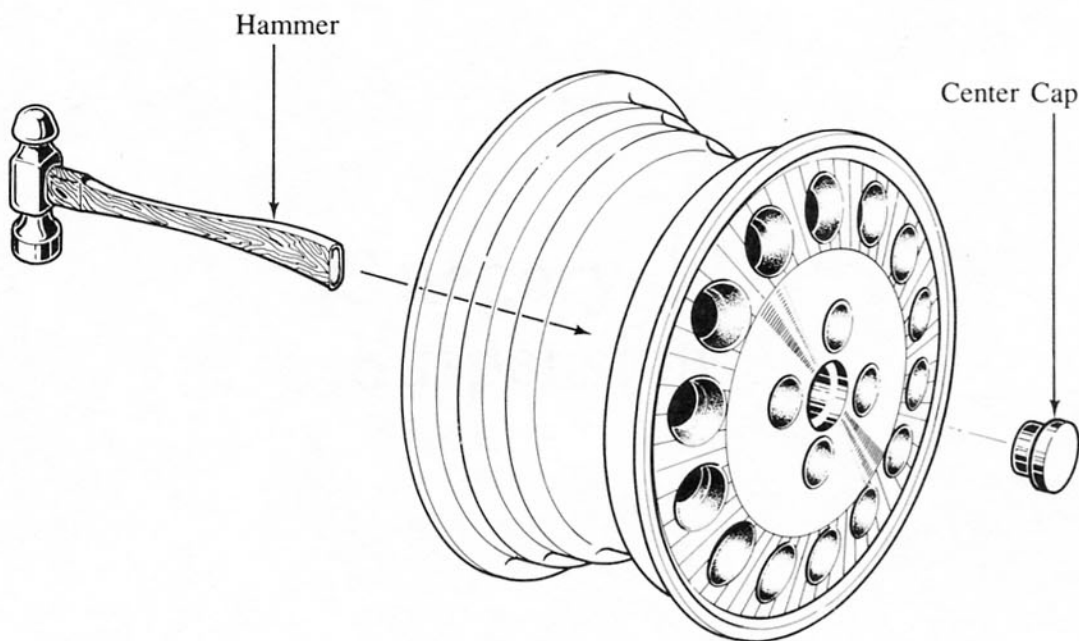
GLC, 626 & RX-7

SUBJECT

Aluminum Wheel Center Cap.

DESCRIPTION

If it is necessary to remove the center cap from the aluminum wheel, use a hammer or other suitable tool to tap the cap out of the wheel from the inner side of the wheel. Do not use a screwdriver to pry the cap out from the outer side of the wheel as this will cause damage to the wheel.



Category 15

Body Electrical System

ROTARY ENGINE VEHICLES

SUBJECT Oil Level Warning System Checking Procedures.

DESCRIPTION As you know it is extremely important to maintain the proper oil level in Rotary Engines. It is for this reason that Rotary Engines are equipped with an Oil Level Warning System.

Investigations reveal that the primary reason of Rotary Engine damage is lack of engine oil. Therefore, please inform all Rotary Engine customers to check the oil level every time they stop to refuel and to pay close attention to the Oil Level Warning Light while driving.

It is very important that the Warning System operate properly so that customers can rely on this system.

Please perform the following checking procedure anytime you install a MANA engine and also at times of regularly scheduled maintenance.

Procedure A (1975-77, 1981-84)

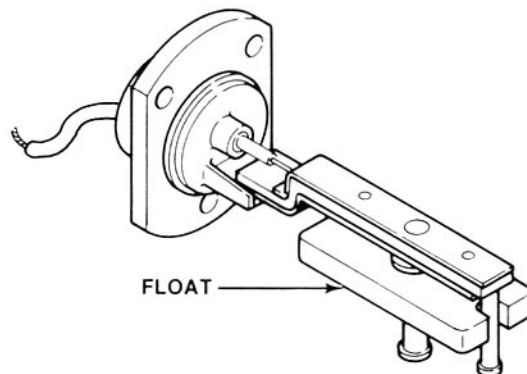
Procedure B (1978-80)

(1975-77, 1981-84)

FLOAT TYPE

1. Once the oil has been drained from the oil pan, remove the Oil Level Sensor. Check the continuity of the sensor by moving the float up and down.

OIL LEVEL SENSOR (FLOAT TYPE)



- a. When the float is in the “UP” position, the ohmmeter should not show any continuity. (fig. 1)

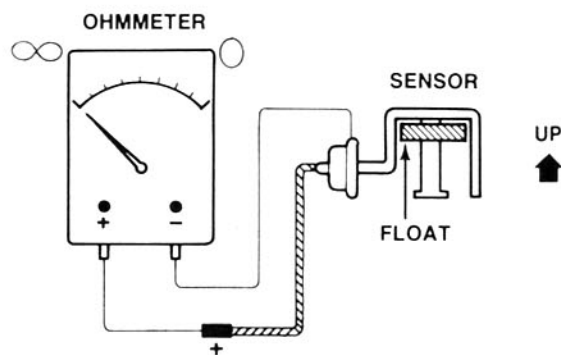


Fig. 1

- b. When the float is moved to the “DOWN” position, continuity should exist. (fig. 2)

If the proper results are not obtained in steps “a” and “b”, replace the sensor.

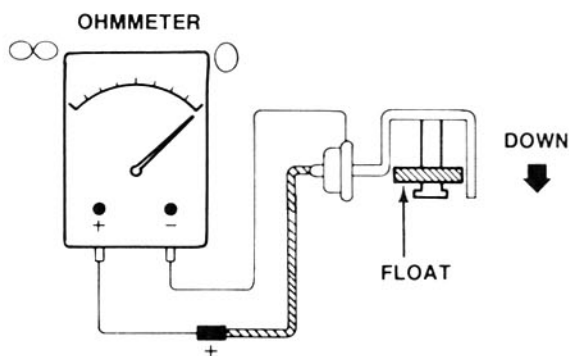
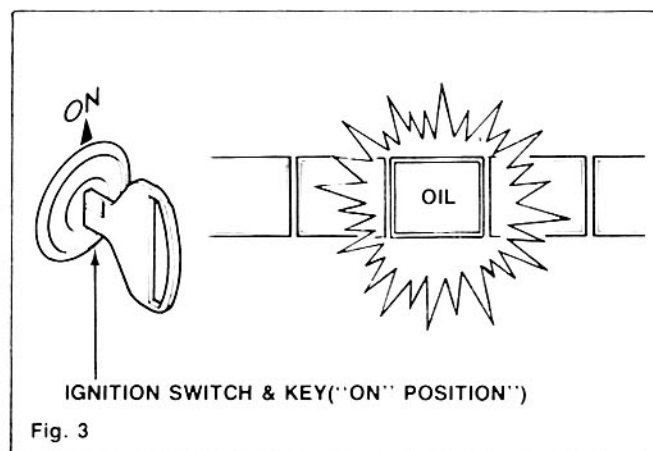
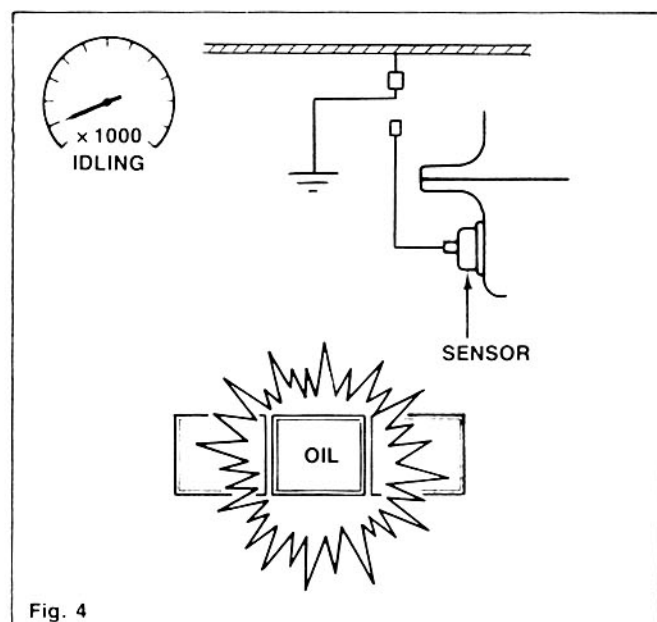


Fig. 2

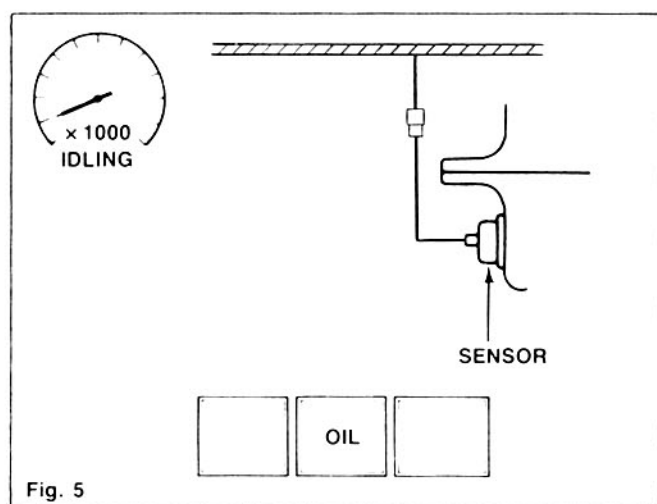
2. Install the sensor and fill the engine with oil.
 3. Turn the ignition switch to the "ON" position. the oil level warning light should come on. (fig. 3)
- If the warning light does not turn "ON",the light bulb, fuse and/or the related wiring harness should be inspected and repaired.
4. Start the engine, the warning light should turn "OFF".



5. Disconnect the coupler for the sensor and ground the disconnected coupler while the engine is idling. The warning light should turn "ON". (fig. 4)



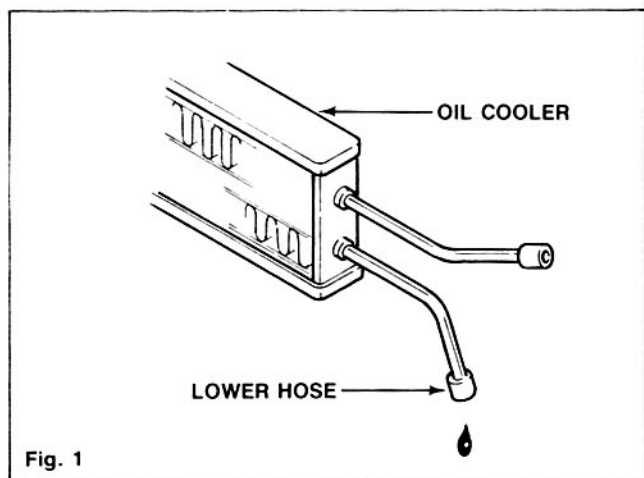
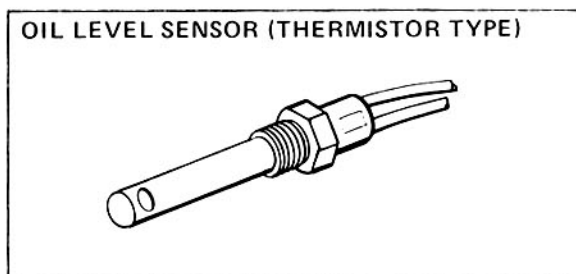
6. After verifying that the warning system is in good working condition,connect the coupler to the sensor. (fig. 5)



(1978-80)

THERMISTOR TYPE

1. Once the oil has been drained from the oil pan, remove the lower hose from the oil cooler and allow any oil in the cooler to drain out. (fig. 1)

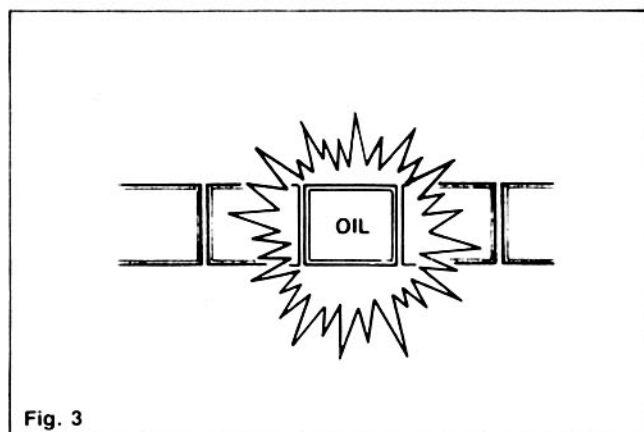
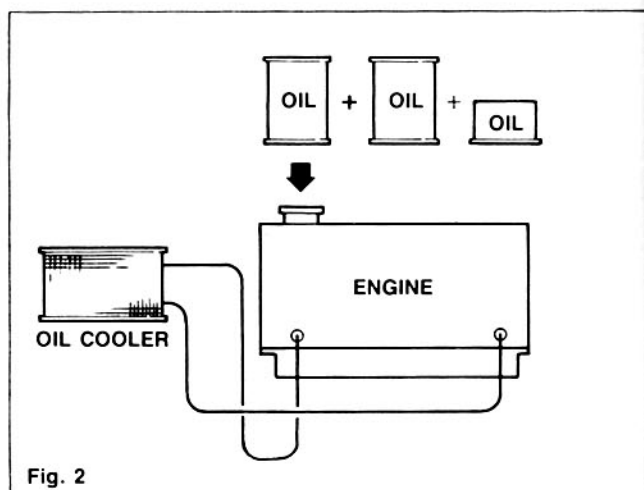


2. Re-connect the hose to the oil cooler and re-install the oil filter.
There should be no oil in the oil pan, oil filter or oil cooler at this time. (fig. 2)
3. Pour exactly 2½ quarts of oil into the engine.
4. Start the engine and maintain the engine speed between 1500 and 2000 rpm.
5. The Oil Level Warning Light should turn "ON" within 90 seconds after the engine has been started. (fig. 3)

If not, disconnect the coupler from the Oil Level Sensor and ground the disconnected coupler. Check that the warning light turns "ON" while the engine is idling.

- a. If it turns "ON", replace the Oil Level Sensor and repeat the procedures from step 4 and 5.
- b. If the light does not turn on, the light bulb, fuse and/or related wiring harness should be inspected and repaired.

6. After verifying that the warning system is in good working condition, add engine oil to the "F" mark on the dipstick.



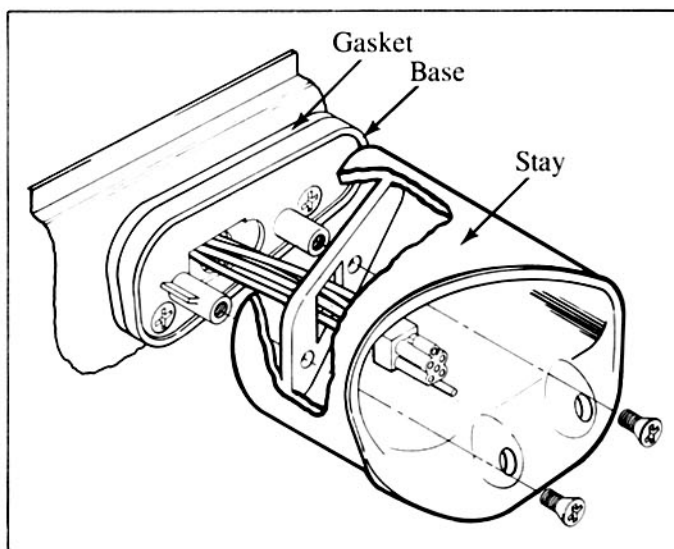
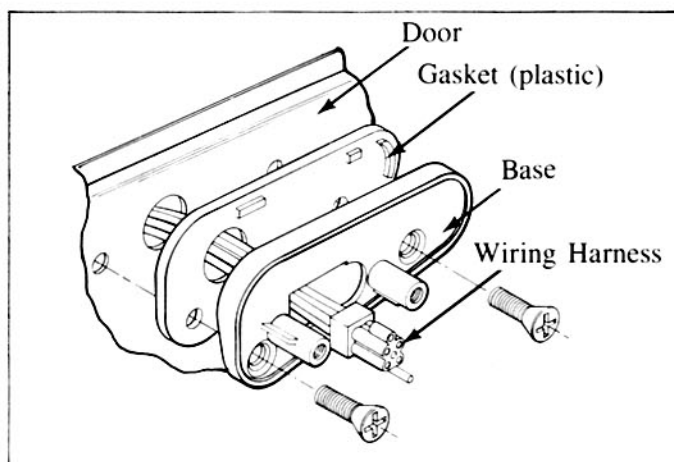
RX-7

SUBJECT Outside Electric Rearview Mirror Installation Procedures.

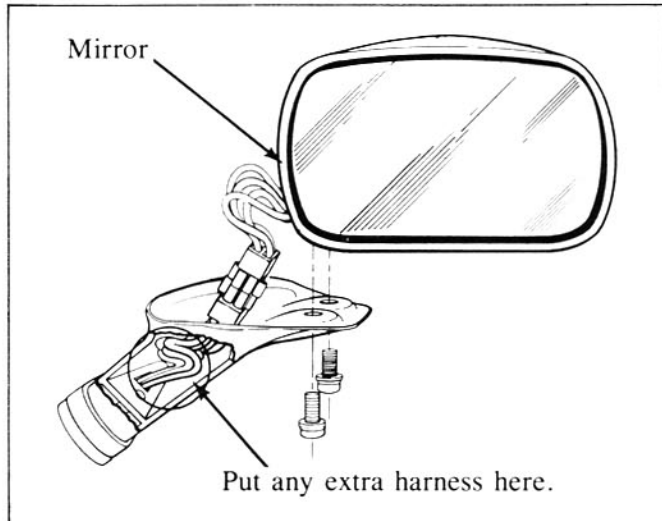
DESCRIPTION Please use the following procedures when installing the outside electric rearview mirrors on RX-7's. This will eliminate any possibility of pinching the wiring harness.

INSTALLATION PROCEDURES

1. Insert the wiring harness first through the hole in the gasket and second through the hole in the base.
2. Install the gasket and base to the door using the 2 screws provided.
3. Insert the wiring harness through the stay.
4. Install the stay to the base using the 2 screws provided.



5. Connect the wiring harness to the mirror harness.
6. Place any extra harness in the area shown. This is critical so as to keep from pinching the harness.
7. Install the mirror to the stay using the 2 screws.
8. Check for proper operation of the mirror(s).



Category 15

003/84

3/29/84

1983-1984 626

SUBJECT Radio Noise from Blower Motor.

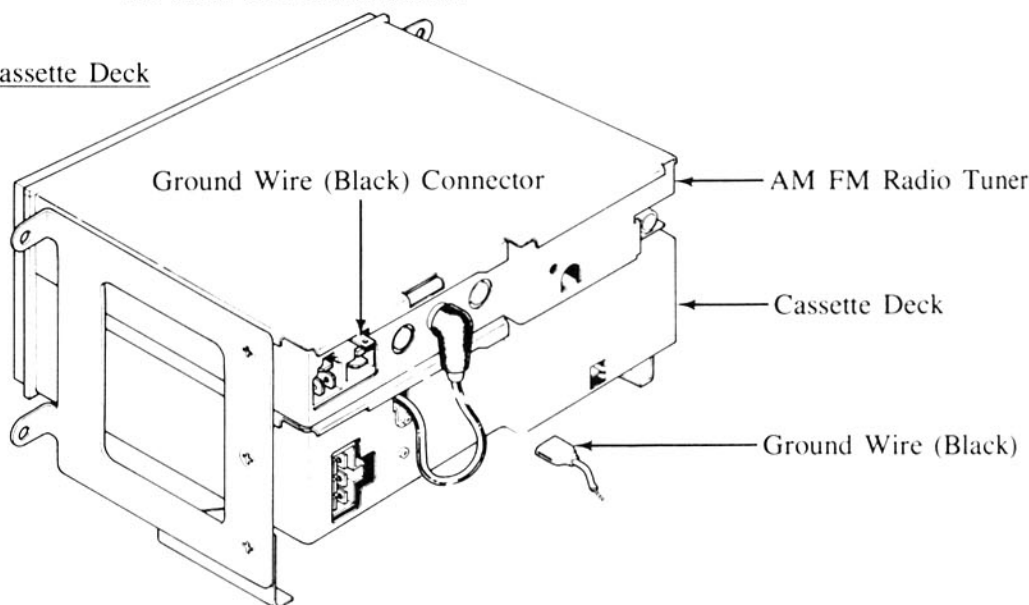
DESCRIPTION For some 1983 and 1984 626 with the electronic tuning radio, a noise is heard from the audio system when the blower motor is on, especially noted on the position of "3" and "4". The following is the repair procedure to eliminate this noise.

REPAIR PROCEDURE

1. Remove the radio from the instrument panel.
2. Disconnect the ground wire (black) from the connector.
3. Install the radio to the instrument panel.

NOTE: Make sure that the DIN cord and other wiring are securely connected to the radio before installation.

1984 626 ETR With Cassette Deck



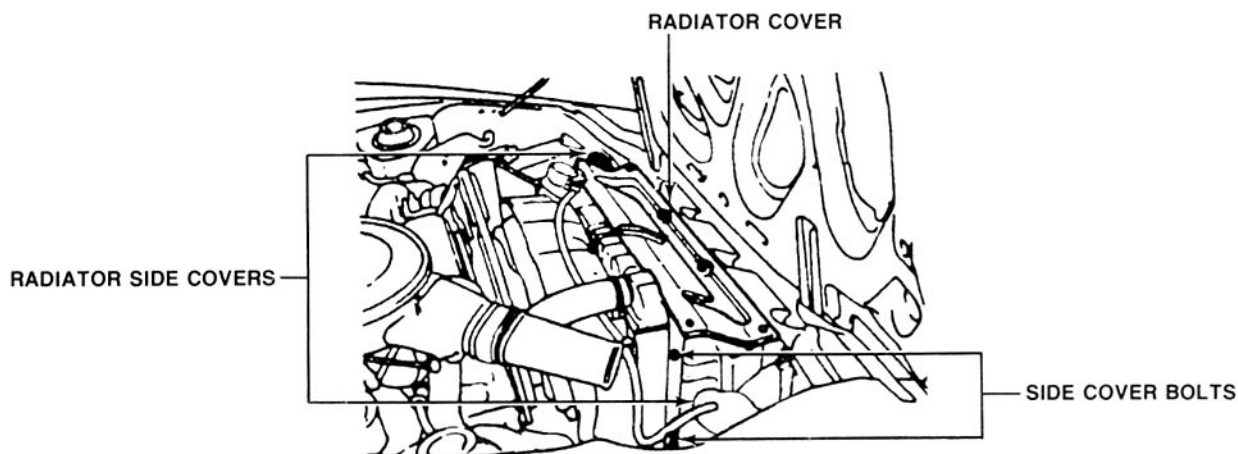
Category 16
Air Conditioning System

1984 RX-7

SUBJECT Air Conditioner Condenser Installation.

DESCRIPTION The dimension between the radiator side covers may be insufficient for installation of the condenser. To overcome this problem, loosen the two bolts securing the right side cover prior to installing the condenser. This will allow the right side cover to move outward far enough to enable the installation of the condenser. Be sure to tighten the side cover bolts after the condenser is installed.

This procedure will be detailed in the next revision of the installation instructions.



1983-1984 GLC

SUBJECT A/C Condenser Warranty Extension.

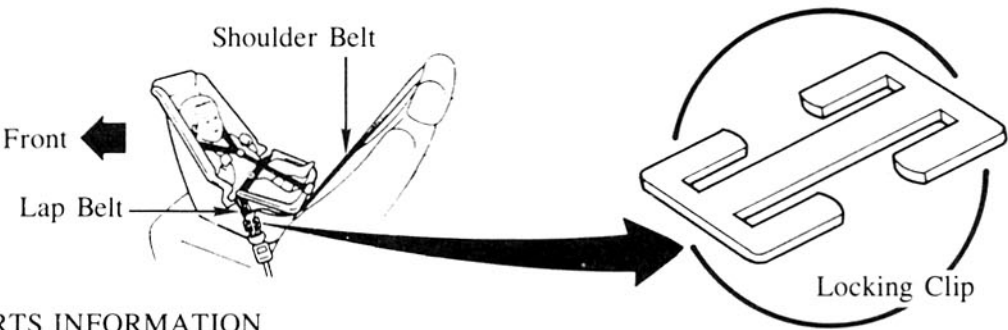
DESCRIPTION Some condensers installed on 1983-84 GLC have been found to have cracks on the fitting to the discharge hose. The condensers are from air conditioner kits with the evaporator number ranges listed on the following page.

Category 20 Accessory

ALL MODELS

SUBJECT Child Restraint Seat Locking Clip.

DESCRIPTION A seat belt locking clip is necessary to install a child restraint system in the front seat of a Mazda vehicle. Please advise customers to refer to the Owner's Manual for installation instructions.

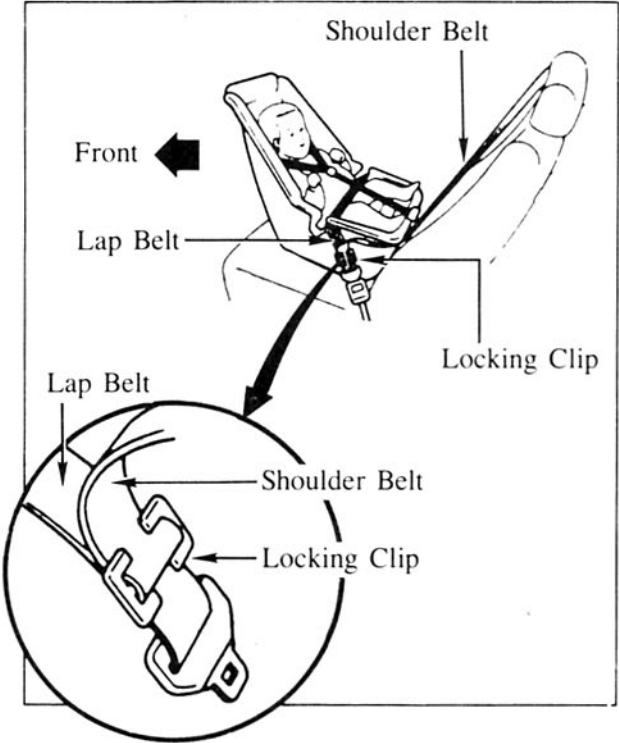


PARTS INFORMATION

| PART NUMBER | DESCRIPTION |
|-------------|--------------|
| FA55 57 999 | Locking Clip |

INSTALLATION PROCEDURE

1. Fasten the lap and shoulder belts over the child restraint system.
2. Tighten the lap belt by pulling on the shoulder belt.
3. To install the locking clip, insert the lap and shoulder webbing through the recesses of the locking clip near the seat belt latch.
4. If necessary, slide the seat forward to remove slack.
5. After securing the belt by use of the locking clip, tuck the shoulder portion of the belt between the child restraint system and the seatback.



NOTE: Store the locking clip in the glove box to prevent it from getting lost when the child restraint system is not in use.

Category 40 Special Tool

ROTARY ENGINE VEHICLES

SUBJECT

Digital Compressor Tester Repairs.

DESCRIPTION

Should your Digital Compression Tester (part no. 49H0 75 280) need repairs, send it to the following address:

Kowa Seiki Co., Ltd.
137 East Savarona Way
Carson, California 90746
Attn: Mr. M. Wada

Kowa Seiki Co., Ltd. warrants the Digital Compression Tester to the original purchaser to be free from defects in materials and workmanship for a period of one year from the date of original purchase.

Please note that it is the responsibility of the shipper to pay any shipping charges and Kowa Seiki Co., Ltd. will not assume any responsibility for any loss or damage incurred in shipping.

B2200 & 626 DE

SUBJECT

Digital Tachometer Repair.

DESCRIPTION

Should your Ono Sokki Digital Tachometer, Model VP-201 need repair, please send it to the following address:

Shigma, Inc.
80 Martin Lane
Elk Grove Village, Illinois 60007
Attn: Repair Department

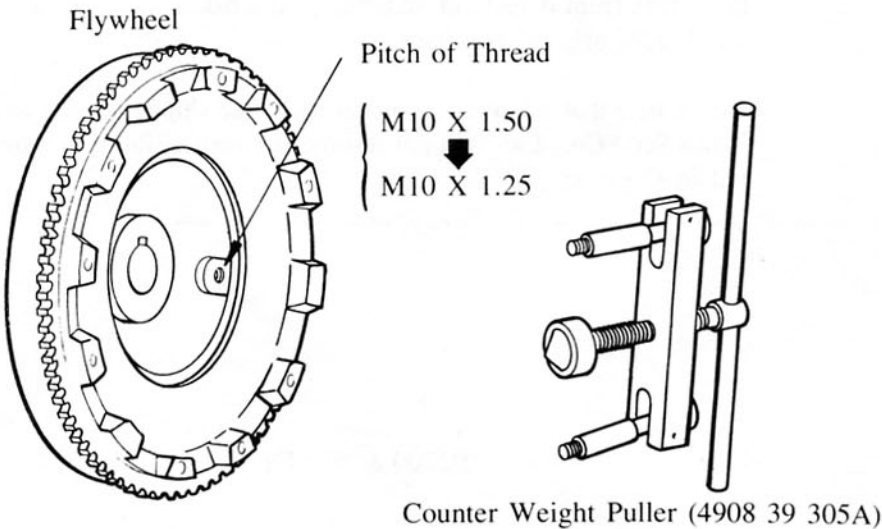
Ono Sokki Co., LTD. warrants the digital Tachometer to the original purchaser to be free from defects in materials and workmanship for a period of one year from the date of original purchase. Include a copy of the invoice showing proof of the purchase date if warranty repair is requested.

Please note that it is the responsibility of the shipper to pay shipping charges.

1984 RX-7

SUBJECT Flywheel Modification.

DESCRIPTION The thread pitch of the two holes in the flywheel has been changed from 1.50mm to 1.25mm in order that the same puller can be used to remove the flywheel for manual transmission and the counter weight for automatic transmission. Because of this change, the flywheel puller (4908 23 300A) cannot be used for the modified flywheel. When removing the flywheel, use the counter weight puller (4908 39 305A).



VIN OF PRODUCTION CHANGE

| | | |
|------|-------------------|-----------|
| 12A: | JM1FB331 E0834333 | May, 1984 |
| 13B: | JM1FB332 E0834333 | May, 1984 |

PARTS INFORMATION

| PART NUMBER | | DESCRIPTION | APPLIED MODEL | INTERCHANGEABILITY |
|--------------|-------------|-------------|---------------|--------------------|
| NEW | OLD | | | |
| N231 11 700A | N231 11 700 | Flywheel | 12A | NEW → OLD |
| N304 11 700A | N304 11 700 | Flywheel | 13B | NEW → OLD |

Category 60

Administration

ALL MODELS

SUBJECT

New Categories for Service Publications.

DESCRIPTION

Due to the introduction of many new systems on Mazda vehicles, it is necessary to revise the categories of all Service Publications, including:

Service Bulletins
Workshop Manuals
Technical Data Books

The New Categories are as follows:

- | | |
|--|-----------------------------|
| 1. Engine | 10. Steering System |
| 2. Lubrication System | 11. Braking System |
| 3. Cooling System | 12. Wheels & Tires |
| 4. Fuel & Emission Control System (Includes Intake & Exhaust Systems) | 13. Suspension |
| 5. Engine Electrical | 14. Body |
| 6. Clutch | 15. Body Electrical System |
| 7. Transmission & Transaxle (Includes Differential for FWD) | 16. Air Conditioning System |
| 8. Propeller Shaft (Only for RWD) | 20. Accessory |
| 9. Front & Rear Axle (Includes Differential for RWD & Driveshafts for FWD) | 30. Technical Data |
| | 40. Special Tool |
| | 50. Wiring Diagram |
| | 60. Administration |

For this reason, new indexes are available for your Service Bulletin Binders.

| Part No. | Description |
|-----------------|--------------------------|
| 9999-95-002A-84 | Service Bulletin Indexes |

1982-1984 B2000

SUBJECT

Correction to Workshop Manuals.

DESCRIPTION

An error has been discovered in the 1982-1984 B2000 Workshop Manuals. Please correct the manuals, page 1A:3, Fig.1A-4 as shown. Self-adhering stickers are provided for this area of the Workshop Manual.

1984 626 DIESEL

SUBJECT Beginning VIN.

DESCRIPTION The following is a beginning VIN for 1984 626 Diesel.

626 Diesel 4-door Sedan JM1GC222 E1500001

Category 60

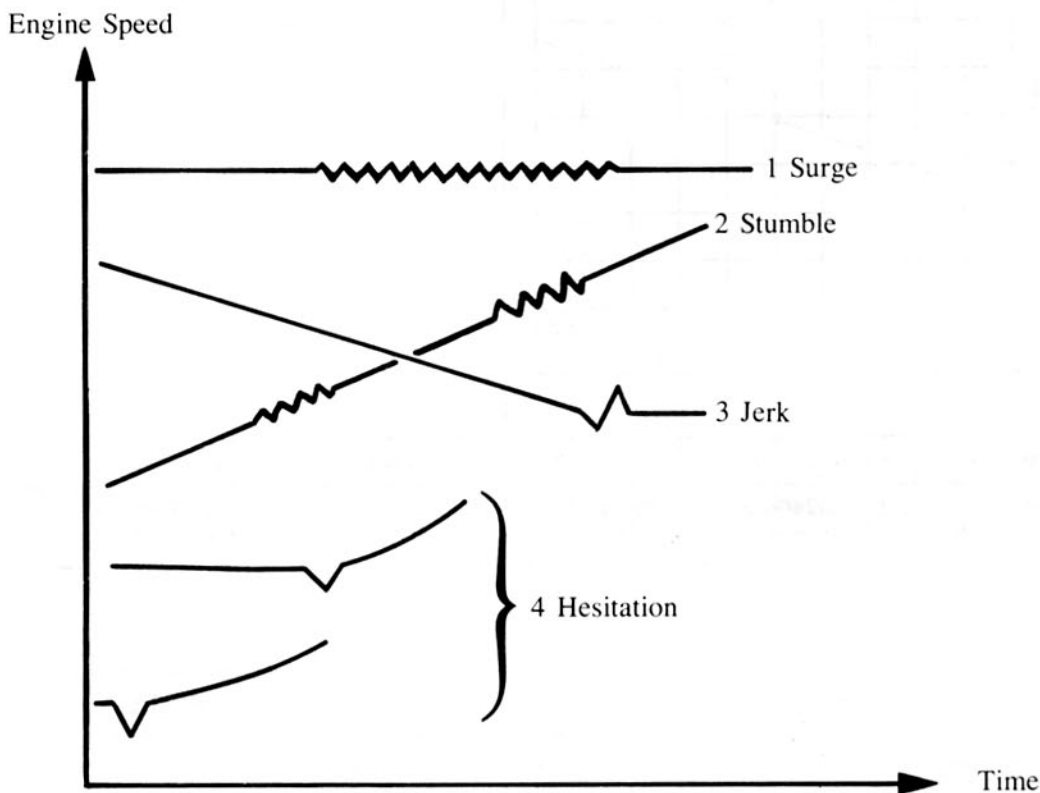
005/84

5/9/84

ALL MODELS

SUBJECT Description of Driveability.

DESCRIPTION To create the same language about driveability problems, you are kindly requested to use the following descriptions in the future.



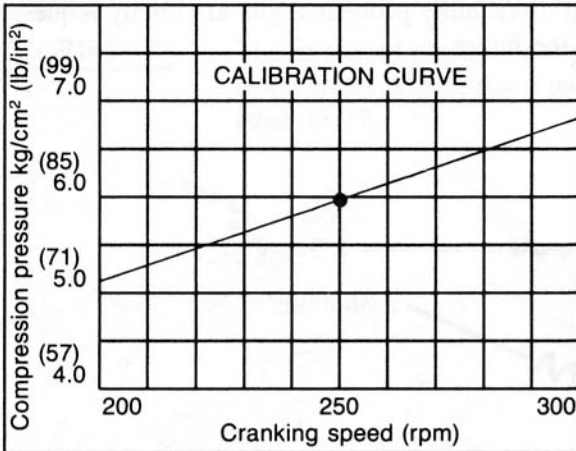
- (1) SURGE: Continuous soft jerking during cruise.
- (2) STUMBLE: Mild jerking during acceleration.
- (3) JERK: Shock occurring when the gas pedal is pressed just after deceleration.
- (4) HESITATION: Flat spot occurring just after the gas pedal is pressed.

1984-1985 RX-7

SUBJECT Correction to Workshop Manual.

DESCRIPTION Please make the following corrections to the 1984-1985 RX-7 Workshop Manuals, page 1-12. Self-adhering stickers are provided for your convenience.

1984 RX-7

| CORRECT | INCORRECT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|-----------|-----|-----|------------|------------|-----------|-----|-----|-----|----|-----|-----|-----|-----|------------|------------|-----|-----|-----|-----|--|-------|----|----|----|-----------|-----------|----|----|----|----|-----|-----|-----|-----|------------|------------|-----|-----|-----|-----|
| <div><table><tr><td>Peaks</td><td>17</td><td>18</td><td>19</td><td>20</td><td>21</td><td>22</td><td>23</td><td>24</td><td>25</td></tr><tr><td>rpm</td><td>204</td><td>216</td><td>228</td><td>240</td><td>252</td><td>264</td><td>276</td><td>288</td><td>300</td></tr></table></div> | Peaks | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | rpm | 204 | 216 | 228 | 240 | 252 | 264 | 276 | 288 | 300 | <table><tr><td>Peaks</td><td>17</td><td>28</td><td>29</td><td>20</td><td>21</td><td>22</td><td>23</td><td>24</td><td>25</td></tr><tr><td>rpm</td><td>204</td><td>216</td><td>228</td><td>240</td><td>252</td><td>264</td><td>276</td><td>288</td><td>300</td></tr></table> | Peaks | 17 | 28 | 29 | 20 | 21 | 22 | 23 | 24 | 25 | rpm | 204 | 216 | 228 | 240 | 252 | 264 | 276 | 288 | 300 |
| Peaks | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| rpm | 204 | 216 | 228 | 240 | 252 | 264 | 276 | 288 | 300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peaks | 17 | 28 | 29 | 20 | 21 | 22 | 23 | 24 | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| rpm | 204 | 216 | 228 | 240 | 252 | 264 | 276 | 288 | 300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

1985 RX-7

| CORRECT | | | | | | | | | | INCORRECT | | | | | | | | | |
|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Peaks | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | Peaks | 17 | 28 | 29 | 20 | 21 | 22 | 23 | 24 | 25 |
| rpm | 204 | 216 | 228 | 240 | 252 | 264 | 276 | 288 | 300 | rpm | 204 | 216 | 228 | 240 | 252 | 264 | 276 | 288 | 300 |

1985 ALL MODELS

SUBJECT Beginning VIN.DESCRIPTION The following are beginning VINs for 1985 models:

| | | | |
|------|--------------|-------------------|-------------------------------------|
| RX-7 | 12A | JM1FB3315F0850001 | |
| | 13B | JM1FB3324F0850001 | |
| GLC | 4-door Sedan | JM1BD2212F0800001 | |
| | 3-door Hatch | JM1BD2314F0800001 | |
| | 5-door Hatch | JM1BD2416F0800001 | |
| | Wagon | JM1BD5218F0850001 | (Puerto Rico, Hawaii and Guam only) |
| 626 | 4-door Sedan | JM1GC2212F1700001 | |
| | 5-door Hatch | JM1GC2416F1700001 | |
| | 2-door Coupe | JM1GC3113F1700001 | |
| | Diesel | JM1GC2225F1600001 | |

NOTE: No 1985 model trucks will be introduced in the North American market.

1984 B2000

SUBJECT Correction to Workshop Manual.DESCRIPTION Please correct the 1984 B2000 Workshop Manual, pages 4A-35 and 4A-36 as follows. Self-adhering stickers are provided for your convenience.

Page 4A:35 : Checking No.2 EGR control valve

| CORRECT | INCORRECT |
|---|--|
| 3. Disconnect the vacuum sensing tube from the EGR control valve. | 3. Disconnect the vacuum sensing tube (EGR valve - water thermo valve) from the EGR control valve. |

| CORRECT | INCORRECT |
|--|---|
| <p>2. On vehicles except Canada M/T: disconnect the vacuum sensing tube (vacuum amplifier - EGR solenoid valve) from the solenoid valve. On Canada M/T vehicles: disconnect the vacuum sensing tube (vacuum amplifier - water thermo valve) from the water thermo valve. Connect a vacuum gauge to the tube.</p> | <p>2. On California vehicles disconnect the vacuum sensing tube (vacuum amplifier - EGR solenoid valve) from the solenoid valve. On Canada and 49 state (except California) vehicles, disconnect the vacuum sensing tube (vacuum amplifier - water thermo valve) from the water thermo valve. Connect a vacuum gauge to the tube.</p> |

Category 60

009/84
10/26/84SUBJECT Major Changes For 1985 Models.DESCRIPTION This service bulletin contains the major technical changes for the 1985 models listed below. Specifications and adjustments are for 1985 models only.

1. GLC

- a) Scheduled Maintenance
- b) Fuel and Emissions
- c) Engine
- d) Brakes

2. 626

- a) Scheduled Maintenance
- b) Fuel and Emissions
- c) Front Axle
- d) Steering
- e) Brakes

3. RX-7 (12A)

- a) Fuel and Emissions
- b) Rear Axle

3. RX-7 (12A Engine)

a) Fuel and Emissions

- Air Injection (Figure 17)

The port air switching valve introduced in mid-'84 has been carried over to the 1985 models.
Ref. W/S Manual 4A:18 and 29

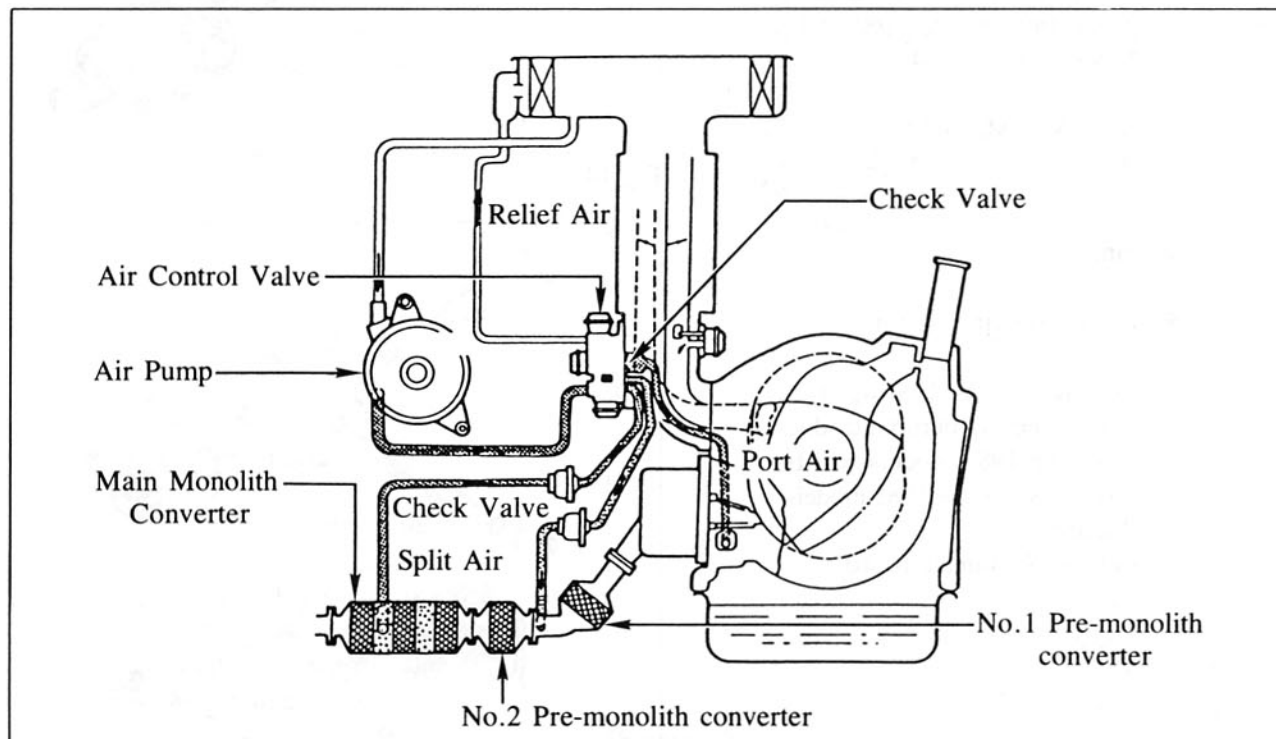


Fig.17

b) Rear Axle

- Gear Ratio

The ratio has been changed from 3.933 to 3.909.
Ref. W/S Manual 9:2

Category 60

010/84
11/14/84

1985 ALL MODELS

SUBJECT

Correction to Workshop Manual.

DESCRIPTION

Please make the following corrections to the scheduled maintenance sections in the 1985 models Workshop Manuals listed. Self-adhesive stickers are provided for your convenience.

| Maintenance intervals Maintenance items | Number of months or miles, whichever comes first | | | | | | | | | | Reference Page |
|--|--|-------|-------|--------|--------|--------|--------|--------|--------|--------|-------------------|
| | Months | — | 7.5 | 15 | 22.5 | 30 | 37.5 | 45 | 52.5 | 60 | |
| | Miles | 2,000 | 7,500 | 15,000 | 22,500 | 30,000 | 37,500 | 45,000 | 52,500 | 60,000 | |

(Incorrect)

| | | | | | | | | | | | |
|------------|--|--|--|--|--|-----|--|--|--|--|------|
| Fuel lines | | | | | | I*6 | | | | | 0:37 |
|------------|--|--|--|--|--|-----|--|--|--|--|------|

CHASSIS & BODY

↓ (Correct) ↓ ↓ ↓

| | | | | | | | | | | | |
|--------------------------------|--|--|--|---|--|---|--|---|--|---|------|
| Power steering fluid and lines | | | | I | | I | | I | | I | 0:41 |
|--------------------------------|--|--|--|---|--|---|--|---|--|---|------|

(Incorrect)

| | | | | | | | | | | | |
|--------------------------------|--|--|-----|---|-----|---|-----|---|-----|---|------|
| Power steering fluid and lines | | | I*8 | I | I*8 | I | I*8 | I | I*8 | I | 0:41 |
|--------------------------------|--|--|-----|---|-----|---|-----|---|-----|---|------|

(Correct)

↓

| | | | | | | | | | | | |
|------------------------------|--|--|--|--|--|---|--|--|--|---|------|
| Front suspension ball joints | | | | | | I | | | | I | 0:42 |
|------------------------------|--|--|--|--|--|---|--|--|--|---|------|

(Incorrect)

| | | | | | | | | | | | |
|------------------------------|--|--|--|-----|--|---|--|-----|--|---|------|
| Front suspension ball joints | | | | I*8 | | I | | I*8 | | I | 0:42 |
|------------------------------|--|--|--|-----|--|---|--|-----|--|---|------|

C. 1985 RX-7 - Page 0:13

FUEL SYSTEM

(Addition)

| | | | | | | | | | | | |
|------------|--|--|--|--|--|-----|--|--|--|---|--|
| Fuel lines | | | | | | I*5 | | | | I | |
|------------|--|--|--|--|--|-----|--|--|--|---|--|