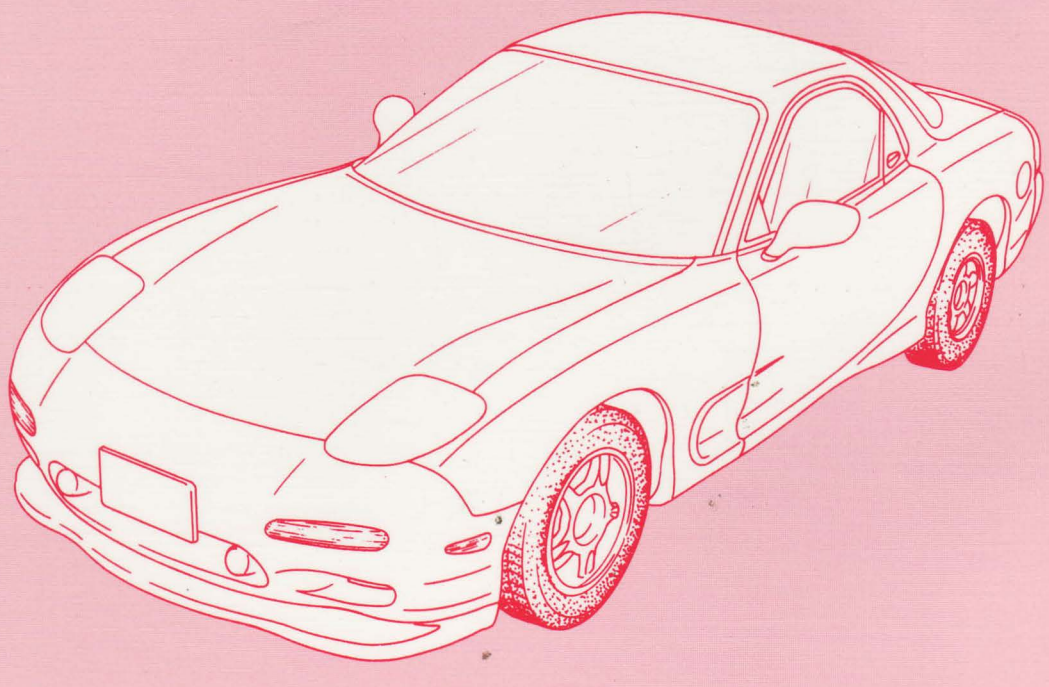
Mazda RX-7

Bodyshop Manual



1/92 3256-10-92A

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Mazda RX-7 Bodyshop Manual

FOREWORD

This bodyshop manual is intended for use by technicians of Authorized Mazda Dealers to help them service and repair Mazda vehicles. It can also be useful to owners and operators of Mazda vehicles in performing limited repair and maintenance on Mazda vehicles.

For proper repair and maintenance, a thorough familiarization with this manual is important, and it should always be kept in a handy place for quick and easy reference.

All the contents of this manual, including drawings and specifications, are the latest available at the time of printing. As modifications affecting repair or maintenance occur, relevant information supplementary to this volume will be made available at Mazda dealers. This manual should be kept up-to-date.

Mazda Motor Corporation reserves the right to alter the specifications and contents of this manual without obligation or advance notice.

Mazda Motor Corporation
HIROSHIMA, JAPAN

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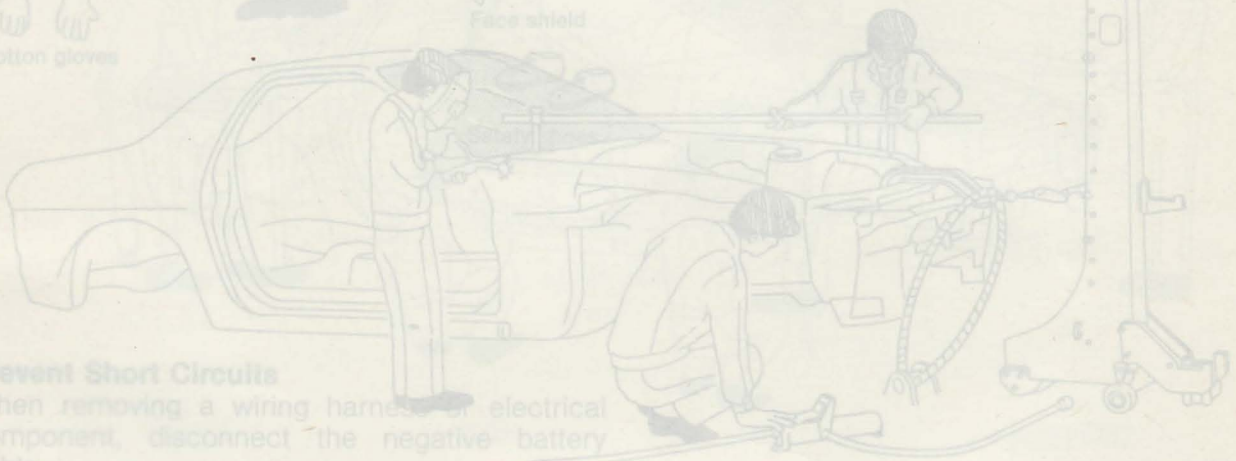
GENERAL SERVICE INFORMATION



GENERAL SERVICE INFORMATION

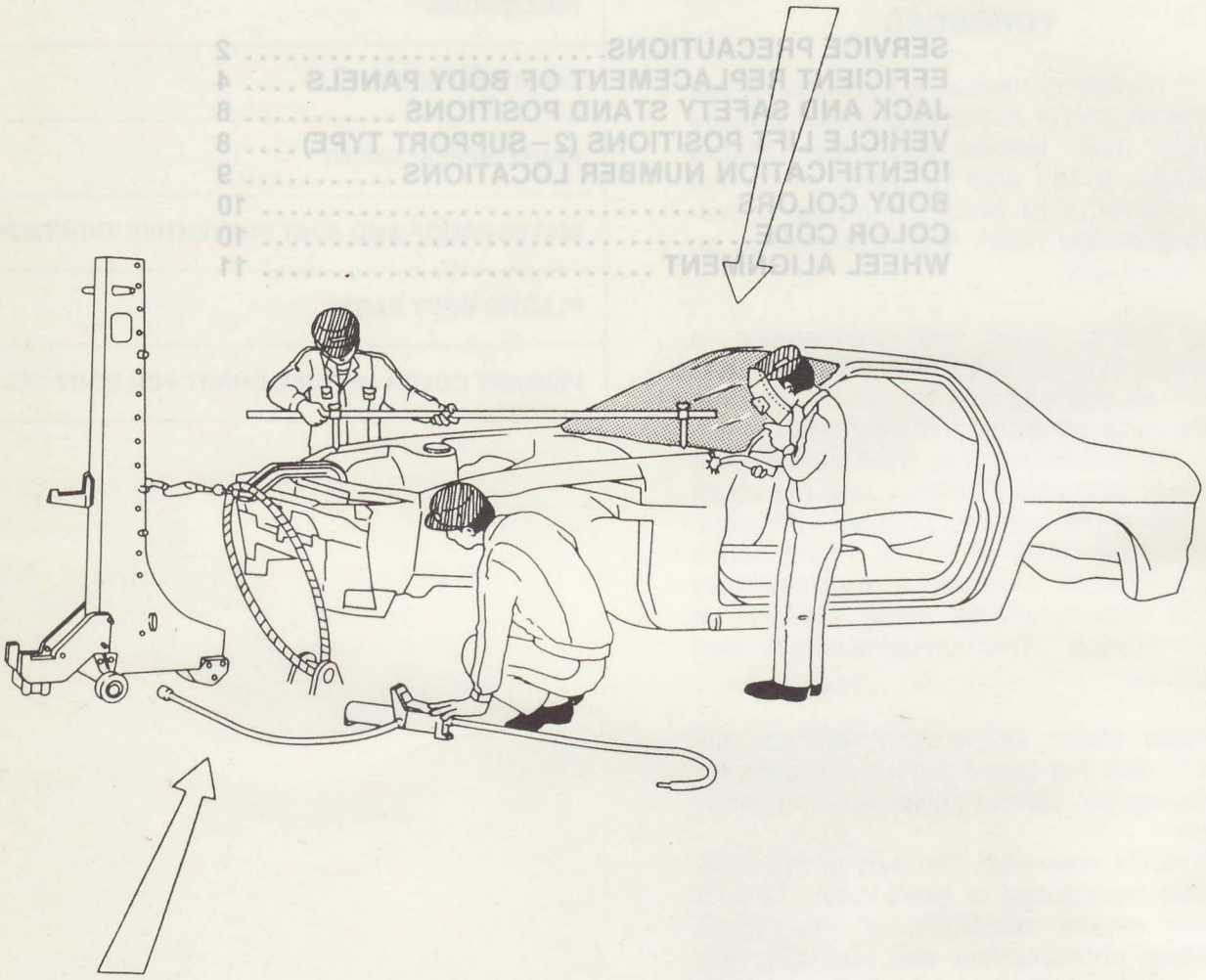
SERVICE PRECAUTIONS

Arrangement Of Workshop

Arrangement of the workshop is important for safe and efficient work.

Vehicle Protection

1. Use seat covers and floor covers.
2. Use heat-resistant protective covers to protect glass areas and seats from heat or sparks during welding.
3. Protect items such as moldings, garnishes, and ornaments with tape when welding.



Use Of Pulling Equipment

When using pulling equipment, keep away from the pulling area and use safety wires to prevent accidents.

SERVICE PRECAUTIONS

Safety Precautions

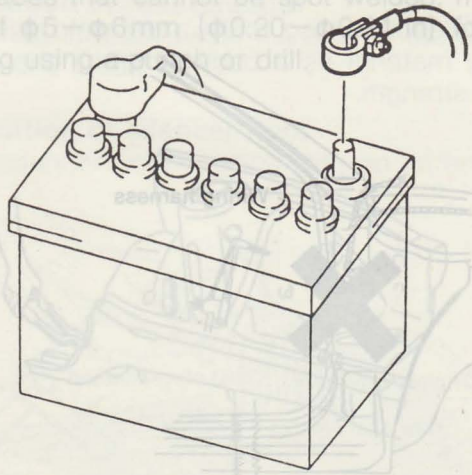
Protective head covering and safety shoes should always be worn. Depending upon the nature of the work, gloves, safety glasses, ear protectors, face shield, etc., should also be used.

Remove Dangerous Articles

Remove the fuel tank before using an open flame in that area. Plug connection piping to prevent fuel leakage.

Prevent Short Circuits

When removing a wiring harness or electrical component, disconnect the negative battery cable.



EFFICIENT REPLACEMENT OF BODY PANELS

Removal

Body measurements

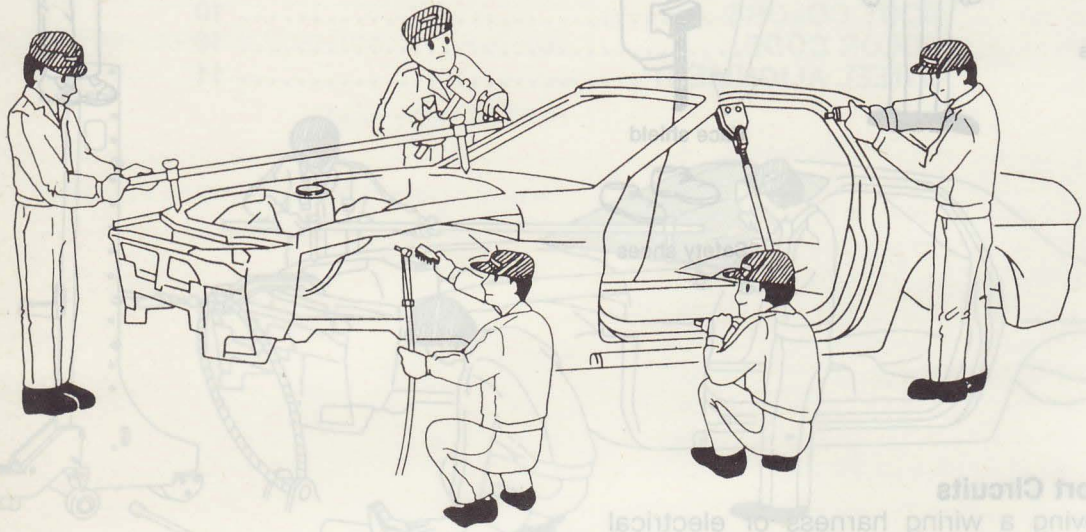
Before removal or rough cutting, first measure the body at and around the damaged area against the standard reference dimension specifications. If there is deformation, use frame repair equipment to make a rough correction.

Prevent of body deformation

Use a clamp or a jack for removal and reinforce at and around the rough-cutting location to prevent deformation of the body.

Selection of cut-and-join locations

For parts where complete replacement is not feasible, careful cutting and joining operations should be followed. If the location to be cut is a flat area where there is no reinforcement, the selected cutting location should be where the welding distortion will be a minimum.



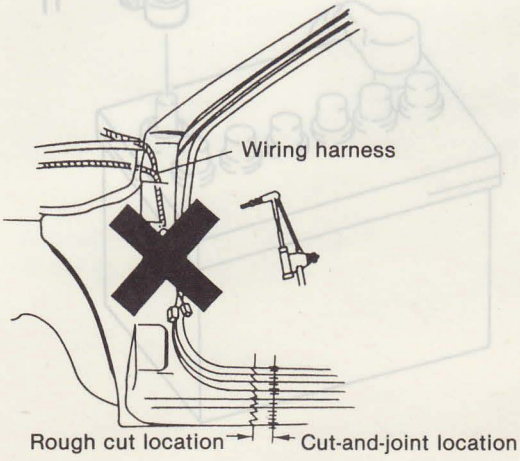
Removal of associated parts

Protect moldings, garnishes, and ornaments with tape when removing associated parts.

Rough-cutting of damaged panel

Verify that there are no parts (such as pipes, hoses, wiring harness, etc.) nearby or on the opposite side of a panel which could be damaged by heat.

For cut-and-join areas, allow for an overlap of 30−50mm {1.18−1.97 in} and then roughly cut the damaged panel.



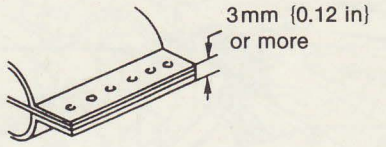
Installation Preparations

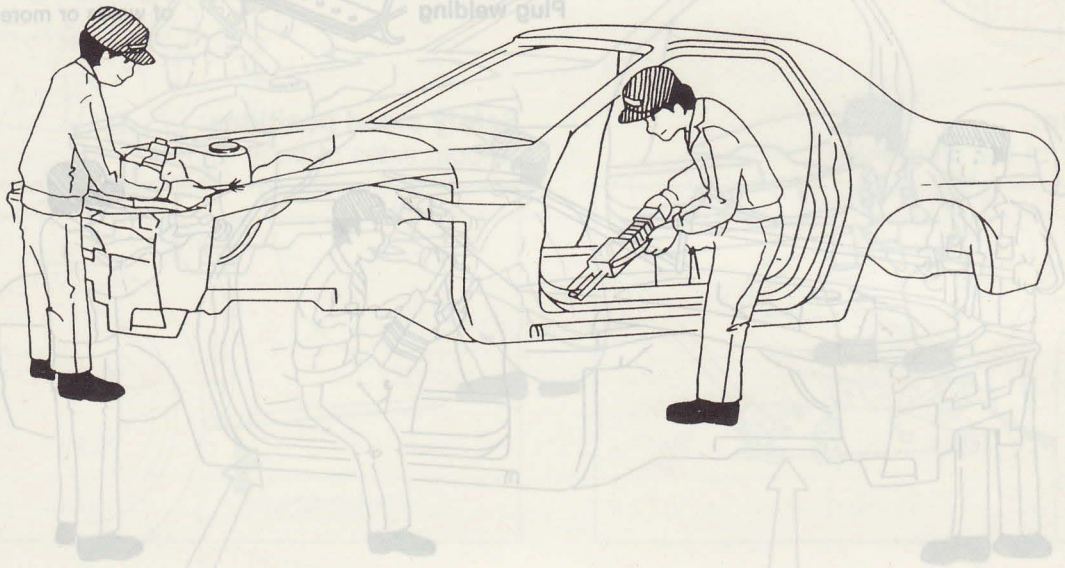
Application of weld-through primer

For treatment against corrosion, remove the paint grease, and other material from the portion of the new part and body to be welded, and apply weld-through primer.

Determination of welding method

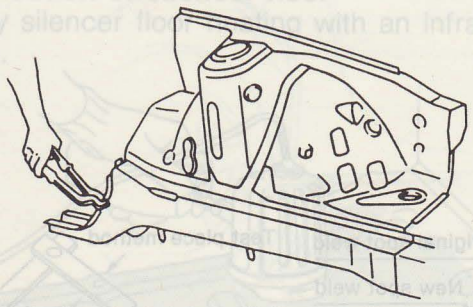
If the total thickness at the area to be welded is 3mm {0.12 in} or more, use a CO_2 gas shielded-arc welder to make the plug welds.





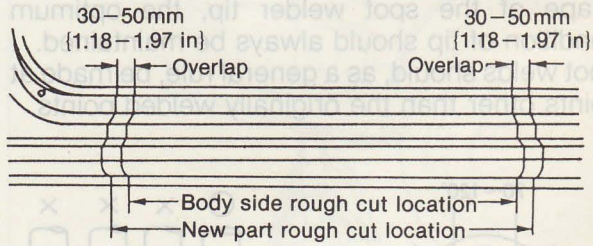
Making holes for plugwelding

For places that cannot be spot welded, make a hole of ϕ5−ϕ6mm {ϕ0.20−ϕ0.24 in} for plug welding using a punch or drill.



Rough cutting of new parts

For cut-and-join areas, allow for an overlap of 30−50mm {1.18−1.97 in} with remaining area in a body side and then rough cut the new part.



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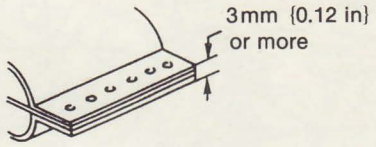

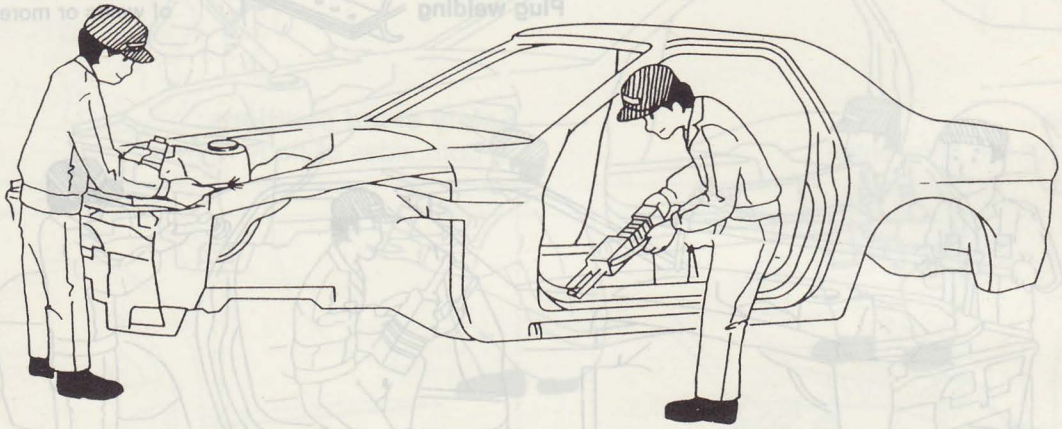

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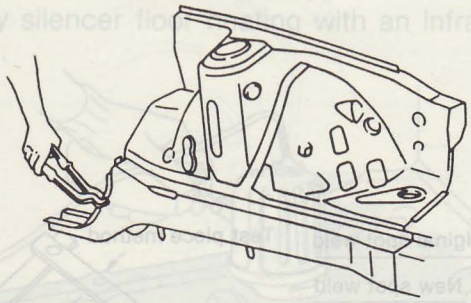

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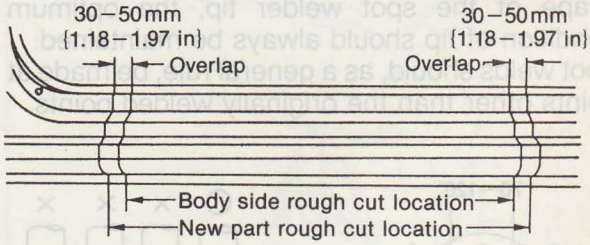


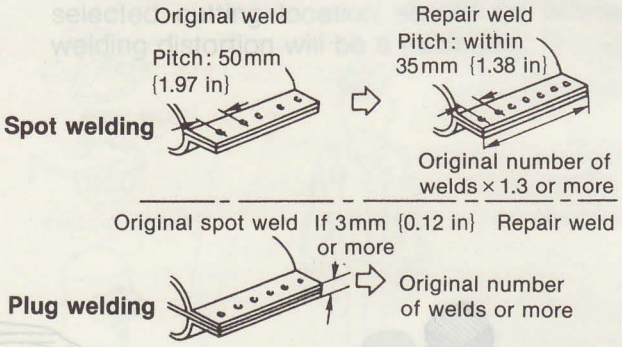
Installation

Checking preweld measurements and matching

- Align to the standard reference dimensions, based upon the body dimensions illustration, so that new parts are installed in the correct position.

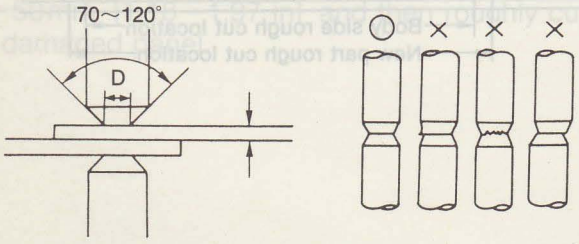
Welding notes

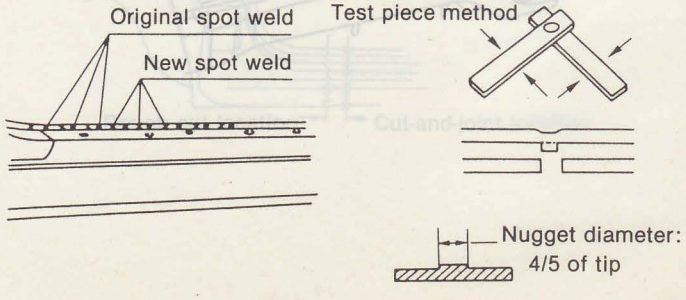
For the number of weld points, welding should be performed in accordance with the following reference standards.



Spot welding notes

- The shape of the spot welder tip is D= (2 × t)+3. If the upper panel thickness is different from that of the under panel, adjust to the thinner one.
- Because the weld strength is affected by the shape of the spot welder tip, the optimum condition of tip should always be maintained.
- Spot welds should, as a general rule, be made at points other than the originally welded points.
- Before spot welding, make a trial weld using the same material as a body panel to check the weld strength.





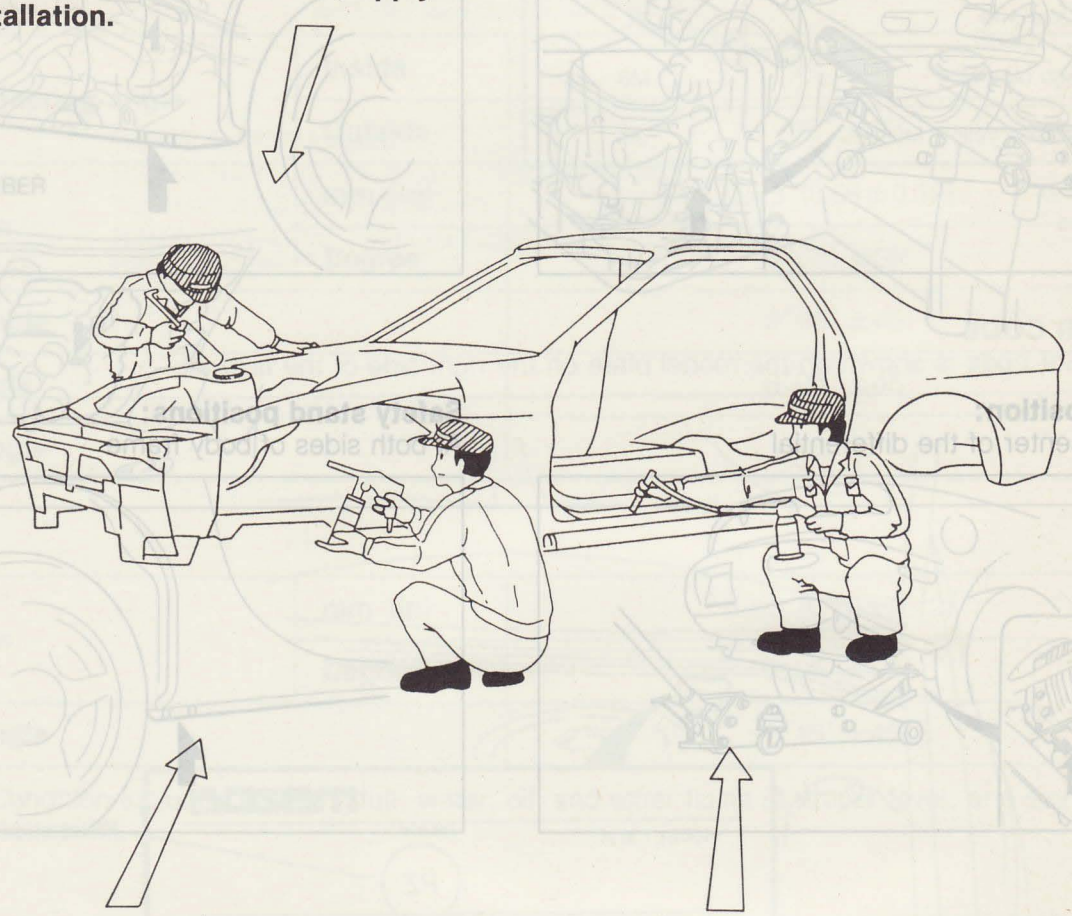
Anticorrosion, Sound Insulation, And Vibration Insulation Treatment After Installation

Body sealing

Apply body sealer where necessary.

Note

- **For locations where application of body sealer is difficult after installation, apply it before installation.**



Application of rust inhibitor

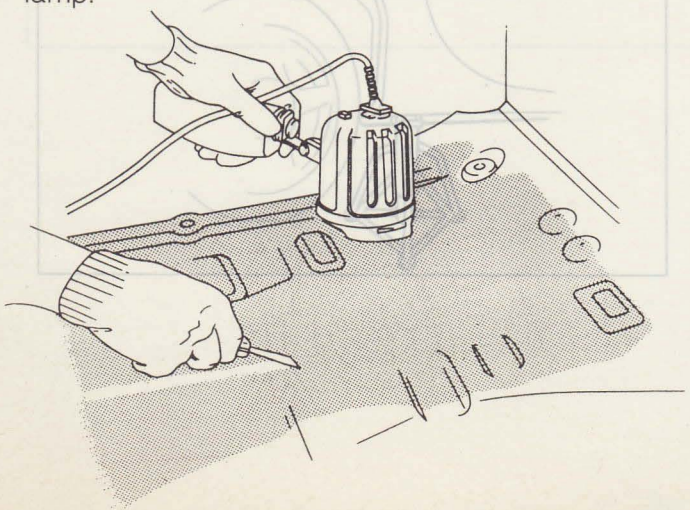
Apply rust inhibitor (wax, oil, etc.) to the back of the welded areas.

Application of undercoating

Apply an undercoat to the required location of the body.

Application of silencer floor

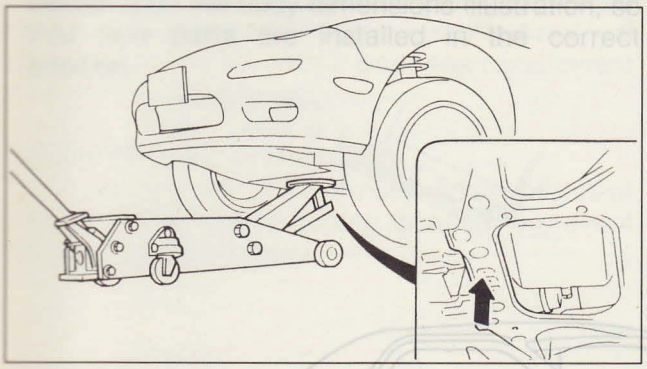
Apply silencer floor heating with an infrared ray lamp.



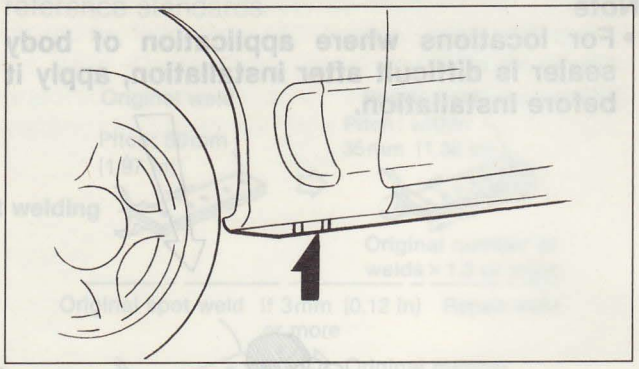
JACK AND SAFETY STAND POSITIONS

Front

Jack position:
At center of crossmember

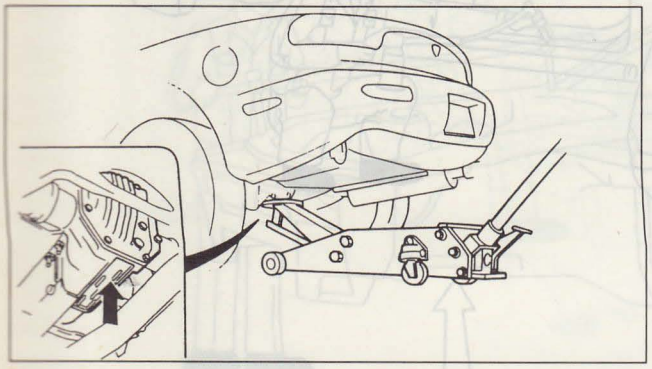


Safety stand positions:
At both sides of body frame

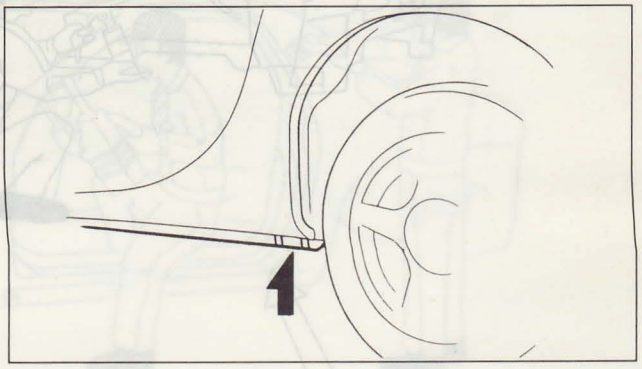


Rear

Jack position:
At the center of the differential



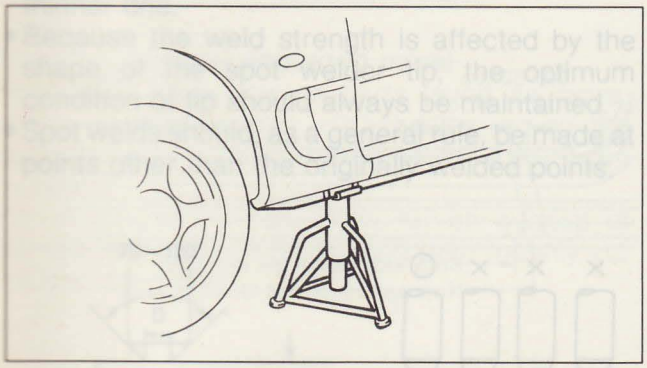
Safety stand positions:
At both sides of body frame



VEHICLE LIFT (2-SUPPORT TYPE) POSITIONS

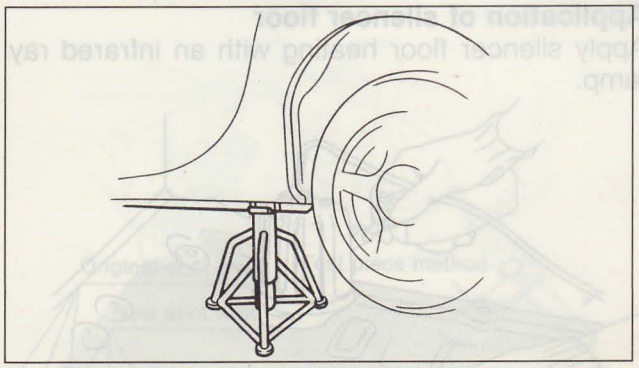
Front End

Frame
Side sills



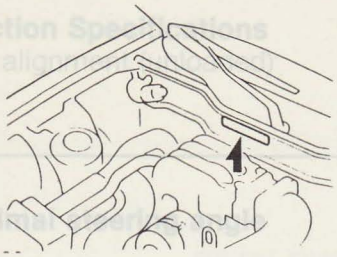
Rear End

Frame
Side sills

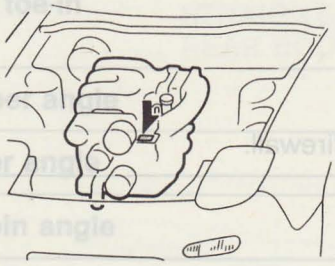


IDENTIFICATION NUMBER LOCATIONS

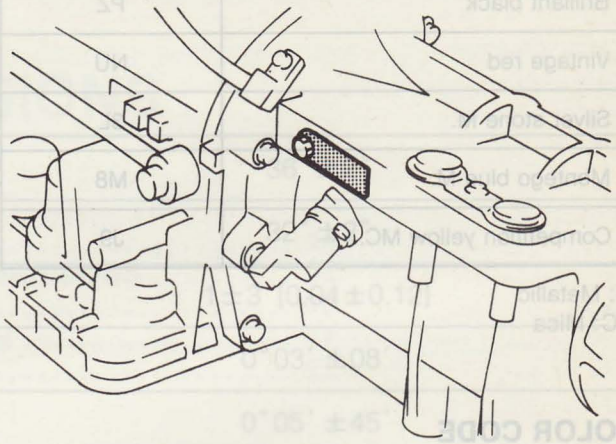
CHASSIS NUMBER



ENGINE NUMBER



AUTOMATIC TRANSMISSION MODEL AND NUMBER



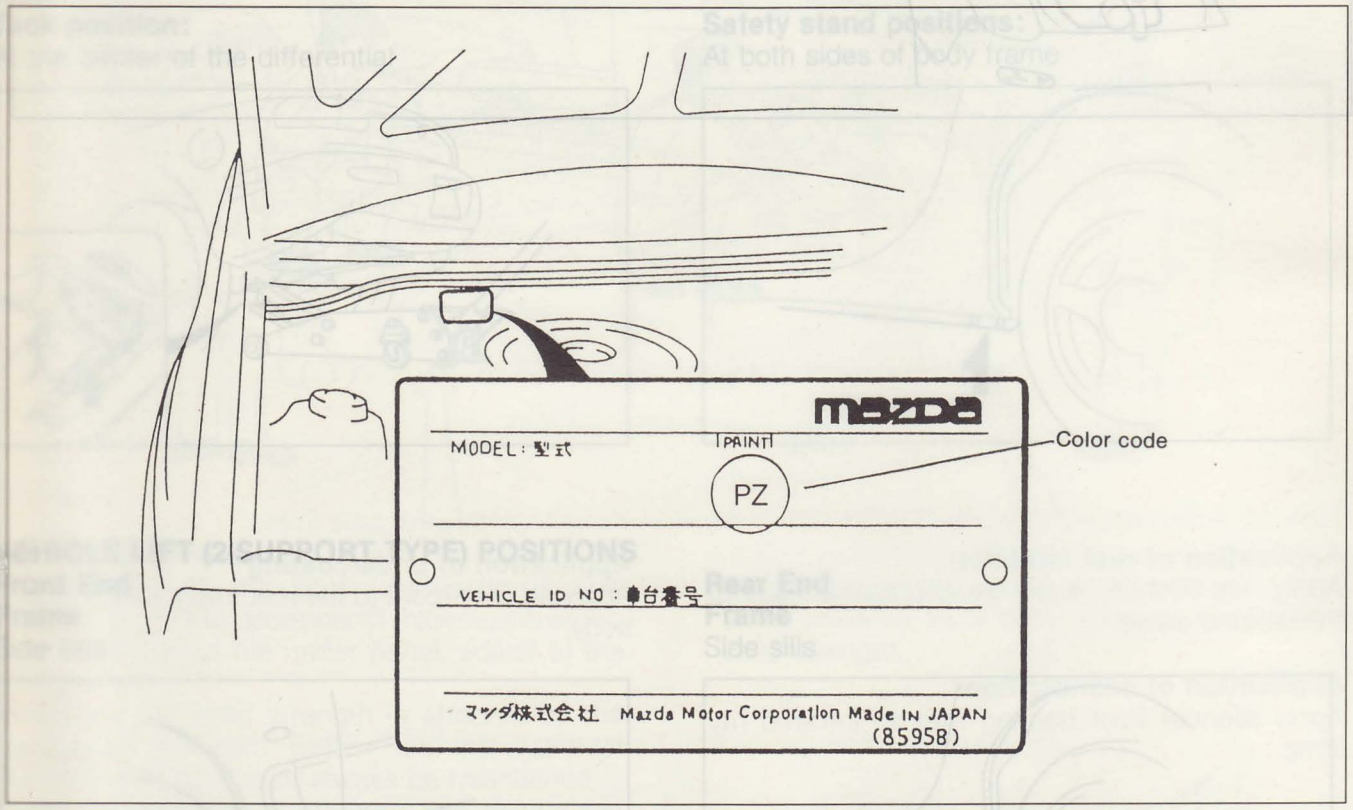
BODY COLORS

Body color	Color code
Brilliant black	PZ
Vintage red	NU
Silver stone M.	3L
Montego blue M.	M8
Competition yellow MC.	J9

M: Metallic
MC: Mica

COLOR CODE

The color code is shown on the model plate on the right side of the firewall.



WHEEL ALIGNMENT

Inspection And Adjustment

Inspect and adjust both the front and the rear, wheel alignments according to the RX-7 workshop manual.

Inspection Specifications

Wheel alignment (unloaded)

Front

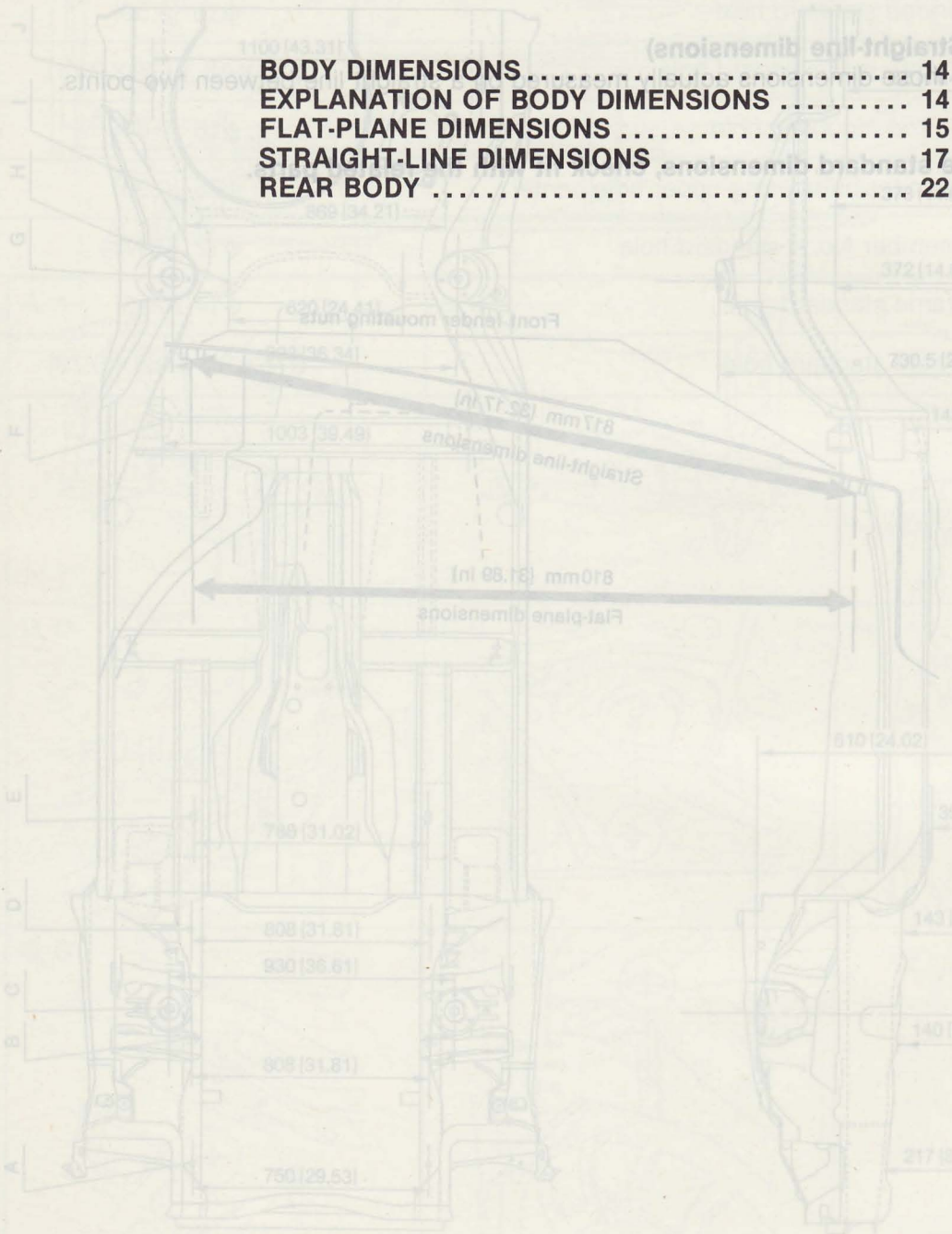
Maximal steering angle	**Inside**	36° ±2°
	Outside	32° ±2°
Total toe-in	**mm {in}**	1±3 {0.04±0.12}
	Degree	0°03′ ±08′
Camber angle		0°05′ ±45′
Caster angle		6°05′ ±45′
Kingpin angle		13°55′

Rear

Total toe-in	**mm {in}**	5±3 {0.20±0.12}
	Degree	0°05′ ±08′
Camber angle		1°15′ ±45′

Unloaded...Condition includes fuel tank full; water, oil, and other fluids at proper level; and spare tire, jack, and basic tool kit.

DIMENSIONS



DIMENSIONS

BODY DIMENSIONS

The precision of body dimensions determines the front alignment. It is important to obtain the dimensional accuracy when repairing a body.

EXPLANATION OF BODY DIMENSIONS

Flat-plane dimensions

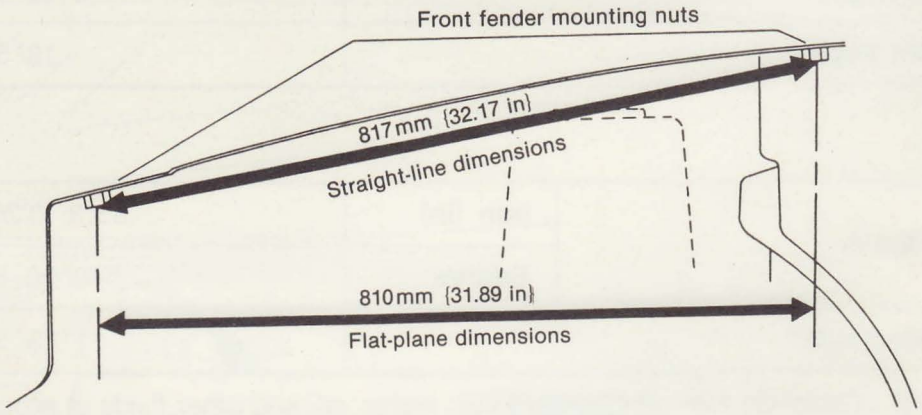
Flat-plane dimensions are those dimensions measured by projecting certain reference points (height may differ) onto a plane surface.

Actual dimensions (Straight-line dimensions)

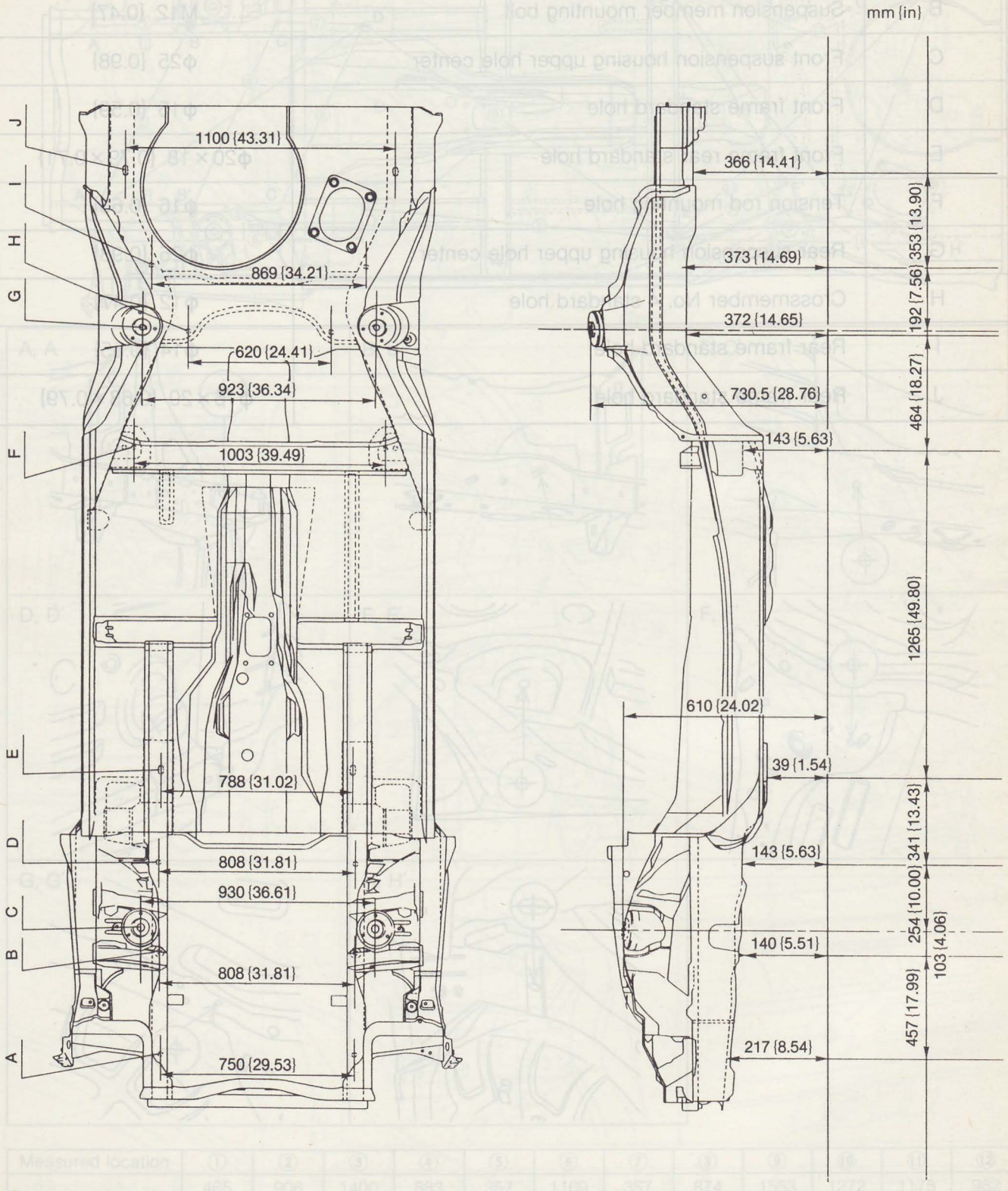
Actual dimensions are those dimensions actually measured on a straight line between two points.

Note

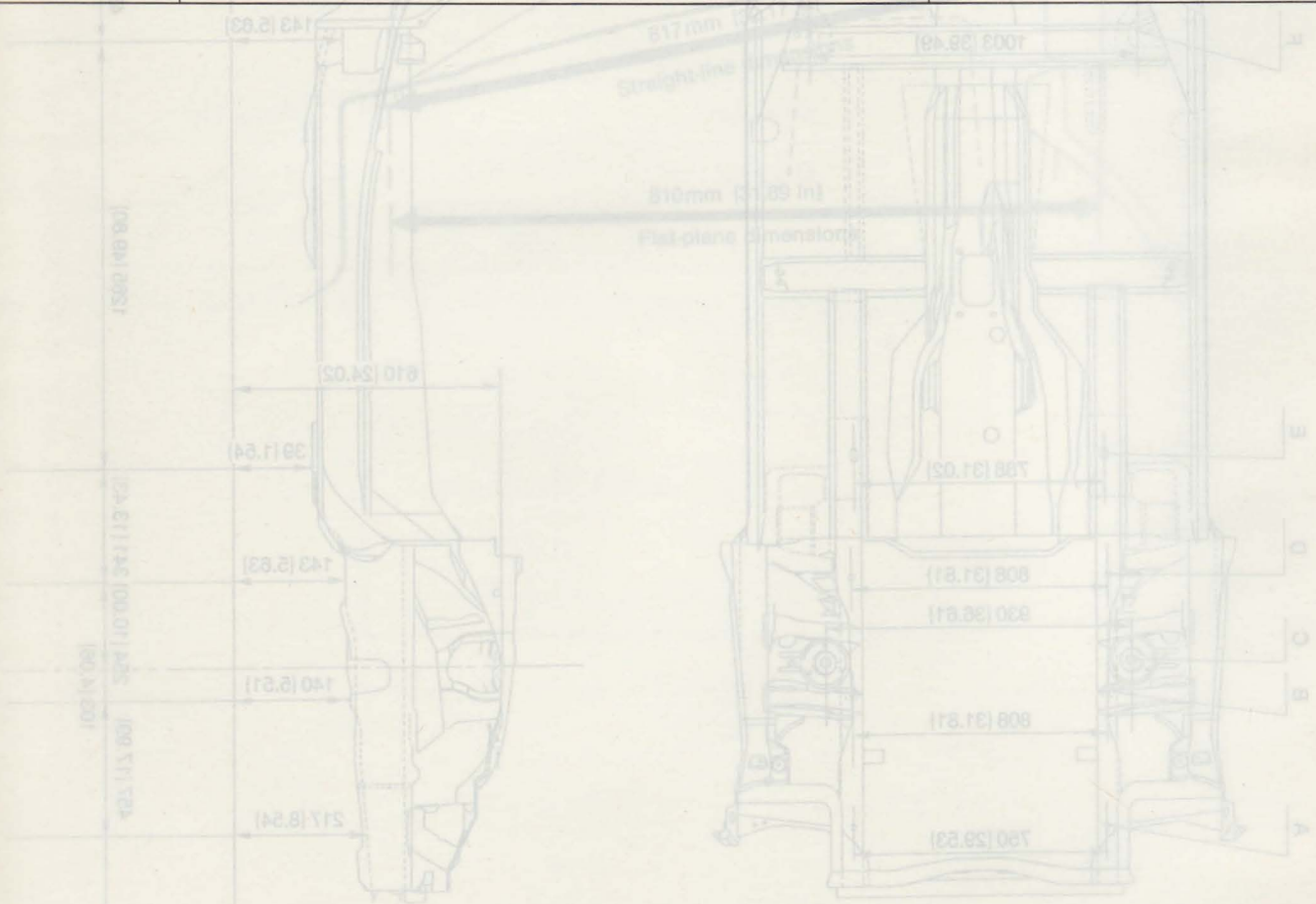
- **After aligning to the standard dimensions, check fit with the related parts.**



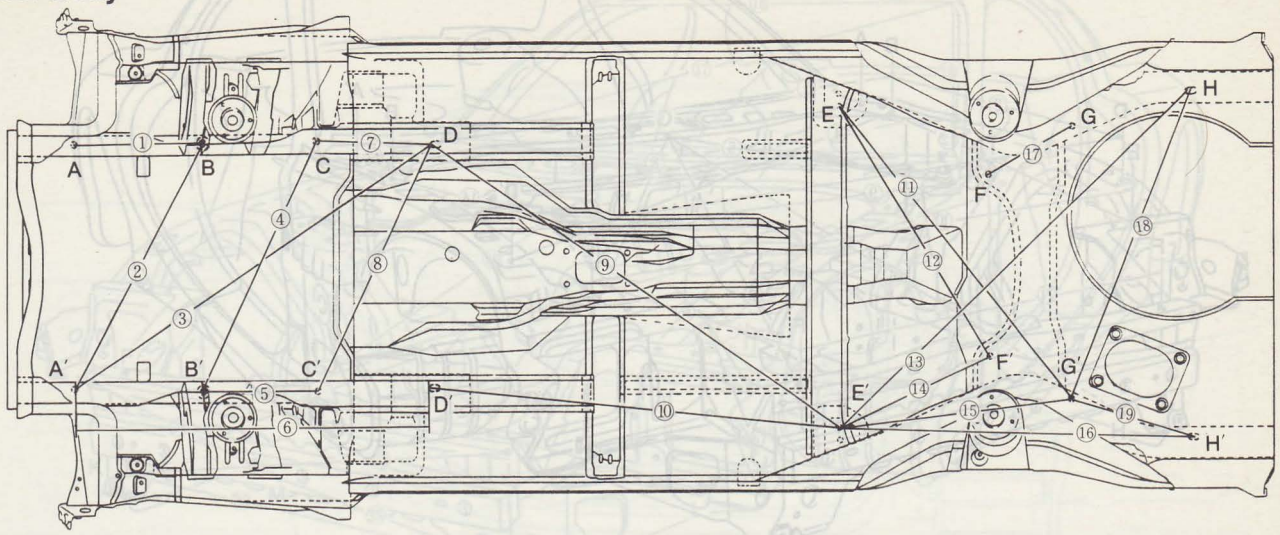
FLAT-PLANE DIMENSIONS
Underbody

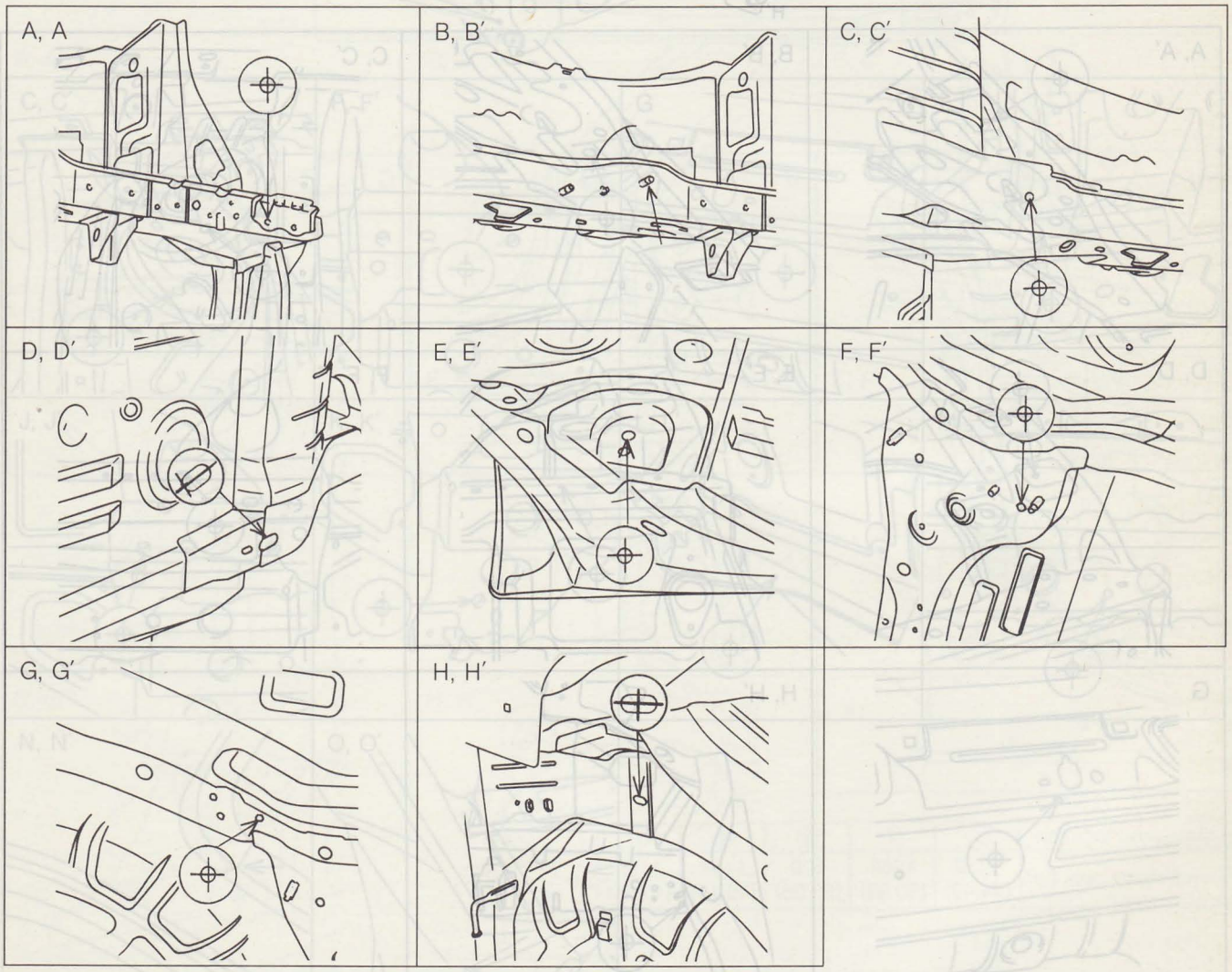


Point symbol	Designation	Hole dia. or nut mm {in}
A	Front side frame standard hole	φ10 {0.39}
B	Suspension member mounting bolt	M12 {0.47}
C	Front suspension housing upper hole center	φ25 {0.98}
D	Front frame standard hole	φ15 {0.59}
E	Front frame rear standard hole	φ20 × 18 {0.79 × 0.71}
F	Tension rod mounting hole	φ16 {0.63}
G	Rear suspension housing upper hole center	φ25 {0.98}
H	Crossmember No. 4 standard hole	φ12 {0.47}
I	Rear frame standard hole	φ14 {0.55}
J	Rear frame standard hole	φ16 × 20 {0.63 × 0.79}



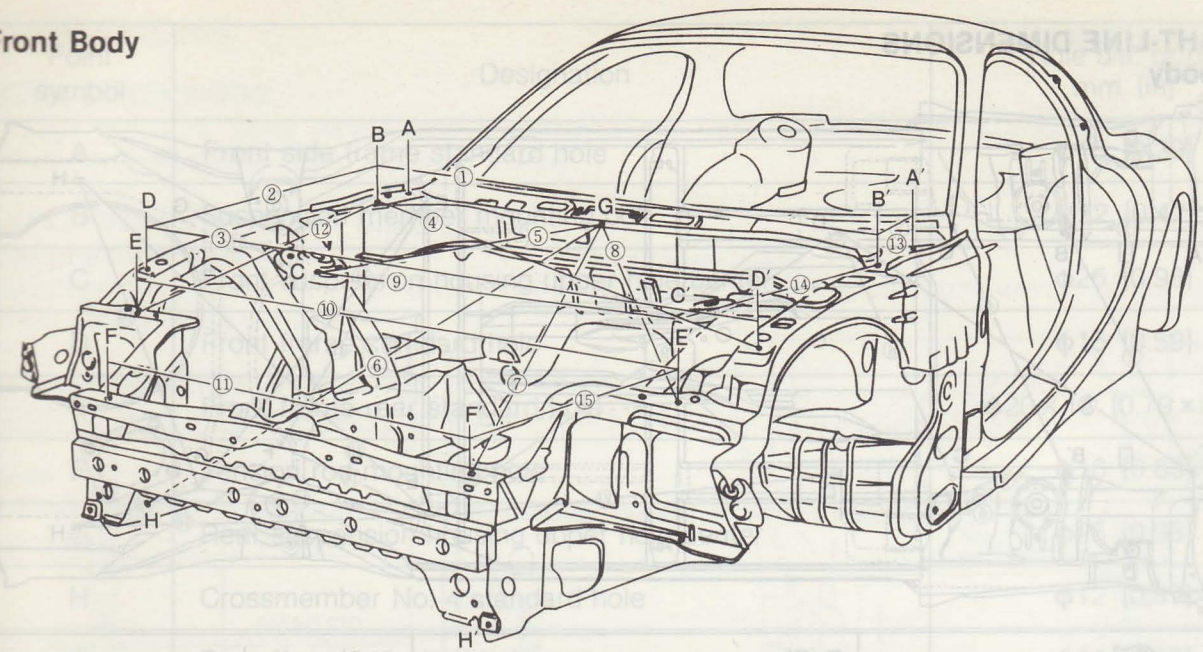
STRAIGHT-LINE DIMENSIONS
Under body

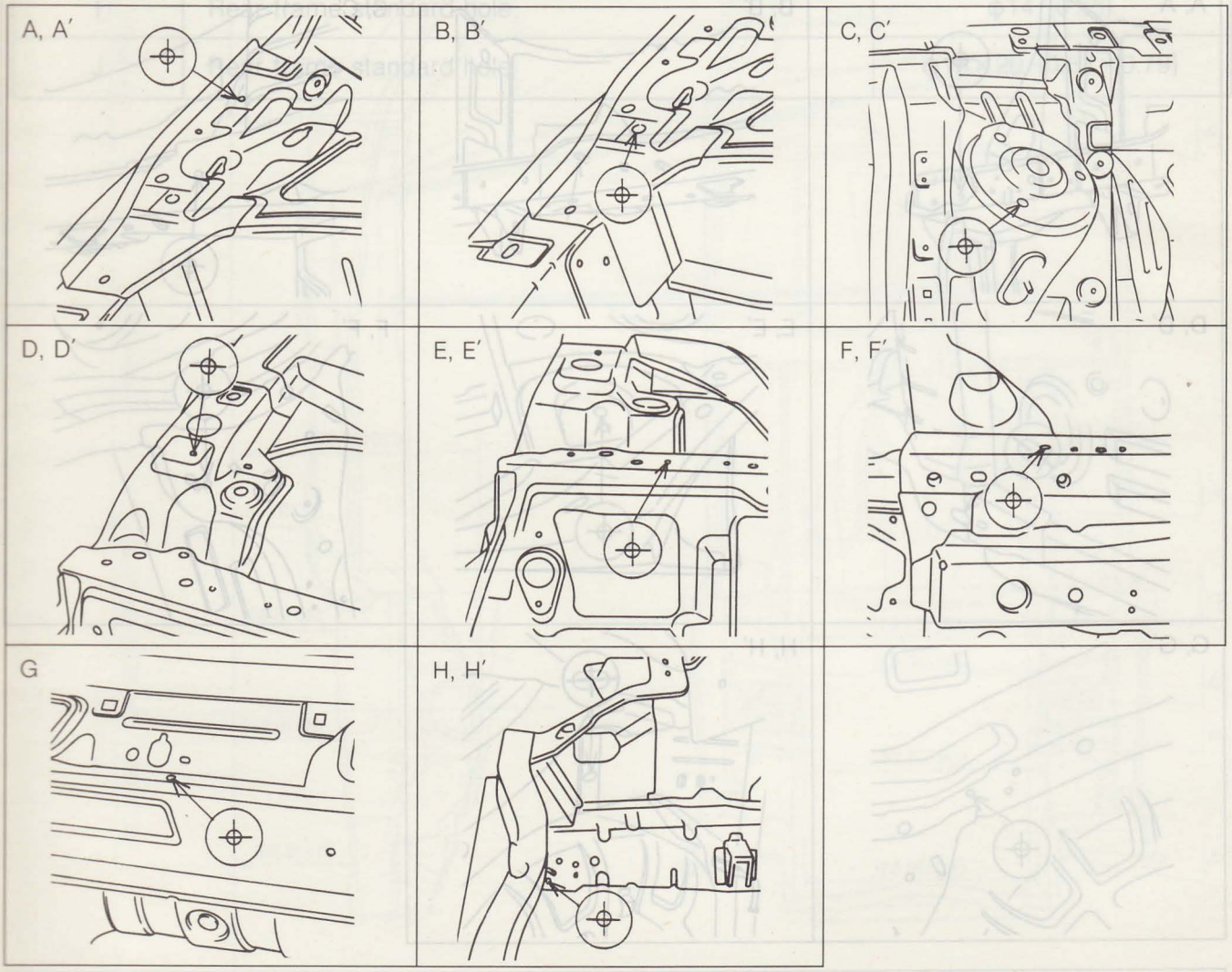




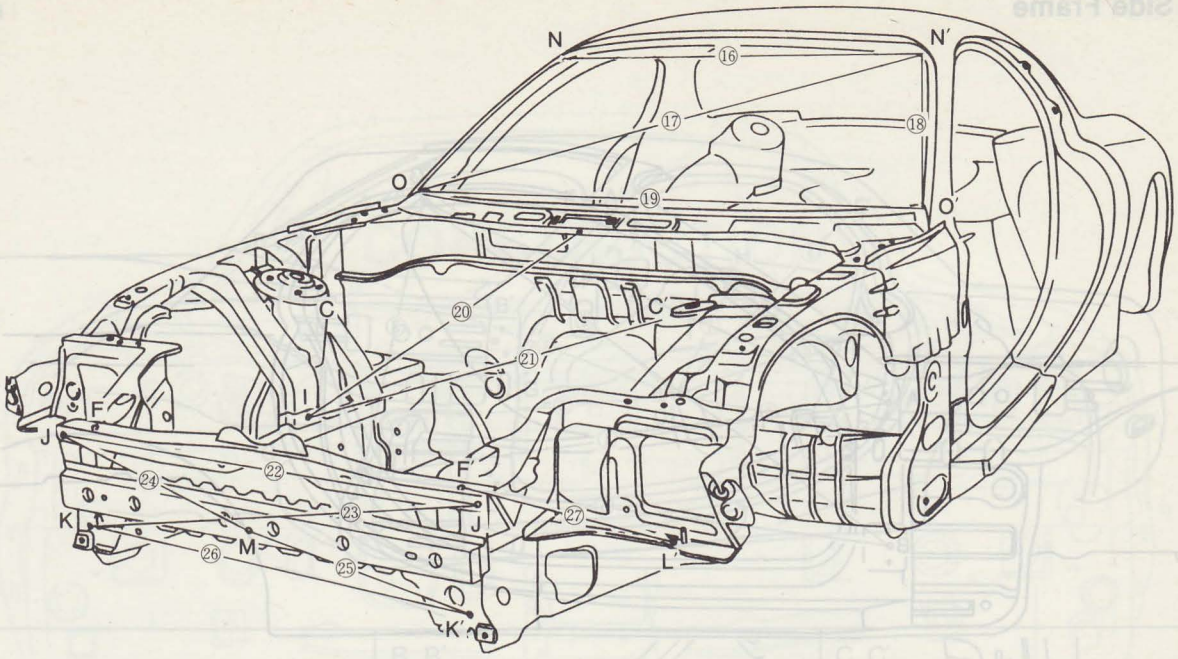
Measured location	①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩	⑪	⑫
Dimensions mm {in}	465 {18.31}	906 {35.67}	1400 {55.12}	883 {34.76}	357 {14.06}	1169 {46.02}	357 {14.06}	874 {34.41}	1553 {61.14}	1272 {50.08}	1175 {46.26}	962 {37.87}
Measured location	⑬	⑭	⑮	⑯	⑰	⑱	⑲					
Dimensions mm {in}	1484 {58.43}	553 {21.77}	711 {27.99}	1051 {41.38}	241 {9.49}	1045 {41.14}	371 {14.61}					

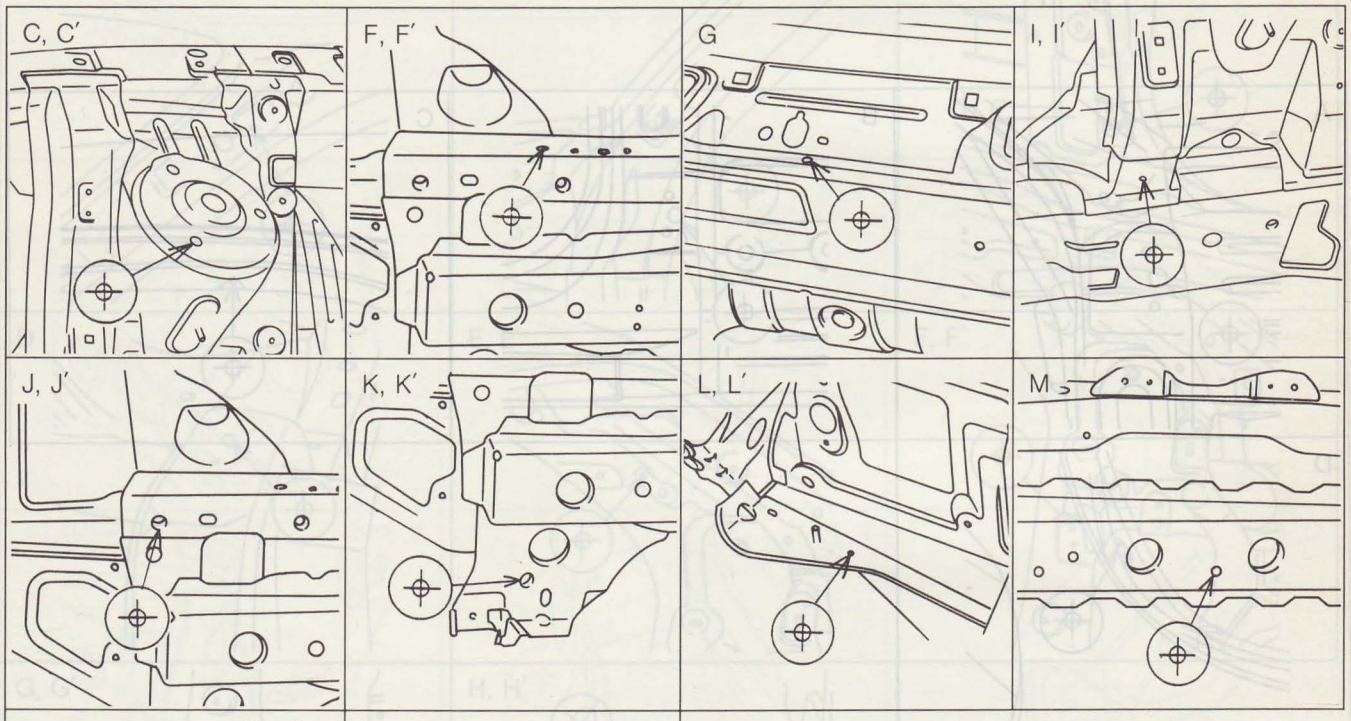
Front Body

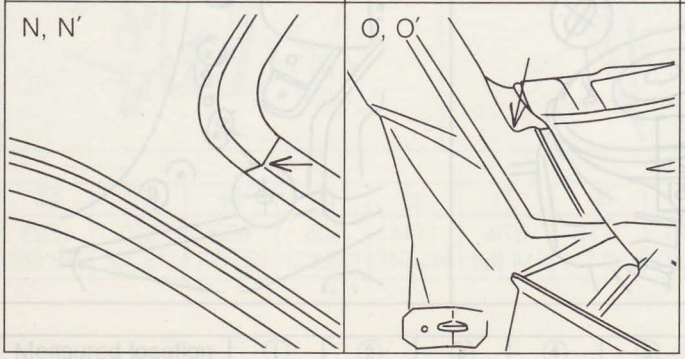




Measured location	①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩	⑪	⑫
Dimensions mm {in}	1400 {55.12}	698 {27.48}	1329 {52.32}	1505 {59.25}	568 {22.36}	1107 {43.58}	1071 {42.17}	956 {37.64}	840 {33.07}	1180 {46.46}	650 {25.59}	813 {32.01}
Measured location	⑬	⑭	⑮									
Dimensions mm {in}	166 {6.54}	502 {19.76}	378 {14.88}									

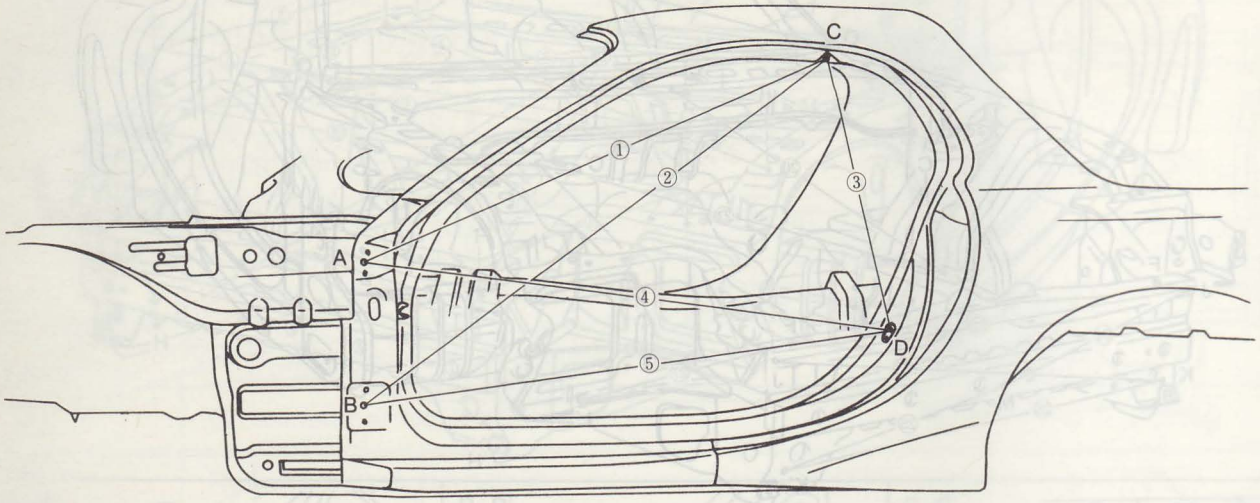


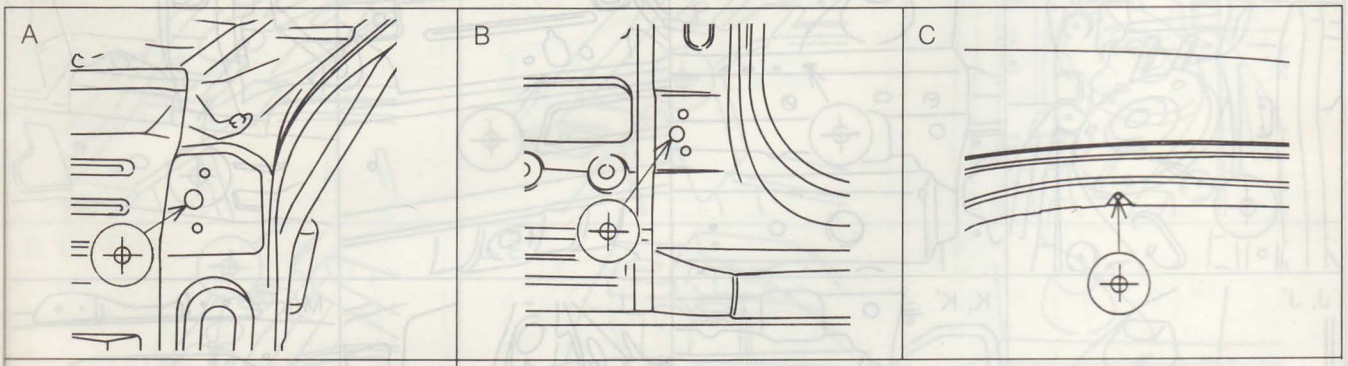


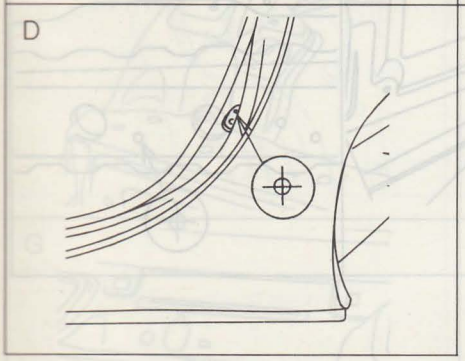


Measured location	⑯	⑰	⑱	⑲	⑳	㉑	㉒	㉓	㉔	㉕	㉖	㉗
Dimensions mm {in}	1089 {42.87}	1317 {51.85}	563 {22.17}	1302 {51.26}	676 {26.61}	824 {32.44}	874 {34.41}	855 {33.66}	447 {17.60}	410 {16.14}	800 {31.50}	384 {15.12}

Cabin Side Frame

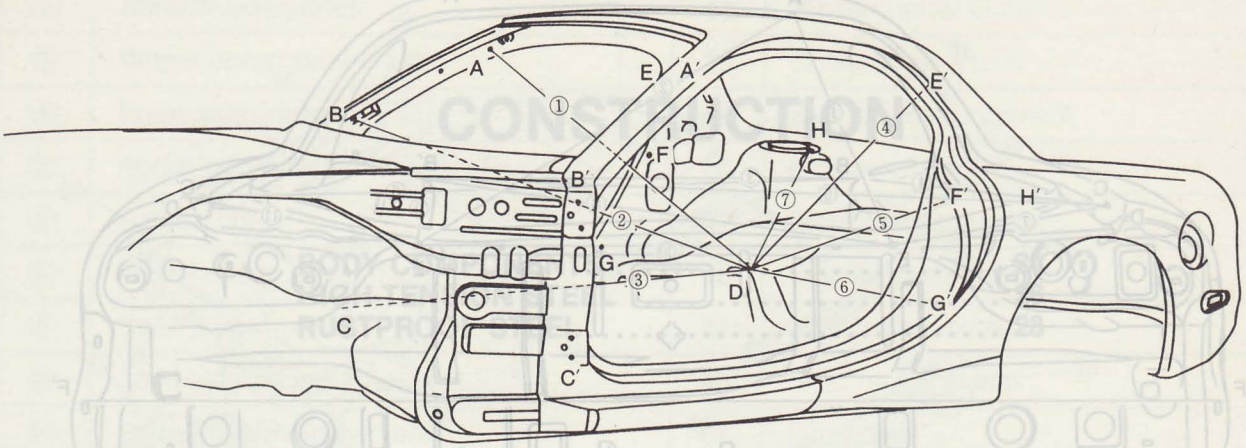


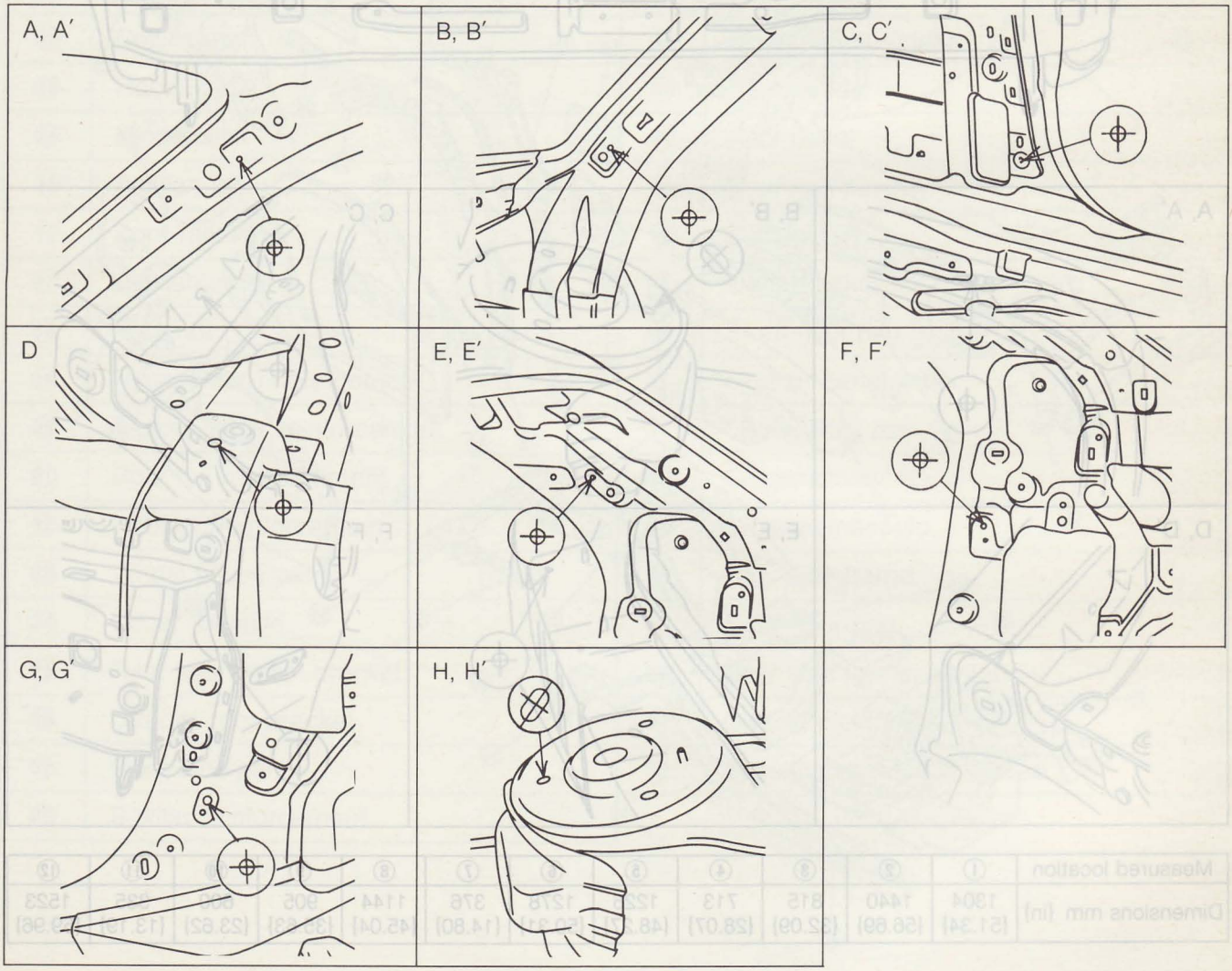




Measured location	①	②	③	④	⑤
Dimensions mm {in}	1130 {44.49}	1280 {50.39}	609 {23.98}	1147 {45.16}	1152 {45.35}

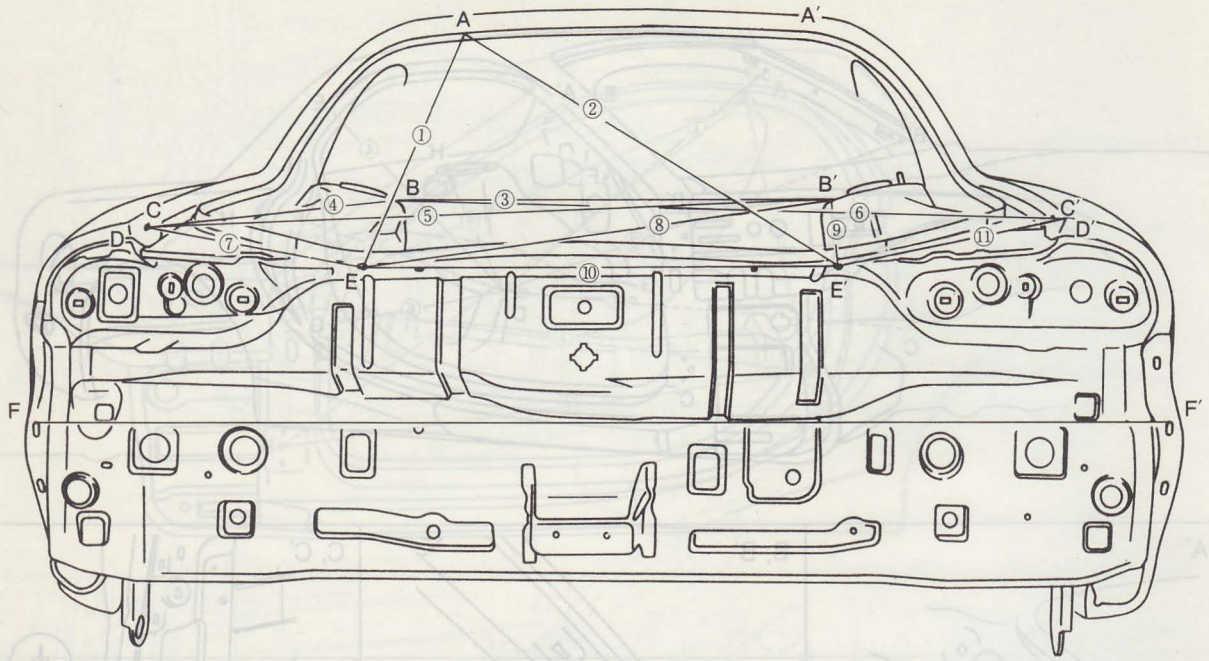
Room

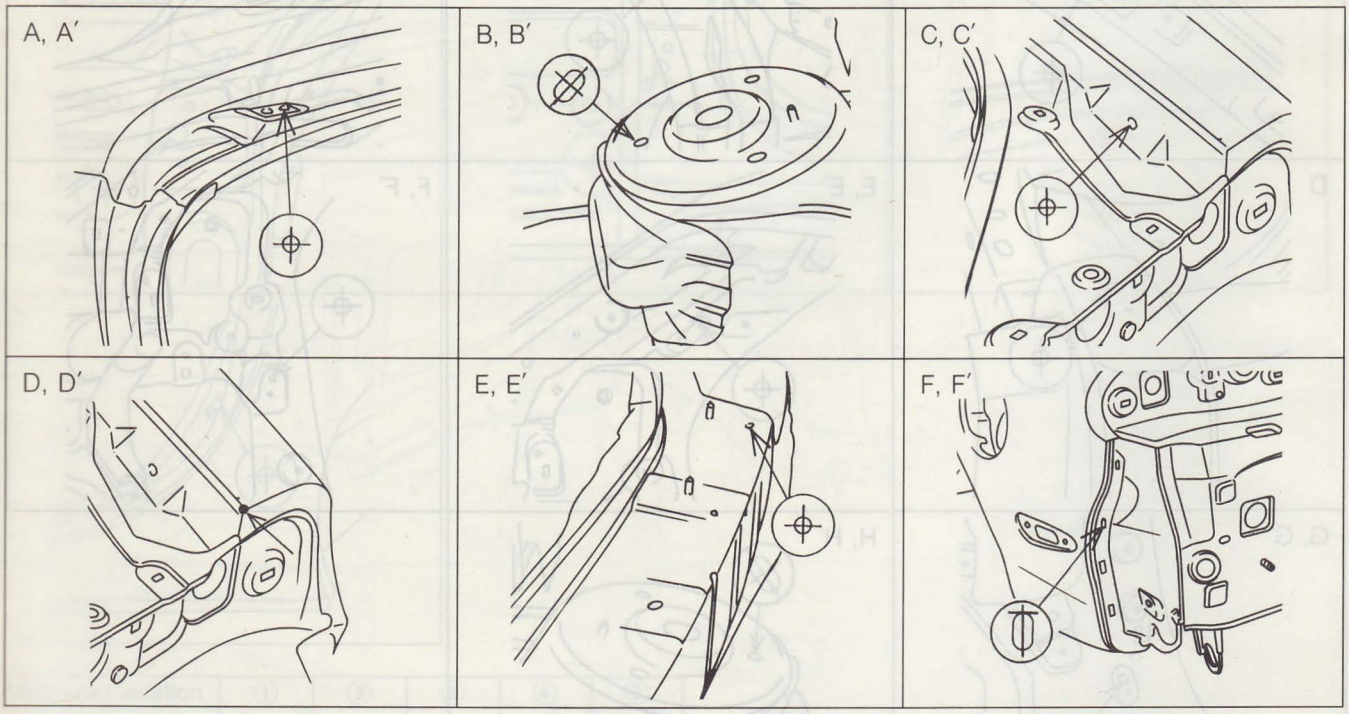




Measured location	①	②	③	④	⑤	⑥	⑦
Dimensions mm {in}	993 {39.09}	1242 {48.90}	1293 {50.91}	773 {30.43}	728 {28.66}	690 {27.17}	741 {29.17}

REAR BODY

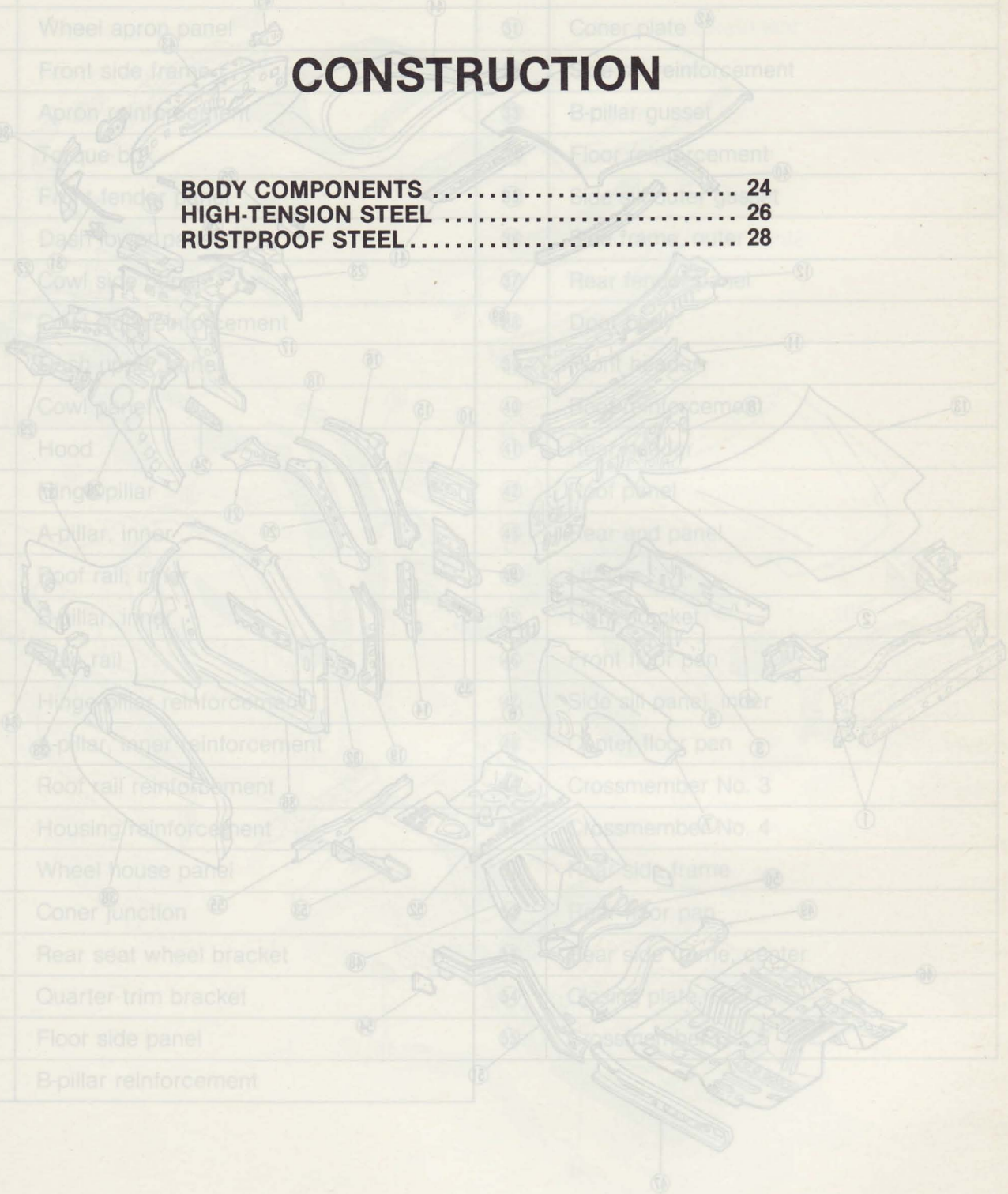




Measured location	①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩	⑪	⑫
Dimensions mm {in}	1304 {51.34}	1440 {56.69}	815 {32.09}	713 {28.07}	1226 {48.27}	1278 {50.31}	376 {14.80}	1144 {45.04}	905 {35.63}	600 {23.62}	335 {13.19}	1523 {59.96}

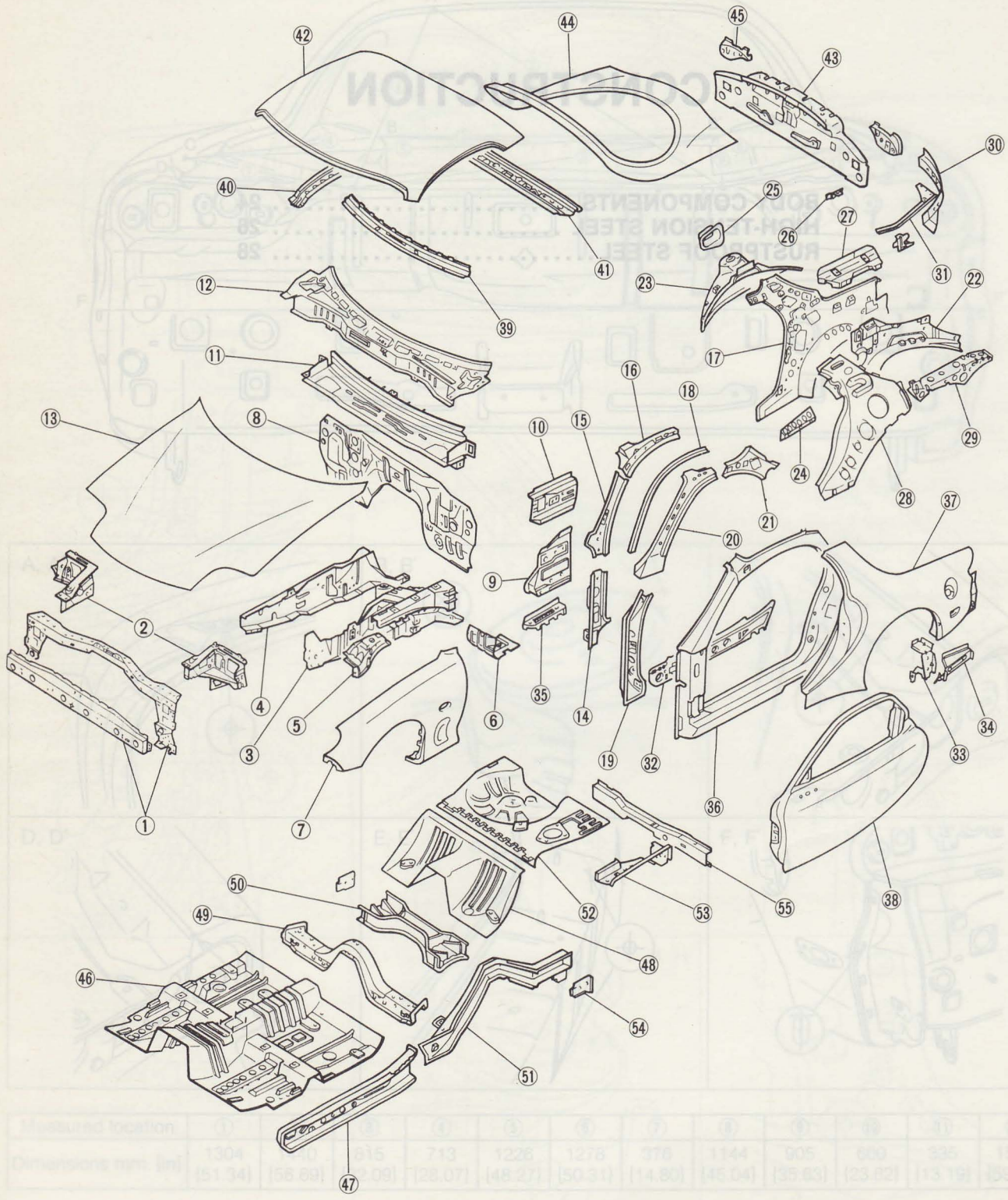
CONSTRUCTION

III



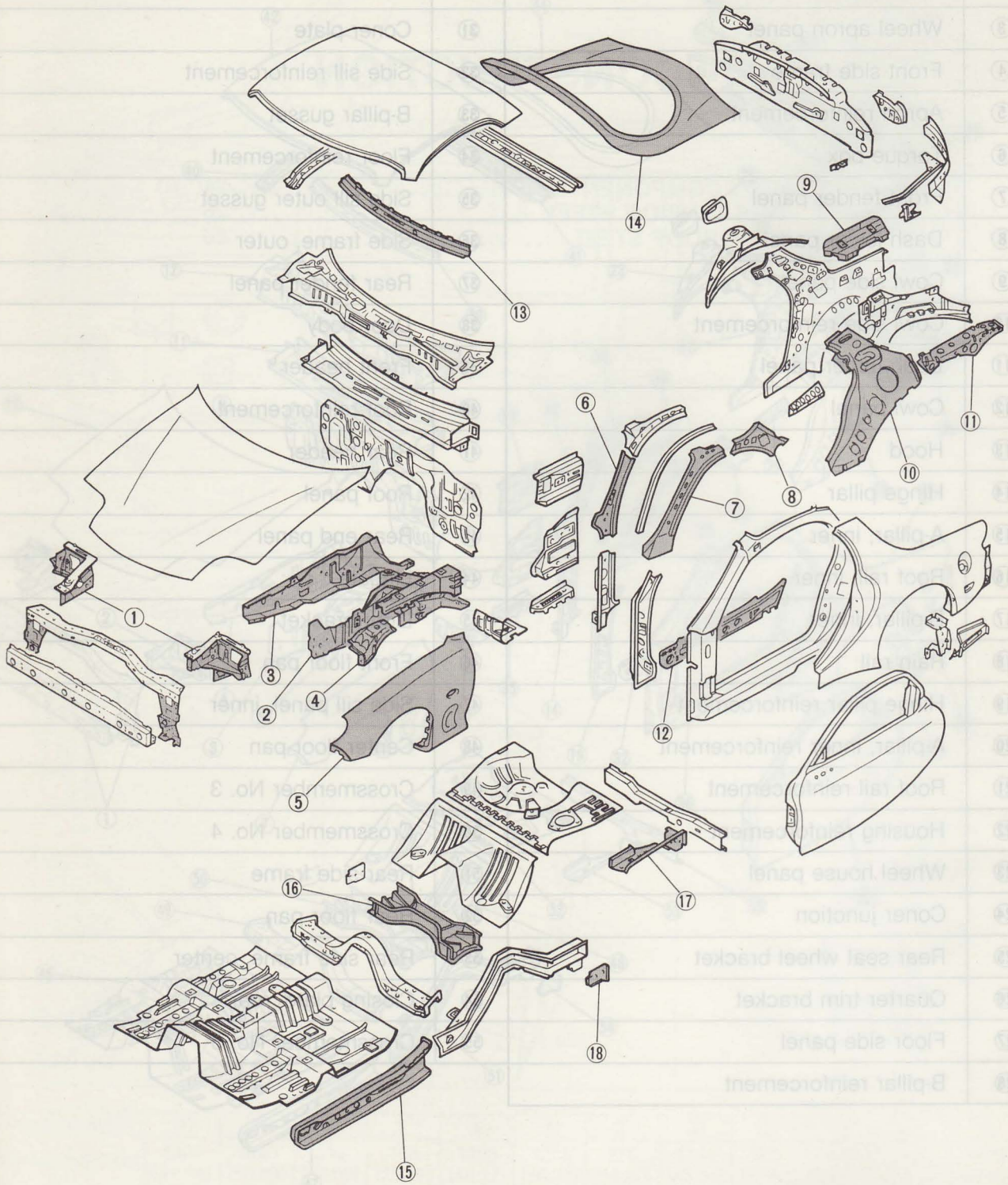
CONSTRUCTION

BODY COMPONENTS



No.	Part Name	No.	Part Name
①	Crossmember No. 1	㉙	Beltline reinforcement
②	Shroud side panel	㉚	B-pillar, inner C
③	Wheel apron panel	㉛	Coner plate
④	Front side frame	㉜	Side sill reinforcement
⑤	Apron reinforcement	㉝	B-pillar gusset
⑥	Torque box	㉞	Floor reinforcement
⑦	Front fender panel	㉟	Side sill outer gusset
⑧	Dash lower panel	㊱	Side frame, outer
⑨	Cowl side panel	㊲	Rear fender panel
⑩	Cowl side reinforcement	㊳	Door body
⑪	Dash upper panel	㊴	Front header
⑫	Cowl panel	㊵	Roof reinforcement
⑬	Hood	㊶	Rear header
⑭	Hinge pillar	㊷	Roof panel
⑮	A-pillar, inner	㊸	Rear end panel
⑯	Roof rail, inner	㊹	Liftgate
⑰	B-pillar, inner	㊺	Light bracket
⑱	Rain rail	㊻	Front floor pan
⑲	Hinge pillar reinforcement	㊼	Side sill panel, inner
⑳	A-pillar, inner reinforcement	㊽	Center floor pan
㉑	Roof rail reinforcement	㊾	Crossmember No. 3
㉒	Housing reinforcement	㊿	Crossmember No. 4
㉓	Wheel house panel	(51)	Rear side frame
㉔	Coner junction	(52)	Rear floor pan
㉕	Rear seat wheel bracket	(53)	Rear side frame, center
㉖	Quarter trim bracket	(54)	Closing plate, rear
㉗	Floor side panel	(55)	Crossmember No. 5
㉘	B-pillar reinforcement		

HIGH-TENSION STEEL
Structural View



No.	Part Name	No.	Part Name
①	Shroud side panel	⑩	B-pillar reinforcement
②	Wheel apron panel	⑪	Beltline reinforcement
③	Front side frame	⑫	Side sill reinforcement
④	Apron reinforcement	⑬	Front header
⑤	Front fender panel	⑭	Liftgate
⑥	A-pillar, inner	⑮	Side sill panel, inner
⑦	A-pillar, inner reinforcement	⑯	Crossmember No. 4
⑧	Roof rail reinforcement	⑰	Rear side frame, center
⑨	Floor side panel	⑱	Closing plate, rear

.....High-tension steel

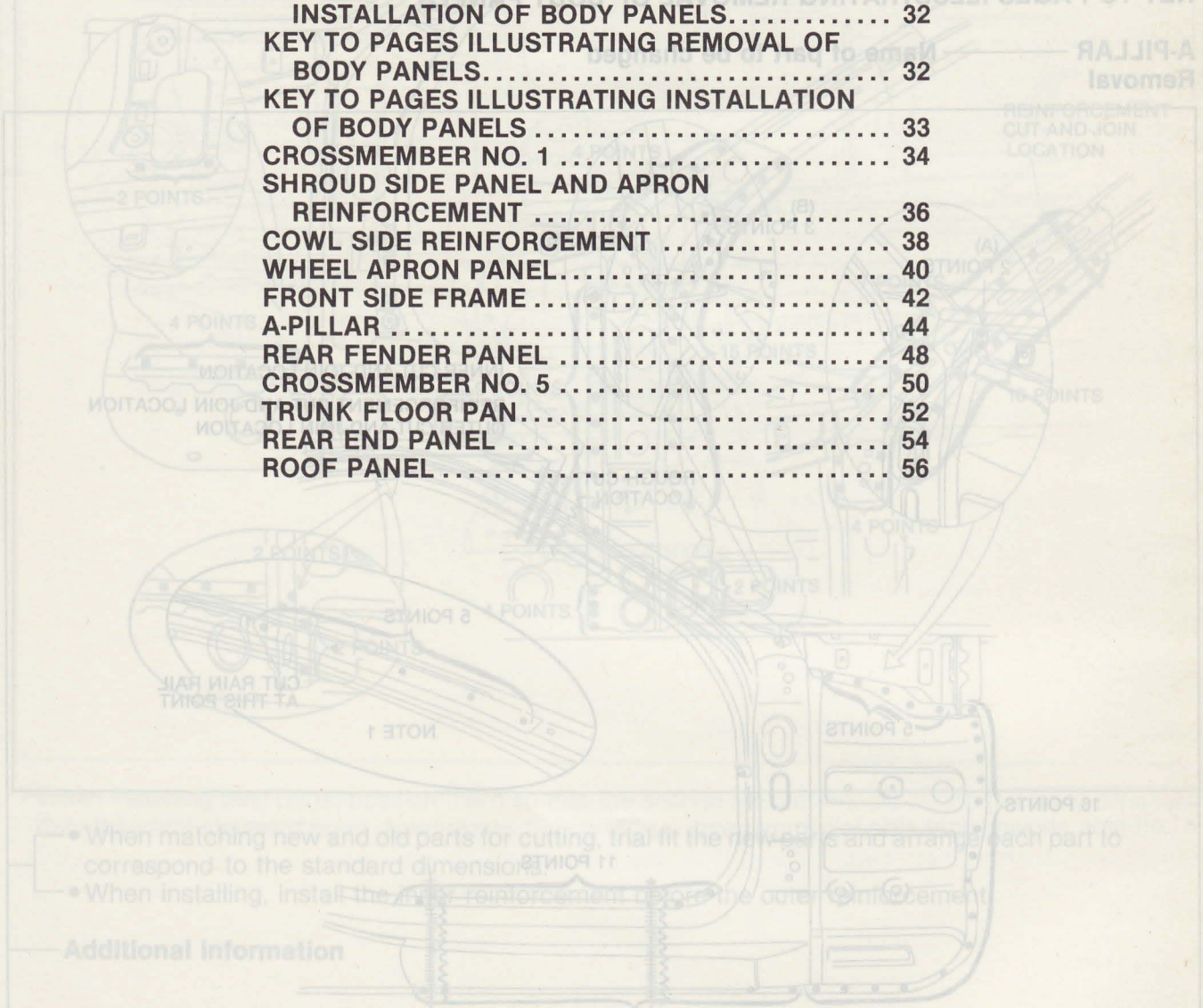
RUSTPROOF STEEL
Structural View

No.	Part Name	No.	Part Name
①	Crossmember No. 1	⑲	Floor side panel
②	Shroud side panel	⑳	Coner plate
③	Wheel apron panel	㉑	Side sill reinforcement
④	Apron reinforcement	㉒	B-pillar gusset
⑤	Torque box	㉓	Side frame, outer
⑥	Front fender panel	㉔	Rear fender panel
⑦	Dash lower panel	㉕	Door body
⑧	Cowl side panel	㉖	Rear end panel
⑨	Cowl side reinforcement	㉗	Liftgate
⑩	Dash upper panel	㉘	Light bracket
⑪	Cowl panel	㉙	Front floor pan
⑫	B-pillar, inner	㉚	Side sill panel, inner
⑬	Rain rail	㉛	Center floor pan
⑭	Hinge pillar reinforcement	㉜	Crossmember No. 4
⑮	A-pillar, inner reinforcement	㉝	Rear side frame
⑯	Housing reinforcement	㉞	Rear floor pan
⑰	Wheel house panel	㉟	Rear side frame, center
⑱	Corner junction	㊱	Crossmember No. 5

.....Both side rust-proof treated steel

.....One side rust-proof treated steel (reverse only)

PANEL REPLACEMENT



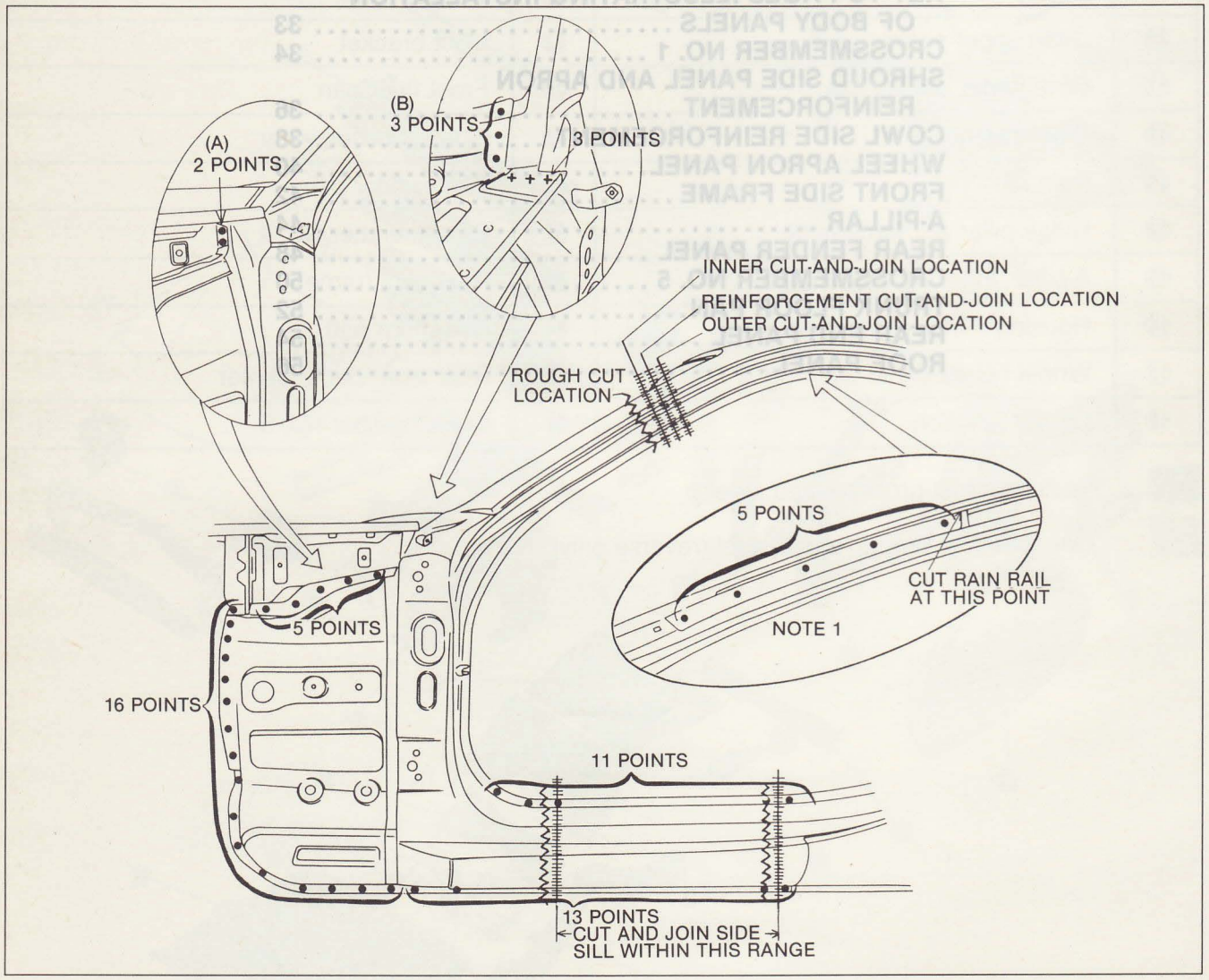
PANEL REPLACEMENT

KEY TO ILLUSTRATIONS FOR REMOVAL AND INSTALLATION OF BODY PANELS

- ● ..... Spot welding
- ■ ..... CO_2 arc welding (plug welding)
- \+ ..... CO_2 spot welding
- ⫴ ..... Cut-and-join location
- ⩙ ..... Rough cut location
- ⊂⊃ ..... Braze welding

KEY TO PAGES ILLUSTRATING REMOVAL OF BODY PANELS

A-PILLAR ——— **Name of part to be changed**
Removal

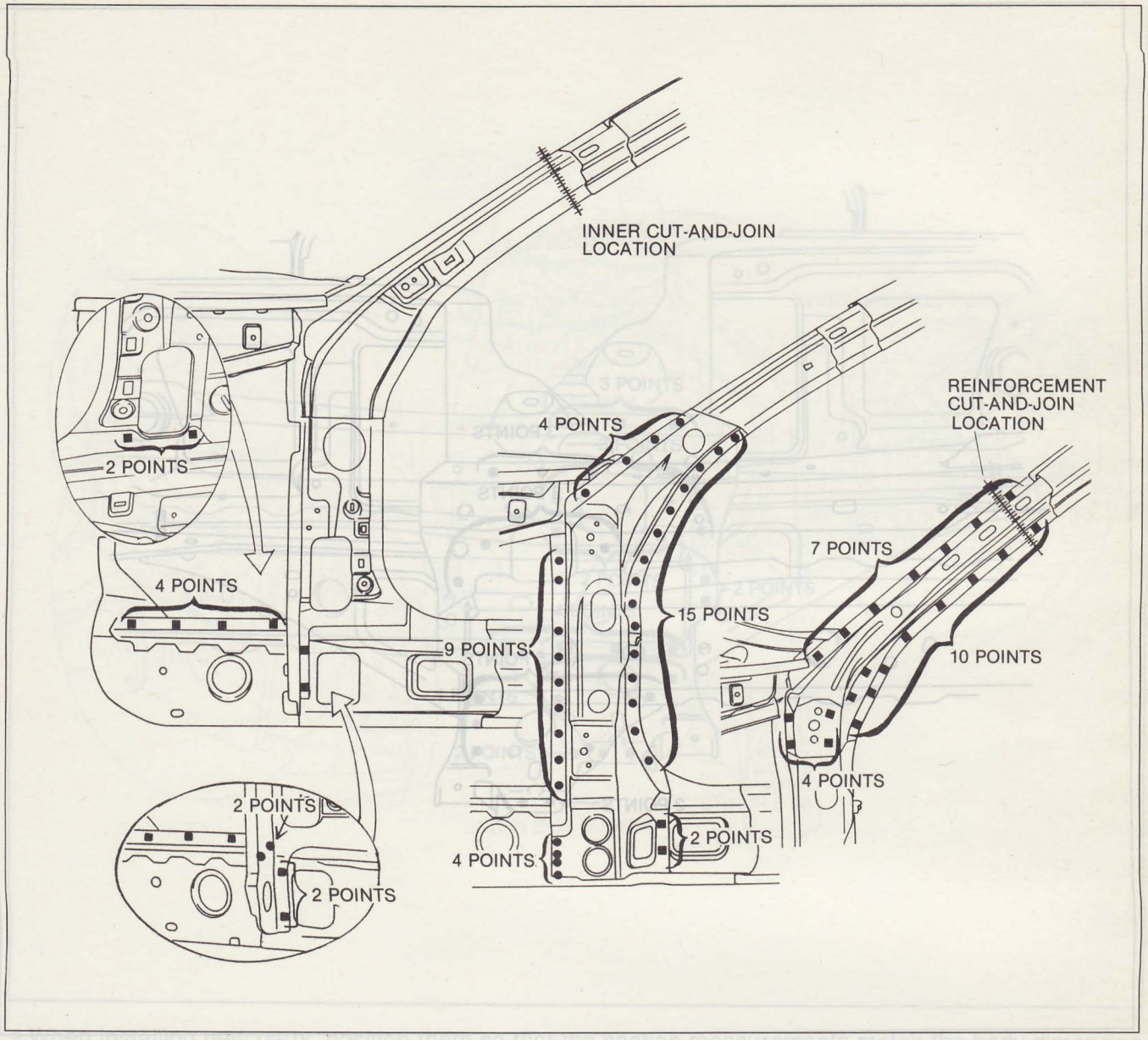


- The sections marked with the same A and B are the same sections.
- NOTE 1, cut the rain rail at this point.
- Select the cut-and-join location according to the damage.

Additional information

KEY TO PAGES ILLUSTRATING INSTALLATION OF BODY PANELS

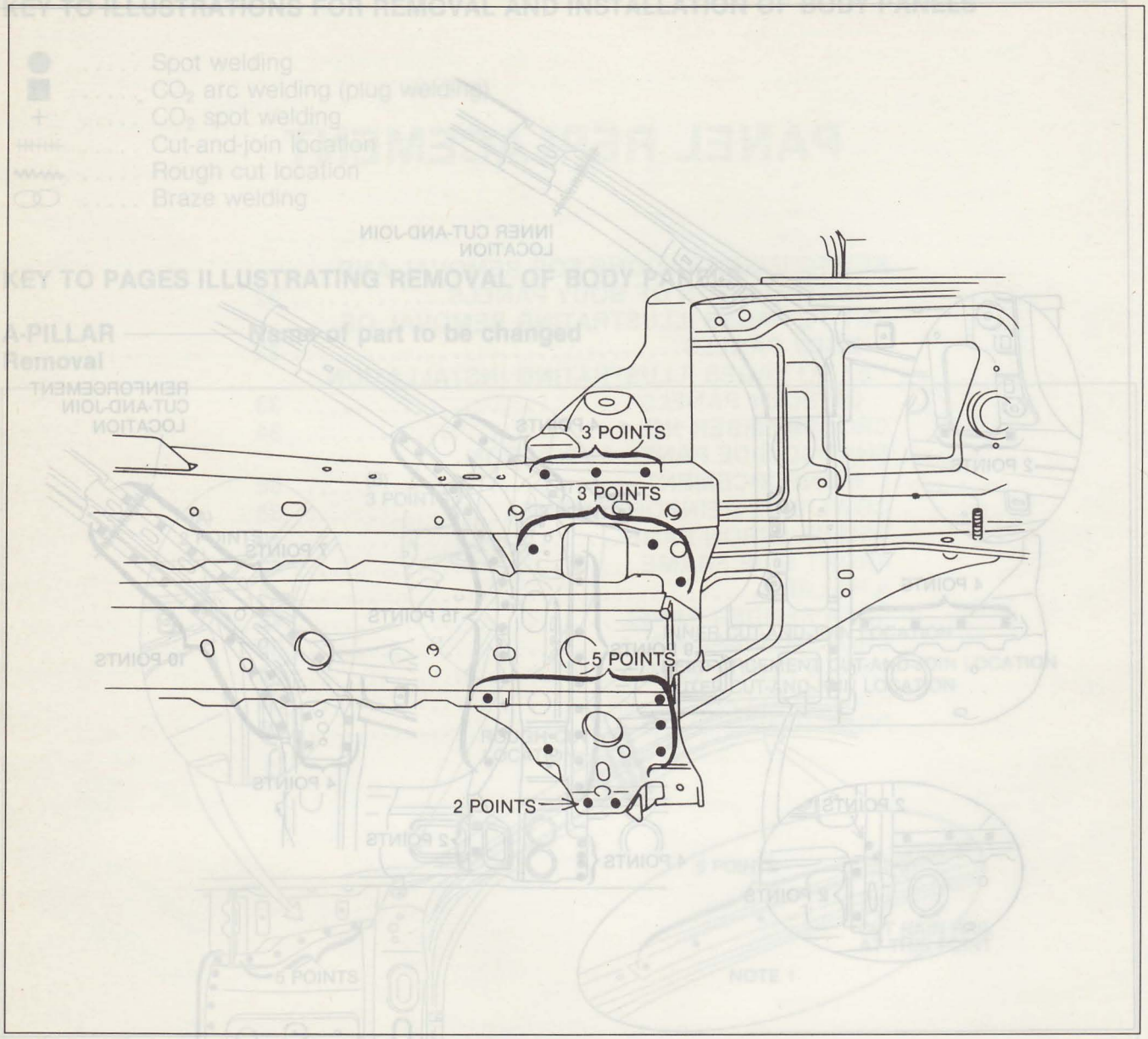
Installation



- When matching new and old parts for cutting, trial fit the new parts and arrange each part to correspond to the standard dimensions.
- When installing, install the inner reinforcement before the outer reinforcement.

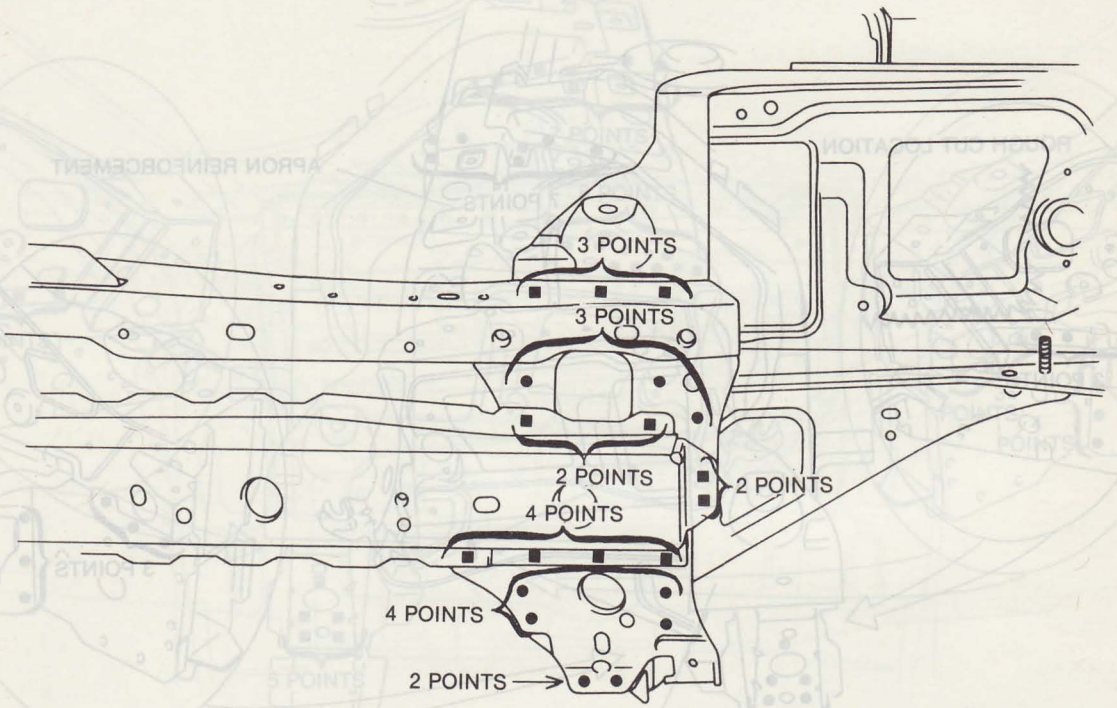
Additional information

CROSSMEMBER NO. 1
Removal



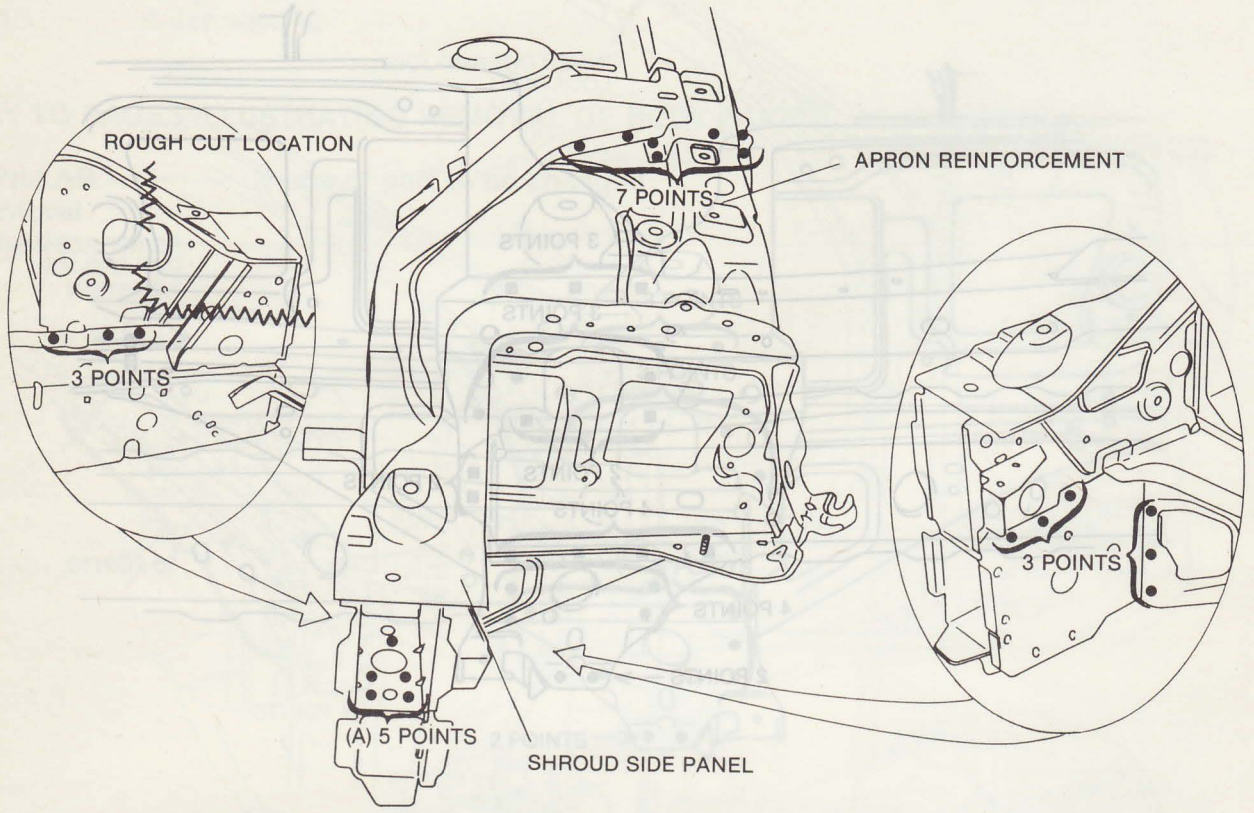
• Left side shown; right side is symmetrical.

Installation



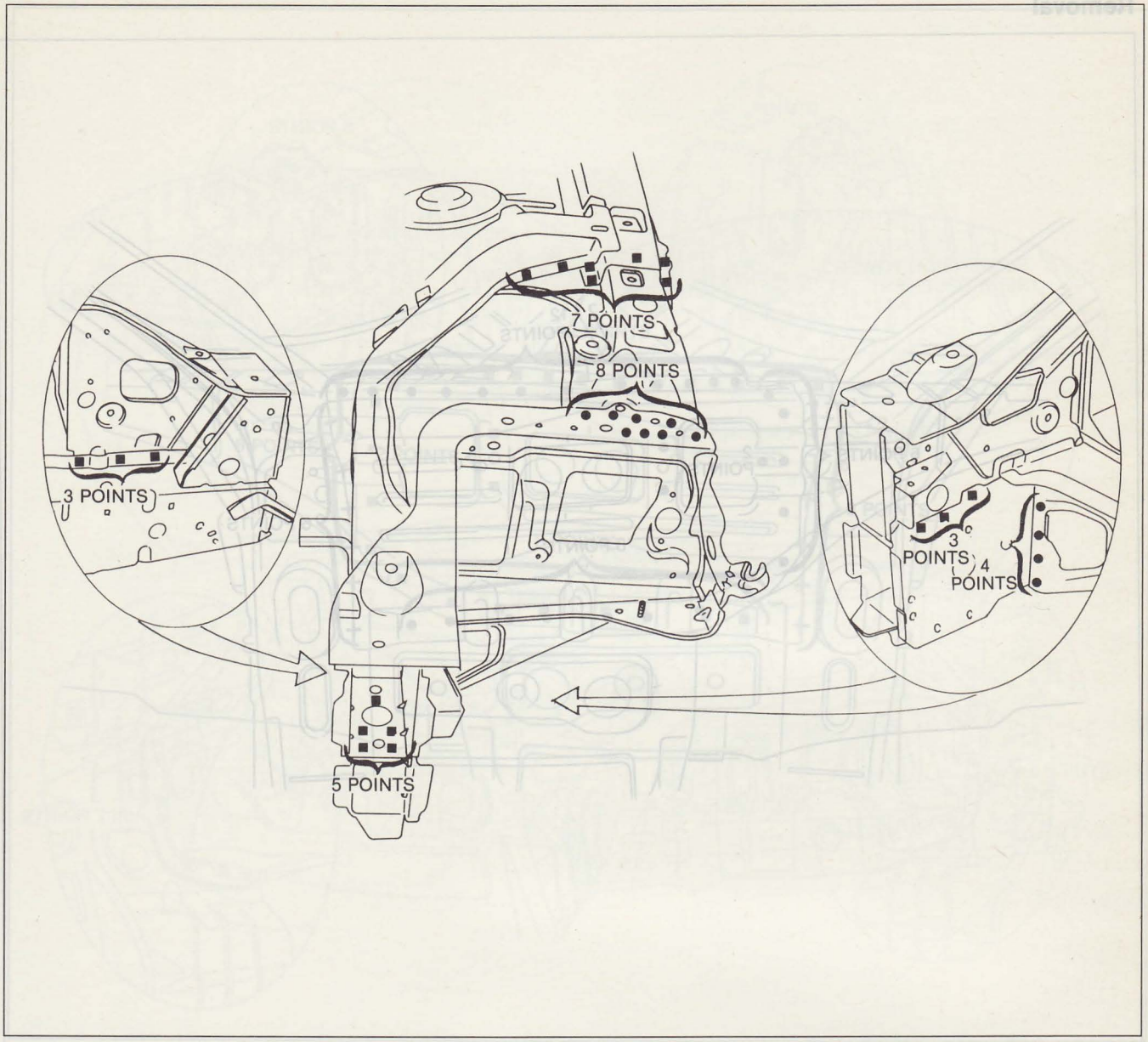
- When installing new parts, position them so that the section measurements match the body dimension drawings and standard body dimensions.

SHROUD SIDE PANEL AND APRON REINFORCEMENT
Removal



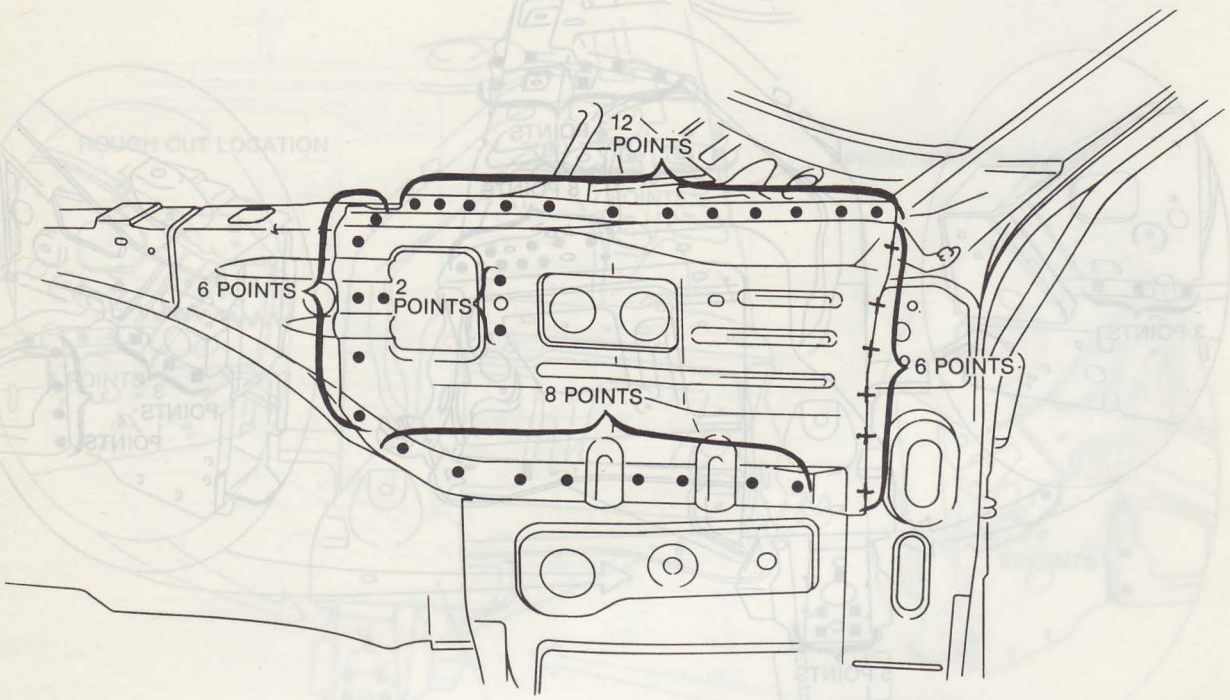
- Replace the apron reinforcement according to the damage.
- Drill points A after rough cutting the shroud side panel.

Installation

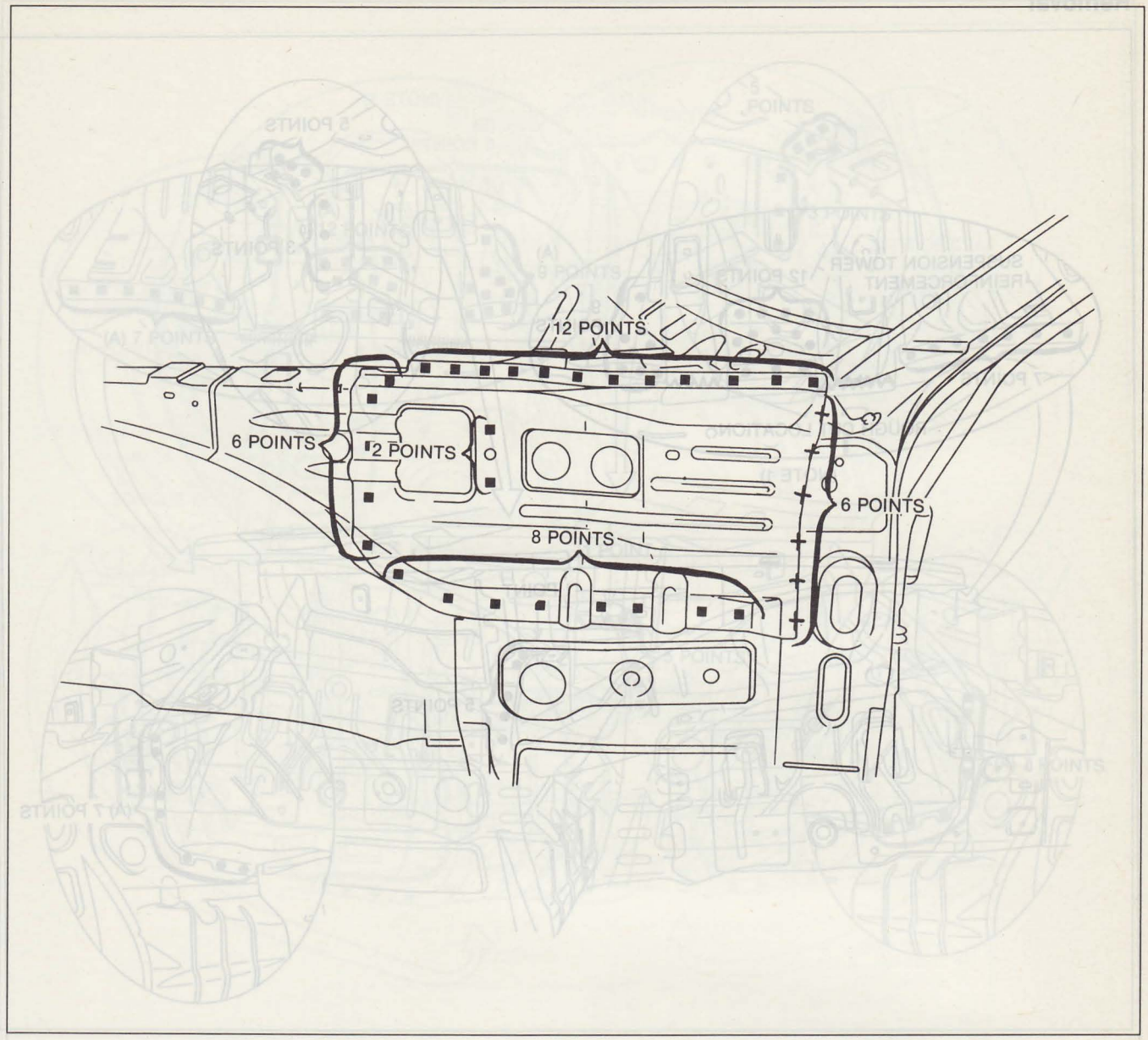


• Trial fit the new parts (front member, etc.) and position them so that the section measurements match the body dimension drawings and standard body dimensions.

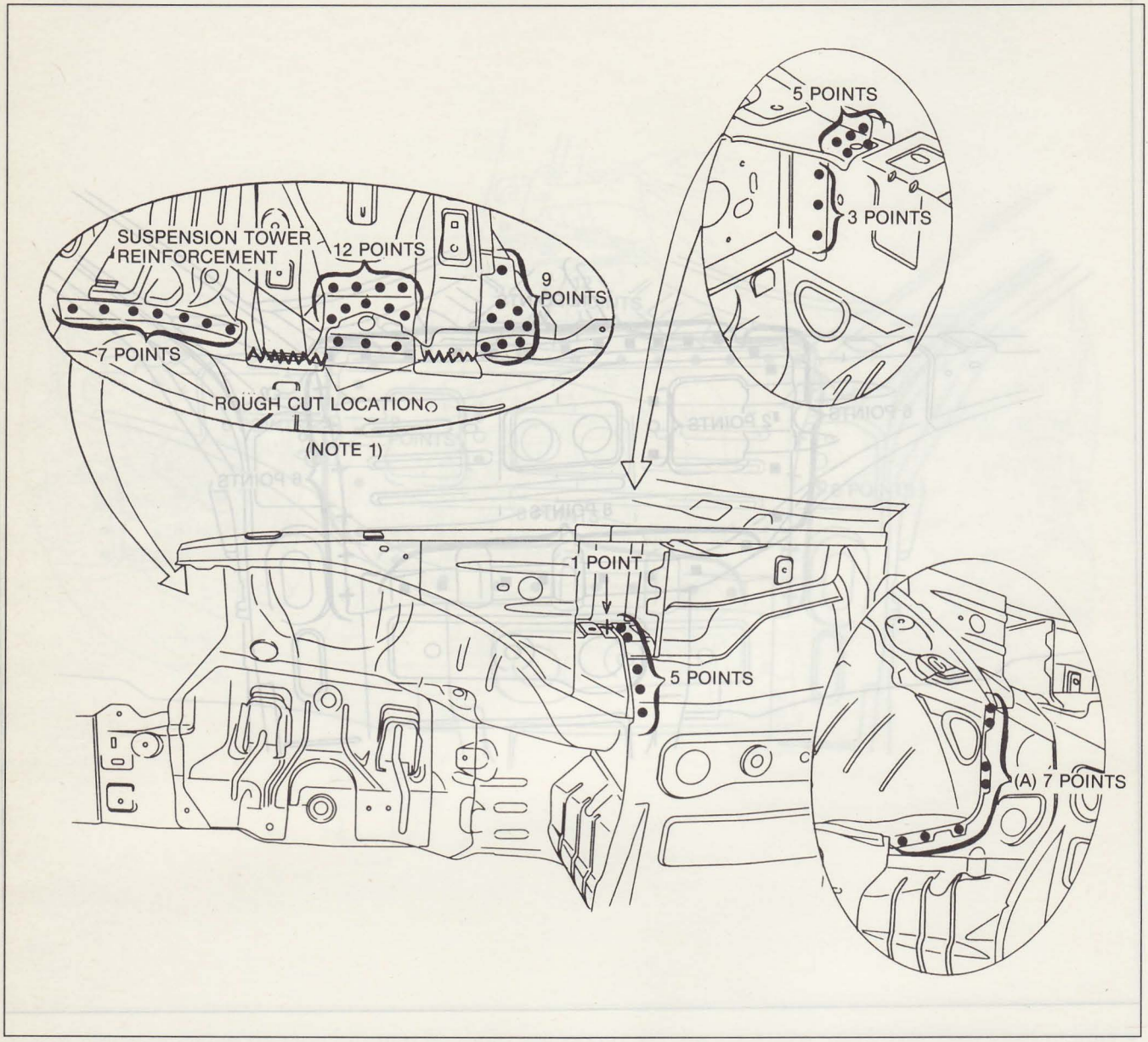
COWL SIDE REINFORCEMENT
Removal



Installation

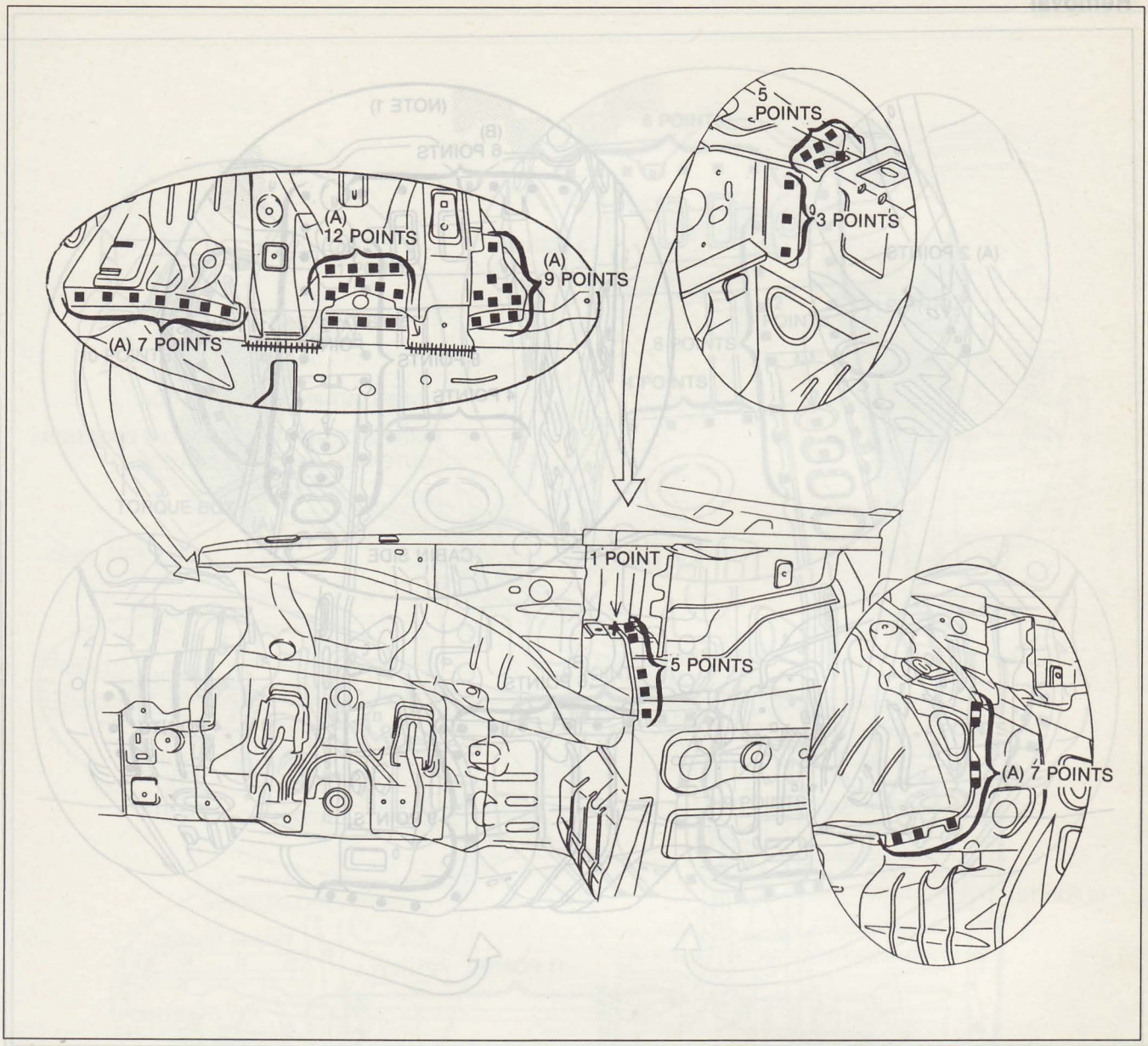


WHEEL APRON PANEL
Removal



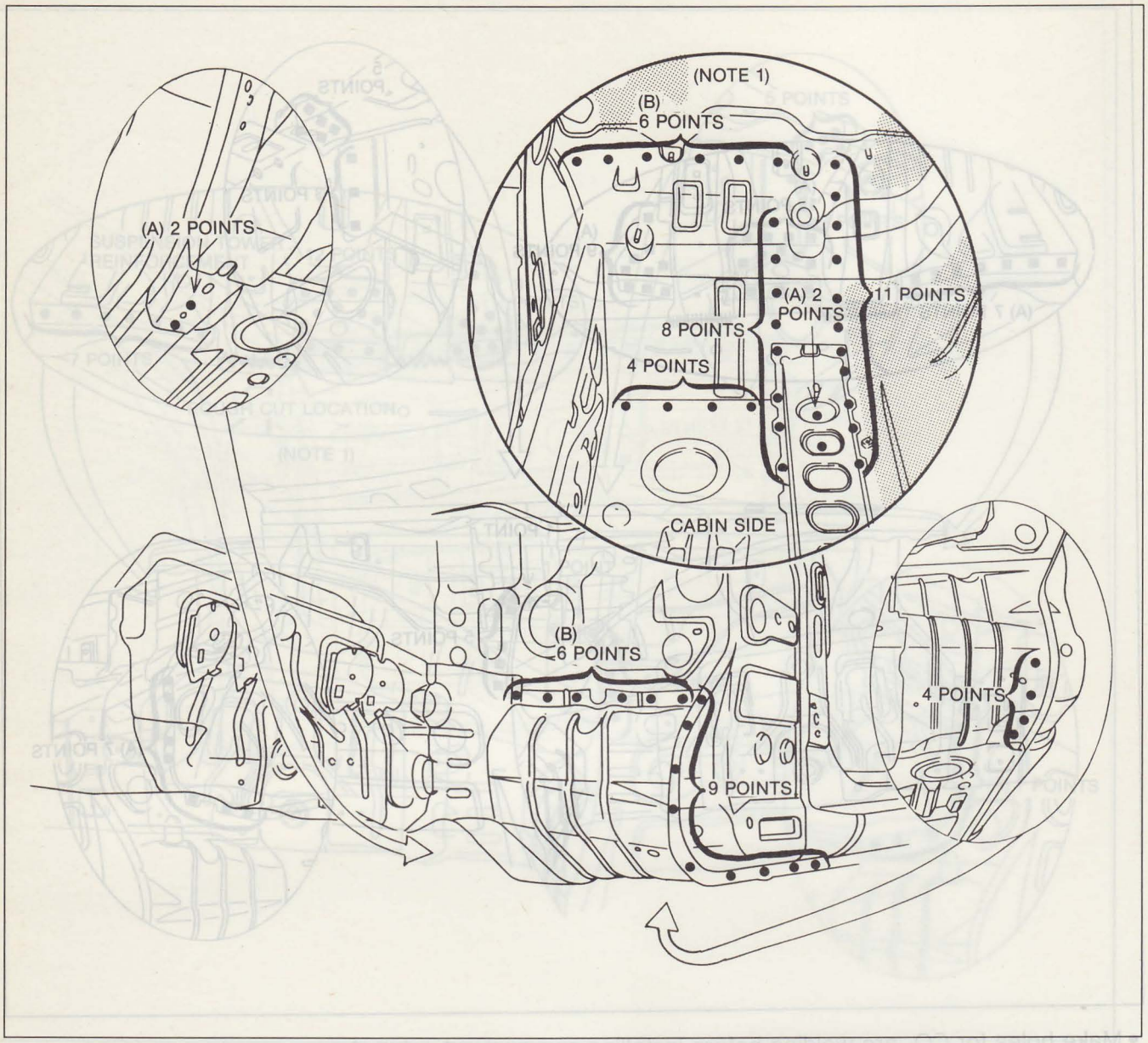
- After rough cutting, remove the suspension tower reinforcement at the joint of the suspension tower reinforcement and the front side frame (NOTE 1). Do not damage the front side frame.
- Do not make open holes when drilling points A.

Installation



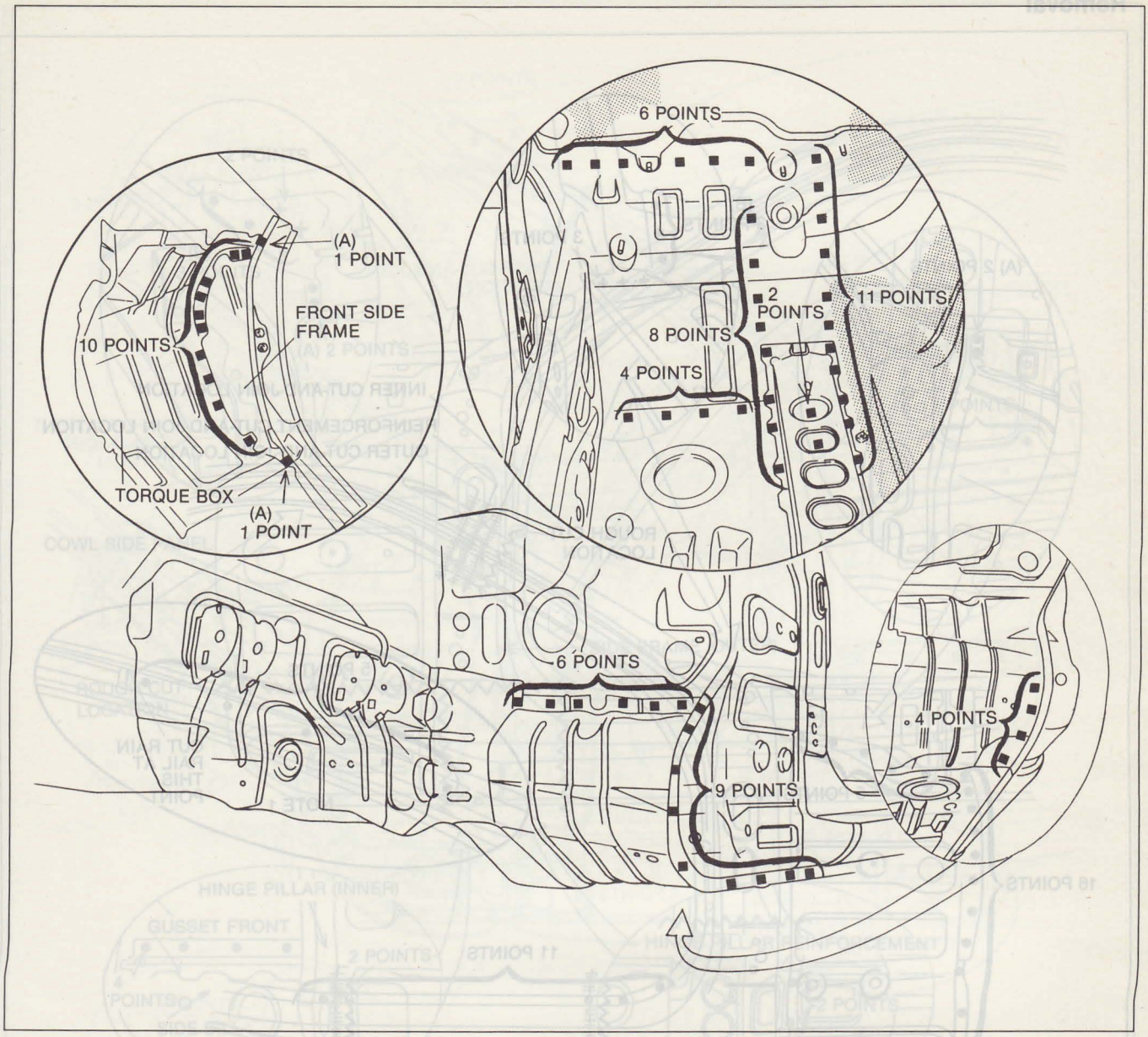
- Make holes for CO_2 arc welding before installing new parts at points A.
- Trial fit the new parts (crossmember No. 1, shroud side panel and apron reinforcement) and position them so that the section measurements match the body dimension drawings and standard body dimensions.
- After aligning to the standard dimensions, check the fit of related parts (hood, front fender).

FRONT SIDE FRAME
Removal



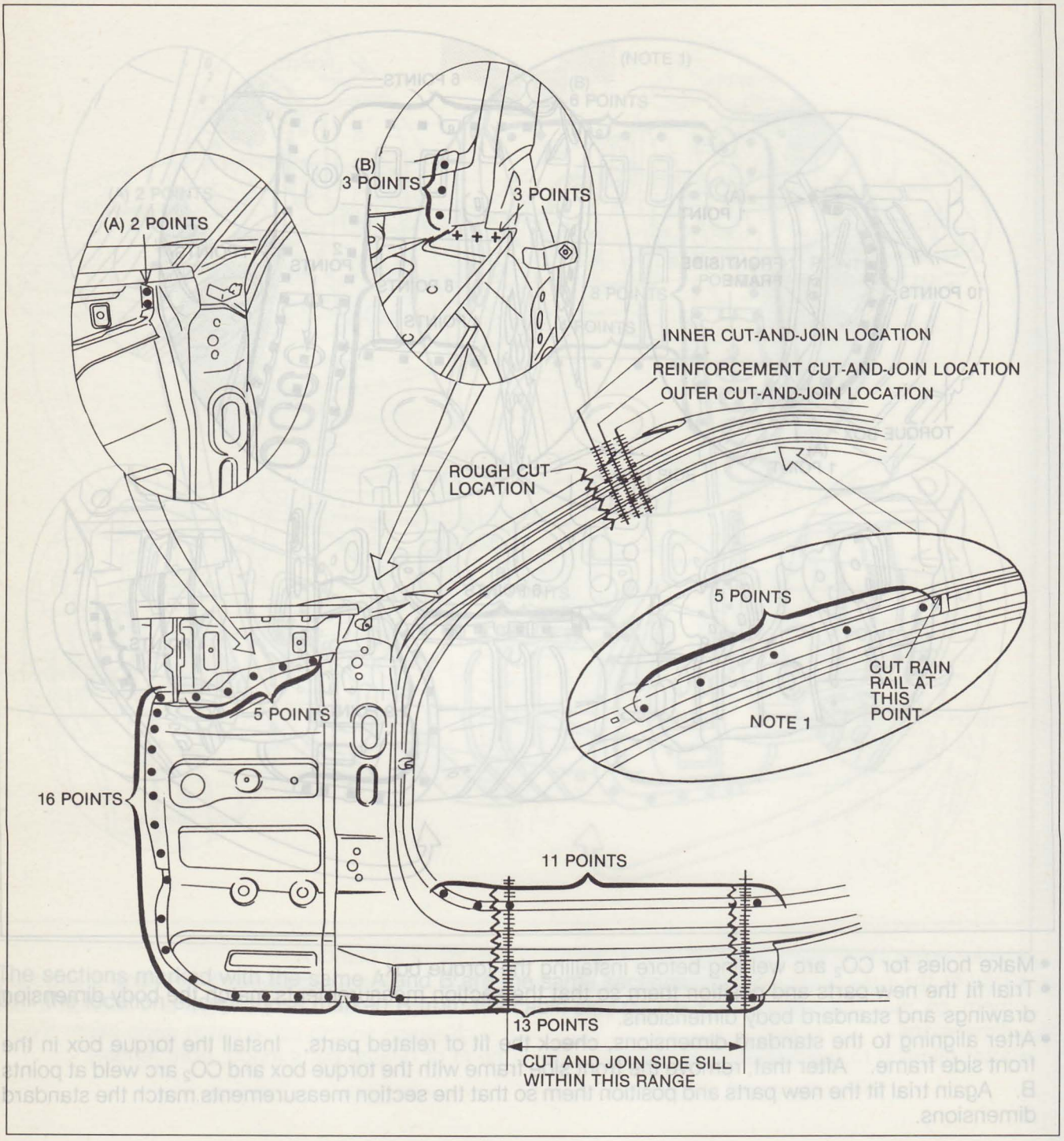
- The sections marked with the same A and B are the same sections.
- Drill the location except those marked B from the cabin side (NOTE 1).

Installation



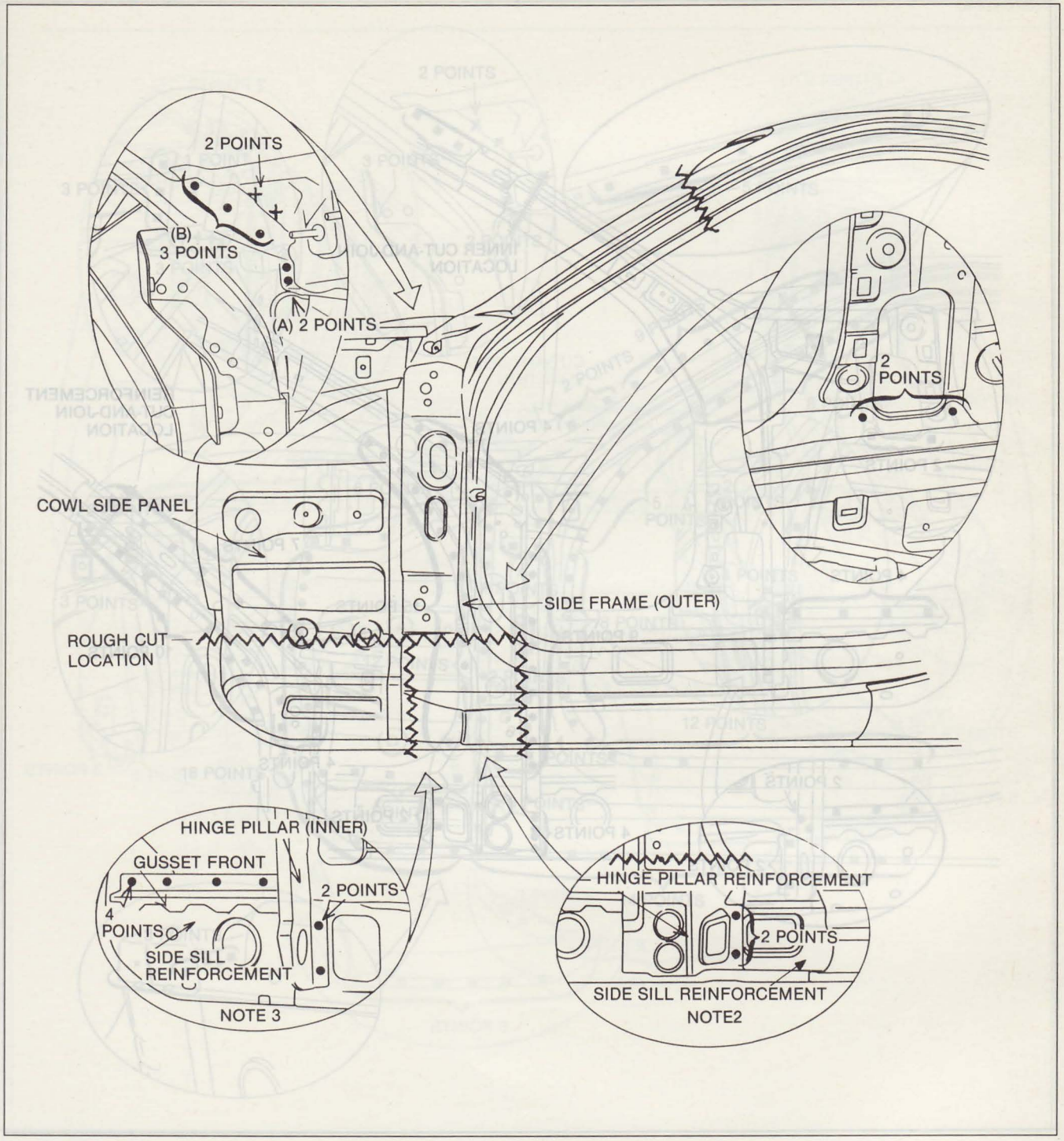
- Make holes for CO_2 arc welding before installing the torque box.
- Trial fit the new parts and position them so that the section measurements match the body dimension drawings and standard body dimensions.
- After aligning to the standard dimensions, check the fit of related parts. Install the torque box in the front side frame. After that, remove the front side frame with the torque box and CO_2 arc weld at points B. Again trial fit the new parts and position them so that the section measurements match the standard dimensions.

A-PILLAR
Removal



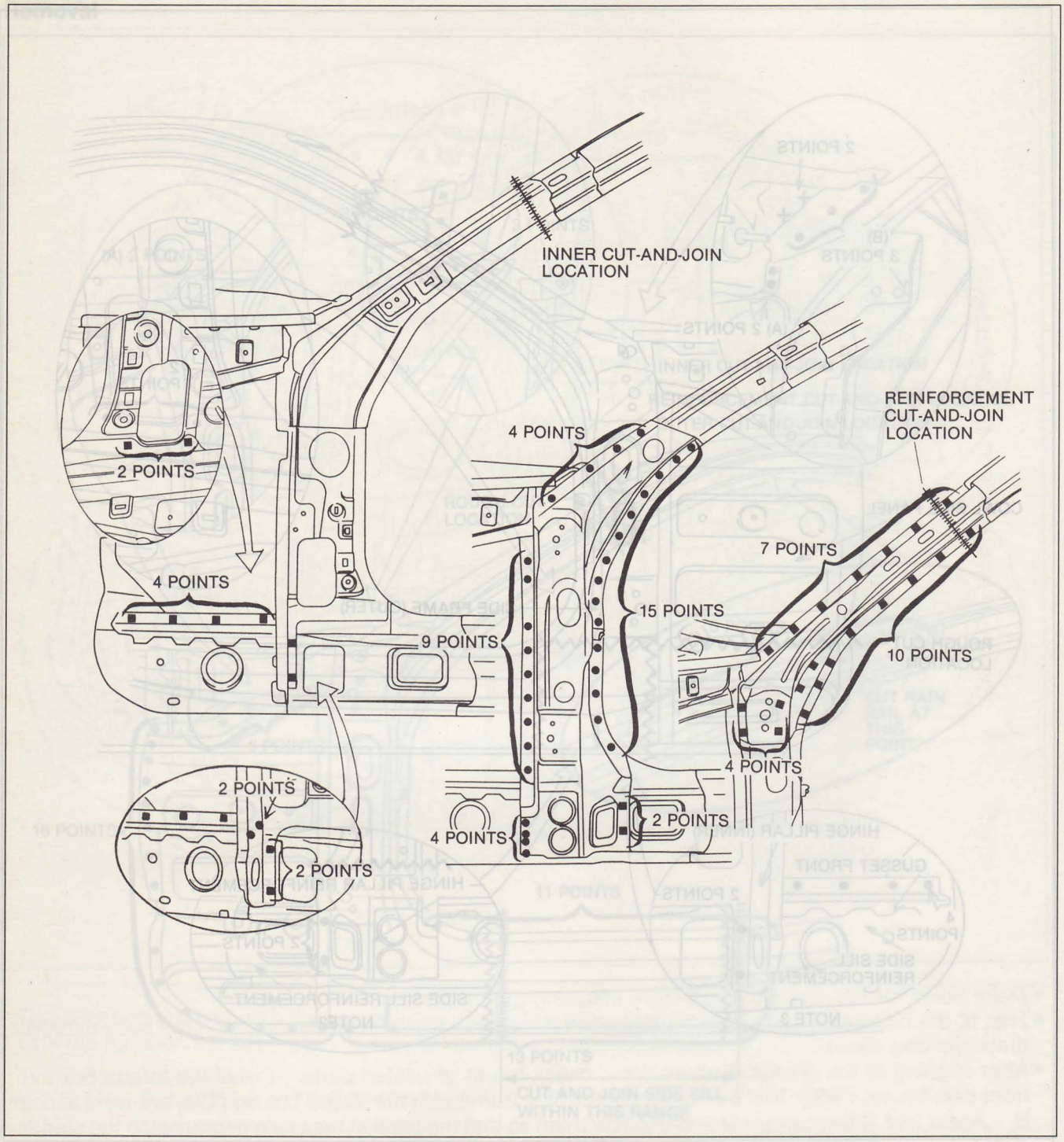
- The sections marked with the same A and B are the same section.
- Cut the rail at this point (NOTE 1).
- Select the cut-and-join location according to the damage when cutting the side sill.

Removal



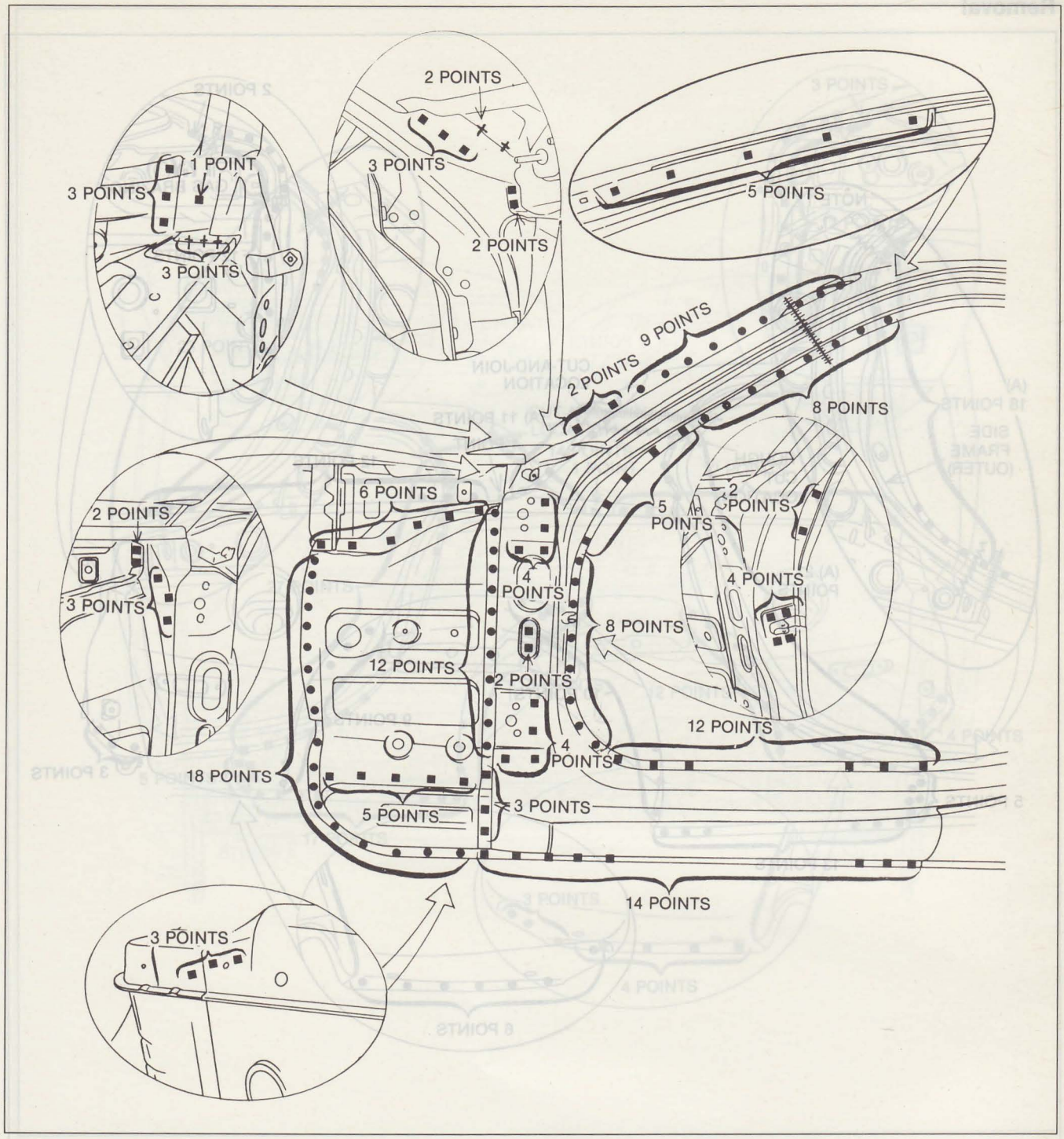
- Drill the two points after rough cutting the side frame (outer) (NOTE 2).
- Drill the six points after rough cutting the cowl side panel and the hinge pillar reinforcement (NOTE 3).

Installation



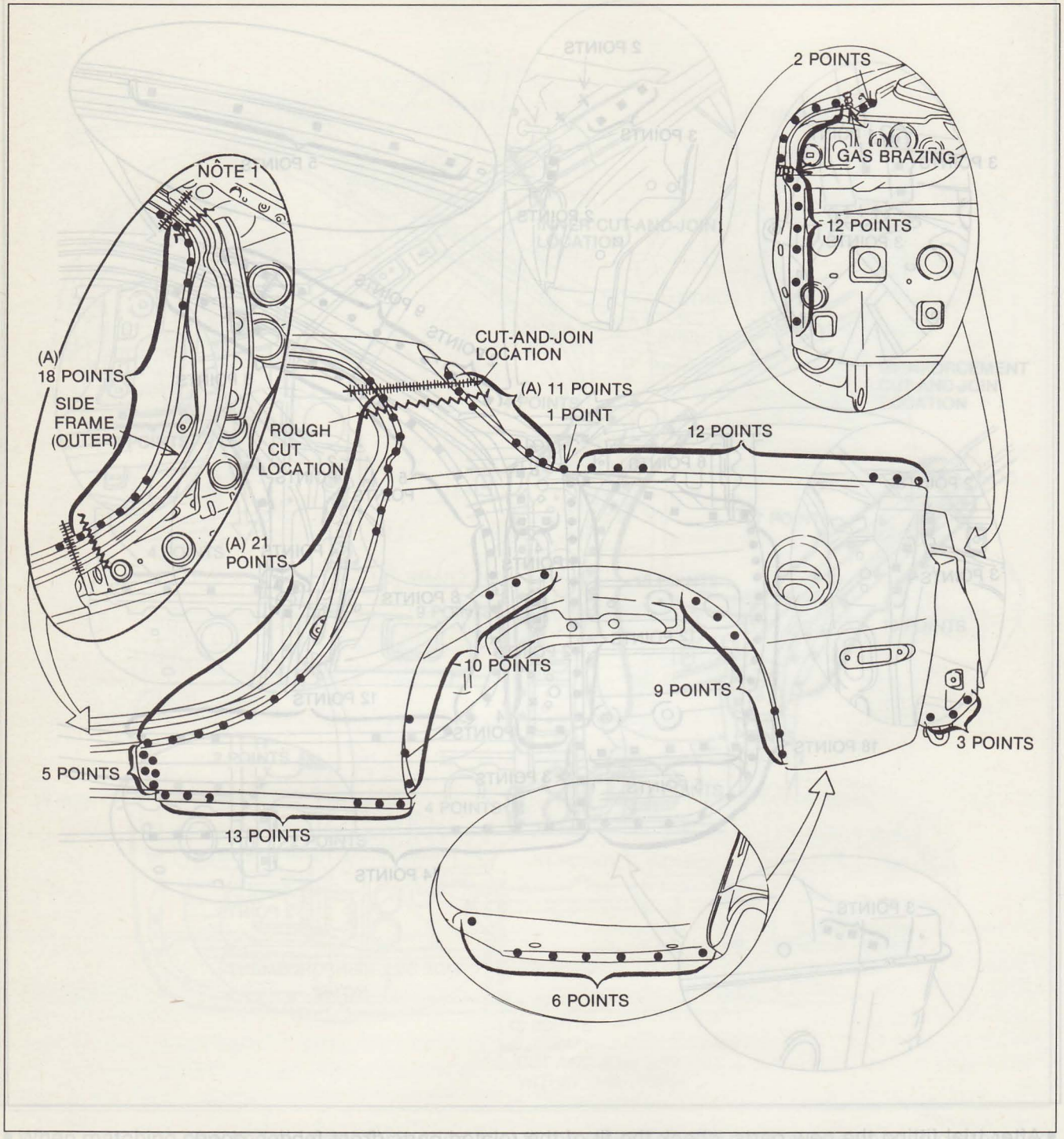
- When matching new and old parts for cutting, trial fit the new parts and position each part to correspond to the standard dimensions.
- Install the inner reinforcement before the outer reinforcement.

Installation



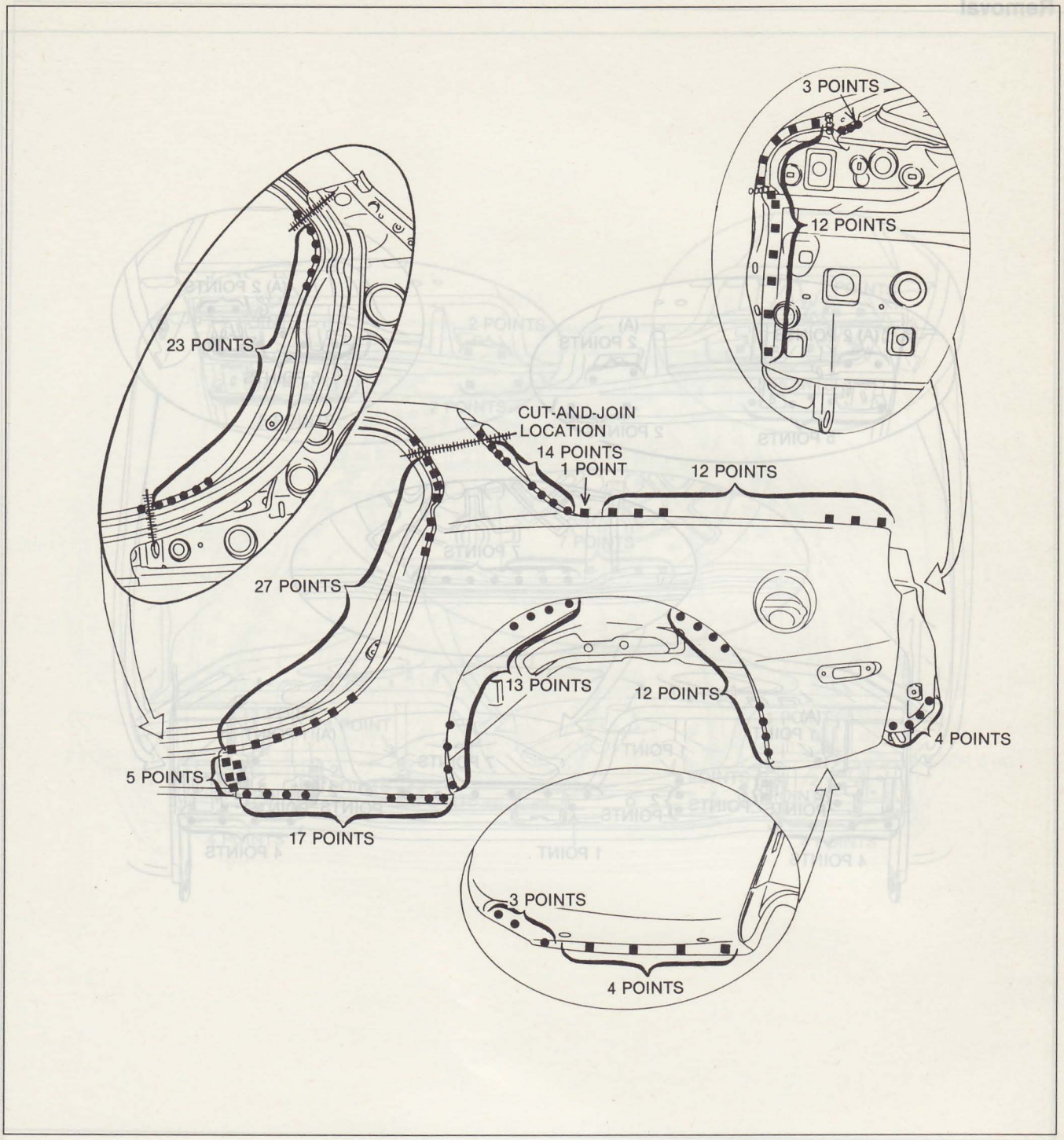
- After trial fitting the new parts, check the fit of the related parts (front fender, door).

REAR FENDER PANEL
Removal



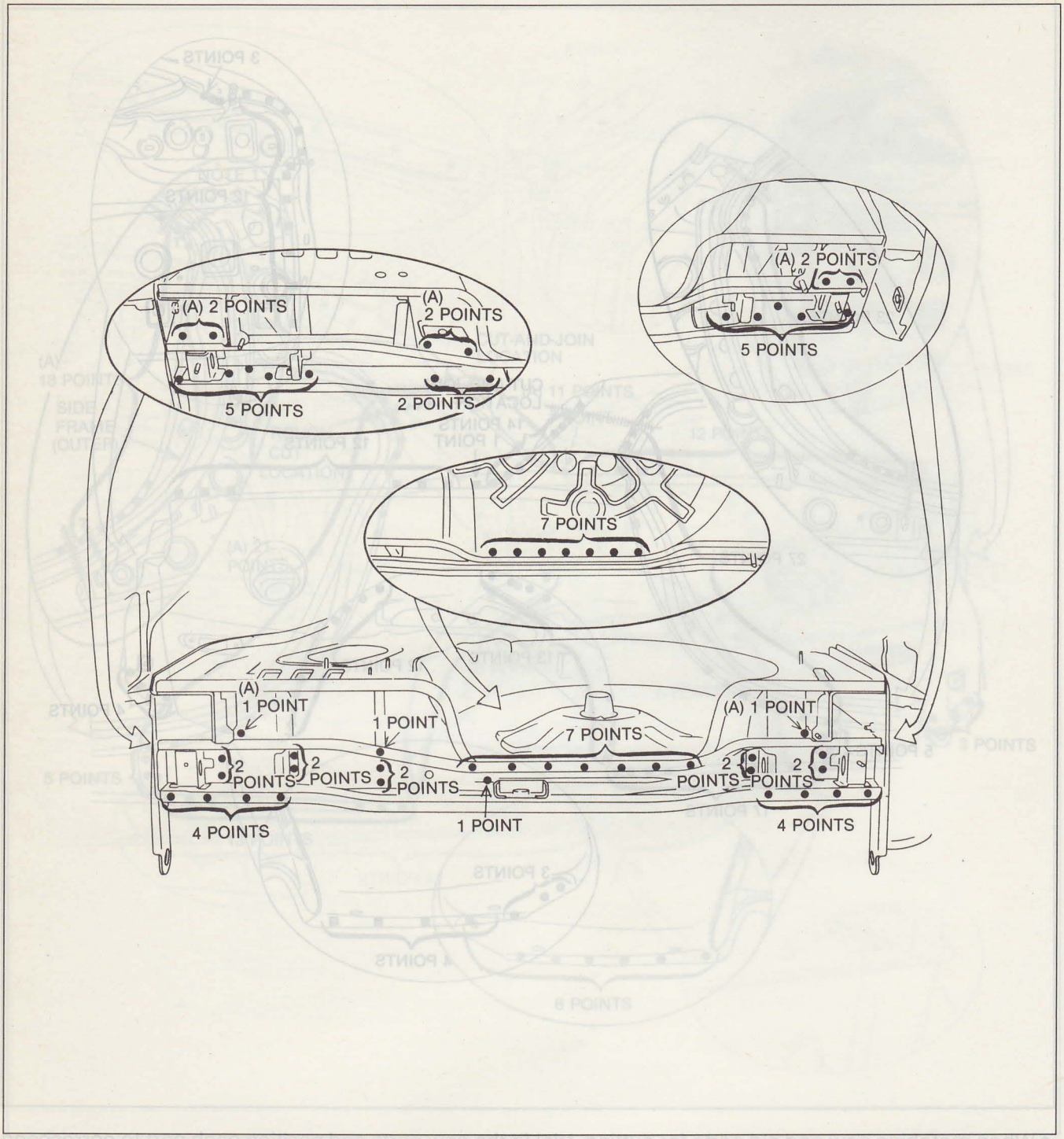
- Replace the side frame (outer) according to the damage (NOTE 1).
- Spot-weld points A change in relation to the cut-and-join location.
- Remove brazing welds by using a disc grinder.

Installation



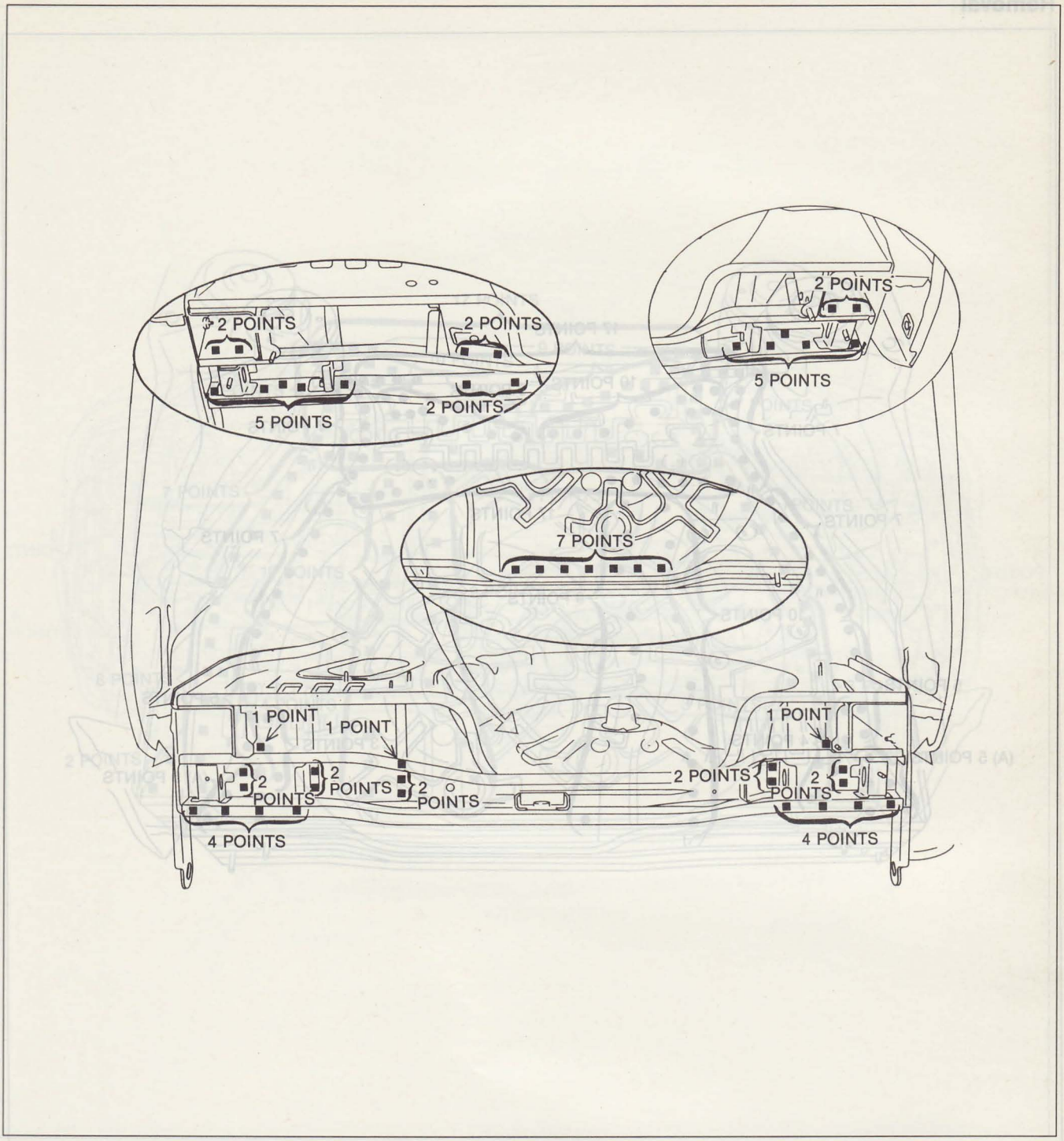
- When matching new and old parts for cutting, trial fit the new parts and position each part to correspond to the standard dimensions.
- Apply body sealer to the wheel arch line.
- After trial fitting the new parts, check the fit of the related parts (door, rear bumper, combination light).

CROSSMEMBER NO. 5
Removal



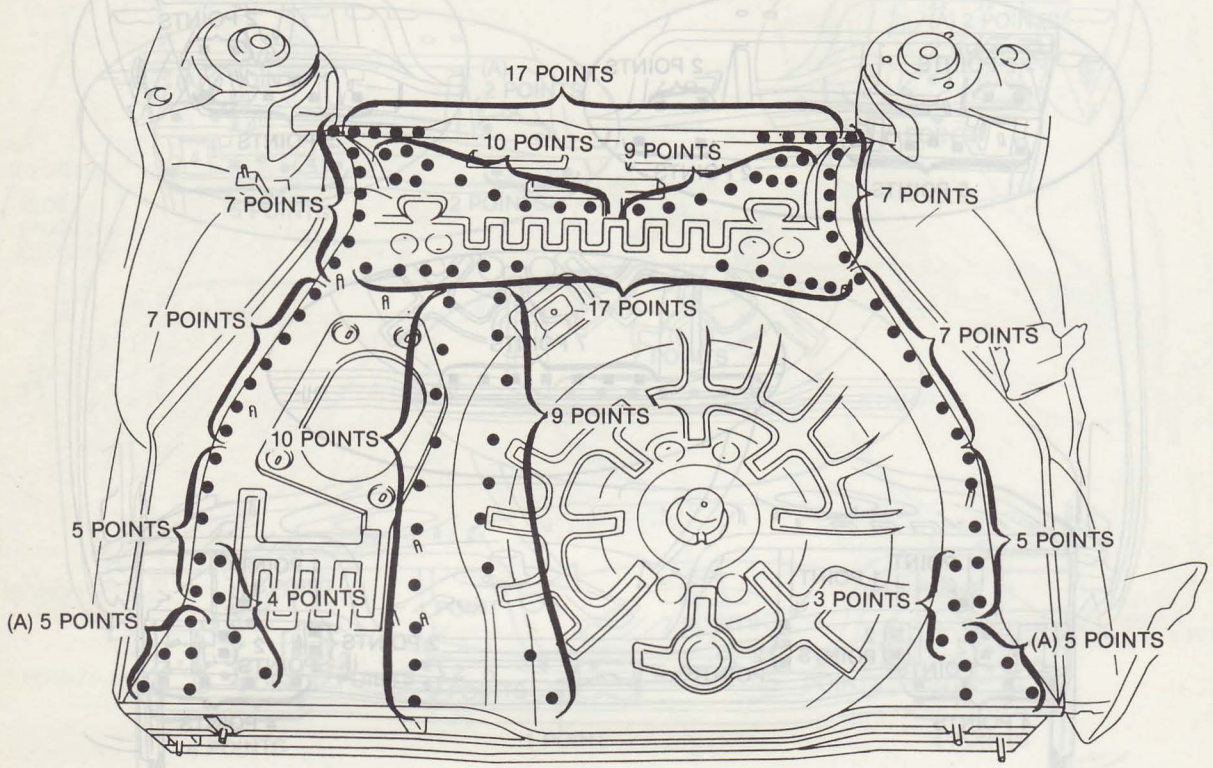
- Rough cut around the spot-welding points marked A to remove the crossmember. Do not damage the frame.
- Grind the projections remaining on the frame side by using a sander.

Installation



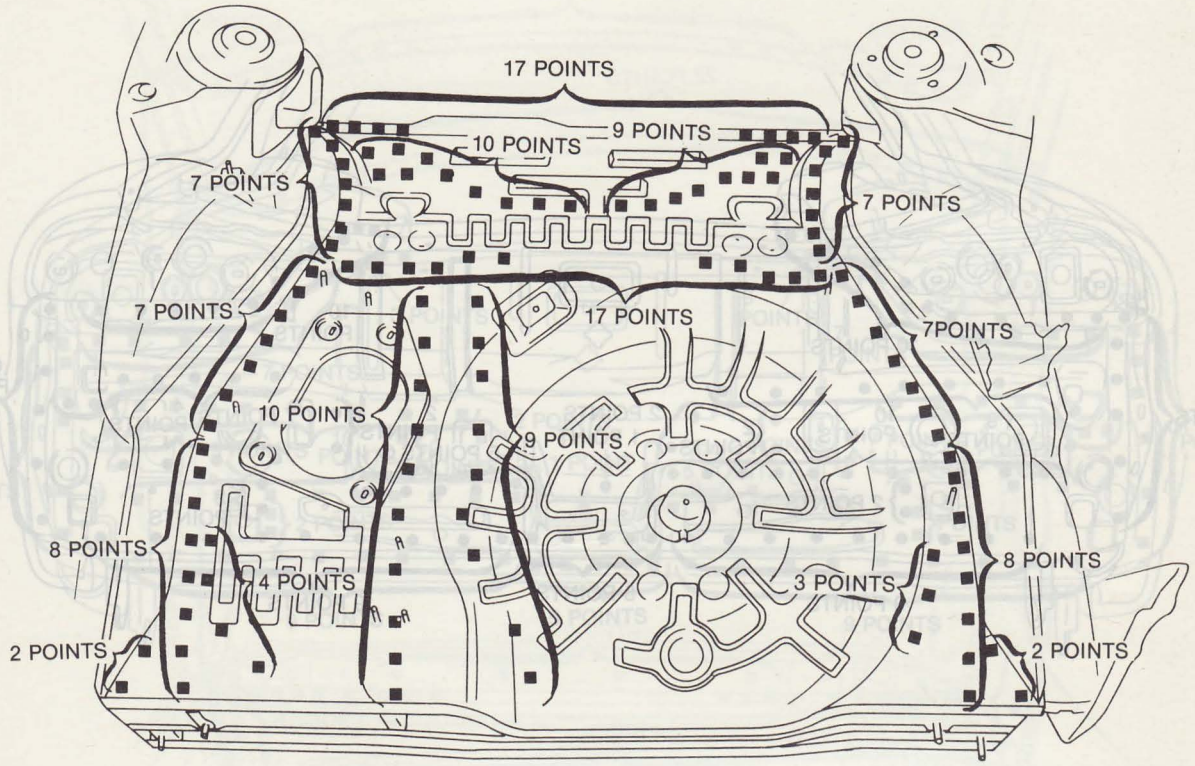
- After trial fitting the new parts, check the fit of the related parts (rear end panel, rear bumper).

TRUNK FLOOR PAN
Removal



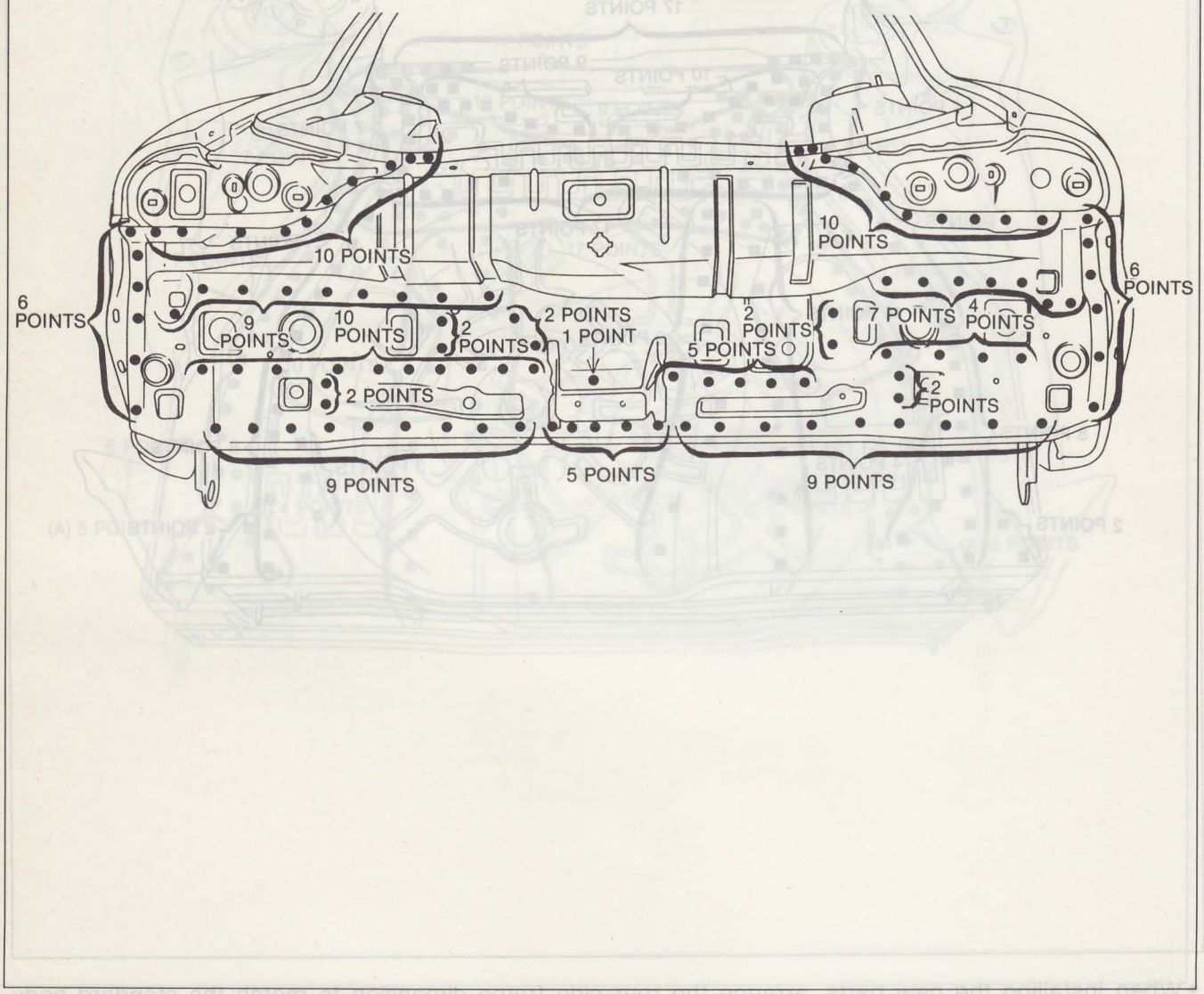
- It is difficult to drill the spot-welding points marked A because of the light bracket and corner plate. Rough cut around these points to remove the trunk floor pan.
- Grind the projections remaining on the frame side by using a sander or disc grinder.

Installation



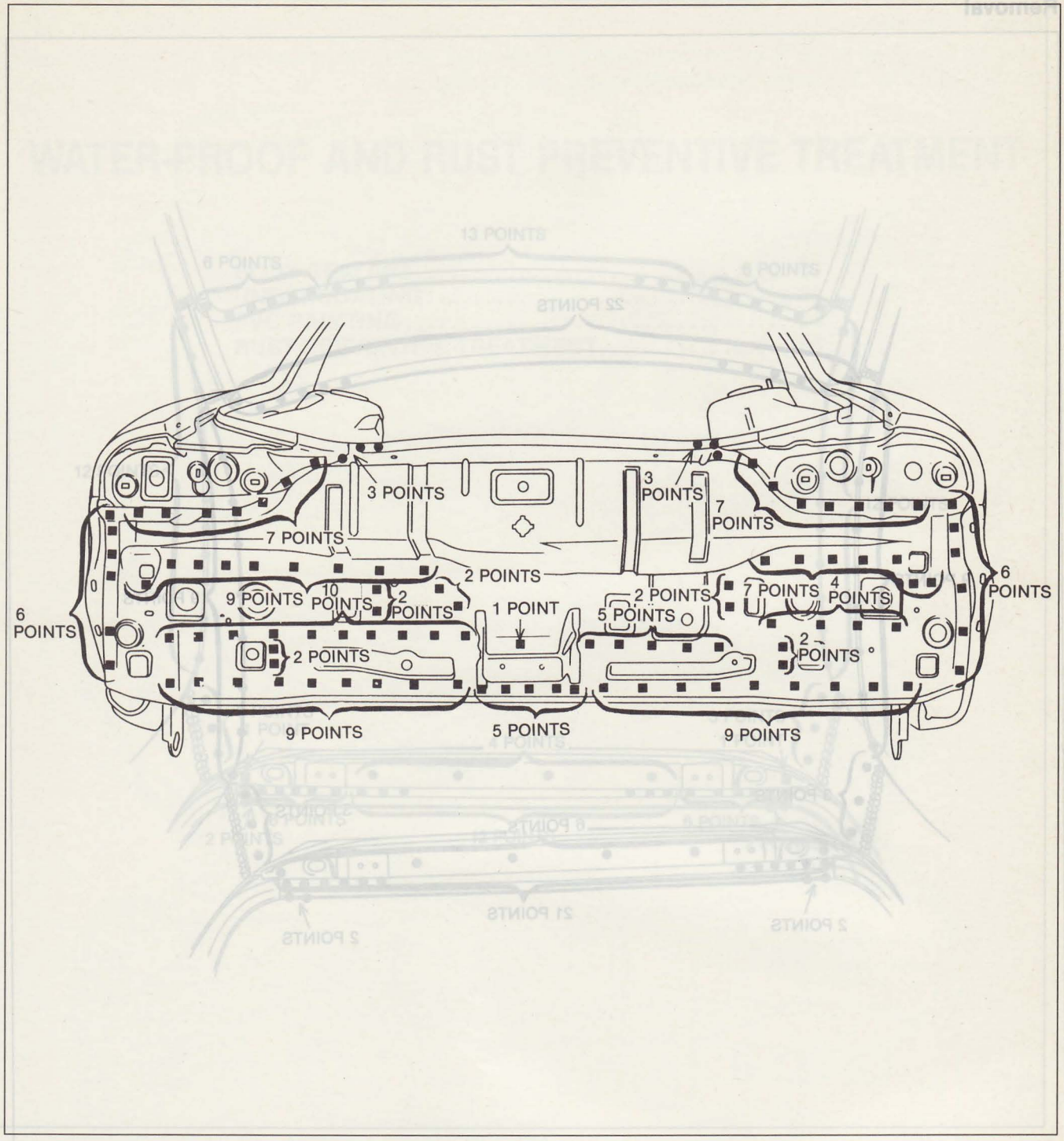
- When installing the new parts, arrange the rear side frame dimension to match the standard body dimensions.
- After trial fitting the new parts, check the fit of the related parts.

REAR END PANEL
Removal



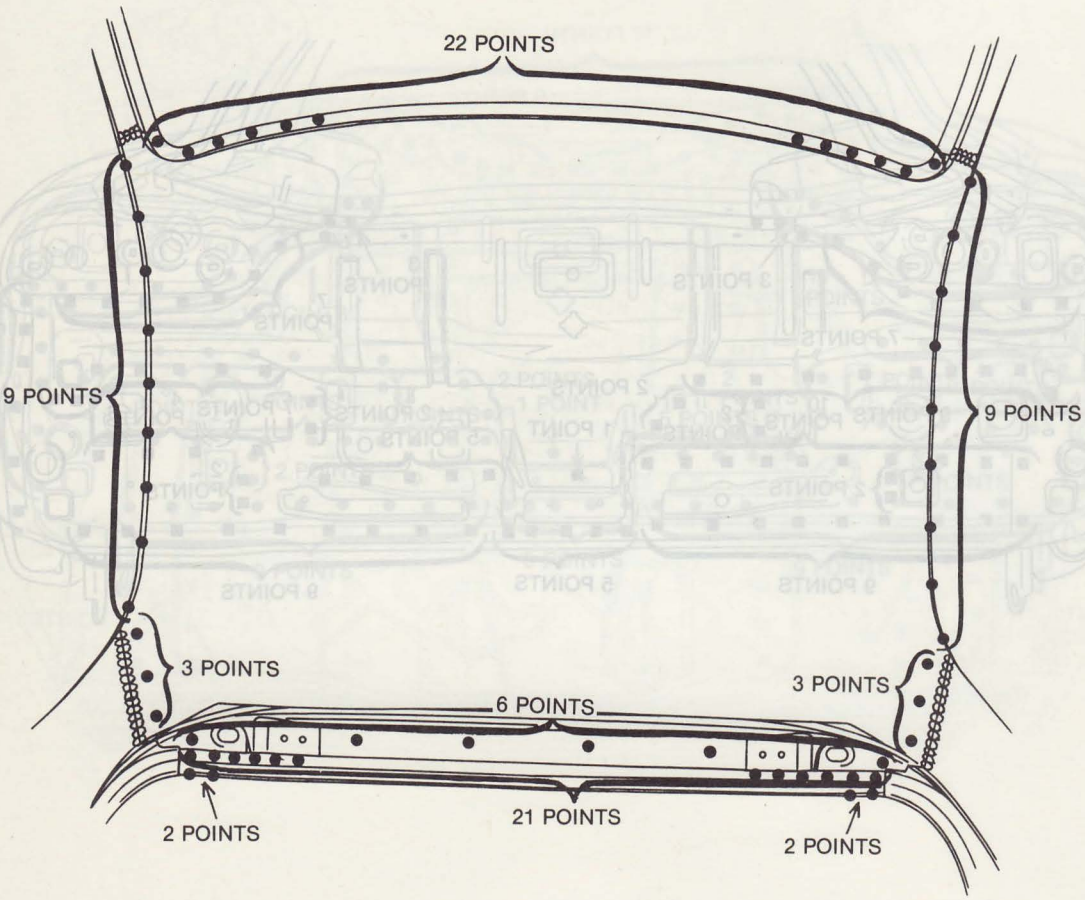
- Drill around the license plate bracket after rough cutting it.

Installation



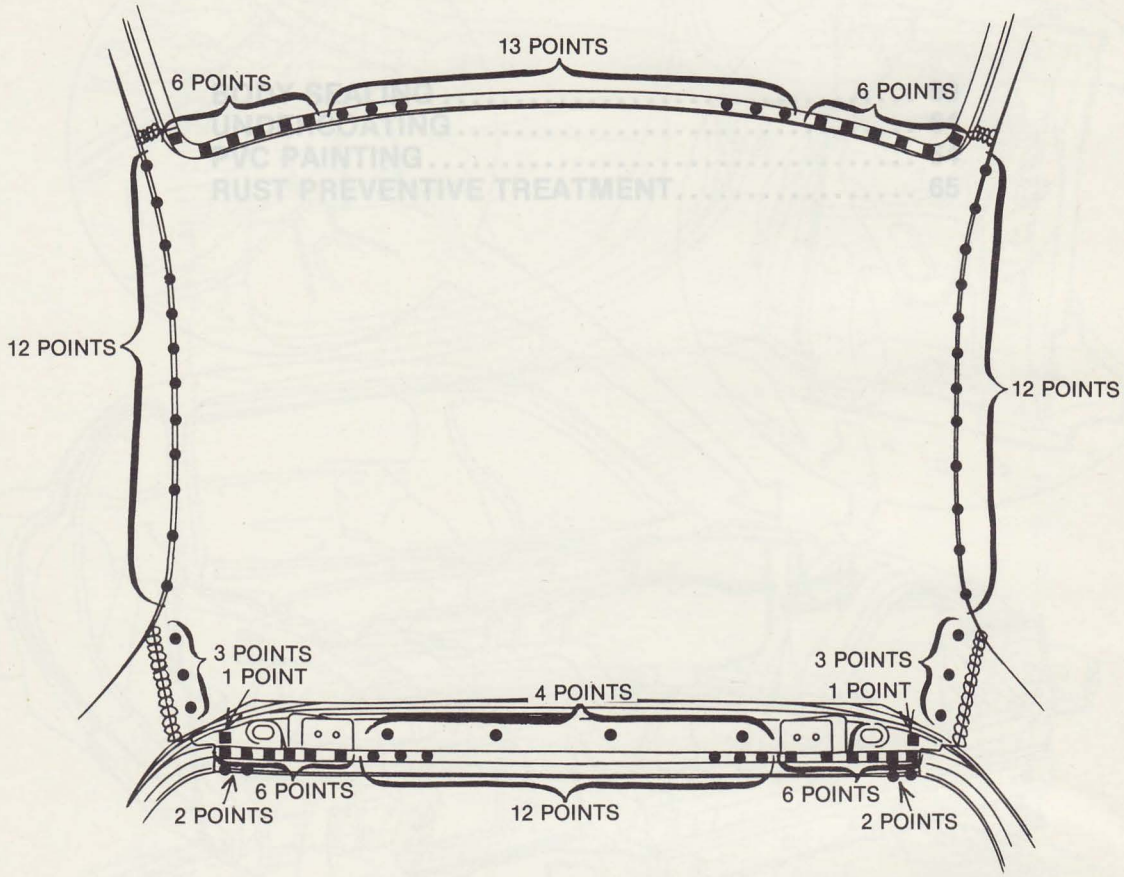
- Make holes for CO_2 arc welding before installing the new parts.
- Trial fit the new parts and position them so that the section measurements match the body dimension drawings and standard body dimensions.
- After trial fitting the new parts, check the fit of the related parts (rear hatch, rear combination light, rear bumper).

ROOF PANEL
Removal



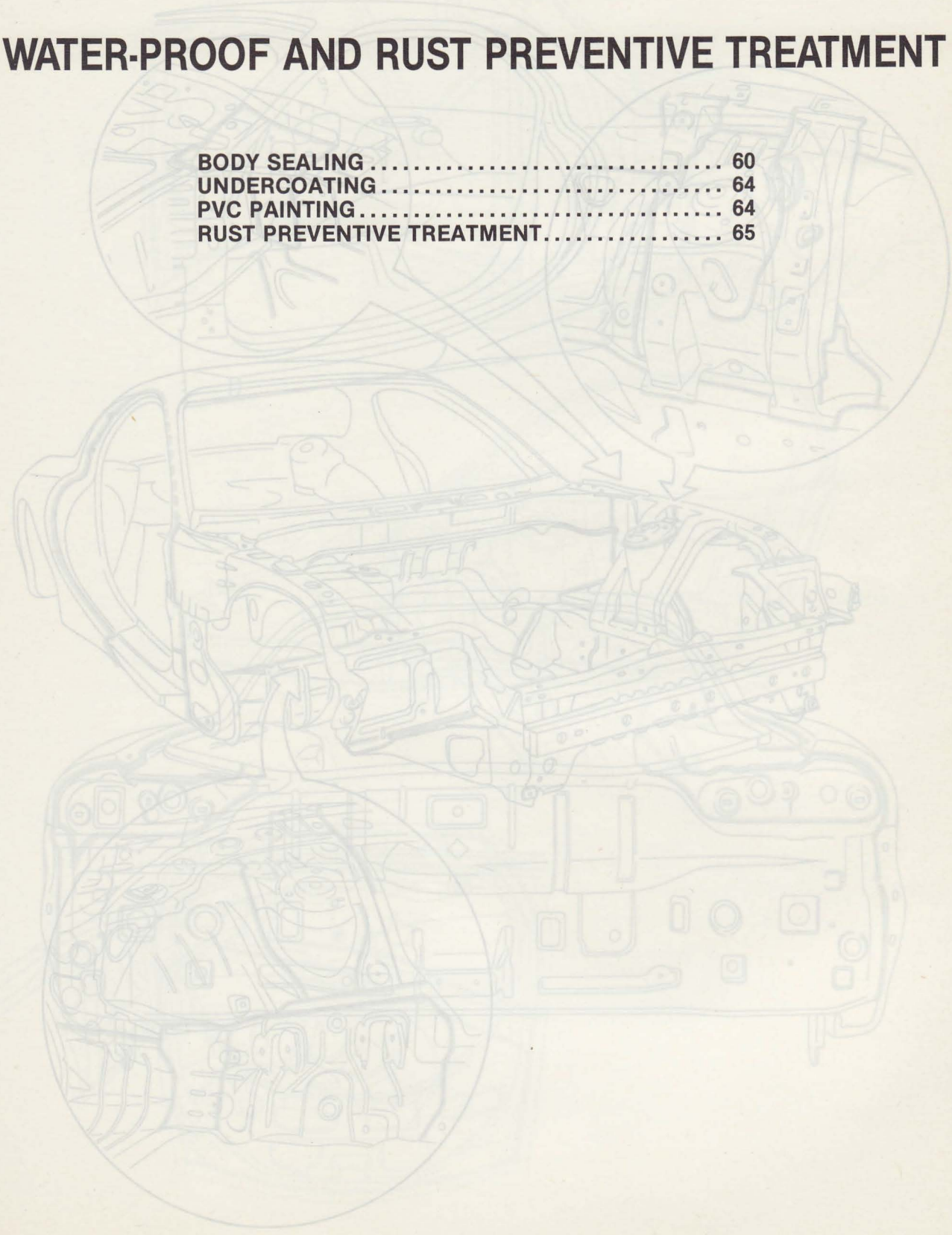
- Remove the brazing welds of the A and B-pillars by using a disc grinder.

Installation



• Before installing the roof panel, apply body sealer between the roof panel and the roof reinforcement.

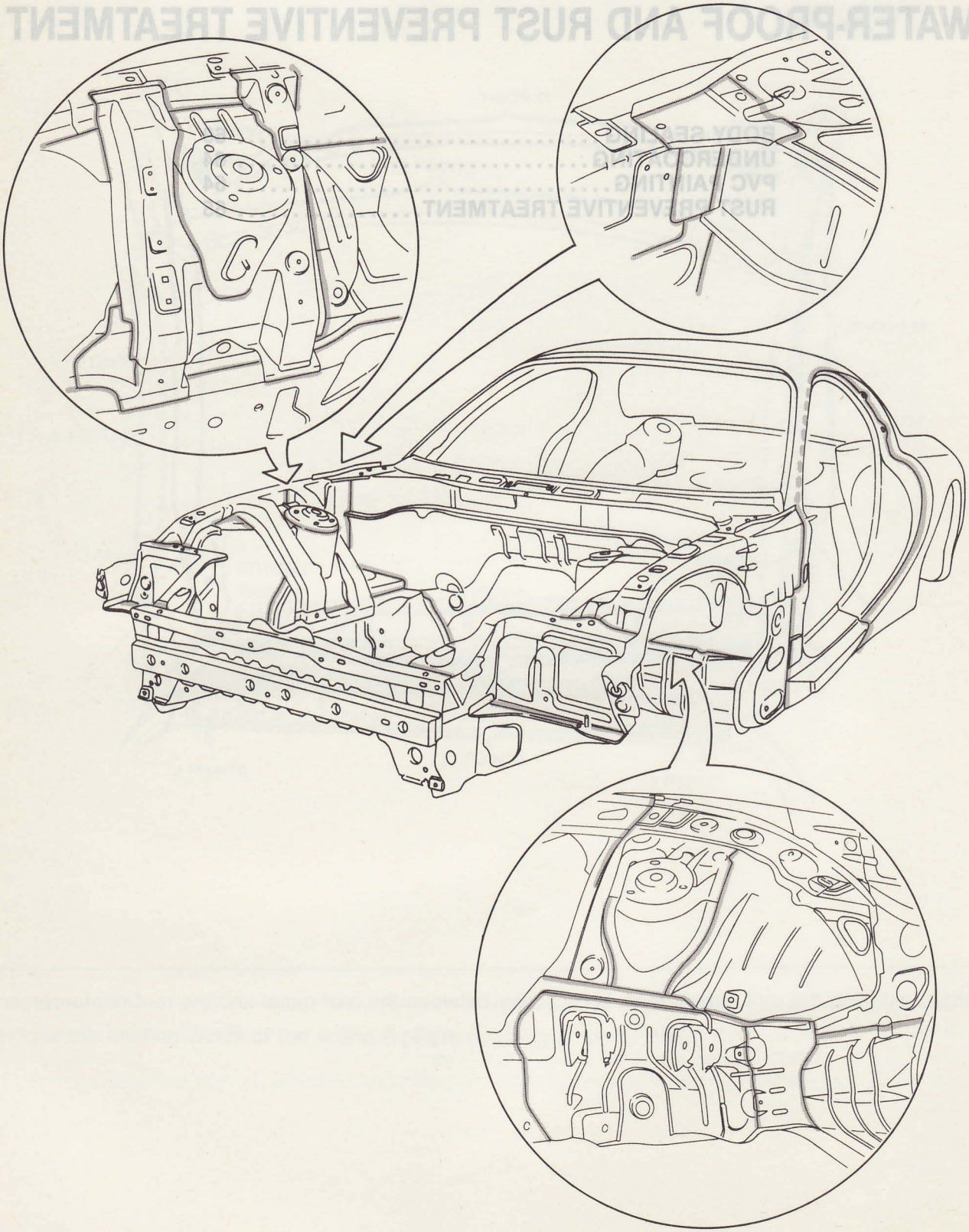
WATER-PROOF AND RUST PREVENTIVE TREATMENT

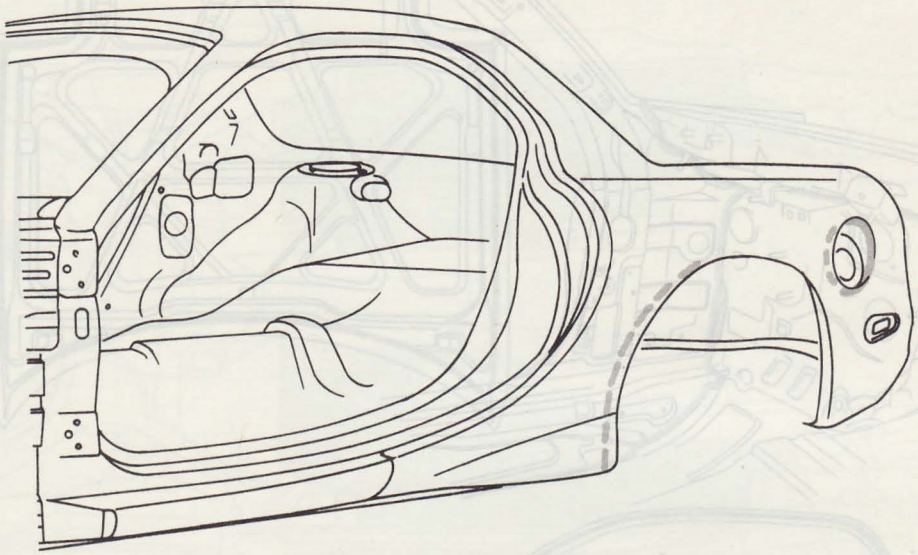


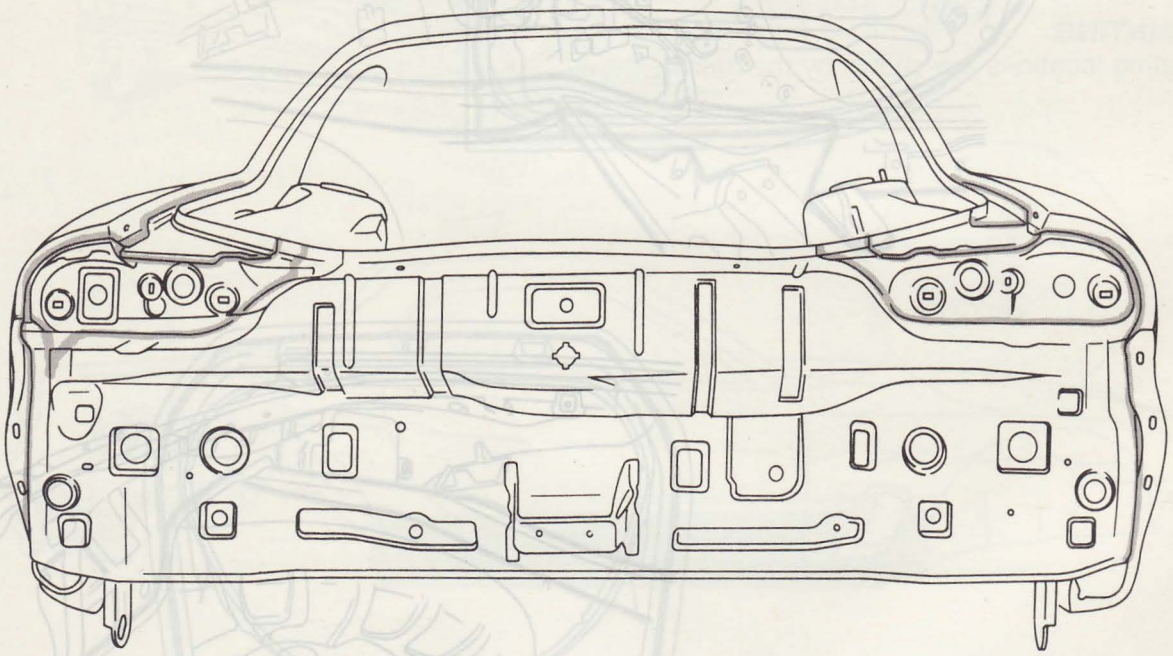
WATER-PROOF AND RUST PREVENTIVE TREATMENT

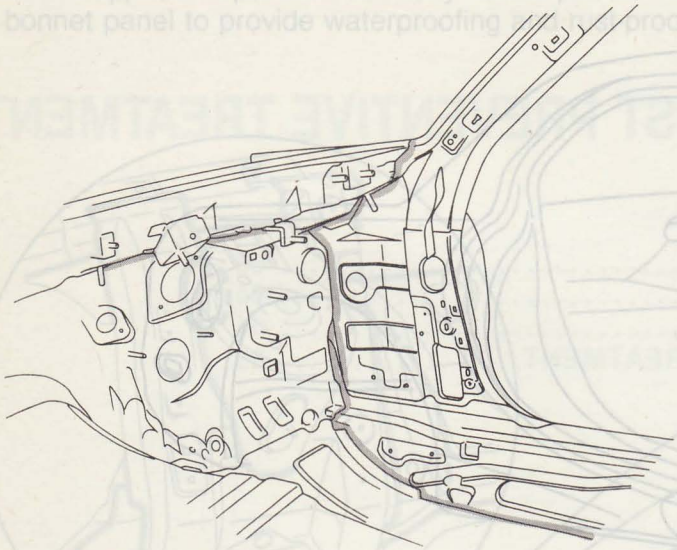
BODY SEALING

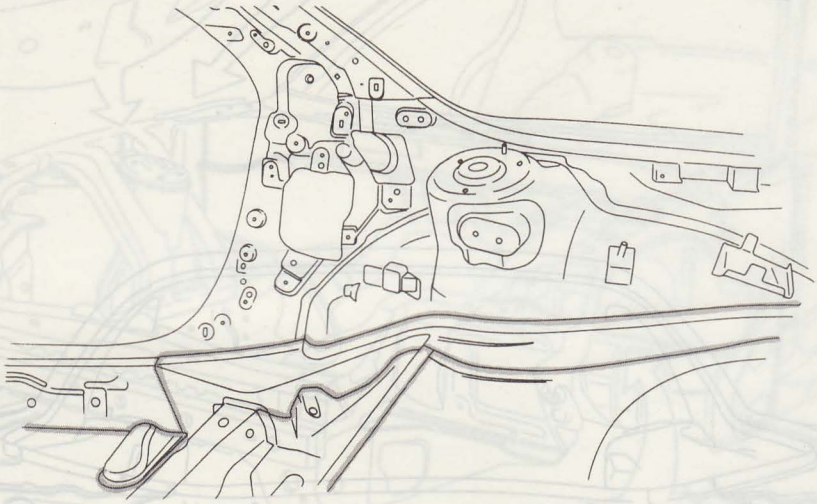
Sealant is applied to parts of the body where panels meet and to hemming parts of the door panel and the bonnet panel to provide waterproofing and rust-proofing.

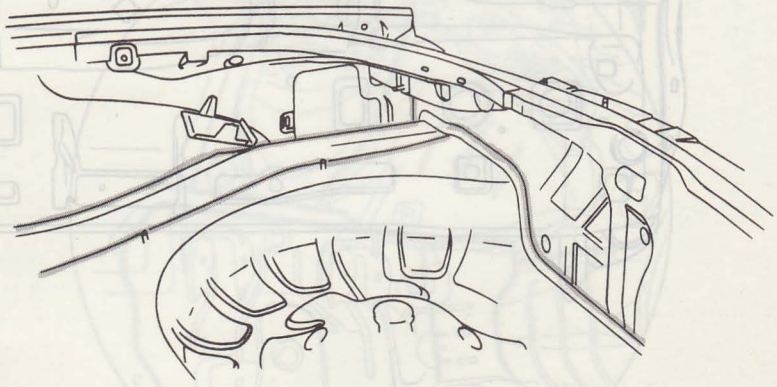


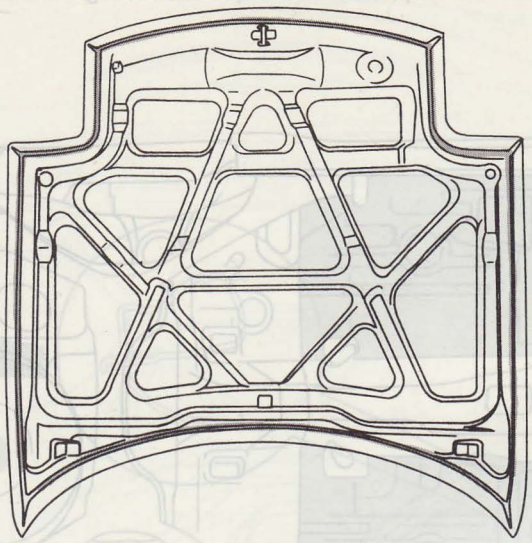


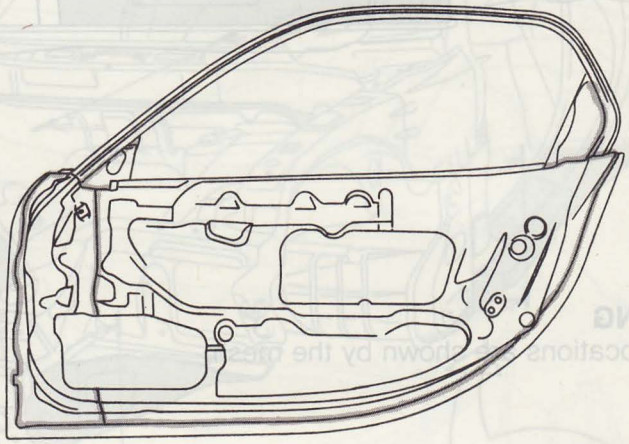


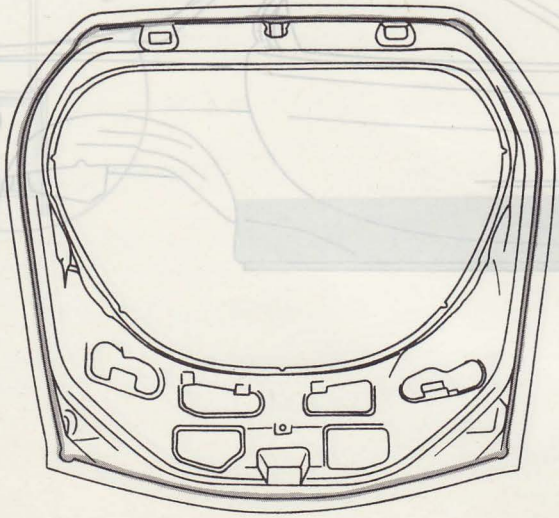






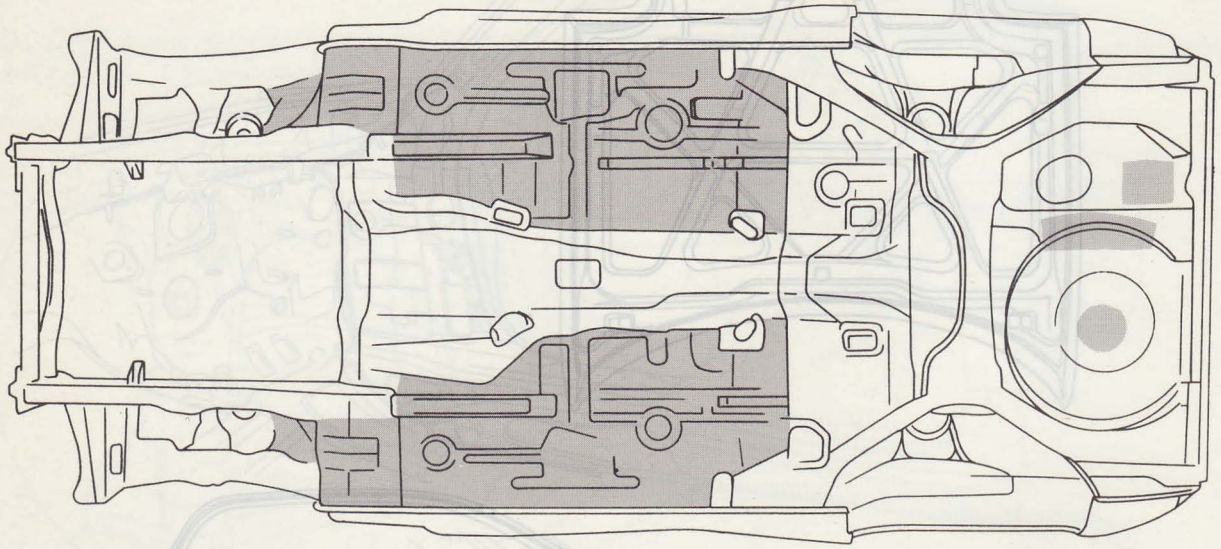






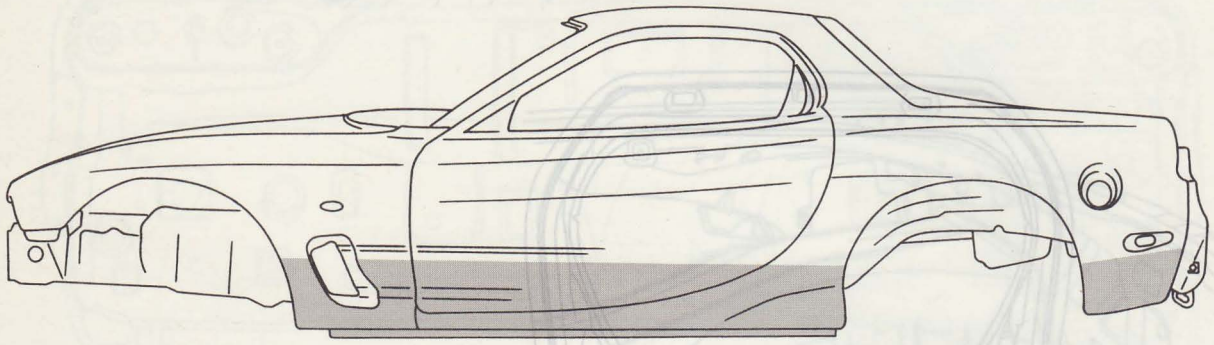
UNDERCOATING

The mesh areas of the underbody are undercoated to prevent noise and rusting.



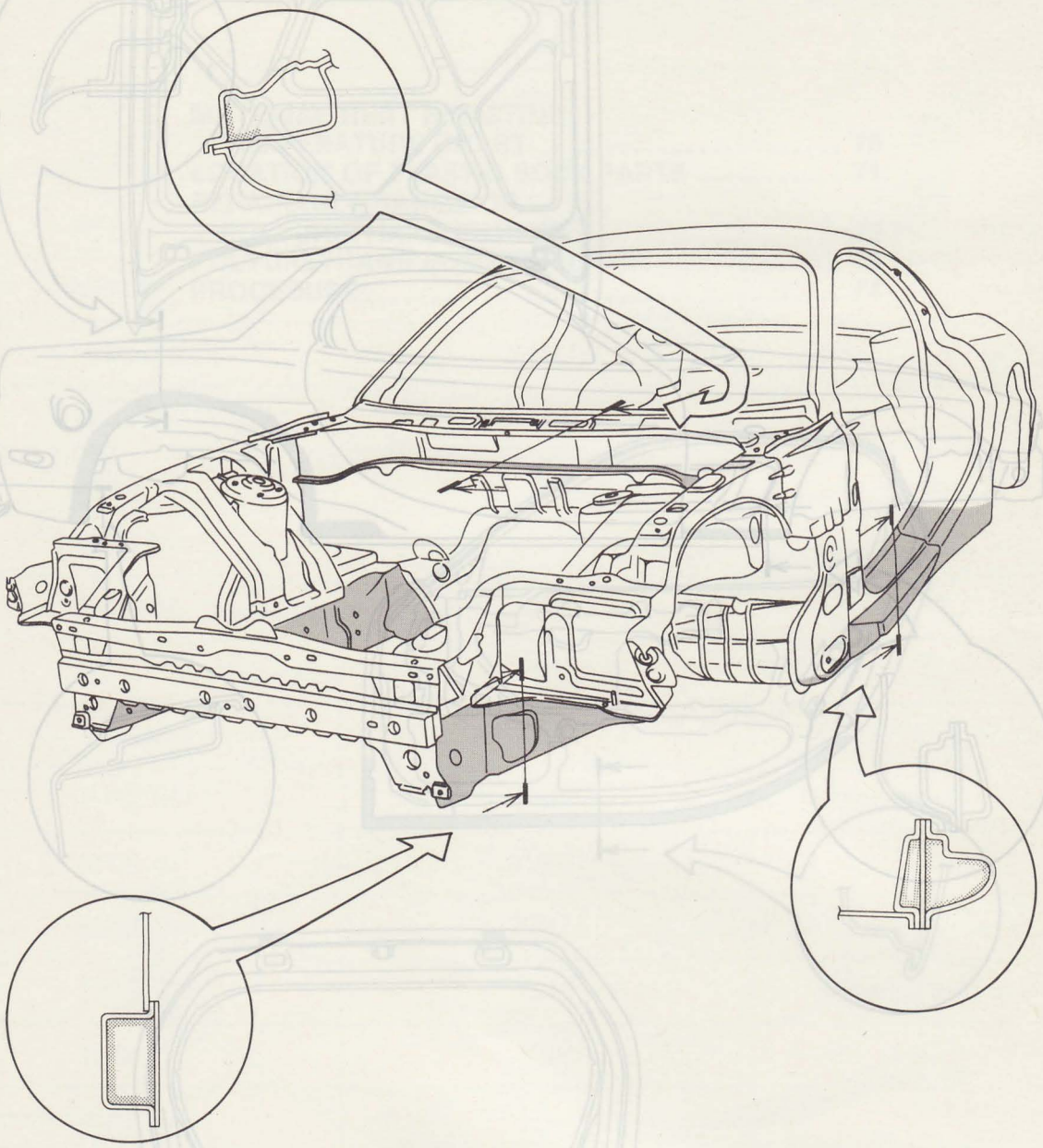
PVC PAINTING

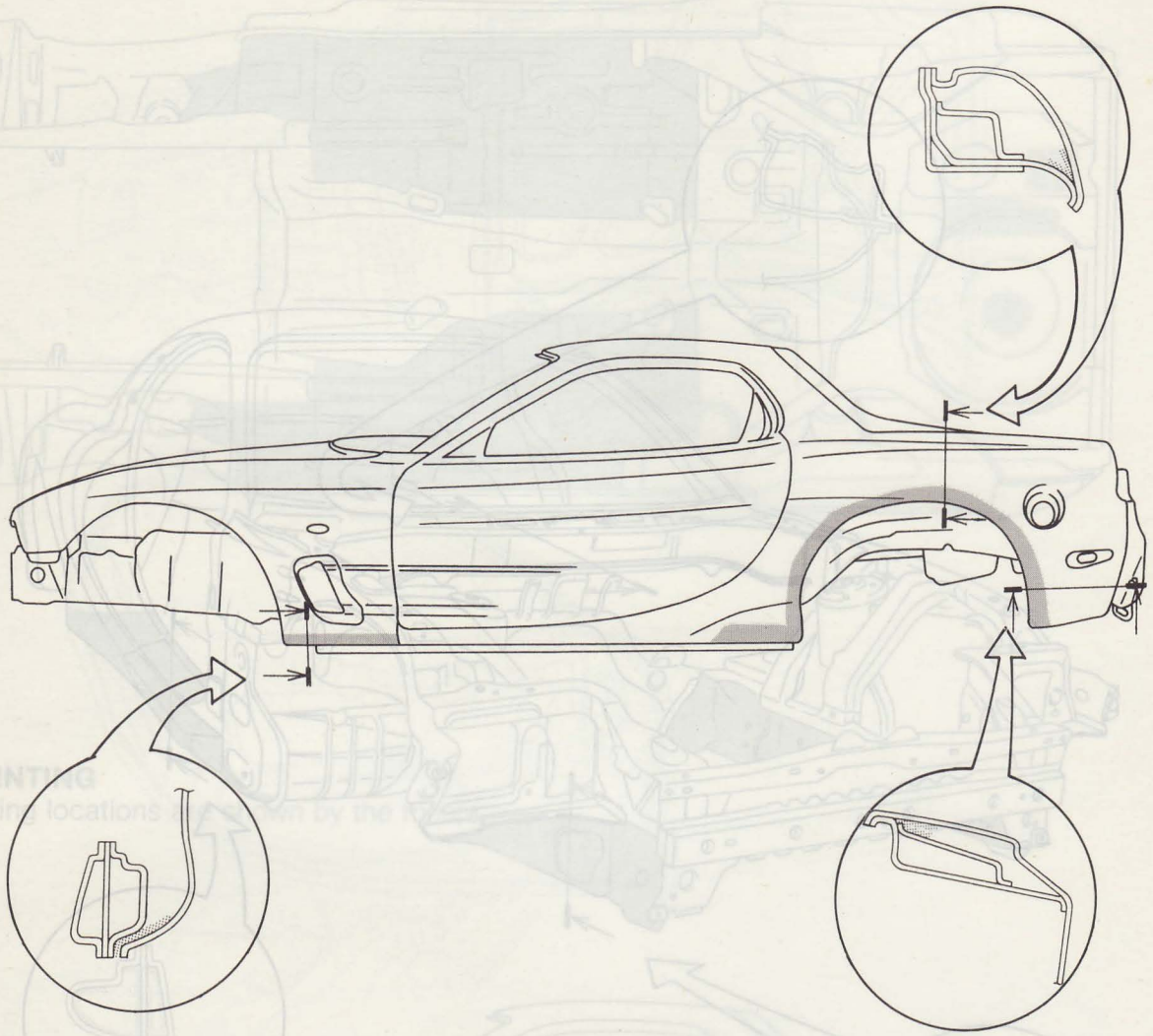
The coating locations are shown by the mesh.

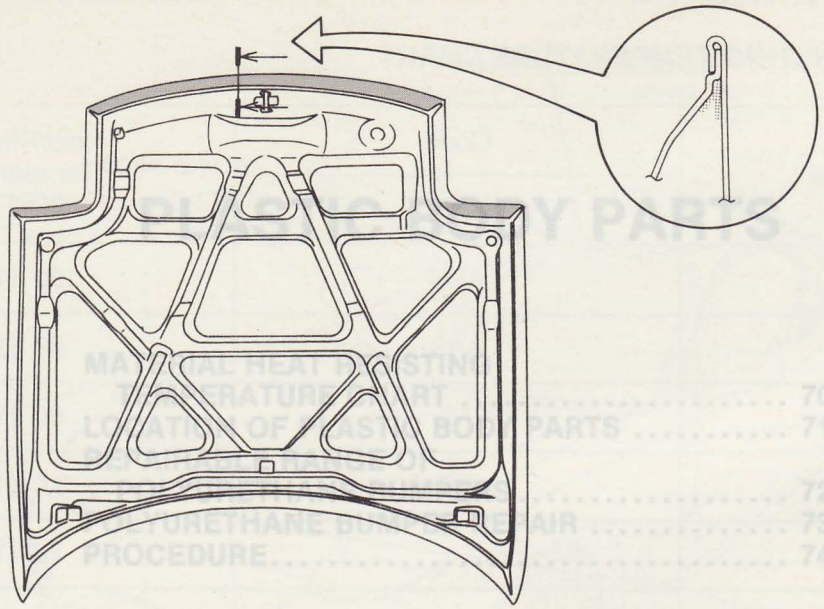


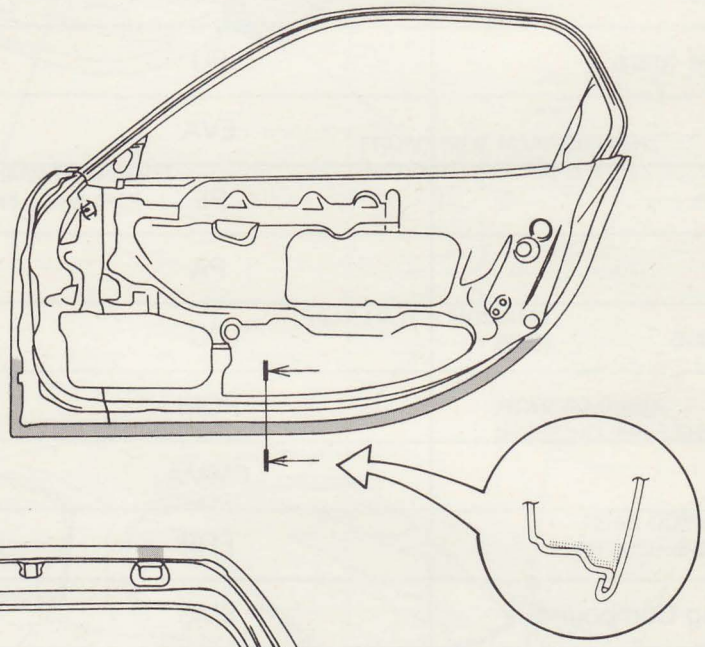
RUST PREVENTIVE TREATMENT

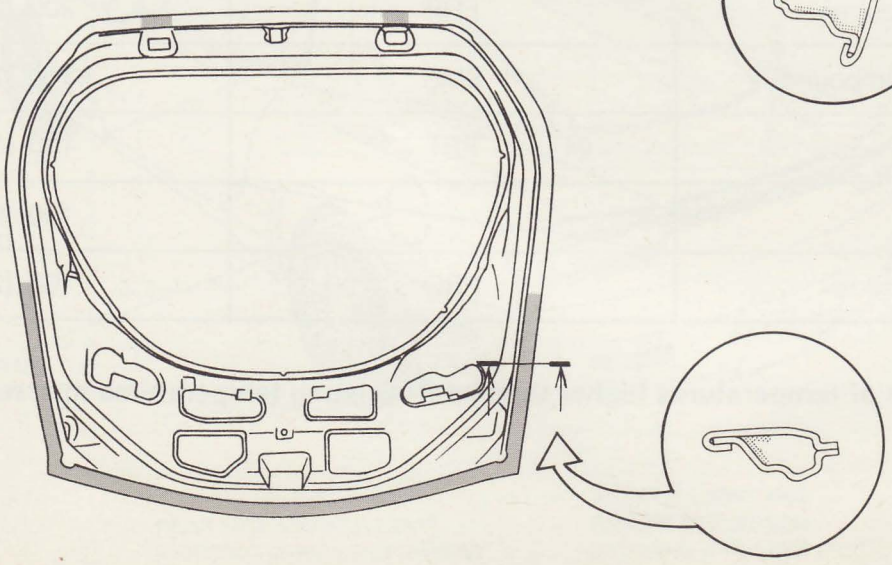
The coating locations are shown by the mesh.











PLASTIC BODY PARTS

VI

PLASTIC BODY PARTS

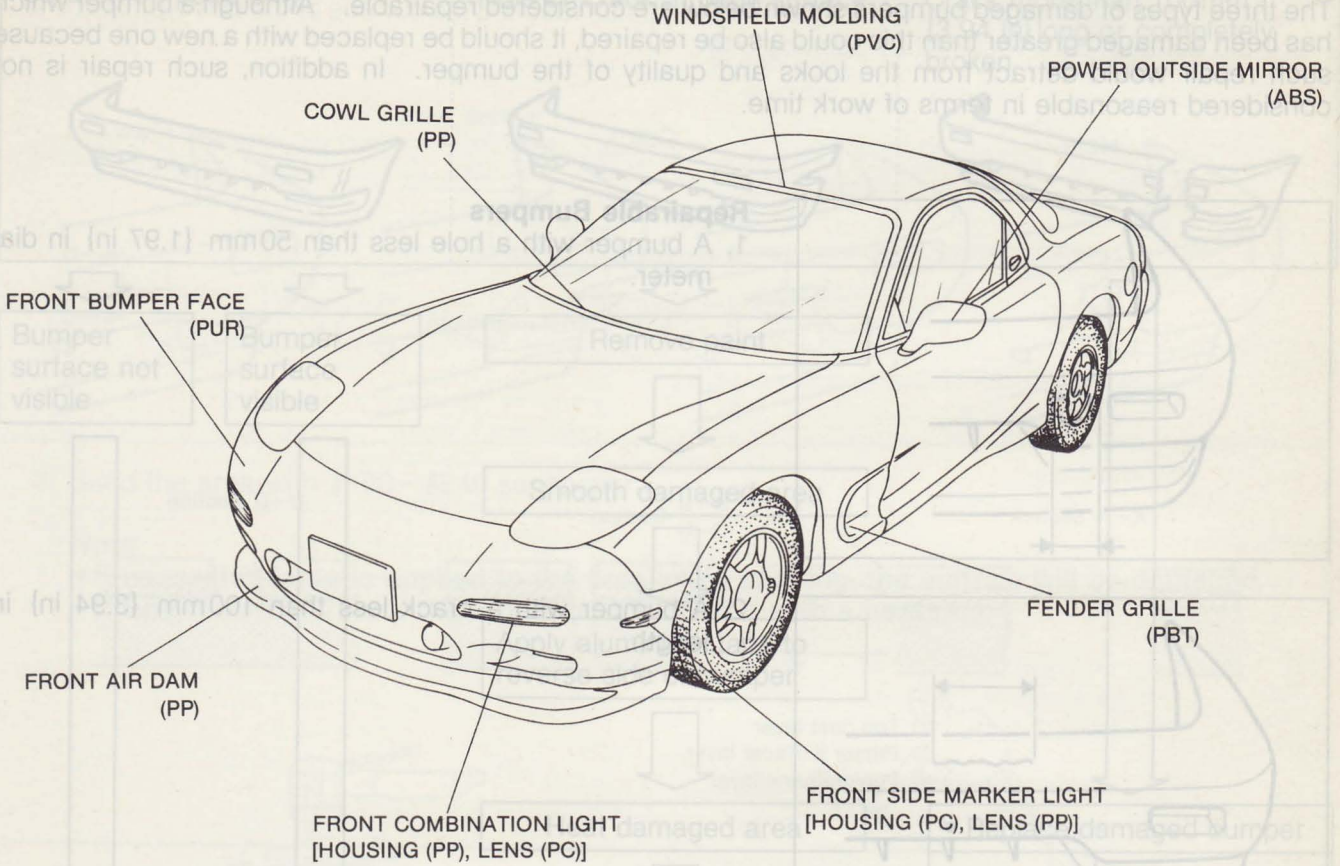
MATERIAL HEAT RESISTING TEMPERATURE CHART

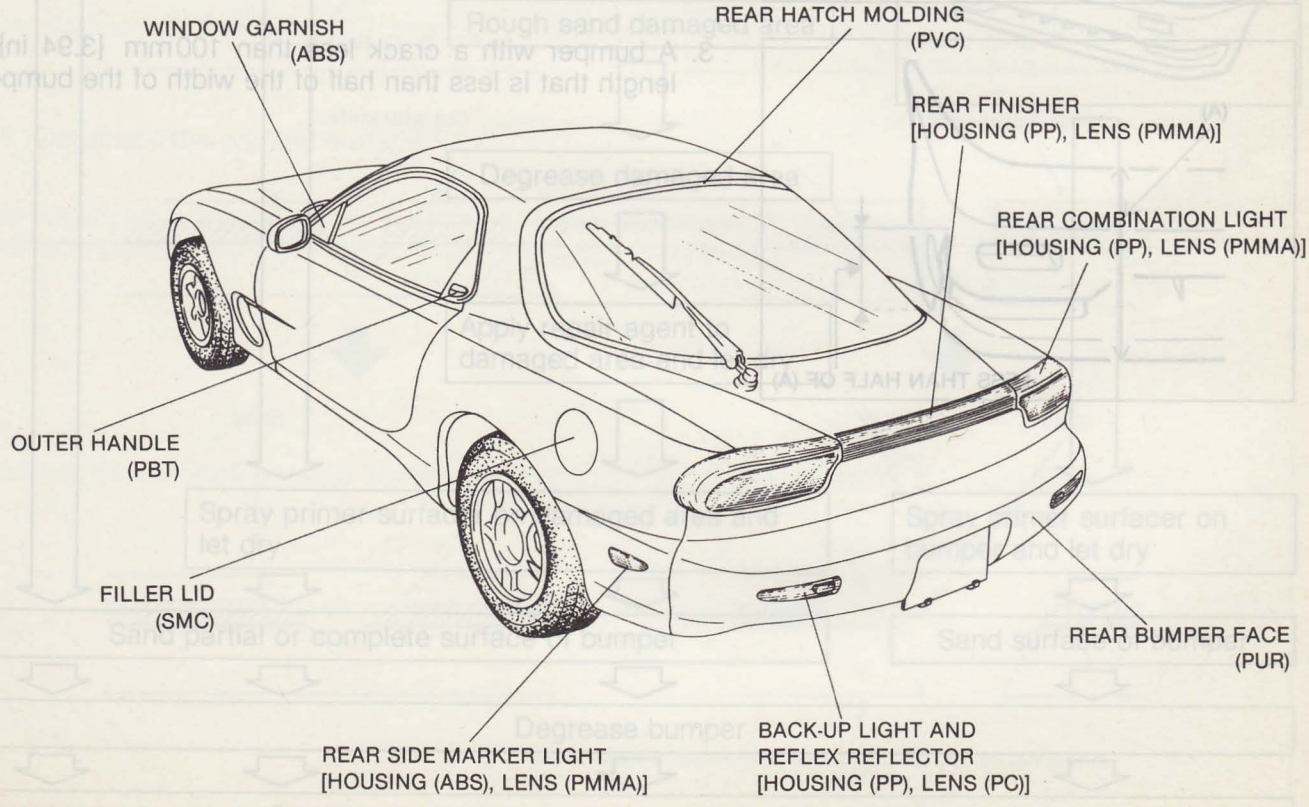
Material Name	Code	Heat Resisting Temperature °C {°F}
	JIS	
ABS	ABS	80 {176}
AAS	AAS	80 {176}
AS	AS	80 {176}
Polypropylene	PP	70 {158}
Thermoplastic		70 {158}
Polyvinylchloride	PVC	65 {149}
Polyurethane	PUR	80 {176}
Polyurethane foam	PU	80 {176}
EVA	EVA	40 {104}
Polyethylene	PE	40 {104}
Polyamide	PA	100 {212}
Polycarbonate	PC	130 {266}
Polyacetal	POM	125 {257}
Acrylic	PMMA	75 {176}
Fibrous Glass	FRP	200 {392}
Seat Molding Compound	SMC	110 {230}
PBT	PBT	150 {302}
Ionomer		100 {212}
Polyphenylene oxide	PRO	100 {212}

Note

- **The application of temperatures higher than heat resisting temperatures may result in material deformation.**

LOCATION OF PLASTIC BODY PARTS





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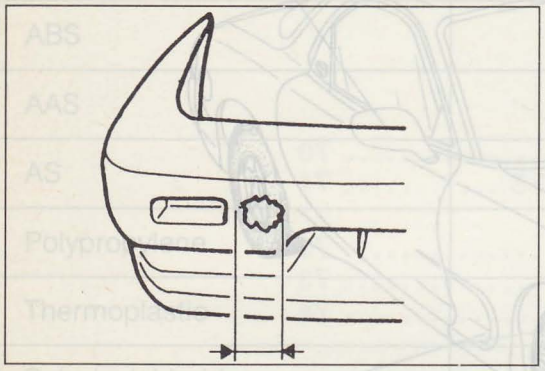
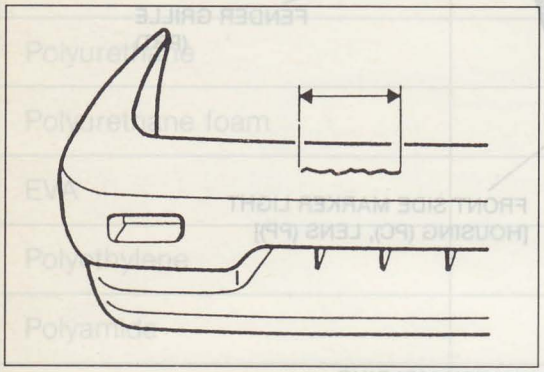
REPAIRABLE RANGE OF POLYURETHANE BUMPERS

The three types of damaged bumpers shown below are considered repairable. Although a bumper which has been damaged greater than this could also be repaired, it should be replaced with a new one because such repair would detract from the looks and quality of the bumper. In addition, such repair is not considered reasonable in terms of work time.

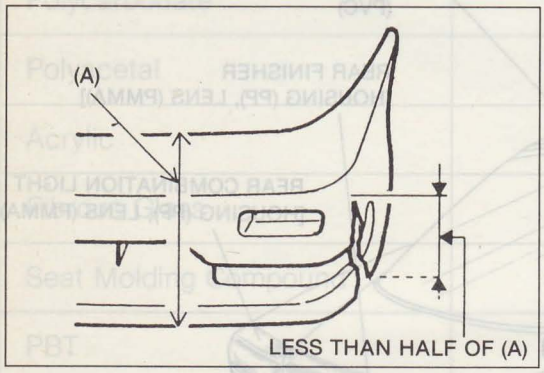


Repairable Bumpers

1. A bumper with a hole less than 50mm {1.97 in} in diameter.



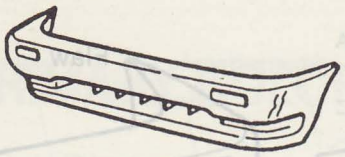
2. A bumper with a crack less than 100mm {3.94 in} in length.



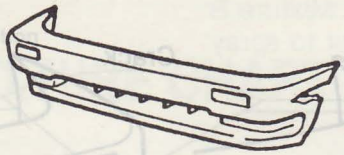
3. A bumper with a crack less than 100mm {3.94 in} in length that is less than half of the width of the bumper.

POLYURETHANE BUMPER REPAIR

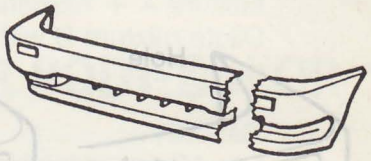
Scratch on paint only



Hole or crack through surface



Crack more than 100 mm {3.94 in} long or completely broken



Bumper surface not visible

Bumper surface visible

Remove paint

Smooth damaged area

Apply aluminium tape to reverse side of bumper

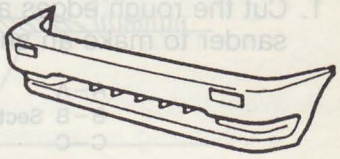
Heat damaged area

Rough sand damaged area

Degrease damaged area

Apply repair agent to damaged area and let dry

• Replace damaged bumper



Spray primer surfacer on damaged area and let dry

Spray primer surfacer on bumper and let dry

Sand partial or complete surface of bumper

Sand surface of bumper

Degrease bumper

Spray matching body color paint on bumper and let dry

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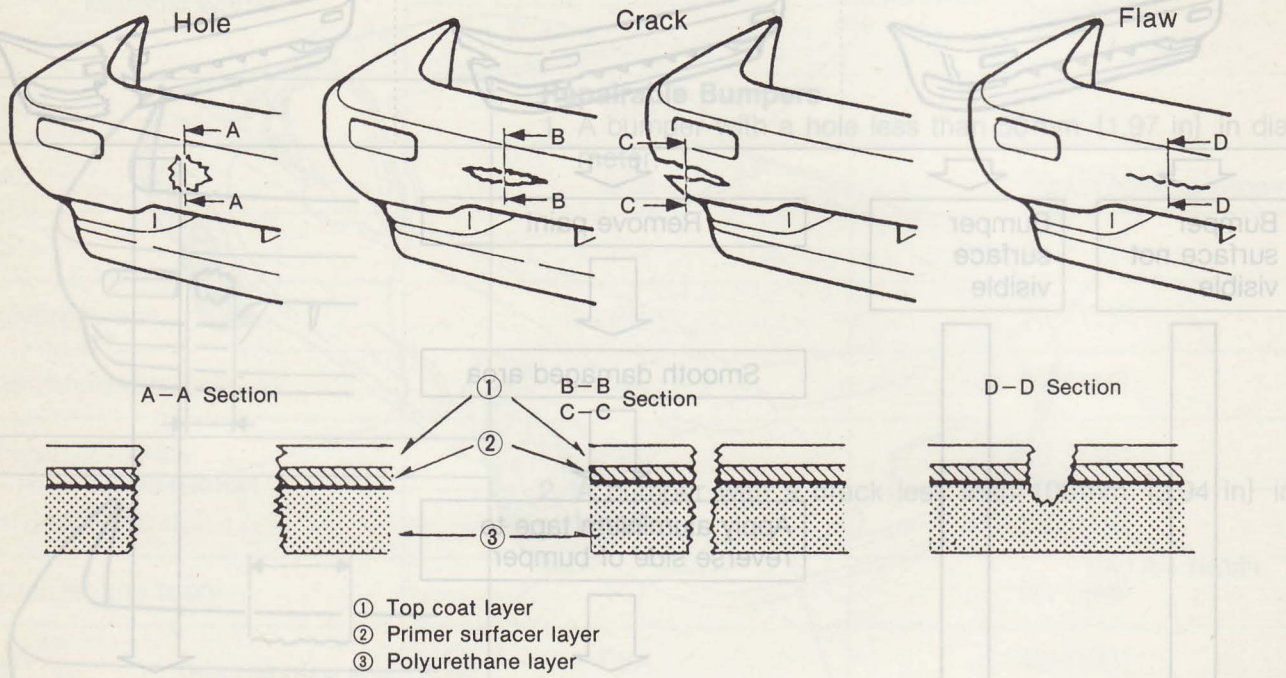
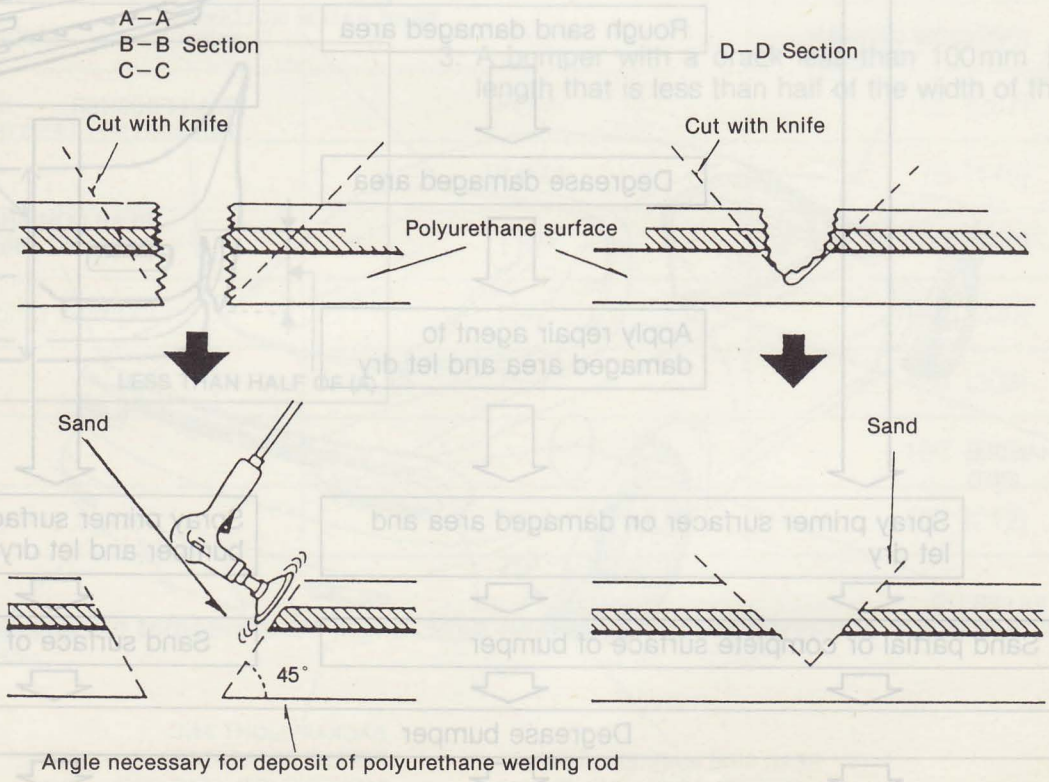
PROCEDURE

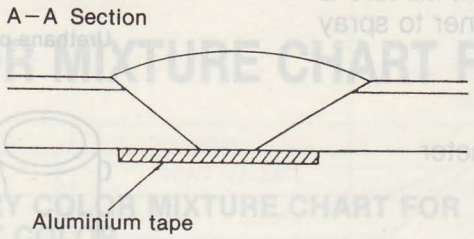
Repair of polyurethane bumpers having damage that has reached the surface of the polyurethane and are too serious to be restored by painting only.



1. Cut the rough edges around the damage with a knife to make it smooth. Sand the area with a sander to make an angle of about 45°.

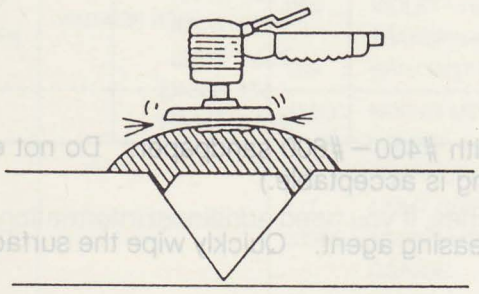


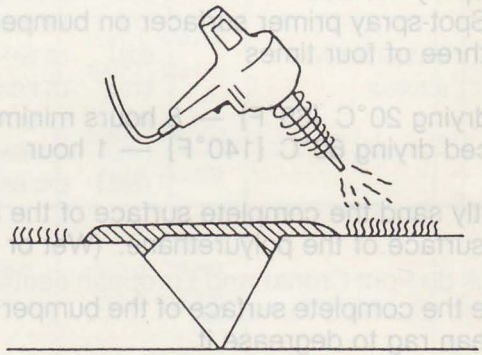
2. For repair of a hole, degrease the area on both sides of the bumper and apply aluminium tape on the reverse side of the damaged area. Apply repair agent until the polyurethane surface is covered.



3. Sand the area with #180–#240 sandpaper.

Note
- **If excessive force is applied to the area when sanding, the surface will be damaged.**
- **If fuzz remains around the repaired area, melt it with a heat gun.**

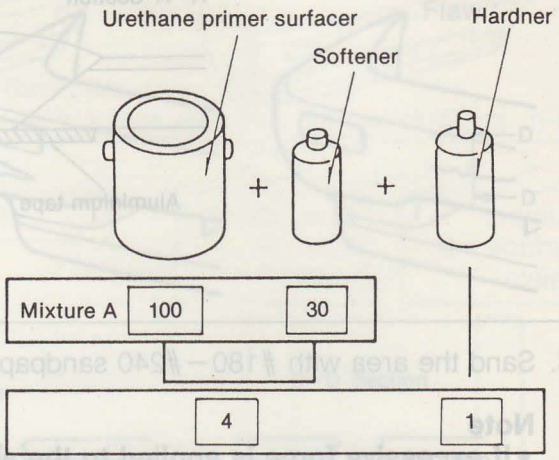




4. Degrease the painted surface.

VI

5. Add the softener to the urethane primer surfacer and spray it on the repaired area.
   (1) Mixing method
   Urethane primer surfacer +
   Softener ..... Mixture A
   Mixture A + hardener ..... Mixture B
   Dilute mixture B with thinner to spray on bumper



   (2) Viscosity
   14 – 16 seconds/viscosimeter
   20°C {68°F}

   Note
   • Mix the solutions at the specified ratio.

   (3) Spray pressure
   300 – 400kpa
   {3 – 4kgf/cm², 43 – 57psi}

   (4) Standard film thickness
   30 – 50μ

   (5) Spray method
   Spot-spray primer surfacer on bumper three of four times

6. Air drying 20°C {68°F} — 8 hours minimum.
   Forced drying 60°C {140°F} — 1 hour

7. Lightly sand the complete surface of the bumper with #400 – #600 sandpaper. Do not expose the surface of the polyurethane. (Wet or dry sanding is acceptable.)

8. Wipe the complete surface of the bumper with degreasing agent. Quickly wipe the surface with a clean rag to degrease it.

9. Apply a matching coat of body color to the polyurethane bumper.

   Note
   • Be sure to use only urethane primer for a urethane bumper and polypropylene primer for a polypropylene bumper. Other paints for repairing a polypropylene bumper are the same as those for the urethane bumper.

10. Air drying 20°C {68°F} — 8 hours minimum.
    Forced drying 60°C {140°F} — 1 hour

    Note
    • Let the part air dry when possible as forced drying could casuse bubbles in the top coat.

PRIMARY COLOR MIXTURE CHART FOR BODY COLOR

PRIMARY COLOR MIXTURE CHART FOR BODY COLOR

This is the primary color mixture chart for Mazda vehicle body colors.
Please use the paint available in your country.
E.L. du Pont de Nemours & Co. (Inc.)
Herberts GmbH
SPIES HECKER GmbH
Akzo Coatings

◎ E. L. du Pont de Nemours & Co.

COLOR CODE	COLOR NAME (DUPONT NO.)	KIND OF PAINT / LABEL / INGREDIENTS		POLYOXITHANE/POLYURETHANE CRONAR & CENTAI 500. 600 CC/CC.	POLYOXITHANE/POLYURETHANE CRONAR & CENTAI 500. 600 SINGLE STAGE
PZ	BRILLIANT BLACK (45034J)	806J	HS BLACK		109.6 {3.87}
		882J	LS YELLOW OXIDE		118.2 {4.17}
		862J	TRANSPARENT RED		122.7 {4.33}
		870J	LS FAST BLUE		124.9 {4.41}
		832J	GREEN		127.0 {4.48}
		1888J	BINDER		801.6 {28.30}
		1889J	BALANCER		894.7 {31.58}
3L	SILVER STONE M. (L9088J)	814J	COARSE ALUMINIUM	108.9 {4.29}	
		815J	MULTIGRADE ALUMINIUM	161.4 {6.35}	
		813J	MED COARSE ALUMINIUM	189.6 {7.46}	
		802J	LS WHITE	196.4 {7.73}	
		870J	LS FGAST BLUE	200.3 {7.89}	
		807J	LS BLACK	202.3 {7.96}	
		1850J	B/C BALANCER	571 {22.48}	
		1860J	B/C BALANCER	874.3 {34.42}	

Note:
Please look du Pont Cronar and European centari microfiches, if you need additional information as safety warning and alternate formulas.

◎ STANDOX

COLOR CODE	BODY COLOR	PERMACRON STANDOX REFERENCE NUMBER	MIXING NUMBER	g {oz}
PZ	BRILLIANT BLACK	PZ	571	870.5 {30.73}
			574	897.1 {31.67}
			567	905.9 {31.98}
			570	911.2 {32.17}
NU	VINTAGE RED	NU	READY MIX	
3L	SILVER STONE M	3L	593	727.4 {25.68}
			598	900.6 {31.79}
			008	917.9 {32.40}
			563	929.2 {32.80}
			570	935.3 {33.02}

PRIMARY COLOR MIXTURE CHART FOR BODY COLOR

◎ SPIES HECKER

COLOR CODE	BODY COLOR	PERMACRON / STANDOX REFERENCE NUMBER	MIXING NUMBER	g {oz}
PZ	BRILLIANT BLACK	78261	MB502 MB505 MB501 MB506	873.9 {30.85} 900.7 {31.79} 906.0 {31.98} 914.9 {32.30}
NU	VINTAGE RED	38961	READY MIX	
3L	SILVER STONE M	98801	MB513 MB510 MB799 MB527 MB501	727.4 {25.68} 900.6 {31.79} 917.9 {32.40} 929.2 {32.80} 935.3 {33.02}

◎ AKZO

COLOR CODE ( ) : AKZO'S	BODY COLOR	NAME OF PAINT / PRIMARY COLOR		AUTOBASE g {oz}	AUTOCRYL g {oz}	AUTONOVA g {oz}
PZ (MAZ 4145)	BRILLIANT BLACK	242	DEEP BLACK		986.0 {34.81}	
NU (MAZ 3853)	VINTAGE RED	563	RED–ORANGE	527.1 {18.61}		
		956	VIOLET–RED TRANSPARENT	1007.1 {35.55}		
		359	BRILLIANT RED	1040.2 {36.72}		
3L (MAZ 9307)	SILVER STONE M	333CC	MIXING METALLIC, VERY COARSE	414.5 {14.63}		
		666	CORRECTION BINDER	829.0 {29.26}		
		777	LIGHT GREY TRANSPARENT	922.3 {32.56}		
		333EC	MIXING METALLIC, EXTRA COARSE	943.0 {33.29}		
		00	WHITE	935.4 {33.66}		
		744	MIXING BLACK	957.5 {33.80}		
J9 (MAZ 9545)	COMPETITION YELLOW	First coat				
		297	LIGHT YELLOW	903.0 {35.55}		
		579	ORANGE–YELLOW TRANSPARENT	974.8 {38.38}		
		00	WHITE	998.8 {39.32}		
		400	DEEP BLACK	1000.4 {39.39}		
		Second coat				
		666	CORRECTION BINDER	759.6 {29.91}		
		333PG	YELLOW (GOLD) PEARL-EFFECT MIXING COLOR	941.0 {37.05}		
		558	LIGHT OXIDE YELLOW	947.8 {37.31}		
		00	WHITE	950.0 {37.40}		

Printed in Japan (M)
3256-10-92A

Part No. 9999-95-049F-93