

Mazda *Tips*

July

Timely Repair Information for Mazda Dealer Service Personnel

Rear Anti-Lock Brake (RABS) Warning Light ('97 B-Series)

The Rear Anti-lock Braking System (RABS) warning light may illuminate on some 1997 B-Series built prior to 12/1/96. A possible cause is corroded terminals in the RABS module connector due to excessive moisture present during assembly.

If the RABS warning light illuminates on a customer's vehicle, check for moisture and corrosion in the RABS module connector. If corrosion is found, replace the RABS module (ZZM1-43-700), clean the harness terminals, and verify the repair.

Residue On Glass (All Models)

During vehicle production, grease pencil markings may be made on the exterior glass surfaces (mainly the windshield and rear glass). If these markings are not completely removed during vehicle PDI, the "shadow" of these markings may reappear when the glass lightly fogs.

To remove the remaining residue, use a piece of "0000" steel wool saturated with isopropyl alcohol, and lightly rub the affected area using a circular motion.

Note: "0000" steel wool is the finest grade available and can be found in department or hardware supply stores.

Caution: Use of any other grade of steel wool will result in scratching of the glass.

Caution: Only perform this procedure on the exterior of the glass surface. Using this procedure on the interior surface may damage window tinting or rear defroster grid lines.

Rattle From Left Side of Dash ('93 - '97 626)

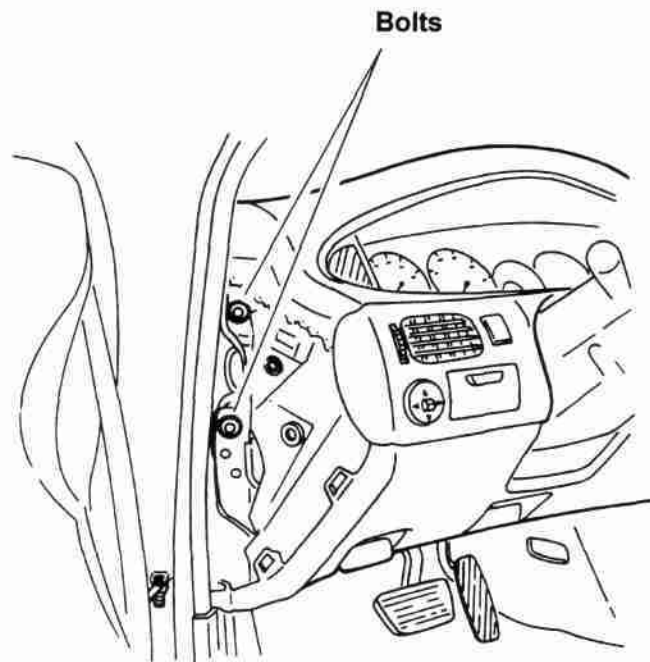
A rattle noise coming from the left side of the dash may be heard when going over bumps or rough road surfaces. This may be caused by loose or cross threaded instrument panel attaching bolts. Inspect, and if necessary repair the concern according to the following procedure.

Repair Procedure:

1. Remove the left dash side cover.
2. Check the left side instrument attaching bolts for proper torque (113-148 In./lb).

Note: If the bolts are cross threaded, remove and discard the bolts, repair the threads, and install new bolts.

3. Reinstall the side cover and verify the repair.



✓ M-Tips Online

M-Tips Online (MTO) is designed to make service and repair information quickly and easily available to all Mazda dealers. Three types of information exist in M-Tips Online: Service Bulletins (all bulletins since 1991 are included), Mazda Tips Newsletter articles, and Repair Hints, which are not published anywhere else.

As of the end of May, 1997, there were 835 Service Bulletins and Recalls/SSPs available to dealers in MTO, 276 Mazda Tips articles, and 491 other repair hints, for a total of over 1600 different repair records. Additionally, 20 to 40 new records are usually added each month.

So make sure to check M-Tips Online whenever you have a new or difficult to diagnose concern, or just to look for helpful hints on more common issues.

And if you can't find the information you're looking for in MTO, be sure to call the Mazda Technical Hotline for assistance.

✓ Environmental Fallout Repair Procedure ✓

With the warm summer days ahead, customers will be washing their vehicles more often, and paint concerns such as those caused by environmental fallout (acid rain, rail dust, water spotting, etc.) can be more easily seen.

As a reminder, when addressing these concerns, please refer to the Mazda Paint Damage Repair Manual (P/N: 9999-95-044N-94.) This manual lists the recommended repair procedure and products supplied by Finish Kare, Inc. for proper removal of environmental fallout damage. For questions or product information, please contact Finish Kare, Inc. @ 1-800 715-6056

Two copies of the Paint Damage Repair Manual will be mailed to your service department in the next publications mailing.

✓ OBD-II In Dealer Training

Introduction to OBD-II for Service Advisors and Technicians was shipped to your dealership in June. This in-dealer training program will help you improve your Fix It Right The First Time performance, reduce comebacks, and increase customer satisfaction.

Introduction to OBD-II includes:

- ◆ User's Guide
- ◆ OBD-II Service Highlights
- ◆ OBD-II Service Highlights Workbook
- ◆ Video

Until now, verifying emissions-related repairs was often hit or miss. If the MIL went out and stayed out after road testing, the vehicle was often considered fixed. Sometimes, the customer quickly returned with an illuminated MIL for the same concern. This training program shows Technicians how to confidently verify repairs using the NGS tester. It helps Service Advisors to effectively answer customers' questions about OBD-II and explain *when* the MIL comes on and *why*.

✓ OBD-II PROCEDURE

When working on 97 model year OBD-II vehicles, and the battery is either removed, dead, or the PCM has been changed, you must perform MODE ONE drive cycle to change the Readiness Function Code (RFC) from "OFF" to "ON". Follow the steps outlined in the applicable Workshop Manual, and at the completion of the idling period be sure to cycle the key to "OFF". This important step was omitted from various publications.

IMPORTANT: No monitors will perform their test unless the RFC flag indicates "ON".

Rattle Noise-P/S Hose Clamps Rub On A/C Pipe ('93 - '97 626 V-6)

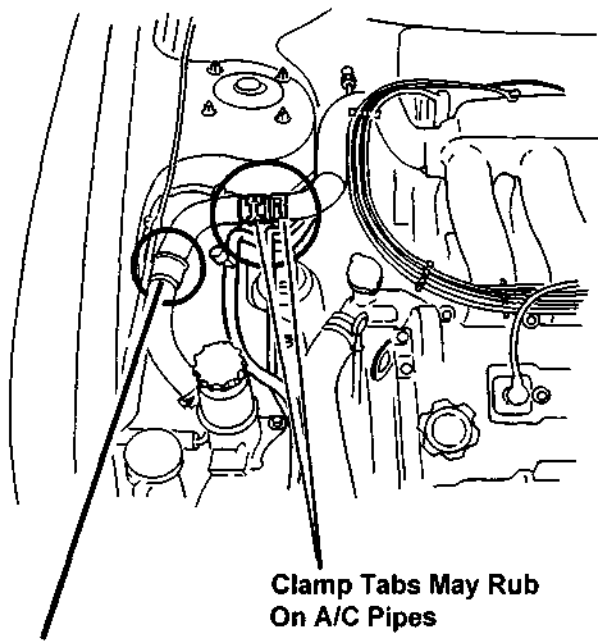
A rattle noise coming from the engine compartment may be caused by the tabs of the power steering pump return hose clamps rubbing on the high or low side A/C pipes.

If you receive a customer complaint of this type of noise, inspect the A/C high and low pressure pipes for contact marks.

- * If no extensive damage is done to either A/C pipe, rotate the hose clamps to allow enough clearance between the clamp tabs and the A/C pipes.
- * If either pipe has extensive damage, replace the damaged pipe(s) and rotate the hose clamps to allow enough clearance between the clamp tabs and the A/C pipes.

Note: Follow all local and state regulations when evacuating and charging the A/C system (R12 or R134A).

Also tighten the tie wrap that holds the high and low pressure power steering hoses together.



Location of Tie Wrap

✓ Dealer Hint: Ignition Rotor Replacement

The following hint was submitted by *Ronald Silva of Ken Fowler Motors in California, Santus Gore from Cookeville Mazda in Tennessee, and Peter Turner of Mazda Village in Florida.*

When replacing the ignition rotor on '90-'94 323/Protegé, '89-'95 2.6L MPV, '90-'93 B2600 and '90-'93 B2200 w/EGL, note the position of the original rotor before removing it. The replacement part (F220-18-V05B) can be installed in three different positions.

If a vehicle has a no-start condition after the ignition rotor has been removed and replaced, check the rotor position by aligning the No. 1 piston to TDC. The ignition rotor should point to the No.1 spark plug wire on the ignition cap.

Your service hints are valuable to us and other dealers as well! If you encounter an unusual problem and would like to share how you fixed it, please contact your DCSM, or use the "Mazda Tips Dealer Hint Submission Form"

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Service and Parts Division

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