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# TRANSMISSION REMOVAL & INSTALLATION - A/T

## Article Text

1984 Mazda RX7

For iluvmyrx7.com

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Saturday, June 08, 2002 10:21PM

### ARTICLE BEGINNING

1984 Automatic Transmission Removal  
MAZDA

RX-7

### REMOVAL

1) Disconnect negative battery cable. Remove air cleaner, converter housing upper and side covers, and top bolts attaching transmission to engine. On models so equipped, disengage torsion shaft from accelerator linkage. Raise vehicle and support with safety stands.

2) Drain fluid from transmission. Remove drive shaft. Use output shaft plug to prevent oil leakage from rear of transmission. Remove any exhaust mounts attached to transmission. Disconnect exhaust pipe from manifold. Disconnect shift linkage from manual shaft on transmission.

3) Disconnect all electrical and vacuum leads from transmission. Disconnect speedometer cable. Remove oil filler tube from transmission, then disconnect both oil cooler pipes.

4) Disconnect governor tube from converter housing and transmission case (if equipped). Support transmission with wood block between oil pan and transmission jack.

5) Remove converter inspection plate. Mark converter and flywheel for realignment reference during installation. Remove torque converter-to-flywheel attaching bolts.

6) Remove rear mount and crossmember mounting bolts. Remove starter (lower transmission as needed to gain access to starter bolts). Remove transmission-to-engine bolts and slowly lower transmission out of vehicle.

### INSTALLATION

Reverse removal procedure to install transmission, noting the following: When installing torque converter, ensure notch in converter lines up with notch in oil pump. When bolting converter to flywheel, align mark made during removal to ensure proper alignment. After transmission is installed, rotate crankshaft several times to be sure that transmission rotates freely without binding.

### END OF ARTICLE

# TRANSMISSION SERVICING - A/T

## Article Text

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### ARTICLE BEGINNING

Automatic Transmission Servicing  
1984 MAZDA

### IDENTIFICATION

#### TRANSMISSION CODES TABLE

Application	Codes
GLC & 626 .....	F3A
RX7 .....	L4N71B
B2000 .....	3N71B

### LUBRICATION

#### SERVICE INTERVALS

Check fluid level every 7,500 miles or every 8 months, whichever occurs first.

#### CHECKING FLUID LEVEL

Park vehicle on level ground. Apply parking brake and run engine at idle for 2 minutes. Briefly place selector lever in all gears and return to "P". Clean dipstick cap and remove dipstick. Level should be between "L" and "F" marks. If necessary, add fluid through filler tube. Do not overfill.

#### RECOMMENDED FLUID

Type F automatic transmission fluid.

#### FLUID CAPACITY

#### TRANSMISSION REFILL CAPACITIES TABLE

Application	Quantity
B2000 & RX7 .....	6.6 qts. (6.2L)
GLC & 626 .....	6.0 qts. (5.7L)

### DRAINING & REFILLING

#### B2000 & RX7

Remove oil pan bolts and drain fluid. Remove oil pan and discard gasket. Clean oil pan and install, using a new gasket. Tighten oil pan bolts to 43-72 INCH lbs. (5-8 N.m). Add fluid through filler tube and check fluid level. Do not overfill.

#### GLC & 626

Remove drain plug on bottom of differential. If transaxle is to be completely drained, remove oil pan bolts and drain remaining fluid. Remove oil pan and discard gasket. Clean oil pan and install, using a new gasket. Tighten oil pan bolts to 43-72 INCH lbs. (5-8 N.m). Add fluid through filler tube and check fluid level. Do not

overfill.

## ADJUSTMENTS

### BRAKE BAND

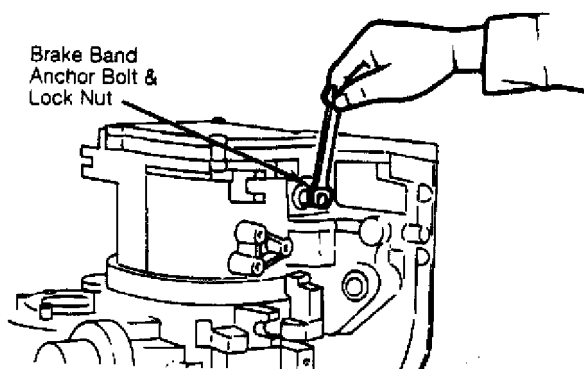
B2000

Remove oil pan to adjust brake band. Loosen servo piston stem lock nut. Tighten servo piston stem 2 turns. Hold piston stem in this position and tighten lock nut to 11-29 ft. lbs. (15-39 N.m).

GLC & 626

NOTE: Make this adjustment with oil pump installed. Apply sealant to anchor bolt threads.

Loosen lock nut on brake band anchor bolt. Tighten brake band anchor bolt to 108-132 INCH lbs. (12-15 N.m), then back off bolt 2 turns. Hold brake band anchor bolt and tighten lock nut to 41-59 ft. lbs. (56-80 N.m).



Courtesy of Mazda Motors Corp.

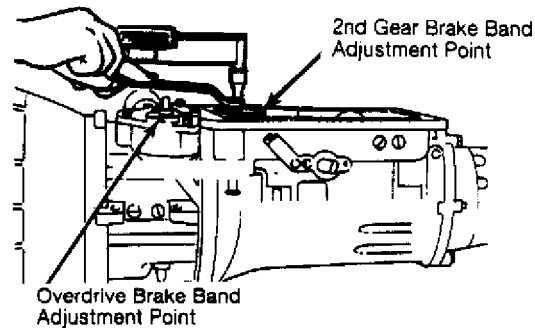
Fig. 1: GLC & 626 Brake Band Adjustment

RX7

1) Remove overdrive brake band servo cover to adjust overdrive brake band. Remove oil pan to adjust 2nd gear brake band. Loosen overdrive brake band and 2nd gear brake band servo piston stem lock nuts.

2) Tighten overdrive brake band servo piston stem to 61-86 INCH lbs. (7-10 N.m). Back off piston stem 2 turns. Hold piston stem in this position and tighten lock nut to 11-29 ft. lbs. (15-39 N.m).

3) Tighten 2nd gear brake band servo piston stem to 108-132 INCH lbs. (12-15 N.m). Back off piston stem 3 turns. Hold piston stem in this position and tighten lock nut to 11-29 ft. lbs. (15-39 N.m).



Courtesy of Mazda Motors Corp.

Fig. 2: RX7 Brake Band Adjustment

### KICKDOWN SWITCH & DOWNSHIFT SOLENOID

- 1) Depress accelerator pedal to limit. Listen for a click from solenoid. Switch must operate at or after 7/8 of pedal travel.
- 2) If not, loosen switch retaining nut. Adjust switch to engage when pedal is 7/8 of its full travel. Tighten retaining nut and check solenoid.

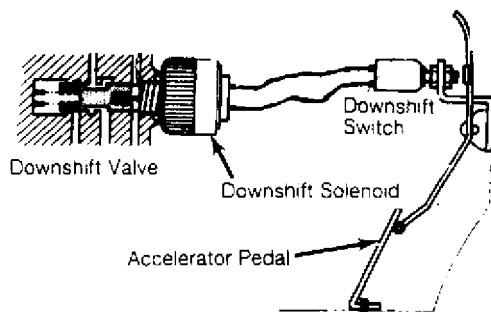


Fig. 3: Kickdown Switch & Downshift Solenoid

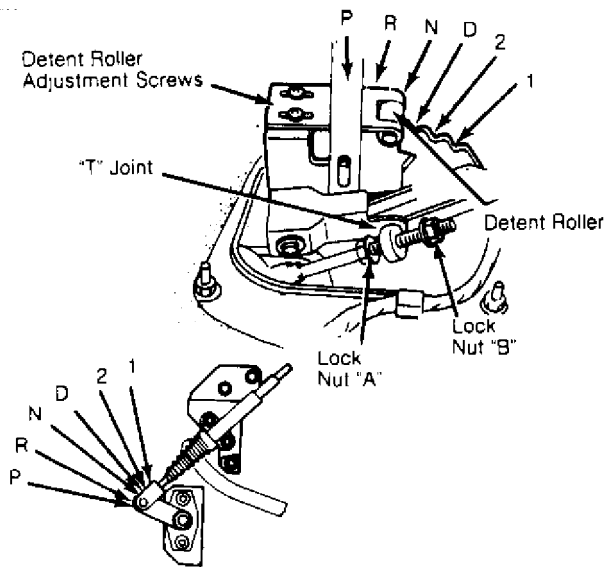
### GEARSHIFT LINKAGE

B2000

- 1) Place selector lever in "N" position. Raise vehicle and support with safety stands. Disconnect "T" joint from lower end of selector lever arm. Move transmission lever to Neutral, third detent position from rear of transmission.
- 2) Loosen "T" joint lock nuts, adjust "T" joint so that it freely enters hole of selector lever arm and tighten lock nuts. Connect "T" joint to selector lever arm and secure using retaining clip. Lower vehicle, place selector lever in each position to ensure that selector lever functions properly.

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- 1) Loosen lock nuts "A" and "B" at "T" joint and place selector lever in "N". Move transaxle lever to neutral, fourth detent position away from transaxle.
- 2) Turn lock nut "A" until it comes in contact with "T" joint. Tighten lock nut "B". Move selector lever toward "P" until lever on transaxle begins to move and check amount of movement.



Courtesy of Mazda Motors Corp

Fig. 4: GLC & 626 Gearshift Linkage Adjustment

3) Move lever toward "D" until lever on transaxle begins to move and check amount of movement. Amount of movement should be equal. If movement toward "P" is greater than movement toward "D", loosen lock nut "B" and tighten lock nut "A" so that movement becomes smaller.

4) If movement toward "D" is greater than movement toward "P", loosen lock nut "A" and tighten lock nut "B" so that movement becomes smaller. Shift selector lever from "P" to "1". Ensure that a "click" can be felt in each position and gear corresponds to position plate.

5) Ensure that lever can be shifted between "D" and "N" without depressing push button. If lever can be shifted from "D" to "R" without depressing push button, or if push button is loose, adjust selector lever handle.

#### RX7

1) Remove boot plate. Place selector lever in "P". Loosen selector lever plate adjustment bolt. Raise vehicle and support with safety stands. Move transmission selector rod to "P" position (first detent from rear of transmission).

2) Tighten selector lever plate adjustment bolt to 23-34 ft. lbs. (32-47 N.m). Lower vehicle. Place selector lever in each position to ensure that selector lever functions properly.

### SELECTOR LEVER HANDLE

#### B2000 & RX7

1) Place selector lever in "N" or "D" position. Loosen lock nut below selector lever handle and turn handle until no play exist in push button. Unscrew selector lever handle 1 full turn until button is on driver's side.

2) Push button and ensure that lever can be shifted into "P" position. If lever cannot be shifted into "P", turn lever in 1 full turn. Repeat procedure until lever can be shifted into "P" position.

3) Turn selector lever until it can be shifted from "N" to "R" or from "D" to "2" without depressing push button. If lever can be shifted into "R" or "2" without depressing button, selector lever has been turned in too much, turn selector lever out.

4) After adjustment is complete, check protrusion of push button. Protrusion should be 3/16-9/32 in. (4.8-7.1 mm). Place selector lever in each position and ensure that selector lever functions properly. Tighten lock nut to 11-15 ft. lbs. (15-20 N.m).

GLC & 626

1) Place selector lever in "P". Loosen lock nut below selector lever handle and turn nut and handle until they bottom. Unscrew selector lever handle 1 full turn until button is on driver's side. Tighten lock nut to 11-15 ft. lbs. (15-20 N.m).

2) Ensure that selector lever functions properly. If button does not operate smoothly, set lever in "P" and loosen detent roller adjustment screws and adjust by moving detent roller.

## NEUTRAL SAFETY SWITCH

B2000 & RX7

1) Check and adjust gearshift linkage on B2000. Place transmission lever in Neutral, third detent position from rear of transmission on B2000. Place selector lever in "N" position on RX7.

2) Loosen neutral safety switch attaching bolts and remove screw from alignment pin hole from bottom of switch. Rotate switch and insert a .059" (1.5 mm) alignment pin through alignment holes.

3) Tighten attaching bolts and remove alignment pin. Install alignment pin hole screw and check operation of switch. Vehicle should start in "P" and "N" positions only.

GLC & 626

NOTE: The following instructions are for checking neutral safety switch. No adjustments are possible.

1) Ensure vehicle starts in "P" and "N" only. Back-up lights must illuminate with selector lever in "R". If switch is faulty, disconnect it and check continuity between each terminal.

2) With selector lever in "P" or "N", continuity should exist between terminals "A" and "B". With lever in "R", continuity should exist between terminals "C" and "D".

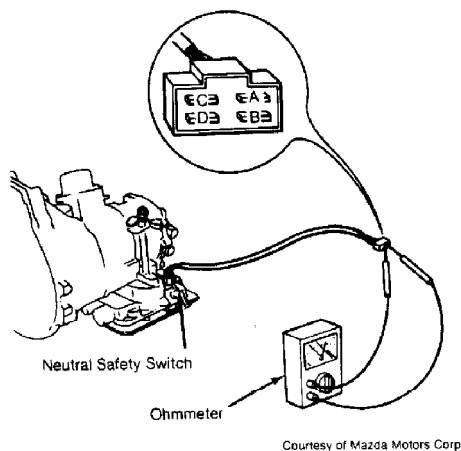


Fig. 5: Neutral Safety Switch Continuity Check

END OF ARTICLE

TRANSMISSION SERVICING - Article Text

# 1.2L ENG FLYWHEEL THREAD HOLE MODIFICATIONS CAT. 40, NO. 003/84

## Article Text

1984 Mazda RX7

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Saturday, June 08, 2002 10:23PM

### ARTICLE BEGINNING

TECHNICAL SERVICE BULLETIN

### FLYWHEEL MODIFICATION

Model: 1984 RX-7  
Bulletin No.: 003/84  
Date: 7/31/84  
Category: 40

#### 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).

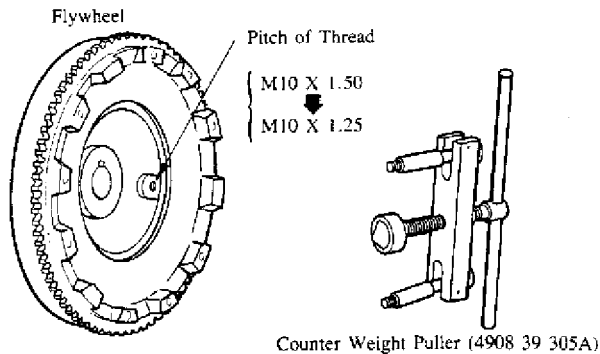


Fig. 1: Flywheel Modifications

#### VIN OF PRODUCTION CHANGE

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

#### PARTS INFORMATION

NEW PART NO.	OLD PART NO.	DESCRIPTION	MODEL	INTERCHANGEABLE
N231 11 700A	N231 11 700	Flywheel	12A	NEW = OLD
N304 11 700A	N304 11 700	Flywheel	13B	NEW = OLD

### END OF ARTICLE



# L4N71B TRANS OIL PRESSURE GAUGE ADAPTER CAT. 40, NO. 018/87

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### ARTICLE BEGINNING

TECHNICAL SERVICE BULLETIN

### OIL PRESSURE GAUGE ADAPTER

Model: 1983 - 1987 RX-7 A/T

Bulletin No.: 018/87

Date: 4/9/87

Category: 40

#### DESCRIPTION

An adaptor for the (4903 78 400A) oil pressure gauge has been newly established for 1983-87 RX7 with automatic transmission. This adaptor is necessary when checking line pressure in "R" range because of the limited space between the transmission and the body. (See the 1986-87 RX-7 Service Information.

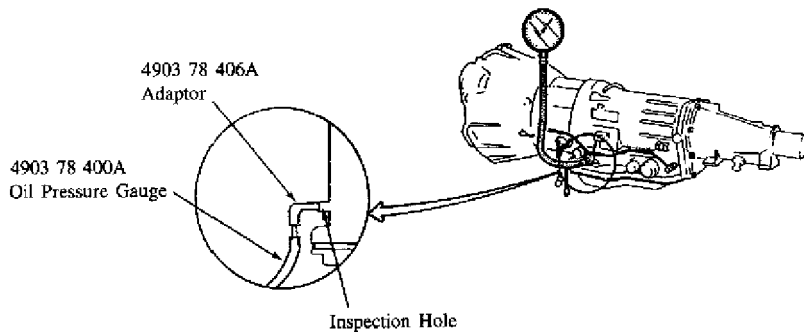


Fig. 1: Oil Pressure Gauge Adaptor Installation

#### PARTS INFORMATION

PART NUMBER	DESCRIPTION
4903 78 406A	Adaptor

### END OF ARTICLE