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This file was not scanned to deprive Mazda of any money - it was scanned due to the rareness of the original manuals and the overwhelming need of the RX-7 owner to have this information so that they can accurately troubleshoot problems. Perhaps if Mazda's dealerships could support the Rotary Engine it wouldn't be so necessary for the owners to do so.



Many thanks to Lenny Terris for scanning this.

1994 Mazda RX-7 Workshop Manual

WARNING

Servicing a vehicle can be dangerous. If you have not received service-related training, the risks of injury and property damage increase. The recommended servicing procedures for the vehicle in this workshop manual were developed with Mazda-trained technicians in mind. This manual may be useful to non-Mazda trained technicians, but a technician with our service-related training and experience will be at less risk when performing servicing operations. However, all users of this manual are expected to know general safety procedures.

This manual contains "Warnings" and "Cautions" applicable to risks not normally encountered in a general technician's experience. They should be followed to reduce the risk of injury and the risk that improper service or repair may damage the vehicle or render it unsafe. It is also important to understand that the "Warnings" and "Cautions" are not exhaustive. It is impossible to warn of all the hazardous consequences that might result from failure to follow the procedures

The procedures recommended and described in this manual are effective methods of performing service and repair. Some require tools specifically designed for a specific purpose. Nonrecommended procedures and tools should include consideration for safety of the technician and continued safe operation of the vehicle.

Parts should be replaced with genuine Mazda replacement parts, not parts of lesser quality. Use of a nonrecommended replacement part should include consideration for safety of the technician and continued safe operation of the vehicle.

1994 Mazda RX-7 Workshop Manual

FOREWORD

A thorough familiarization with this manual is important for proper repair and maintenance.

It should always be kept in a handy place for quick and easy reference.

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.

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WARRANTY

The manufacturer's warranty on Mazda vehicles and engines can be voided if improper service or repairs are performed by persons other than those at an Authorized Mazda Dealer.

**Mazda Motor Corporation
HIROSHIMA, JAPAN**

APPLICATION:

This manual is applicable to vehicles beginning with the Vehicle Identification Numbers (VIN) shown on the following page.

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* Refer to the 1994 RX-7 Body Electrical Troubleshooting Manual (Form No. 1380-10-93H, Part No.9999-95-085F-94) for servicing of the body electrical components.

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Printed in the U.S.A. (8/93)
Form No. 1378-10-93H
Part No. 9999-95-018B-94

VEHICLE IDENTIFICATION NUMBERS (VIN)
JM1FD 333*RO 300001 ~

GENERAL INFORMATION

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SAFETY INFORMATION

LUBRICANTS

Avoid prolonged and repeated contact with petroleum-based oils. Used oil may irritate the skin, and can cause skin cancer and other skin disorders.

Wash thoroughly after working with oil. We recommend water soluble hand cleaners. Do not use kerosene, gasoline, or any other solvent, to remove oil from your skin.

If repeated or prolonged contact with oil is necessary, wear protective clothing. Soiled clothing, particularly those soiled with used oils and greases containing lead, should be cleaned at regular intervals.

JACKING POSITIONS

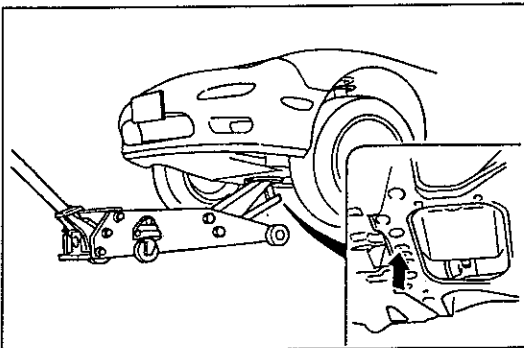
Warning

- **Improperly jacking a vehicle is dangerous. The vehicle can slip off the jack and cause serious injury. Use only the correct front and rear jacking positions and block the wheels.**

Use safety stands to support the vehicle after it has been lifted.

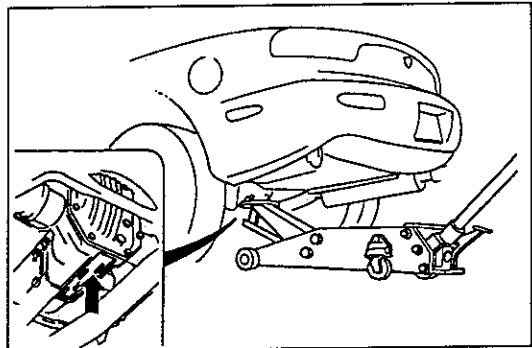
Front

At the center of the crossmember



Rear

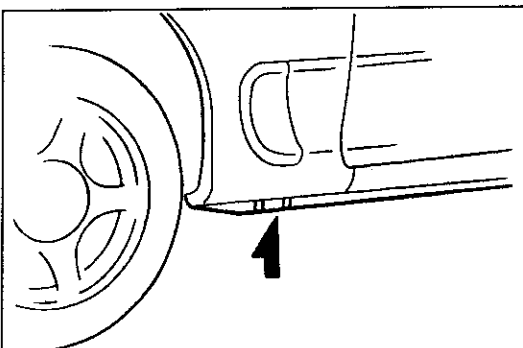
At the center of the crossmember



SAFETY STAND POSITIONS

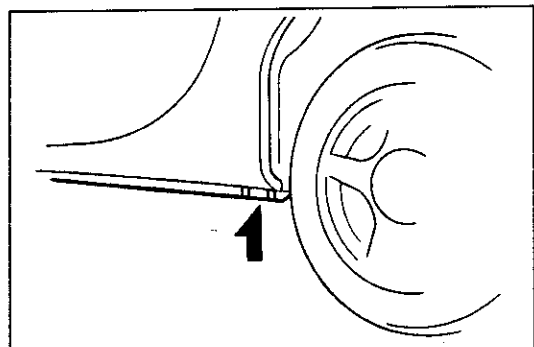
Front

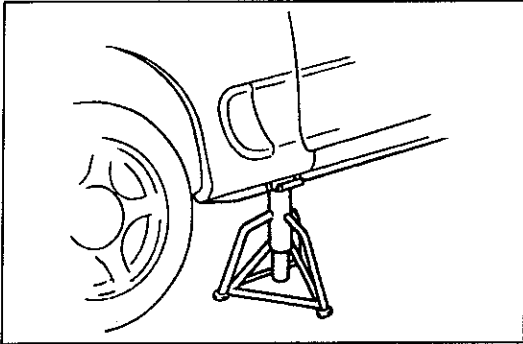
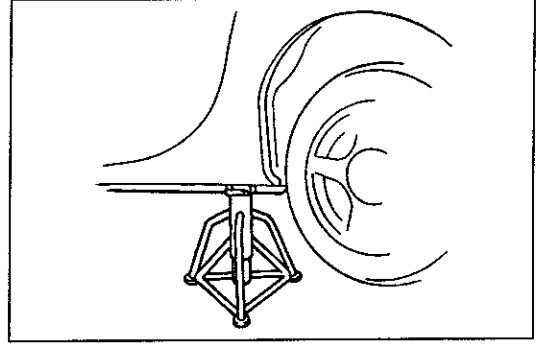
Both sides of the vehicle



Rear

Both sides of the vehicle



VEHICLE LIFT POSITIONS**Front****Rear****DYNAMOMETER**

When test-running a vehicle on a dynamometer

- Place a fan, preferably a vehicle-speed proportional type, in front of the vehicle.
- Connect an exhaust gas ventilation unit.
- Cool the exhaust pipes with a fan.
- Keep the area around the vehicle uncluttered.
- Watch the water temperature gauge.

COMPRESSED AIR

When using compressed air to clean or remove parts

- Wear protective eyewear.
- Hold a rag over the opening to prevent parts from shooting out.
- Take precautions so that people around you are not struck by flying debris.

HOW TO USE THIS MANUAL

ADVISORY MESSAGES

You'll find several **Warnings**, **Cautions**, and **Notes** in this manual.

Warning

- A **Warning** indicates a situation in which serious injury or death could result if the warning is ignored.

Caution

- A **Caution** indicates a situation in which damage to the vehicle could result if the caution is ignored.

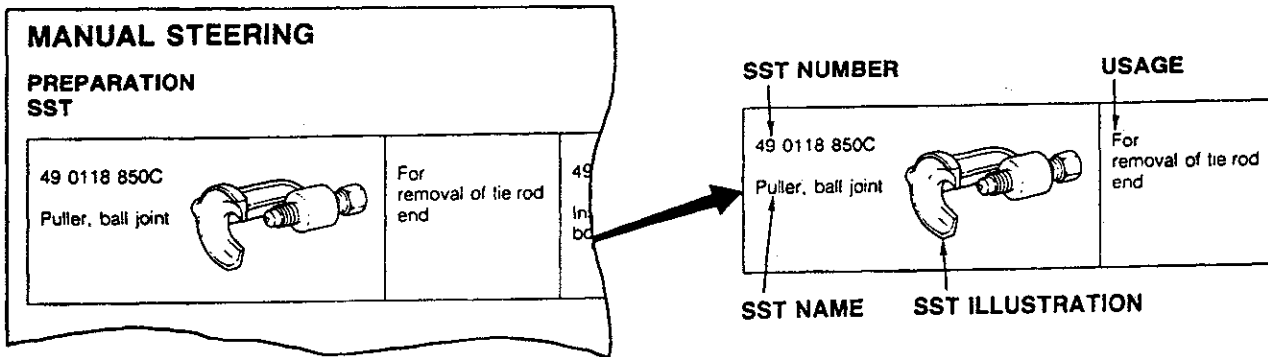
Note

- A **Note** provides added information that will help you to complete a particular procedure.

PREPARATION

This points out the needed **SSTs** for the service operation. It is best to gather all necessary **SSTs** before beginning work.

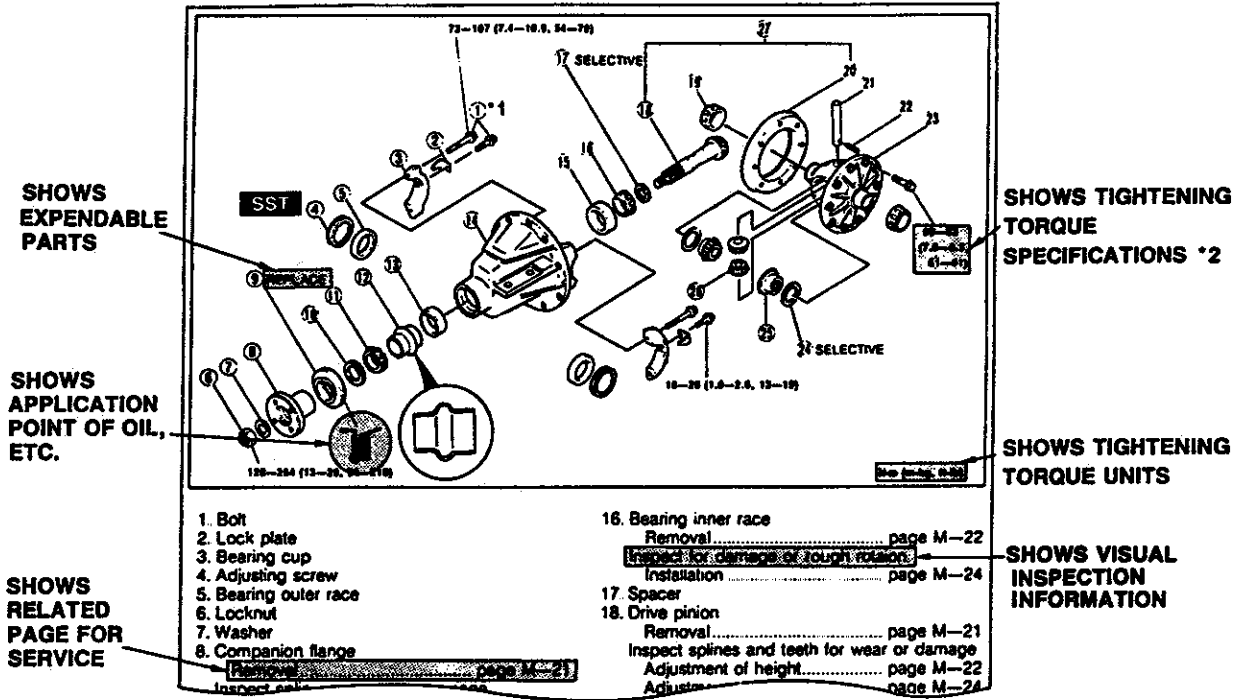
Example:



REPAIR PROCEDURE

1. Most repair operations begin with an overview illustration. It identifies the components, shows how the parts fit together, and describes visual part inspection. If a damaged or worn part is found, repair or replace it as necessary.
2. Expendable parts, tightening torques, and symbols for oil, grease, and sealant are shown in the overview illustration.
3. Pages related to service procedures are shown under the illustration. Refer to this information when servicing the related part.

Example:



* 1: The numbers (①, etc.) refer to part identification and servicing procedures.
 * 2: Units are in N·m {kgf·m, ft·lbf} unless otherwise specified.

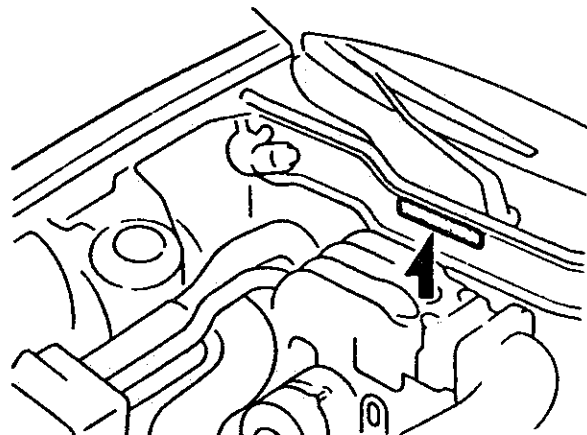
SYMBOLS

There are six symbols indicating oil, grease, and sealant. These symbols show the points of applying such materials during service.

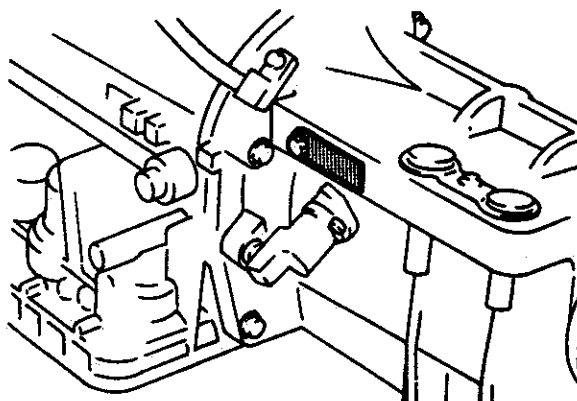
| Symbol | Meaning | Kind |
|--------|------------------------------------|---|
| | Apply oil | New engine oil or gear oil as appropriate |
| | Apply brake fluid | FMVSS116: DOT-3 |
| | Apply automatic transmission fluid | Dexron®II or M-III |
| | Apply grease | Appropriate grease |
| | Apply sealant | Appropriate sealant |
| | Apply petroleum jelly | Appropriate petroleum jelly |

IDENTIFICATION NUMBER LOCATIONS

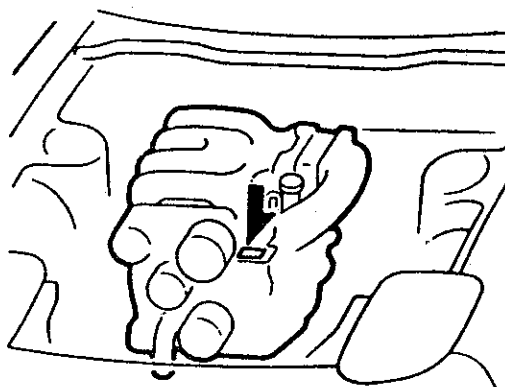
VEHICLE IDENTIFICATION NUMBER (VIN)



AUTOMATIC TRANSMISSION MODEL AND NUMBER



ENGINE MODEL AND NUMBER



UNITS

| | |
|--------------------|--|
| Electrical current | A (ampere) |
| Electric potential | V (volt) |
| Electric power | W (watt) |
| Length | mm (millimeters) |
| | in (inches) |
| Negative pressure | kPa (kilo Pascal) |
| | mmHg (millimeters of mercury) |
| | inHg (inches of mercury) |
| Positive pressure | kPa (kilo Pascal) |
| | kgf/cm ² (kilogram force per square centimeter) |
| | psi (pounds per square inch) |
| Resistance | Ω (ohm) |
| Torque | N·m (Newton meter) |
| | kgf·m (kilogram force per meter) |
| | kgf·cm (kilogram force per centimeter) |
| | ft·lb (foot pounds) |
| | in·lb (inch pounds) |
| Volume | L (liter) |
| | US qt (U.S. quart) |
| | Imp qt (Imperial quart) |

ABBREVIATIONS

| | |
|-------|--|
| AAS | Auto adjusting suspension |
| ABDC | After bottom dead center |
| ABS | Anti-lock braking system |
| ACC | Accessories |
| ACV | Air control valve |
| ASV | Air supply valve |
| AT | Automatic transmission |
| ATDC | After top dead center |
| ATF | Automatic transmission fluid |
| ATS | Ambient temperature sensor |
| AWS | Accelerated warm-up system |
| BAC | Bypass air control |
| BBDC | Before bottom dead center |
| BTDC | Before top dead center |
| EC-AT | Electronically controlled Automatic Transmission |
| ECPS | Electronically controlled power steering |
| ECU | Engine control unit |
| EGI | Electronic gasoline injection |
| E/L | Electrical load |
| ESA | Electronic spark advance |
| ESPS | Engine speed sensing power steering |
| ETS | Evaporator temperature sensor |
| EX | Exhaust |
| IC | Integrated circuit |
| IGN | Ignition |
| IN | Intake |
| INT | Intermittent |
| ISC | Idle speed control |
| LH | Left hand |
| LSD | Limited slip differential |
| M | Motor |
| MOP | Metering oil pump |
| MT | Manual transmission |
| OD | Overdrive |
| OFF | Switch off |
| ON | Switch on |
| PBV | Proportioning bypass valve |
| PCTS | Passenger compartment temperature sensor |
| PCV | Positive crankcase ventilation |
| PRC | Pressure regulator control |
| P/S | Power steering |
| P/W | Power window |
| RH | Right hand |
| RTS | Reduce torque signal |
| SLS | Slip lockup signal |
| SR | Sensor rotor |
| SST | Special service tool |
| ST | Start |
| SW | Switch |
| TDC | Top dead center |
| TNS | Tail number side |
| TRS | Torque reduced signal |
| VDI | Variable dynamic effect intake |
| VRIS | Variable resonance induction system |
| WSS | Wheel speed sensor |
| WTS | Water temperature sensor |

SAE STANDARDS

In accordance with new regulations, SAE (Society of Automotive Engineers) standard names and abbreviations are now used in this manual. The table below lists the names and abbreviations that have been used in Mazda manuals up to now and their SAE equivalents.

Engine and Emission Systems

| Previous Standard | | SAE Standard | | |
|-------------------|--------------------------------------|--------------|-------------------------------------|---------------|
| Abbreviation | Name | Abbreviation | Name | Remark |
| — | Accelerator Pedal | AP | Accelerator Pedal | |
| — | Air Cleaner | ACH | Air Cleaner Housing | |
| — | Air/Fuel (A/F) Solenoid Valve | MCS | Mixture Control Solenoid | F2 Carburetor |
| — | Airflow Meter | VAF | Volume Airflow Sensor | |
| — | Airflow Sensor | MAF | Mass Airflow Sensor | |
| — | Alternator | ALT | Alternator | |
| — | Atmospheric Pressure Sensor | BARO | Barometric Absolute Pressure Sensor | |
| — | Carburetor | CARB | Carburetor | |
| — | Catalytic Converter | OC | Oxidation Catalyst | |
| | | TWC | Three-Way Catalyst | |
| | | WU-TWC | Warm Up Three-Way Catalyst | #1 |
| — | Circuit Opening Relay | FPR | Fuel Pump Relay | #2 |
| — | Cooling Fan Control | CFC | Coolant Fan Control | |
| — | Crank Angle Sensor | CPS | Crankshaft Position Sensor | |
| — | Diagnosis Connector | DLC | Data Link Connector | |
| — | Direct Ignition | DLI | Distributorless Ignition | |
| EGL | Electronic Gasoline Injection System | CIS | Continuous Fuel Injection System | |
| — | Electronic Spark Ignition | EI | Electronic Ignition | #3 |
| — | EGR Modulator Solenoid | EGRC | EGR Function Control | |
| — | EGR Gas Sensor | EGRS | EGR Function Sensor | #4 |
| | EGR Position Sensor | | | |
| | EGR Position Switch | | | |
| ECU | Engine Control Unit | PCM | Powertrain Control Module | #5 |
| | | PCME | Powertrain Control Module (Engine) | |
| — | Engine Modification | EM | Engine Modification | |
| — | Engine Speed | RPM | Engine Speed | |
| — | Evaporative Emission Control System | EVAP | Fuel Evaporative System | |
| — | Exhaust Gas Recirculation System | EGR | Exhaust Gas Recirculation | System name |
| — | Feedback System | CLS | Closed Loop System | |
| — | Flexible Fuel | FF | Flexible Fuel | |
| — | Fuel Pump | FP | Fuel Pump | |
| — | IC Regulator | VR | Voltage Regulator | |

#1: Directly connected to exhaust manifold

#2: In some models, there is a "Fuel Pump Relay" that controls pump speed.

That relay is now called the "Fuel Pump Relay (Speed)"

#3: Controlled by the PCME (PCM)

#4: EGR valve controller device name

#5: Device that controls engine and powertrain

Engine and Emission Systems (cont'd)

| Previous Standard | | SAE Standard | | |
|-------------------|---|--------------|--------------------------------------|--------------------|
| Abbreviation | Name | Abbreviation | Name | Remark |
| — | Intake Air Thermosensor | IATS | Intake Air Temperature Sensor | |
| — | Intercooler | CAC | Charge Air Cooler | |
| — | ISC Solenoid Valve | IACV | Idle Air Control Valve | |
| — | Knock Sensor | KS | Knock Sensor | |
| — | Malfunction Indicator Light | MIL | Malfunction Indicator Light | |
| — | Multiport Fuel Injection | MFI | Multiport Fuel Injection | |
| — | Oxidizing Converter | OC | Oxidation Catalyst | |
| — | Oxygen Sensor | HO2S | Heated Oxygen Sensor | With heater |
| | | O2S | Oxygen Sensor | |
| — | Open Loop | OL | Open Loop | |
| PTC | Positive Temperature Coefficient Heater | EFE | Early Fuel Evaporation | |
| — | Pressure Sensor | MAP | Manifold Absolute Pressure Sensor | |
| | | MVS | Manifold Vacuum Sensor | Checks vacuum only |
| | | SAPV | Secondary Air Pulse Valve | |
| — | Reed Valve | SAPV | Secondary Air Pulse Valve | |
| — | Relief 1 Solenoid Valve | SABV | Secondary Air Bypass Valve | |
| — | Secondary Air Injection System | PAIR | Pulsed Secondary Air Injection | Pulsed injection |
| | | AIR | Secondary Air Injection | #6 |
| — | Sequential Fuel Injection | SMFI | Sequential Multipoint Fuel Injection | |
| — | Service Code(s) | DTC | Diagnostic Trouble Code(s) | |
| — | Spark Ignition | DI | Distributor Ignition | |
| — | Supercharger | SC | Supercharger | |
| — | Switching Solenoid Valve | SASV | Secondary Air Switching Valve | |
| — | Test Mode(s) | DTM | Diagnostic Test Mode(s) | #7 |
| — | Three-Way Catalyst | TWC | Three-Way Catalyst | |
| — | Throttle Body | TB | Throttle Body | |
| — | Throttle Sensor | TPS | Throttle Position Sensor | |
| — | Turbocharger | TC | Turbocharger | |
| — | VAC | MDP | Manifold Differential Pressure | |
| — | Vacuum Switch | MVZS | Manifold Vacuum Zone Switch | |
| — | Water Thermosensor | ECTS | Engine Coolant Temperature Sensor | |

#6: Supplies air to three-way catalytic

#7: Diagnostic trouble codes depend on the test mode

GI

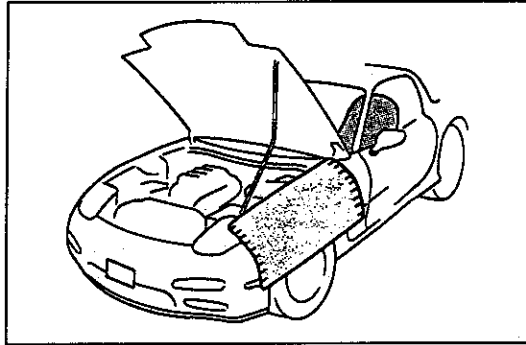
Transmission (Transaxle) and Steering System

| Previous Standard | | SAE Standard | | |
|-------------------|--------------------------------|--------------|--|--------|
| Abbreviation | Name | Abbreviation | Name | Remark |
| — | Clutch Position | CPP | Clutch Pedal Position | |
| — | EC-AT Control Unit | PCMT | Powertrain Control Module (Transaxle) | FF |
| | | | Powertrain Control Module (Transmission) | FR |
| — | Fully Closed | CTP | Closed Throttle Position | |
| — | Fully Open | WOT | Wide Open Throttle | |
| — | Inhibitor Switch | PNS | Park/Neutral Switch | |
| — | Lock-Up Position | TCC | Torque Converter Clutch | |
| — | Output Signal(s) | PTCS | Powertrain Control Signal(s) | |
| — | Overdrive | 4GR | Fourth Gear | |
| — | Power Steering Pressure Switch | SPS | Steering Pressure Sensor | |
| — | Pulse Generator | VSPG | Vehicle Speed Pulse Generator | |
| — | Vehicle Speed Sensor | VSS | Vehicle Speed Sensor | |
| — | 3rd Gear | 3GR | Third Gear | |

Body Electrical System and Heater and Air Conditioner Systems

| Previous Standard | | SAE standard | | |
|-------------------|-----------------------|--------------|---------------------------|--------|
| Abbreviation | Name | Abbreviation | Name | Remark |
| — | A/C Switch | ACS | Air Conditioning Sensor | |
| — | Air Conditioner | A/C | Air Conditioner | |
| V _B | Battery Voltage | B+ | Battery Positive Voltage | |
| — | Coolant Level Sensor | COLS | Coolant Level Sensor | |
| — | Ground | GND | Ground | |
| — | Self-Diagnosis System | OBD | On-Board Diagnosis System | #8 |

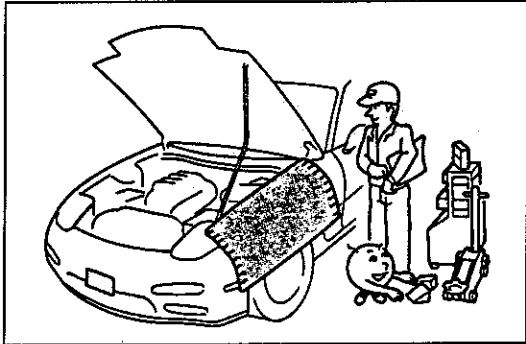
#8: System name. Other related names are unchanged.



FUNDAMENTAL PROCEDURES

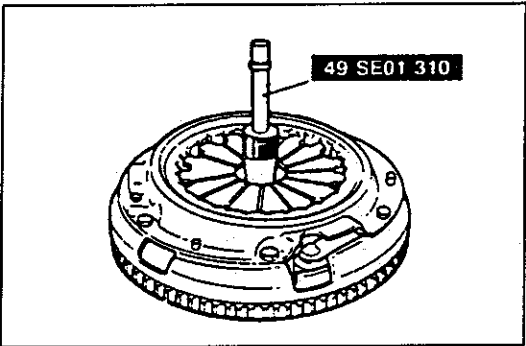
PROTECTION OF THE VEHICLE

Always be sure to cover fenders, seats, and floor areas before starting work.



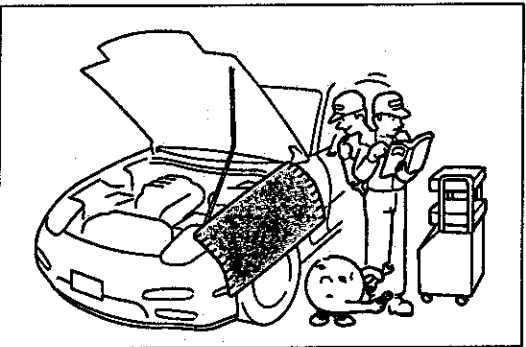
PREPARATION OF TOOLS AND MEASURING EQUIPMENT

Be sure that all necessary tools and measuring equipment are available before starting any work.



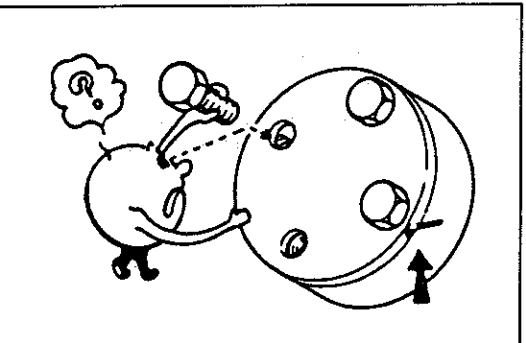
SPECIAL TOOLS

Use special tools when they are required.



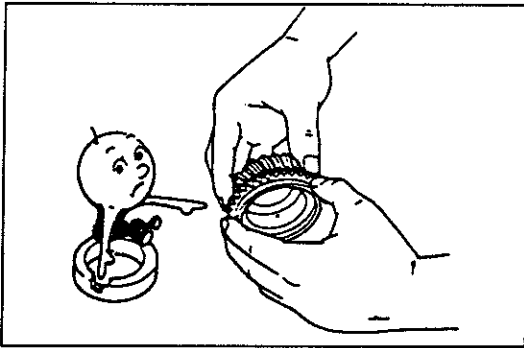
REMOVAL OF PARTS

While correcting a problem, try also to determine its cause. Begin work only after first learning which parts and subassemblies must be removed and disassembled for replacement or repair. After removing the part, plug all holes and ports to prevent foreign material from entering.



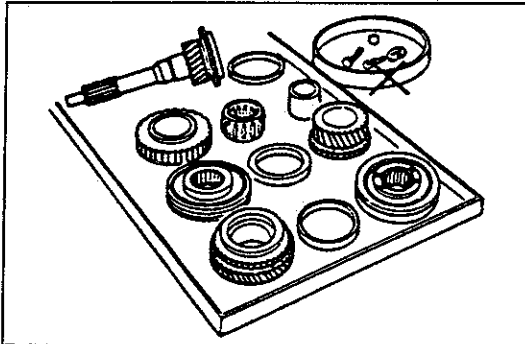
DISASSEMBLY

If the disassembly procedure is complex, requiring many parts to be disassembled, all parts should be disassembled in a way that will not affect their performance or external appearance and identified so that reassembly can be performed easily and efficiently.



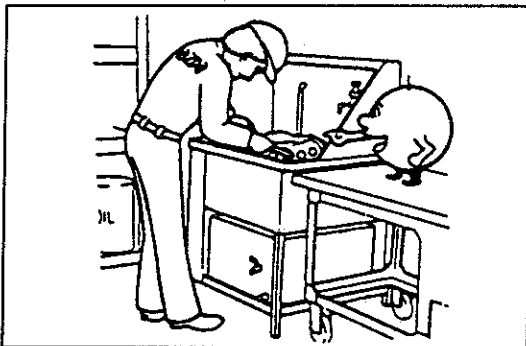
1. Inspection of parts

When removed, each part should be carefully inspected for malfunctioning, deformation, damage, and other problems.



2. Arrangement of parts

All disassembled parts should be carefully arranged for reassembly. Be sure to separate or otherwise identify the parts to be replaced from those that will be reused.



3. Cleaning parts for reuse

All parts to be reused should be carefully and thoroughly cleaned in the appropriate method.

Warning

- Using compressed air can cause dirt and other particles to fly out, causing injury to the eyes. Wear protective eye wear whenever using compressed air.

REASSEMBLY

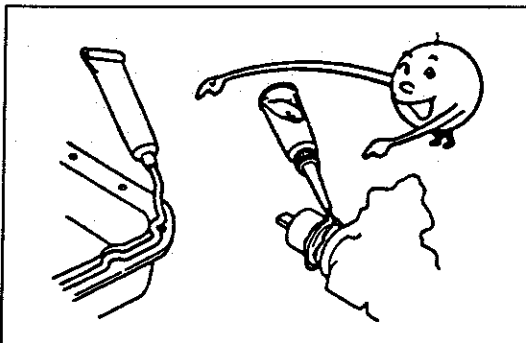
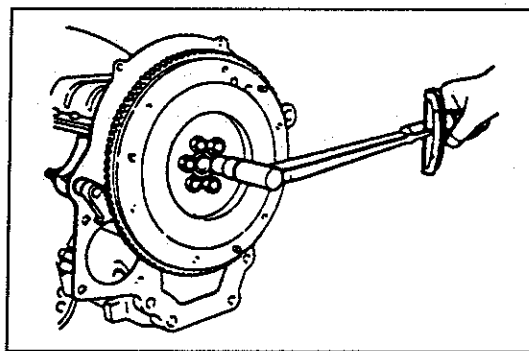
Standard values, such as torques and certain adjustments, must be strictly observed in the reassembly of all parts. Refer to STANDARD BOLT AND NUT TIGHTENING TORQUE in section TD for tightening torques not mentioned in the main text.

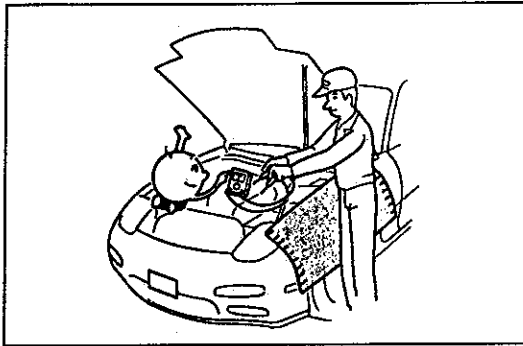
If removed, these parts should be replaced with new ones:

- | | |
|----------------|-----------------|
| 1. Oil seals | 4. Gaskets |
| 2. O-rings | 5. Lock washers |
| 3. Cotter pins | 6. Nylon nuts |

Depending on location:

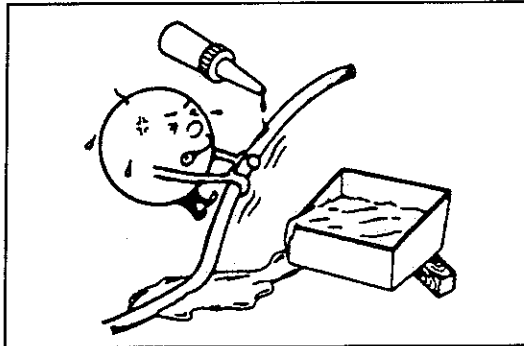
1. Sealant should be applied to gaskets.
2. Oil should be applied to the moving components of parts.
3. Specified oil or grease should be applied at the prescribed locations (such as oil seals) before reassembly.





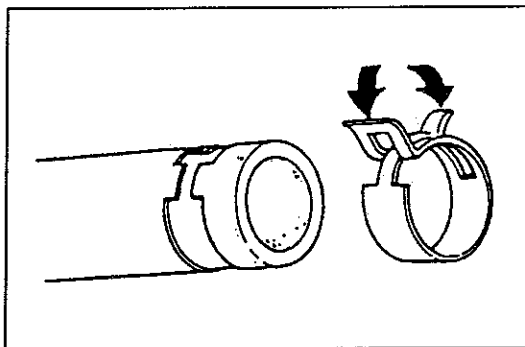
ADJUSTMENTS

Use suitable gauges and testers when making adjustments.



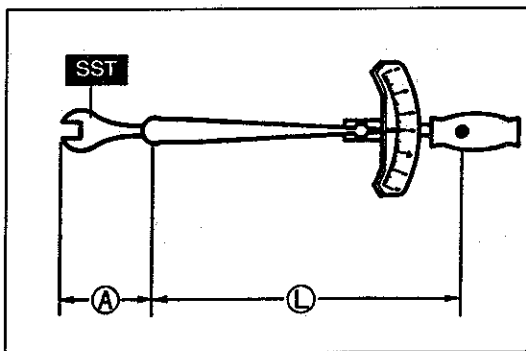
RUBBER PARTS AND TUBING

Prevent gasoline or oil from getting on rubber parts or tubing.



HOSE CLAMPS

When reinstalling, position the hose clamp in the original location on the hose, and squeeze the clamp lightly with large pliers to ensure a good fit.

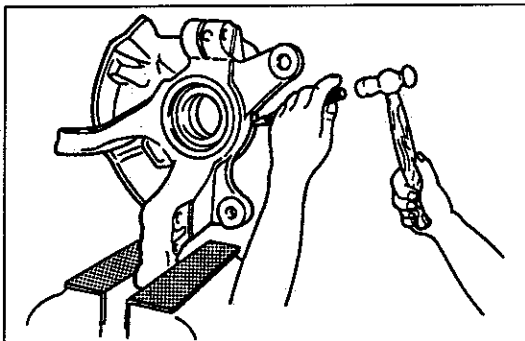


TORQUE FORMULAS

When using a torque wrench-SST combination, the written torque must be recalculated due to the extra length that the SST adds to the torque wrench. Recalculate the torque by using the following formulas. Choose the formula that applies to you.

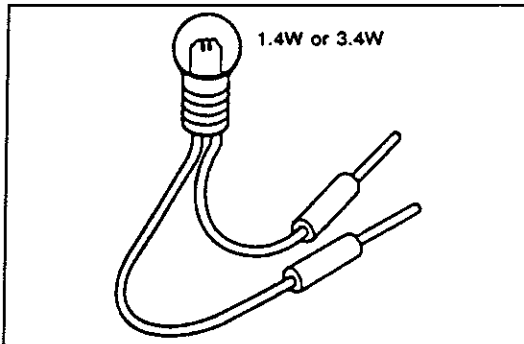
| Torque Unit | Formula | L&A Unit |
|-------------|---------------------------------|------------|
| N·m | $N \cdot m \times [L/(L+A)]$ | centimeter |
| kgf·m | $kgf \cdot m \times [L/(L+A)]$ | centimeter |
| kgf·cm | $kgf \cdot cm \times [L/(L+A)]$ | centimeter |
| ft·lb | $ft \cdot lb \times [L/(L+A)]$ | inch |
| in·lb | $in \cdot lb \times [L/(L+A)]$ | inch |

A = The length of the SST past the torque wrench drive.
L = The length of the torque wrench.



WISE

When using a vise, put protective plates in the jaws of the vise to prevent damage to parts.



ELECTRICAL TROUBLESHOOTING TOOLS

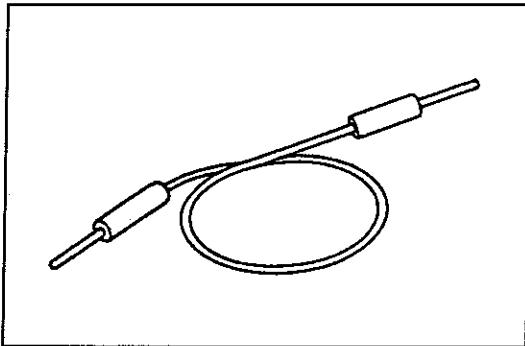
TEST LIGHT

The test light, as shown in the figure, uses a 12V bulb. The two lead wires should be connected to probes.

The test light is used for simple voltage checks and for checking for short circuits.

Caution

- Using a bulb over 3.4W when checking the control unit may damage the control unit.

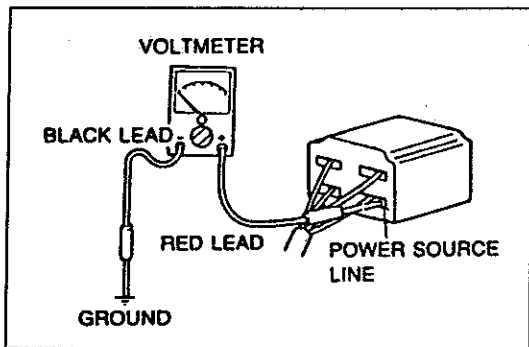


JUMPER WIRE

A jumper wire is used to create a temporary circuit. Connect the jumper wire between the terminals of a circuit to bypass a switch.

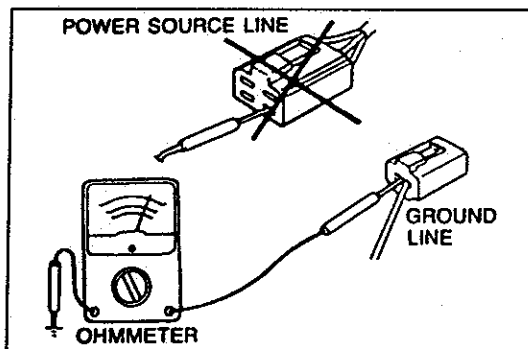
Caution

- Do not connect a jumper wire from the power source line to a body ground; this may cause burning or other damage to harnesses or electronic components.



VOLTMETER

The DC voltmeter is used to measure circuit voltage. A voltmeter with a range of 15V or more is used by connecting the positive (+) probe (red lead wire) to the point where voltage is to be measured and the negative (-) probe (black lead wire) to a body ground.

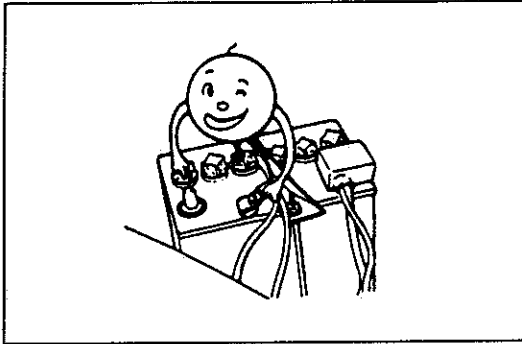


OHMMETER

The ohmmeter is used to measure the resistance between two points in a circuit, and to check for continuity and short circuits.

Caution

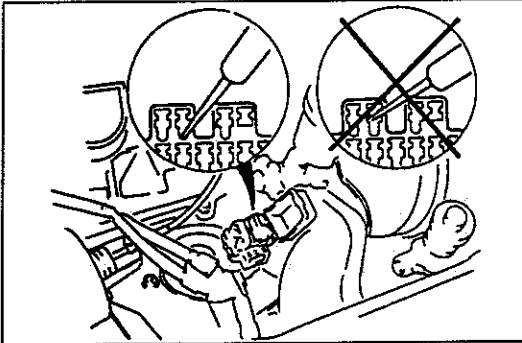
- Do not connect the ohmmeter to any circuit to which voltage is applied; this will damage the ohmmeter.



ELECTRICAL PARTS

BATTERY CABLE

Before disconnecting connectors or removing electrical parts, disconnect the negative battery cable.



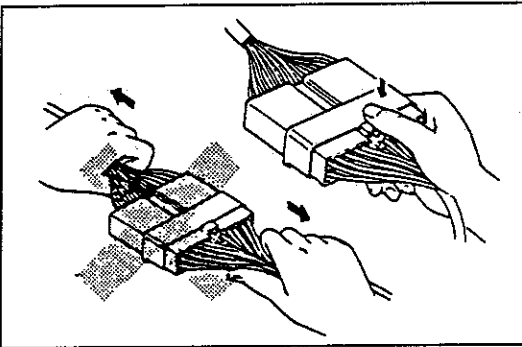
CONNECTORS

Data Link Connector

Insert the probe into the service hole when connecting a jumper wire to the data link connector.

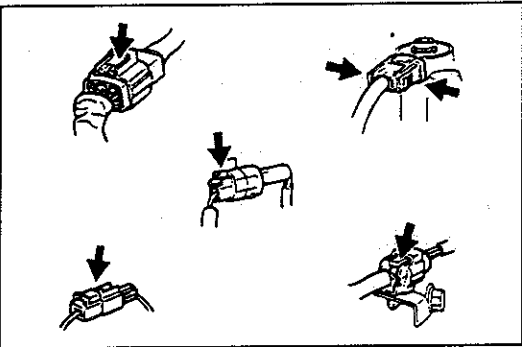
Caution

- Inserting a jumper wire probe into the data link connector terminal may damage the terminal.

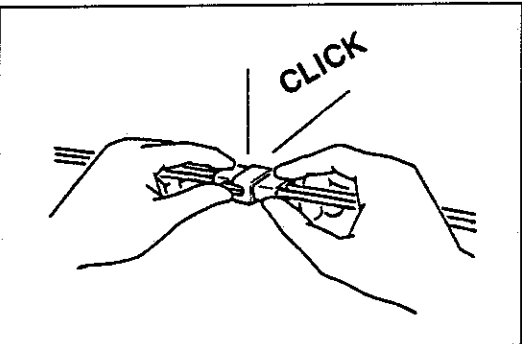


Disconnecting Connectors

When disconnecting two connectors, grasp the connectors, not the wires.

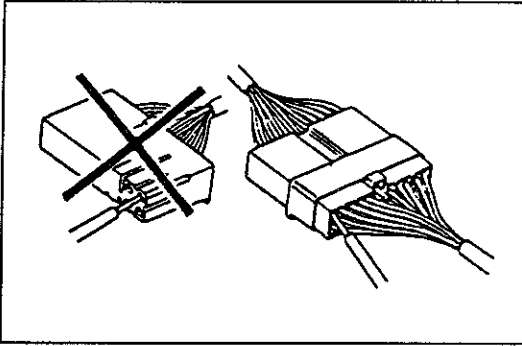


Connectors can be disconnected by pressing or pulling the lock lever as shown.



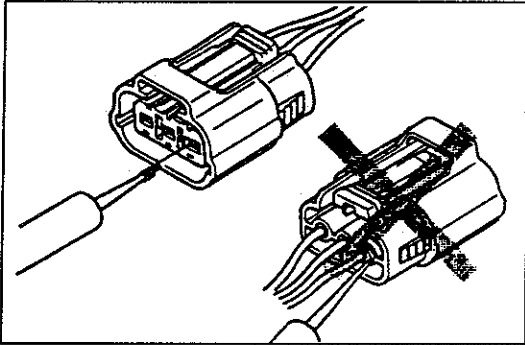
Locking Connectors

When locking connectors, listen for a click that will indicate they are securely locked.



Inspection

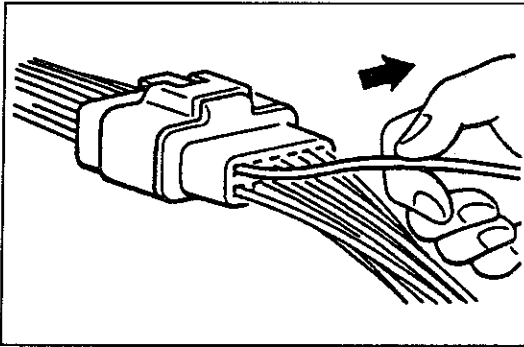
1. When a tester is used to check for continuity or to measure voltage, insert the tester probe from the wiring harness side.



2. Check the terminals of waterproof connectors from the connector side, as they cannot be accessed from the wiring harness side.

Caution

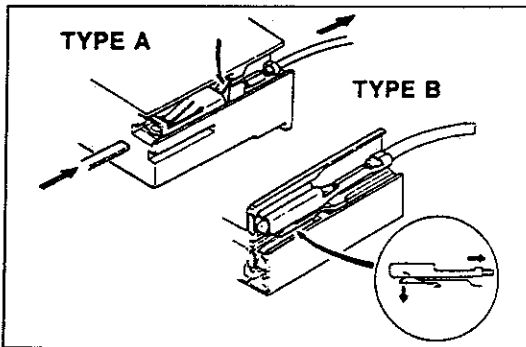
- To prevent damage to the terminal, wrap a thin wire around the lead before inserting it into the terminal.



TERMINALS

Inspection

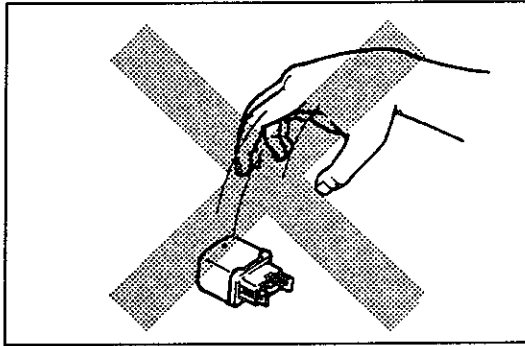
Pull lightly on individual wires to check that they are secured in the terminal.



Replacement

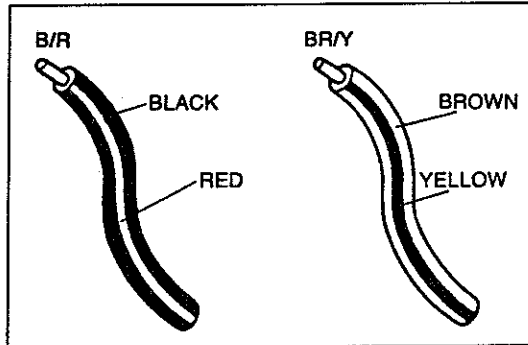
Use the appropriate tools to remove a terminal as shown. When installing a terminal, be sure to insert it until it locks securely.

Insert a thin piece of metal from the terminal side of the connector, and then, with the terminal locking tab pressed down, pull the terminal out from the connector.



SENSORS, SWITCHES, AND RELAYS

Handle sensors, switches, and relays carefully. Do not drop them or strike them against other objects.

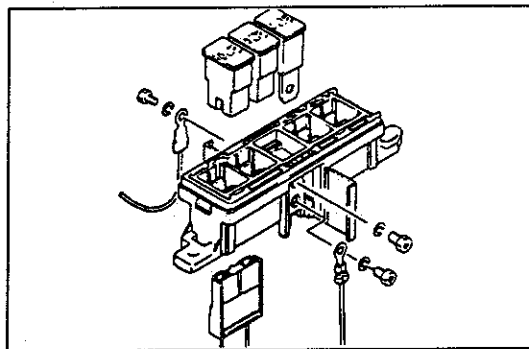


WIRING HARNESS

Wiring color codes

Two-color wires are indicated by a two-color code symbol. The first letter indicates the base color of the wire and the second the color of the stripe.

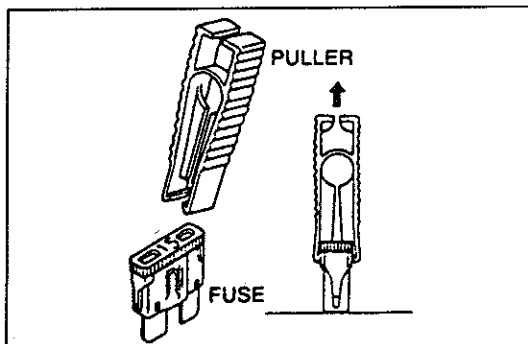
| CODE | COLOR | CODE | COLOR |
|------|-------------|------|--------|
| B | Black | O | Orange |
| BR | Brown | P | Pink |
| G | Green | R | Red |
| GY | Gray | V | Violet |
| L | Blue | W | White |
| LB | Light Blue | Y | Yellow |
| LG | Light Green | — | — |



FUSE

Replacement

1. When replacing a fuse, be sure to replace it with one of the specified capacity.
If a fuse again fails after it has been replaced, the circuit probably has a short and the wiring should be checked.
2. Be sure the negative battery terminal is disconnected before replacing a main fuse (80A).



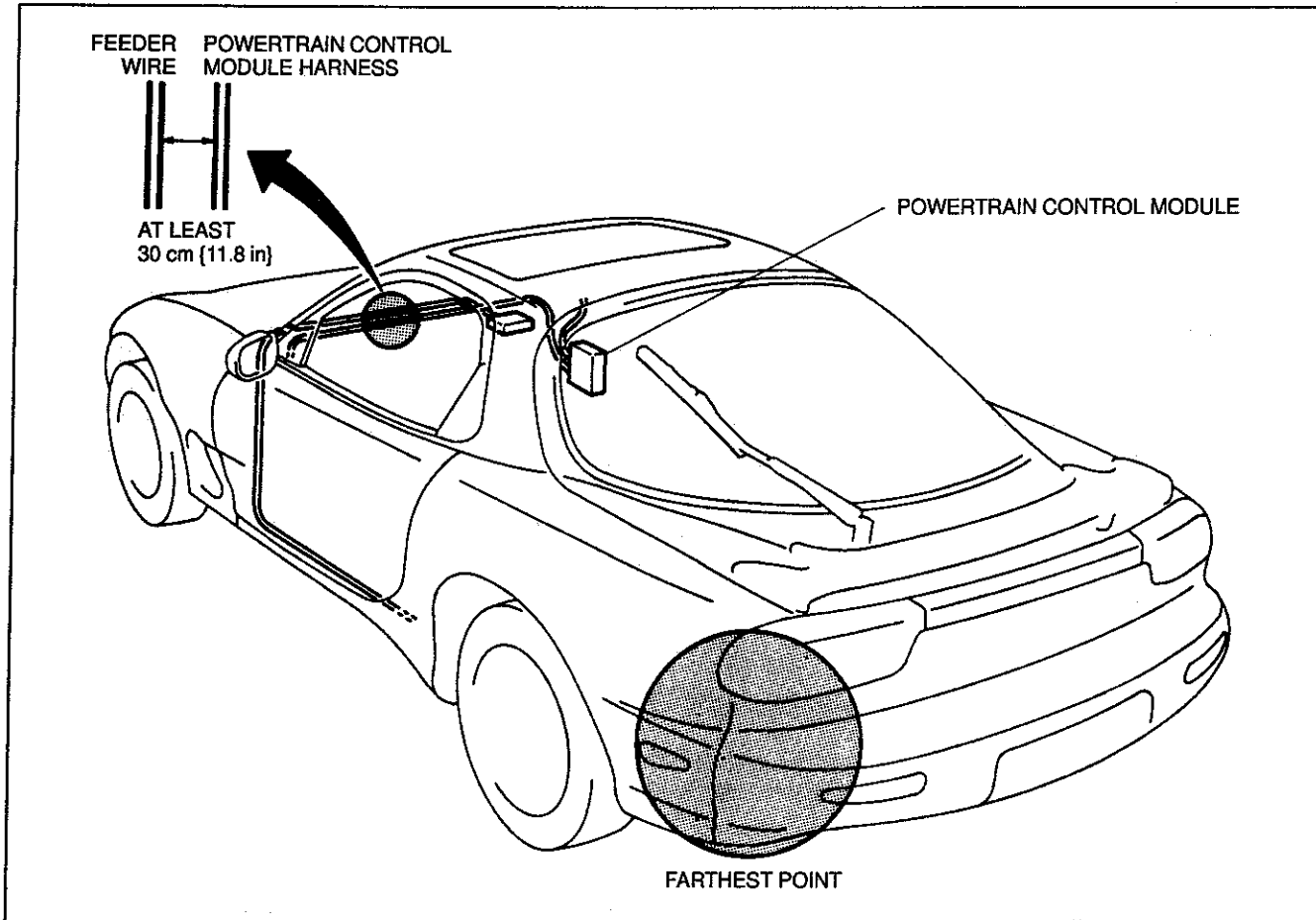
3. When replacing a pullout fuse, use the fuse puller supplied in the fuse box cover.

INSTALLATION OF MOBILE TWO-WAY RADIO SYSTEM

If a mobile two-way radio system is installed improperly or if a high-powered type is used, the CIS and other systems may be affected.

When the vehicle is to be equipped with a mobile two-way radio, observe the following precautions:

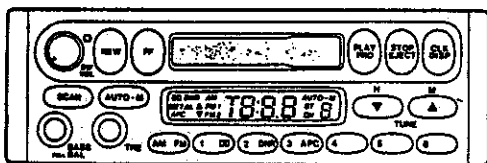
1. Install the antenna at the farthest point from control modules.
2. Install the antenna feeder as far as possible from the control module harnesses (at least 30 cm {11.8 in}).
3. Ensure that the antenna and feeder are properly adjusted.
4. Do not install a high-powered mobile two-way radio system.



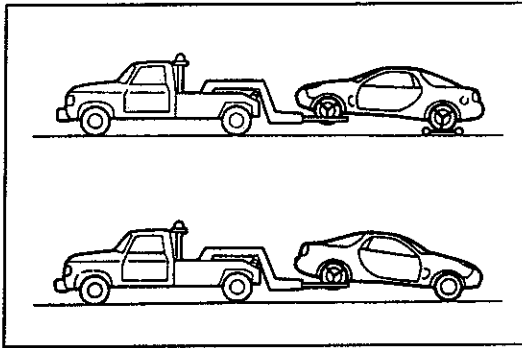
AUDIO ANTITHEFT SYSTEM

An audio with an antitheft function is optionally available. Before removing the negative battery terminal or disconnecting the audio power source, obtain the code number and deactivate the audio antitheft system.

(Refer to 1994 RX-7 Body Electrical Troubleshooting Manual.)



TOWING



TOWING

Proper towing equipment is necessary to prevent damage to the vehicle.

Laws and regulations applicable to vehicles in tow must always be observed.

As a general rule, towed vehicles should be pulled with the driving wheels off the ground. If excessive damage or other conditions prevent towing the vehicle with the driving wheels off the ground, use wheel dollies.

With either automatic or manual transmission.

1. Set the ignition switch in the ACC position;
2. Place the selector lever or shift lever in N (Neutral);
3. Release the parking brake.

With manual transmission

If the transmission, rear axle, and steering system are not damaged, the vehicle may be towed on all four wheels. If any of these components are damaged, use wheel dollies.

With automatic transmission

If excessive damage or other conditions prevent towing the vehicle with the driving wheels off the ground, use wheel dollies.

If all four wheels are on the ground, the vehicle may be towed only forward. Don't exceed 45 km/h (28 mph) and a distance of 15 km (10 miles); you could damage the transmission.

If speed must exceed 45 km/h (28 mph) or a towing distance of 15 km (10 miles), use one of these methods:

- Place the rear wheels on a dolly;
- Tow with the rear wheels off the ground;
- Disconnect the propeller shaft.

If the transmission or rear axle is inoperative, tow with the rear wheels off the ground.

Caution

- Don't tow with sling-type equipment. This could damage your vehicle. Use wheel-lift or flatbed equipment.

Caution

- Don't use the hook loops under the front for towing. They are designed ONLY for tying down the vehicle when it's being transported. Using them for towing will damage the bumper.

