



Mr. Ronald Medford
Senior Associate Administrator for Motor Vehicle Safety
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, DC 20590

05V-325
(2 pages)

July 18, 2005

Dear Mr. Medford:

Re.: Submission of Part 573 report for 2004 and 2005 model year Mazda RX-8 vehicles

Pursuant to Part 573 of Title 49 of the Code of Federal Regulations, "Defect and Noncompliance Reports," Mazda North American Operations (MNAO), on behalf of Mazda Motor Corporation of Hiroshima, Japan (Mazda), submits the following information concerning a safety-related recall action that it is initiating.

Sec. 573.6 (c)(1):

Mazda Motor Corporation with Designated Agent:

David G. Robertson
Manager,
Environmental and Safety Engineering
Mazda North American Operations
1500 Enterprise Drive, Allen Park
Michigan 48101-2053

Sec. 573.6 (c)(2):

Some 2004 model year Mazda RX-8 vehicles built between April 10, 2003 and December 27, 2003 with the Vehicle Identification Number (VIN) range between JM1FE17**40100053 and JM1FE17**40129716

Sec. 573.6 (c)(3):

Approximately 27,800 vehicles

Sec. 573.6 (c)(4):

Unknown.

Sec. 573.6 (c)(5):

Due to improper forging of the lower arm at the supplier, cracks may occur in the ball joint socket. In certain severe driving conditions such as racing, the ball may separate from the ball joint socket and a loss of steering may occur.

Sec. 573.6 (c)(6):

Mazda first became aware of this matter as a result of test drives on test vehicles in "race" type maneuvers on November 6, 2003 at a test track in Japan. We discovered that improper forging in the early stages of RX-8 mass production might allow cracks to occur in the ball joint socket. In February 2004, Mazda decided to initiate a recall in Japan for the vehicles produced from February 15, 2003 through March 18, 2003. We understood that the lower arms from our supplier were installed sequentially in the RX-8 models produced. And we understood that the components produced during that period were installed only in vehicles marketed in Japan. However, on June 9, 2005, Mazda received information that the same problem occurred on an RX-8 produced on April 21, 2003 while driving on a racetrack in Japan. Further investigation uncovered the fact that a lower arm produced during the Feb 15 through Mar 18, 2003 period had been installed in this RX-8, something we had not believed had occurred.

Eventually we concluded that parts were not installed in a strict sequential production basis and thus, defective parts could have possibly been installed in vehicles outside the presumed production range.

On July 11, 2005, Mazda determined that affected range for the recall campaign would have to be expanded to cover all RX-8 models produced from Job 1 through the end of December, 2003. Since January 2004, we have established an improved system for tracing these components with our supplier and we are certain that only properly forged lower arms were installed in vehicles produced subsequent to this date.

Sec. 573.6 (c)(7):

Not Applicable

Sec. 573.6 (c)(8):

Owners of record will be notified of the defect by first class mail in August 2005 and be instructed to bring their vehicle to Mazda dealer. Repair will be performed at no cost to the vehicle owner.

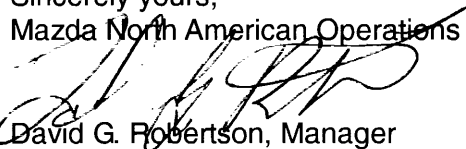
A copy of the reimbursement plan to be sent to owners and dealers as an attachment to the owner notification letter will be provided when it becomes available. With respect to reimbursement, customers will be reimbursed based on the submission of a receipt indicating the amount paid by the customer to remedy this noncompliance.

Sec. 573.6 (c)(9) & (10):

A copy of the notification letter to owners will be provided when it becomes available.

Sec. 573.6 (c)(11):

Mazda has assigned recall number 3405G to this action.

Sincerely yours,
Mazda North American Operations

David G. Robertson, Manager
Environmental & Safety Engineering