

RECALL NOTE

- This Recall has been updated on 8/21/17 and 9/11/17. Changes are noted below in red.

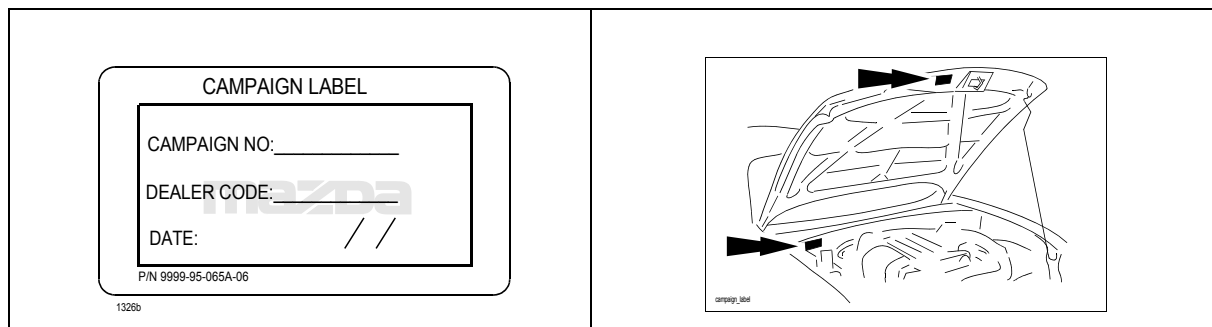
A. VEHICLE INSPECTION PROCEDURE

1. Verify that the vehicle is within the following range:

Model Year	VIN Range	Build Date Range
2004 RX-8	JM1 FE**** 40 100053 – 138902	From April 10, 2003 through May 7, 2004

- If the vehicle is within the above range, proceed to Step 2.
 - If the vehicle is not within the above range, return vehicle to the customer or inventory.
2. Perform a Warranty Vehicle Inquiry using your eMDCS System and inspect vehicle for Campaign Labels **Recall 1117E** attached to the vehicle's hood or bulkhead. Refer to eMDCS System - Warranty Vehicle Inquiry Results table below.

NOTE: Be sure to verify Recall number as the vehicle may have multiple Recall labels.



eMDCS System - Warranty Vehicle Inquiry Results:

If eMDCS displays:	Campaign Label is:	Action to perform:
RECALL 1117E OPEN	Present	Contact the Warranty Hotline at (877) 727-6626 option 3 to update vehicle history.
	Not present	Proceed to "B. REPAIR PROCEDURE".
RECALL 1117E CLOSED	Present	Return vehicle to inventory or customer.
	Not present	Complete a label and apply to vehicle's hood or bulkhead.
RECALL 1117E is not displayed	Does not apply	Recall does not apply to this vehicle. Return vehicle to inventory or customer.

B. REPAIR PROCEDURE

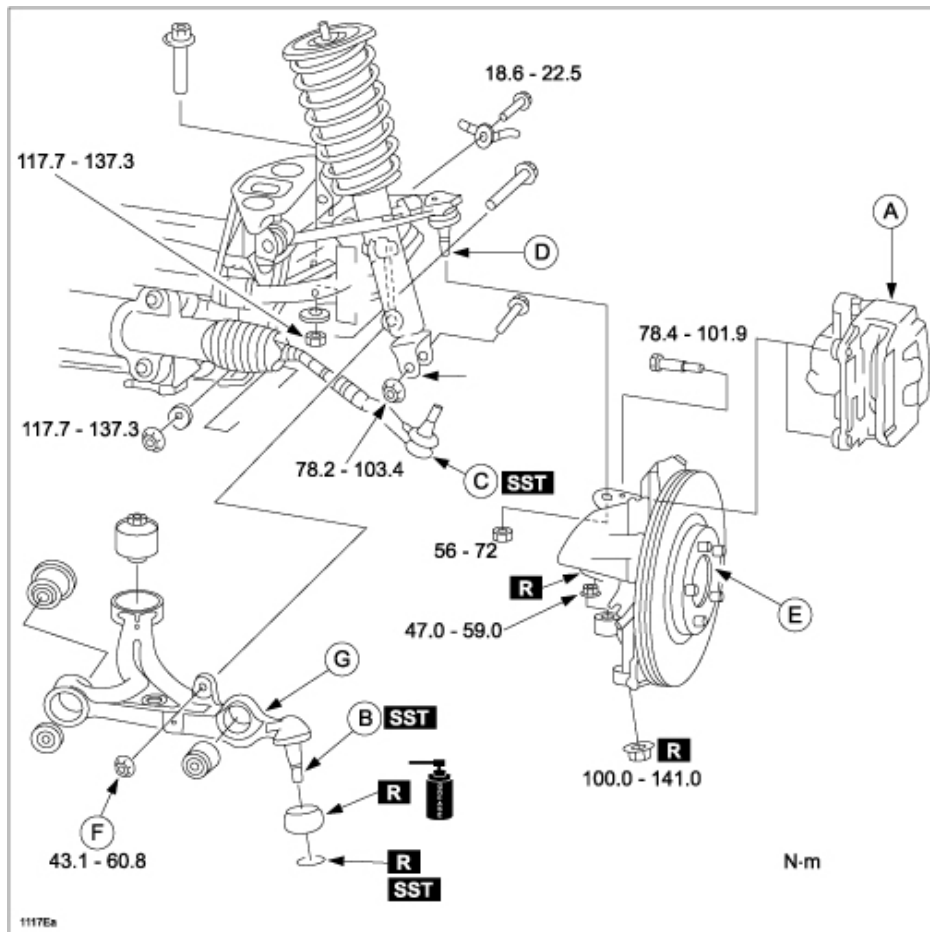
CAUTION:

- Performing the following procedures without first removing the ABS wheel-speed sensor may possibly cause an open circuit in the wiring harness if it is pulled by mistake. Before performing the following procedures, remove the ABS wheel-speed sensor (axle side) and fix it to an appropriate place where the sensor will not be pulled while servicing the vehicle.
- Be sure to use SST when disconnecting the ball joint from the steering knuckle.

WARNING: **DO NOT hit the steering knuckle when removing the ball joint.** Otherwise, the collar which is pressed into the steering knuckle will be damaged.

1. Disconnect the negative battery cable.
2. Lift the vehicle up.
3. Remove the front wheels (both-sides).
4. Remove the front lower arms (left side shown).

NOTE: For SST, use OTC6287 Ball Joint Separator available on Mazda Estore.

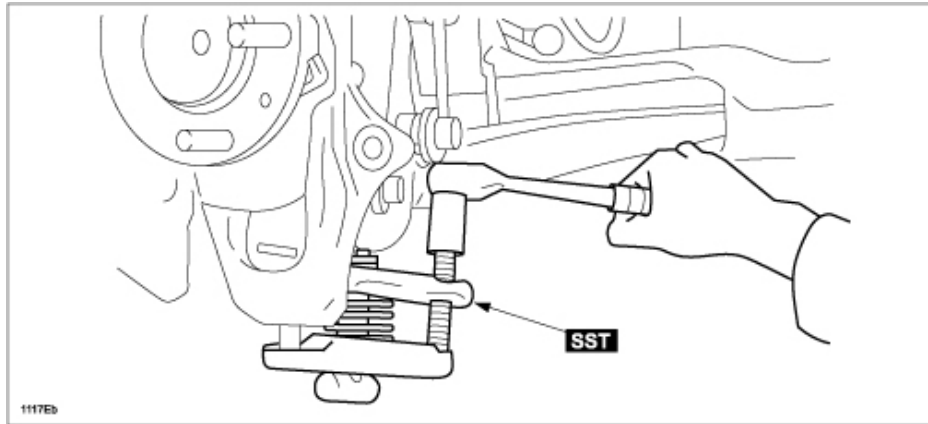


- a. Remove the caliper and mounting support (A).

NOTE: Remove the caliper and mounting support from the steering knuckle and suspend it with a cable in a location out of the way.

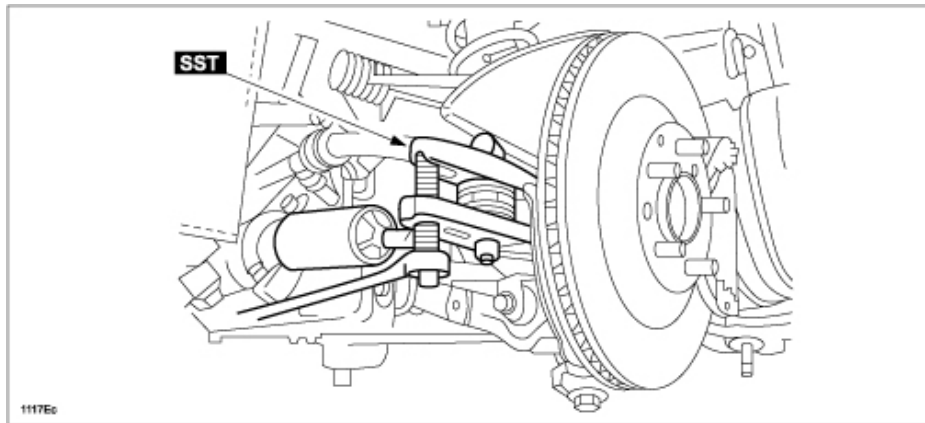
- b. Remove the front lower arm ball joint (B).

NOTE: Disconnect the front lower arm ball joint from the steering knuckle using the SST. When removing the front lower arm ball joint, the steering knuckle bushing may also come off. If it comes off, replace the steering knuckle.



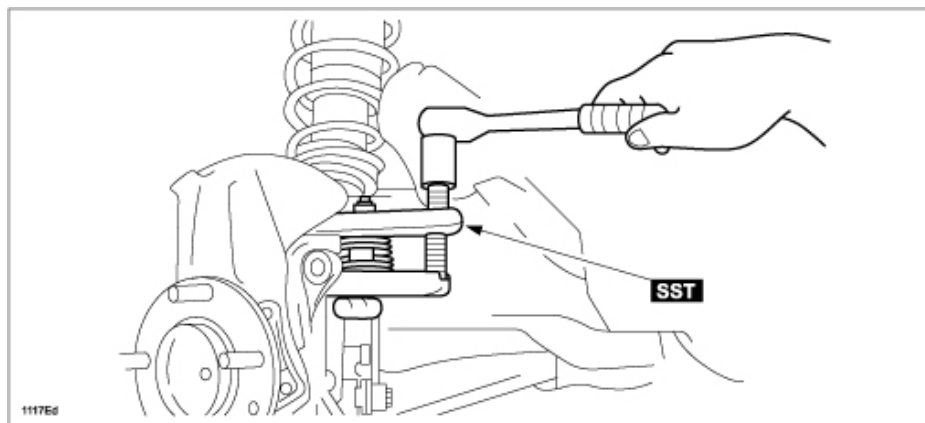
- c. Remove the tie-rod end (C).

- 1) Remove the outer ball joint locknut.
- 2) Detach the outer ball joint from the steering knuckle using the SST.



- d. Remove the front upper arm ball joint (D).

- 1) Loosen the bolts on the vehicle side.
- 2) Disconnect the upper arm ball joint using the SST.



- e. Remove the front hub, steering knuckle component (E).
- f. Remove the stabilizer control link nut (front lower arm side) (F).
- g. Remove the front lower arm (G), and install the modified one.

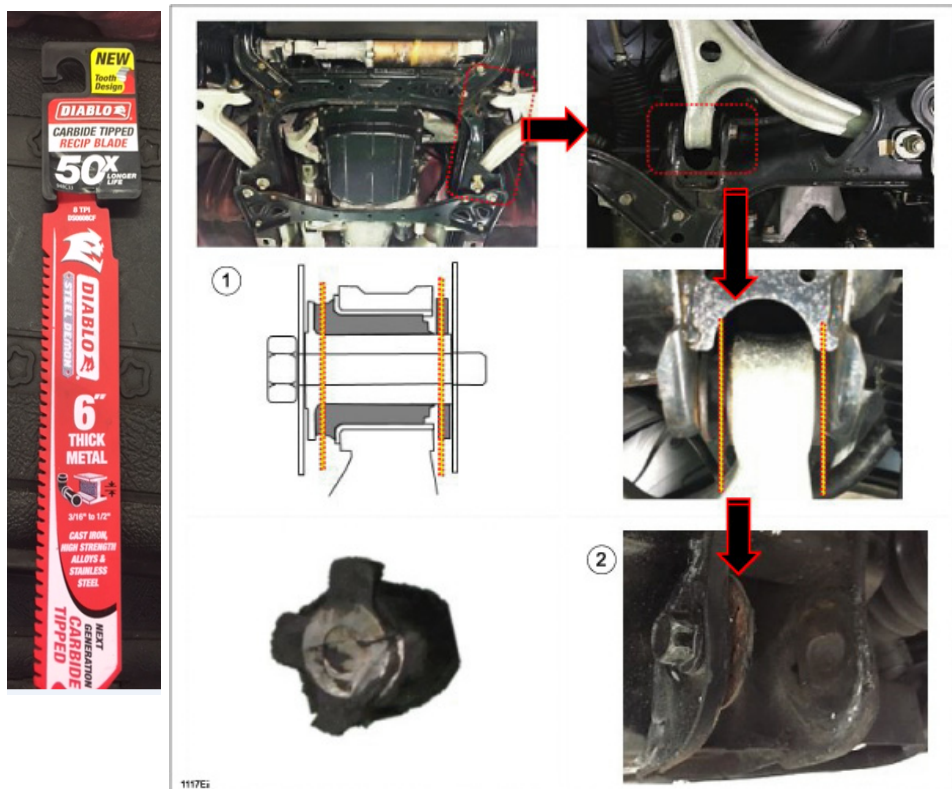


NOTE:

- If the lower arm bolt cannot be removed due to severe rust, use one of the following special removal methods to remove the lower arm from cross member.
- Actual time spent to remove seized bolts will be allowed with proper time and RO documentation.

Special Removal Method Sawzall



1. Use air assist saw (Sawzall) to cut the rubber bushing, collar and bolt. Recommended blade or equivalent.
2. remove the part of the bushing and bolt which remains at the cross member side using a screwdriver, file or grinder.



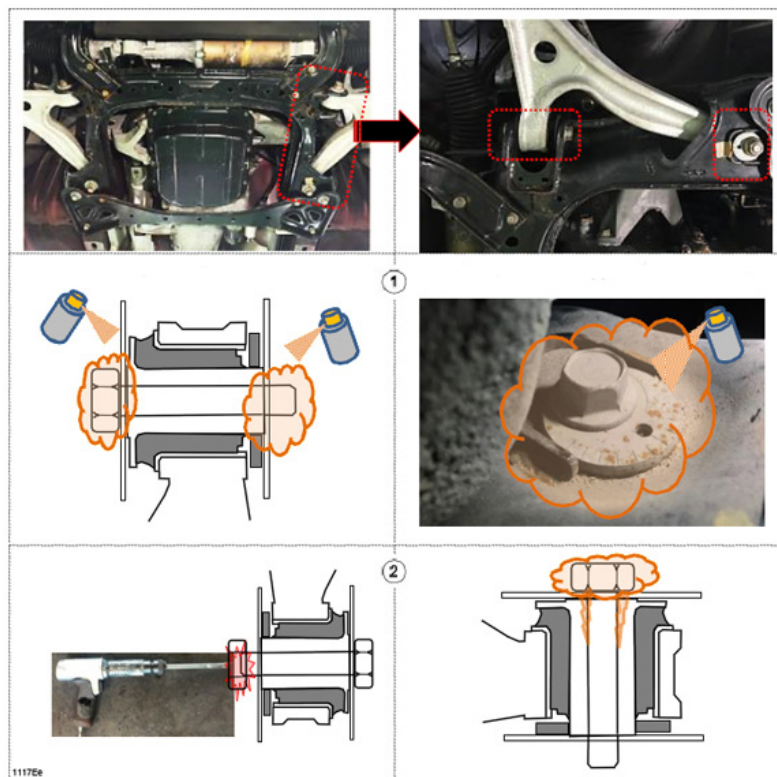
Special Removal Method Using Air Hammer

CAUTION:

- DO NOT attempt to hit the bolt using a hammer since it may deform the cross member.
- DO NOT attempt to heat the bolt with a gas welding torch or gas cutting apparatus since it may destroy the cross member.

Cross member destroyed case #1	Cross member destroyed case #2
	

1. Apply a permeability lubricant on the adjusting bolt and wait 10 minutes (SeaFoam Deep Creep Multi-Use Penetrating Lubricant recommended).
2. Use an air hammer on the nut side of the bolt to push the bolt out, leaving the nut on the bolt to avoid hitting the cross member. If the bolt does not move, apply permeability lubricant again.
3. Wait 10 minutes, then use the air hammer on the bolt again.



5. Install in the reverse order of removal.
6. Inspect the front wheel alignment according to the instructions on MGSS "FRONT WHEEL ALIGNMENT".

C. CAMPAIGN LABEL INSTALLATION

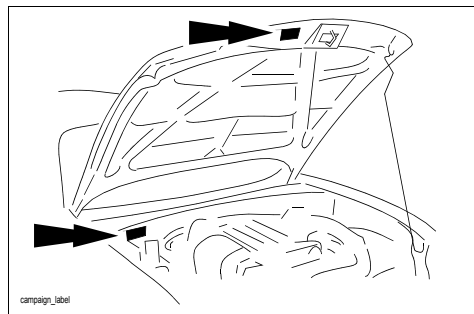
1. Fill out a blue "Campaign Label" (9999-95-065A-06) with Campaign No: "1117E", your dealer code, today's date.

CAMPAIGN LABEL	
CAMPAIGN NO:	_____
DEALER CODE:	_____
DATE:	/ /

P/N 9999-95-065A-06

1326b

2. Affix it to the hood or bulkhead as shown:



3. Return the vehicle to customer.