UPDATED JUNE 11, 2025. WARNING ADDED FOR BRAKE PIPE INSTALLATION, BOLD CHECKS AFTER BLEEDING

******All Dealers: Please watch for continuous updates to this procedure******

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Vehicle Inspection Procedure and Preparation for Repair

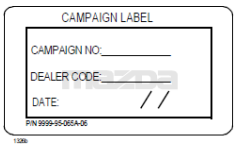
1. Verify that the vehicle is within the following ranges and there is an Announced or OPEN 7425E campaign in eMDCS:

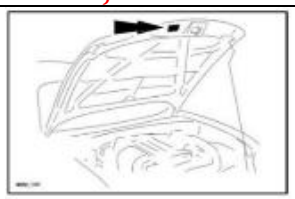
SUBJECT VEHICLES

Model	Subject VIN range	Subject production date range
2024-2025 MX-5	JM1ND******600007 to 654801	From December 19, 2023 through February 28, 2025

*Only the vehicles in this range and with a "Announced" or "Open" status in eMDCS are affected. If the vehicle is in the range above and 7425E is either in OPEN or Announced status in eMDCS, proceed to Step 2. If the vehicle does not have an OPEN or Announced 7425E campaign, return the vehicle to the customer or inventory.

2. Perform an eMDCS Warranty Vehicle Inquiry and inspect the vehicle for a Campaign Label with **7425E** attached to the vehicle's hood, driver door or firewall.
   NOTE: Always be sure to verify the campaign number as the vehicle may have multiple campaign labels on the hood, radiator support, and firewall or driver door jamb.





eMDCS - Warranty Vehicle Inquiry Results

If eMDCS displays:	Campaign Label is:	Action to perform:
If no repair date is displayed on the line with CAMPAIGN 7425E, the campaign has not been completed on this vehicle	Present	Fill out Dealer Recall Help on OneMazda contact or the Mazda Warranty Department at warrantydept@mazdausa.com to review vehicle history.
	Not present	Proceed to "REPAIR PROCEDURE".
If repair date is displayed for CAMPAIGN 7425E, is "CLOSED"	Present	Return vehicle to inventory or customer.
	Not present	Complete a label and apply to vehicle's hood with repair date and dealer code from eMDCS Warranty Inquiry.
CAMPAIGN 7425E is not displayed	See Action	**The vehicle is not affected by the Recall**

TECHNICIAN CERTIFICATION LEVEL REQUIRED: CERTIFIED OR ABOVE

Note: Technician repairing needs to be Certified or above and does not need to be Senior or Master as long as they have had the required training for replacing a DSC unit.

Air Bag Connectors and Battery Disconnect: Do not work on the vehicle without disconnecting the vehicle battery as this could result in damage to the vehicle or safety systems.

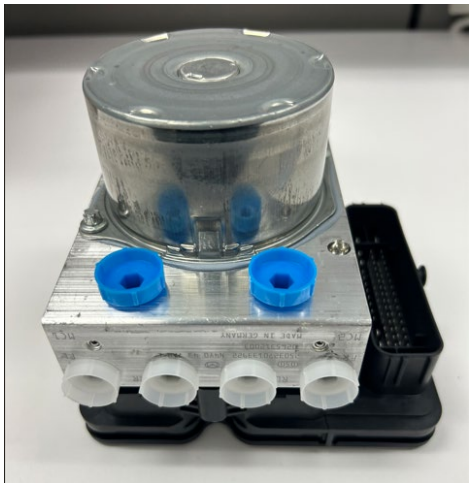
Customer Personal Items: If personal belongings need to be removed from vehicle interior trunk area or inside, please remember to neatly replace any customer items in the same location after the repair is completed. If items need to be removed, please kindly ask the customer to remove prior to beginning work on the vehicle.

Paint or other damage to interior or exterior: Care should be taken, and protective cover(s) used when working on any Mazda vehicle. Damage to any components, interior trim, vehicle accessories, body panels and paint will not be reimbursed by Mazda (including OEM or aftermarket). *All of these items above could delay repairs, compromise safety, as well as negatively affect the customer experience and Mazda dealer-customer relationship. NOTE: This repair involves removal of brake lines which means brake fluid will leak. Brake fluid is highly damaging to paint, and all care must be taken to ensure no brake fluid contacts any surface.*

Parts Information:

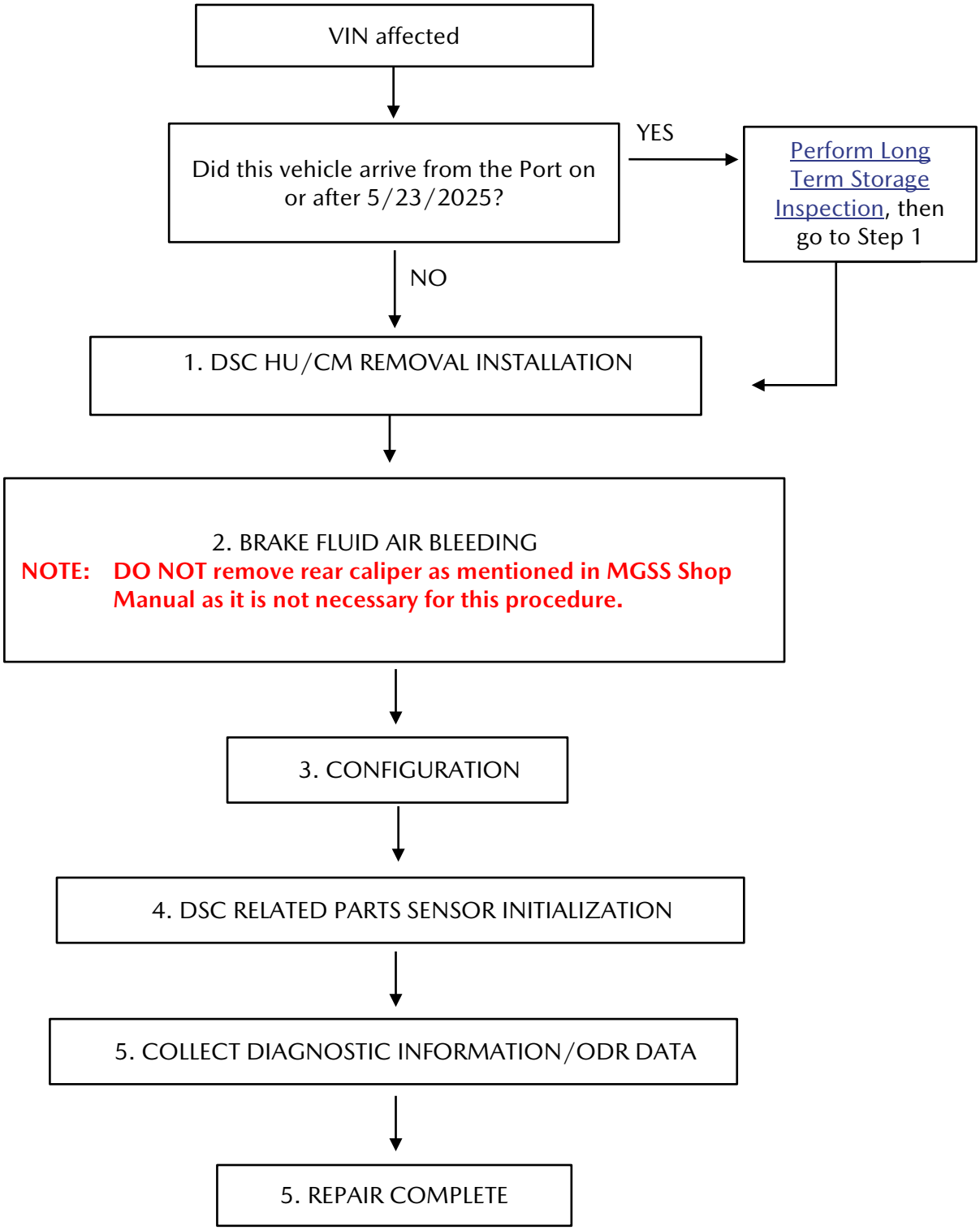
Description	Part Number	Quantity	Applicable Model or Note
DSC–HU/CM HYDRAULIC-ABS UNIT	N4Y0-437A0E	1	ALL
0000-77-130E-10	Brake Fluid: expected max usage is: **2-4 oz. (50 - 112 mL)**	1	SAE J1703 or FMVSS16 DOT-3 or DOT4
Campaign Label	9999-95-065A-06	1 order=50 labels	Obtain in Mazda e-Store
Plastic and Mat (for absorption)	Shop supply	1	n\a
Plastic (similarly used for covering seats)	Shop supply	1	n\a

Inspect the part for damage: If any is found inform your Parts Manager immediately. Parts that are damaged by dealer personnel are not reimbursable.



Section A: Flow Chart

NOTE: This Flow Chart needs to be followed strictly. Errors resulting from not following this flow chart will need to be absorbed by the Mazda dealership and could cause a repeat repair and a poor Customer Experience for your dealership.



----------END OF SECTION A----------

Section B : Repair Procedure

Long Term Storage Inspection (only for certain new vehicles arriving to your dealer from the Port on or after May 23, 2025. click here for the procedure). After completion, go to recall repair step 1 DSC HU/CM REMOVAL INSTALLATION.

1. DSC HU/CM REMOVAL INSTALLATION

Tools Required	
Neoprene gloves	Absorption Mat (1 or more shop supply)
2 fender covers	Torque Wrench, ft-lb or N m
Plastic or (1) Large Trash bag (shop supply)	10mm & 12mm Line Wrench (3/8")
Masking/ Painters tape, 1/2" - 1" (shop supply)	10mm & 12mm open-end wrench and/or socket (3/8")
Plastic bags (3) 12x12 or 1-GAL Ziploc (shop supply)	Standard Brake Bleeder wrench

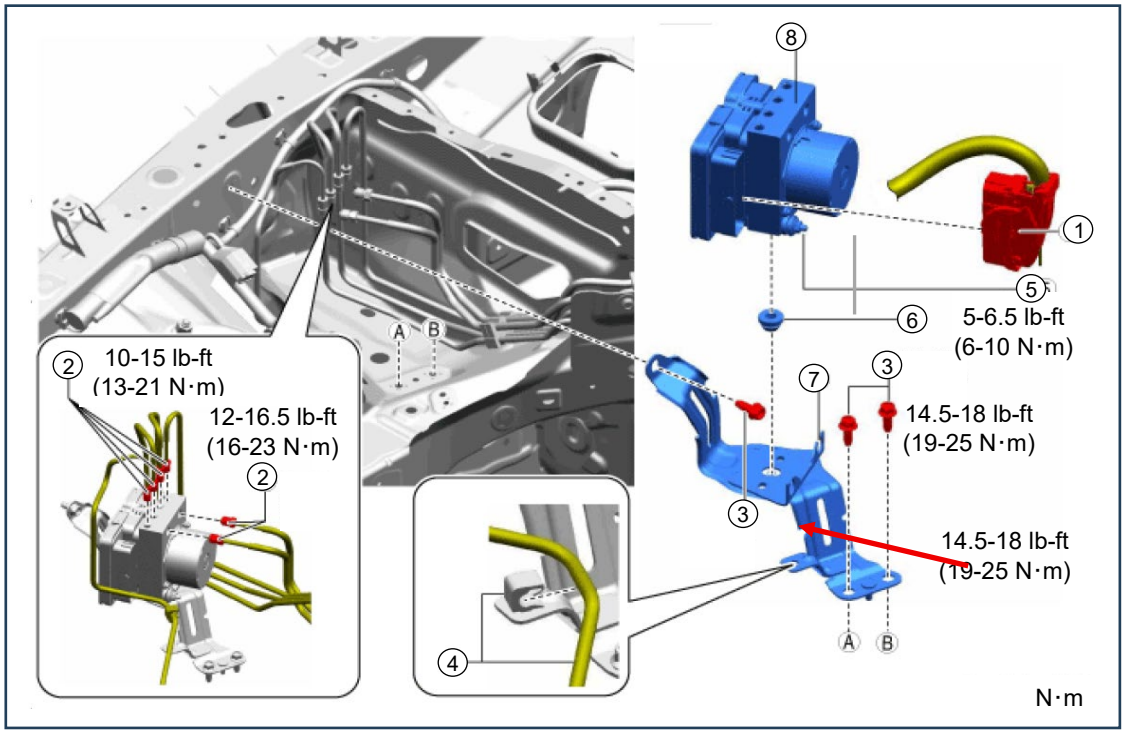
CAUTIONS – PLEASE READ ALL

- If the DSC HU/CM configuration is not completed, it could result in an unexpected accident due to the DSC being inoperative. If the DSC HU/CM is replaced, always use the configuration function so that the DSC operation conditions are correct.
- If the DSC related parts sensor initialization procedure is not completed, the DSC will not operate properly, and it might cause an unexpected accident. Therefore, after replacing the DSC HU/CM, always perform the DSC related parts sensor initialization procedure to insure proper DSC operation.
- The internal parts of the DSC HU/CM could be damaged if dropped. Be careful not to drop the DSC HU/CM. Replace the DSC HU/CM if it is subjected to an impact.
- When the ignition is switched ON (engine off or on) after the DSC HU/CM is replaced, the DSC HU/CM reads the vehicle specification information sent via CAN communication from the instrument cluster and stores it.
- The DSC HU/CM prior to replacement stores the vehicle specification information.
- A new DSC HU/CM does not store any vehicle specification information.

- **Brake fluid will damage painted surfaces. Be careful not to spill any brake fluid on painted surfaces. In addition, if there is any brake fluid on the wiring harness, the wire insulation may corrode causing a malfunction such as a short circuit. If brake fluid gets on a painted surface or wiring harness, wash and flush it off completely with water immediately.**
- **DO NOT place the bottle on the vehicle. Bring any brake fluid to the car once bleeding is done.**
- **DO NOT drop the bottle of brake fluid or place anywhere in the engine bay with the cap off. If it accidentally falls or spills, get another new bottle and stop to clean up any damage immediately.**
- **The expected usage of Brake fluid is between 2-4 oz. (50 - 112 mL)**

Vehicle modifications due to aftermarket equipment, including non-Mazda Wheels and Tires: SAS unit reprogramming or replacement (if required) will require Dynamic Stability Control (DSC) sensor initialization. While the recall repair must still be completed, the Dynamic Stability Control system could be affected if the vehicle has aftermarket wheels, tires, ground affects, and if the vehicle clearance is lower or higher than factory specifications. It is important to advise the customer of the warnings in the Owners Manual and Warranty Manual regarding non-factory modifications. As a reminder, there could be a decline of repair or warranty coverage due to modifications as outlined in the Warranty Manual.

(1) Disconnect the negative battery terminal.
(2) Place absorption pads underneath and around the DSC unit.

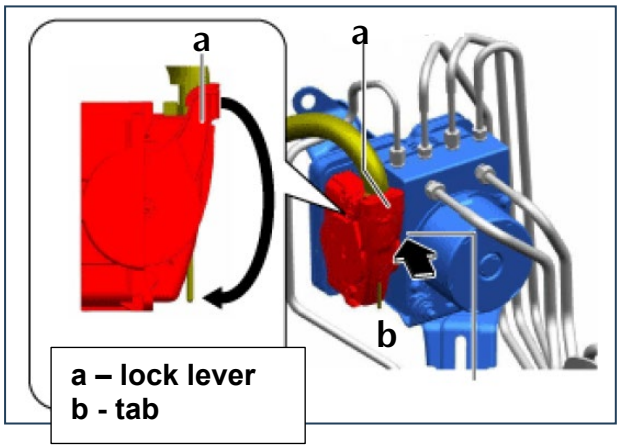


1	DSC HU/CM Connector (See DSC HU/CM Connector Removal AND DSC HU/CM Connector Installation Note)
2	Brake pipe - (See Brake Pipe Removal Note AND Brake Pipe Installation Note)
3	Bolt (See Bolt Installation Note.)
4	Brake pipe clip
5	Nut
6	Mount rubber
7	Bracket
8	DSC HU/CM

(3) Proceed to remove the connector and wrap in a 12x12 plastic bag

Connector Removal Note – CAUTION!

- If sand or other particles get into the connector, it may be difficult to remove. To prevent damaging the connector, be careful not to use excessive force when disconnecting it. Use compressed air to remove any dirt from all surfaces of the module.

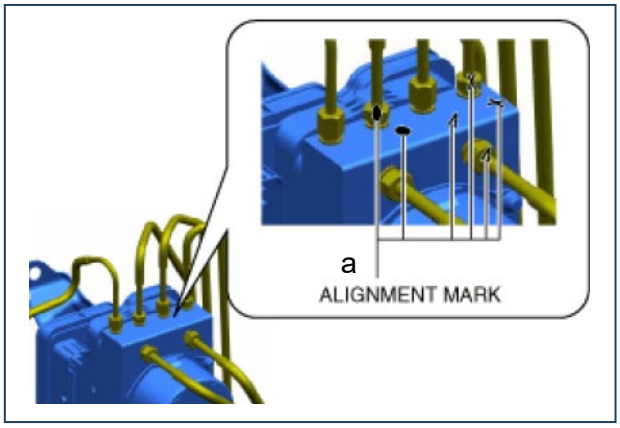


(1) Pull the lock lever down in the direction of the arrow while pressing the tab of the lock lever.
(2) Disconnect the DSC HU/CM connector.
(3) Wrap the connector in a 12 x 12 plastic bag and tape very tight, to prevent brake fluid from entering. Gently move the connector out of the way of the DSC HU/CM unit

(4) Remove all brake lines and place in a 12x12 plastic bag

Brake Pipe Removal Note - CAUTION!

- Brake fluid will damage painted surfaces. **Do Not** spill anywhere, especially on any painted surfaces. In addition, if there is any brake fluid on the wiring harness, the wire insulation may corrode causing a malfunction such as a short circuit. If brake fluid gets on a painted surface or wiring harness, wash and flush it off completely with water immediately. Tape a plastic bag underneath the DSC HU/CM and line it with mats or shop rags to capture any drops of fluid.



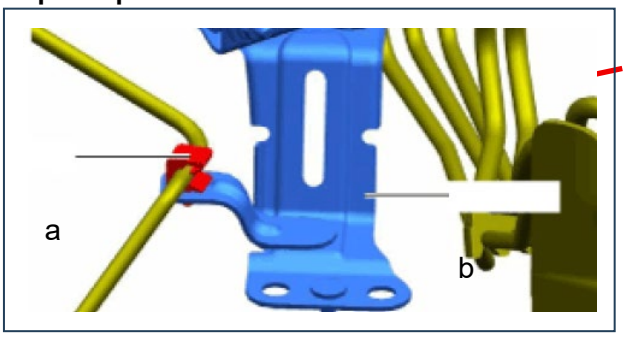
(1) Make an alignment mark as shown with a red pen. Then, disconnect the brake pipes. Do not attempt to completely remove brake pipes until the DSC bracket (3 bolts) are removed.

(2) Apply protective tape to 4 top pipes in a 12 x 12 plastic bag, and tape very tight. Place the 2 side pipes in a 12 x 12 plastic bag and wrap tight, to prevent brake fluid from entering the bag during DSC HU/CM removal.

a	ALIGNMENT MARK

(5) Carefully remove the Brake Pipe in the photo from clip

Brake Pipe Clip Note



(1) Carefully remove the Brake Pipe from the clip. This is necessary to provide clearance for removing the DSC HU/CM without damage.

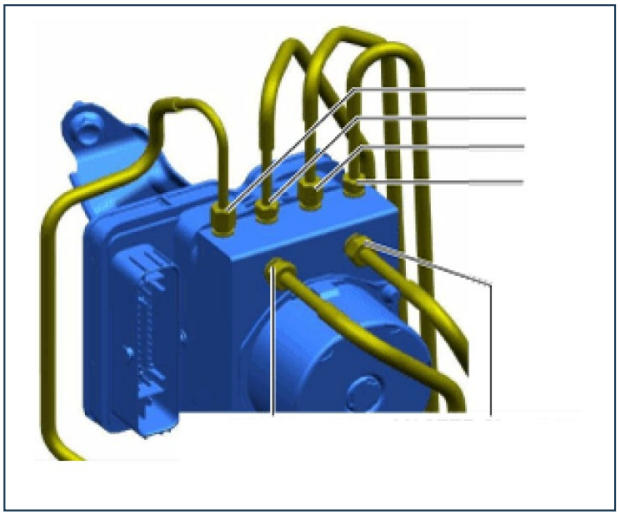
a	CLIP
b	BRACKET

Brake Lines wrapped tight in 2 separate 12 x 12 plastic bags
Absorption blankets must be in the locations as shown below

ABS Connector Wrapped tight in a 12 x 12 bag

Brake Pipe Installation Note

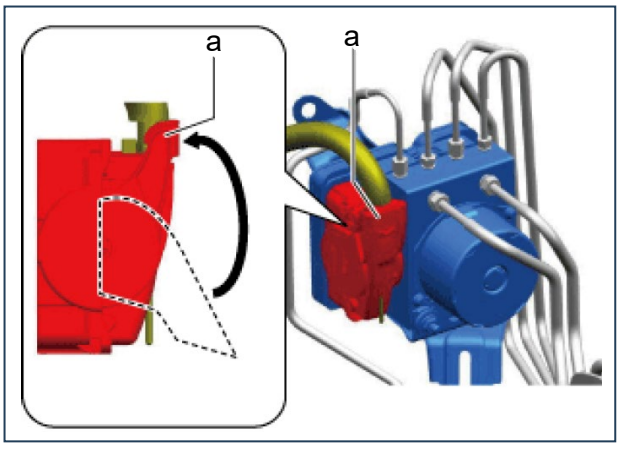
WARNING! You must hand thread all brake pipes a minimum of *4 TURNS* before you can use a flare wrench on the fitting!! If you do not, you will cross thread the fitting and destroy the module!



(1) Align the marks made before removal and install the brake pipe to the DSC HU/CM and brake pipe joint referring to the figure.

a	Right Front	10-15 lb-ft (13-21 N·m)
b	Left Rear	
c	Right Rear	
d	Left Front	
e	Master Cylinder (Secondary)	12-16.5 ft-lb (16-23 N·m)
f	Master Cylinder (Primary)	

DSC HU/CM Connector Installation Note



(1) Connect the connector and pull the lock lever up in the direction of the arrow.
(2) After connecting the connector, verify that the connector cover is completely pushed in.

a	LOCK LEVER

2. BRAKE FLUID AIR BLEEDING – DO NOT LOSE THE BRAKE BLEEDER CAPS

CAUTION: DO NOT REMOVE THE CALIPER AND ONLY LOOSEN THE BLEEDER SCREW (2 SCREWS ON BREMBO CALIPERS) TO BLEED THE BRAKES.

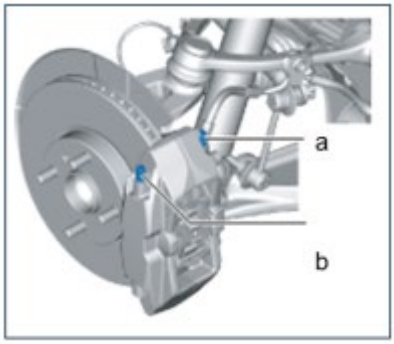
- **Brake fluid will damage painted surfaces. Be careful not to spill any brake fluid on painted surfaces. In addition, if there is any brake fluid on the wiring harness, the wire insulation may corrode causing a malfunction such as a short circuit. If brake fluid gets on a painted surface or wiring harness, wash and flush it off completely with water immediately.**
- **DO NOT place the brake fluid bottle on the vehicle. Add any brake fluid to the master cylinder prior to bleeding the air, and once bleeding is done as needed.**
- **DO NOT drop the bottle of brake fluid or place anywhere in the engine bay with the cap off. If it accidentally falls or spills, get another new bottle and stop to clean up any damage immediately.**
- **The expected usage of Brake fluid is between 2-4 oz. (50 - 112 mL)**

Brake fluid type
SAE J1703 or FMVSS16 DOT-3 or DOT4 **Mazda PN 0000-77-130E-20**

NOTES:

- Keep the fluid level in the brake fluid reservoir tank at 3/4 full or more during the air bleeding.
- Start bleeding the air from the brake caliper which is the closest to the master cylinder (**LEFT FRONT**).
- NOTE for Club Models: For vehicles with Brembo Brake package (Front caliper is Brembo), ***perform air bleeding with the bleeder screw on the outside first, then inside.***

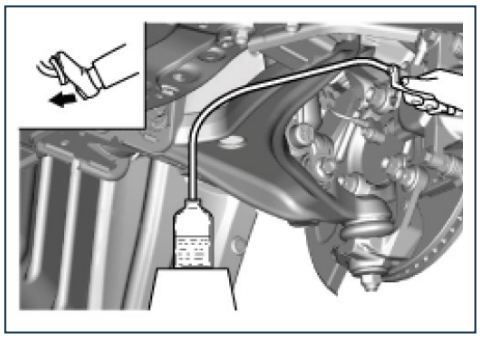
BREMBO 4 PISTON CALIPER SHOWN BELOW



a	Bleeder screw (Interior side)
b	Bleeder screw (Exterior side)

(1) Remove the cap from the brake fluid reserve tank and add brake fluid.
(2) Remove the bleeder cap on the brake caliper and attach a vinyl tube to the bleeder screw.
NOTE: The cap is not attached to the caliper, please do not lose the cap.

(3) Place the other end of the vinyl tube in a clear container and fill the container with fluid during air bleeding.
(4) Working with two people, one should pump the brake pedal several times and depress and hold the pedal down.
(5) While one technician depresses the brake pedal and another technician loosens the bleeder screw, drain any fluid containing air bubbles, and then retighten the bleeder screw.



NOTE: Bleeder screw tightening torque

Front	Single piston caliper	7-8.5 lb-ft (9-12 N·m)
	Brembo Brake caliper	8.5-11.5 lb-ft (12-16 N·m)
Rear caliper		4.5-5.5 lb-ft (6-8 N·m)

(6) Repeat Steps (4) and (5) until no air bubbles are seen.
(7) Perform air bleeding as described in the above procedures for all brake calipers.
(8) Clean the bleeder screws and the calipers.
(9) After air bleeding, inspect the following:
- Brake operation
- **Fluid leakage at all calipers and brake pipes.**
- **Fluid level**
- **Clean all surfaces to remove any trace of brake fluid around the bleeder screws and brake pipes.**
-

3. CONFIGURATION

A. When configuring the DSC HU/CM using the M-MDS, **select Other**.
1) Connect the M-MDS to the DLC-2.
2) Switch the ignition ON (engine off or on).
3) Perform the following procedure using the M-MDS (select Other).

CAUTION
- If the configuration fails, perform the configuration again.
  i) Press [Start] for the vehicle identification.
  ii) Press the [Toolbox] tab.
  iii) Press the [Work Support] icon.
  iv) Press [Configuration].
  v) Press [Run] for [Configuration].
  vi) Press [Other].

4) Perform the servicing following the instructions on the screen.

CAUTION
- When performing the configuration, CAN communication is cut temporarily and communication error DTCs may be detected. After performing the configuration, perform the DTC inspection and clear DTCs if any are displayed.

5) Perform the DTC inspection.
   i) Check and erase DTC by using MDARS.
   ii) Confirm all DTCs were erased.

NOTE
- If any DTCs should remain after performing DTC erase, diagnose the DTCs according to the appropriate troubleshooting section of the Workshop Manual.

6) If the configuration fails, perform the configuration procedure again.

B. Using the M-MDS, verify that DTCs U2300:54/U2300:55/U2300:56/U2300:64 are not displayed. This DTCs related to DSC HU/CM configuration.
- If DTCs (U2300:54/U2300:55/U2300:56/U2300:64) should remain after performing DTC erase, diagnose the DTCs according to the appropriate troubleshooting section of the Workshop Manual.

4. DSC RELATED PARTS SENSOR INITIALIZATION

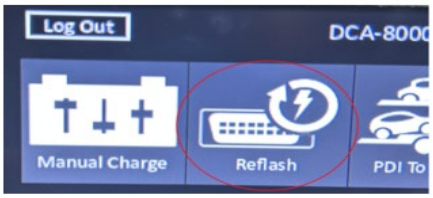
CAUTION! - If the initialization procedure is not completed, the DSC will not operate properly, and it might cause an unexpected accident. Therefore, after replacing the DSC HU/CM or SAS control module, always perform the initialization procedure to insure proper DSC operation.

Hook up DCA-8000 and choose reflash mode

Service caution for ECU(s)

Connect battery charger to the vehicle to stabilize voltage fluctuation. If missing, it may cause damage to ECUs due to decreasing voltage.

Please use the "Reflash" setting in the charger, which will keep the voltage stable. The setting voltage must be between 12 -13V.

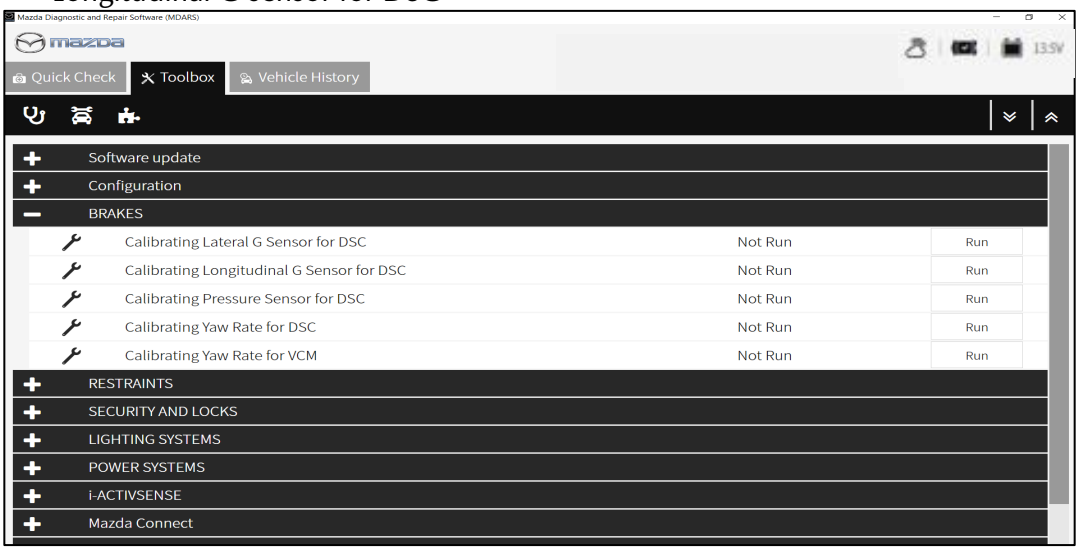


NOTE

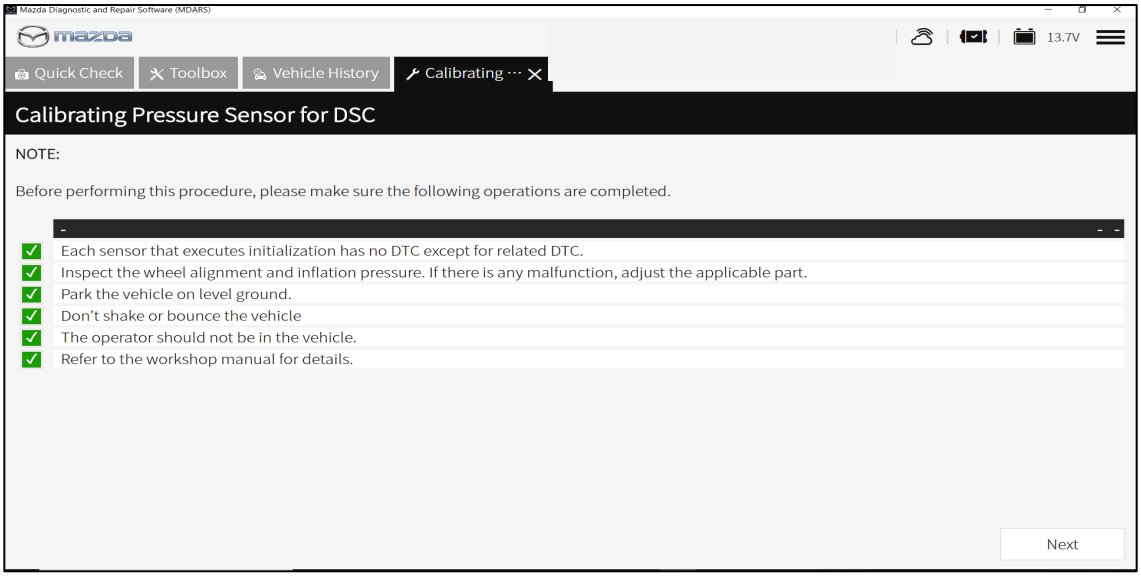
A. Perform initialization on the sensors shown in the following table.

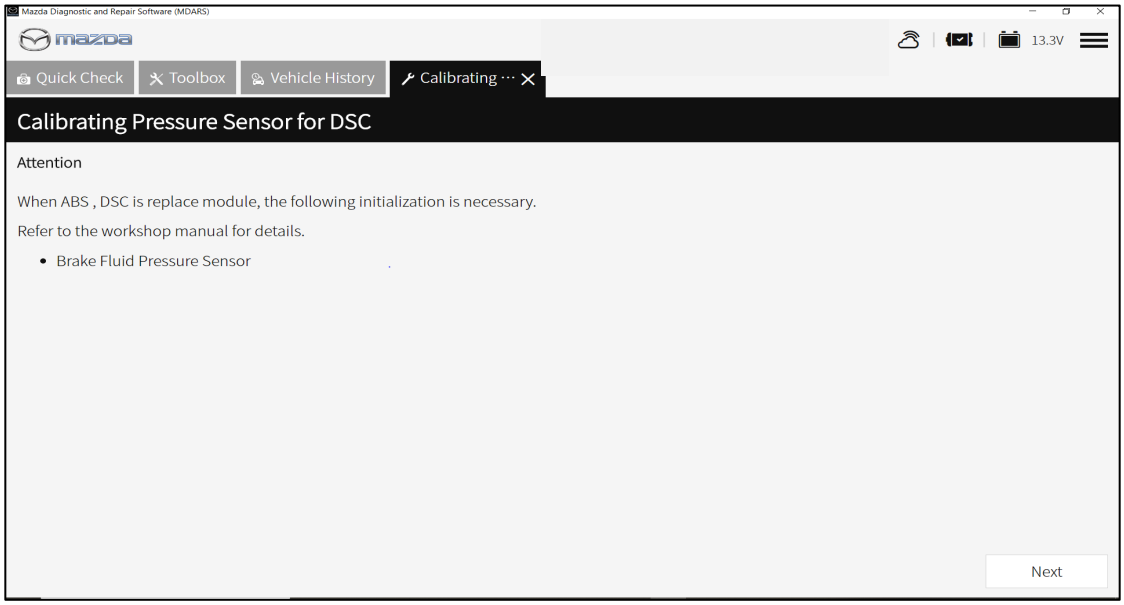
Replacement part	Initialization items			
	Pressure sensor for DSC	Lateral G Sensor for DSC	Yaw Rate for DSC	Longitudinal G sensor for DSC
DSC HU/CM	Implement	Implement	Implement	Implement

(1) Position the vehicle on level ground.
(2) Connect the M-MDS to DLC-2.
(3) After the vehicle is identified, select the following items from the initial screen of the M-MDS.
  i) Select "Work Support icon".
  ii) Select "Brakes".
(4) Then, select the items below, from the screen menu.
  - "Pressure sensor for DSC"
  - "Lateral G Sensor for DSC"
  - "Yaw Rate for DSC"
  - "Longitudinal G sensor for DSC"

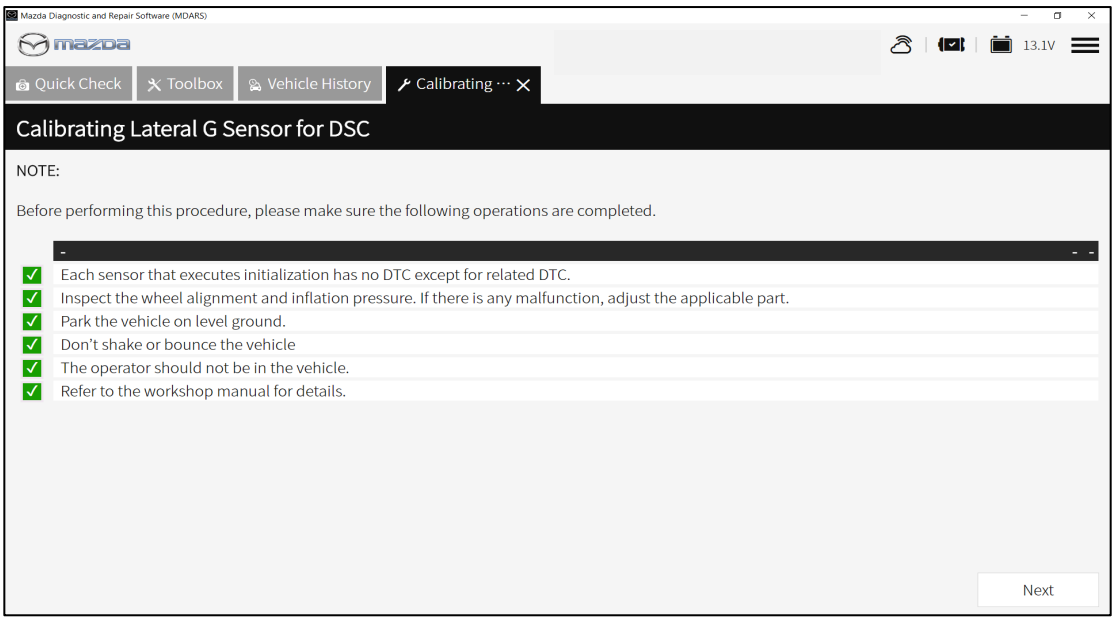


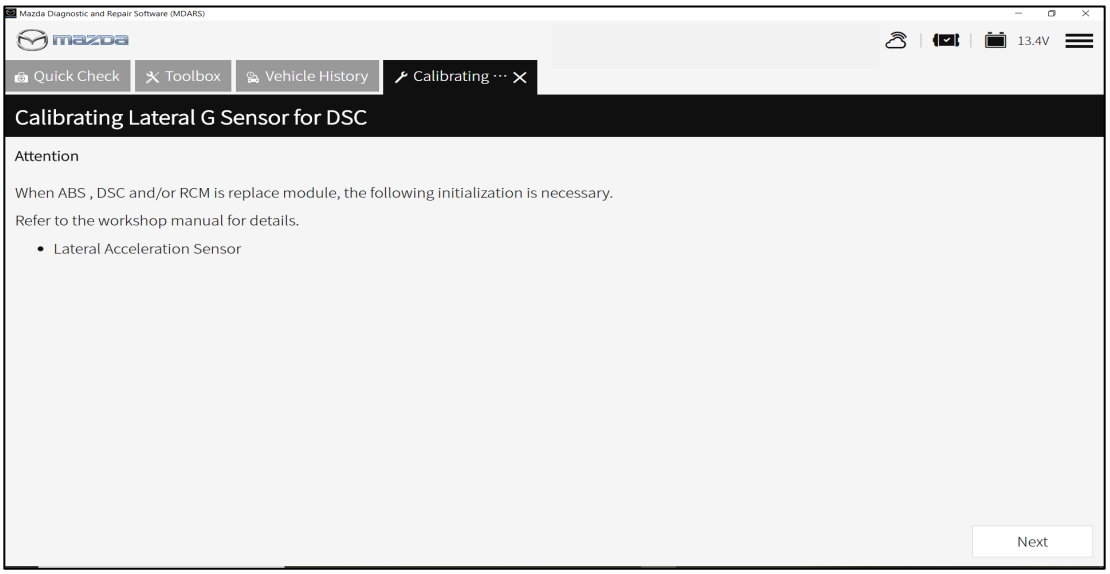
Pressure Sensor for DSC



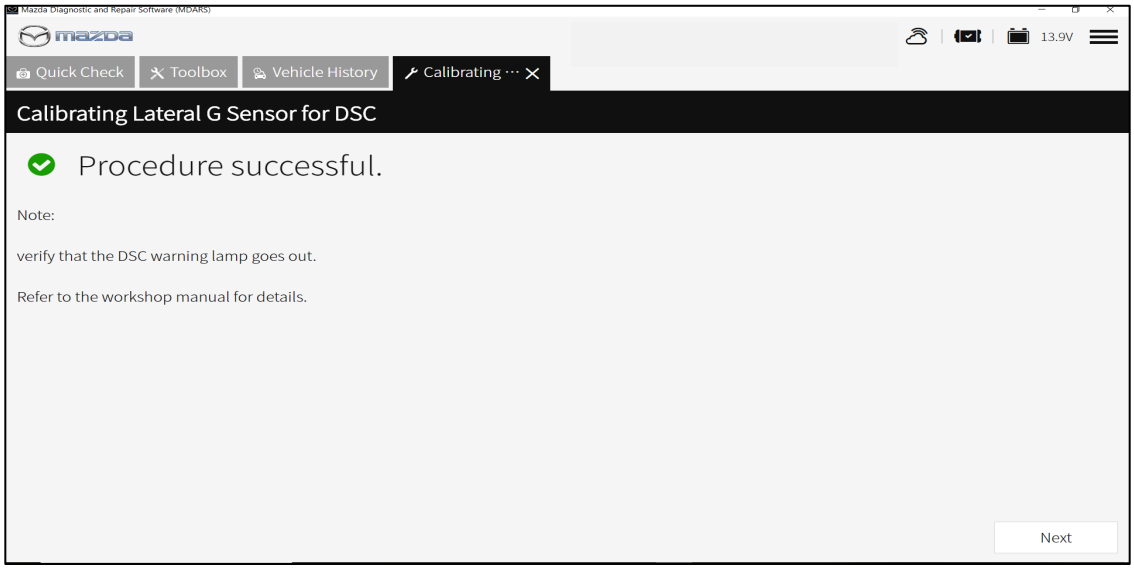


Lateral G Sensor for DSC

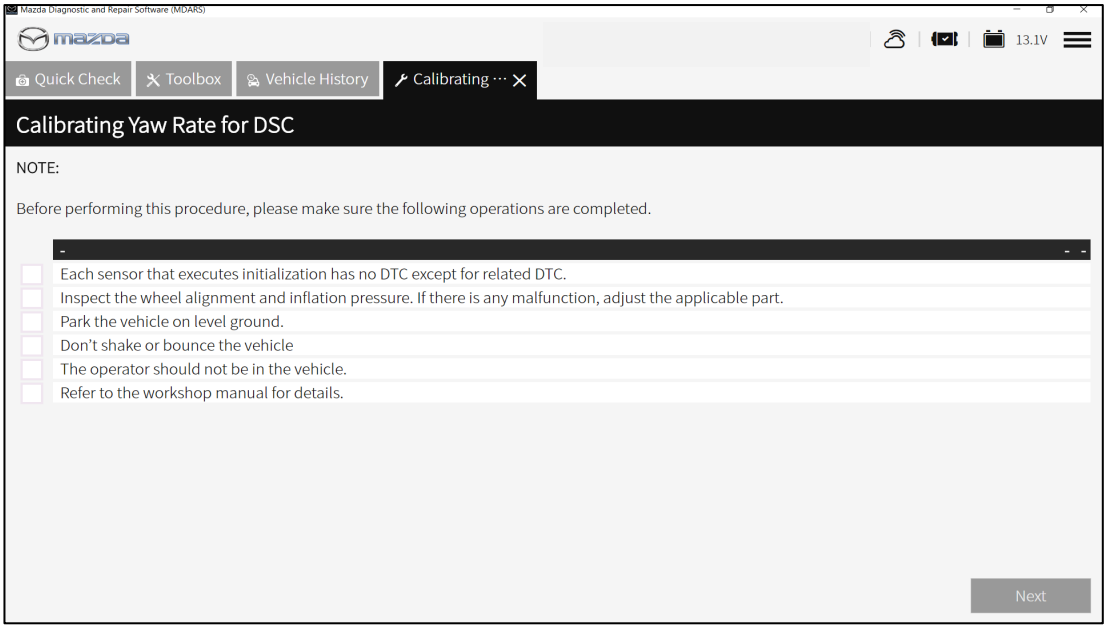


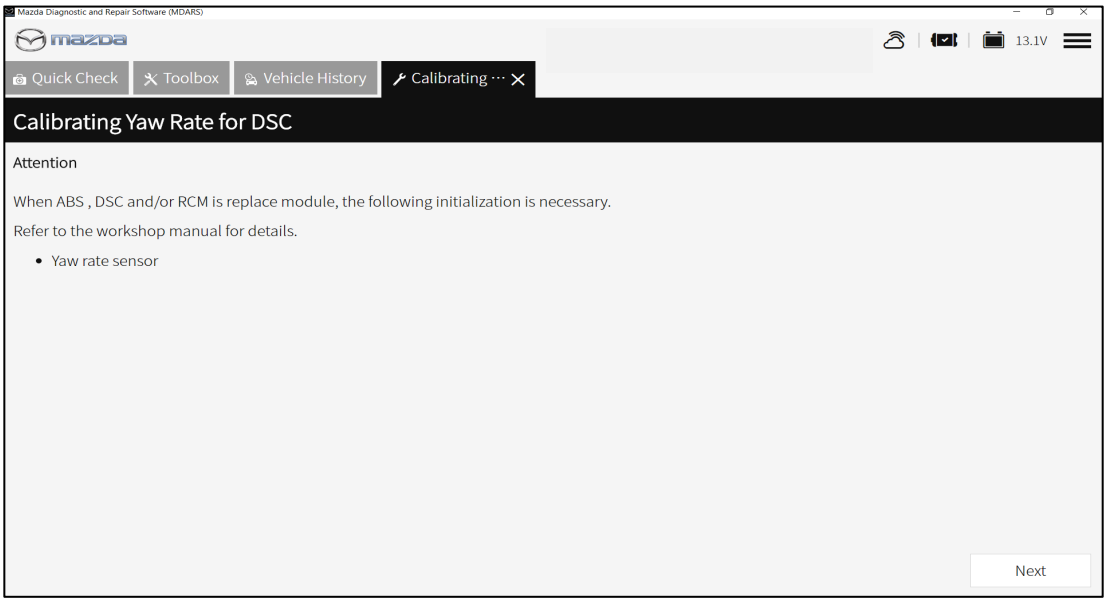

Mazda Diagnostic and Repair Software (MDARS)
mazda
13.4V
Quick Check
Toolbox
Vehicle History
Calibrating ···
Calibrating Lateral G Sensor for DSC
Attention
When ABS , DSC and/or RCM is replace module, the following initialization is necessary.
Refer to the workshop manual for details.
Lateral Acceleration Sensor
Next

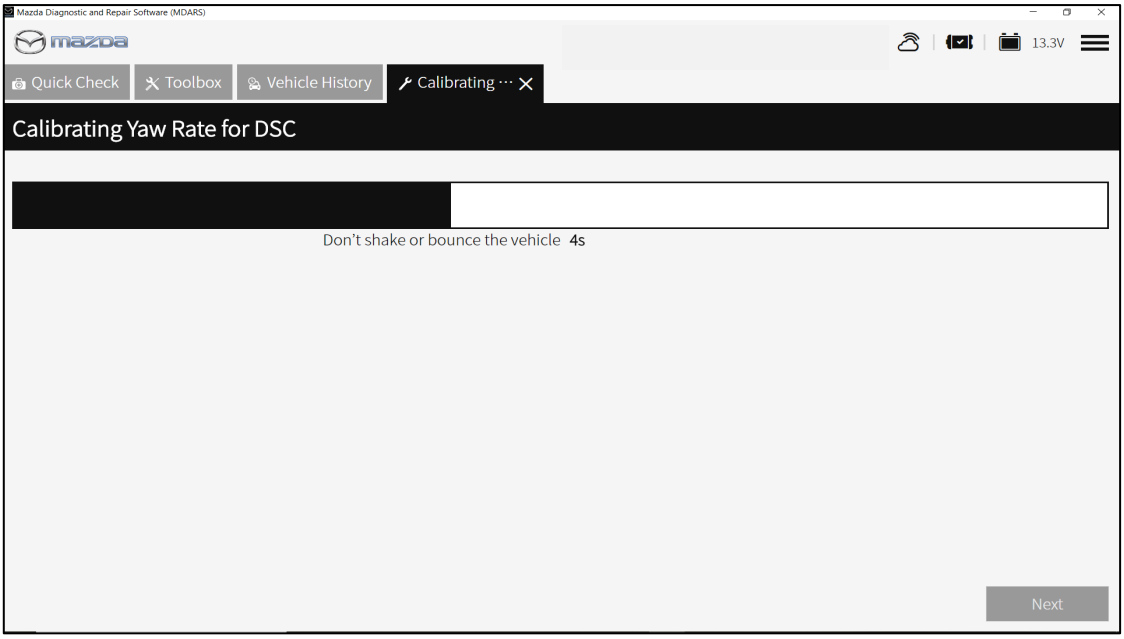
Mazda Diagnostic and Repair Software (MDARS)
mazda
13.3V
Quick Check
Toolbox
Vehicle History
Calibrating ···
Calibrating Lateral G Sensor for DSC
Set ignition switch to OFF (Position 0).
Next

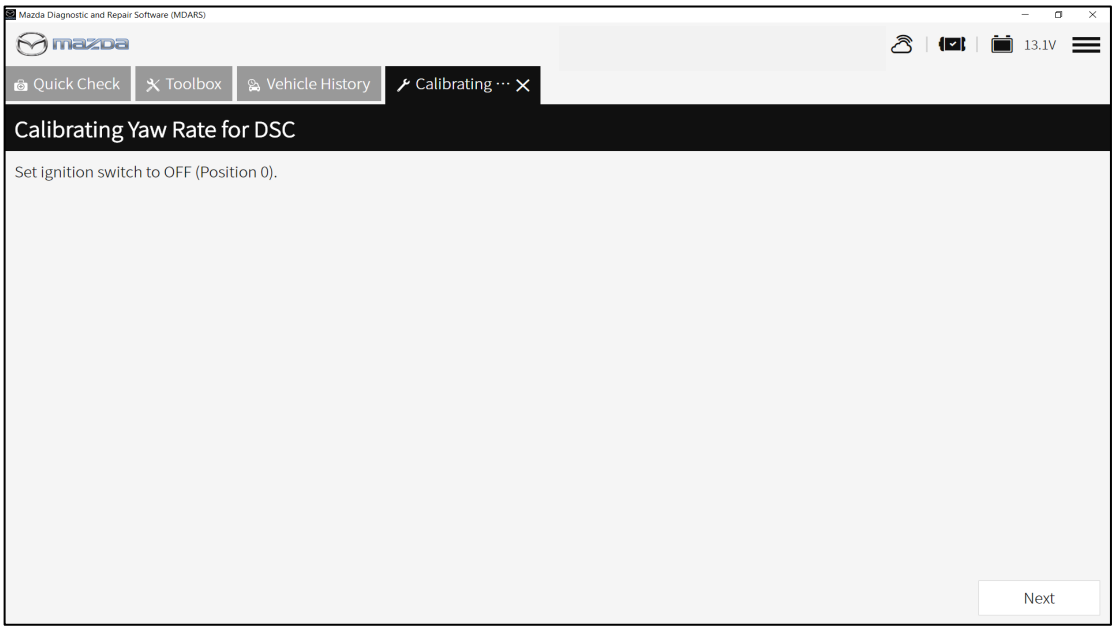

Mazda Diagnostic and Repair Software (MDARS)
mazda
13.9V
Quick Check
Toolbox
Vehicle History
Calibrating ···
Calibrating Lateral G Sensor for DSC
Procedure successful.
Note:
verify that the DSC warning lamp goes out.
Refer to the workshop manual for details.
Next

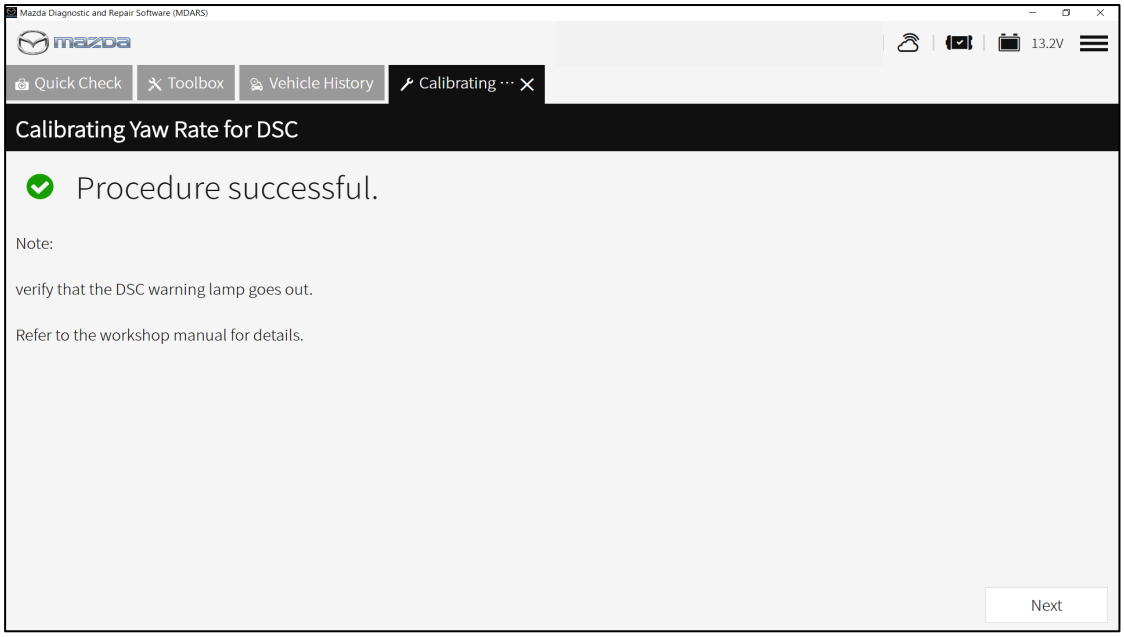
Yaw Rate for DSC



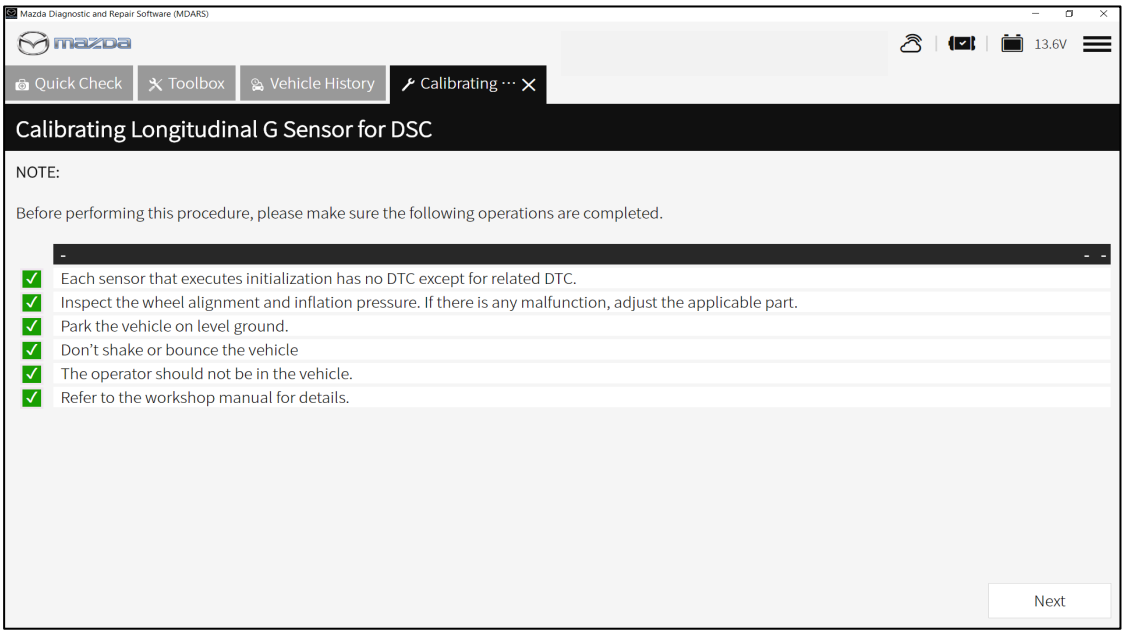


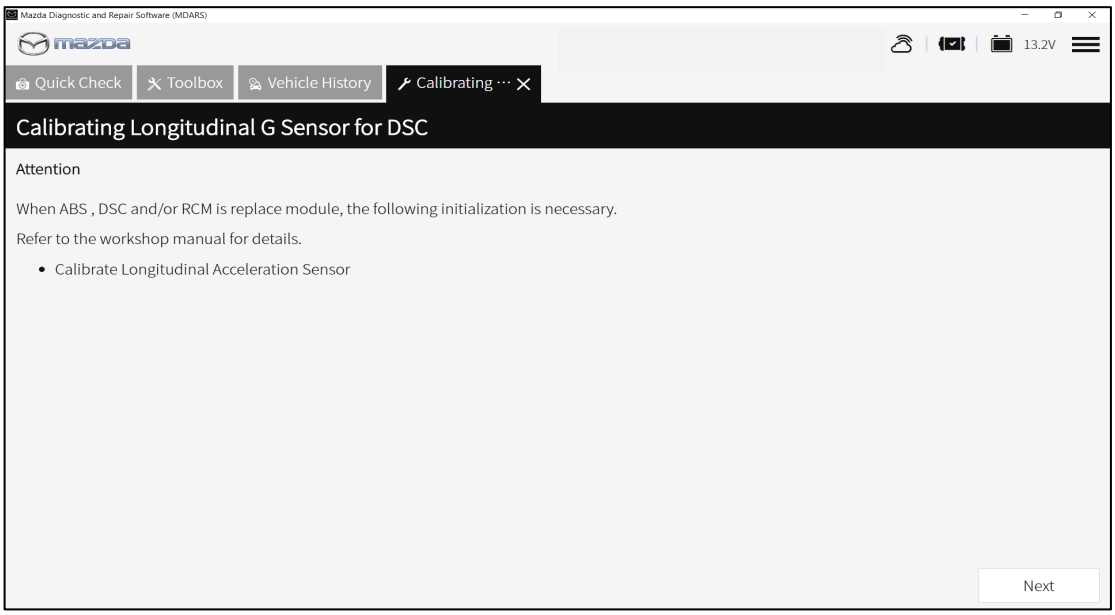


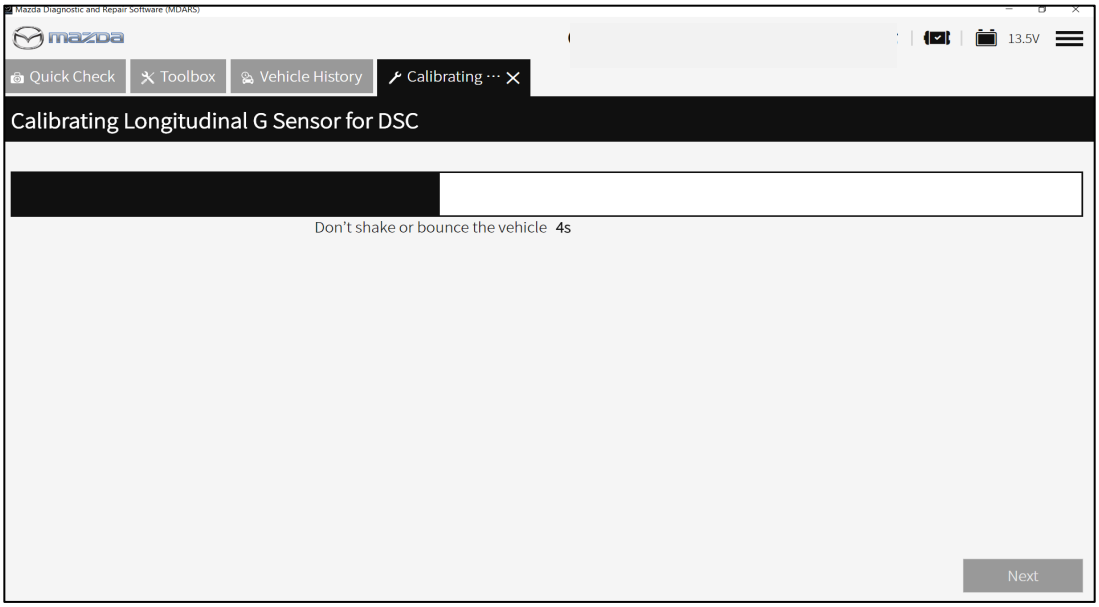




Longitudinal G sensor for DSC




Mazda Diagnostic and Repair Software (MDARS)
mazda
13.2V
Quick Check
Toolbox
Vehicle History
Calibrating
Calibrating Longitudinal G Sensor for DSC
Attention
When ABS , DSC and/or RCM is replace module, the following initialization is necessary.
Refer to the workshop manual for details.
Calibrate Longitudinal Acceleration Sensor
Next


Mazda Diagnostic and Repair Software (MDARS)
mazda
13.5V
Quick Check
Toolbox
Vehicle History
Calibrating
Calibrating Longitudinal G Sensor for DSC
Don't shake or bounce the vehicle 4s
Next

Mazda Diagnostic and Repair Software (MDARS)
mazda
13.5V
Quick Check
Toolbox
Vehicle History
Calibrating
Calibrating Longitudinal G Sensor for DSC
Set ignition switch to OFF (Position 0).
Next

GO TO NEXT STEP "i. Drive the vehicle" on next page

i. Drive the vehicle.
ii. After 5 min or more of driving, verify that the DSC system is normal.
iii. Switch the ignition off and wait for 3 s or more.
iv. Switch the ignition ON (engine off or on) and wait for 10 s or more.
v. Using the M-MDS, verify that DTCs C0044:54/C0061:54/C0062:54/C0063:54 are not displayed.
• If DTCs C0044:54/C0061:54/C0062:54/C0063:54 are displayed, go to the DTC troubleshooting procedure. (Refer to [DTC INSPECTION] in the troubleshooting manual)
vi. Disconnect the DLC-2 and start a new session for Manual ODR Collection

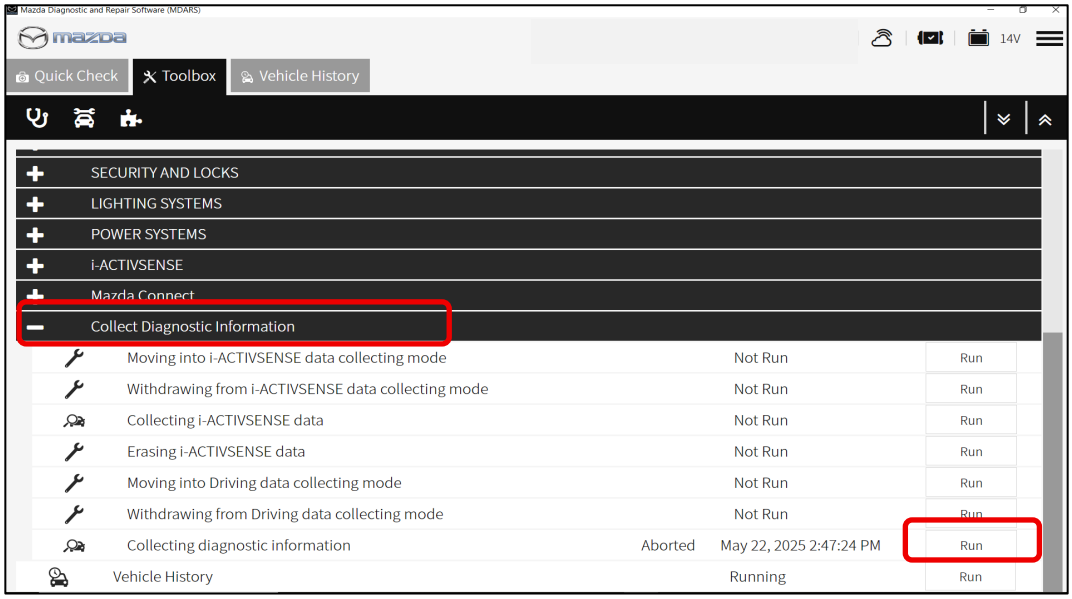
Move to ODR (Manual) Data Collection (new session)

5. COLLECT DIAGNOSTIC INFORMATION/ODR (Manual) Data Collection

Service caution for ECU(s)
Connect battery charger to the vehicle to stabilize voltage fluctuation. If missing, it may cause damage to ECUs due to decreasing voltage.
Please use the "Reflash" setting in the charger, which will keep the voltage stable. The setting voltage must be between 12 -13V.

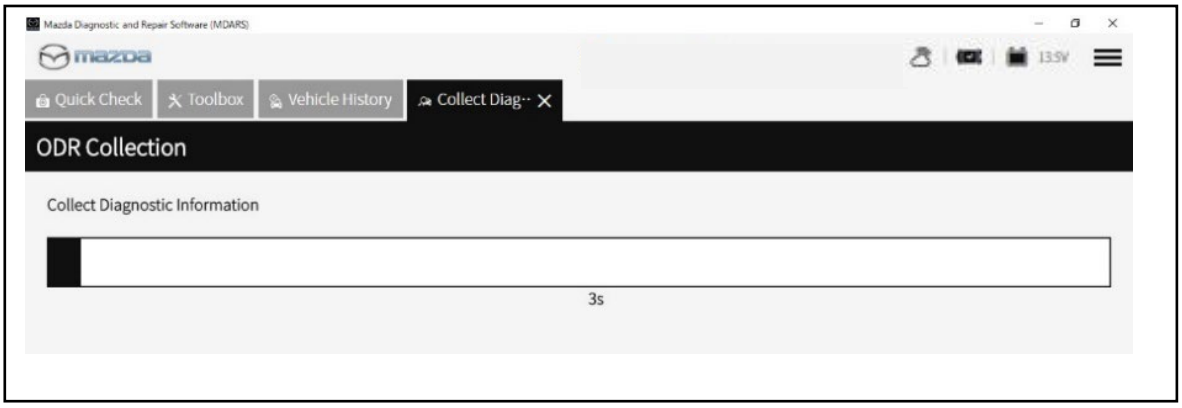
Hook up DCA-8000 and choose reflash mode

A. Perform the following steps:
1) At the toolbox tab, select “Collect Diagnostic information” then click ‘Run’.



2) Click ‘Next’.

3) It takes around 60 seconds



4) MDARS will collect ODR and send to the server.

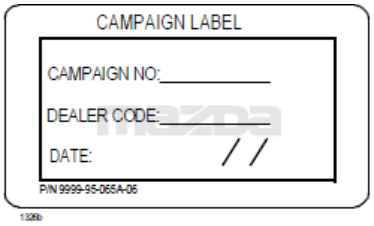
B. Disconnect MDARS from the DLC-2

Move to Section C. Campaign Label Installation

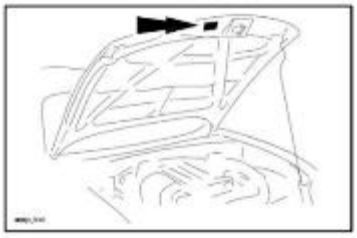
----------END OF SECTION B----------

C. Campaign Label Installation

1. Fill out a Black "Campaign Label" (9999-95-055A-06) with Campaign #: "7425E", your dealer code, and the repair date. **It is OK to bundle multiple campaigns on one label as long as each campaign is legible as Mazda vehicles may have more than 1 campaign.** Use more than one label if necessary.



2. Affix it to the hood as shown. If you cannot place the label here, the radiator support, firewall or driver door jamb are acceptable locations:



END OF REPAIR PROCEDURE