

TRANSMISSION SERVICING - A/T**1990-94 TRANSMISSION SERVICING Mazda Automatic Transmission****IDENTIFICATION**

NOTE: On models with anti-theft radio system, obtain code number from customer to deactivate radio anti-theft system **BEFORE** disconnecting negative battery cable. To deactivate radio anti-theft system, turn ignition switch to ACC position. Press FF and REW buttons simultaneously until "cod e" is displayed. Press FF and REW buttons again until 4 bars are displayed. Use preset button No. 1 to enter first number. Use preset buttons No. 2, 3 and 4 to set other numbers. Press FF and REW buttons for about 2 seconds until a beep is heard. After 5 seconds, flashing "cod e" will go away and radio will operate.

AUTOMATIC TRANSMISSION APPLICATIONS

Model	Transmission
Miata	N4A-HL

LUBRICATION**SERVICE INTERVALS****Transmission Fluid**

Check fluid level every 7500 miles or 6 months.

CHECKING FLUID LEVEL**Transmission**

Park vehicle on level ground. Apply parking brake. Warm engine to normal operating temperature. Briefly place selector lever in all gears and return it to "P" position. Clean dipstick and insert it in tube. Remove dipstick. Level should be between "L" and "F" marks. Check fluid for discoloration and unusual smell. If necessary, add fluid. **DO NOT** overfill.

RECOMMENDED FLUID**Transmission**

Use Dexron-II or M-III ATF.

FLUID CAPACITIES

1991 Mazda MX-5 Miata

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TRANSMISSION REFILL CAPACITIES

Application	Refill Qts. (L)	Dry Fill Qts. (L)
Miata	4.2 (4.0)	7.1 Qts. (6.7L)

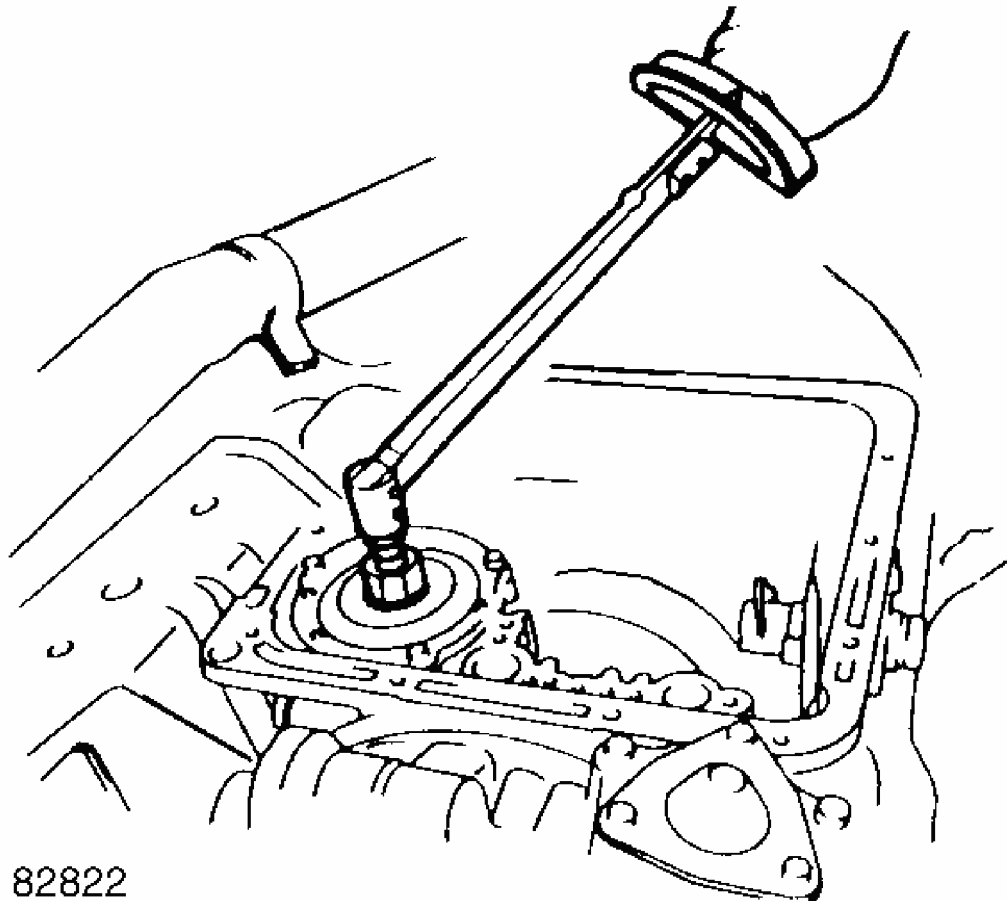
DRAINING & REFILLING

Disconnect negative battery cable. Loosen oil pan bolts to drain fluid. Remove oil pan, and discard old gasket. Clean oil pan, and install it using NEW gasket. Tighten oil pan bolts to specification. See **TORQUE SPECIFICATIONS** . Connect negative battery cable. Add fluid, and check level. **DO NOT** overfill.

ADJUSTMENTS

BRAKE BAND (2ND GEAR)

1. Disconnect negative battery cable. Loosen oil pan, and drain fluid. Remove bracket, oil pan and gasket. Disconnect vacuum hose at vacuum diaphragm (modulator), and remove vacuum diaphragm.
2. Disconnect solenoid valve connector, and remove harness from bracket (if equipped). Remove valve body bolts and valve body assembly. Loosen lock nut on 2nd gear brake band while holding piston stem stationary. See **Fig. 1** .



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Fig. 1: Adjusting 2nd Gear Brake Band
 Courtesy of MAZDA MOTORS CORP.

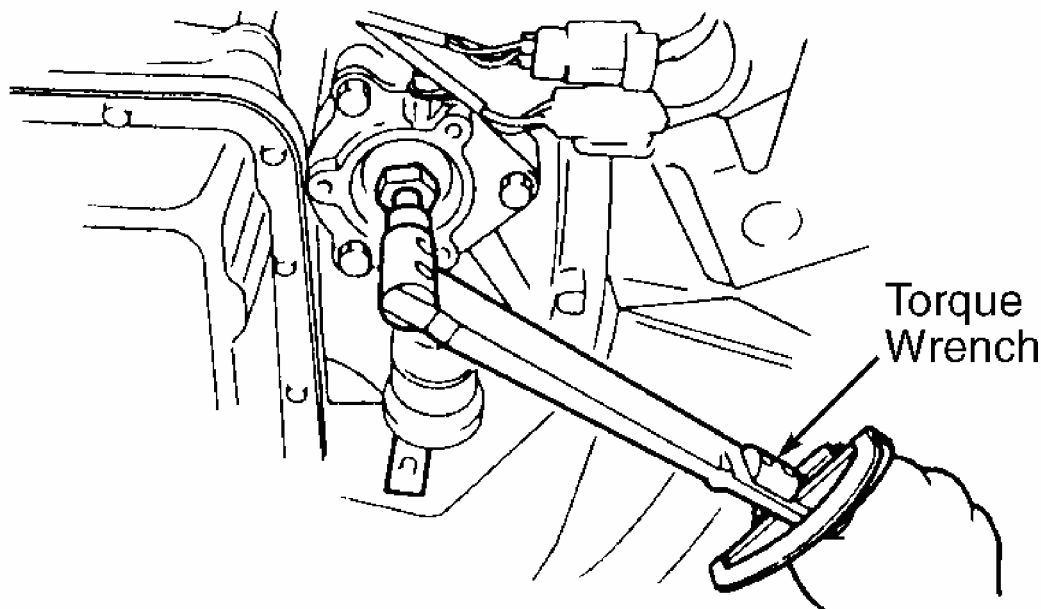
3. Tighten piston stem to 106-130 INCH lbs. (12-15 N.m). Loosen piston stem 3 turns. Tighten lock nut to 11-29 ft. lbs. (15-39 N.m) while holding stem stationary. Install valve body assembly. Tighten bolts to specification. See [TORQUE SPECIFICATIONS](#) .
4. Connect solenoid valve connector, and install harness. Clean oil pan, and install it using NEW pan gasket. Tighten pan bolts to specification. See [TORQUE SPECIFICATIONS](#) .
5. Install vacuum diaphragm, and connect vacuum hose. Connect negative battery cable. Add fluid, and check level. **DO NOT** overfill.

OVERDRIVE BRAKE BAND

1. Remove overdrive band servo cover and gasket. See [Fig. 2](#) . Loosen overdrive

adjustment screw lock nut while holding piston stem stationary. Tighten piston stem to 61-87 INCH lbs. (7-10 N.m).

2. Back off piston stem 2 turns. While holding stem in this position, tighten lock nut to 11-30 ft. lbs. (15-40 N.m). Install overdrive bandservo cover with NEW gasket. Tighten cover bolts to 44-62 INCH lbs. (5-7 N.m).



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Fig. 2: Adjusting Overdrive Band
Courtesy of MAZDA MOTORS CORP.

KICKDOWN & 4-3 SWITCH

1. Kickdown and 4-3 switch is located on upper part of accelerator pedal. To adjust kickdown section of switch, use steps 2) and 3). To adjust 4-3 section of switch, use steps 4) and 5).
2. Connect voltmeter between terminal "C" and ground. See **Fig. 3** . Turn ignition on. Depress accelerator pedal fully. Voltmeter should read less than 1.5 volts until pedal is at least 7/8 depressed. Battery voltage should be present at or after 7/8 pedal travel.

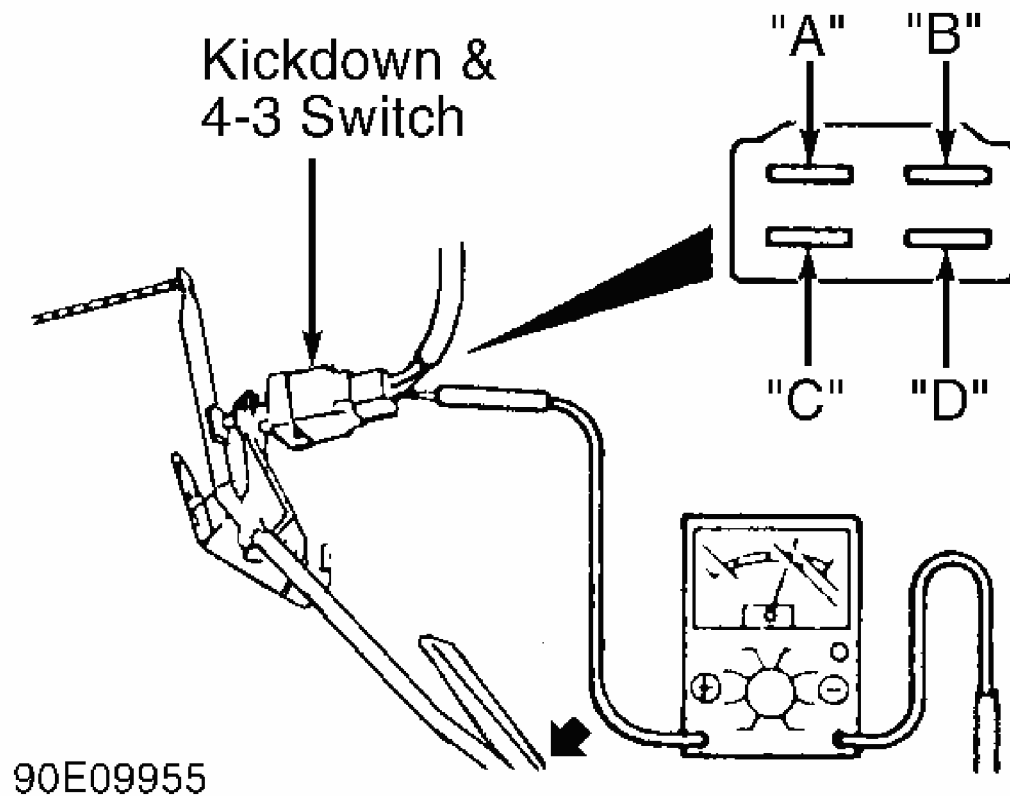


Fig. 3: Testing Kickdown & 4-3 Switch
 Courtesy of MAZDA MOTORS CORP.

3. If voltage is not correct, disconnect switch and check continuity between terminals "C" and "D" when tip of switch is depressed .24-.26" (6.0-6.5 mm). If continuity is not present, replace switch. If continuity is present, adjust switch until battery voltage is present at 7/8 of pedal travel.
4. Connect voltmeter between terminal "A" and ground. See **Fig. 3**. Turn ignition on. Depress accelerator pedal to limit. Voltmeter should read less than 1.5 volts until pedal is at least 3/4 depressed. Battery voltage should be present at or after 3/4 of pedal travel.
5. If voltage is not correct, disconnect switch and check continuity between terminals "A" and "B" when tip of switch is depressed .14-.18" (3.5-4.5 mm). If continuity is not present, replace switch. If continuity is present, adjust switch until battery voltage is present at 3/4 of pedal travel.

GEARSHIFT LINKAGE

1. Disconnect negative battery cable. Remove upper panel, selector sleeve and indicator

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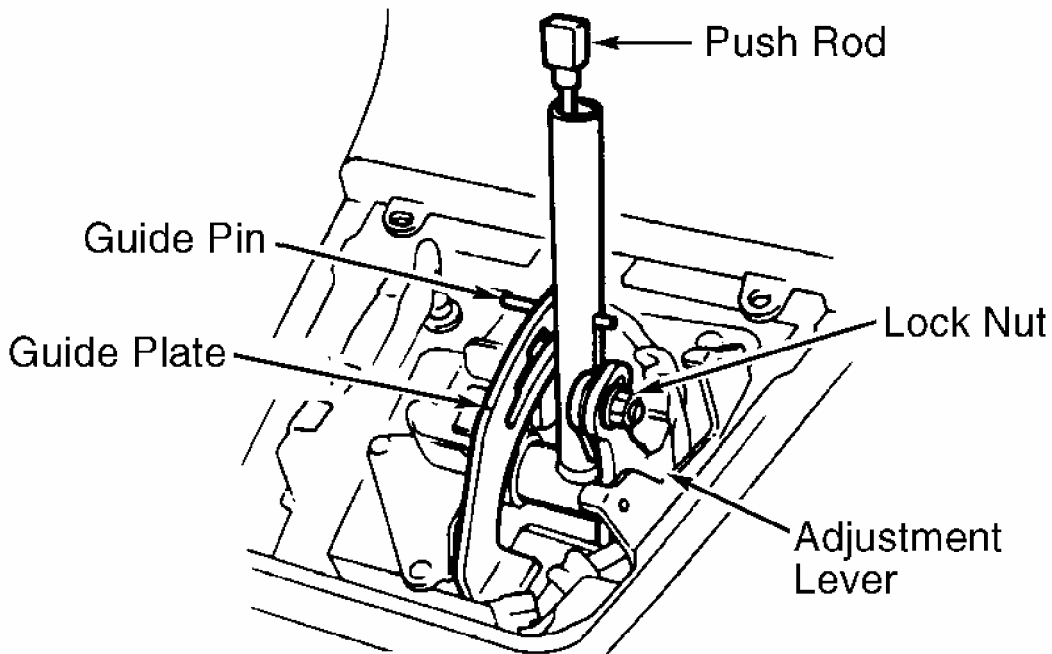
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panel. Remove boot plate. Place gearshift lever in "P" position. Loosen lock nut on side of gearshift lever. See **Fig. 4** . Move adjustment lever forward to set transmission in "P" position.

2. Adjust the lever so clearance between the guide plate and the guide pin with the lever in position "P" is as specified. Refer to specifications in the **GEARSHIFT LEVER ADJUSTMENT SPECIFICATIONS** table. See **Fig. 5** . Tighten rear lock nut to 14-21 ft. lbs. (19-28 N.m).
3. Place gearshift lever in "N" and "D" positions to ensure clearances are correct. See **GEARSHIFT LEVER ADJUSTMENT SPECIFICATIONS** table. See **Fig. 5** . Adjust lever if necessary. Install boot plate, center console, indicator panel, selector sleeve, selector knob and upper panel. Connect negative battery cable.

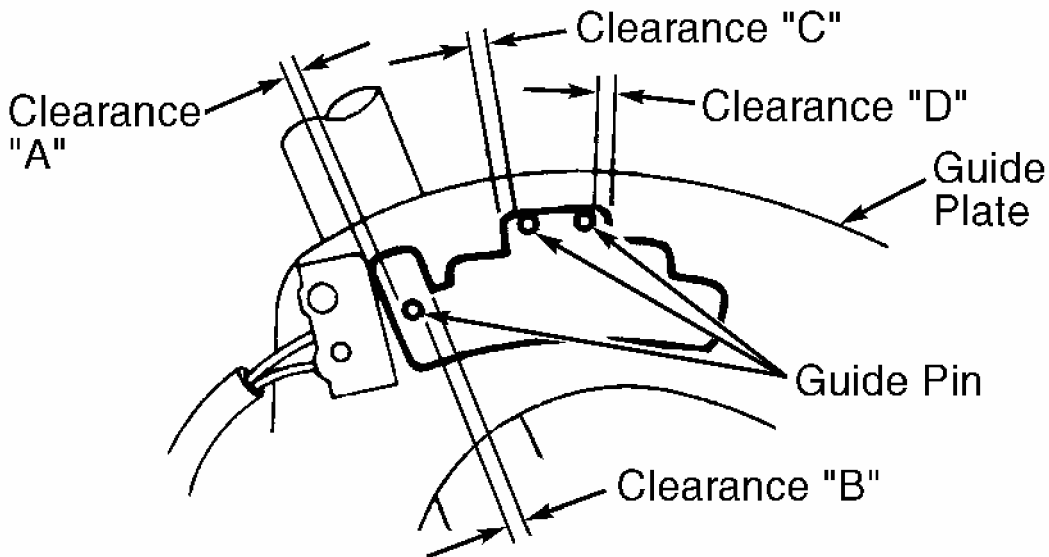
GEARSHIFT LEVER ADJUSTMENT SPECIFICATIONS

Application	(1) In. (mm)
Gearshift In Position "P"	
Clearance "A"	.035-.039 (.89-.99)
Clearance "B"	.020-.024 (.51-.61)
Gearshift In Position "N" Or "D"	
Clearance "C"	.024-.028 (.61-.71)
Clearance "D"	.059-.063 (1.50-1.60)
(1) Clearance between guide plate and guide pin. See Fig. 5 .	



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Fig. 4: Identifying Gearshift Lever Components
Courtesy of MAZDA MOTORS CORP.



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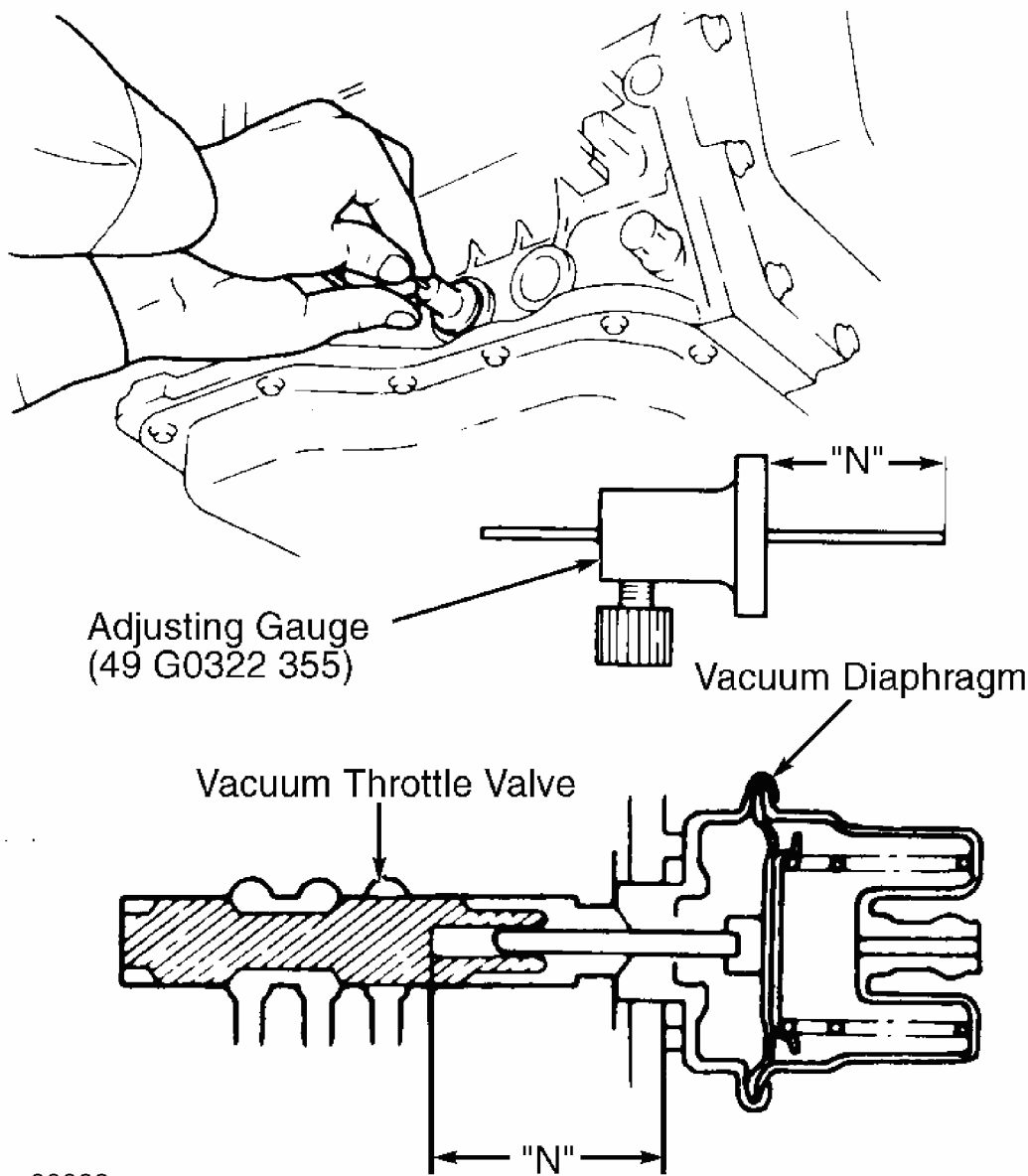
Fig. 5: Checking Gearshift Lever Adjustment Clearances
Courtesy of MAZDA MOTORS CORP.

VACUUM DIAPHRAGM ROD

1. If vacuum diaphragm (modulator) is replaced, vacuum diaphragm rod length (depth) must be checked for new rod length. Proper length rod should be installed after measurement.
2. Unscrew vacuum diaphragm from case. Remove diaphragm, diaphragm rod and rubber "O" ring. Measure dimension "N" using Adjusting Gauge (49-G032-355). Use **VACUUM DIAPHRAGM ROD SELECTION** table to select proper length rod. Also, see **Fig. 6** .

VACUUM DIAPHRAGM ROD SELECTION

Dimension "N" - In. (mm)	Rod Length - In. (mm)
1.0099 (25.650) Or Less	1.14 (29.0)
1.0099-1.0197 (25.650-25.900)	1.16 (29.5)
1.0197-1.0394 (25.900-26.400)	1.17 (29.7)
1.0394-1.0492 (26.400-26.650)	1.18 (30.0)
1.0492-1.0689 (26.650-27.150)	1.20 (30.5)
1.0689 (27.150) Or More	1.22 (31.0)



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Fig. 6: Checking Vacuum Diaphragm Rod Length
 Courtesy of MAZDA MOTORS CORP.

NEUTRAL SAFETY SWITCH

1. Place gearshift lever in "N" position. Ensure gearshift linkage is adjusted correctly. See **GEARSHIFT LINKAGE** under ADJUSTMENTS. Loosen neutral safety switch mounting bolts at transmission. Remove screw from alignment pin hole at bottom of switch (if equipped).
2. Insert a 5/64" (2.0 mm) alignment pin (or drill bit) through alignment holes.
3. On all models, tighten mounting bolts to specification. See **TORQUE**

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SPECIFICATIONS . Remove alignment pin. Install alignment pin hole screw (if equipped), and check switch operation. Vehicle should start only with gearshift in "P" or "N" position.

TORQUE SPECIFICATIONS

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Application	INCH Lbs. (N.m)
Neutral Safety Switch Mounting Bolt	43-61 (5.0-7.0)
Oil Pan Bolt	52-69 (6.0-8.0)
Valve Body Bolt	43-61 (5.0-7.0)