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Subject: MULTI MODEL - TPMS VALVE STEM BREAKS WHEN REMOVING AFTERMARKET VALVE STEM CAPS	Bulletin No: 02-007/09
	Last Issued: 07/06/2009

BULLETIN NOTE

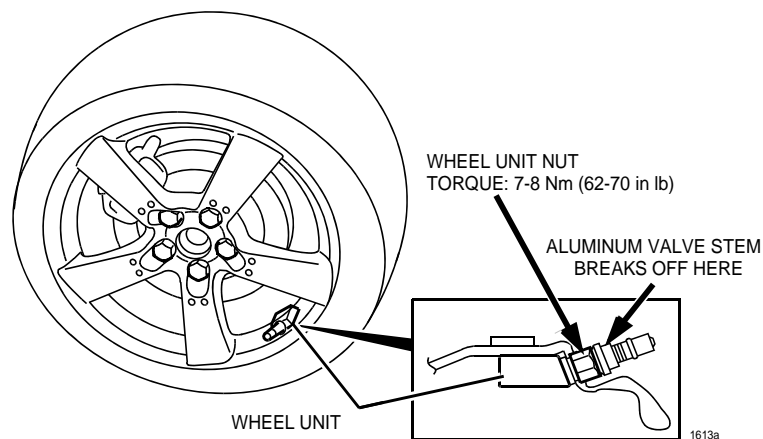
- This bulletin supersedes the previous bulletin 02-004/06 issued on 04/21/06 and 06/09/06. The APPLICABLE MODEL(S)/VINS has been revised.
- Changes are noted below in Red beside the change bar.

APPLICABLE MODEL(S)/VINS

2006-2010 MX-5
2004-2010 RX-8
2007-2010 CX-7
2007-2010 CX-9
2004-2010 Mazda3
2004-2010 Mazdaspeed3
2006-2010 Mazda5
2008-2010 Mazda6

DESCRIPTION

Some vehicles may experience the aluminum valve stem breaking off of the TPMS wheel unit when removing aftermarket valve stem caps during procedures such as routine checking of air pressure in tires.

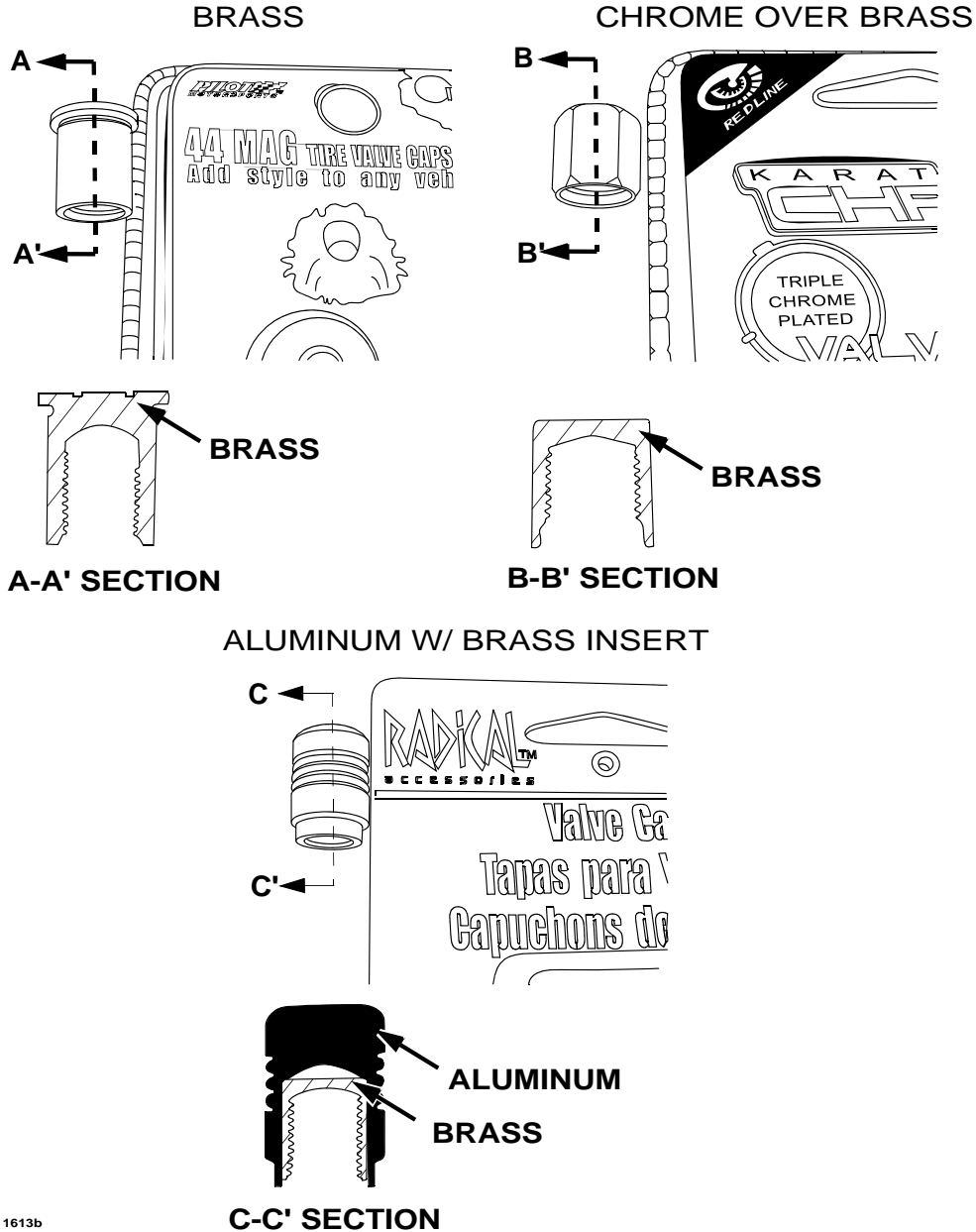


Some aftermarket valve stem caps are made of brass or have thread inserts that are made of brass. Examples of these types of aftermarket valve stem caps are shown. When brass and aluminum are together in such a condition as this, galvanic corrosion occurs between the aluminum valve stem of the TPMS wheel unit and the brass threads of the valve stem cap. This corrosion can cause them to fuse together, becoming difficult to

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remove by hand. When more force is used to remove the valve stem cap, the aluminum valve stem of the TPMS wheel unit will break off and the TPMS wheel unit will be to be replaced.

TYPICAL AFTERMARKET VALVE STEM CAPS



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This service bulletin can aid in informing customers of the damage that may be caused to the TPMS wheel units by installing these types of valve stem caps. Advise customers to use aluminum or plastic caps ONLY. Also, ensure that the caps they choose to install DO NOT have a brass thread insert.

NOTE: Damage to TPMS wheel units by installing aftermarket valve stem caps made of brass or with brass inserts is not covered by Mazda Warranty and claims where the sensor is found damaged in this manner will be denied or debited to the repairing dealer.