

Subject: HEADER WEATHERSTRIP - BUTYL ADHESIVE ISSUES	Bulletin No: 09-001/06
	Last Issued: 1/26/2006

APPLICABLE MODEL(S)/VINS

2006 MX-5

DESCRIPTION

Some customers may complain of one or both of the following issues with the header weather-strip:

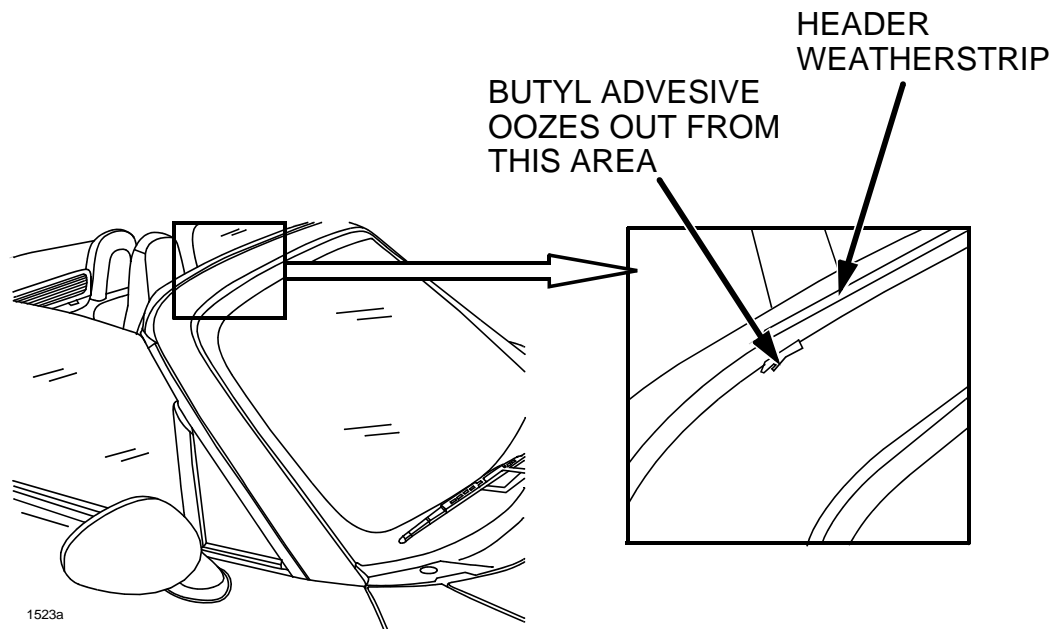
- The butyl adhesive securing the header weather-strip to the body above the windshield oozes out onto the paint on vehicles with VINs lower than JM1NC*****101795 built prior to July 14, 2005..
- Excessive gaps between the header weather-strip and the body above the windshield on vehicles with VINs lower than JM1NC*****100708 built prior to July 1, 2005.

Butyl Adhesive Oozing From Header Weather-Strip

As the convertible top is used, the header weather-strip gets compacted. This causes excess butyl adhesive to be pushed out of the header weather-strip and onto the painted surface. As a production change, the process of butyl adhesive application has been modified during assembly.

A mass production change of the butyl adhesive application process has been implemented on vehicles with VINs higher than JM1NC*****101795 built after July 14, 2005.

Customers having this concern should have their vehicle repaired using REPAIR PROCEDURE A - BUTYL ADHESIVE OOZING FROM HEADER WEATHER-STRIP.

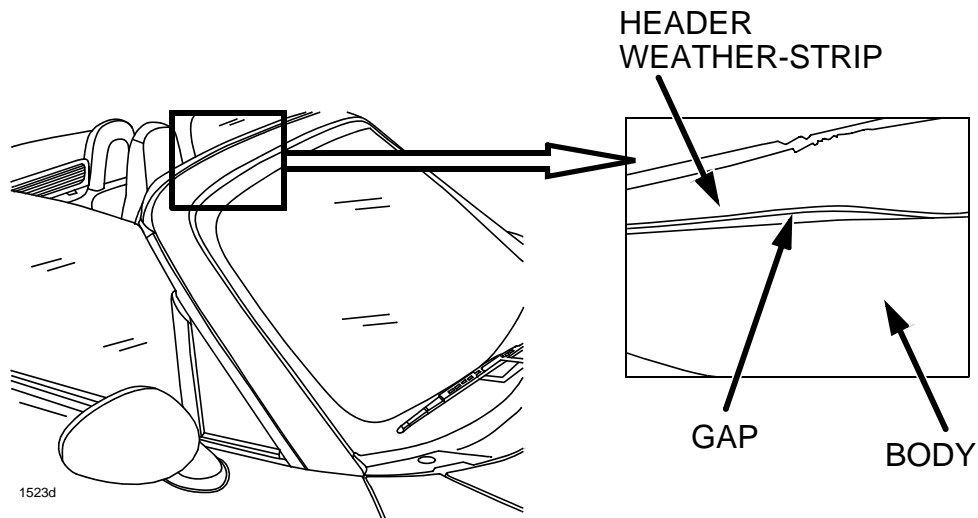


Gap Between Header Weather-Strip And Body

On some vehicles, the waterproofing butyl adhesive inside the header weather-strip is unevenly applied. As a production change, the process of butyl adhesive application has been modified, and a pad has been added inside the header weather-strip to prevent this condition.

A mass production change of the butyl adhesive application process has been implemented and a pad has been added inside the header weather-strip on vehicles with VINs higher than JM1NC*****100708 built after July 1, 2005.

Customers having this concern should have their vehicle repaired using REPAIR PROCEDURE B - GAP BETWEEN HEADER WEATHER-STRIP AND BODY.



REPAIR PROCEDURE

REPAIR PROCEDURE A - BUTYL ADHESIVE Oozing FROM HEADER WEATHER-STRIP

NOTE:

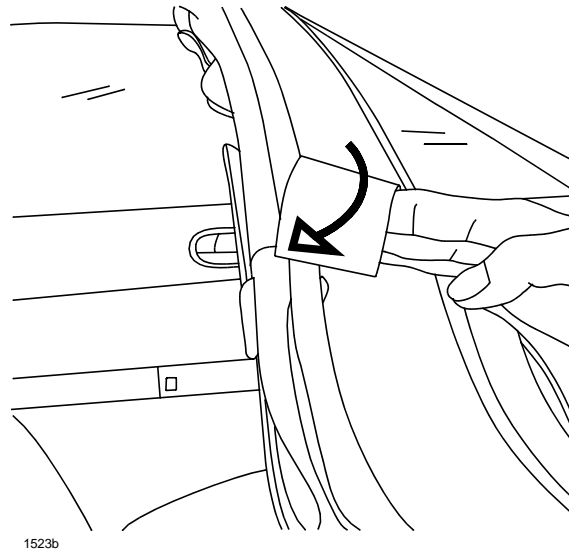
- This procedure only applies to vehicles with VINs lower than JM1NC*****101795 built prior to July 14, 2005.

1. Verify customer concern.
2. Roll masking tape around your hand with the adhesive side facing outwards.

NOTE:

- Lower the convertible top to keep the butyl adhesive away from the convertible top fabric during this procedure. If convertible top is not lowered, the butyl adhesive on the tape will permanently mark the convertible top fabric if it comes in contact with the top.
3. Press and roll the gummed tape over the excess butyl adhesive.

PRESS AND ROLL TAPE
WHILE REMOVING



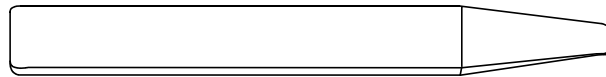
4. Carefully pull the header weather-strip and remove the excess butyl adhesive from the paint under the header weather-strip.

NOTE:

- To remove the surplus butyl, use a tape-wrapped Windshield Installation Stick (Part Number IS742 - available from Equalizer at 800-334-1334) or similar plastic windshield setting tool avail-

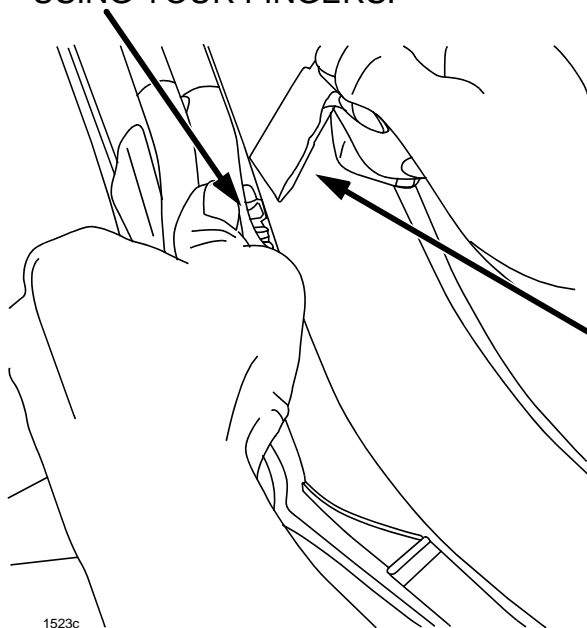
able through a local supplier, with adhesive side facing outwards.

PLASTIC WINDSHIELD SETTING TOOL



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**PULL THE WEATHER-STRIP
AWAY FROM THE BODY
USING YOUR FINGERS.**



**USE TAPE WRAPPED
AROUND A PLASTIC
SPATULA TO REMOVE
BUTYL ADHESIVE UNDER
THE WEATHER-STRIP**

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5. Make sure that the butyl adhesive no longer appears on the paint outside the header weather-strip.

REPAIR PROCEDURE B - GAP BETWEEN HEADER WEATHER-STRIP AND BODY

NOTE:

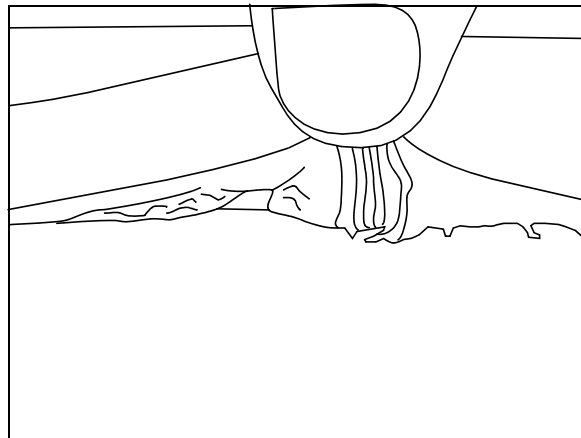
- This procedure only applies to vehicles with VINs lower than JM1NC*****100708 built prior to July 1, 2005.
- The convertible top must be lowered during this procedure.

1. Verify customer concern.
2. With the convertible top open, pull open the affected area of the header weather-strip and notice the uneven application of the butyl adhesive as compared to even application.

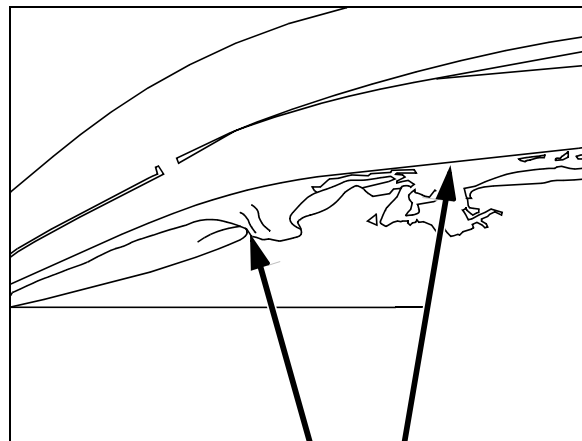
CAUTION:

- To prevent damage to the sealing performance of the weather-strip, DO NOT REMOVE the weather-strip from the roof flange.

PULL BACK WEATHER-STRIP USING
YOUR FINGER TO ACCESS ADHESIVE

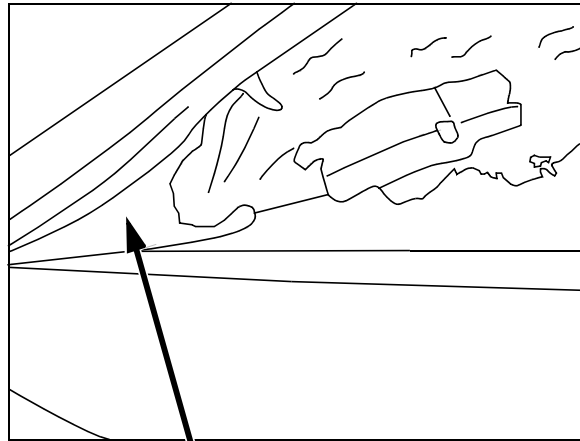


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UNEVEN BUTYL ADHESIVE



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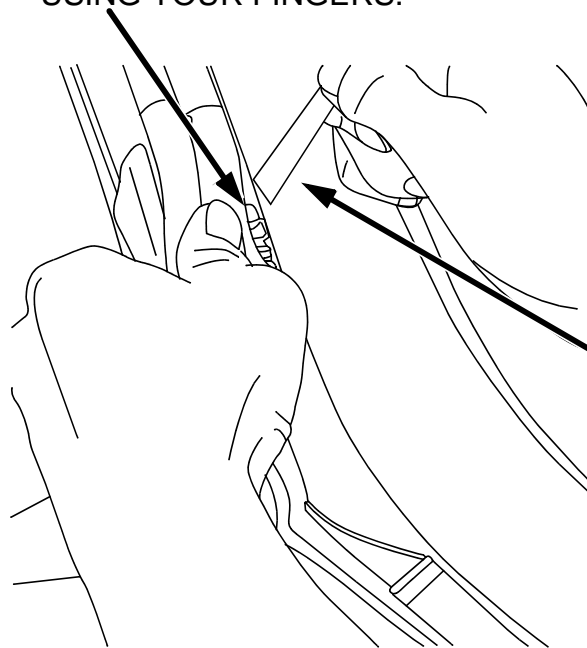
**EVEN BUTYL
ADHESIVE**

3. While holding the weather-strip away from the body, if necessary, place enough butyl adhesive on the body and weather-strip to make even contact between the 2 surfaces then go to step 4. If there is already enough butyl adhesive, go to step 4.
4. Using a plastic spatula or finger, smooth the butyl adhesive on the body and the weather-strip.

NOTE:

- Use care not to get butyl adhesive onto the convertible top cloth.

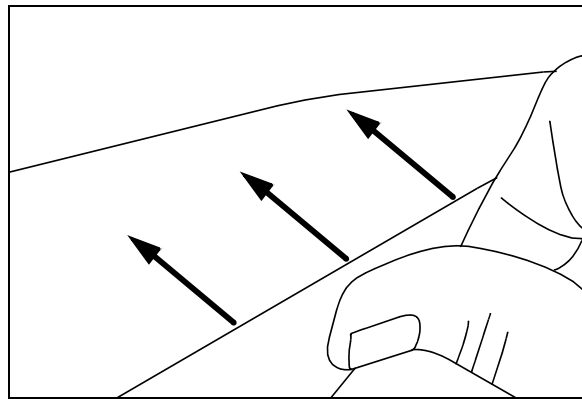
**PULL THE WEATHER-STRIP
AWAY FROM THE BODY
USING YOUR FINGERS.**



**USE PLASTIC
SPATULA TO
SPREAD BUTYL
ADHESIVE EVENLY**

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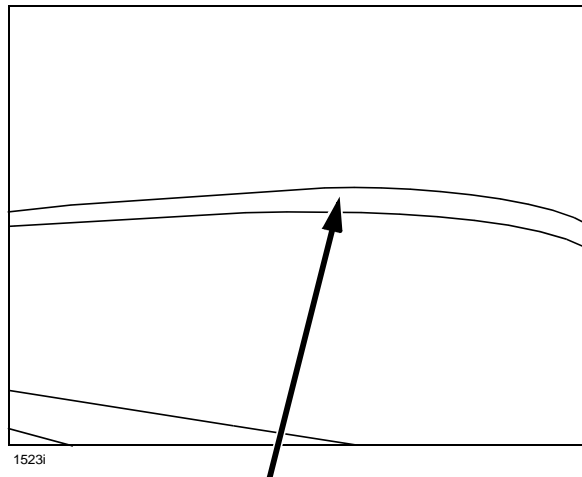
5. Press and hold the weather-strip to the body while making sure no gaps are present between the weather-strip and the body.



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**PRESS WEATHER-STRIP
TOWARD BODY**

6. Make sure to remove any excess butyl adhesive that oozes outside the weather-strip when pressed to the body.



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**MAKE SURE BUTYL ADHESIVE IS
NOT OOZING FROM UNDER
WEATHER-STRIP AND ONTO PAINT**

7. After adhesive cures, make sure that no gaps exist between the header weather-strip and the body and remove any excess butyl adhesive using tape as described in REPAIR PROCEDURE A - BUTYL ADHESIVE OOZING FROM HEADER WEATHER-STRIP.

WARRANTY INFORMATION

NOTE:

- This warranty information applies only to verified customer complaints on vehicles eligible for warranty repair. Refer to the SRT microfiche for warranty term information.
- Additional diagnostic time cannot be claimed for this repair.

	Repair Procedure "A"	Repair Procedure "B"
Warranty Type	A	A
Symptom Code	98	98
Damage Code	9J	9J
Part Number Main Cause	NE51-R1-711J	NE51-R1-711J
Quantity	0	0
Operation Number / Labor Hours:	XXB110XR / 0.2 Hrs	XXB111RX / 0.2 Hrs