

2012 - Mazda6 - Transmission/ Transaxle

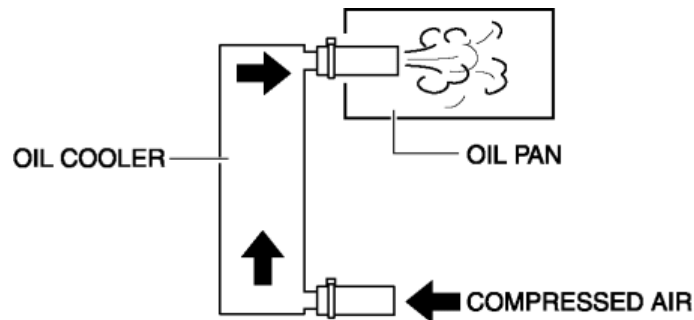
OIL COOLER FLUSHING [FS5A-EL]

WARNING:

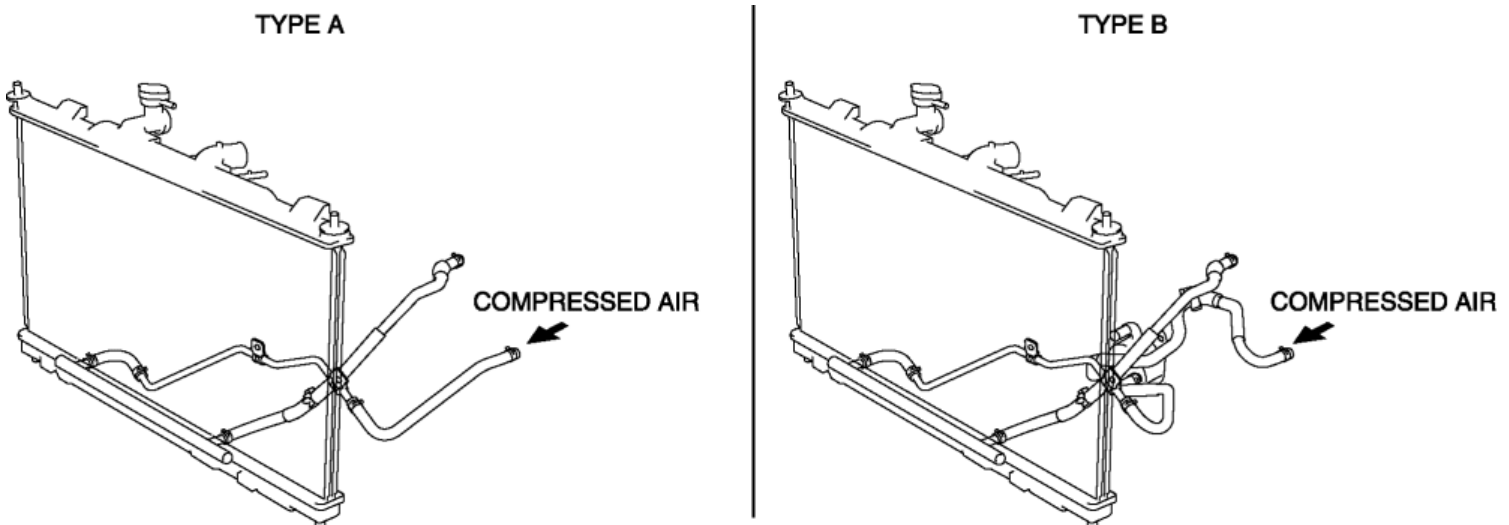
- A hot transaxle and ATF can cause severe burns. Turn off the engine and wait until they are cool.
- Using compressed air can cause dirt and other particles to fly out, causing injury to the eyes. Wear protective eyeglasses whenever using compressed air.

NOTE:

- If the transaxle is replaced, flush and inspect the oil cooler.
 - When replacing the transaxle, inspect the oil cooler together with flushing it using the following procedure, and with the oil cooler hose removed.
1. Remove the aerodynamic under cover NO.2. (See [AERODYNAMIC UNDER COVER NO.2 REMOVAL/ INSTALLATION](#).)
 2. Disconnect the oil hose from the transaxle. (See [OIL COOLER REMOVAL/ INSTALLATION \[FS5A-EL\]](#).)
 3. Set a clean oil pan up to the oil hose inlet.



4. Blow **491—882 kPa { 5.01—8.99 kgf/ cm², 71.3—127.0 psi }** of compressed air into the oil hose outlet to drain remaining oil.



5. Add new ATF from the oil cooler hose outlet and blow **491—882 kPa { 5.01—8.99 kgf/ cm², 71.3—127.0 psi }** of compressed air to flush. (Repeat 2 or 3 times)

6. Verify that none of the following foreign material is mixed in with the drained ATF:

- Large metal fragments of **φ 0.5 mm {0.02 in}** or more that cannot pass through the oil strainer
- Fibrous clutch facing

7. Repeat the procedures from Step 5 and flush the inside of the oil cooler.

- If foreign material such as metal fragments or clutch facing remains even after the oil cooler is flushed repeatedly,

replace the oil cooler (transaxle side) and oil cooler (radiator). (See [OIL COOLER REMOVAL/ INSTALLATION \[FS5A-EL\]](#).)

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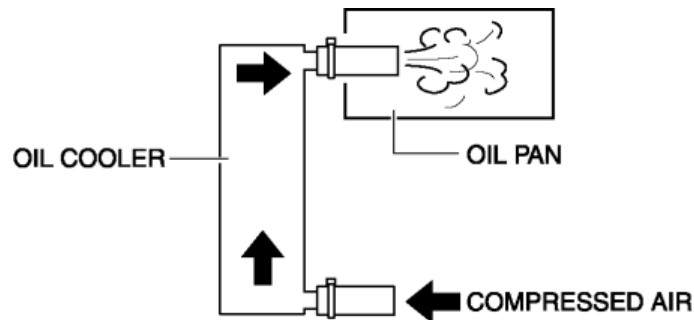
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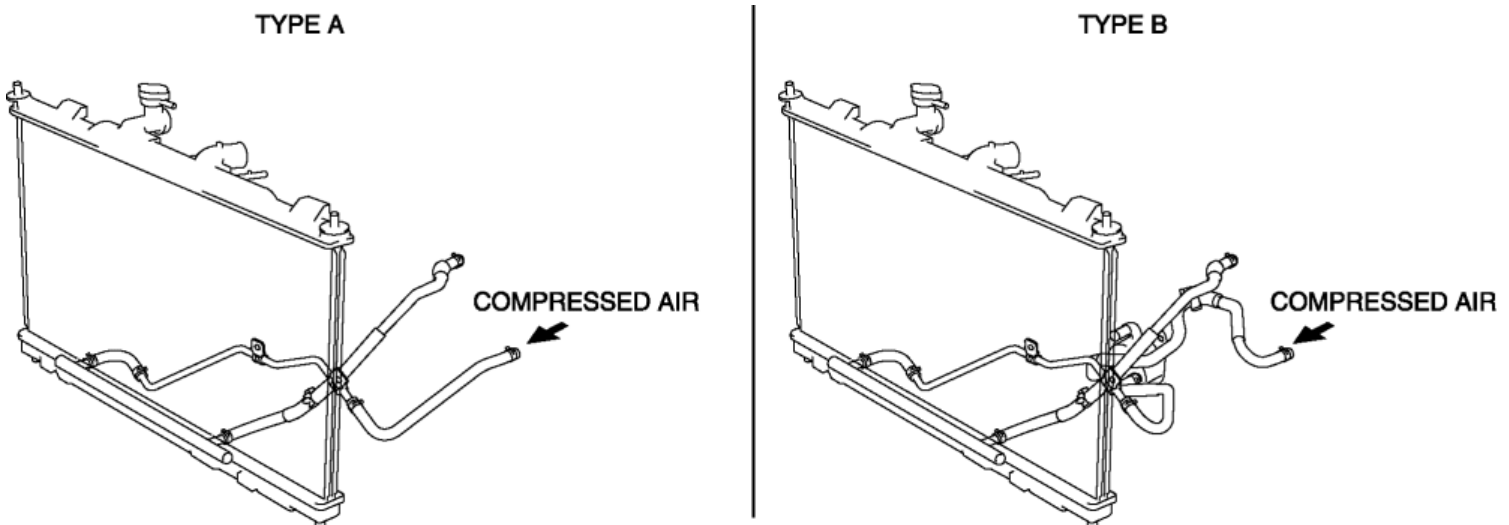
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