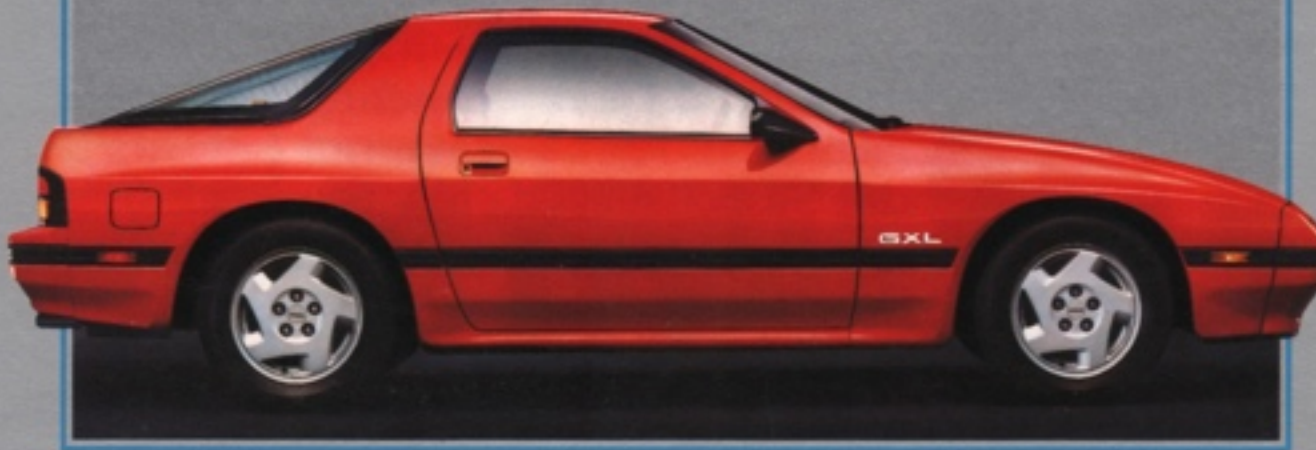


mazda

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RX-7



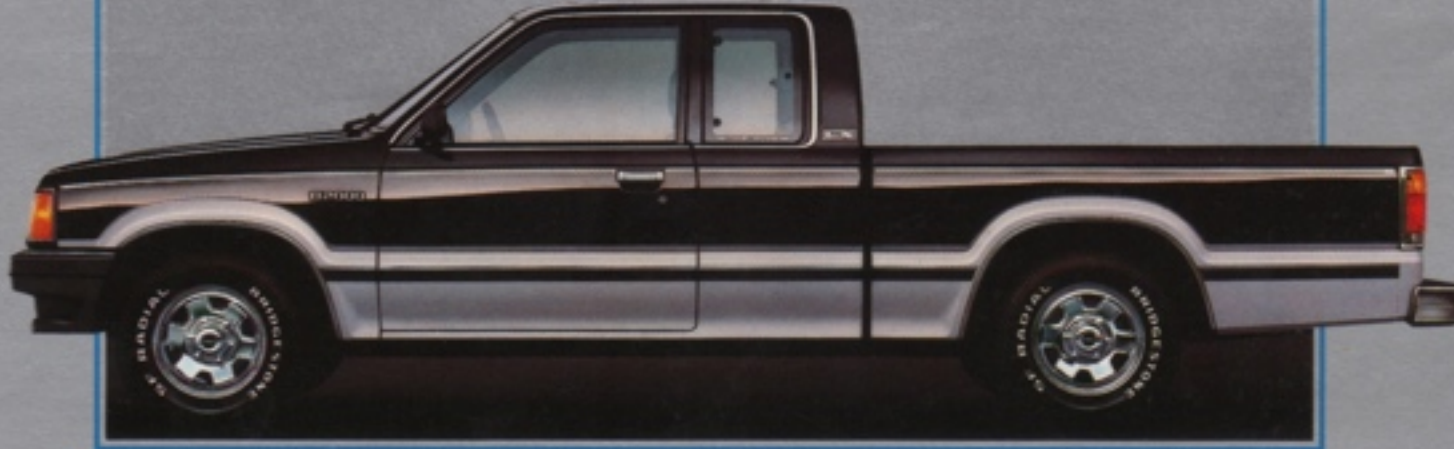
626



323



B2000



RX7



A TURBOCHARGED AND INTERCOOLED RX-7 NOW OFFERS THE ULTIMATE IN ROTARY-POWERED PERFORMANCE.

When Mazda introduced the new-generation RX-7 for 1986, it was a quantum leap in the basic concept of what a world-class sports car should be and could do. Aerodynamic styling gave it a look of pure power and motion—and RX-7 delivered on that promise. Its revolutionary Dynamic Tracking Suspension System created a new level of interaction between the driver, the car, and the road. A larger, race-bred rotary engine gave it the power to match the handling. RX-7, according to *Road & Track* magazine, "... raised the standards of sports-car performance by a sizable margin."

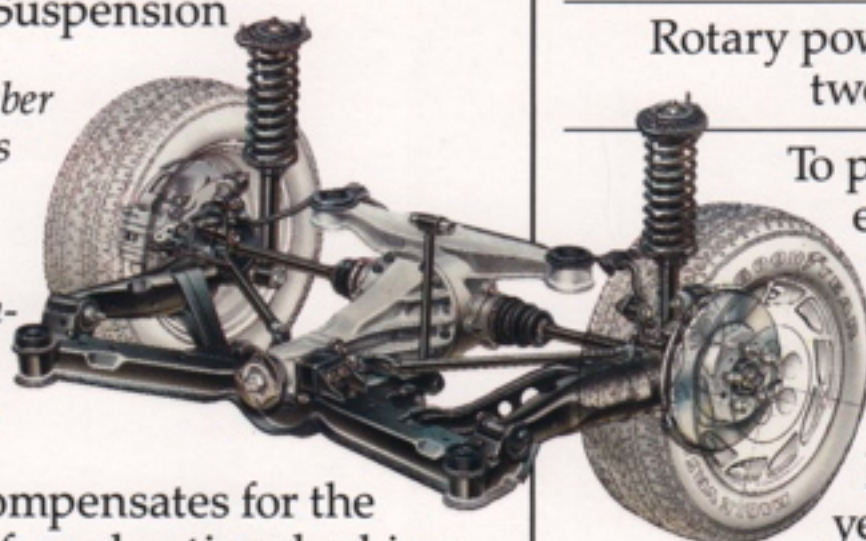
Now, the standard-setting RX-7 is joined by the RX-7 Turbo, intercooled and fuel-injected, with 182 horsepower. Winner of *Motor Trend* magazine's prestigious Import Car of the Year award for 1986. The ultimate in rotary-powered performance.

An interactive suspension.

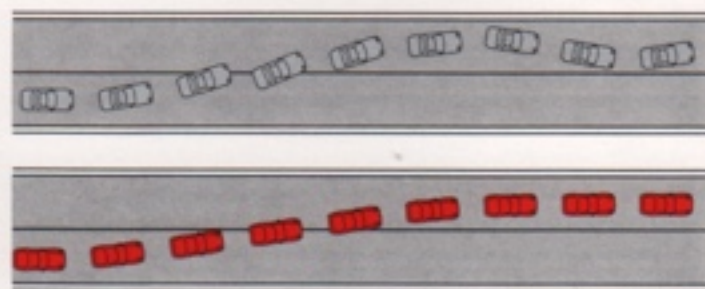
One key to the RX-7's excellent handling is its unique Dynamic Tracking Suspension System. This rear suspension is so innovative, in fact, that multiple patents are pending on its technology. Through patient explorations in the mysteries of four-wheel steering, Mazda engineers learned that toe control of the rear wheels—the ability to "steer" them—has enormous impact on the handling control of a car. The Dynamic Tracking Suspension

Unique camber control arms maximize traction.

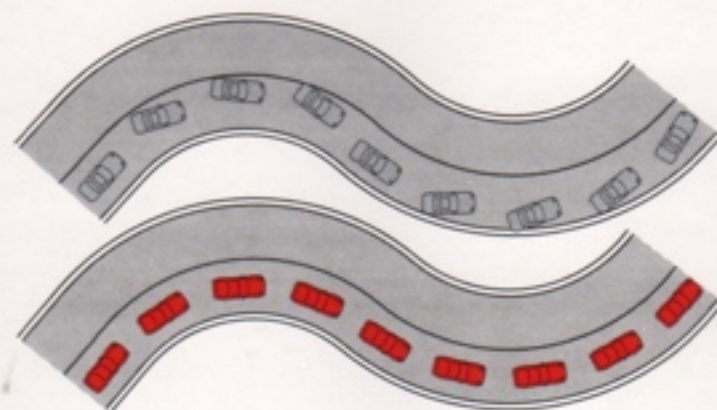
Rear suspension and differential.



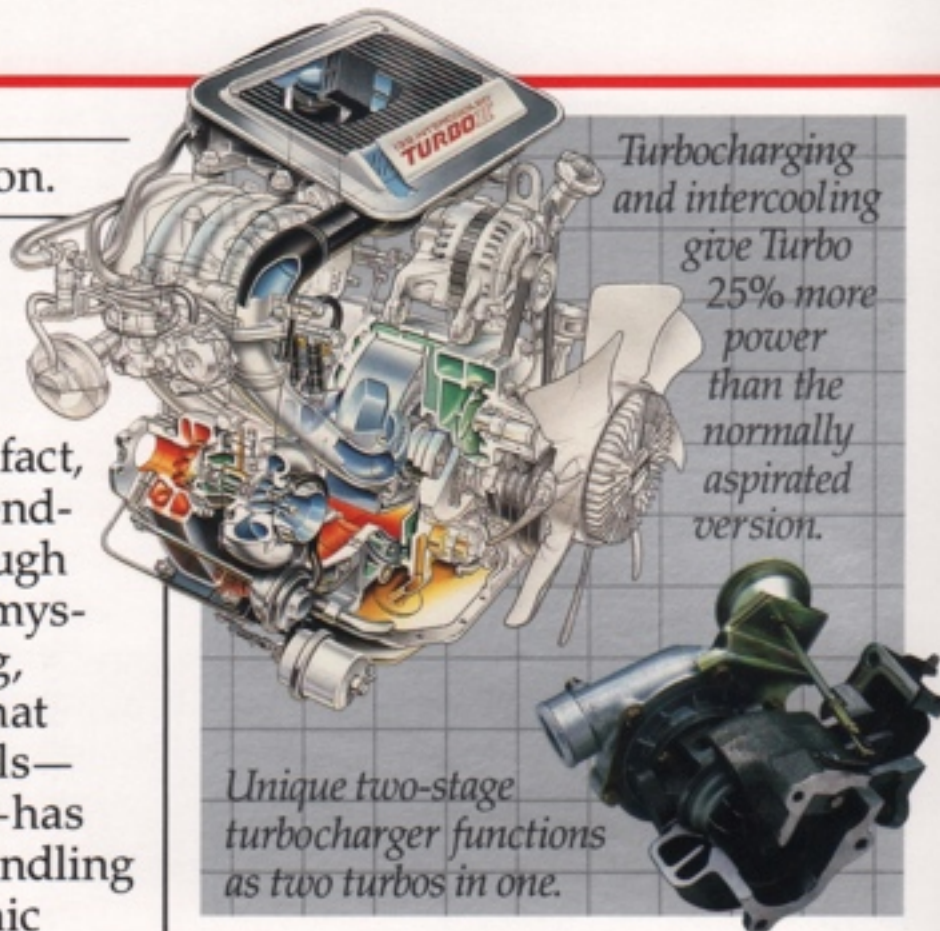
System compensates for the impacts of acceleration, braking, and cornering to help steer you through maneuvers more precisely, with greater agility. Yet it also increases stability as needed. And it's all done automatically. With this suspension, the RX-7 becomes an interactive sports car, a dynamic presence responding to the driver's actions.



New RX-7's lane change (bottom) is a truer, more precise maneuver.



New RX-7 (bottom) grooves through esse-curve on line, sans oversteer.



Turbocharging and intercooling give Turbo 25% more power than the normally aspirated version.

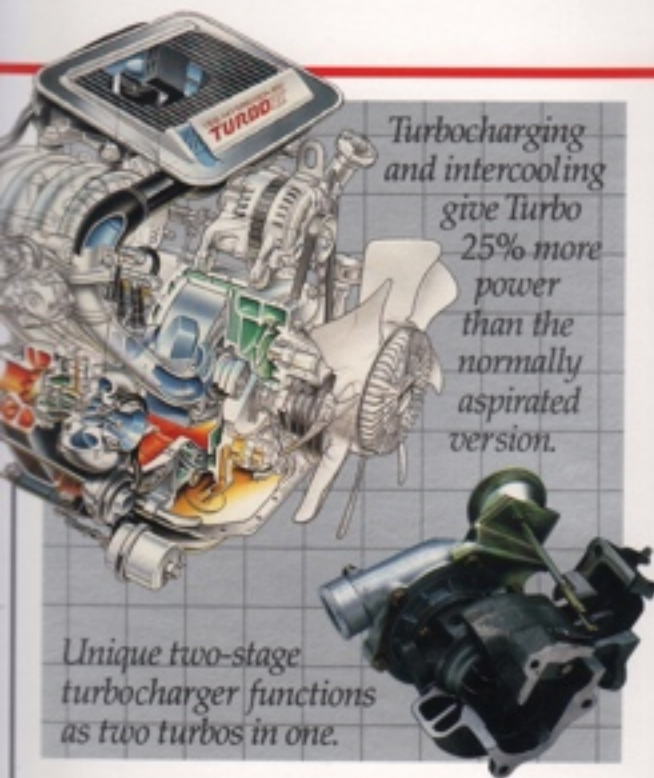
Unique two-stage turbocharger functions as two turbos in one.

Rotary power now comes two ways.

To power the new-generation RX-7 and complement its agility and stability, Mazda's engineers applied lessons learned through years of rotary engine success in the world of racing. Extensive refinements throughout created new combustion efficiency and a natural supercharging effect



RX-7 Turbo



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success in the world of racing. Extensive refinements throughout created new combustion efficiency and a natural supercharging effect

unique to the rotary engine. Combined with an 8-bit, 16K byte microprocessor and fuel injection system, the engine produces 146 horse-

power for incredibly smooth acceleration and a high, flat torque curve across a wide performance range.

But even that was not enough for Mazda's engineers. Reaching still further, they created an even more powerful version, the 13B Intercooled Turbo II engine. Turbocharging is an especially logical step in increasing RX-7's power. In addition to the rotary's natural supercharging effect, its exhaust ports open more quickly than the valves of a conventional reciprocating engine, so the exhaust gases escape faster—perfect for driving a turbocharger.

Mazda engineers took full advantage of these characteristics by designing a unique two-stage turbocharger and a special impact turbine. The RX-7 turbocharger

functions as two turbos in one to provide maximum boost at low rpm and optimum efficiency at high engine speeds. Air-to-air intercooling provides a further increase in power and lowers operating temperatures. The bottom line on the 13B Intercooled Turbo II: 182 hp at 6500 rpm, 183 lb.-ft. of torque at 3500 rpm.

Ultimate RX-7.

Below, you see the RX-7 Turbo. You might think of it as lightning on wheels. For starters, it can go from 0 to 60 in just 6.7 seconds, turn the quarter mile in just 15.2 seconds, and has a top speed of 140 miles per hour. And this car is no mere straight-line freeway rocket. With its suspension and

GXL features low-profile, high performance radials on stylish 15-inch aluminum alloy wheels. Headlamps retract vertically, permit "flash-to-pass" signals through slots in fascia.

0.86 g lateral acceleration, it's equally at home on mountain roads or in city traffic. Ultra-high-performance 205/55VR16 radials on alloy wheels with 7-inch-wide rims give the suspension plenty of help. There's a limited-slip differential, and ventilated disc



RX-7



RX-7 Turbo

brakes on all four wheels. Inside, there's everything you need to support your most serious driving intentions. RX-7 Turbo is the ultimate rotary rocket, for those who want the ultimate in total performance.

More RX-7s.

But good as it is, the Turbo is by no means the whole RX-7 story. There's the GXL, an all-out luxury version that includes an Automatic



Adjusting Suspension System and electronically controlled power-assisted steering.

Or the basic RX-7. It's a phenomenon in the sports-car world, combining sheer driving pleasure with many technological superiorities over would-be sports cars of comparable price.

Then there's the RX-7 with Sport Package, with a sport-tuned suspension, beefy 205/60VR15 radials, aluminum alloy wheels, and an ingenious factory aero kit.

And finally, there's the RX-7 with the Luxury Package, which includes the electric sunroof, 14-inch aluminum alloy wheels,

Analog instrumentation quickly communicates vital information to driver.

4-speaker sound system, and dual electric door mirrors.

All RX-7 models share an ergonomically designed cockpit, a strategic command post for the applied arts of serious driving. Instrumentation is complete and easy to read. Controls are logically placed and within a finger's reach of the steering wheel. The atmosphere is businesslike, yet comfortable. And there's even a 2+2 seating option for all RX-7s except the Sport Package and the Turbo.

One of life's rarer pleasures.

RX-7's temptations are inescapable: One of the world's most capable road machines, engineered to achieve new levels of sports car magic. The unique throaty purr of rotary power, greater than ever before. At your command, supreme tracking precision through turns and corners. Total performance—yet thousands less than the nominal competition. The new-generation RX-7.



Standard features: Cargo-area lamp (left); day/night rearview mirror, interior light, dual map lights (right). Below: GXL seats offer exceptional support for strenuous maneuvers.



RX-7 GXL

626



TO ITS LONG LIST OF
WORLD-CLASS ROAD
CAR PERFORMANCE
ATTRIBUTES, ADD
ONE MORE—
WORLD-CLASS VALUE.

Since its introduction, Mazda 626 has been universally praised. It won a *Motor Trend* magazine Import Car of the Year Award. *Car and Driver* judged it to be one of the Ten Best Cars and called it "... merely the enthusiast's definitive choice among affordable small sedans." And for the last three years, 626 has been voted "Best Import Car of the World" by the readers of West Germany's *Auto Motor und Sport* magazine.

Yet this uncommon acclaim only served to challenge Mazda engineers to further enhance 626's capabilities, with developments such as Electronic Fuel Injection for the 2-litre engine and sophisticated turbocharging for the 626 GT Turbo series.

Together, these and other improvements result in a 626 that, for 1987, continues to carve its niche as a potent and exciting world-class road car.

The heart of the matter.

While the 626's performance has been improved in virtually every respect since its introduction, the most immediately apparent change is the two levels of power that 626 now offers. One key to this power lies in the myriad of refinements that Mazda engineers have incorporated in 626's 2-litre engine. The piston design helps maximize both power and torque. The intake tuning and cam timing also make their contribution to obtaining maximum power and torque at all engine speeds. And the multi-point Electronic Fuel Injection system enhances power, efficiency, and driveability.

For the 626's multi-point injection control, Mazda engineers utilized the input capacity and memory of an 8-bit, 4K byte ROM digital microprocessor, programming it to achieve precise control of combustion factors. Their patient, painstaking efforts yielded an engine that not only has more horsepower and torque than its predecessor, but also has the ability to instantaneously balance the fuel/air mix to meet a variety of driving requirements. And combustion is so efficient that only a single catalytic converter is needed.

Stage II: Turbocharging.

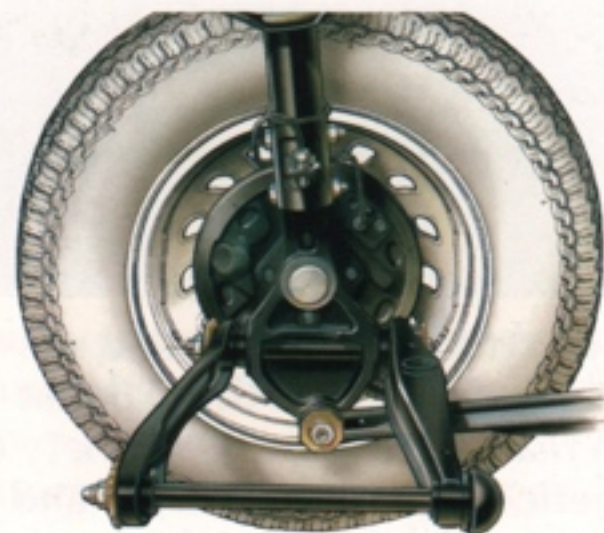
To achieve even higher levels of performance, Mazda engineers developed a sophisticated turbocharging system for the 626 GT Turbo Series. And again, not content to accept conventional limitations, they devised a system that met their own exacting demands.

Automatic Adjusting Suspension System (AAS) automatically compensates for road forces. Standard on GT Turbo, optional for LX.



Advanced digital-computerized turbo engine delivers 120 hp @ 5000 rpm.

Advanced developments in turbine blade design emerged. Remarkably light turbo shaft and compressor blades. Newly designed, water-cooled low friction bearings. Result: A high-revving, lightweight unit with enhanced

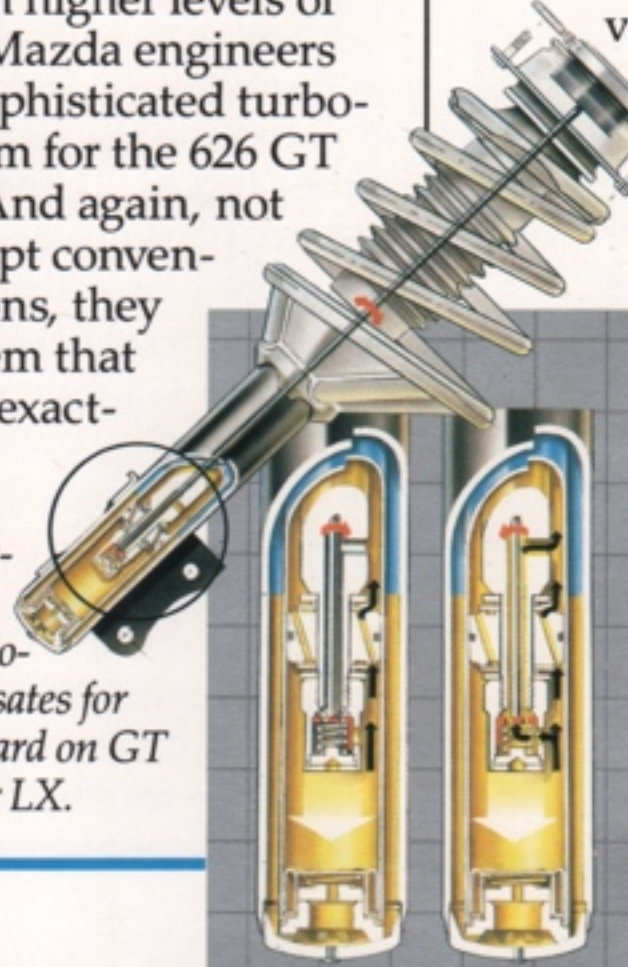


Patented Twin-Trapezoidal Linkage rear suspension improves handling.

reliability and durability, and reduced need for precautions to prevent damage to the turbocharger. Combined with a larger 8-bit, 8K byte ROM microprocessor, this turbocharger produces an unusually large amount of boost over a wide range of rpm with virtually no turbo lag. It gives the 626 GT Series a healthy 29% increase in horsepower over the normally aspirated 626 models. And helps make 626 GT Turbo Series exceptionally quick: 0-to-60 in 8.1 seconds.

A suspension breakthrough.

With marvelously inventive use of advanced technologies, Mazda engineers developed





626 GT Turbo Sport Coupe



an electronically controlled suspension system for the 626 that can read and measure a variety of kinetic road forces, analyze and interpret them, and adjust each shock absorber to compensate for the situation. *In milliseconds. Automatically. Even as the situation changes.* At the heart of Mazda's extraordinary Automatic Adjusting Suspension (AAS) System is a sophisticated "learned control" microprocessor, receiving data from sensors which monitor g-forces, speed, acceleration, braking, even the angle of the steering wheel. As various forces change, special variable-pressure shock absorbers with direct-drive actuators are individually adjusted in 1/50th of a second to neutralize nose-dive, rear squat, body roll and yaw—thus preserving the car's balance.

The result is a degree of dynamic stability, driving control, and handling perhaps never before experienced in a conventional sports sedan.

For those who prefer to select their own ride characteristics, the



626 has easy-to-read instruments. New 4-speed automatic transmission is an option.

AAS system can be overridden via controls on the dash. These controls allow the driver to select either the AUTO mode or one of two manual modes—NORMAL, for increased riding comfort, or SPORT, for enhanced handling. The AAS system is standard for the GT Series, optional for the Luxury series.

Which 626 for you?

For 1987, Mazda 626 offers a wide range of choices in power, trim levels, and body styles.

The top-of-the-line 626 GT

Turbo Series is for those who want the highest form of 626 performance and luxury. Available in Sport Coupe, Sport Sedan, and 5-door Touring Sedan models, the GT Turbo Series standard equipment includes the 120-hp turbo-charged engine, dual

exhausts, Automatic Adjusting Suspension System, 15-inch alloy wheels, high-performance steel-belted radials, and four-wheel power-assisted disc brakes.

While the GT Turbo Series



stands alone in terms of performance, it shares its body styles and long list of amenities with the 626 Luxury Series. Both include a 9-way adjustable driver's seat, a sophisticated 100-watt, 4-speaker electronic AM/FM stereo system with cassette deck, variable-assist power steering, tilt steering wheel, power windows, power door locks, cruise control, and much more.

Yet the 626 Deluxe Sport Coupe and Sedan may be even more attractive to many, for they, too, offer the lively fuel-injected engine plus a wealth of standard features that include a 6-way adjustable driver's seat, see-through headrests, luxuriant cut-pile carpeting, and 60-40 split fold-down rear seatbacks that make hauling bulky cargo a breeze. All for an amazingly low sticker price.

LX interior features sumptuous velour upholstery, generous room and comfort. Rear seatbacks fold down to expand cargo space.



626 Luxury Sport Sedan



626 GT Turbo Touring Sedan

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LX interior features sumptuous velour upholstery, generous room and comfort. Rear seatbacks fold down to expand cargo space.

Serious drivers will feel right at home in any 626. A soft-grip steering wheel adjusts its height and angle to your height and sightline to the instruments. A large, high-visibility tachometer and a transmission up-shift signal light are part of the standard equipment. Ergonomic efficiency is evident in the meticulous placement of controls, switches, and pedals. The 5-speed shifter is exactly where it comes to hand

most quickly, to make progression through the gears a marvel of fast, precise moves. Amenities include intermittent-action wipers and dual remote-control door mirrors. And passengers will appreciate the room and comfort as well.

In short, no matter which 626 you choose, you'll experience a high standard in world-class performance, and something unique at this level of performance—world-class value.



626 Luxury Sport Sedan

323

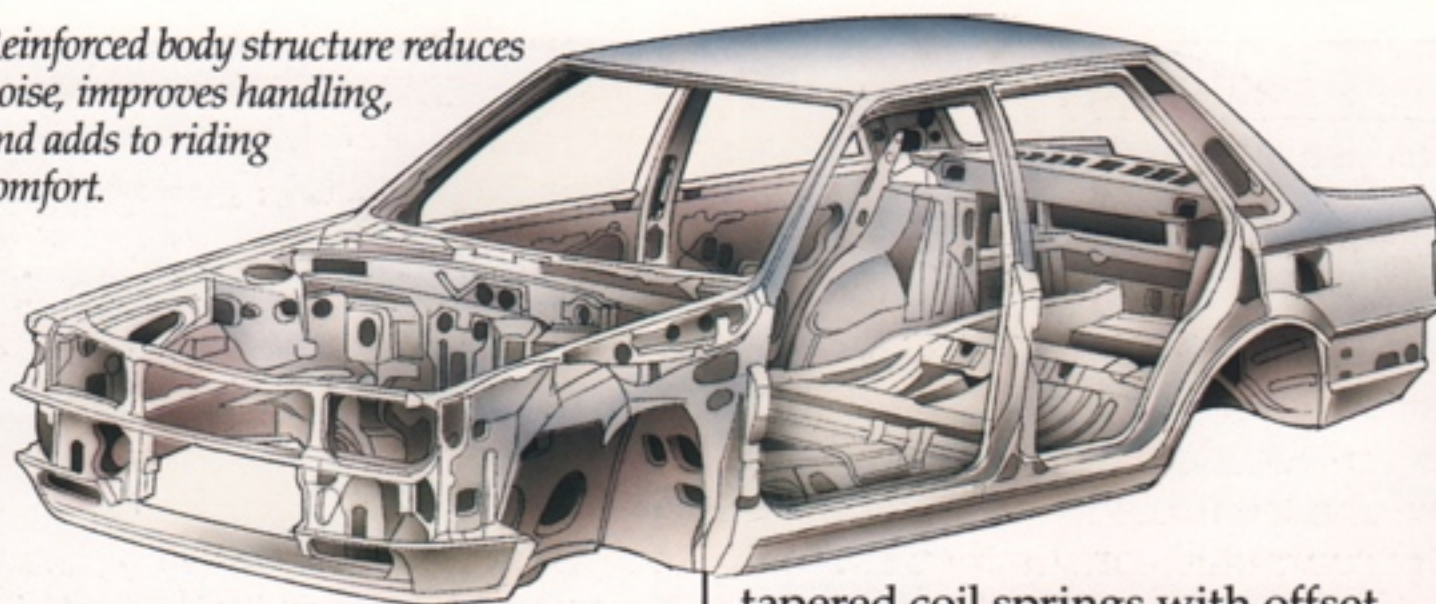


INSPIRED ENGINEERING INNOVATIONS YIELD A SMALL ROAD CAR OF EXTRAORDINARY ABILITIES.

*In the crowded world of small economy cars, Mazda's 323 represents a singular concept—a car embodying traditional economy car virtues, yet a car with the solidity, feel, and performance of the world's best road cars. A car that **Car and Driver** magazine found, "...conveys a feeling of structural integrity and heft that belies its small size and modest price. . . the ride is reminiscent of a typical German sedan's." A car with handling that **Road & Track** magazine extolled as "...marvelous, one of the very best in its class." The 323 abounds in innovations that combine to produce a total driving machine that is beautifully balanced in its overall behavior. Aggressive in its acceleration and command of the road. Wondrously stable and quiet. And remarkably expansive in its space and comfort.*

An exquisitely crafted automobile that is, indeed, the road car of small cars.

Reinforced body structure reduces noise, improves handling, and adds to riding comfort.



A solid platform for performance.

Mazda's quest for road car performance began with the development of a highly rigid frame and body structure. The front frame and rear frame were unitized. An additional crossmember was added behind the dashboard. And the entire framework was extensively reinforced. The result of these, and other improvements is a 20% increase in torsional rigidity over the 323's predecessor.

This added rigidity reduces road noise and vibration while it significantly improves riding comfort and handling. More importantly, it gives the new 323 a supple yet solid road feel that has seldom been achieved in small cars.

A refined suspension system.

To make the most of the ride and handling advantages of the new framework, Mazda also endowed the 323 with a sophisticated fully independent suspension system. In the front, the suspension features negative scrub offset for outstanding directional stability,

Mazda's patented Twin Trapezoidal Linkage rear suspension.



Wide-span links, dual construction bushings enhance handling.

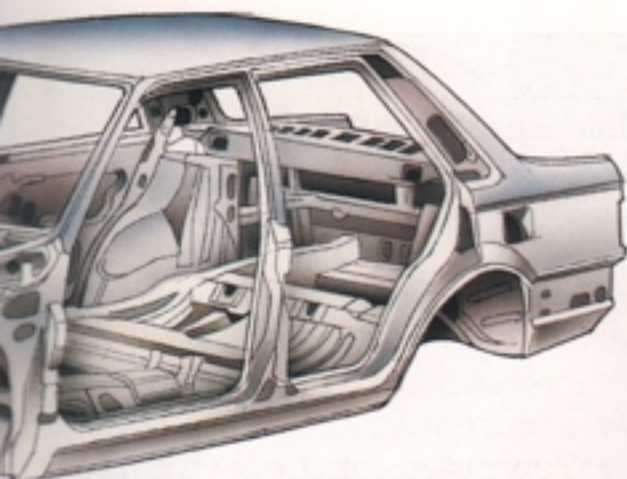
tapered coil springs with offset dampers, anti-dive geometry, and A-type lower arms.

Matching this front suspension is an equally innovative independent rear suspension—Mazda's patented Twin Trapezoidal Linkage system. A trapezoidal linkage at each wheel counters inherent physical forces to keep rear tracking true in cornering and straight ahead driving. And both the front and rear suspension incorporate refined bushings that provide greater roll resistance yet a softer ride.

Together, these elements help maximize the 323's road-holding capability while they further enhance its smooth, supple ride.



323 Luxury Sedan



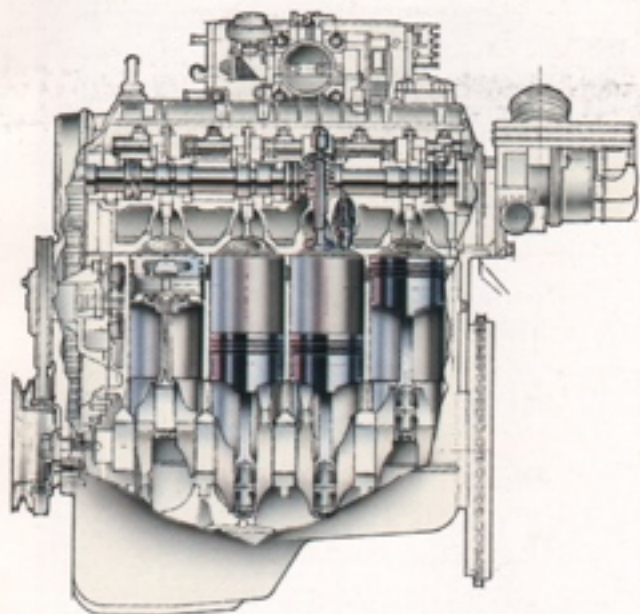
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The 323 power train.

To ensure that the 323 would be as brilliantly responsive in acceleration as it is in handling, Mazda engineers created a 1.6-litre overhead cam engine especially for the series. Its advanced multi-point L-Jetronic Electronic Fuel Injection system, controlled by an 8-bit digital computer, constantly monitors and adjusts the air-fuel ratio to maintain maximum power and efficiency. The engine is smoother,



1.6-litre overhead cam engine produces 82 hp, 92 lb.-ft. of torque.



323 Deluxe Hatchback



323 Deluxe Wagon

quieter, more compact and lighter than its predecessor—yet nearly 19% more powerful.

On the 323 Deluxe, Luxury, and Wagon models, the engine is teamed with a 5-speed overdrive transmission that's smooth, precise, and quiet. For a crisp shift feel, the transmission incorporates an ingeniously engineered shift linkage to eliminate the vague, rubbery shift action that

often plagues front-wheel-drive cars. The quick and easy shifting action makes accelerating through the gears a joyful experience.

The choice between 323s.

Here you see three of the 323 models available for 1987. Each offers exceptional performance and road poise. Each features a clean look that's been honed and refined in one of the world's most



323 Luxury Sedan

advanced wind tunnels. And each delights you with an interior that actually offers more room than a BMW 535i, Audi 4000S, Mercedes-Benz 190E Sedan, or Rolls Royce Corniche II.* Yet for all they have in common, each of these 323s has a character all its own.

The top-of-the-line Luxury Sedan is for those who want to experience 323's extraordinary performance in an ambiance of exceptional luxury. The Deluxe Sedan combines 323's glorious over-the-road capabilities with a



advanced technology. And the brand-new 323 Deluxe Wagon combines road car performance with a voracious appetite for cargo.

Extensive interior appointments.

All 323 models offer exceptional interior comfort to match their performance. You'll find such features as full carpeting, reclining bucket seats with deep side bolsters, easy-to-read instrumentation, wrapped steering wheel, high-volume ventilation system, lockable glove box, covered coin box, and much more. And if you like the ease of no-shift driving, the Deluxe and Luxury 323 models offer the option of a three-speed automatic transmission with a lock-up converter.



Even rear seat passengers can stretch out in the spacious 323.

carefully selected list of standard features to offer incredible value. The sporty Deluxe Hatchback brings its own special flair to 323's



A



B



C



D

Luxury Sedan amenities: (A) Instruments include tachometer. (B) Front underseat tray. (C) Optional power windows have child-proof design. (D) Variable intermittent-action wipers, standard; cruise control, optional.

But whichever 323 model you select, you'll discover a rewarding new experience in driving pleasure and excitement that makes 323 the road car of small cars.

**Based on EPA Standards.*



323 Luxury Sedan Interior

B2000



A BOLD DEPARTURE FROM CONVENTIONAL TRUCK WISDOM CREATED THE FIRST CIVILIZED SMALL TRUCK.

It began with an audacious challenge: Reject all current standards of performance as primitive. Start with a clean computer screen and advanced technologies to create trucks that would establish new standards of performance for a new generation of compact trucks.

And so it was that Mazda engineers created a dramatically new concept—the civilized small truck. For trucks, no less than for automobiles, Mazda's philosophy is to strive for ever-higher standards for each new generation of product development.

And Mazda reaches these standards. In the 1986 J.D. Power and Associates Compact Truck Customer Satisfaction Index, the Mazda truck ranked number one in overall customer satisfaction for product and service—a virtually unprecedented accomplishment for a new model.

For 1987, Mazda trucks continue to set the standards for all-around performance and value.

Accolades from the press.

Automotive and truck editors quickly took note of Mazda's startling departure from conventional truck thinking.

"Heresy! . . . looks bolder, is quieter, rides better, tracks better, and handles remarkably well for a truck. . . the cabin is fantastically comfortable."

Car and Driver

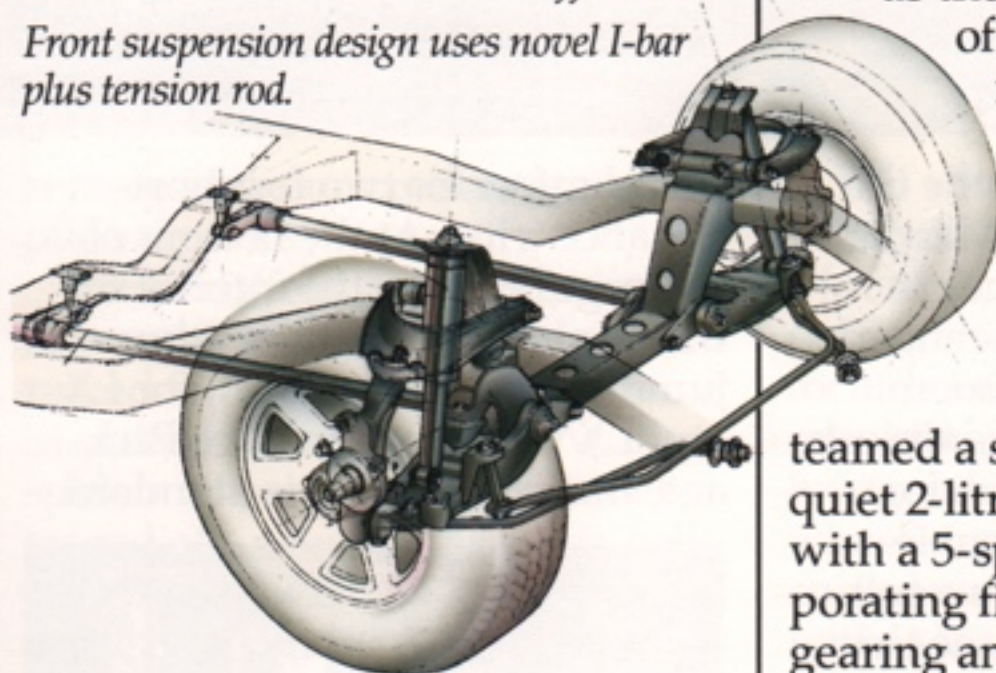
"(Mazda) went back to the computer drawing board and totally revolutionized the B2000! . . . a hot new Mazda minipickup formulated for today's consumer."

Truckin'

"... Dollar for dollar, the best truck buy in America. . ."

Off-Road

Front suspension design uses novel I-bar plus tension rod.



"... the right balance of handling and riding comfort. . . the chassis cuts (noise, vibration and harshness) significantly. . . It all adds up to one easy rider."

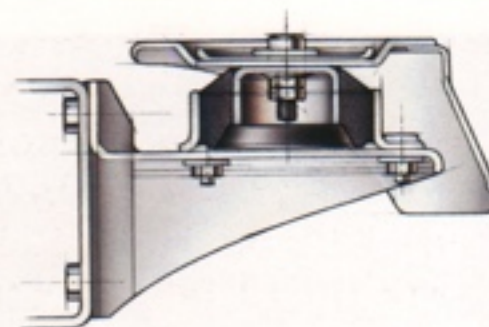
Popular Mechanics

Mazda engineers widened the track over the earlier B2000 by 3.9 inches up front and 4.3 inches in the rear, and stretched the wheelbase as well. The result is a more stable platform and inherently greater roll resistance,

Rear suspension: Leaf springs absorb road shock more efficiently. Oppositely angled shock absorbers are utilized to inhibit windup and power hopping.



Shear-type mounts cushion cab from frame.



achieving new wonders in ride, roadability and handling.

Mazda then compounded this advantage with new suspensions, front and rear, designed to better absorb road-jar and vibration—and dramatically improve your sense of command.

Now, add a redesigned recirculating-ball steering system (the type still preferred by Mercedes-Benz), and what you have is a small truck that doesn't "drive like a truck" anymore. It's almost as though an obsolete beast of burden has entered a new life as a civilized, efficient answer to the needs of today's enlightened truck buyers.

B2000's power train.

Mazda engineers have teamed a strong, smooth and quiet 2-litre overhead cam engine with a 5-speed overdrive incorporating fine-pitch, fine-mesh gearing and close ratios. The result is lively, responsive power that can accelerate you quickly to freeway speed, haul a 1400-pound payload with ease, or simply bring a sporty new action to running around town.

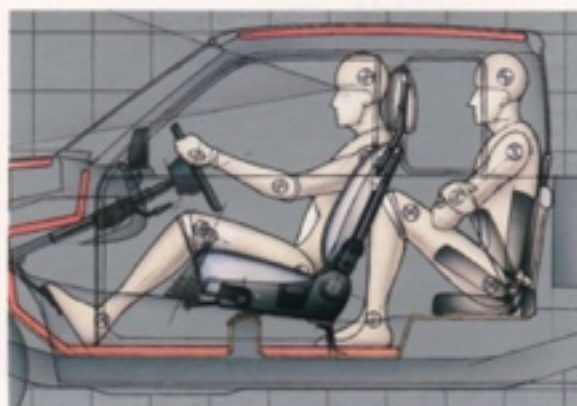
Room, and more room.

In the design of the standard cab, literally every dimension of the previous B2000 was expanded to create more headroom, legroom and shoulder room, plus new storage space behind the seat.



Then, by stretching the cab nearly a foot and a half, Mazda created the first small truck to fulfill the potential of the extended cab design, with honest room for two more adults inside the cab, facing forward, with room for legs and feet. And the double-wall bed behind stretches a full six feet. To the right you see that one need not be a contortionist to occupy the jump seats in Mazda's Cab Plus—there's adequate space

and comfort for two for short-distance trips. At the bottom of the page, you see the interior for B2000 and SE-5, wherein the jump seats are an option; for LX and LX with Convenience Package, the jump seats are standard.



SE-5 Cab Plus interior makes very effective use of space. Two adults can ride in the optional jump seats, facing forward, with room for legs and feet.



Civilized comforts abound.

In the thumpabump world of small trucks, the B2000 is an oasis of space, comfort and quiet. There is comfortable seating, scientifically engineered to be more supportive as well as accommodating. The curved side and back windows heighten the feeling of spaciousness. The entire cab floats on shear-type mounts. Thick layers of insulation. Full carpeting on the floor and sports-car-style instrumentation on the dash.

But some things are missing.

You bet they are. The harshness. The noise. The sacrifices you've made in the past for the sake of the bed in back. They are now replaced by an uncanny sense of easy riding heretofore alien to small pickups. And the more you know about other trucks, the more you appreciate the B2000.

Which B2000 for you?

Our lowest-priced B2000 standard cab delivers incredible value, dollar for dollar, plus a lot of features



Standard B2000 interior has a finished custom-quality look, with breathable vinyl upholstery, trimmed door panels, and custom-fitted brushed-nap carpeting. AM/FM stereo radio shown is available as an accessory.

other trucks may not: 5-speed overdrive. Steel-belted radials. Power-assisted brakes. Tinted glass. Intermittent-action windshield wipers. Breathable vinyl upholstery. Trip odometer. Locking fuel door. Full carpeting. And more. B2000 Cab Plus adds the bucket seats, sports-type shifter,



B2000 Cab Plus



B2000 LX



Standard B2000 interior has a finished custom-quality look, with breathable vinyl upholstery, trimmed door panels, and custom-fitted brushed-nap carpeting. AM/FM stereo radio shown is available as an accessory.

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remote fuel-door release and cut-pile carpeting.

SE-5 offers you a technically advanced sporty truck, value-priced to be in a class by itself. Standard features include white spoker wheels, raised-white-letter radials, rear step bumper, full cut-pile carpeting, newly designed dual sport mirrors, sporty new stripes, and more.

LX tests your tolerance for luxury. It introduces tweed upholstered reclining bucket seats to the standard cab models, and adds an AM/FM stereo radio, tachometer, wrapped steering wheel and a host of dress-up touches outside. Chrome step bumper and spoker wheels, wide protective side mouldings and more.

LX comes standard with a wrapped steering wheel, AM/FM stereo radio. Instrument panel includes tachometer, digital quartz clock, sports-type gearshift knob and boot.

If your tolerance for luxury runs still higher, the LX with Convenience Package offers the perfect indulgence. The niceties include bright wheel opening mouldings, sliding rear window, halogen headlamps, tilt steering wheel, cruise control, a high-tech component-type sound system with AM/FM ETR stereo radio, cassette deck and 4 speakers, a lockable glove box and more—and the option of special two-tone paint combinations.

If you're into trucks, come see the B2000 at your Mazda dealer's showroom. And prepare to be astonished at how much more fun a civilized small truck can be.



RX7

Standard Equipment, All Models: Exterior—Twin chrome exhaust pipes; Tinted glass; Retractable halogen headlamps w/flash-to-pass lens system; Wide black body side mouldings; Tri-color tail lamps; High-mount center tail lamp; Steel-belted radials; Compact spare tire; 2-speed windshield wipers/washer w/1-wipe & variable intermittent-action features... and more.

Interior—Illuminated one-touch ashtray & cigarette lighter; Full cargo area trim w/tie-down strap; Digital quartz clock; Full center console w/armrest box lid & coin trays; Gauge cluster controls; Windshield & rear window defrosters; Side window demisters; Driver's footrest; Orange gauge graphics; Wrapped black gear shift knob; Lockable, illuminated glove box; Heater/defroster w/variable speed fan, 6 vents & push button controls; Day/night & vanity mirrors; Remote control fuel door, hatch & hood releases; Color-keyed seat belts; Wrapped black steering wheel; Comprehensive warning light & sound group... and more.

Engine	Type	Rotary, twin rotors inline w/6-port induction. Turbo: Turbocharged intercooled rotary.
Displacement		1308 cc (80 cu. in.).
Compression ratio		9.4:1. Turbo: 8.5:1.
Horsepower, SAE net		146 @ 6500 rpm. Turbo: 182 @ 6500 rpm.
Torque, SAE net		138 lb.-ft. @ 3500 rpm. Turbo: 183 lb.-ft. @ 3500 rpm.
Fuel system		Electronic fuel injection, computerized monitoring system, constant fuel-air mixture control, electro-magnetic fuel pump.
Fuel capacity		16.6 gallons.
Oil capacity		6.5 quarts.

Transmissions	M5	A4	M5 Turbo
Ratios: 1st	3.475	2.841	3.483
2nd	2.002	1.541	2.015
3rd	1.366	1.000	1.391
4th	1.000	0.720	1.000
5th	0.697	—	0.762
Reverse	3.493	2.400	3.493
Final drive	4.100	3.909	4.100
Manual clutch	Single dry plate type.		
Automatic clutch	Lock-up/lock-out torque converter.		

Electrical System	12 volt.
Battery	Maintenance-free, 50 amp./hr. (cold areas: 55).
Alternator	70 amp.
Ignition system	Electronic, SSD spark plugs.

Chassis	Frame	Semi-monocoque.
Front suspension		Independent, strut type w/coil springs, cylindrical double-acting shock absorbers & stabilizer bar.
Rear suspension		Independent, Dynamic Tracking System w/camber control, triaxial floating hubs, multi-link semi-trailing type, cylindrical double-acting shock absorbers & stabilizer bar.
Sport-tuned suspen.		Sport Pkg. & Turbo: performance tuned components, front & rear.
Adjustable suspen.		GXL: Automatic Adjusting Suspension (AAS); Computerized valves, front & rear. Automatic in normal & sport modes.
Steering		Rack-and-pinion type. Ratios: 20.3:1 (power-assisted 15.2:1). Lock-to-lock: 3.6 (power-assisted 2.7). Turning diameter: 32.2 ft.
Brakes		Power-assisted, dual diagonal hydraulic circuits. Front ventilated discs, 9.8 in. Sport, GXL & Turbo: 10.9. Rear discs, 10.3 in. Sport, GXL & Turbo: ventilated 10.7. Anti-lock Brake System: OPT on GXL & Turbo.
Tires & Wheels		185/70HR14 & 5½JJ-14. Sport & GXL: 205/60VR15 & 6JJ-15. Turbo: 205/55VR16 & 7JJ-16.
Curb weight, lbs.		Manual: 2700/Automatic: 2735/Turbo: 2850.

Dimensions (inches)			
Wheelbase	95.7	Headroom	37.2
Length	168.9	w/Sunroof	36.8
Width	66.5	Legroom	43.7
Height	49.8	Shoulder room	52.8
Track: front/rear	57.1/56.7	Hip room	54.3

Exterior Colors: Noble White • Sunrise Red • Arctic Silver M. • Tornado Silver M. • Satin Gold M. • Royal Maroon M. • Sapphire Blue M. • Brilliant Black (Turbo Only) (M.=Metallic)

EPA Mileage Estimates

5-Speed	5-Speed Turbo & Automatic
24 EST HWY MPG	23 EST HWY MPG
17 EST CTY MPG	17 EST CTY MPG

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Standard Equipment, All Models: Exterior—Euro-style halogen headlamps; High-mount center tail lamp; Wide body side mouldings; Body side pinstriping; Steel-belted radials; Intermittent-action windshield wipers; 'A' pillar antenna... and more.

Interior—Armrests front & rear; Ashtrays front & rear; 3 passenger assist grips; Full cargo area trim; Full cut-pile carpeting; Digital quartz clock; Illuminated cigarette lighter; Front & rear window defrosters; Side window demisters; Full door trim w/velour inserts & carpeting; Orange gauge graphics; 8000 rpm tachometer; Trip odometer; Temperature gauge; Glove box w/lock & light; Heater; Rear passenger heat ducts; Cargo area, dome & driver's footwell lights; Day/night & vanity mirrors; Remote fuel door, cargo area & hood releases; Reclining front bucket seats; See-through front headrests; Rear seat headrests; Color-keyed seatbelts; Wrapped color-keyed tilt steering wheel & gear shift knob; 4-speaker wiring; Door ajar, headlamps 'on' & ignition key warning sounds... and more.

Engine	Type	4-cylinder inline, OHC.
Displacement		1998 cc (121.9 cu. in.).
Bore & stroke		3.39 x 3.39 in.
Compression ratio		8.6:1. Turbo: 7.8:1.
Horsepower, SAE net		93 @ 5000 rpm. Turbo: 120 @ 5000 rpm.
Torque, SAE net		115 lb.-ft. @ 2500 rpm. Turbo: 150 lb.-ft. @ 3000 rpm.
Fuel system		Electronic fuel injection, computerized monitoring system, constant fuel-air mixture control, electric fuel pump.
Fuel capacity		15.8 gallons.
Oil capacity		4.8 quarts.

Transmissions	M5	A4 OD	M5 Turbo
Ratios: 1st	3.307	2.800	3.307
2nd	1.833	1.540	1.833
3rd	1.233	1.000	1.233
4th	0.914	0.700	0.914
5th	0.717	—	0.755
Reverse	3.166	2.333	3.166
Final drive	4.105	3.700	4.105
Manual clutch	Single dry plate type.		
Automatic clutch	Torque converter.		

Electrical System	12 volt.
Battery	Maintenance-free, 50 amp./hr. (cold areas: 60).
Alternator	65 amp.
Ignition system	Electronic.

Chassis	Frame	Monocoque with perimeter sub-frame.
Front suspension		Independent, strut type with coil springs, cylindrical double-acting shock absorbers & stabilizer bar.
Rear suspension		Independent, twin-link strut type coil springs, cylindrical double-acting shock absorbers & stabilizer bar.
Adjustable suspen.		AAS computerized valves, front & rear, 3 modes. Luxury models: Optional. Turbo models: Standard.
Steering		Rack-and-pinion type. Ratios: 23.0-26.0:1 (power-assisted 17.3:1). Lock-to-lock: 4.4 (power-assisted 3.0). Turning diameter: 33.5 ft.
Brakes		Power-assisted, dual diagonal hydraulic circuits. Front ventilated discs, 9.8 in. diameter. Rear self-adjusting drums, 9.1 in. diameter. Turbo rear discs, 10.0 in. diameter.
Tires & Wheels		Deluxe & Luxury models: 185/70SR14 & 5½JJ-14. (Turbo models: P195/60HR15 & 6JJ-15).
Curb weight, lbs.		5-Speed manual trans.: DX Coupe 2450—LX Coupe 2480—GT Coupe 2565—DX Sedan 2450—LX Sedan 2485—GT Sedan 2570—LX Touring Sedan 2555—GT Touring Sedan 2640. Auto trans.: DX Coupe 2475—LX Coupe 2505—DX Sedan 2475—LX Sedan 2510—LX Touring Sedan 2580.

Dimensions (inches)	Coupes	Sedans	Touring Sedans
Wheelbase	98.8	98.8	98.8
Length	177.8	177.8	177.8
Width	66.5	66.5	66.5
Height	53.7	55.5	53.7
Track: front/rear	56.3/56.1	56.3/56.1	56.3/56.1
Headroom: f/r	38.0/37.2	38.9/37.8	38.0/37.0
Legroom: f/r	41.9/33.3	41.4/36.4	41.9/33.3
Shoulder room: f/r	54.9/52.5	54.9/54.7	54.9/54.7
Hip room: f/r	56.1/49.2	56.1/47.2	56.1/49.3

Exterior Colors: Noble White† • Vogue Silver M.† • Winning Silver M. • Missouri Blue M. • Sunrise Red† • Tornado Silver M. • Onco Blue M. • Brilliant Black (Turbo only)† • (M.=Metallic; †=Available colors for turbo models.)

EPA Mileage Estimates

5-Speed	Automatic	5-Speed Turbo
32 EST HWY MPG	29 EST HWY MPG	28 EST HWY MPG
26 EST CTY MPG	23 EST CTY MPG	22 EST CTY MPG

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Standard Equipment, All Models: Exterior—Tinted glass; Euro-style halogen headlamps; Tri-color tail lamps; Bumpers w/insert trim; High-mount center tail lamp; Black body side mouldings; Bright windshield, drip rail & rear window mouldings; Front mud flaps; Steel-belted radials; Styled steel wheels; Compact spare tire; 2-speed windshield wipers w/1-wipe feature... and more.

Interior—Armrests front & rear; Ashtrays front & rear; Cigarette lighter; Full carpeting; Gauge cluster controls; Steering column stalks; Color-keyed dash; Front & rear defrosters; Side window demisters; Orange gauge graphics; Trip odometer; Temperature & fuel gauges; Color-keyed wrapped gear shift knob; Lockable glove box; Heater/defroster w/4-speed fan; Dash dimmer control; Dome light; 'Silent Pack' insulation; Remote control hood release; Color-keyed seat belts; Front reclining bucket seats; Adjustable front seat headrests; Color-keyed wrapped steering wheel; 4-speaker wiring; Covered coin box; Ignition key & seat belts warning sounds... and more.

Engine	Type	4-cylinder inline, OHC.
Displacement		1597 cc (97.4 cu. in.).
Bore & stroke		3.07 x 3.29 in.
Compression ratio		9.3:1.
Horsepower, SAE net		82 @ 5000 rpm.
Torque, SAE net		92 lb.-ft. @ 2500 rpm.
Fuel system		Electronic fuel injection, computerized monitoring system, constant fuel-air mixture control, electromagnetic fuel pump.
Fuel capacity		11.9 gallons.
Oil capacity		3.4 quarts.

Transmissions	M4	M5	A3
Ratios: 1st	3.416	3.416	2.841
2nd	1.842	1.842	1.541
3rd	1.290	1.290	1.000
4th	0.918	0.918	—
5th	—	0.731	—
Reverse	3.214	3.214	2.400
Final drive	4.105	4.105	3.631
Manual clutch	Single dry plate type.		
Automatic clutch	Lock-up torque converter in all forward gears.		

Electrical System	12 volt.
Battery	Maintenance-free, 50 amp./hr.
Alternator	60 amp.
Ignition system	Electronic.

Chassis	Frame	Semi-monocoque.
Front suspension		Independent, strut type with coil springs & cylindrical double-acting shock absorbers & stabilizer bar.
Rear suspension		Independent twin trapezoidal link strut type with coil springs, cylindrical double-acting shock absorbers & stabilizer bar.
Steering		Rack-and-pinion type. Lock-to-lock: 3.6, (power-assisted 3.2). Turning diameter: 30.8 ft.
Brakes		Power-assisted, dual diagonal hydraulic circuits. Front ventilated discs, 9.4 in. diameter. Rear self-adjusting drums, 7.9 in. diameter.
Tires & Wheels		155SR13 & 4 1/2J-13. (Luxury sedans, Deluxe wagons: 175/70SR13 & 5J-13).
Curb weight, lbs.		Manual trans.: 4-Spd. Base H/B 2060—5-Spd. DX H/B 2075—DX Sedan 2115—LX Sedan 2170—DX Wagon 2205. Auto. trans.: DX H/B 2105—DX Sedan 2150—LX Sedan 2205—DX Wagon 2235.

Dimensions (inches)	Hatchbacks	Sedans	Wagons
Wheelbase	94.5	94.5	94.5
Length	161.8	169.7	169.7
Width	64.8	64.8	64.8
Height	54.7	54.7	55.5
Track: front/rear	54.7/55.7	54.7/55.7	54.7/55.7
Headroom: f/r	38.4/37.0	38.4/37.4	38.3/37.4
Legroom: f/r	41.5/34.7	41.5/34.7	41.5/34.7
Shoulder room: f/r	52.8/52.8	52.8/52.8	51.9/51.9
Hip room: f/r	52.8/44.4	52.8/47.4	52.8/47.4

Exterior Colors: Dover White • Pure Red • Sunbeam Silver M. • Custom Silver M. • Tornado Silver M. • Seto Green M. • Estate Gold M. • Canal Blue M. • Connecticut Blue M. (M.=Metallic)

EPA Mileage Estimates

5-Speed	4-Speed	Automatic
34 ^{EST} HWY 28 ^{EST} CTY MPG	30 ^{EST} HWY 26 ^{EST} CTY MPG	30 ^{EST} HWY 25 ^{EST} CTY MPG

B2000

Standard Equipment, All Models: Exterior: Double-wall cargo bed w/4 inside hooks; One-touch tailgate release; Tinted glass; Windshield wipers w/washer, intermittent-action & 1-wipe features; Locking fuel-filler door; Bright windshield & drip rail mouldings; Black front bumper/air dam.

Interior: Ashtray; Cigarette lighter; Color-keyed carpeting, dash, steering wheel, gear shift knob & seat belts; Door armrests; Orange gauge graphics; Trip odometer; Temperature gauge; Glove box door w/twin cup depressions; Heater/defroster w/4-speed fan & fresh/recirculating air modes; Side window demisters; Dash dimmer control; Dome light; Remote control hood release; Steering column stalk controls; One-touch tilt-forward seatbacks; Storage behind seats; Dash, coin box & front console storage; Dual sunvisors; A' pillar trim; Ignition key reminder & seat belt warning buzzers.

Engine	Type	FE series piston 4-cylinder inline, OHC.
Displacement		1998 cc (121.9 cu. in.).
Bore & stroke		3.39 x 3.39 in.
Compression ratio		8.6:1.
Horsepower, SAE net		80 @ 4500 rpm.
Torque, SAE net		110 lb.-ft. @ 2500 rpm.
Fuel system		Closed loop, 2-stage, 2-barrel down-draft feedback-type carburetor; computerized monitoring system; constant fuel-air mixture control.
Ignition system		Electronic.
Fuel capacity, gal.		Short Bed: 14.8. Long Bed: 17.4. Cab Plus: 14.8.

Transmission	M5
Ratios: 1st	3.622
2nd	2.186
3rd	1.419
4th	1.000
5th	0.858
Reverse	3.493
Final drive	3.909
Manual clutch	Hydraulic, self-adjusting, single dry plate.

Electrical System	12 volt.
Battery	Maintenance-free, 50 amp/hr.
Alternator	55 amp.
Starter	0.85 kw.

Body/Chassis	
Frame/Bed	Ladder type/Welded steel, double-wall construction.
Front suspension	Independent, double wishbone type, I-shaped lower arms, tension rods w/grooved bushings, torsion bars, tubular shocks, shear cab mounts & stabilizer bar.
Rear suspension	Live axle, staggered-mount tubular shocks, semi-elliptic leaf springs & trapezoidal shackles.
Steering	Recirculating ball type. Ratios: 21-25:1, (power-assisted 17.8:1). Lock-to-lock: 4.5, (power-assisted 3.4). Turning diameter (ft.): SB 36.7, LB & Cab Plus 39.4.
Brakes	Power-assisted, dual hydraulic circuits. Proportioning bypass valve & 8 in. vacuum booster. Front ventilated discs, 10.1 in. diameter. Rear self-adjusting drums, 10.2 in. diameter.
Tires & Wheels	P205/75R14 steel-belted radials & 5 1/2J-14.
Curb weight, lbs.	Short Bed: 2650; Long Bed: 2710; Cab Plus: 2770.

Dimensions (inches)	Short Bed	Long Bed	Cab Plus
Wheelbase	108.7	117.5	117.5
Length	177.6	193.7	193.7
Length (w/step bumper)	182.7	198.8	198.8
Width	65.7	65.7	65.7
Height	61.9	61.7	61.7
Track: front/rear	55.1/55.5	55.1/55.5	55.1/55.5
Headroom: f/r	38.6/N.A.	38.6/N.A.	38.6/36.8
Legroom: f/r	42.4/N.A.	42.4/N.A.	42.4/28.0
Bed, inside length	73.6	89.8	72.0
Bed, inside width	56.9	56.9	56.9
Bed, inside height	15.6	15.6	15.6

Weights (pounds)	
Payload	1400, including occupants, cargo & options.
GVWR/GAWR	4175/Front: 2005 Rear: 2685
Towing capacity	Braked: 1500 Unbraked: 1000

Exterior Colors: Solid colors: Light Beige • Sunrise Red • Dover White • Ondo Blue M. • Sparkling Black M. • Mistral Gold M. • California Brown M. • Sunbeam Silver M. • Tornado Silver M. Two-tone: LX Convenience Package: Sparkling Black M./Sunbeam Silver M. • Ondo Blue M./Tornado Silver M. • Dover White/Sunset Wine (M. = Metallic)

EPA Mileage Estimates

5-Speed Manual
27 ^{EST} HWY 22 ^{EST} CTY MPG

MAZDA



RX-7 has dominated the IMSA GTU class with an unprecedented six straight season championships.



626 enroute to victory at Riverside International Raceway in April 1986 IMSA event.



Mazda won the 1985 season championship in the Champion Spark Plug Challenge series.



New-generation B2000s are formidable competitors in off-road and short-course races.

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THE MORE YOU LOOK, THE MORE YOU LIKE.*

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