

MAZDA

1984 626, RX-7, GLC AND TRUCKS



MAZDA 1984

53 YEARS OF
ENGINEERING
TRADITION YIELD
REWARDS FOR MAZDA
BUYERS TODAY.

Many of today's shoppers only became aware of Mazda with the arrival of the stunning new RX-7 sports car unveiled in 1978. Some are aware of the Mazda rotary cars going back to the early '70s.

Still, what has made possible the parade of technologically-advanced new RX-7s, 626s and GLCs in recent years is a way of developing new products that actually goes back 53 years—an engineering discipline and philosophy which span

many products and many fields, and have made the maker of Mazda products a technological leader in each.

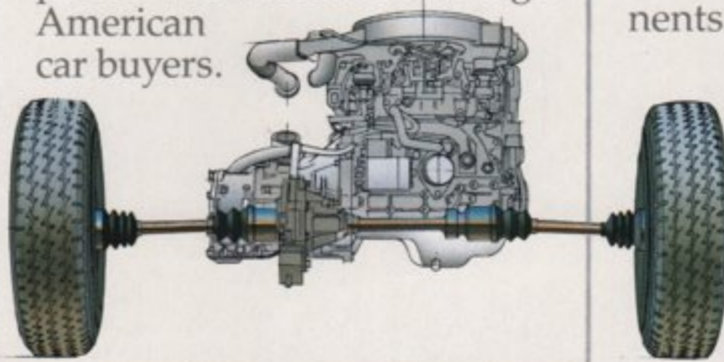
For 1984, the cars and trucks that wear the Mazda name each are leaders in their areas. They differ vastly from one another, but all share one thing—each has been carefully and purposefully designed to provide outstanding value and satisfaction in those qualities sought by their respective buyers.

For Mazda, no product is good enough unless it is a cut above its competition. And here is a brief summary of what that means to you in the Mazda products awaiting you at your dealer's now.



626 Series

626 was conceived to be a series of world-class, high-performance road cars which would excel in response, roadholding, passenger comfort, and fuel efficiency*—yet be priced within reach of average American car buyers.



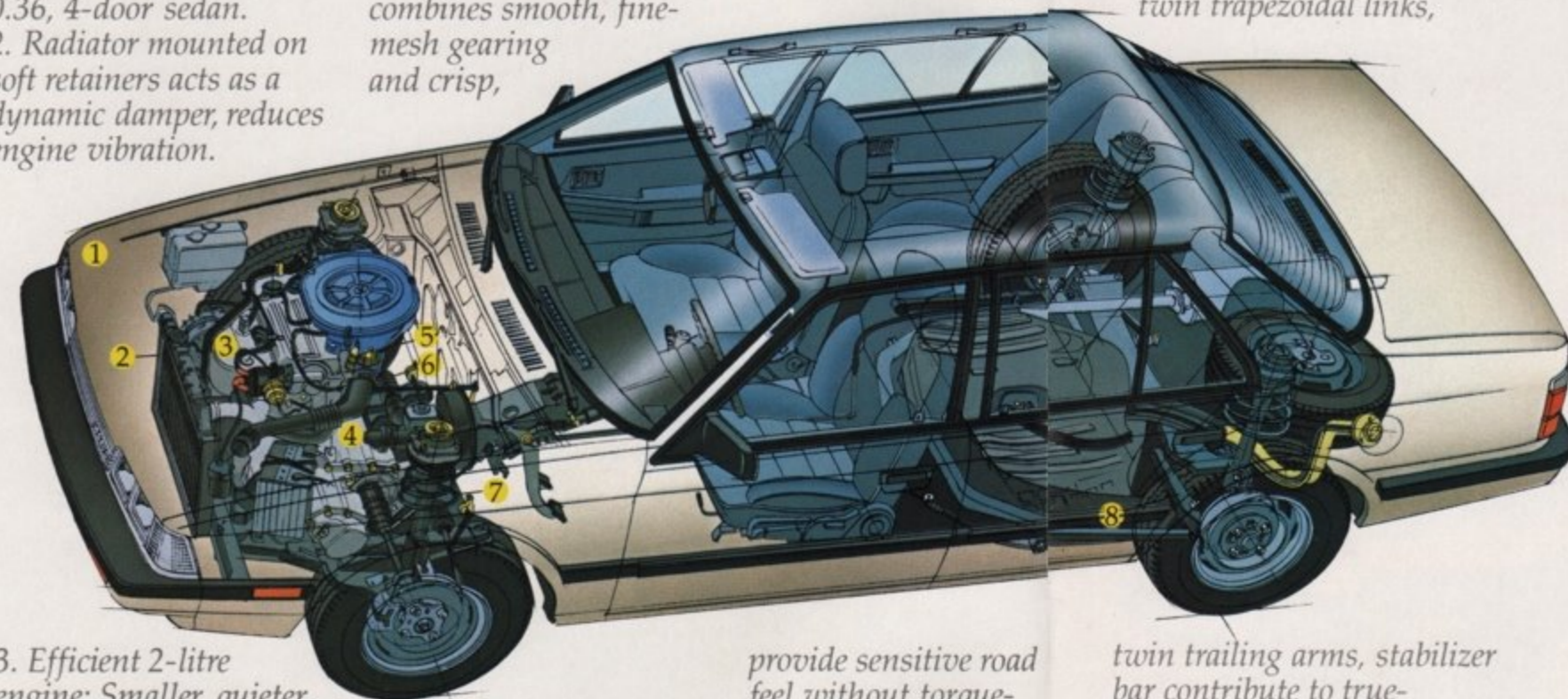
Mazda engineers started with a "clean sheet of paper"—and explored new concepts in virtually every area of componentry. The result was a front-wheel-drive family car abounding in innovations to create outstanding total performance capability.

Below, you see a few of the technological innovations which make 626 so extraordinary. The refined 2-litre 626 engine is a benchmark of lightweight design and smooth, quiet power. Unique front suspension components. Marvelously quick and precise 5-speed transmission. Rack-and-pinion steering control unhindered by the effects of torque-steer. And a patented rear suspension system

1. Aerodynamic design cheats the wind with drag coefficients of 0.34, coupe; 0.35, touring sedan; and 0.36, 4-door sedan.
2. Radiator mounted on soft retainers acts as a dynamic damper, reduces engine vibration.

fewer moving parts—but greater power and fuel economy.
4. 5-speed transaxle combines smooth, fine-mesh gearing and crisp,

and fuel economy.*
6. Rack-and-pinion steering and new center driveline bearing



3. Efficient 2-litre engine: Smaller, quieter, and 57 lbs. lighter than its predecessor, with 20% less friction and

precise shift linkage.
5. Feedback carburetor for optimum performance

provide sensitive road feel without torque-steer inputs.
7. Front suspension with long-travel

with special roadholding ability. Together, they create a driving machine that is beautifully balanced and responsive on the road.



RX-7 Series

The first RX-7 proved that genuine high-performance sports-car driving was not reserved for the privileged few—"an enthusiast's dream come true," enthused *Road & Track* at the time.

It was an aerodynamic and nimble 2-seater, with a

struts, negative scrub offset, antidive geometry, stabilizer bar affords great handling.
8. Rear suspension: Patented twin trapezoidal links,

twin trailing arms, stabilizer bar contribute to true-tracking, smooth ride.

*See last page for details.

rotary engine so compact it can be placed *behind* the front wheels, in mid-engine configuration. Remarkably precise steering and a neat Watt-link rear set-up aided stability and predictability in tight turns at speed.

For 1984, a new RX-7 GSL-SE with a larger, fuel-injected rotary engine opens new vistas of performance: 0-50 in 5.6 seconds, and still more scintillating acceleration throughout its range.

GSL-SE also provides 14-inch alloy wheels, Pirelli P6 low-profile radials, 4-wheel ventilated disc brakes, special clutch, 5-speed overdrive and performance-tuned suspension.



GLC Series

Mazda's front-wheel-drive GLC introduction was a revelation that high-mileage* cars can also be sporty and fun-to-drive cars. Its technical sophistication was clearly seen in its absence of torque-steer, its precise and positive 5-speed gearshift action, and its patented rear suspension.

No less remarkable to GLC buyers was its superior space engineering. Here was true adult-size room in the rear seat, ample accommodation up front for 6-foot-plus drivers, and amazing space for luggage—particularly in the incredibly large sedan trunk.

Today's GLC features a

computer-controlled carburetor which monitors engine functions to provide the optimum fuel/air mixture for best operation at all times, in city or highway driving.



Truck Series

In the highly competitive world of 2-wheel-drive, standard cab trucks, Mazda's spectacular sales success in recent years has been triggered by its outstanding *value* engineering, in both gasoline and diesel models.

The B2000 2-litre gasoline engine is an internationally proven performer that is simple, rugged and efficient. And it is coupled with a 5-speed overdrive transmission as standard equipment.

The B2200 2.2-litre diesel engine, designed specifically for truck duty. It starts quickly, runs quietly and briskly.



Mazda's 1984 line-up:

You'll see the highlights of our full line on the following pages. But what you *won't* get here is the full essence of the Mazda Experience—how innovative design, sophisticated engineering, and Mazda quality meet your particular needs.

However, your Mazda dealer can arrange that.



626 Deluxe Sport Coupe



626 Luxury Sport Sedan



626 Luxury Touring Sedan

626 SERIES

MOTOR TREND
MAGAZINE'S 1983 IMPORT
CAR OF THE YEAR—FOR
GOOD REASONS.



The all-new front-wheel drive 626 burst forth on America's scene last year to high accolades by automotive editors: "... the grand-slam home run of 2-liter sedans," hailed *Motor Trend*. "... 626 may be the most refined mid-size sedan in the world," said *AutoWeek*. "... exudes a feeling of high quality and careful engineering," judged *Road & Track*. "... does everything well ... the standard of comparison in its class..." commented *Car and Driver*. All this, mind you, plus good gas mileage:

41^{Est.} hwy mpg 29^{EST.} MPG

See last page for details.

High-performance road car.

What makes 626 extraordinary is that it proves a world-class driving machine can still be priced within reach of average car buyers. That it also offers five-passenger room, luxury, and incredible value places it in a class by itself.

At left, you see the 626 Series. Coupe and Sedan are offered in Deluxe and Luxury trim; the 5-door Touring Sedan with its unique station-wagon versatility is a top-of-the-line Luxury model only.

The Luxury Coupe control panel is a classic of driving ergonomics; "... laid out to make car control as easy and natural as possible," *Car and Driver* observed. Control clusters flank the softgrip steering wheel; tachometer, speedometer and electronic check panel are a glance away. Serious drivers will feel completely at home here.



Luxury Coupe control panel.

The 626 hands-on experience.

Still, it is not until you actually experience 626 on the road that you realize how truly extraordinary it is.

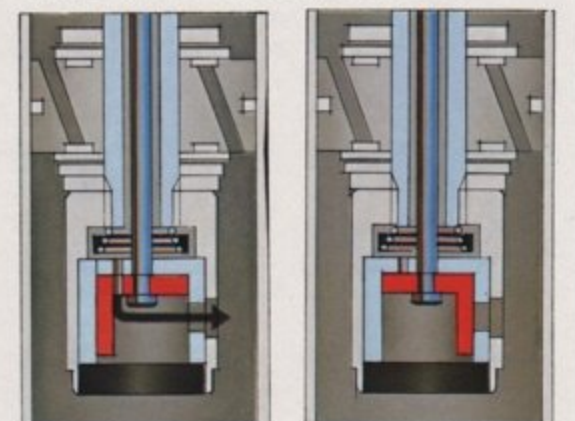
626 Coupes and Touring Sedan carry superb handling one step further, with their exclusive Electronic Variable Shock Absorber (EVSA) system. Special valving in each shock is controlled by buttons on the dash, allowing you to adjust the ride to town driving, highway

Deluxe Sedan interior, below.

cruising, or sportscar action.

One point more: 626 value.

Our lowest-priced Deluxe Sedan and Coupe have list prices well below \$10,000—*incredible values, indeed.*



EVSA: Soft ride. . . Firm ride.



RX-7 SERIES

AMERICA'S STANDARD
OF SPORTS CAR VALUE
SETS NEW STANDARDS
FOR 1984 IN ROTARY
PERFORMANCE.

Below, you see a new top-line RX-7—the GSL-SE. It looks like any other RX-7—until you ignite its 34% greater horsepower, and 24% greater torque, and put its Pirelli P6 high-performance tires to the open road. A new and larger rotary engine turns 0-50

into 5.6 seconds, and “quick” into an electrifying new experience.

All RX-7s for 1984 have been refined inside, with new instrumentation and steering wheel, new console design, and a higher level of quality in fit, finish and velour upholsteries.

Motor Trend had observed, “. . . there's simply nothing else out there with RX-7's combination of price, performance,

and styling.” But now, RX-7 has raised the ante again.



Optional leather interior for GSL and GSL-SE.

A phalanx of four RX-7s.

The new GSL-SE is the ultimate RX-7 in luxury as well as performance. Yet the GSL is no less luxurious. Both cars include a complete component-type sound system

- 4-wheel power disc brakes
- Limited-slip differential
- Aluminum alloy wheels
- Cruise control
- Sunroof
- And many more accouterments, including a leather upholstery option.

GS: Our most popular RX-7.

Its appeal lies in bringing bonafide sports car driving, laced with a myriad of step-

up features, to you at an average-car price.

Still, the appeal of our lowest-priced RX-7 S is even more attractive to many, for it offers the famed rotary rocket experience for less than the price of many mundane automobiles. Yet its equipment includes:

- 5-speed overdrive
- Full instrumentation including tachometer and true gauges
- Full velour upholstery
- Electric rear-window defroster
- And, most importantly,



New command post design (GSL).

the singularly exciting pleasures of driving perhaps the most performance per dollar you can own today.



RX-7 GSL-SE



RX-7 GSL



RX-7 GS



RX-7 S



GLC Luxury Sedan



GLC Deluxe Hatchback



GLC Deluxe Sedan

GLC SERIES

THE PERFORMANCE CAR OF THE ECONOMY CAR CLASS BRINGS NEW NAMES AND VALUE TO THE PARTY.

Mazda started with a higher vision of what an economy car could be: Technically sophisticated, performance-oriented, with room, comfort, features and value a "cut above" its competition. And, of course, good mileage:

49 ^{Est.} hwy mpg 35 ^{EST.} MPG
See last page for details.

Unanimous acclaim.

The result was greeted most warmly: "... by far the best compromise of power, interior room and fuel economy on the market," declared *Car and Driver*. "... achieves true greatness, fully competitive with the best of the econobox field," agreed *Popular Mechanics*. "... excellence in virtually every critical area," observed *Motor Trend*. "... a cut above its competitors," judged *Road & Track*. "... a little jewel," marveled *AutoWeek*.

What provoked so much enthusiasm: GLC handles, responds and moves with such poise and sports-like precision that first-time drivers may be amazed by what GLC brings to the party.

Beyond GLC performance...
... comes GLC's fun-to-live-with quotient. It's expressed

in adult-sized room in the back seat. Big, thick front bucket seats that recline, and know how to hold you in comfort. Rich velour upholsteries in Deluxe models. Richer striped velours in Luxury models. Little touches like remote releases for the fuel door and trunk, and intermittent-action wipers. Big things, like fold-down rear seatbacks that let you carry bulky items like skis and such inside a GLC. And an automatic transmission option.



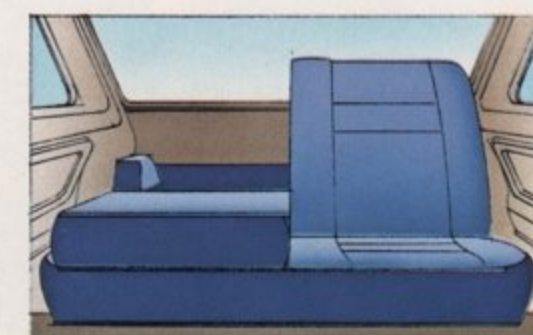
Luxury GLC command post.



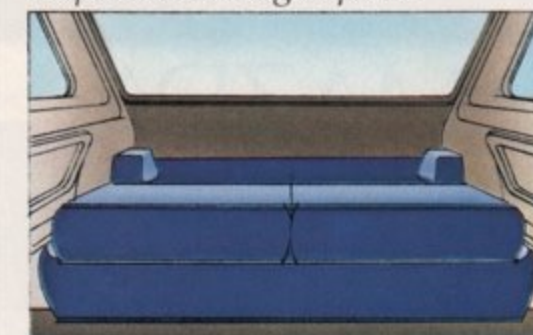
GLC's proposition:

Our Deluxe models offer incredible value and lively performance for remarkably little money. Our Luxury models offer an ambiance so rich it could make you forget you're in an economy car at all.

GLC Luxury interior.



Expandable cargo space.





B2000 SE-5



B2000 Sundowner Sport



B2000 Sundowner

MAZDA TRUCKS

WHAT MAZDA PUTS INTO A TRUCK—MODEL FOR MODEL—PUTS ALL THE REST OUT TO PASTURE.

Just three years ago, few in the U.S. knew Mazda even made trucks at all. But then the word got around that Mazda offered more truck for less money than the big guys—and now sales have more than tripled, Mazda is Number 3 among imports for its category, and moving up.

The extra value gets you.

For openers, our B2000 Sundowner is the lowest-priced truck in America to offer all

this as standard equipment: 5-speed overdrive • Extra-wide steel-belted radials • Dual mirrors • Cut-pile carpeting • Tinted glass • Side vent windows • And more. And nobody offers all that at near the price.



Tach, sporty wheel and more, yours in a Sport.

Inside Sundowner and SE-5.



New kind of sporty truck.

Then there's our newest idea: the B2000 SE-5. It's really sporty, as you see above—but it's priced down with other people's *base* trucks.

What SE-5 gives you are the sporty extras you'd like, without paying extra for them: White spoker wheels • Raised white-letter steel radials • Dual sport mirrors • Rear step bumper • Special

sporty stripes. When you add up all that—plus a 5-speed overdrive—you can see SE-5 has no competition at all.

For the sport truck buff...

You know Mazda had to come up with something really special—and did: The lowest-priced sport truck by far—with value the higher-priced jobs cannot match.

Witness the optional striped velour bucket seats at right, and the tachometer-equipped, woodgrained dash at left, behind the softgrip RX-7-type steering wheel. Then gaze at the handsome two-tone paint, pinstripe,

37^{Est.} hwy mpg 27^{EST.} MPG

See last page for details.

wide side mouldings and halogen headlamps, rear step bumper, mud flaps, the dual sport mirrors, spoker wheels and raised-letter tires. It's all there, priced to go.

Choices galore.

Each Mazda truck model is available with standard or long bed, and all B2000s offer the option of a 3-speed automatic transmission.

And there's one more important choice: Mazda's B2200 diesels, the best values around if you're in the mar-

High-backed, striped-velour buckets, option in Sport.



ket for a diesel truck. Mazda offers its B2200 diesel in our lowest-priced trim level, with standard bed or long bed.

Now, with all these choices, what choice do you have but to go with Mazda value and economy this time?

626

ENGINE

Type/Displacement: 4-cyl.
OHC inline, 2-litre (121.9 CID)
Bore & Stroke: 3.39 x 3.39 in.
Compression Ratio: 8.6:1
Hp, SAE Net: 84 @ 4800 rpm
Torque: 112 lb.-ft. @ 2500 rpm
Carburetor: Closed loop
downdraft type w/microchip
computer

TRANSMISSION

5-speed Manual Overdrive;
3-speed Automatic (Opt.)

SUSPENSION

Front: Independent, strut-type
w/coil springs & stabilizer bar
Rear: Independent, strut-type
w/coil springs, twin trapezoidal
links, radius trailing arms &
stabilizer bar
EVSA (Electronic Variable
Shock Absorbers):
Coupes, Touring Sedan

STEERING Rack-and-pinion

Ratio: 22.0:1, 17.3:1 w/power
assist
Lock-to-Lock: 3.8, 3.0
w/power assist
Turning Diameter: 33.5 ft.

BRAKES Power-assisted

Front: Discs
Rear: Self-adjusting drums

FUEL CAPACITY

15.8 gallons

OIL CAPACITY

4.8 quarts

DIMENSIONS (Inches)

	CPE	SDN	T.SDN
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
Front Track	56.3	56.3	56.3
Rear Track	56.1	56.1	56.1
Front Headrm.	37.6	38.4	37.6
w/sunroof	36.3	37.1	36.3
Rear Headrm.	36.8	37.8	35.9
w/sunroof	35.2	36.2	34.8
Front Legroom	41.9	41.4	41.9
Rear Legroom	33.3	36.4	33.3

CARGO CAPACITY (Cubic Feet)

w/rear
seats up 13.3 13.7 21.0



**EXPERIENCED
DRIVERS
BUCKLE UP**

RX-7

ENGINE

Type: Rotary, inline 2-rotors
S, GS, GSL:
Displace: 1.1-litre (70 CID)
Compression Ratio: 9.4:1
Hp, SAE Net: 101 @ 6000 rpm
Torque: 107 lb.-ft. @ 4000 rpm
Carburetor: 2-stage, 4-barrel
GSL-SE:
Displace: 1.3-litre (80 CID)
Compression Ratio: 9.4:1
Hp, SAE Net: 135 @ 6000 rpm
Torque: 133 lb.-ft. @ 2750 rpm
Fuel Injection: Sensor Control

TRANSMISSION:

5-speed Manual Overdrive;
4-speed Automatic Overdrive
(Opt. for GS & GSL)

SUSPENSION

Front: Independent, hydraulic
double-action struts, tapered
coil springs, stabilizer bar
& tension rods
Rear: 4-link type, Watt linkage,
coil springs, stabilizer bar
& gas-filled shocks
GSL-SE: Performance tuned

STEERING Recirculating ball

Ratio: 17.0-20.0:1,
15.83:1 w/power assist
Lock-to-Lock: 3.7,
3.4 on GSL-SE, 3.0 w/power
Turning Diameter: 31.5 ft.,
32.8 ft. on GSL-SE & w/power

BRAKES Power-assisted

Front: Ventilated discs
Rear: S, GS: Self-adjust drums
GSL: Solid Discs
GSL-SE: Ventilated discs

FUEL CAPACITY

16.6 gallons

OIL CAPACITY

4.8 quarts, 6.1 on GSL-SE

DIMENSIONS (Inches)

Wheelbase	95.3
Length	170.1
Width	65.7
Height	49.6
Front Track	55.9
Rear Track	55.1
Headroom	37.2
w/sunroof	36.8
Legroom	41.5

Mazda's Rotary engine is
licensed by NSU-WANKEL.

GLC

ENGINE

Type/Displacement: 4-cyl.
OHC inline, 1.5-litre (90.9 CID)
Bore & Stroke: 3.03 x 3.15 in.
Compression Ratio: 9.0:1
Hp, SAE Net: 69 @ 5000 rpm
Torque: 83 lb.-ft. @ 3000 rpm
Carburetor: Closed loop
downdraft type w/microchip
computer

TRANSMISSION:

Base: 4-speed Manual Overdrive
Others: 5-speed Manual Over-
drive; 3-speed Automatic (Opt.)

SUSPENSION

Front: Independent, hydraulic
double-action struts w/variable
rate tapered coil springs
Rear: Independent, gas-filled
hydraulic double-action struts
w/linear coil springs, twin
transverse linkage &
stabilizer bar

STEERING Rack-and-pinion

Ratio: 20.0:1
Lock-to-Lock: 3.6
Turning Diameter: 30.2 ft.

BRAKES Power-assisted

Front: Discs
Rear: Self-adjusting drums

FUEL CAPACITY

11.1 gallons

OIL CAPACITY

4 quarts

DIMENSIONS (Inches)

Wheelbase	93.1
Length, Hatchback	159.1
Length, Sedan	166.8
Width	64.2
Height	54.1
Front Track	54.7
Rear Track	54.9
Front Headroom	37.9
w/sunroof	36.5
Rear Headroom	37.0
Front Legroom	41.5
Rear Legroom	34.5

CARGO CAPACITY (Cubic Feet)

Hatchback 9.6
w/rear seats down 27.7
Sedan 13.6

TRUCKS

ENGINE

B2000:
Type/Displacement: 4-cyl.
OHC inline, 2.0-litre (120.2 CID)
Bore & Stroke: 3.15 x 3.86 in.
Compression Ratio: 8.6:1
Hp, SAE Net: 78 @ 4300 rpm
CA: 73 @ 4300 rpm
Torque: 111 lb.-ft. @ 2400 rpm
CA: 107 lb.-ft. @ 2400 rpm
Carburetor: 2-stage, 2-barrel
B2200 Diesel:
Type/Displacement: 4-cyl.
OHV inline, 2.2-litre (134.8 CID)
Bore & Stroke: 3.50 x 3.50 in.
Compression Ratio: 22.0:1
Hp, SAE Net: 59 @ 4000 rpm
CA: 60 @ 4000 rpm
Torque: 90 lb.-ft. @ 2500 rpm
CA: 88 lb.-ft. @ 2500 rpm
Fuel Injection: V.E. distrib.

TRANSMISSION:

5-speed Manual Overdrive;
3-speed Automatic (Opt.)

SUSPENSION

Front: Independent, double
wishbone, tubular shocks &
coil springs (B2200 Diesel:
heavy duty shocks & springs)
Rear: Live axle, semi-elliptic
tubular shocks & leaf springs

STEERING Recirculating ball

Ratio: 19.5-23.5:1
Lock-to-Lock: 3.85
Turning Diameter:
Shortbed/Longbed: 38.0/39.4 ft.

BRAKES Power-assisted

Front: Discs
Rear: Self-adjusting drums

FUEL CAPACITY

Shortbed/Longbed: 14.8/17.8 gals.

OIL CAPACITY

B2000/B2200 Diesel: 4/5.2 qts.

DIMENSIONS (Inches)

	SB	LB
Wheelbase	106.9	112.8
Length	178.0	189.4
Width	63.0	63.0
Height	60.6	60.6
Track Front/Rear	51.2	51.2
Headroom	38.1	38.1
Legroom	40.6	40.6
Inside Bed Length	74.6	86.2
Inside Bed Width	56.5	56.5
Inside Bed Height	16.1	16.1
PAYLOAD (lbs.)	1400	1400

1984 FUEL ESTIMATES

	Est. hwy mpg	EST. MPG
626	41	29
RX-7	29	19
RX-7 GSL-SE	29	18
GLC	49	35
B2000	37	27
B2200 Diesel	40	32

With 5-speed transmission. EPA estimates for
comparison purposes. Your mileage may vary
with trip length, speed and weather. Actual
highway mileage will probably be less.
California exceptions: GLC, 48 Est. hwy mpg,
35 EST. MPG; B2000, 36 Est. hwy mpg,
26 EST. MPG; B2200, 37 Est. hwy mpg,
32 EST. MPG.

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THE MORE YOU LOOK.
THE MORE YOU LIKE.