

Mazda 626

The more you look, the more you like.





626 Sport Coupe & Sport Sedan.

A feeling of sport. A sense of class.

The Mazda 626 hugs the road like a sports car, rides like a full-size car, looks like a European road car, and saves money like an economy car. Some combination.

And Mazda's High Value Engineering philosophy makes it all happen.

Less air drag. More efficiency.

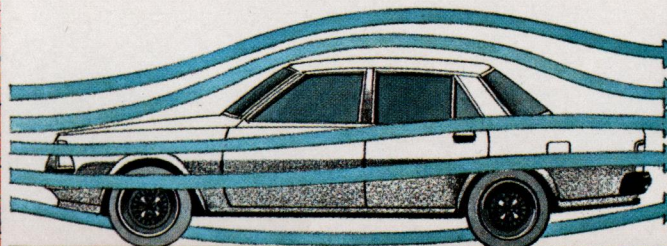
Few other cars slip through the air as easily as the 626. Its lithe lines and crisp, clean design were born in a windtunnel. Benefitting performance and economy.

Example: the coefficient of drag in a popular mid-sized, sporty import is .46. In Mazda's 626 Coupe, it's only .39, according to our calculations. By cutting air drag that much, top speed of the 626 increases by about 6 mph, translating into about 10 more hp.

Example: this same drag reduction helps boost highway-



The slim, "slippery" profile of the 626 came from elaborate wind-tunnel testing. It glides through the air with extremely low turbulence.



speed gas economy by some 2.4 mpg.

The car's aerodynamic efficiency also means less wind roar. Better handling. And a design of functional beauty.

Surefooted handling.

To enhance sporting behavior, the 5-speed 626 has sophisticated steering and suspension, and radial tires.

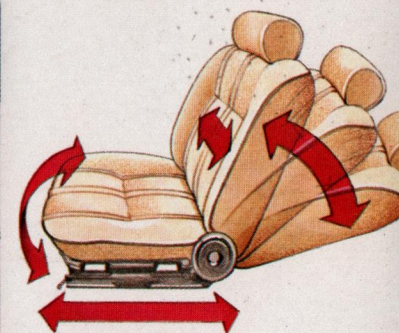
Car & Driver Magazine said (in reference to the Sport Coupe): "The steering feels sensitive enough to split cracks in the pavement, while front and rear sway bars cancel unnecessary body roll and understeer... The tires stick, the nose goes where you point it, and the brakes feel capable of cutting grooves in the pavement."

Beyond road poise, the 626 is a most versatile car. It is supremely comfortable. It has refinements you might expect in a car of twice the price. Now discover these winning traits on the following pages.

*EPA estimates for comparison purposes. The mileage you get may vary, depending on how fast you drive, the weather, and trip length. The actual highway mileage will probably be less.

A 2-litre OHC piston engine, linked with 5-speed over-drive manual transmission, gives the 626 performance to match its road-handling: 0 to 50 mph in just 9.8 seconds.





Comfort.
Versatility. The 626
 is a blend of both

The driver's seat in the 626 reclines. It has adjustable cushion height and angle, and three-stage lumbar support. You may well find it the most relaxing car seat you ever sat in.

The 60/40 split folding rear seatback gives the 626 unique versatility. With the smaller seatback folded down (1), you have room for extra-long things, like skis. Or a log 68.9" long. With the wider seatback folded down (2), you can carry much larger cargo (and still have a passenger seat, too). With both backrests down (3), you can handle even bulkier gear.

Trunk size of the 626 is generous: 11.4 cu.ft. (Sport Coupe); 11.7 cu.ft. (Sport Sedan).

Pictured here: the 626 Sport Coupe interior. The 626 Sport Sedan performs all this versatile magic, too, of course.



Some thoughtful touches to make each trip a little nicer.

1. You have sweeping visibility in the 626: 340° in the Coupe, 325° in the Sedan.

2. Sport Coupe dashboard. Clean. Simple. Gauges readable. Controls reachable.

3. Two glove compartments. This one is the driver's.

4. Map pocket on back of front passenger seat. Both front doors have map pockets too.

5. You can open the trunklid electrically with a button on the dash. Trunk light goes on automatically.

6. Sport Sedan dashboard. Smart. Trim. Steering-column stalks control lights, wipers, washers, turn signals.

7. 626 "standards" include radial tires, front airdam.

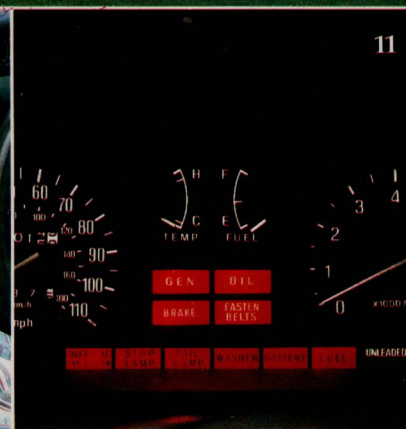
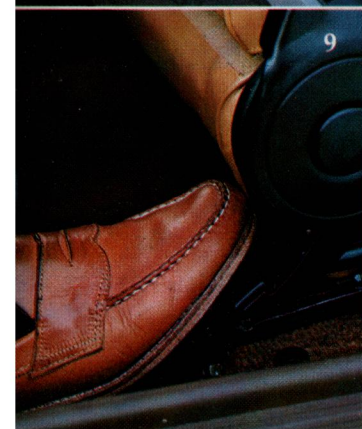
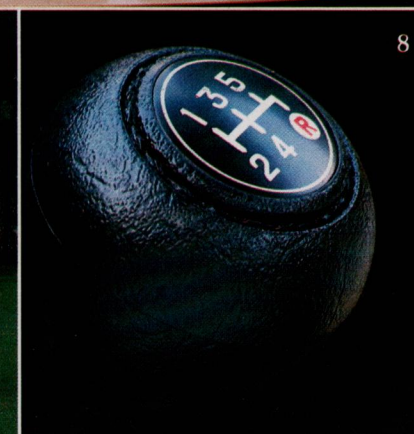
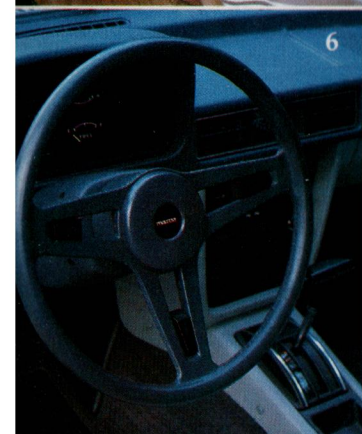
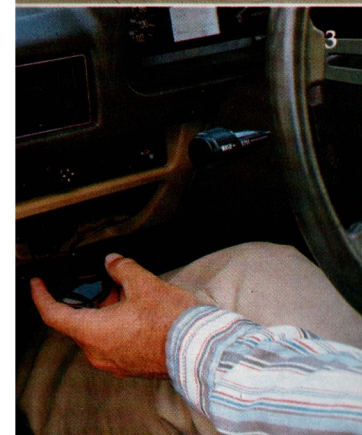
8. 5-speed overdrive manual shift: standard. Automatic is optional.

9. A jump-forward front-passenger seat device in Coupe allows easy access to rear.

10. Sport Coupe's racing mirror has a handy electric remote control.

11. Electronic check panel in Coupe tells you when something needs attention. (Generator, oil, brake, fasten belts, overheat exhaust system, tail lamps, washer, battery, fuel.)

12. AM/FM stereo radio, still another standard feature.



Just about everything
you want comes standard
with the 626.

All Models

- Reminder chime (1) for headlights left on
- Rear-window defroster (2)
- Front-door map pockets (3)
- Electric clock (4)
- Intermittent windshield wipers (5)
- Vanity mirror (6) on right-hand sunvisor
- 60/40 split fold-down rear seatback
- Driver's reclining bucket seat with adjustable lumbar support, adjustable cushion height and angle
- Electric remote trunklid release
- Two glove compartments (one on driver's side)
- Storage box with armrest in center console
- AM/FM stereo radio
- Side-window demisters
- Tinted glass
- Heater duct for rear-seat passengers
- Front airdam
- Full cut-pile carpeting
- Front anti-roll bar
- Power-assisted front disc brakes
- Lockable fuel filler door
- 165 SR-13 steel-belted radials; 5J-styled steel wheels
- Full-length protective body mouldings
- Day/Night rear-view mirror and side-view mirror
- Illuminated lighter, ashtray, and trunk compartment
- Automatic choke
- Steering-column stalk controls
- Bumper guards, front and rear
- Trip odometer
- 5-speed overdrive manual transmission
- Power-booster flow-through ventilation system

Sport Coupe Only

- Rear anti-roll bar
- Electronic check panel
- Tachometer
- Jump-forward front passenger seat device
- Electric remote control for door mirror
- Wheel trim rings

Available Options

- Automatic transmission
- Air conditioning
- 185/70 SR-13 steel-belted radial tires with 5.5 JJ wide styled steel wheels and trim rings (Rear anti-roll bar included in Sport Sedan)
- 185/70 SR-13 steel-belted radial tires with 5.5 JJ aluminum wheels (Coupe only)



Inside, outside, all around the 626: Mazda's High Value Engineering.

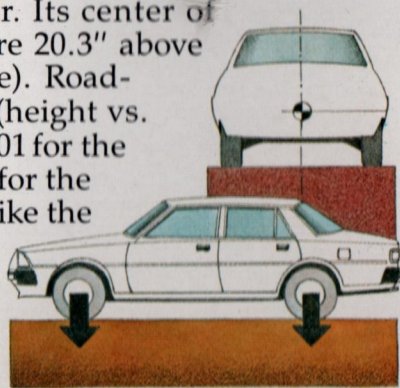
A wind-cheating shape.

One 626 feature that reduces air drag is this front airdam. Others: a low, sloping hood, slanted grill, engine undertray, flush windshield pillars, and a rear window sculpted to lessen trailing vortex. All to improve fuel economy and high-speed performance, and cut down wind noise.



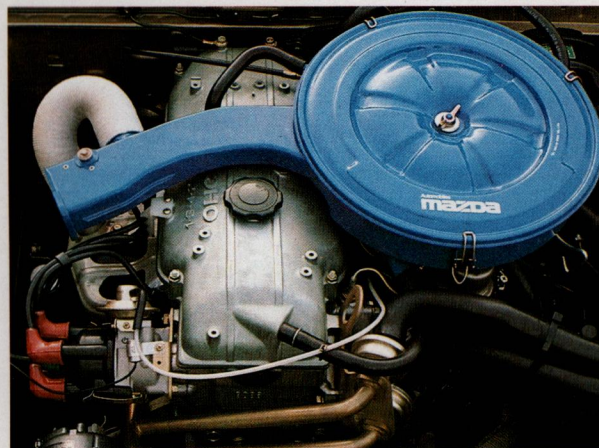
49%/51% weight distribution.

The 626 scores about as high as a car can score in even weight distribution: 49% front, 51% rear. Its center of gravity is a mere 20.3" above ground (Coupe). Road-hugging ratio (height vs. track) is just 1:01 for the Sedan and .99 for the Coupe. You'll like the way 626 feels on a twisty mountain road.



Firm handling. A gentle ride.

It's a challenge for car designers: combining a great ride with great handling. The 626 meets the test. Front suspension (right) features independent strut design with tension rod separate from the anti-roll bar. Rear suspension (left) uses a live axle, gas-filled shock absorbers, variable-rate coil springs, upper and lower trailing arms, and a lateral rod. (Coupe also has a rear anti-roll bar. Optional on Sedan with 185/70 SR tires.)

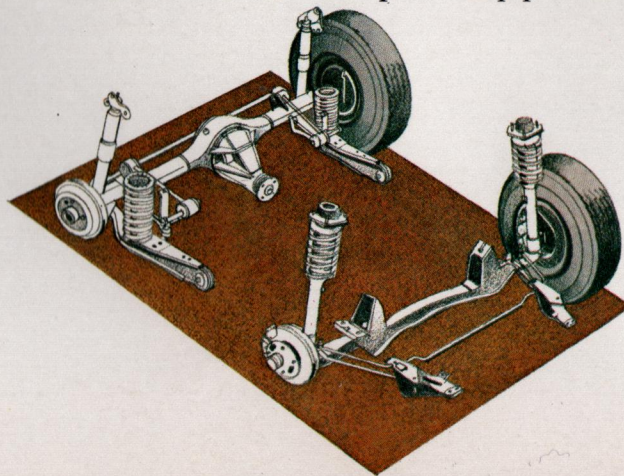


A thrifty engine.

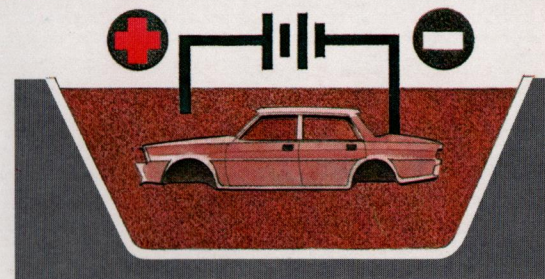
The 626's 2-litre, four-cylinder, overhead-cam engine is designed to stretch high-priced gas: 24 estimated mpg, 33 estimated highway mpg.* S-shaped intake ports and masked valve seats keep the incoming fuel-air mixture *swirling* at high speeds. Combined with a fully transistorized high-energy ignition system, this results in more uniform and cleaner combustion.

Fighting corrosion.

We've taken some steps to help protect



your 626 against rust and corrosion. One example: the use of cathodic electro-coating (drawing) in the painting process. Car body acts as cathode and paint as the anode, with paint electro-coated onto the 626 body. Other examples: the lower side sill is sprayed with polyvinyl chloride to help prevent chipping from road gravel. And areas with metal-to-metal contact (like windshield moulding) are separated by plastic inserts.



High quality, high value.

The 626 is not only an innovatively designed car. It's also a carefully built car. Notice how the doors fit the door openings, and how they close with a solid *thud*. See how snugly the hood closes. How the body side mouldings line up. How straight the upholstery seams are. And how easily the windows roll up and down. That's because quality construction and close attention to detail are a vital part of Mazda High Value Engineering. One reason why the more you look, the more you like the 626.

*EPA estimates for comparison purposes. The mileage you get may vary, depending on how fast you drive, the weather, and trip length. Actual highway mileage will probably be less.

Some of the equipment shown on product illustrations is optional, at extra cost. Mazda reserves the right to make changes from time to time, without notice, in prices, models and specifications. Printed in U.S.A. Part No. 9999-92-0103-80

1980 Mazda 626 Specifications

1924

ENGINE

Type: 4-cyl OHC
Displacement: 1970 cc (120 CID)
Compression Ratio: 8.6:1
Carburetor: Staged, 2-Barrel
SAE Net Horsepower: 75 @ 4500 rpm
SAE Net Torque: 105 lbs./ft. @ 2500 rpm

ELECTRICAL

System: 12 Volt
Battery: 12 Volt, 45 Ampere Hour
Alternator: 50 AMP

TRANSMISSION RATIOS

**Standard: 5-Speed
Manual Overdrive**

1st: 3.214:1

2nd: 1.818:1

3rd: 1.296:1

4th: 1.000:1

5th: 0.860:1

Reverse: 3.461:1

**Optional: 3-Speed
Automatic**

1st: 2.458:1

2nd: 1.458:1

3rd: 1.000:1

Reverse: 2.181:1

SUSPENSION

Front: Independent Struts/Coil Springs with Tension Rod and Anti-roll Bar

Rear: 4-Link Type with Coil Springs and Lateral Rod. Anti-roll Bar (Standard on Coupe) Included on Sedan with Optional 185/70 SR tires.

STEERING

Type: Recirculating Ball and Nut
Ratio: Variable. 19.5-23.5:1
Turns Lock-to-Lock: 4.5
Turning Diameter (Curb-to-Curb): 31.5 ft.

BRAKES

Power-assisted Front Discs & Rear Drums
Parking Brake: Mechanically-activated on Rear Wheels

WHEELS AND TIRES

Standard: 5J x 13 Styled Steel Wheels with 165 SR-13 Steel-belted Radial Tires (Whitewalls on Sedan).

Optional: 185/70 SR-13 Steel-belted Radial Tires with 5.5 JJ Wide Styled Steel Wheels and Trim Rings.

Optional: 185/70 SR-13 Steel-belted Radial Tires with 5.5 JJ Aluminum Wheels (Sport Coupe Only).

REAR AXLE

Ratio: 3.636:1

CAPACITIES

Fuel: 14.5 Gallons; **Type:** Unleaded
Coolant: 7.9 Quarts
Engine Oil: 4.6 Quarts

CURB WEIGHT (Pounds)

Sedan with 5-Speed Overdrive: 2595; with Automatic: 2600 **Coupe** with 5-Speed Overdrive: 2595; with Automatic: 2600

DIMENSIONS

Wheelbase: 98.8"

Overall Length: 173.8"

Overall Width: 65.4"

Overall Height: 54.3"; Coupe: 53.3"

Track:

Front: 53.9"; Rear: 54.3"

Head Room:

Front: 37.2"; Rear: 36.6"; Coupe: 35.2"

Leg Room:

Front: 40.2"; Rear: 33.7"; Coupe: 33.3"

Shoulder Room:

Front: 51.6"; Rear: 51.6"

Cargo Volume (Cubic Feet):

Sedan: 11.7; Coupe: 11.4

Mazda
The more you look,
the more you like.

