

# Mazda GLC

The more you look, the more you like.





# Mazda High Value Engineering makes GLC a different kind of economy car.

Look at GLC, and you see a logically designed, crisply styled little car. Proof that an economy car doesn't have to shout economy car in how it looks and handles.

Instead, like GLC, it can quietly say "quality." In how it's put together. In how it's designed to hold together.

Here are some specifics about the quality you'll find all through GLC. They all reflect Mazda's philosophy of High Value Engineering. They add up to a Great Little Car.

## Unitary Steel Body Shell

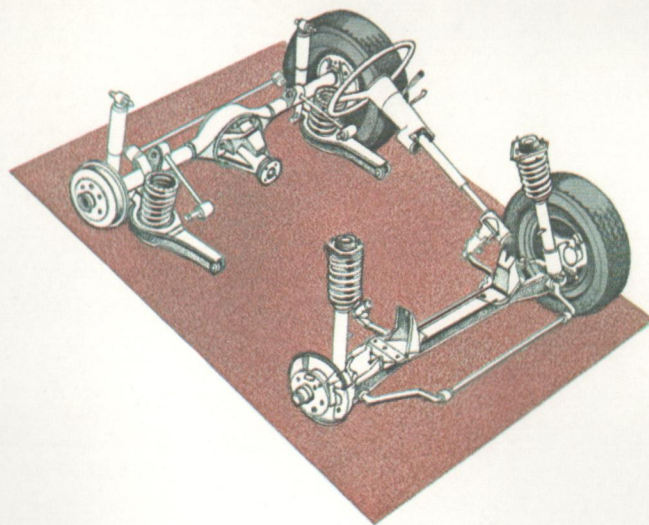
Many of today's larger cars start out on the assembly line with separate body and frame, which are then bolted together.

But GLC is basically different. Its body and frame are *welded* together as a single, solid unit.

You can't see GLC's unitized construction. But it's nice to know it's there.

## GLC handles

A consumer-guide magazine praised GLC's "very good handling." Illustrated



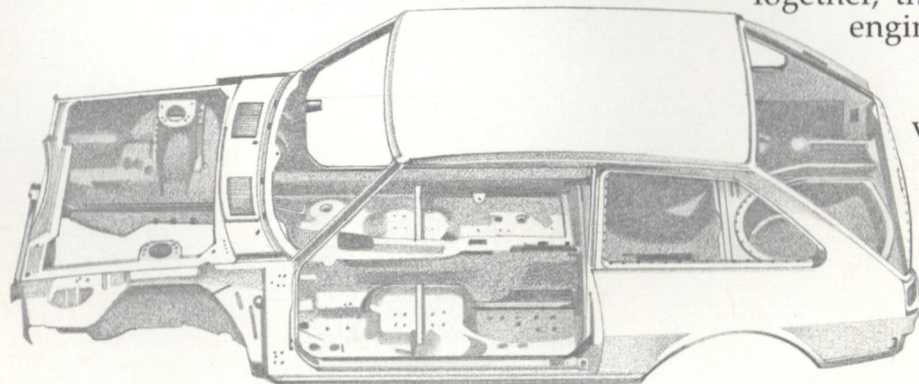
above are some very good reasons for that.

Shown at right: independent front suspension with long travel struts, concentric coil springs, tubular shock absorbers, and an anti-roll bar.

Shown at left: rear suspension with coil springs, lateral rod, and double-acting shocks. (GLC's wagon has leaf springs.)

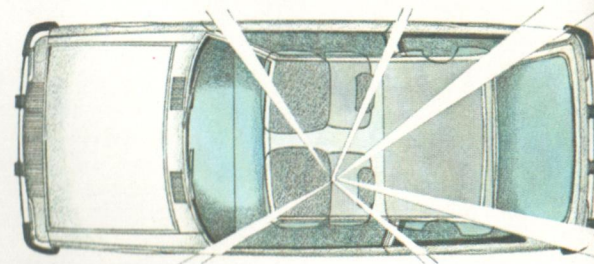
Together, this suspension package is engineered to deliver a smooth ride and good handling.

GLC's steering uses a variable-ratio recirculating ball-and-nut system. It's precise. Takes very little muscle. And lets you turn, not on a dime, but in a tight 28.8-ft. circle.



## Panoramic visibility: 334.6°

Stepping into GLC, you have almost an airport control-tower view. Windshield, rear hatch window and side windows all seem *over-size*. A low, sloping hood, low beltline, and low, clean dashboard add to the car's airy, roomy feel. You actually have 92.9 % visibility, or 334.6° of the total 360° (three-door hatchback). Mazda believes a great little car should have great big visibility. To help you be a better driver.



## Easy on the gas

GLC is meticulously designed to sip, not guzzle, the high-priced gas of the '80s.

It shows up in the car's EPA estimates.\*

One reason for this whopping mileage is the car's light weight (about 2,000 lbs.).

Another is an aerodynamic profile. Another is Mazda's proven 1.4-litre OHC piston engine shown at right.

Engine features include hemispherical combustion chambers (for efficient







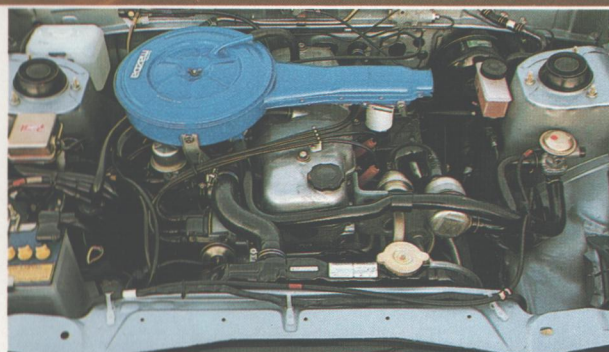
burning) in an aluminum cylinder head; cast-iron crankshaft supported by five main bearings; and lightweight cast-iron block.

### Thrifty, yes. But frisky, too

GLC quickly responds when you ask it to move out. The synchromesh transmission mated to our engine helps deliver high mpg's and spirited performance. Its gear ratios are calibrated for a balance of both.

Factors affecting nimble behavior and overall good handling include a low center of gravity and good front/rear weight distribution.

And when you need to stop, GLC has



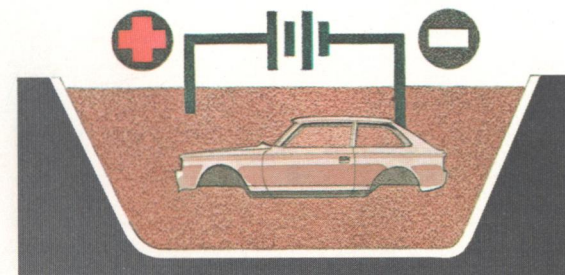
power-assisted front disc and rear drum brakes with dual independent hydraulic circuits.

### Fighting corrosion

We've taken some steps to help protect your GLC against rust and corrosion.

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 GLC 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.



### Keeping things quiet

In this noisy world, GLC can help you drive around a little *quieter*. Its cabin is well sound-proofed. Exhaust noise is reduced by a multi-chamber main silencer. And wind-tunnel testing helped produce a "slippery" design that slides smoothly through the air to hold down wind noise.

### Discover High Value Engineering

GLC is one of the lowest-priced economy cars. And one of the highest in gas economy. But 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 windows roll up and down.

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 GLC.

\*EPA estimates for comparison purposes for 3-door Mazda GLC hatchback with four-speed manual transmission. The mileage you get may vary, depending on how fast you drive, the weather, and trip length. Actual highway mileage will probably be less.



3 hatchbacks that give you a lot. For little.





All three express what Mazda's High Value Engineering is all about.

Example: even the lowest-priced one—the GLC in background—has all the utility of a hatchback. A roomy one, at that (22.7 cu. ft. in luggage compartment with rear seatback down). Automatic choke, reclining buckets, and protective body mouldings are standard.

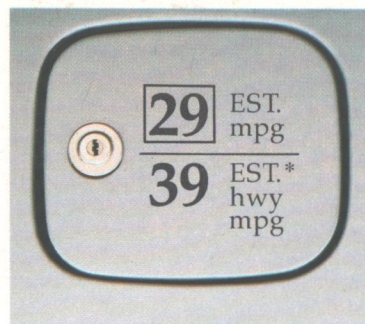
### Luxury available

If you care to invest a bit more, you get much more in the two GLC Custom models here. They offer a *split* fold-down rear seat, to carry people, or bulky gear, or both at once. Upholstery is snazzy cloth and vinyl or all vinyl. Good-life touches: cut-pile carpeting, chrome bumpers, a dashing dashboard, and more.

You can add more luxury to Custom models with our Convenience Group (page 11). Like a remote hatch release.

In the next four pages, you'll meet two other GLC models. Only you can decide

which GLC fits your needs, your life. But you'll find they're all designed for driving pleasure and super economy.



### "A frisky little critter"

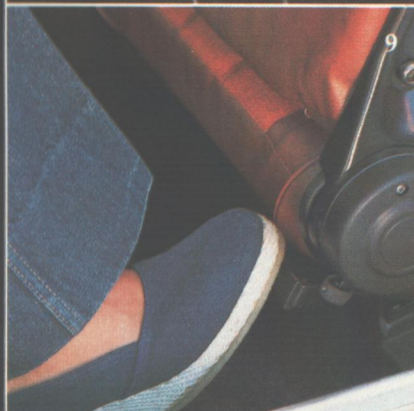
*Car & Driver* said it like this:

"The Mazda GLC is a frisky little critter that occasionally likes to kick its heels in the air... A large part of the GLC's fun and comfort comes from the simple fact that normal-sized drivers fit inside so well.

"The steering wheel, pedals and shifter are perfect in location, and the seats are comfortably soft and firm in high support... Everything is where you want it."

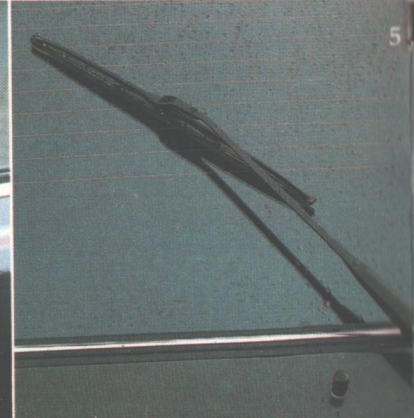
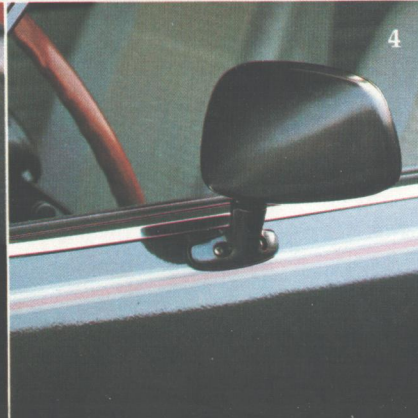
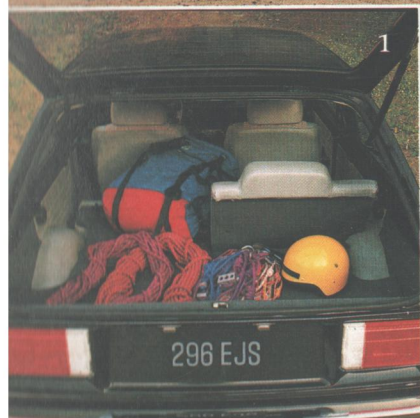
1. Foreground, 3-door Custom GLC. Background, 5-door Custom GLC, 3-door GLC.
2. Big hatch, big hatch opening on all 3 models.
3. All GLC 3-doors have flip-out rear windows. Making flow-through ventilation breezier.
4. Handsome white-line tires on our Custom models really dress up a really economical car.
5. To keep things clear, rear-window defroster comes standard on Custom models.
6. Inside story, Custom GLC. Luxury touches like that posh upholstery. (Console is part of the special Convenience Group.)
7. Warm woodgrain instrument panel, yours on Custom models. Dual sunvisors, too.
8. Tinted glass surrounds you. Custom models.
9. 3-door hatchbacks have a jump-forward seat on passenger side for easy access to rear.
10. Split fold-down rear seat makes Custom models versatile. Fold down half or all of it.

\*EPA estimates for comparison purposes for 3-door Mazda GLC hatchback with four-speed manual transmission. The mileage you get may vary, depending on how fast you drive, the weather, and trip length. Actual highway mileage will probably be less.





GLC Sport. A lot of miles per gallon.  
A lot of sport per mile.





From bold stripes outside to full instrumentation inside, the GLC Sport gives you what you thought you couldn't have:

Economy with pizzazz.

Its five-speed stick transmission is geared to get the most mpg's and mph's out of Mazda's 1.4-litre OHC engine.

Its husky 175/70 steel-belted radials—combined with Mazda's road-wise suspension and variable-ratio steering—lets you corner like a cat.

### A civilized little car

And for much less than a typical sporty-car price, you get many amenities that add to your driving pleasure.

Civilized features, like a steering wheel that looks and feels like real wood. Because it is.

Thoughtful features, like a remote hatch release you control at the dashboard.

Comfort features, like a driver's seat that's shaped the way you're shaped.

Sporty features, like the tachometer

and color-keyed mirror pictured below.

Practical features, like power-assisted front disc brakes, and 334.6° of visibility.

Convenience features, like a glove compartment, plus a parcel shelf, plus a center console.

### Economy doesn't have to hurt

GLC three-door models, including the Sport, have our ingenious jump-forward front passenger seat device allowing rear-seat passengers to get there without being contortionists. It has still *more*. (See list on page 10.)

So if you've winced at the idea of an economy car, take a good look at the GLC Sport.

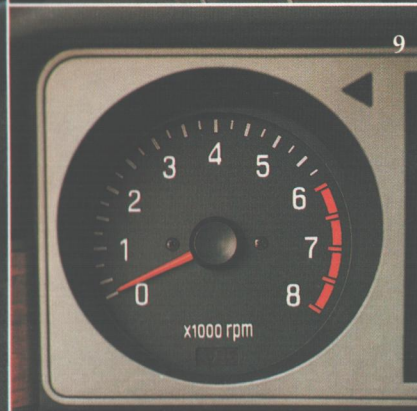
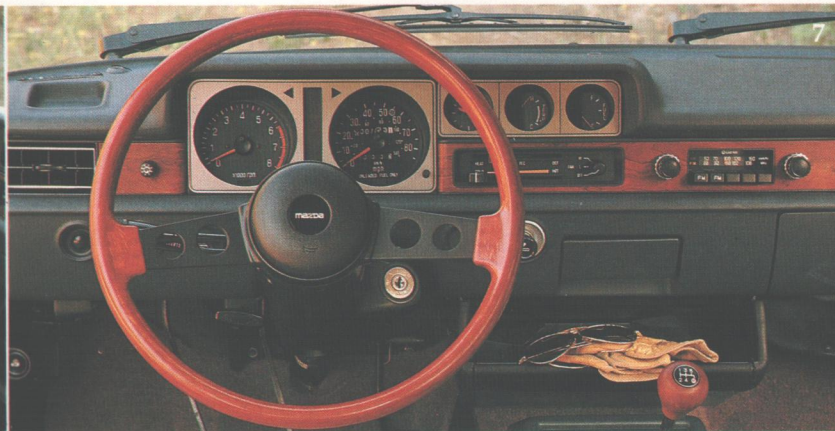
Because it makes sport of economy.

1. That spacious hatch is practical. Along with a split fold-down rear seat, it meets a wide range of people-and-cargo hauling needs.
2. Styled steel wheels with chrome rings come with GLC Sport. Wide radials too.
3. Plenty of room to stash personal belongings

with parcel shelf plus glove compartment.

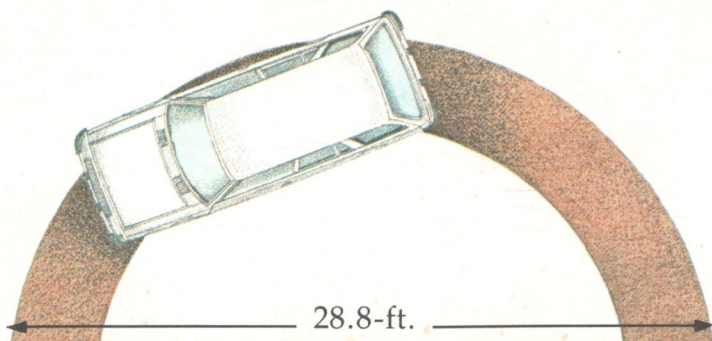
4. A color-keyed racing mirror mirrors the sporty nature of this car. So does the sassy striping.
5. Good visibility: a GLC Sport feature. With rear-window defroster and washer-wiper.
6. Want an economy car that doesn't *feel* like one? Check this: reclining buckets in cloth and vinyl; plush carpeting; padded armrests.
7. Big, well-placed gauges and dials. A real wood steering wheel and shift knob. You go first cabin in GLC Sport.
8. If you like to shift for yourself, there's nothing like a 5-speed overdrive synchromesh.
9. Full instrumentation in GLC Sport: tachometer, electric clock. Steering-column stalk controls lights, wipers, washers, turn signals.
10. With all this sport, you get *economy*. Look at these EPA estimates\*.
11. Our electric remote hatch release lets you open up the cargo area from driver's seat. Pretty nice.

\*EPA estimates for comparison purposes for 3-door Mazda GLC Sport with five-speed manual transmission. The mileage you get may vary, depending on how fast you drive, the weather, and trip length. Actual highway mileage will probably be less.

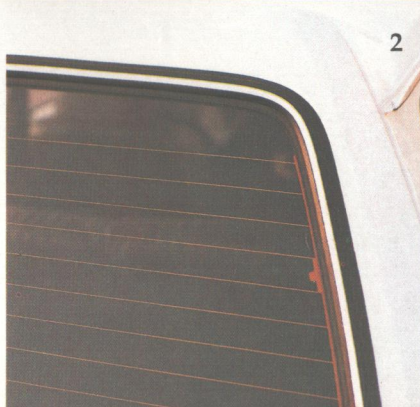




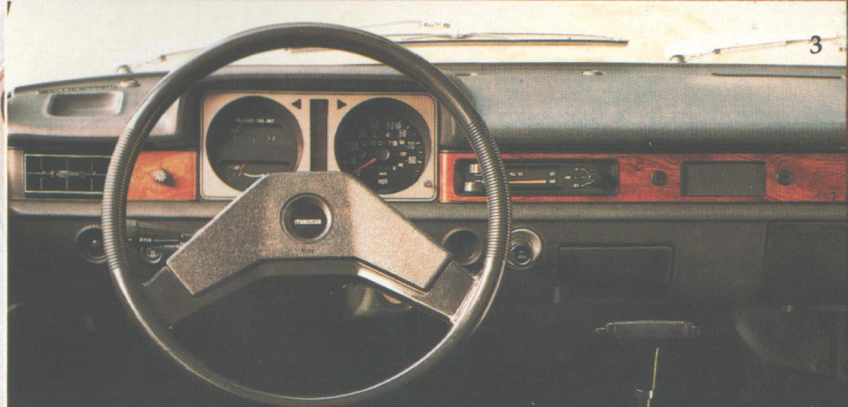
GLC Wagon. It handles like a small car.  
It hauls like a wagon.



1



2



3



Maybe you need more room inside than our roomy hatchbacks have.

But for the more demanding 1980s, you *don't* need a gas-thirsty dinosaur wagon. One that's also hard to handle and park in today's crowded streets.

For you, Mazda has designed what could be the best of two car worlds. Our trim, economy-minded GLC Wagon.

Outside, it's just 10" longer than a GLC hatchback. No wider. It has exactly the same tight turning radius (curb to curb).

And being a GLC family member, this wagon is plenty stingy on the gas\*.



### A hefty little hauler

When you look inside, Mazda's GLC

Wagon seems to grow visibly. There's room for those plants on sale at the nursery, that love seat you just bought at the auction.

You've got 28.6 cu. ft. with rear seat backs up. This expands magically to 55.8 cu. ft. with seats down. Room for something about as long as 64," as wide as 47."

You can also load and unload with ease because it has a low lift-over height.

### Handles like a car

When you take the wheel, you're in for another happy surprise. The GLC Wagon is nimble, maneuverable, and fun to drive.

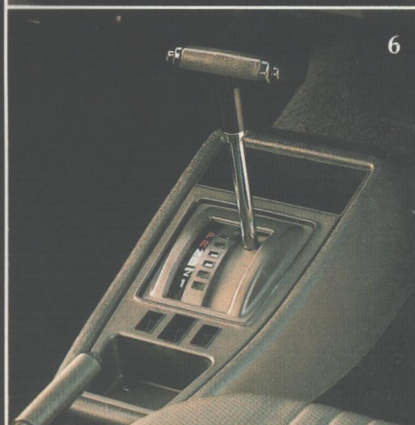
As for comfort, this wagon comes loaded with standard refinements pictured here. And listed in detail on page 10.

As for price, it has a *lower* sticker price than many of today's "economy cars." Thanks to Mazda's High Value Engineering.

GLC Wagon. Combining the agility of a car, the versatility of a wagon.

1. The GLC Wagon clear around in a neat 28.8' circle. (Turns lock to lock: 3.5.) It eases into parking spots the big boys have to pass up.
2. You don't have to *guess* what's following you. A rear-window defroster makes it clear.
3. Deluxe wood-grain instrument panel: standard. So are tinted glass, armrests, automatic choke, dual sunvisors.
4. Unlike some wagons, GLC has a fine-car feel. Reclining bucket seats, full carpeting.
5. Split fold-down rear seat makes the GLC Wagon more versatile than many others. You rearrange your space to meet your needs.
6. Automatic three-speed transmission is optional. Also optional: five-speed overdrive manual. Four-speed is standard.
7. Room for a future garden. GLC Wagon's cargo space zooms from 28.6 cu. ft. with seats in place to a cavernous 55.8 with seats folded.

\*EPA estimates for comparison purposes for Mazda GLC Wagon with 4-speed manual transmission. The mileage you get may vary, depending on how fast you drive, the weather, and trip length. Actual highway mileage will probably be less.





# The more you look at GLC, the more value you see.

## GLC Standard Features

### All Models

- Reclining front bucket seats
- Fold-down rear seat
- Adjustable front headrests
- Body side mouldings
- Glove compartment
- Steering-column stalk controls (lights, turn signals, wipers, washer)
- Flow-through ventilation
- Two-speed wipers
- Driver's sunvisor
- Automatic choke
- Lockable fuel filler door
- 1.4-litre OHC piston engine
- 4-speed manual transmission (5-speed transmission standard in Sport model and in Calif. on 5-door Custom Hatchback)
- Power-assisted brakes (discs, front; drums, rear)
- Variable-ratio steering
- Independent front suspension with coil springs and anti-roll bar
- Rear suspension with coil springs (Wagon has leaf springs)
- Unitary steel body shell

- Bright windshield moulding
- Bumper guards

### 3-door Hatchbacks Only

- Flip-open rear windows
- Jump-forward front passenger seat

### Custom Models Only (Including Wagon)

- Cut-pile carpeting
- Vinyl & cloth or all-vinyl upholstery
- *Split* fold-down rear seat
- Woodgrain instrument panel
- Tinted glass
- Rear-window defroster
- Dual sunvisors
- Chrome bumpers
- Front-door armrests
- Passenger assist grips, front, rear
- 6.15 x 13 whitewall tires
- Cigarette lighter
- Coat hook

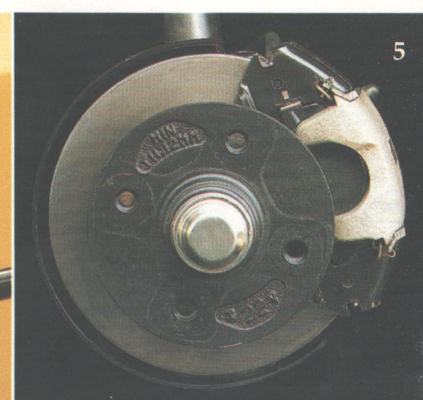
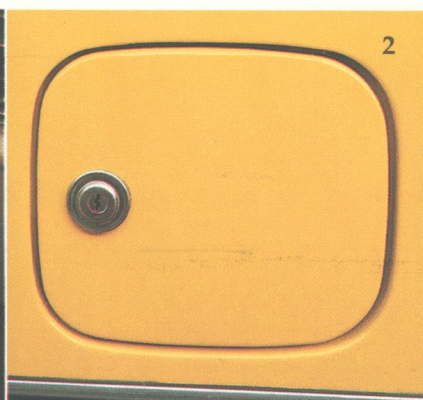
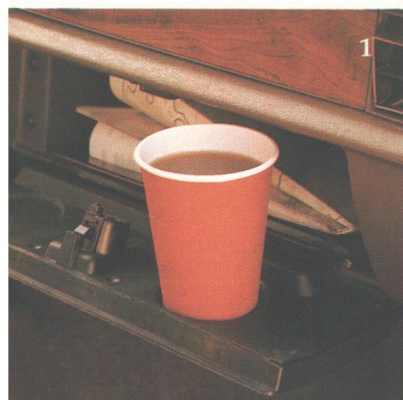
### Sport Model Only

- 5-speed overdrive manual transmission
- 175/70 steel-belted radial tires

- Grey-black styled disc wheels and trim rings
- Special stripes
- Remote hatch release
- Tachometer
- Color-keyed door mirror
- Intermittent windshield wipers
- Rear window washer/wiper
- Front parcel shelf
- Center console
- Day/night rear-view mirror
- Vanity mirror
- Wood steering wheel and shift knob
- Electric clock

### Standard on all GLC models

1. Glove compartment
2. Locking fuel filler door
3. Steering stalk controls
4. Protective body mouldings
5. Front disc brakes





# 1980 Mazda GLC Specifications

## ENGINE

**Type:** 4-cyl OHC

**Displacement:** 1415cc (86.4 CID)

**Compression Ratio:** 9.0:1

**Carburetor:** Staged, 2-Barrel

**SAE Net Horsepower:**

	Federal	Calif.
W/man. trans.	65 @ 5000 rpm	65 @ 5000 rpm
W/auto. trans.	65 @ 5000 rpm	61 @ 5000 rpm
<b>SAE Net Torque:</b>		
W/man. trans.	76 lbs./ft. @ 3000 rpm	76 lbs./ft. @ 3000 rpm
W/auto. trans.	76 lbs./ft. @ 3000 rpm	74 lbs./ft. @ 3000 rpm

## ELECTRICAL

**System:** 12 Volt

**Battery:** 12 Volt, 45 Ampere Hour

## TRANSMISSION RATIOS

4-Speed Manual	5-Speed Manual Overdrive	3-Speed Automatic
1st: 3.655:1	1st: 3.655:1	1st: 2.458:1
2nd: 2.185:1	2nd: 2.185:1	2nd: 1.458:1
3rd: 1.425:1	3rd: 1.425:1	3rd: 1.000:1
4th: 1.000:1	4th: 1.000:1	Reverse: 2.181:1
Reverse: 3.655:1	5th: 0.827:1	
	Reverse: 3.655:1	

## SUSPENSION

**Front:** Independent Strut/Coil Springs with Anti-roll Bar

**Rear:** 4-Link Type with Coil Springs and Lateral Rod. (Wagon has Leaf Springs.)

## STEERING

**Type:** Recirculating Ball and Nut

**Ratio:** Variable. 17-19:1

**Turns Lock-to-Lock:** 3.5

**Turning Diameter (Curb-to-Curb):** 28.8 feet

## BRAKES

**Power-assisted Front Discs & Rear Drums**

**Parking Brake:** Mechanically-activated on Rear Wheels

## WHEELS AND TIRES

**Wheels:** 4½ J x 13 Styled Steel; 5J x 13 on Sport

**Tires:** 6.15 x 13 Blackwalls standard on GLC

Hatchback; 6.15 x 13 Whitewalls (Custom models); 175/70 SR 13 Blackwalls (Sport); 155 SR 13

Whitewalls (Optional on Custom models)

## REAR AXLE

**Ratio:** With Manual Transmission: 3.727:1; With Automatic Transmission: 3.909:1

## CAPACITIES

**Fuel:** 10.6 U.S. Gallons (Hatchbacks); 11.9 U.S. Gallons (Wagon)

**Type:** Unleaded

**Coolant:** 5.8 quarts

**Engine Oil:** 3.2 quarts

## CURB WEIGHT (Pounds)

**3-Door,** with 4-speed: 1965; with 5-speed: 1980;

with automatic: 2005 (Calif.: 2020)

**5-Door,** with 4-speed: 2000; with 5-speed: 2015;

with automatic: 2040 (Calif.: 2055)

**5-Door Wagon,** with 4-speed: 2115; with 5-speed: 2130;

with automatic: 2155 (Calif.: 2170)

## DIMENSIONS

**Wheelbase:** 91"

**Overall Length:** 156" (Wagon: 166")

**Overall Width:** 64"

**Overall Height:** 54" (Wagon: 56")

## Track:

Front: 51" Rear: 52"

## Head Room:

Front: 38" Rear: 36"

## Leg Room:

Front: 41" Rear: 29" (Wagon: 31")

## Shoulder Room:

Front: 52" Rear: 52"

**Cargo Volume, rear seats folded down**

**(Cubic Feet):**

3-Door: 38.8 5-Door: 38.8 5-Door Wagon: 55.8

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. Some of the equipment shown is not sold on vehicles in Hawaii, Puerto Rico and Guam.

Radio options limited to certain models in Eastern States.

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## Special Convenience Group To Make Your GLC Extra Special.

(Available only on Custom models including Wagon)

1. Center console;
2. Padded steering wheel, shift knob;
3. Day/night rear-view mirror;
4. Remote hatch release (hatchbacks only);
5. Rear window washer/wiper;
6. Vanity mirror;
7. Front parcel shelf;
8. Intermittent windshield wipers

## Optional Equipment

• 5-speed overdrive transmission (Custom models except 5-door Custom Hatchback in California) • Automatic transmission • Air conditioning • AM/FM mono, AM/FM stereo, or AM radio • 155 SR-13 whitewall radial tires (available on Custom models including Wagon; not available on Sport)





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**mazda**

The more you look,  
the more you like.

