

# 1982 Mazda 626





# The extraordinary Mazda 626 concept: Everything you expect in expensive European road cars—at a fraction of their prices.

The concept was simple enough to challenge the most sophisticated technology: create an automobile that hugs the road like a sports car. Rides like a full-size car. Saves money like an economy car. Looks like an expensive European road car. Yet is affordable.

To achieve this took all the ingenuity and innovative engineering Mazda technology could produce.

When it was finally accomplished—to the demanding standards of Mazda engineers—626 was ready for its debut in the spring of 1979.

**An unheard-of car.** It didn't take long for word to get around, however. First, a royal welcome from automotive magazines:

"Every so often a new car arrives at the R&T editorial offices that evokes

unanimous enthusiasm..."  
*Road & Track*  
 "... a car that can keep (owners) happy, if not elated, in more ways than they have imagined... the epitome of honesty in automobiles."

*Car and Driver*  
 "Exceptionally good

handling qualities, precise steering, outstanding brakes and fuel economy to match."

*Road Test*  
 "626 has everything it needs to be a success here... we don't see how it can fail."

*Motor Trend*



"... tough to find another car with as much comfort, aplomb and engineering excellence for anywhere near the same price."

*AutoWeek*

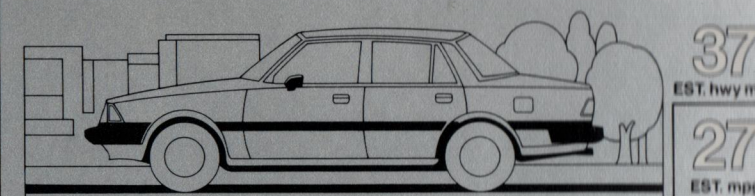
**The 626 cult begins.** Then came the early buyers, who wrote unsolicited love notes in response to *Popular Mechanics Magazine's Owners Report Survey*.

"My bargain BMW 320i... the classic look of a bigger, more expensive car... there's nothing on the market like it... just good functional economy and fun." They praised 626

economy, styling, handling, comfort and road performance, after more than two million owner-driven miles collectively.

As *Popular Mechanics* observed editorially, "It's high praise indeed when 97 out of 100 owners would buy another"—one of the highest percentages ever achieved in PM's ongoing reports.

**A few careful refinements.** Last year Mazda introduced two painstakingly achieved improvements for 626. One was a significant increase in fuel economy with no basic change in 626, a remarkable

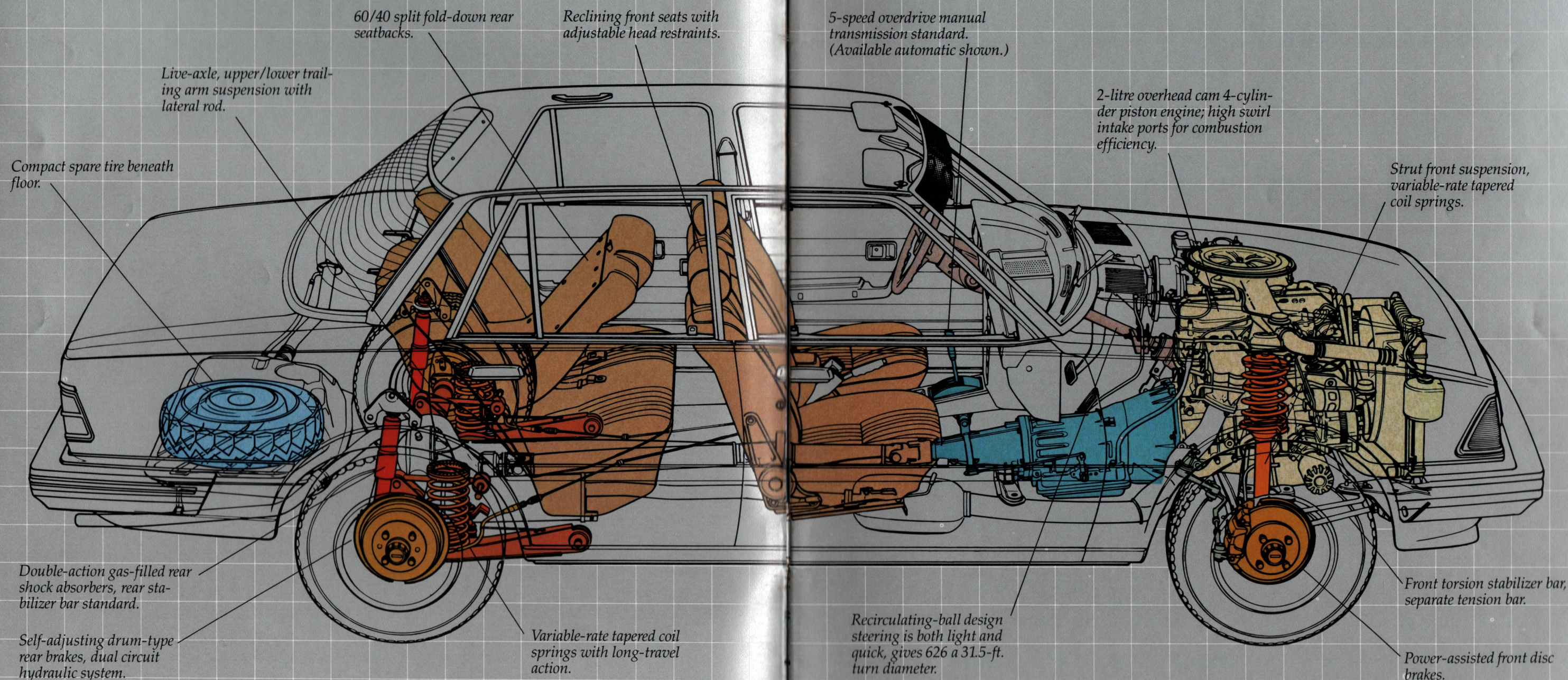


626 really stretches a gallon of gas. See page 14 for details.

accomplishment, made possible by the diligent efforts of Mazda's relentless engineers.

The other change was a bow to those enthusiastic and constructive critics among our early buyers: the introduction of the 626 Luxury Sport Coupe and Sedan—a careful expansion of the 626 concept into the realm of all-out luxury cars.

**For 1982,** Mazda product planners have found a few more discreet ways to improve the breed. But you should know this: They fervently believe 626 already is the most accomplished and civilized road car on the market—and unequalled for value at its price. Read on and see if you don't find yourself in complete agreement.



60/40 split fold-down rear seatbacks.

Reclining front seats with adjustable head restraints.

5-speed overdrive manual transmission standard. (Available automatic shown.)

2-litre overhead cam 4-cylinder piston engine; high swirl intake ports for combustion efficiency.

Strut front suspension, variable-rate tapered coil springs.

Compact spare tire beneath floor.

Live-axle, upper/lower trailing arm suspension with lateral rod.

Double-action gas-filled rear shock absorbers, rear stabilizer bar standard.

Self-adjusting drum-type rear brakes, dual circuit hydraulic system.

Variable-rate tapered coil springs with long-travel action.

Recirculating-ball design steering is both light and quick, gives 626 a 31.5-ft. turn diameter.

Front torsion stabilizer bar, separate tension bar.

Power-assisted front disc brakes.



## 626 Luxury Sport Coupe: Classic European road-car character—with remarkable efficiencies all its own.

look is decidedly European—with meticulous Mazda refinements on half of aerodynamic efficiency. The 626 coupe has a specific crispness of shape and line that was painstakingly perfected through extensive wind-tunnel testing. The hood is sloped, the grille is slanted, front airdam and an engine undershield are provided to lessen air turbulence.

As a result, this car cuts the air with a remarkably low drag coefficient of 0.39—a figure not normally achieved by conventional cars. The benefits of 626's clean design are more than simply aesthetic. Aerodynamic efficiency contributes to fuel economy (see page 14 for details) and handling qualities at highway speeds, and helps reduce wind noise at the same time. The bright

bumper accents and extra-wide body mouldings you see below are special Luxury touches to accent the clean lines. Extra-wide 185/70SR-13 blackwall steel radial tires are also standard on Luxury coupes; the aluminum road wheels are available only on 626 coupes.

### "... high praise for the coupe's sporting nature."

*Road & Track*  
To endow 626 with true sports-car behavior, Mazda engineers borrowed liberally from RX-7 technology. Both front suspension and the unusual recirculating-ball design steering are patterned

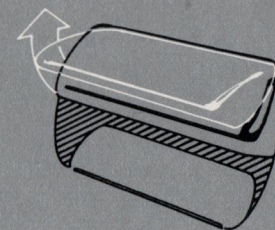


An extraordinary drag coefficient of 0.39... a near-perfect balance of weight... contribute to 626's road-car behavior.

after RX-7 components, and both front and rear stabilizer bars are standard equipment.

Furthermore, 626 has a balance of weight that is virtually identical to that of RX-7. And its center of gravity is just 20.3 inches off the ground, its road-hugging ratio (track vs. height) is a mere .99.

All that technical data gains meaning when you experience the poise and catquick responsiveness of this car as you track along a twisty mountain road or thread your way through city traffic: this is a luxury car that *handles*.



**Night-light door handle.** Another Luxury touch aids you wonderfully on a dark night: lift the driver's handle, and a miniature light

goes on *inside* the keyhole, locating it for quick and easy unlocking. Once inside, you'll find the ignition keyhole is also illuminated to guide you without fumbling. Both lights shut themselves off after 25 seconds. A small thing, but one of many special accommodations that make a 626 Luxury model especially satisfying to own and drive.

More on the subject of night-lights: the headlamps on Luxury models are the halogen type, to extend your field of night vision. For a complete listing of Luxury standard features, see page 15.

**One more thing...** The 626 powertrain. The 2-litre engine is as willing as it is economical. Mazda has engineered refinements such as high-swirl combustion chambers and spray injection fuel feed in the carburetor into a beautifully efficient combustion process that obtains power and clean exhaust from every drop of gasoline. Teamed with a 5-speed overdrive transmission that makes quick, sure fun of shifting, you have a power train that complements the sporting nature inherent in the 626 concept—now raised to the luxury level.





## 626 Luxury Sport Sedan: Impeccable road manners and a list of standard equipment that boggles the mind.

Just one look tells you this is not your conventional, sedate luxury sedan. Its lines are clean and spare and it crouches on a taut 88.8-inch wheelbase—and under the looks is a performance-bred machine that takes your driving very seriously.

So what you're looking at here is an opulently appointed little limousine that can also scamper through esses-curves and tricky

turns with the poise and aplomb of a sports car.

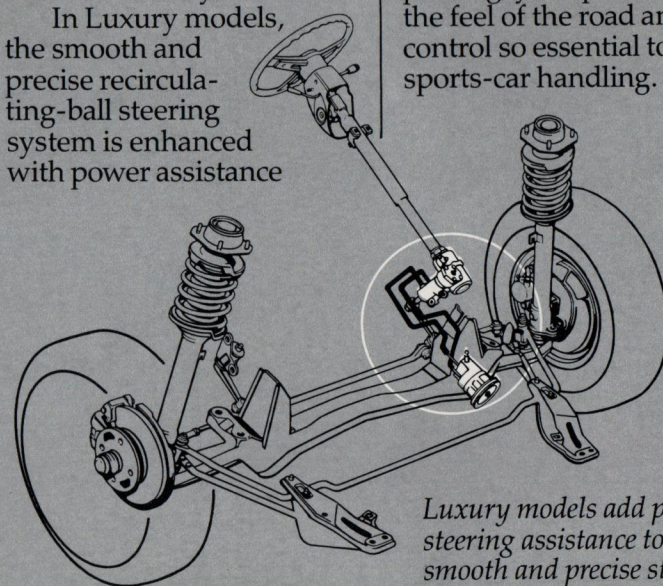
**Uncommon comfort, too.** Mazda engineers have literally raised the roof to create more headroom, both front and rear, than in the coupe. And there's a tad more rear legroom as well, so there's really generous space for four full-size adults, front and rear.

Inevitably, there was some loss in aerodynamics, to a drag coefficient of

0.42—still better than those of most ordinary sedans.

In Luxury models, the smooth and precise recirculating-ball steering system is enhanced with power assistance

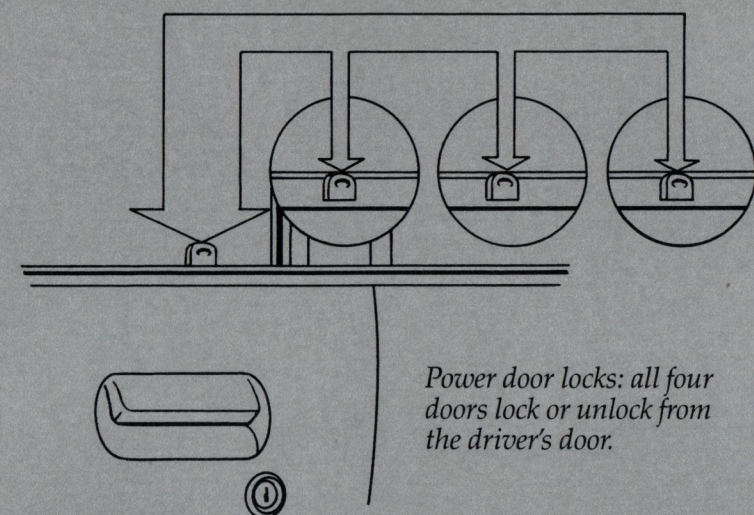
to aid you in turns and parking; yet it preserves the feel of the road and control so essential to sports-car handling.



*Luxury models add power steering assistance to 626's smooth and precise steering.*

**A wonderment of equipment.** The list is long and impressive—for the Sport Sedan (see page 15). For the Luxury Sport Sedan, it is all the more so.

The list begins with those mentioned for the Luxury coupe: Extra-wide steel-belted radials. Halogen headlamps. Extra-wide body mouldings. Door handle night-lights. And bumper accents. To these add: Power windows • Power steering • Tilt steering wheel • AM/FM stereo radio with 4 speakers, power amplifier and fader control • Cruise Control • Dual power-adjusted



remote-control sideview mirrors • Twin-spot map lights • Tachometer • 8-function electronic check

*Power door locks: all four doors lock or unlock from the driver's door.*

panel • Rear seat center armrest • Velour door panel inserts • Driver's reclining seatback "fine-tune" control

• And full wheel covers. While most of these standard features are shared by both Luxury models, there is one additional feature for the sedan alone: power door locks controlled from the driver's door.

**An incredible value.** Any car that could pamper you like this, look like this, perform like this, economize like this—and still be priced under \$10,000—is, we submit, an incredible value indeed. On that basis, the second looks you will surely draw from drivers of Mercedes... BMW... Audi... as well as others, are all the more gratifying.





he 626 Luxury ambiance—wherein  
ne enjoys the kind of driving  
nce found only in sports cars.

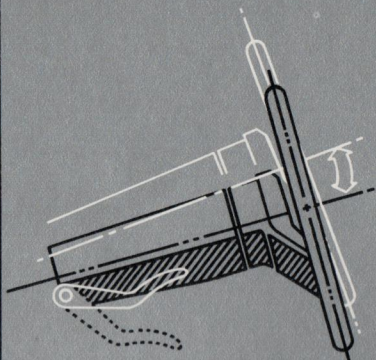
may seem incongruous,  
first, to enjoy high-per-  
formance driving in this  
mosphere of luxury—a  
nd of luxury American  
r buyers have previously  
joyed only in large, ex-  
pensive cars. What it does  
to heighten your aware-  
ness of 626's capabilities  
a road car.

Your first drive in 626  
Luxury is a revelation of  
extraordinary accommoda-  
tion. First you settle into the

driver's seat (1), then comes  
a series of adjustments (7).  
Seat position. Seatback  
angle. Seat cushion angle.  
Then you tilt the wheel to  
just the right angle. Then,  
perhaps, a final bit of fine-  
tuning to the seatback  
position. This is a velour  
driver's seat that cuddles  
and conforms to your every  
contour as very few car  
seats can.

Now adjust the side-  
view mirrors with a touch

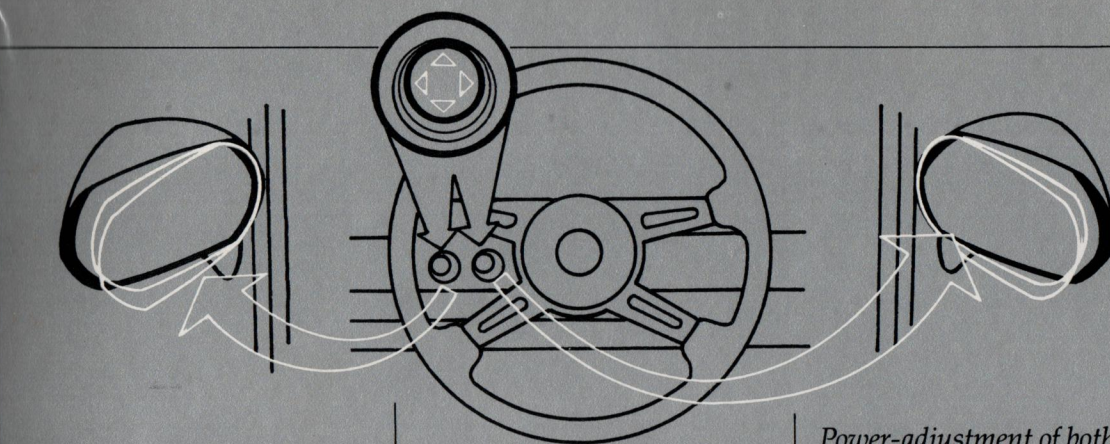
of your finger to the dash.  
Then turn the key and trig-  
ger a driving experience too  
few people are privileged to  
enjoy: the road-car action  
of a high-performance  
machine—in genteel and



Even a tilt steering wheel  
is standard.

luxurious surroundings.  
**Superb instrumentation.**  
In 626 Luxury models, the  
instrument panel (2) is  
equipped with tachometer  
and 8-function electronic  
check panel. Clearly visible  
half-moon speedometer  
and tach sit above the check  
panel, with coolant tem-  
perature and fuel gauges  
flanking it. A classically  
clean layout. The coupe has  
the 4-spoke sports wheel,  
while the sedan has its  
own, more formal 2-spoke  
wheel.

The digital clock is but a  
glance away, the 5-speed  
shifter comes naturally to  
hand, the pedals are where



you expect them to be. The  
cruise control (5) allows you  
to "coast" down from your  
set speed while approach-  
ing traffic on a crossroad,  
then resume the previously

set speed again.

The center console (3)  
houses the power window  
controls; there are niches  
for coins between them,  
and the cruise control

Power-adjustment of both  
sideview mirrors is available.

activator and parking brake  
lever are behind them.  
You may never have felt so  
totally in control of any  
car before. And all of those  
"extras" are standard in

both Luxury models!  
**Sunroof available.**  
Picture 4 shows you the  
beautifully engineered,  
electrically-powered sun-  
roof that's available for both  
Luxury Coupe and Sedan.  
**The luxury of space.** It's  
often lost in the rear seats of  
smaller cars—happily, 626  
is an exception (6). Note the  
high seatbacks, and the  
pull-down armrest, coved  
bolsters, and the height of  
the seat itself. Your rear-  
seat passengers can sit up  
naturally and comfortably,  
with ample head- and leg-  
room for full-size adults.  
Everyone travels first class  
in a 626 Luxury automobile.





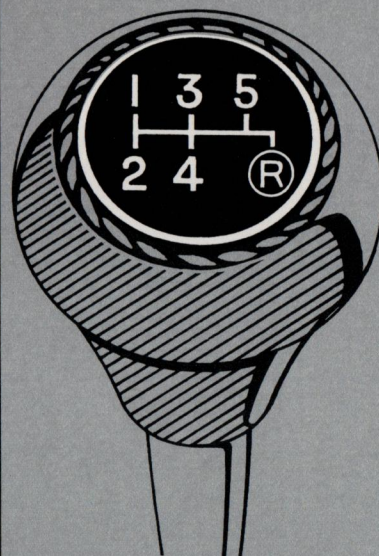
## 626 Sport Coupe and Sedan: Their incredible value includes refinements expensive European cars will envy.

This is where the 626 phenomenon started. The basic car. The enthusiast-magazine enthusiasm. The cult following. The incredible value challenge to European road cars.

Despite inevitable price increases over the years, 626 Sport models remain solidly placed within the price range of American cars of comparable size. Yet their inherent look, character and road-car capabilities

can only be compared to European road cars which usually cost far more—cars like Audi, BMW and Peugeot.

**A benchmark, no less.** Start with the basic mechanical characteristics. 626 immediately separates itself from conventional rear-drive cars—its road capability skews it into comparison with a whole different category of performance-oriented,



*A quick-shifting 5-speed overdrive transmission is standard equipment.*

premium-priced cars.

Then come back to an owner's basic needs. Fuel economy (see page 14 for details). Room. Comfort. Features and value. Quality of fit and finish. Built-in durability. 626 owner satisfaction on these points is a matter of public record.

Now get down to the emotional essence of what you're looking at—and what you're going to have to live with for quite a while to come. Can you live with a car like this in your driveway? Can you *enjoy* the way it performs its basic function of transportation from Point A to Point B? Can you

afford its daily cost of operation? Can you stand to have people make judgments about your driving skills, based on how your car looks? If it's a 626, you can, indeed.

Finally, can you accept all this for considerably less money than those cars it is best compared with?

We believe Mazda 626 Sport Coupes and Sedans will win, hands down, any comparisons based upon what owning a car is all about in the 1980s.

**Coupe or Sedan?** Your own personal needs and preferences will guide your decision. The Sedan, right,

is lowest-priced. The Coupe has some sportier accouterments—the differences in equipment listed

on the next few pages may influence your choice between the two.

Either way, a high-

performance, high-mileage 626 Sport Sedan or Coupe is certainly one of the best values around.



*626 Sport Sedan above, 626 Sport Coupe below.*





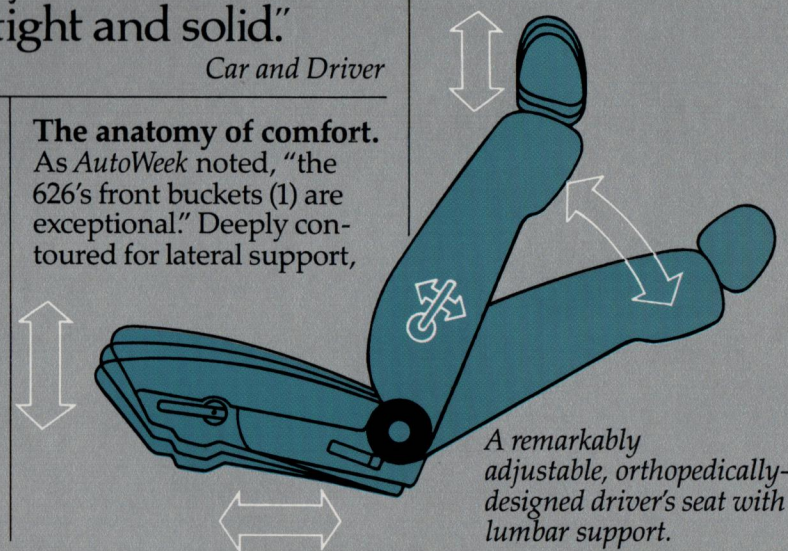
The 626, inside: "...one of the classiest small-car interiors you'll find, and everything is tight and solid."

*Car and Driver*

Mazda began creating the 626 with a belief: the atmosphere one found in some European road cars could be significantly improved by adding some comforts and refinements usually associated with luxury cars—without compromising the sporting nature of the 626. It was a somewhat daring concept that proved instantly popular when introduced in 1979.

### The anatomy of comfort.

As *AutoWeek* noted, "the 626's front buckets (1) are exceptional." Deeply contoured for lateral support,



A remarkably adjustable, orthopedically-designed driver's seat with lumbar support.

they maneuver more than seven inches horizontally for precisely the legroom and driving position you prefer.

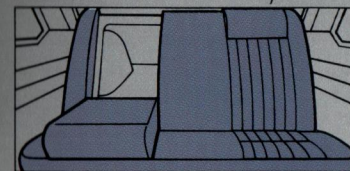
But there's more: the seatback adjusts, the driver's seat cushion adjusts in angle, and the seatback lumbar support is adjustable as well.

Few cars in its class—or indeed, at any price—go so far to give you a command post position to your complete satisfaction.

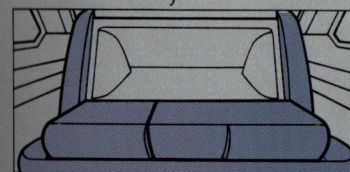
**A surprise in back.** The rear seats are no less exceptional. The backs are split, 60/40, and they fold down. So suddenly you can carry



Fold down the "60-half" ...



or the "40-half" ...



or both ... to accommodate long or odd-shaped objects.

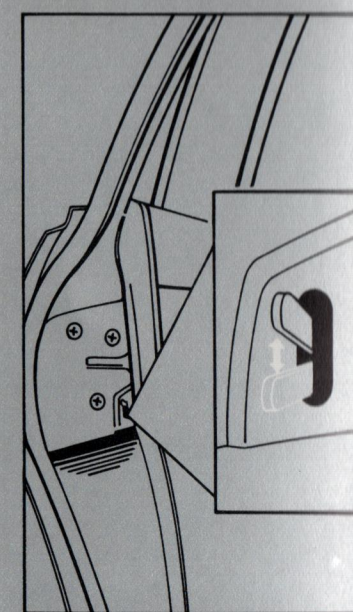
extra-long objects like skis inside the car and still have room for a rear seat passenger, or a mountainous amount of luggage.

**Variations in instrumentation.** The Sport Sedan (4) has a soft-grip, two-spoke steering wheel and a bit more formal look. The Sport Coupe (2) offers a four-spoke sport wheel, tachometer, and electronic check panel. For 1982, both cars will have dual sideview mirrors as standard equipment; the sedan's are manually adjusted, the coupe's remote-controlled.

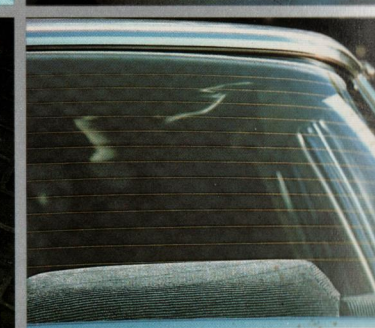
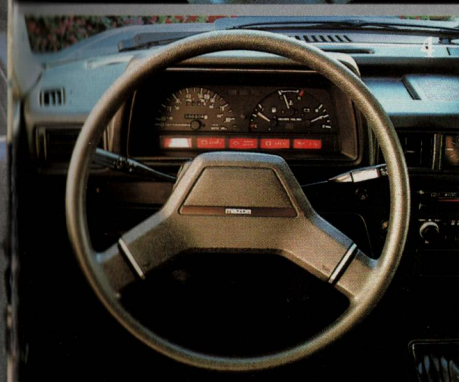
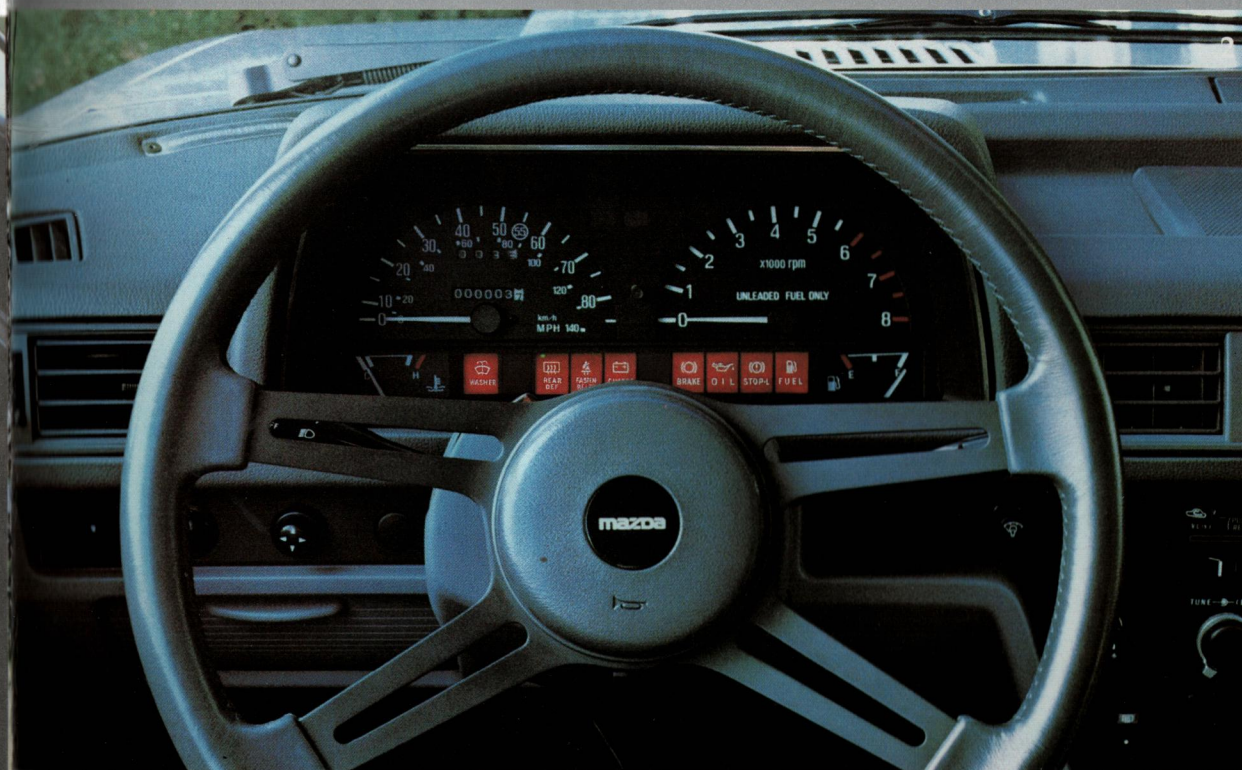
**The more you look ... the more you find to like in a**

626. Like velour upholstery (1). A digital clock and AM/FM radio (3). A driver's storage compartment with a sliding door (5), and map pockets on the doors (6). A storage pocket on the back of the front seat (7). A remote-control trunk release on the floor near the door, which opens the way to all that luggage space you see (9). An electric rear window defroster (10). And both cars offer the automatic transmission option (8).

Finally, a special sedan feature (see right): when the little lever on the rear door is raised, children can't open it from inside.

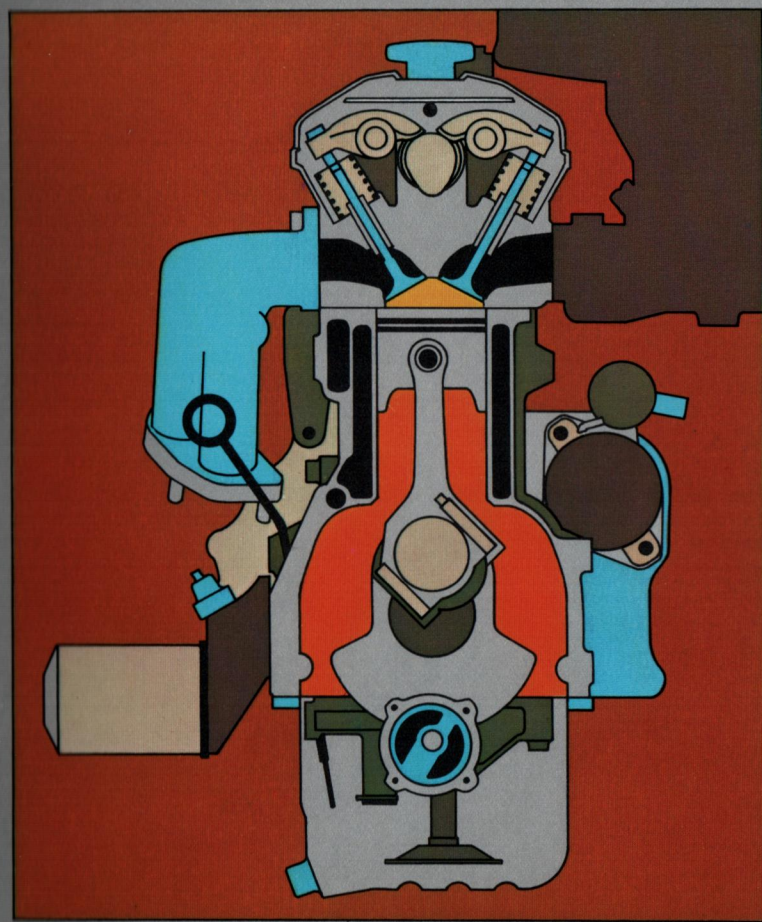


Rear door handle deactivator.





A closer look at the engineering credentials which give 626 its remarkable road-poise.



**Engine.** 2-litre, crossflow, overhead cam inline 4-cylinder, hemi-head, water-cooled, piston type. 74 hp at 4500 rpm, 105 lb.-ft. torque at 2500 rpm (SAE net). 2-stage, 2 bbl. carburetor. Transistorized ignition. 2-bed (monolithic and pellet-catalyst) Mazda Stabilized Combustion System. 12-volt electrical system, 12-volt, 45 ampere hour battery.

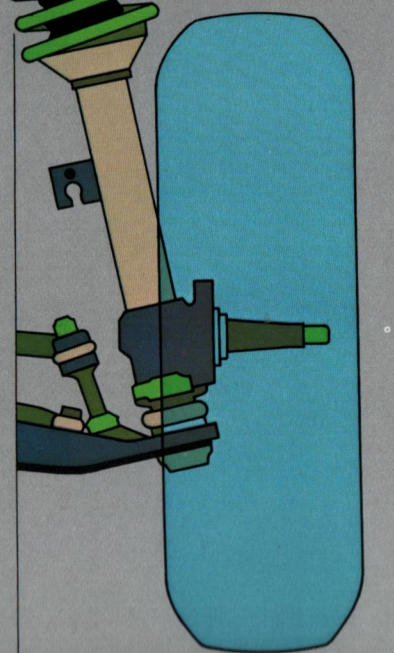
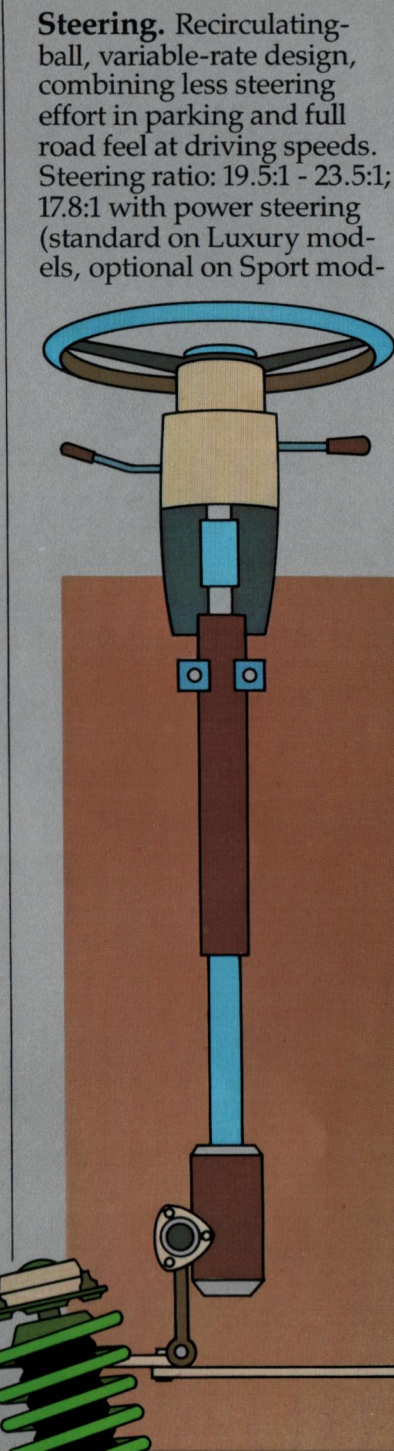
**37** **27**  
EST. hwy mpg EST. mpg

**Transmission.** Fully-synchronized, rear-wheel-drive 5-speed overdrive. 3-speed automatic optional.

Gear ratios	5-speed	Auto.
1st	3.214:1	2.458:1
2nd	1.818:1	1.458:1
3rd	1.296:1	1.000:1
4th	1.000:1	—
5th	0.860:1	—
Reverse	3.461:1	2.181:1
Final	3.636:1	3.636:1

EPA estimates for comparisons. Your mileage may vary with speed, trip length and weather. Actual highway mileage will probably be less.

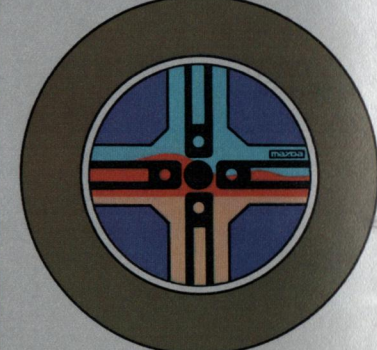
**Suspension.** Front struts with tapered variable rate coil springs, double-action hydraulic shock absorbers, A-shaped lower arms, stabilizer bar, separate tension rod. Rear: Live axle, 4-link positioning with lateral rod, tapered variable-rate coil springs, gas-filled double-action shocks, trailing arms and stabilizer bar. Wheelbase: 98.8 in. Track: 53.9 in. front, 54.3 in. rear.



**Steering.** Recirculating-ball, variable-rate design, combining less steering effort in parking and full road feel at driving speeds. Steering ratio: 19.5:1 - 23.5:1; 17.8:1 with power steering (standard on Luxury models, optional on Sport models).

els). 4.5 turns lock-to-lock; 3.7 turns lock-to-lock with power steering. Turning diameter, 31.5 ft. **Brakes.** Power-assisted front disc and self-adjusting rear drum system. 7.5-inch vacuum servo power unit. Dual hydraulic circuits assure over 50% braking power if one circuit fails. Parking brake mechanically activated on rear wheels.

**Tires/wheels.** Sport models: 165SR13 blackwall steel radials, 5J x 13 styled steel



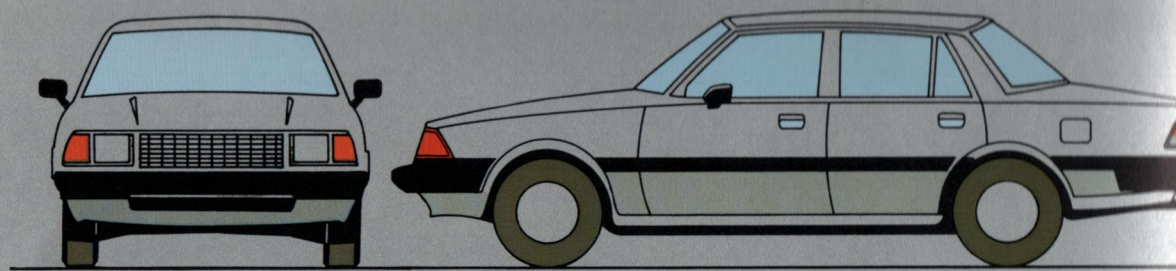
wheels. Luxury models: 185/70SR13, 5 1/2J x 13 wheels, full wheel covers. Aluminum road wheels available for coupes (185/70SR13 tires required). Compact spare tire, all models.

**Dimensions.** Overall length, 173.8 in. Width, 65.4 in.; Luxury models, 66.5 in. Height, 53.3 in., coupes, 54.5 in. sedans.

**Exterior colors.** Calm Beige. Formula White. Stardust Blue Metallic. Terra Brown Metallic. Lime Green Metallic. Noble Grey Metallic. Crystal Silver Metallic. Maya Gold Metallic. Renaissance Red (Maroon) Metallic.

Comparisons and magazine evaluations of 626 and other vehicles in this catalog are based on earlier competitive specifications, features and tests. For 1982, they may be different or changed from time to time by individual manufacturers.

Availability of specific options varies by geographic location, and may be available only in combination with other options. Also, specific combinations of colors, interiors, equipment, features or options may vary from time to time and by geographic area. Mazda reserves the right to make changes without notice at any time in prices, models, specifications, equipment, features, colors and options. Some equipment in this brochure is optional at extra cost.



**626 Standard Equipment.**

**Sport Sedan:** 5-speed overdrive transmission • 2-litre (120.2 cu. in.) OHC engine • Power-assisted brakes, front disc, rear drum • Front and rear stabilizer bars • 165SR13 black-wall steel-belted radial tires • Full-width velour upholstery • Reclining front bucket seats with adjustable headrests • Driver's seat lumbar support and seat-angle adjustments • 60/40 split fold-down rear seatbacks • Front seatback storage pockets • 4-function electronic check panel • AM/FM stereo radio with two speakers • Dual side-view mirrors • Day/night rearview mirror • Headlamps-on reminder chime • Remote trunk-lid release • Remote fuel-filler door release • 2-speed windshield wipers with intermittent-

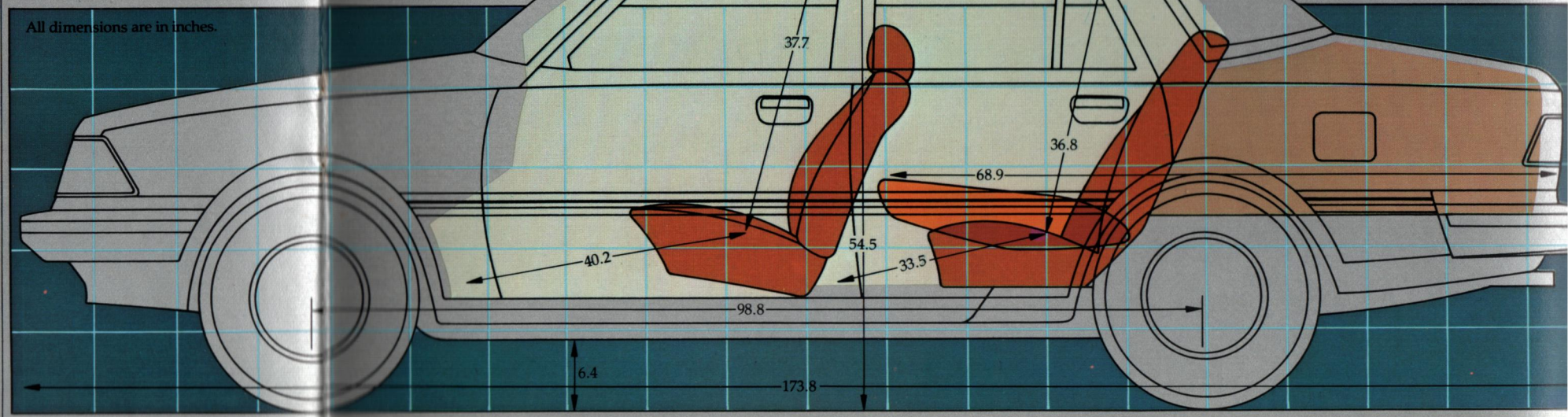
action feature • Twin-nozzle windshield washers • Tinted glass • Electric rear-window defroster • Front side-window demisters • Center console with armrest • Door armrests • Front door map pockets • Glove compartment lock and light • Trunk light • 2-spoke soft-grip steering wheel • Resettable trip odometer • Digital quartz clock • Nylon cut-pile carpeting • Dual padded sunvisors • Vanity mirror • Passenger assist grips (1 front, 2 rear) • Rear-seat heat duct • Chip-resistant rocker panel coating • Rear-door inside handle deactivators. **Sport Coupe:** In addition to or replacing equipment on Sport Sedan: Dual electric remote-control side-view mirrors • Passenger's seat-forward control with pre-set position return memory • 4-spoke soft-grip

steering wheel • Tachometer • 8-function electronic check panel. **Luxury Sport Sedan & Coupe:** In addition to or replacing equipment on Sport Sedan: 185/70SR13 steel-belted radial tires • Full wheel covers • Dual electric remote-control sideview mirrors • Power windows • Power steering • Tilt-adjustment steering wheel • 8-function electronic check panel • AM/FM stereo radio with 4 speakers, power amplifier and fader control • Rear-seat center armrest • Dual map lights • Halogen headlamps • Cruise control • Driver's reclining seat-back "fine-tune" control • Driver's do keyhole and ignition night lights • Tachometer • Extra wide body side mouldings • Bumper mouldings • Fabric door trim • Power door locks (Sedan only).

roof, add 30 lbs.; with air conditioning add 60 lbs. **Interior dimensions (inches).** Front/Rear: Headroom, sedans,

37.7\*/36.8; coupes, 36.9\*/35.1. Legroom, 40.2/33.5 (coupe, 33.0). Shoulder room, 51.4/51.4. \*With sunroof, subtract

1.0 in. for sedans, 1.2 in. for coupes. Trunk room, 13.1 cu. ft. in sedans, 12.2 cu. ft. in coupes. Length, rear seatbacks down, 68.9 in.





1917

The more you look, the more you like.



**mazda**